

FUTURE BAYSIDE

Local Strategic Planning Statement

A land-use vision to 2036

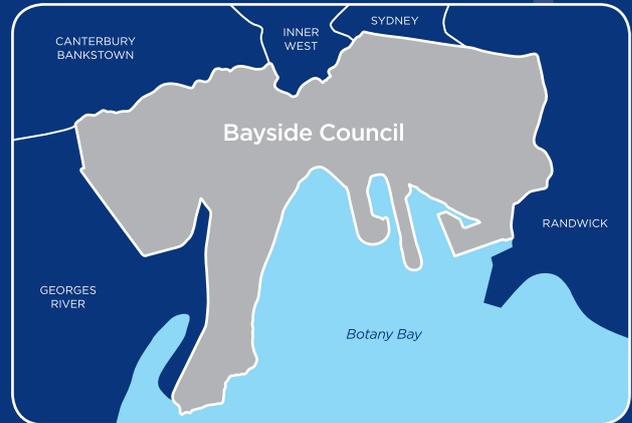


MARCH 2020

Acknowledgement of Country

Bayside Council wish to acknowledge Aboriginal people as the traditional custodians of this land.

Through thoughtful and collaborative planning we seek to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.



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Mayor's Message



I am pleased to present the Bayside Local Strategic Planning Statement that will help shape the future of land use in Bayside.

Our current population of around 162,900 is culturally diverse with 46% of residents born overseas. Our population is expected to reach 228,200 by 2036.

New homes will be required to house our growing community and it is important to ensure this growth happens in the right places and is serviced by high quality amenities, facilities, services and open space.

Bayside is also home to Sydney Airport and Port Botany. The role these important gateways play in Sydney's economy is expected to grow over the next 20 years, providing jobs and increasing productivity.

Aligning both existing and planned future infrastructure to support the growth of Bayside will be important to support a more sustainable city, better connecting people with the places they live, work and play, while also preserving our natural areas, landscapes and waterways.

The Bayside Local Strategic Planning Statement's Planning Priorities and Actions provide a road map for the future land use planning of Bayside to 2036.

Councillor Joe Awada
Mayor



Introduction



The *Environmental Planning and Assessment Act 1979* (the EP&A Act) defines the planning framework for NSW, including identifying the important role that a council has in the strategic land use planning of its **Local Government Area**.

Recent amendments to the EP&A Act introduced the requirement for a Local Strategic Planning Statement (LSPS) to be prepared by all councils. The LSPS sets out the 20 year vision for land use in the Local Government Area (LGA); it describes the special character and values that are to be retained and how change will be managed over a 20 year period.

In its LSPS Bayside Council must have regard to the *Eastern City District Plan* and *A Metropolis of Three Cities* (a land use plan for the Sydney region). Both these documents were prepared by the Greater Sydney Commission. An LSPS also aims to implement the priorities of a Council's Community Strategic Plan. The relationship between an LSPS and other plans is shown below.



Figure 1. Planning framework for the Local Strategic Planning Statement. (source: Local Strategic Planning Statements Guideline for Councils, Department of Planning, Industry and Environment 2018)

The Community Strategic Plan, Bayside 2030, has a broad focus. It sets the vision for the Local Government Area (LGA) and is a guide to decision making in relation to the social, environmental and economic future of the area. The Community Strategic Plan is implemented through Council's four year Delivery Program, annual Operational Plans, programs and projects. The Bayside 2030 priorities are shown below.

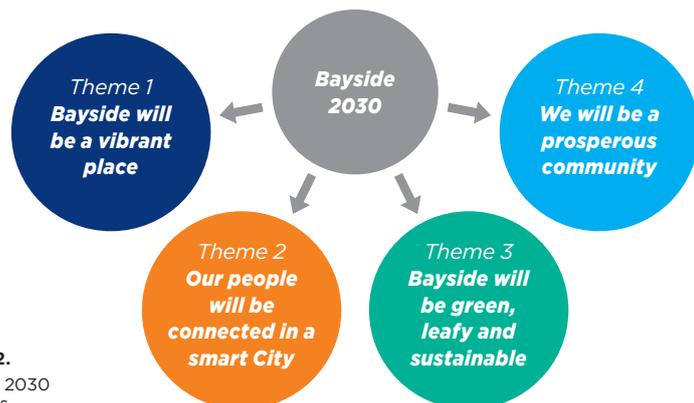


Figure 2. Bayside 2030 priorities.

In contrast, the Bayside LSPS focuses on the vision and priorities for land use and is implemented mainly through a Local Environmental Plan (LEP). It will also inform other planning tools, such as:

- ▶ Development control plans – that provide the detailed controls for development.
- ▶ Local infrastructure contribution plans – to ensure that local facilities are provided as the community’s needs change and grow.

It will also inform the preparation of other plans such as town centre master plans and public domain plans.

State agencies will use the LSPS to inform their infrastructure planning and service delivery such as schools, hospitals and transport to support local communities.

The Bayside LSPS is the first LSPS for our Local Government Area. The Bayside Planning Priorities have been grouped under the same four themes identified in the *Eastern City District Plan* and *A Metropolis of Three Cities*. These themes are: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. The Bayside LSPS has 24 Planning Priorities and 148 Actions.

To inform the new strategic planning documents Bayside Council has commissioned nine new studies to better understand our area and develop strategies for future land use planning. These include:

- ▶ Local Housing Strategy
- ▶ Social Infrastructure Strategy (open space and recreation and community facilities)
- ▶ Transport Strategy (including Bike Plan)
- ▶ Environmental Review of Planning Controls
- ▶ Centres and Employment Lands Strategy
- ▶ Aboriginal Heritage Study
- ▶ Non-Aboriginal Heritage Strategy
- ▶ Flooding and Stormwater Study
- ▶ Land Use Limitation Study

This work is due to be completed by late 2019 and will be placed on public exhibition in March 2020. However, legislation requires councils to finalise the LSPS in January 2020 and make their LSPS by 31 March 2020, prior to the completion of this work. Therefore a review of this LSPS will commence in the next term of Council in 2020. This will ensure the next Bayside LSPS is underpinned by an evidence base to support and justify additional planning priorities and actions that are more specific and place based.

Bayside is part of Resilient Sydney which has developed a Strategy for City Resilience. The Strategy has five Directions as follows:

1. People centred city: we include communities in decision making for growth and equity.
2. Live with our climate: we adapt to sustain our quality of life and our environment.
3. Connect for strength: every Sydneysider will feel they belong to our community and city.
4. Get ready: we know how to prepare and respond and recover.
5. One city: we are one city.

These Directions cross a number of the four themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability under which the Bayside Planning Priorities are grouped and are included where relevant into the Bayside LSPS Planning Priorities and Actions.

This LSPS has been prepared in accordance with clause 3.9 of the EP&A Act.

The Bayside LSPS, once made, will be part of the strategic merit test for gateway determinations in relation to Planning Proposals to make and amend LEPs under section 3.33(2) of the EP&A Act.

An LEP is a legal document prepared by Council and approved by State Government to regulate land use and development through zoning and development controls for private and public land. As a newly amalgamated Council, Bayside has to prepare the Bayside LEP 2020. The Bayside Development Control Plan 2020 will be prepared to provide more detailed planning controls for development in Bayside.

The Bayside Local Strategic Planning Statement is divided into three parts:

PART 1 | FUTURE OF BAYSIDE

This section includes the Bayside Land Use Vision 2036, the Bayside Structure Plan 2036 and a table of the Bayside Planning Priorities.

PART 2 | BAYSIDE: OUR PLACE

This section provides an overview of the key characteristics of our area and issues for consideration in future planning, including a summary of the community engagement undertaken.

PART 3 | BAYSIDE PLANNING PRIORITIES

This section identifies the planning priorities and actions to implement the actions contained within the Eastern City District Plan.

Future of Bayside

We will celebrate our natural environment and heritage by protecting our waterways and natural areas from land uses and activities which pollute them, we will interpret cultural significance in the way we plan and design open space and how we respect buildings, streetscapes and places that are significant to our community. We will create vibrant, healthy and connected places with a strong economy.

Bayside land use 2036

Bayside was originally home to the Aboriginal people known as the 'water people' who lived around Kamay (Botany Bay) and it is the wetlands and waterways of Bayside that continue to shape Bayside's landscapes.

We are a growing and diverse community. In 2016 Bayside was home to 162,900 people with 46% of the population born overseas. By 2036 the population is forecast to be 228,000. We will plan for this growth by identifying places where more homes can be located and be supported by infrastructure and jobs.

Many of the 91,000 jobs in Bayside are located in or around the two trade gateways of Sydney Airport and Port Botany. The trade gateways have an important role in the district's economy and are expected to grow, providing more jobs and increasing productivity in the local area. However, it also means more freight and traffic on roads that are already congested. Transport is therefore a key priority for us and we will advocate to state and federal government for improved public transport, roads and infrastructure. We will work to influence outcomes of major transport projects which are under construction or being planned so that our local community can benefit from improved amenity as well as better access to jobs, goods and services.

Bayside is part of Resilient Sydney which has developed a Strategy for City Resilience in collaboration with metro councils, NSW Government, businesses and communities. Council has integrated many of the identified actions into the LSPS and will be working on how to further implement the strategy. The Bayside Local Strategic Planning Statement builds on the previously adopted Bayside Community Strategic Plan 2030, gives effect to the Eastern City District Plan and reflects community input.

The Bayside Land Use Vision 2036 is that we will:

- ▶ Protect our natural areas, landscapes and waterways and deliver high quality open space. We will also increase our tree canopy and extend our green Grid Corridors through a network of open space, footpaths and cycleways that provide greater connectivity to our open space, centres, employment hubs and green corridors.
- ▶ Plan for a sustainable Bayside that uses resources wisely and is resilient to social, environmental and economic stressors.
- ▶ Be a vibrant, healthy and connected community that respects existing character and heritage.
- ▶ Prepare, in consultation with our community, master plans, structure plans and public domain plans for each of our centres to ensure we have great places.



Land Use 2036 Structure Plan



Urban Growth

- Planned/ Planning Commenced
- Planned Investigation (1-5 years)
- Future Investigation (6-10 years)
- Future Investigation (10+ years) (Subject to Mass Transit)
- Kogarah Collaboration Area

Employment Land

- Trade Gateway - Airport & Port
- Industrial Land

SREP/SEPP

- State Environmental Planning Policy (Three Ports) 2013
- Sydney Regional Environmental Plan No. 33 - Cooks Cove (SREP 33)
- SREP 33 - Open Space
- SREP 33 - Trade and Technology

Open Space and Green Grid Corridors

- Open Space
- M** Market Gradens
- Major Foreshore Destination
- Major Green Grid Corridor

Major Centres (GSC)

- Health and Education Precinct
- Strategic Centre
- Local Centre
- Proposed Strategic Centre (Bayside Council)

Existing & Planned Connections

- Existing Rail Network
- Major Roads
- Westconnex
- M6 Stage 1
- City and South East Light Rail

Potential Future Connections (indicative)

- M6 Stage 2
- Train Link/ Mass Transit Visionary
- South East suburbs to CBD Mass Transit Visionary
- Kogarah to Parramatta Mass Transit Investigation
- City Serving Transport Corridor

Heritage Conservation Areas

- Conservation area

Desired Future Connection (Bayside Council)

- East West Transport Links

NOTE:
 Committed projects of M6 - WestConnex to President Avenue Kogarah is subject to final business case, no investment decision yet.
 Routes & stops for some transport corridors/projects are indicative only.

Bayside planning priorities

A liveability, productivity and sustainability framework

INFRASTRUCTURE AND COLLABORATION

LIVEABILITY

A city supported by infrastructure

A collaborative city

A city for people

Housing the city

A city of great places



Infrastructure supporting new developments

Working together to grow a Greater Sydney

Celebrating diversity and putting people first

Giving people housing choice

Designing places for people

Planning Priority B1 Align land use planning and transport infrastructure planning to support the growth of Bayside

Planning Priority B2 Align land use planning with the delivery and management of assets by Bayside Council to support our community

Planning Priority B3 Working through collaboration

Planning Priority B4 Provide social infrastructure to meet the needs of the Bayside Community

Planning Priority B5 Foster healthy, creative, culturally rich and socially connected communities

Planning Priority B6 Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors

Planning Priority B7 Provide choice in housing to meet the needs of the community

Planning Priority B8 Provide housing that is affordable

Planning Priority B9 Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm

Planning Priority B10 Value, protect and conserve Aboriginal heritage

Planning Priority B11 Develop clear and appropriate controls for development of heritage items, adjoining sites and in conservation areas

EDCP DIRECTIONS

BAYSIDE PLANNING PRIORITIES

PRODUCTIVITY

SUSTAINABILITY

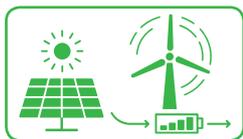
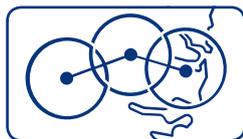
A well connected city

Jobs and skills for the city

A city in its landscape

An efficient city

A resilient city



Developing a more accessible and walkable city

Creating the conditions for a stronger economy

Valuing green spaces and landscape

Using resources wisely

Adapting to a changing world

Planning Priority B12 Deliver an integrated land use and a 30-minute city

Planning Priority B13 Contribute to growing a stronger and more competitive Harbour CBD

Planning Priority B14 Protect and grow the international trade gateways

Planning Priority B15 Growing investment, business opportunities and jobs in Bayside's strategic centres and centres

Planning Priority B16 Contribute to growing the health and education precincts of Kogarah, Randwick and Camperdown

Planning Priority B17 Retain and manage industrial and urban services lands

Planning Priority B18 Support the growth of targeted industry sectors

Planning Priority B19 Protect and improve the health of Bayside's waterways and biodiversity

Planning Priority B20 Increase urban tree canopy cover and enhance green grid connections

Planning Priority B21 Deliver high quality open space

Planning Priority B22 Protect and enhance scenic and cultural landscapes

Planning Priority B23 Reduce carbon emissions through improved management of energy, water and waste

Planning Priority B24 Reduce community risk to urban and natural hazards and improve community's resilience to social, environmental and economic shocks and stressors

EDCP
DIRECTIONS

BAYSIDE
PLANNING PRIORITIES

Bayside: our place



Bayside is located on the shores of historic Botany Bay, 12 kilometres from the Sydney Central Business District (CBD). Bayside Council brings together the former City of Botany Bay and Rockdale City Councils. The area covers 50 square kilometres and stretches over twenty-nine suburbs.

Population

Bayside is one of the nine LGAs that comprises the Eastern City District as shown in the map on the right. Bayside in 2016 had a population of 162,900 and is forecast to grow to 228,200 by 2036, an additional 65,300 people. This is greater than the Eastern City District. Bayside is culturally diverse, with 46% of people born overseas and 53% speaking a language other than English at home.

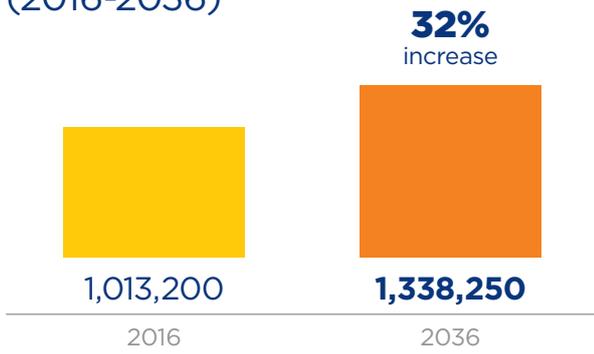


Table 1 below shows the age distribution for 2016 and the forecast for 2036. Overall the Bayside population is forecast to increase by 40%. However this forecast increase will not be the same across all age groups, with Bayside becoming an increasingly older community. This change in the demographic profile is important when planning for housing provision, community services and social infrastructure such as parks and community facilities.

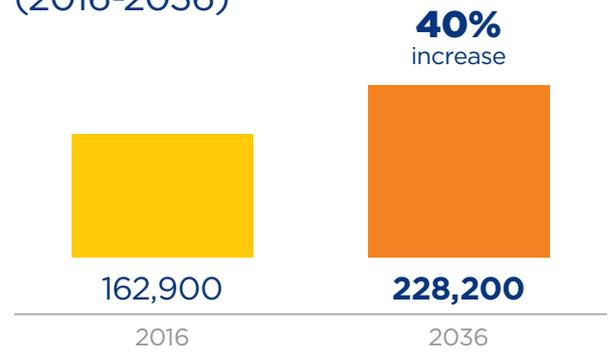
	2016	2036	% change
0-4	11,200	14,300	28%
5-19	25,600	37,500	46%
20-29	24,300	29,650	22%
30-39	28,450	32,850	15%
40-49	22,400	31,700	42%
50-64	26,250	39,650	51%
65-84	20,750	34,500	66%
85+	3,950	8,050	104%

Table 1. Bayside population by age group 2016 and 2036.
(source: NSW Department of Planning, Industry and Environment)

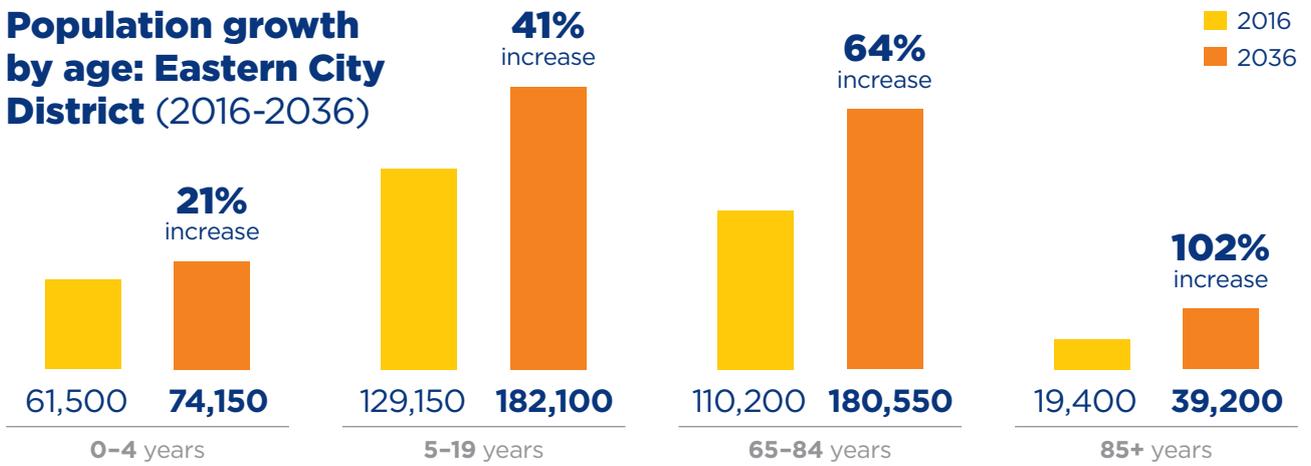
**Population growth:
Eastern City District
(2016-2036)**



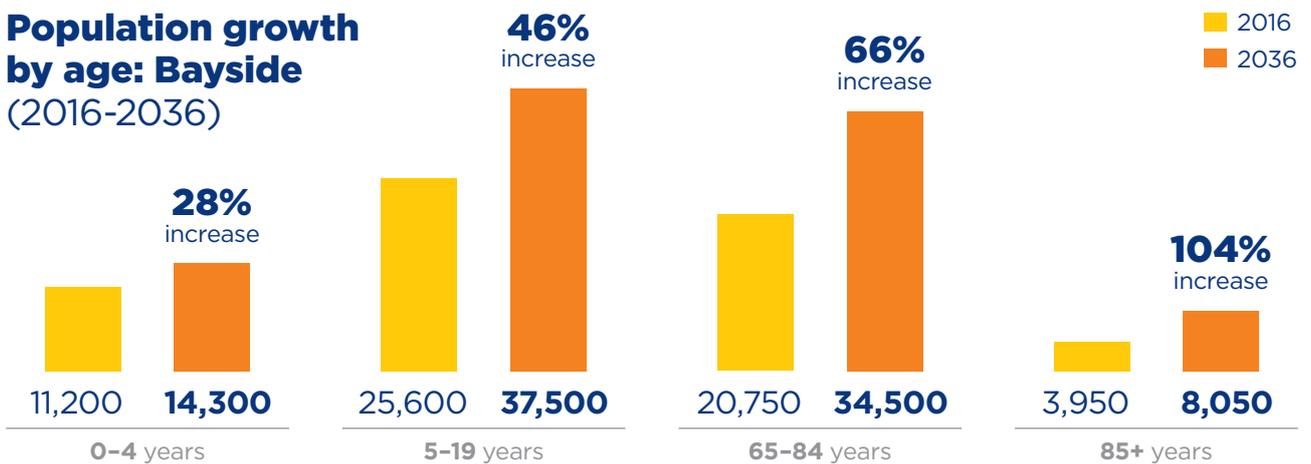
**Population growth:
Bayside
(2016-2036)**



**Population growth
by age: Eastern City
District (2016-2036)**



**Population growth
by age: Bayside
(2016-2036)**



Housing a growing population

In 2016 there were around 62,000 dwellings in Bayside. Between 2006 and 2016, 9,211 new dwellings were built in Bayside presenting an annual growth rate of 8.4%. This growth rate has exceeded that of the Eastern City District, which had an annual growth rate of 7.6% over the same time period.

The different types of dwellings are distributed unevenly across the LGA with flats and apartments being the most common dwelling type concentrated in the areas of Wollie Creek, Mascot, Eastlakes, Brighton Le Sands and Rockdale.

Smaller areas of walk up flats (3-4 storey) are located in places like Hillsdale and Ramsgate. Much of the remainder of Bayside contains separate dwellings with some medium density (semi-detached dwellings, row or terrace) scattered throughout. This distribution is shown in Figure 4.

The western part of Bayside is the more suburban in character including suburbs along the T8 Line (Airport and South) which includes Kingsgrove, Bexley North, Bardwell Park and Turrella. The centres of Wollie and Mascot are also located on this line but these are high density residential areas.

The suburbs along the T4 Line (Eastern Suburbs and Illawarra) includes Carlton, Kogarah, Rockdale, Banksia and Arncliffe. Rockdale is less suburban in character and is increasingly being developed for high density residential apartments. Banksia and Arncliffe have been identified for urban renewal and will be undergoing change over the coming years as it is redeveloped.

The eastern part of Bayside is less suburban in character with separate dwellings, semi-detached, row or terrace dwellings and 3-4 storey walk-up flats interspersed with large areas of industrial land and the very high density area of the Mascot town centre station precinct, most of which has been developed.

The already urban character of Bayside means there is a lack of vacant land so new development is being concentrated in centres, mainly in the form of apartments and units. This is shown in Figure 5. A key challenge will be ensuring there is a range of housing types and size to meet the needs of the population.

Housing: Eastern City District



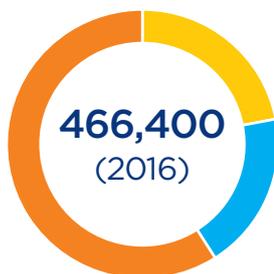
Separate house
102,608 | **22%**



Semi-detached, row or terrace house
88,616 | **19%**



Flat or apartment
275,176 | **59%**



Housing: Bayside



Separate house
23,785 | **38%**



Semi-detached, row or terrace house
9,075 | **15%**



Flat or apartment
28,729 | **47%**



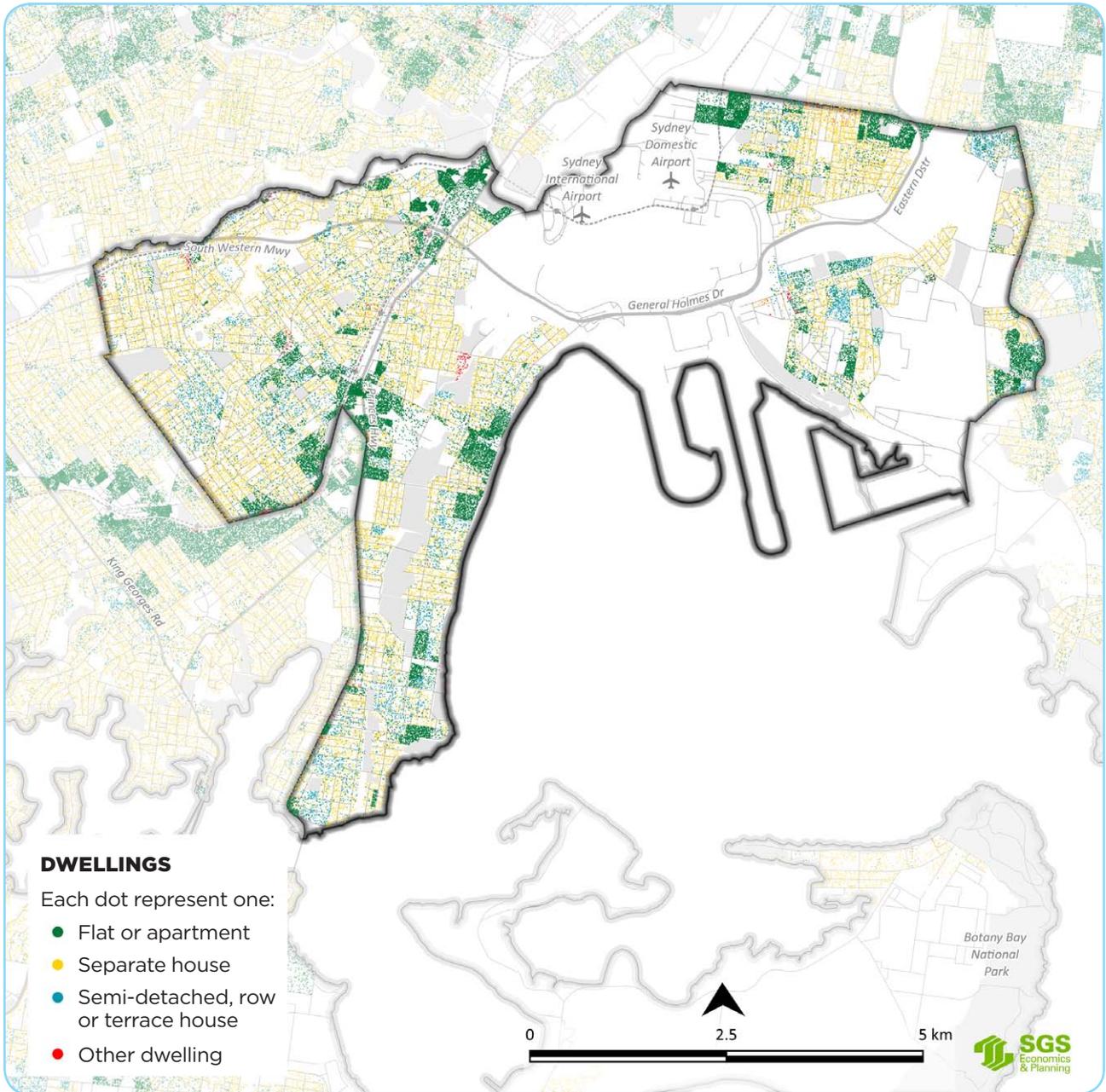


Figure 4.
The approximate distribution of different kinds of dwellings across Bayside.
(source: SGS Bayside Local Housing Strategy Background Paper)

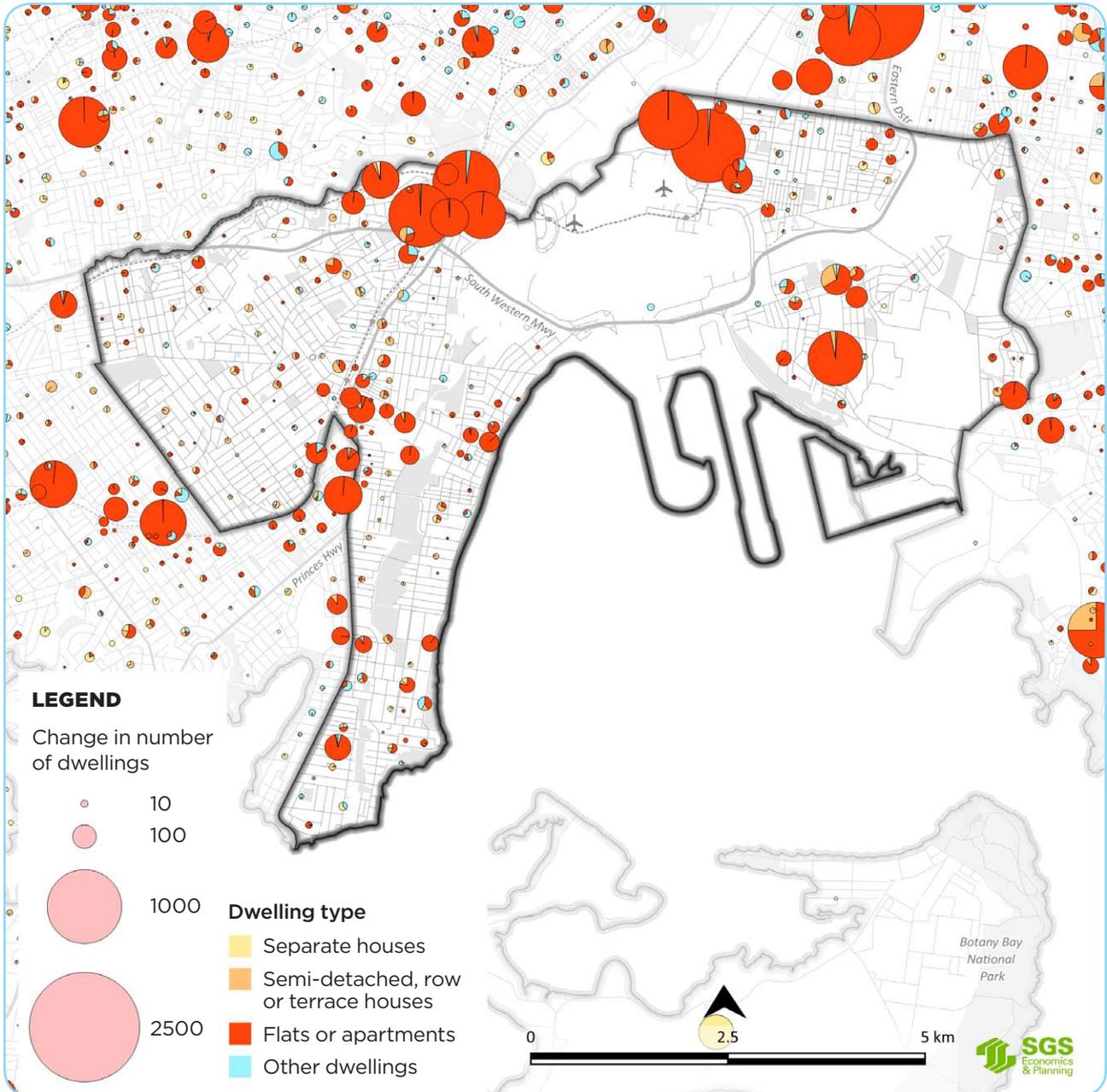


Figure 5.
 The increase in dwellings across the Bayside LGA between 2011-2016.
 (source: SGS Bayside Local Housing Strategy Background Paper)

What housing will Bayside need in the future

The Department of Industry, Planning and Environment anticipates that by 2036 Bayside will need an additional 28,000 dwellings to accommodate population demand. Bayside Council is preparing a Local Housing Strategy which will be finalised in 2020. This strategy will include an analysis of local land use opportunities and constraints, including how to facilitate increased affordable housing options and housing that meets the needs of the changing needs of the local community..

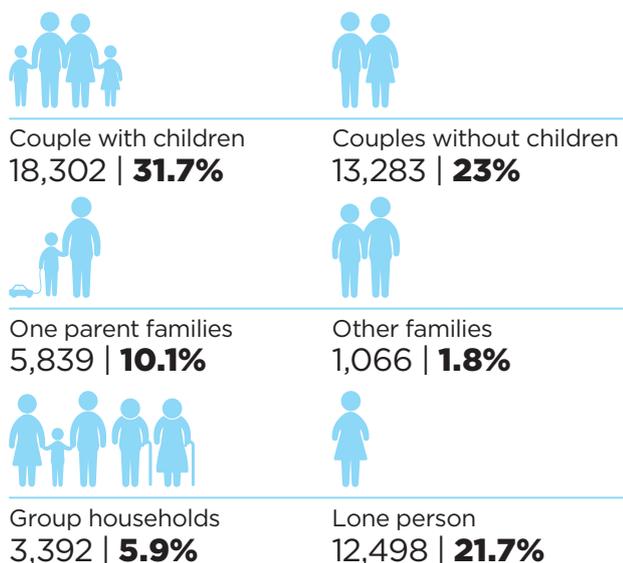
In the short term, new dwellings are planned in the urban renewal precincts of Banksia and Arncliffe (3,500 dwellings) and at Eastgardens.

Infill development will also occur in the form of medium density housing in the more suburban areas of Bayside. Higher density residential development in the form of residential flat buildings and shop top housing will occur in the centres of Mascot (along Botany Road), Botany and Rockdale which still have significant capacity.

However, additional areas will need to be planned and rezoned to meet the housing needs by 2036. To ensure housing growth is sustainable it will be important to align this growth with infrastructure provision and close to centres and public transport corridors.

Household types

The household types in Bayside are shown below.

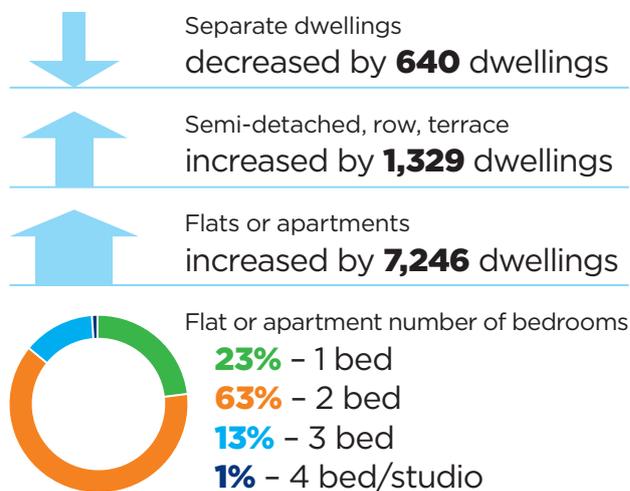


Source: ABS 2016.

The household types living in Bayside are somewhat similar to the household types in the Eastern City District, with the exception of couples with children who are over represented in Bayside compared to the Eastern City District. Based on current trends more separate dwellings, semi-detached, row or terrace medium density dwellings are required by 2036 to house the many family households.

However, between 2011-2016 the number of separate dwellings has decreased, the number of semi-detached, row and terrace homes has increased only slightly while the number of flats or apartments has increased significantly.

Furthermore, over 80% of these flats or apartments have only one or two bedrooms.



Source: ABS 2011, 2016 Census.

This means that if Bayside is to meet the needs of the community it will be necessary to consider changes to current development controls to encourage more medium density dwellings such as semi-detached, row or terrace houses to meet the needs of families with children as well as downsizers.

The census data also shows there is an increase in families with children living in apartments, as well as working aged and older people.

Apartment design and planning controls will therefore also need to be reviewed to ensure that this dwelling type meets the future needs of the Bayside community.

Housing affordability

Housing affordability is a key issue and a significant problem across the Sydney Metropolitan area.

Between 2006-2016 the median dwelling price across Sydney increased by 88% while median personal income only increased by 39%. Whilst the median dwellings prices have not increased in Bayside as much as other parts of Sydney, increases in Bayside have still outpaced incomes.

Having a range of dwelling types and tenures at different price points makes it easier for people to live in a dwelling that suits their income and lifestyle needs. Parts of Bayside, particularly in the eastern area, are still comparatively affordable. In part this is due to the presence of ageing apartment stock. However, as gentrification occurs lower income households may be pushed out of Bayside.

Social infrastructure

The growth of Bayside will need to be supported by high quality, flexible and well located social infrastructure comprising open space, recreation and community facilities to ensure a healthy, active, social and vibrant urban life for our community.

Open space

Bayside has a diverse range of open space and recreation sporting facilities including the following:

- ▶ 220 hectares of parklands
- ▶ 150 hectares of sportsgrounds across 20 locations (excluding golf courses)
- ▶ 100 hectares of natural areas
- ▶ 75 hectares of other open space
- ▶ 7 golf courses (including approximately 95ha of public land)
- ▶ 2 aquatic centres
- ▶ 6 tidal swimming enclosures
- ▶ 4 indoor sports facilities (2 council owned and 2 privately owned)
- ▶ Bike paths and footpaths
- ▶ Hard open spaces such as plazas and streets that form part of the open space network

These include smaller local parks that cater for a range of children's activities and age groups, youth recreation spaces, active recreation spaces, trail and path based recreation, organised sport and recreation and off-leash dog exercise areas.

The distribution and access to open space varies across the LGA. For example, some areas do not have access to local parks within a 400m safe walking distance and other areas have a low supply of sporting open space compared to other areas.

Not all open space is owned by Council, with significant areas owned by other government agencies and some privately owned. One of the key issues in relation to the government owned open space is Council does not have long term tenure through leases. Confirmation of tenure is important so that Council and the community can plan for upgrades and use by the current and growing population.

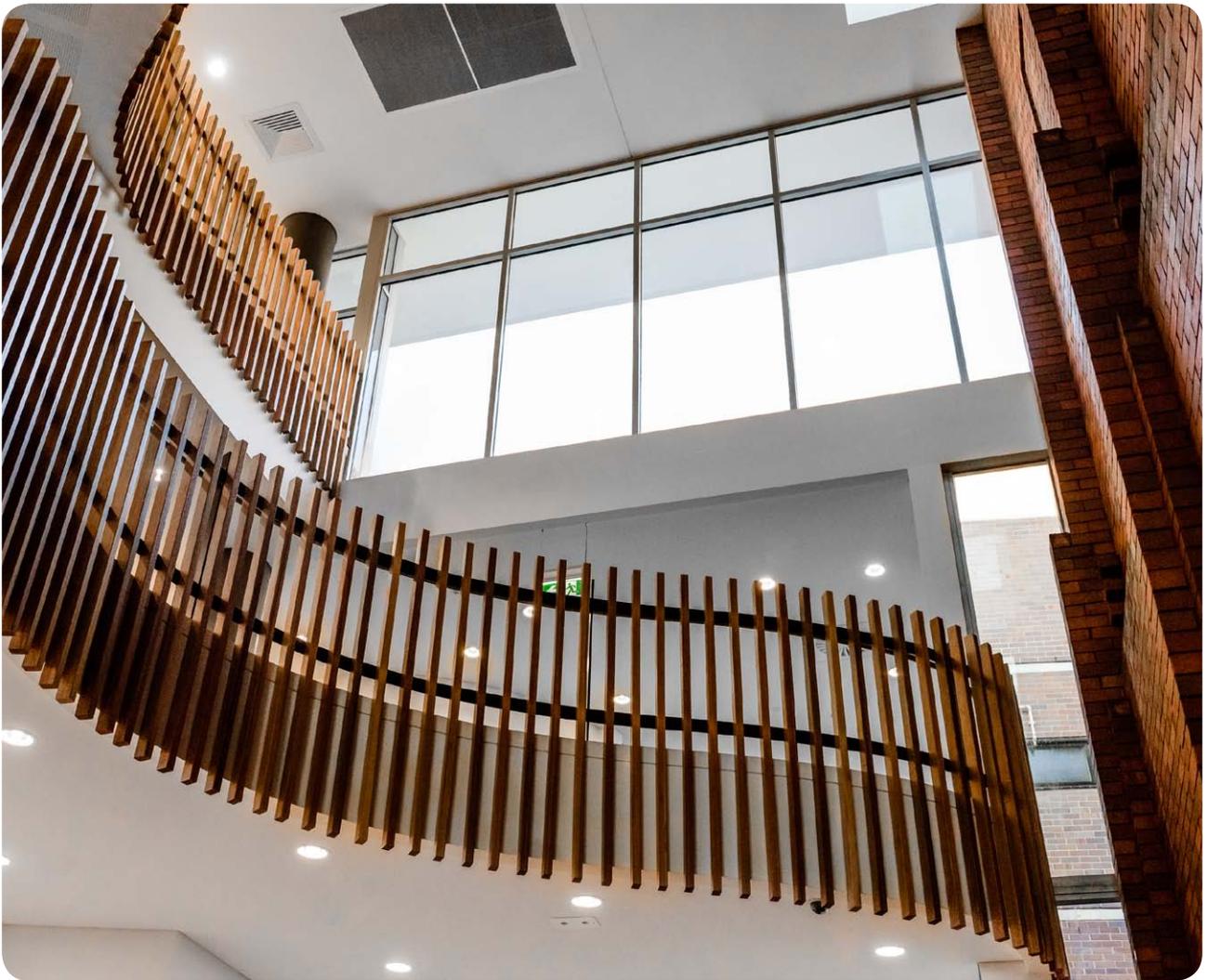
Bayside has a number of destination and regional open spaces including:

- ▶ The Bayside Botany Bay Foreshore Parklands
- ▶ Cooks River Open Space Corridor
- ▶ Cahill Park and Bardwell Valley Parklands
- ▶ Millstream and Botany Wetlands Open Space Corridor
- ▶ Rockdale Wetlands Open Space Corridor

These are also used by people visiting from outside of the Bayside LGA.

The provision of formal and informal sport and active recreation will be essential but challenging in the urbanised Bayside LGA. Council is preparing a Social Infrastructure Strategy that will provide guidance on the strategies that will need to be developed to deliver sport and recreation opportunities to meet the needs of the growing Bayside population.

Where access to formal open space is constrained, the enhancement of active transport links between open and green spaces that can build upon the already identified Green Grids within Bayside will be important.



Community facilities

Bayside has a mix of community facilities including:

- ▶ 10 community halls, community centres and meeting rooms
- ▶ 7 libraries
- ▶ 5 senior citizen's centres
- ▶ 5 children's services including 2 childcare centres

The Bayside community is diverse in terms of age, cultural and linguistic backgrounds. More than half the residents speak a language other than English at home, many residents were born overseas and almost one in ten residents don't speak English well or at all.

In the future Bayside's population will see:

- ▶ Significant increase in the number of working age adults
- ▶ Increased proportion of residents over 50 years of age
- ▶ Increased number of couples with children
- ▶ Increase in couples no children
- ▶ Increase in lone person households

These different household types and age groups have needs that can be difficult to accommodate in older inflexible community facilities, some of which are isolated with poor public transport connections.

In addition, the increase in high density living can lead to increasing social isolation and disconnectedness. Provision of social infrastructure as "third spaces" where you can relax in public and spend time will be important for community wellbeing, such as in parks, public libraries and cafes.

Within high density growth areas it will be important to proactively plan and advocate for improved and increased provision of social infrastructure.

Particularly in high density areas, the provision of open space and community facilities should be planned as the centre of the development, and with public transport and active transport networks connecting all major parks, sport, community, transport hubs/nodes and recreation destinations.

The Bayside Social Infrastructure Strategy includes an analysis of the current provision of social infrastructure, existing gaps in provision and meeting future social infrastructure need with population growth. When finalised it will provide an evidence base for future planning decisions.

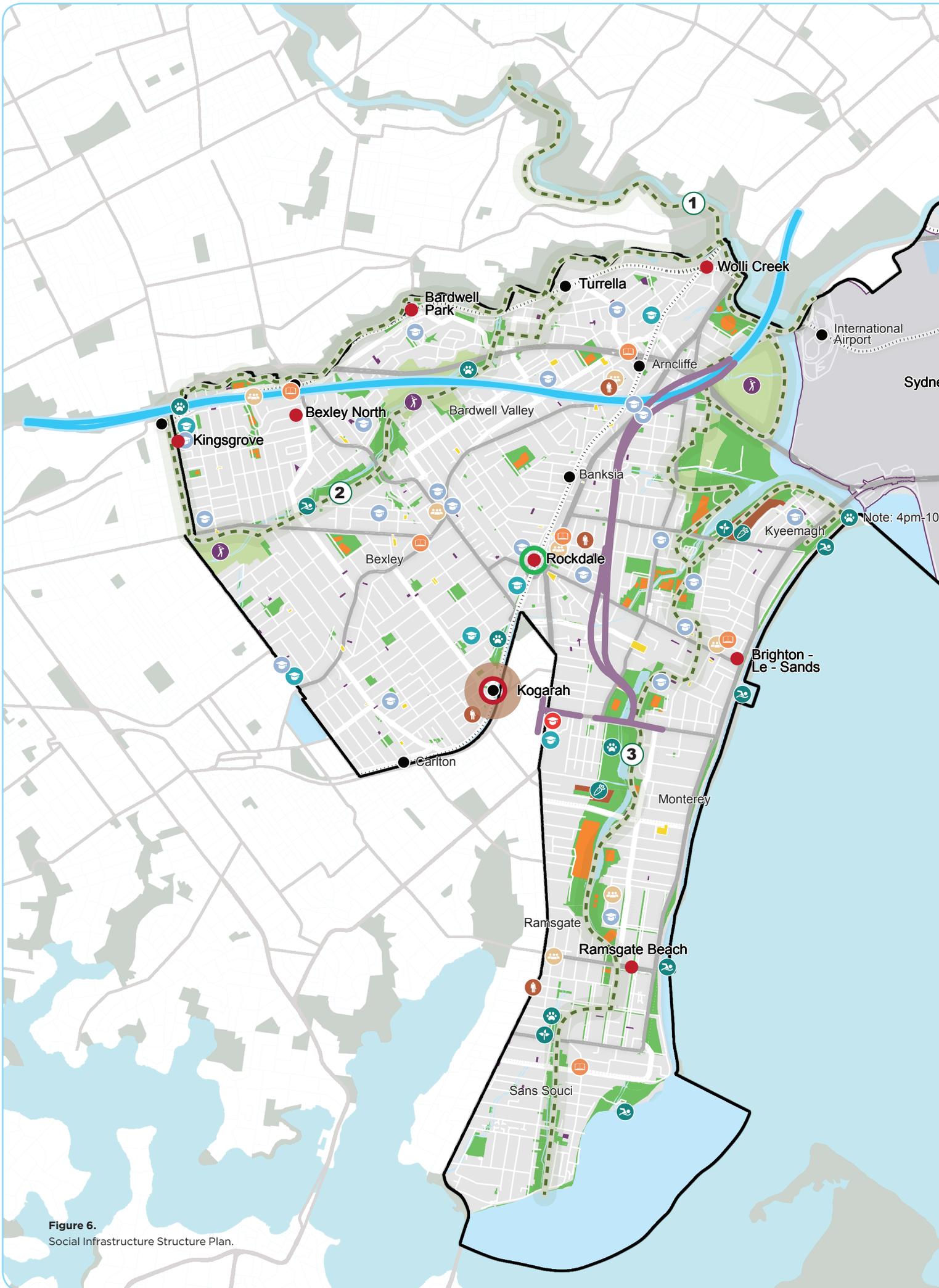


Figure 6.
Social Infrastructure Structure Plan.

Social Infrastructure Structure Plan

Connections

-  Existing Rail Network
-  Major Roads
-  Westconnex
-  M6 (Proposed)

Major Centres (GSC)

-  Health and Education Precinct
-  Strategic Centre
-  Local Centre
-  Proposed Strategic Centre (Bayside Council)
-  Trade Gateway

Environment and Open Space

-  Inaccessible / Private Open Space
-  Accessible / Public Open Space
-  Sporting fields and Courts
-  Market Gardens
-  Green Grid Priority Corridor
-  ① The Cooks River Open Space Corridor
-  ② Wolli Creek Regional Park and Bardwell Valley Parklands
-  ③ Mill Stream and Botany Wetlands Open Space Corridor
-  ④ Rockdale Wetlands Open Space Corridor
-   Swimming Facilities
-   Off Leash Dog Exercise Areas
-   Community Garden
-   Private Sporting Facilities

Social Infrastructure

-  Places of Worship
-  Childcare Facilities and Early Education
-   Primary Education
-   Secondary Education
-   Tertiary Education
-   Senior Citizens Centre
-   Library
-   Community Facility



Environment

Natural areas and open space

There are over 350 parks and reserves in Bayside with many of these containing wetlands and waterways, bushland, coastal environments as well as traditional open space.

The wetlands and waterways of Bayside Council are an iconic feature of today's landscape forming an integral part of Sydney's Blue Grid. They are highly used recreational areas recognised for their environmental attributes at a Local, State, Commonwealth and International level. Their importance as a key feature of the area was also reflected in the past with the Gwegal, Bidjigal and Gadigal clans known as the "water people".

Bayside's waterways and wetlands include:

- ▶ Botany Bay
- ▶ Cooks River
- ▶ Mill Stream
- ▶ Georges River
- ▶ Botany Wetlands
- ▶ Rockdale Wetlands Corridor

Bayside is also home to areas of significant bushland and coastal environment including Bardwell Valley, Fry's Reserve, Foreshore Beach and Lady Robinsons Beach. Despite its highly urbanised environment, the LGA is home to over thirty threatened and significant species as well as a number of remnant vegetation communities.

The importance of Bayside's natural environment is reflected in the Eastern City District identification of four of the five priority Green Corridors within Bayside:

- ▶ Mill Stream and Botany Wetlands Open Space Corridor
- ▶ Wolli Creek Regional Park and Bardwell Valley Park
- ▶ Rockdale Wetlands
- ▶ Cooks River Open Space Corridor

Bayside's natural areas are not only important for biodiversity, but also provide urban cooling, community recreation and relaxation spaces and support our local economy.

Community engagement undertaken for the development of the Local Strategic Planning Statement has highlighted the value to the community of public open space and green infrastructure providing places for people to gather, play and recreate as well as providing environmental value.

Council has an extensive on ground and community engagement program to improve our natural areas and open space and is updating planning controls to minimise development impact on these important assets.

Resource efficiency

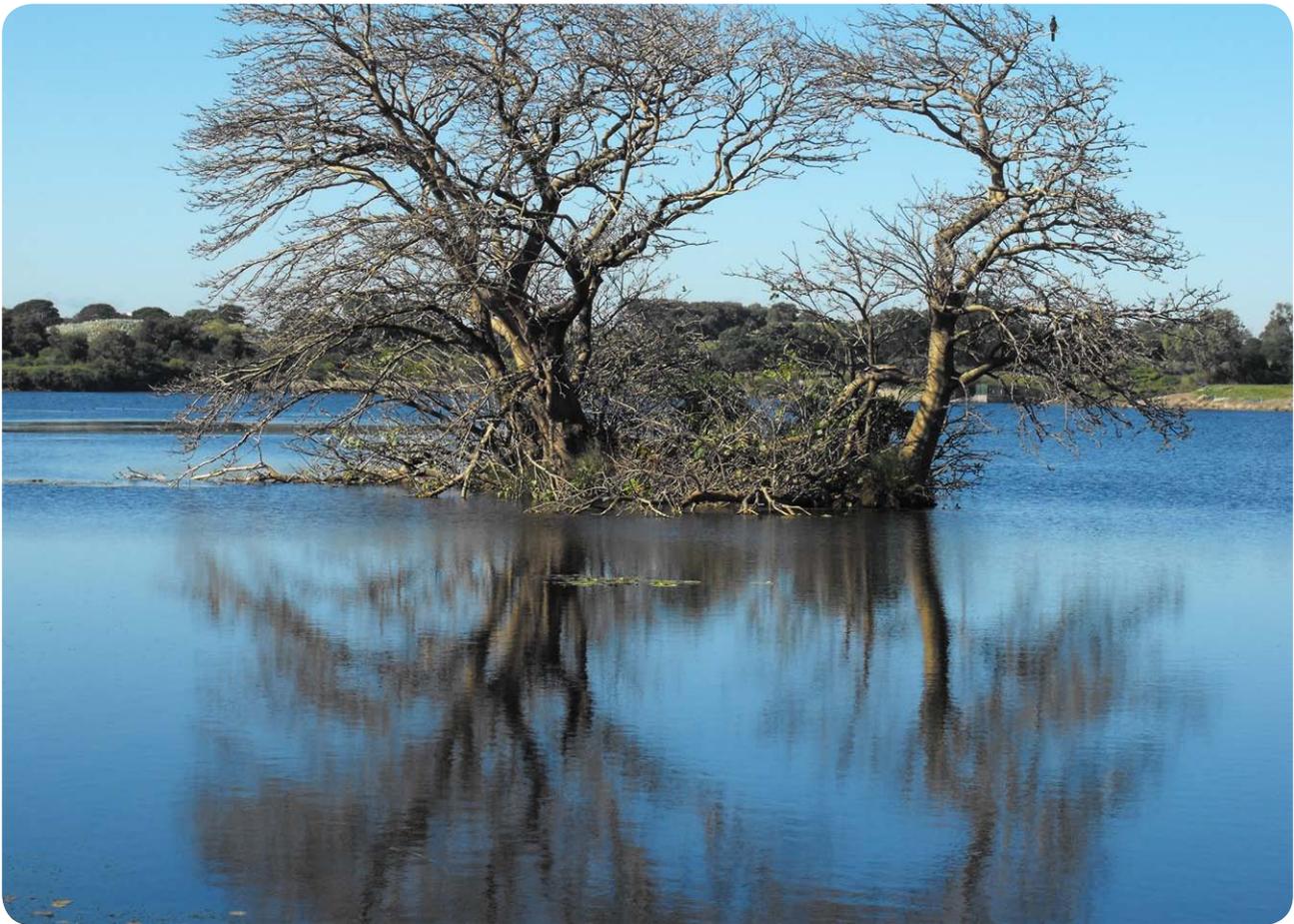
Bayside Council recognises that reducing energy consumption, increasing water efficiency and reducing waste is required to minimise Bayside's environmental footprint. This needs to be undertaken at a Council and community level.

In 2016-17, the Bayside community contributed 1.58 million tonnes of greenhouse gases (CO₂e) into the atmosphere. This is about 3.3% of Greater Sydney's total greenhouse gas emissions. The sources of greenhouse emission in Bayside are shown in Figure 7, which highlights that most emissions come from electricity used in buildings, including larger users such as industrial buildings. Energy from transport and emissions from waste also make significant contributions.

In addition to changing Council's water, energy and waste practices, Council can engage the community in best practice water and energy efficiency and waste reduction through changes in planning controls, advocacy to State Government and enhanced community engagement.

Council will finalise the Bayside Transport Strategy in 2020 and this will include the consideration of transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, car pooling and on demand transport to work towards achieving net-zero greenhouse gas emissions.

Bayside Council will continually undertake reviews of energy, water and waste management solutions to identify opportunities and improve resource efficiencies.



Contaminated land and ground water

The legacy of heavy industry and commercial activity within the Bayside LGA has impacted our soil and groundwater, resulting in the presence of toxic chemicals, petroleum and heavy metals such as zinc, copper and lead. This is particularly so in the eastern area of Bayside.

Council has an important role in managing contaminated land along with the NSW Environment Protection Authority. This includes the identification of contamination on Council owned sites and their management along with the assessment of development applications on contaminated and potentially contaminated sites.

Significant areas of contaminated groundwater in the eastern area of Bayside has resulted in the State Government placing groundwater exclusion zones in these areas as well as working with Orica to coordinate the Botany Groundwater Clean Up Program. Council is in regular contact with the key agencies to provide input into this issue.

In addition, acid sulfate soils which are naturally occurring in estuarine environments, need to be managed to minimise impacts on built structures, water quality and animal and plant life. Council manages this through the assessment of development applications and its own work activities.

All emissions by source (2016-17)

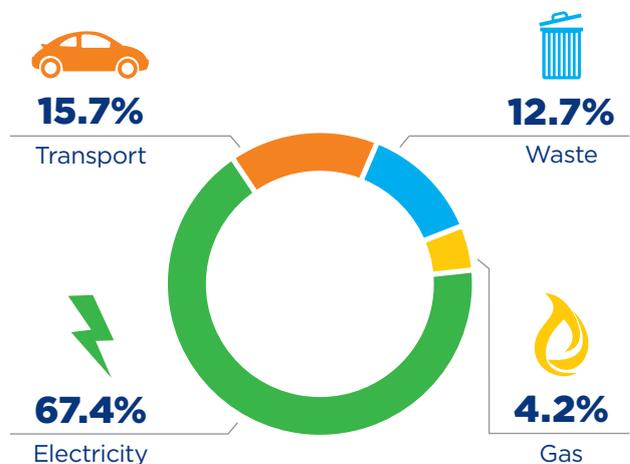


Figure 7.
Bayside emissions by source for 2016-17.
(source: Resilient Sydney Platform - www.resilientsydney.com.au)

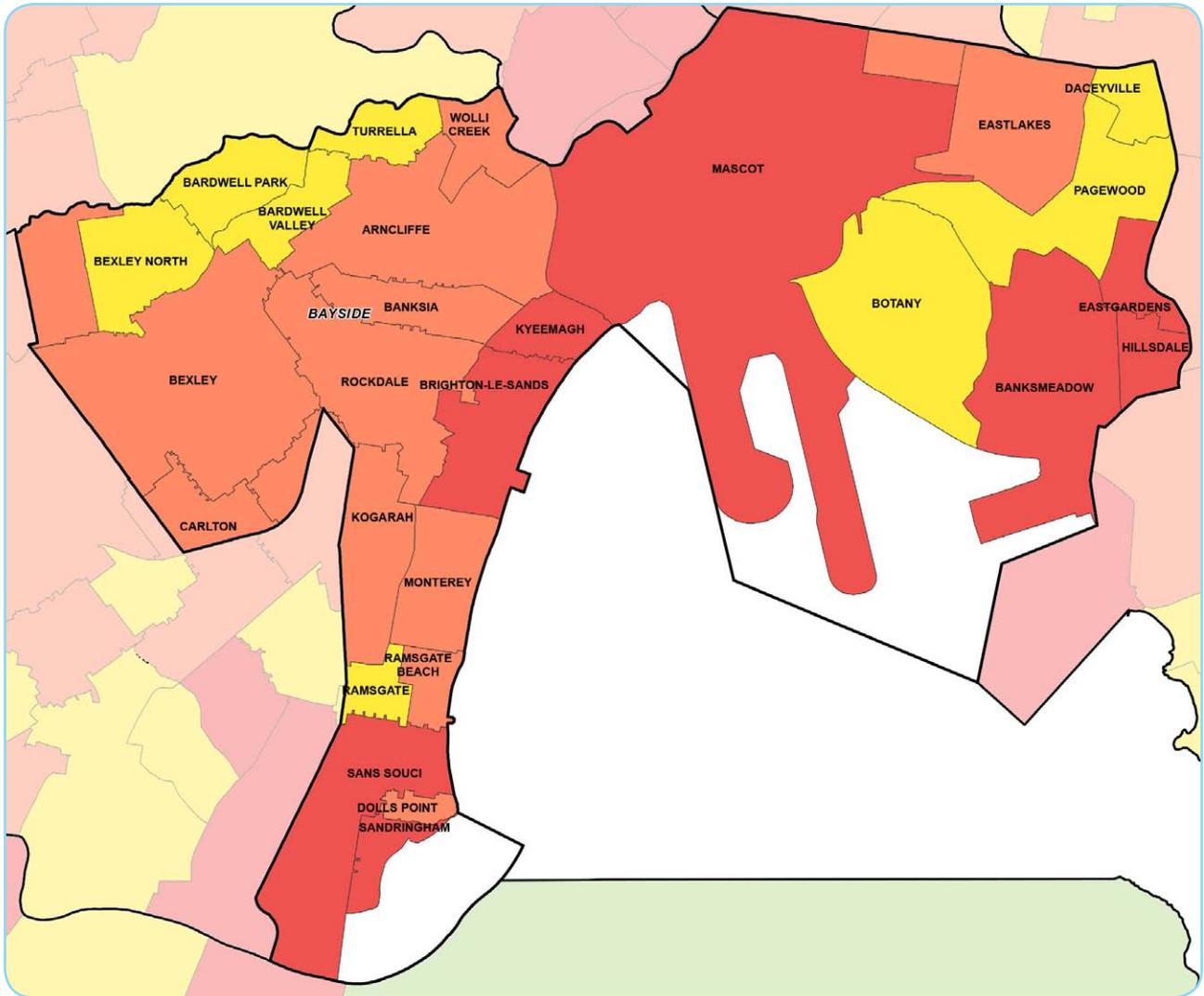


Figure 8.
 Bayside urban canopy cover.
 (source: Department of Planning
 Industry and Environment 2018)





Air and noise impacts

Bayside is a highly urbanised area, with a mix of residential, business and industrial uses. It is also the location for Sydney Airport and Port Botany and there are major transport corridors, including freight and dangerous goods routes, through our suburbs and town centres. This results in a number of factors that have a negative impact on air and noise quality within the Bayside LGA.

Through advocacy to State Government and key agencies, as well as implementation of planning controls, Bayside is continually working to identify opportunities to reduce the impact of negative noise and air quality on the Bayside community.

Climate change

Climate change is one of the key issues facing Bayside with an increasing number of hot days predicted above 35°C, more frequent extreme weather events and rising sea levels.

The average tree canopy cover in Bayside is only 13.7%. The range of canopy cover is shown in Figure 8.

This is the lowest tree canopy in Greater Sydney, but in part this is due to the presence of Sydney Airport and Port Botany.

The impact of increased temperatures can be affected further by the urban heat island effect, which is localised warming due to large areas of paved or dark coloured surfaces such as roads and roofs. Both Sydney Airport and Port Botany can be clearly seen demonstrating this effect in Figure 9, Urban heat island effect.

Strategies to reduce the urban heat island effect can include increasing landscaping and canopy cover, retaining water in the landscape, by increasing pervious areas or using lighter coloured materials.

More hot days over 35C put people at risk, particularly the elderly and very young. Figure 10, Vulnerability to the heat island effect, maps those areas where the population is more vulnerable to heat waves.

With changing weather patterns the life cycles of flora and fauna may be impacted and become more vulnerable such as coastal salt marsh habitat. Climate change will also likely result in increased storm events, localised flooding and coastal erosion that will have financial impacts for Council in relation to its stormwater system and infrastructure maintenance. Already coastal erosion is occurring at Lady Robinsons Beach and Cahill Park.

With increasing land use pressure to accommodate and plan for an additional 65,000 more people by 2036, climate change adaptation and improving community resilience will be important in future land use and infrastructure planning.

Council has commissioned an Environmental Review of Planning Controls that will provide an evidence base for future planning decisions.

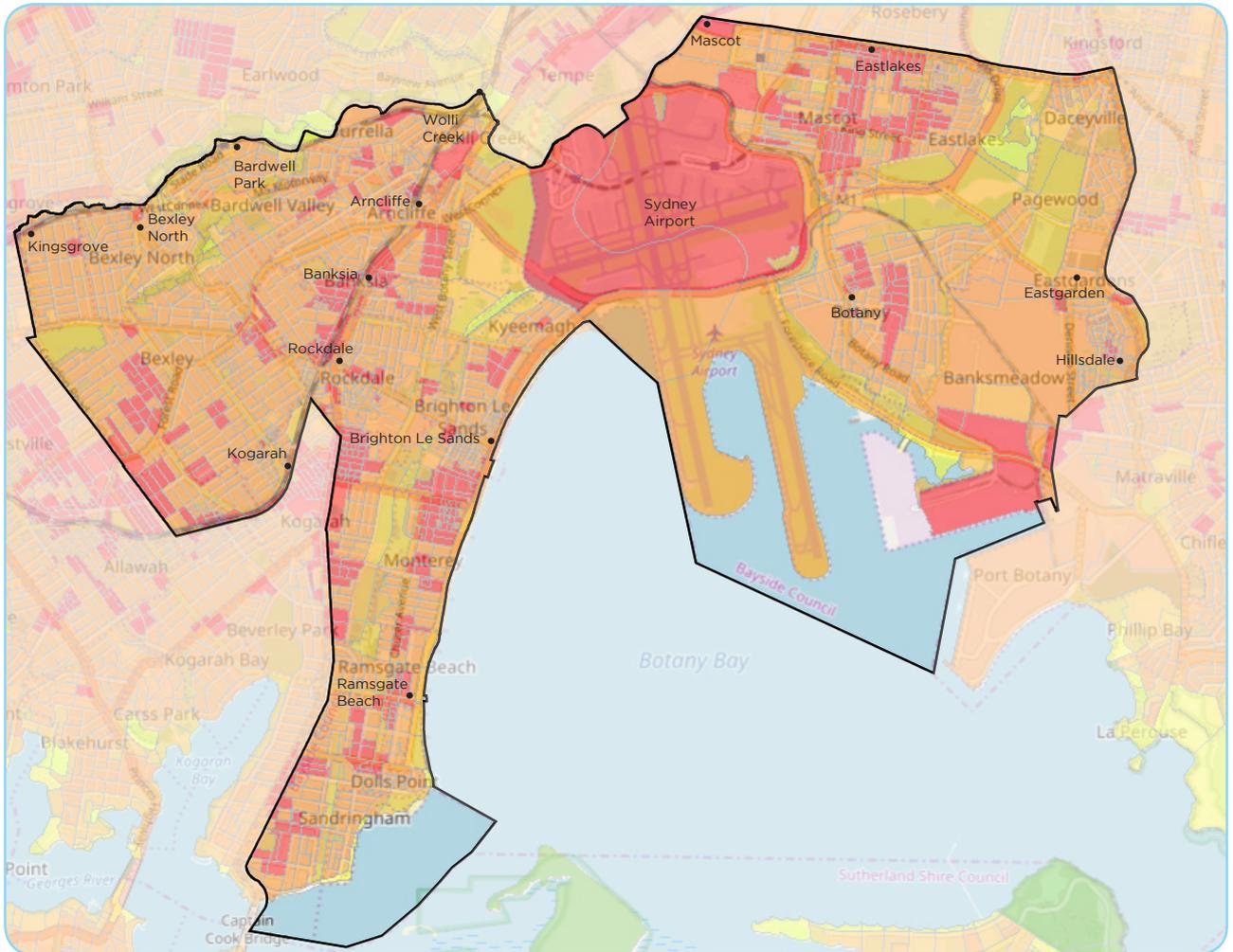


Figure 9.
 Bayside heat island map. Sydney Greater Metropolitan Area for the summer of 2015-2016.
 (source: Land and Property Information 2015)

- Cooler than baseline
- 0 - 3 degrees warmer
- 3 - 6 degrees warmer
- 6 - 9 degrees warmer
- Warmer than 9 degrees

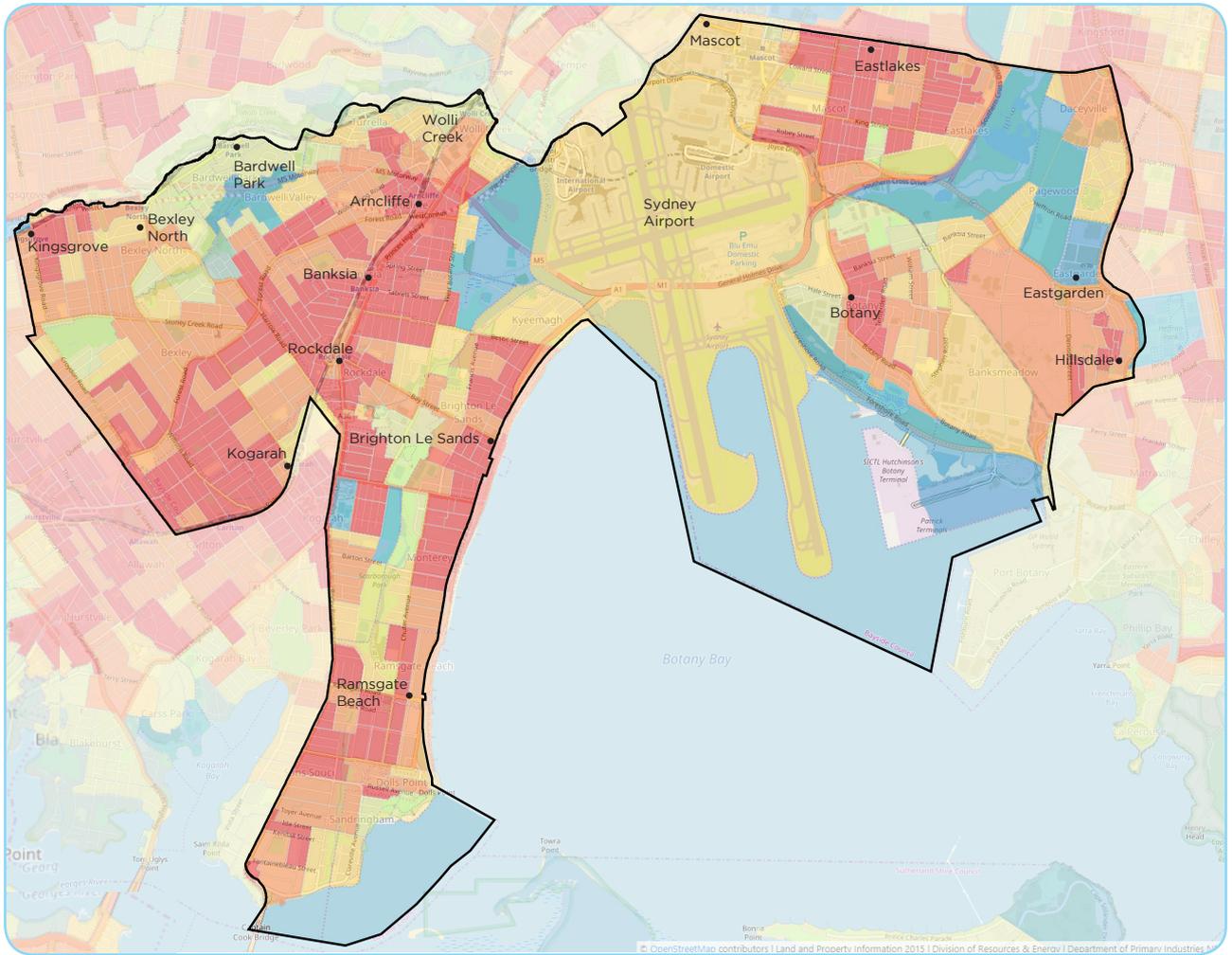


Figure 10.
 Bayside heat vulnerability index. (source: Land and Property Information 2015)

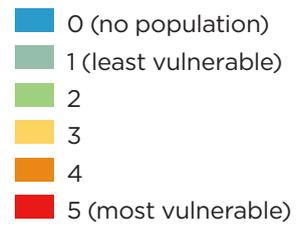




Figure 11.
Environmental Structure Plan.

Environmental Structure Plan



-  Bayside LGA
-  Train station
-  Roads
-  Water bodies
-  Wetlands
-  Green Grid Priority Corridors
-  The Cooks River Open Space Corridor
-  Wolli Creek Regional Park and Bardwell Valley Parklands
-  Rockdale Wetlands Open Space Corridor
-  Mill Stream and Botany Wetlands Open Space Corridor
-  Area of Scenic and Cultural protection
-  Shore line erosion
-  Sydney Airport
-  Bushcare sites
-  Golden Frog Habitat
-  Migratory birds
-  Grey-headed Flying-fox Habitat
-  Existing exhaust stack
-  Proposed and indicative exhaust stack
-  High Ecological Value Area



NOTE:
This structure plan is a high level strategic representation only and further investigative work will be undertaken to further define environmental areas and corridors.

Aboriginal and non-Aboriginal heritage

Bayside has been home for many generations of Aboriginal people, living along the Cooks River and around Kamay (Botany Bay). Aboriginal heritage includes sites like rock engravings, tools such as stone axes or spear points, natural features of spiritual significance, landscapes like Kamay Bay, historical camps, buildings where Aboriginal people lived or worked and contemporary places of work or recreation.

There are 1,550 Aboriginal and Torres Strait Islander people living in Bayside, including people with ancestral connections to Kamay, and others with contemporary or historical connections to the area.

Council is researching and documenting Aboriginal history and heritage in consultation with the Aboriginal community. This will inform the preparation of an Aboriginal Heritage Strategy that will help Bayside recognise and manage Aboriginal heritage as the area develops in the future.

Bayside also has a rich non Aboriginal heritage with about 395 heritage items that include houses, hotels, commercial buildings, churches, parks and monuments.

We currently have two heritage conservation areas at Botany Town Centre and the Daceyville Garden Suburb along with well-known heritage places such as Botany Town Hall, the market gardens at Kyeemagh, Arncliffe and Kogarah, Brighton Baths, Botany Wetlands and Scarborough Park Wetlands. The mixed architectural character includes concentrations of interwar dwellings around Bexley and Kyeemagh and a number of Victorian era buildings along the rail corridors.

Council is preparing a Heritage Strategy that is reviewing the significance and character of existing and potential heritage conservation areas in Bayside. Council is also reviewing the Bayside DCP 2020 heritage controls to ensure our heritage items and conservation areas are effectively protected.





Economy

In 2016 Bayside had approximately 91,000 jobs located in the LGA. Of these, 15,000 jobs were located at Sydney Airport and a further 18,000 at Mascot.

Located in Bayside are the two trade gateways of Sydney Airport and Port Botany. These trade gateways are important to the economy of Sydney and the nation. The trade gateways are supported by large areas of industrial employment and urban services land, including the Botany Industrial Park, and transport infrastructure providing connections to destinations across the city and NSW. The supporting precincts enable these trade gateways to operate as effectively as possible and are critical for their ongoing operations.

The Eastern City District Plan requires Bayside to retain and manage all existing industrial and urban services land, safeguarding them from competing pressures especially residential and mixed-use zones.

Both the *Sydney Airport Masterplan 2039* and *Navigating the Future: NSW Ports 30 Year Masterplans* identify a growth in the movement of people and freight over the next 20 years. To ensure long term security for the industries that support these trade gateways, such as freight forwarding, warehousing and airport-related industries, Council will need to manage land use conflict in the vicinity, particular with residential land uses.

The Eastern Economic Corridor, which stretches from Macquarie Park in the north to Sydney Airport in the south, contains close to one-third of Greater Sydney's jobs. Bayside's industrial precincts are well-positioned to support businesses needing to be close to both the port/airport and the Sydney CBD. This provides an advantage to Bayside in attracting some of these future jobs in sectors such as freight and logistics and advanced manufacturing.

Bayside also has a number of centres that provide shops, services, social infrastructure (e.g. a library) and jobs for the local communities. There are ten local centres, two strategic centres and the Kogarah Health and Education Collaboration Area identified in the Eastern City District Plan.

Bayside Council is preparing a Centres and Employment Lands Strategy that will provide a profile of the local economy, including the role of industrial lands, urban services lands and centres. This will provide an evidence base to set a vision for Bayside and economic priorities.

The ten local centres listed in the Eastern City District Plan are focal points for their neighbourhood, providing access to goods and services, community infrastructure and transport in close proximity to where they live. They are an important part of the 30-minute city and can deliver mixed use, walkable, cycle friendly centres and neighbourhoods with appropriate infrastructure that supports walking and cycling for everyday trips. Local and neighbourhoods centres also have an important role in providing local employment.

These ten local centres are:

- ▶ Bardwell Park
- ▶ Bexley North
- ▶ Botany
- ▶ Brighton Le Sands
- ▶ Eastlakes
- ▶ Hillsdale
- ▶ Kingsgrove
- ▶ Ramsgate
- ▶ Rockdale
- ▶ Wolli Creek

The Bayside Centres and Employment Lands Strategy includes work on identifying a centres hierarchy for Bayside. When finalised, this may result in additional centres being recommended for inclusion as a local centre.

The two designated strategic centres in the Eastern City District Plan are Mascot twinned with Green Square (City of Sydney) and Eastgardens twinned with Maroubra Junction (Randwick Council).

Mascot twinned with Green Square forms a strategic centre that has undergone significant urban renewal in recent years, with high density residential, commercial office, and ground floor retail and dining clustered around the train stations. In 2016 there were 59,500 jobs in the centre and a further 16,500-21,500 jobs are forecast by 2036.

Eastgardens is a major shopping centre and is twinned with Maroubra Junction in Randwick, approximately one km to the east. The Eastern City District Plan is forecasting an additional 1,100-2,100 jobs by 2036. There is no high street connecting the two existing centres and the Eastern City District Plan has identified the activation of Maroubra Road as a key action. Collaboration between Randwick Council and Bayside Council will be required to achieve activation of Maroubra Road.

Combined, the four centres that make up these two cross-LGA Strategic Centres will build on their local characteristics and complement, rather than compete with one another to accommodate particular roles and functions.

The Kogarah Collaboration Area has been nominated as a Health and Education Precinct and contains a concentration of medical facilities and a mix of retail and commercial activities which are mostly focused on the finance and insurance industry. The Kogarah Collaboration Area includes the Kogarah town centre (Georges River LGA) residential areas of Kogarah located in Bayside LGA, Rockdale town centre and extends to include part of Scarborough Park.

In 2016 the Kogarah Health and Education Precinct was host to 11,800 jobs and by 2036 it could host as many as 20,500 jobs. Planning for the Kogarah Collaboration Area is being undertaken by the Greater Sydney Commission in collaboration with Georges River Council, Bayside Council and a wide range of stakeholders.

Proposed Strategic Centre - Rockdale

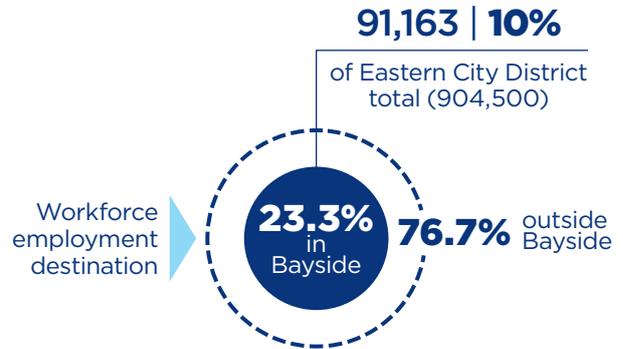
Located in the western part of Bayside, Rockdale already provides civic and population serving functions and facilities for the LGA and has good rail and bus access. There are currently 5,900 jobs located in Rockdale and the current population of 16,064 (ABS 2016) is anticipated to grow to over 22,000 people by 2036. The Kogarah Collaboration Area Place Strategy includes the Rockdale Town Centre and identifies a strategic supporting role for Rockdale in achieving the Kogarah Collaboration Area Vision by 2036.

Council believes that Rockdale has the potential to be defined as a Strategic Centre in the District hierarchy and therefore identifies it as Proposed Strategic Centre in the Bayside LSPS.

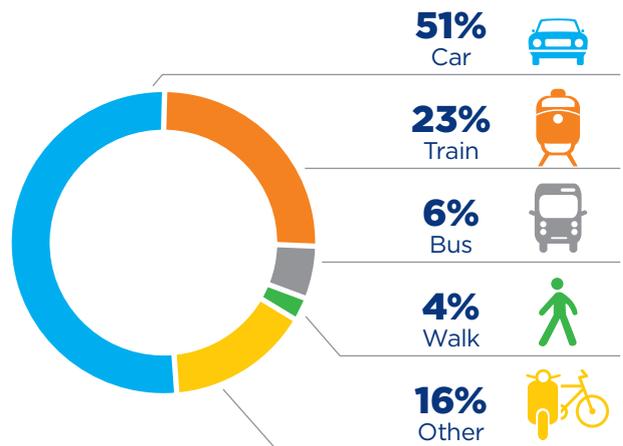
Bayside is currently preparing a Centres and Employment Lands Strategy which will be the basis for Council's retail, economic, industrial and urban services priorities, including recommendations for the Rockdale Town Centre and mixed-use precincts.

Land use planning is an important component in ensuring the economy grows and the priorities identified in the strategy will provide an evidence based approach for making those land use planning decisions.

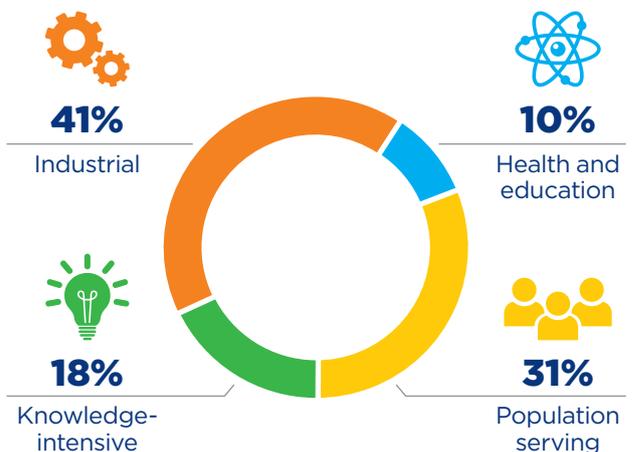
Jobs in Bayside (2016)



Journey to work (2016)



Jobs by sector (2016)



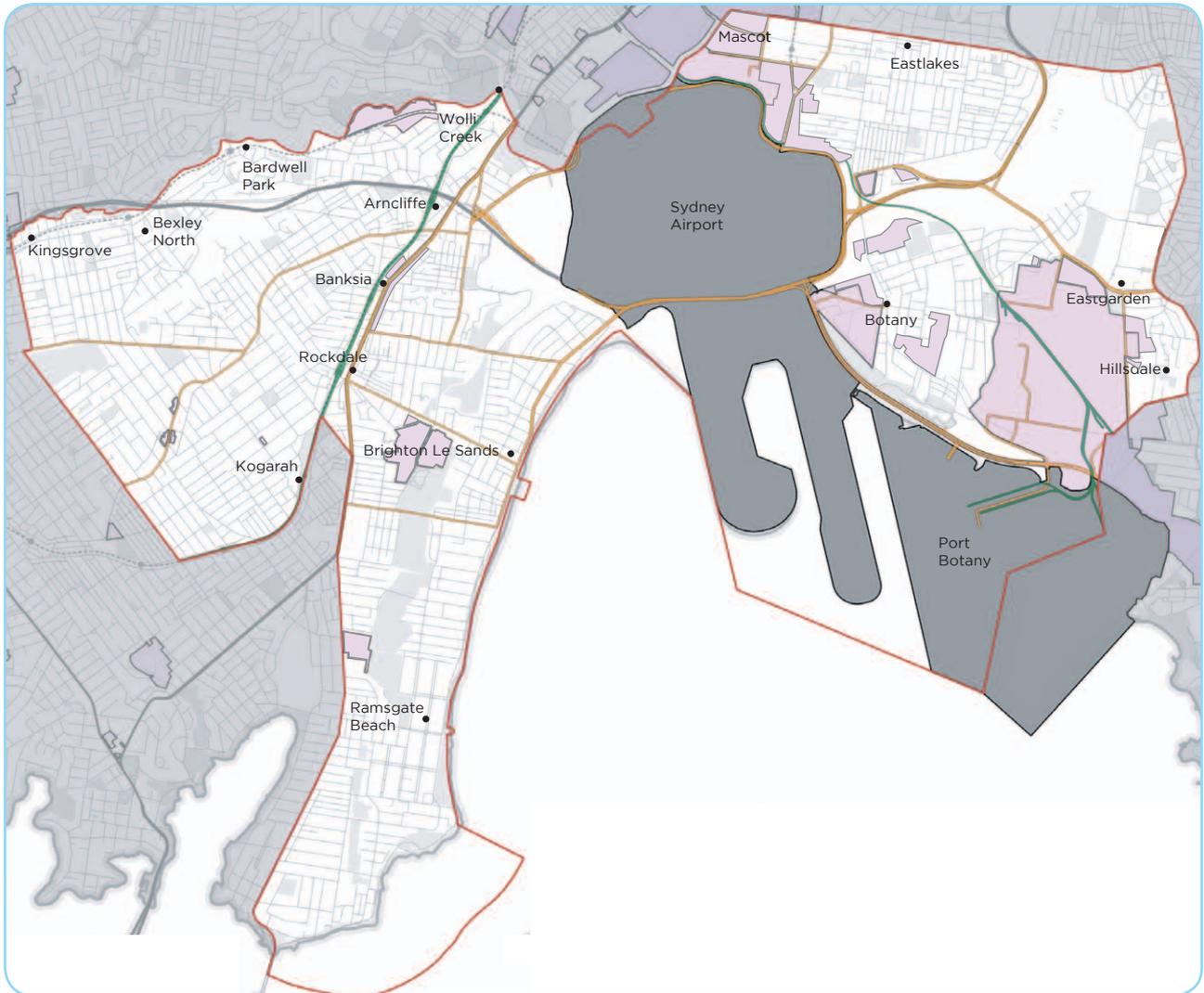


Figure 12.
Industrial freight and port.
(source: SGS Economics & Planning 2019)

- Freight Rail Links
- Key Surface Road Freight Links
- Industrial, Business Development & Business Park Zoned Lands
- Industrial Lands - in adjoining LGAs
- Port/Airport)
- Railway Stations
- Railway Network
- Highways
- Other Roads
- Bayside LGA Boundary

Meeting the transport needs

Bayside is located at the south west edge of the Sydney CBD and is home to the two trade gateways of Sydney Airport and Port Botany. Transport is a key priority in the strategic planning of the LGA, and includes all forms of transport: rail, road, freight and cycleways and footpaths.

Bayside is currently serviced by two train lines:

T4 (Eastern Suburbs and Illawarra): Wolli Creek, Arncliffe, Banksia, Rockdale, Kogarah and Carlton.

T8 (Airport and South): Mascot, Domestic Airport, International Airport, Wolli Creek, Turrella, Bardwell Park, Bexley North and Kingsgrove.

With the exception of Mascot and the Sydney Airport Stations, all other stations are located in the western part of Bayside. Whilst there are some capacity constraints these train lines generally provide a good level of public transport to employment areas in the Sydney CBD, Mascot and Sydney Airport. They also support the high density residential areas already developed at Wolli Creek and Rockdale and the proposed renewal areas of Arncliffe and Banksia.

Capacity on the train lines will increase, with the next phase of the More trains, More Services program focusing on delivering improvements for the T4 Eastern Suburbs and Illawarra Line and the T8 Airport and South Line customers. More services for the T8 Airport Line will mean trains at on average every four minutes instead of every six minutes during the morning peak, a potential 80% increase in capacity. There should also be a 30% increase in peak services on the T4 line.

Other than Mascot, which has largely been redeveloped as a high density mixed use centre, the eastern areas of Bayside are less well served by public transport, relying solely on bus services.

Footpaths in Bayside are well established, with footpaths in centres generally provided on both side of the road. However, crossings are not always provided on all legs of signalised intersections and waiting times can be lengthy for both pedestrians and cyclists. There are also long distances between crossings on several key roads including Forest Road, General Holmes Drive and Botany Road.

Bayside has a network of cycleways that are predominately on road with some shared paths in recreational areas such as along Grand Parade foreshore and along the Alexandra Canal (though this may be lost with the delivery of the Sydney Gateway project). The topography is well suited to cycling and as part of the Transport Strategy currently being prepared by Council, a Bike Plan will also be prepared. This Bike Plan, in conjunction with the priority corridors identified in the TfNSW Principle Bicycle Network and connections to the regional networks, aim to make bicycle riding a feasible transport option.

Bayside has four Green Grid Corridors that are networks of high quality green spaces connecting town centres, public transport and residential areas. There will be opportunities to extend these networks using Bayside's parks and streets.

Bayside also has major road connections north – south and connecting to Sydney Airport and Port Botany. This includes the Princes Highway, M5, Foreshore Drive, General Holmes Drive/M1 and Forest Road. These are important freight routes, connecting to the Sydney CBD, the two trade gateways and destinations further afield.



The NSW State Government has also identified in the Future Transport 2056 a number of projects that are being planned as well as a number of visionary projects that could impact on the planning of Bayside over the next 20 years. This includes the following road projects: WestConnex (under construction), M6 Extension Stage 1 and the Sydney Gateway. Also at the planning stage is the Port Botany Rail Duplication project that will allow more freight to move by rail, though this will not offset the forecast increased freight movement. Figure 13, Bayside Transport Network Map, shows the Future Transport 2056 projects.

It will be important to ensure that land use planning does not jeopardise future opportunities for uplift associated with visionary transport corridors. This includes the Kogarah to Parramatta and south-east mass transit link to Miranda. The potential light rail extension from Kingsford to Maroubra-Eastgardens and train link/mass transit from Central to Maroubra Junction/Long Bay will also need to be considered in land use planning.

Council is currently preparing a Transport Strategy that will provide Council with an understanding of transport locally, including the need to plan for and manage freight and logistics activities that are generated as part of the growth in town centres and residential density in Bayside, and in relation to Greater Sydney, set long term strategies and a transport vision for Bayside. It will provide an evidence base for making planning decision.

Initial issues raised include the need for more east-west links and that Bayside needs an active, inclusive and sustainable network of footpaths and bike paths to ensure there are walkable centres, pedestrian friendly routes and cycleways. The presence of the two trade gateways also means access to Sydney Airport and Port Botany is a priority for freight routes.

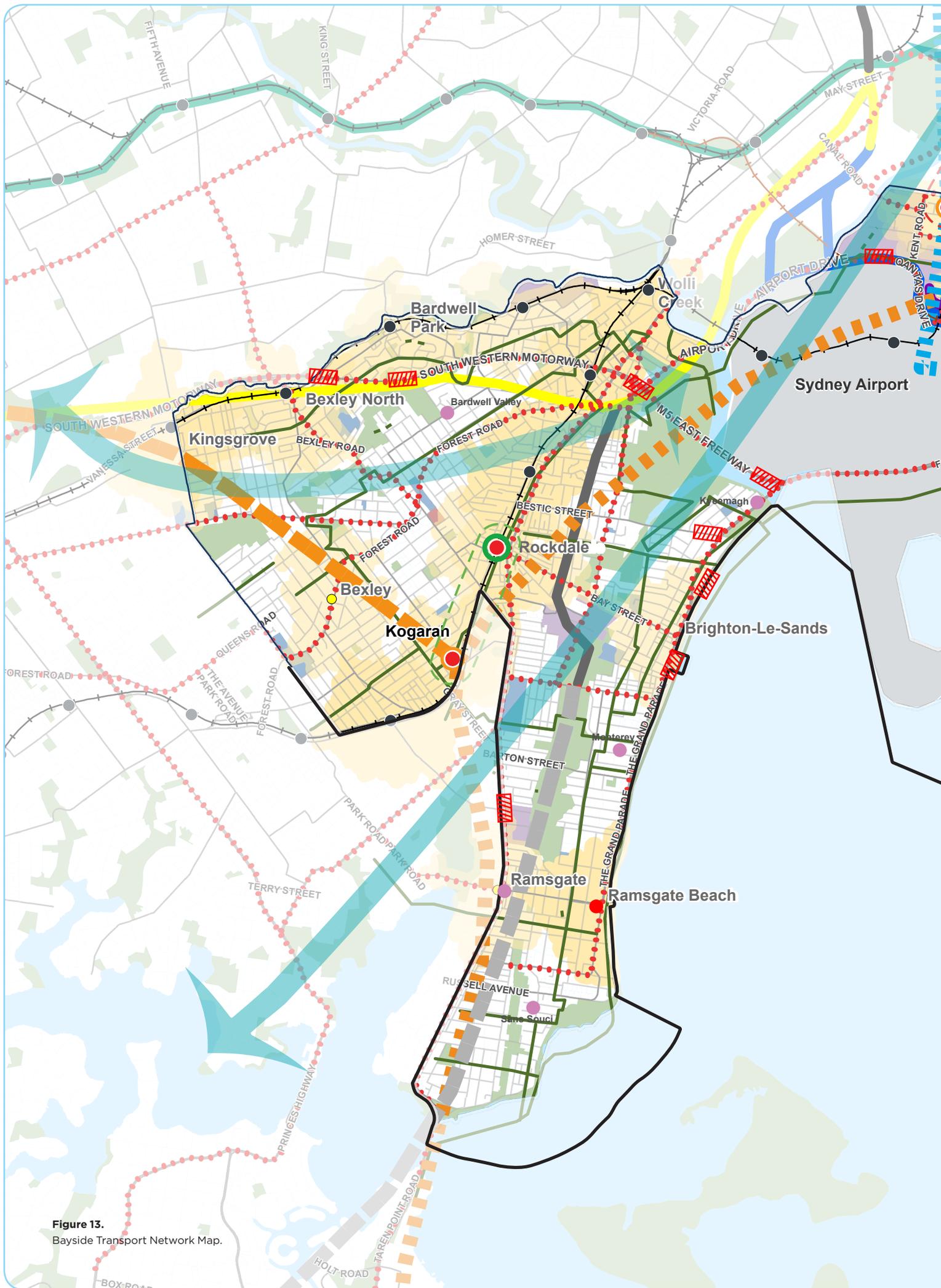


Figure 13.
Bayside Transport Network Map.

Transport Network Map



Bayside Local Government Area

Major Centres (GSC)

- Strategic Centre
- Local Centre
- Proposed Strategic Centre (Bayside Council)
- Other Town Centre
- Railway Station (DFSI-SS)
- Future Light Rail Stop
- Freight Railway (DFSI-SS)
- Railway (DFSI-SS)
- Key Freight Route
- 10 Minute Walking Catchment To Centres And Train Stations
- Major Movement Corridors
- Current Congestion Hotspots
- Existing Cycling Network

Transport Projects

- M6 Extension - Stage 1
- Port Botany Freight Rail Line Duplication
- South West Metro
- Sydney Gateway And Road Upgrades
- Westconnex Stage 2
- Westconnex Stage 3
- City and South East Light Rail

Transport Investigations (indicative)

- City Serving Transport Corridor
- Road Investigation 0-10 Years
- Train Link/ Mass Transit Investigation 10-20 years
- Train Link/ Mass Transit Visionary

Land Use

- Education
- Hospital/Medical
- Industrial
- Transport Gateway
- Suburb

NOTE:
Committed projects of M6 - WestConnex to President Avenue Kogarah is subject to final business case, no investment decision yet.
Routes & stops for some transport corridors/projects are indicative only.



Land use limitations

Bayside has significant areas or precincts that may not be suited to certain land uses such as high density residential or open space. This is as a consequence of constraints including major infrastructure projects, historical contamination, heritage or proximity to Port Botany and Sydney Airport.

Council has undertaken a *Land Use Limitations Study* to identify these constraints. Whilst some constraints may partially or totally sterilise the land from future development or redevelopment, other constraints may only require uses to be controlled or managed for development to occur. These constraints are shown in Table 2.

For example, an exclusion zone for sensitive land uses may be required around an area manufacturing dangerous goods but in other instances the land use limitation may only require specific design standards such as not allowing a building over a specific height to meet aircraft operational safety.

These land use constraints will be considered in land use planning for Bayside.



PROJECTS, OPERATIONS AND ACTIVITIES (POAS)		DESCRIPTION
1	Sydney Gateway – Port Botany freight rail duplication	Proposed freight rail upgrade
2	Sydney Gateway – new airport road connections	Proposed motorway
3	M6 Motorway Extension (Stage 1)	Proposed motorway
4	M6 Motorway Extension (Stage 2)	Proposed motorway
5	Potential development of Port Botany as a cruise ship hub	Investigation of alternative sites nominated
6	Growth in freight transport at Port Botany and Sydney Airport	Protection of freight routes, port/airport operations, and supporting industrial lands from reverse amenity impacts
7	Use and production of dangerous goods	Safety risks associated with industrial activity and dangerous goods at the BIP
8	Transport of dangerous goods along Denison Street	Safety risks associated transporting dangerous goods including to/from the BIP and NSW Ports
9	Sydney Airport Rail Link	Underground rail link to Sydney Airport
10	Dangerous goods pipelines	High pressure dangerous goods pipelines in the LGA
11	Jet fuel pipeline to Western Sydney Airport	Investigation of potential supply routes to the new Western Sydney Airport
12	Kurnell desalinated water delivery pipeline	Underground water delivery system
13	Port vessel traffic service (VTS) transmission links	Communication infrastructure for managing ship movements in Port Botany
14	Aircraft noise	Noise impacts of flights to/from Sydney Airport
15	Design and land use restrictions for aircraft operational safety	Restrictions on land use and design to ensure safety of flights to/from Sydney Airport
16	Public Safety Area (PSA) for Sydney Airport	Proposed restrictions on land use to promote safety on the ground in the event of an aircraft impact.
17	Southern and Western Suburbs Ocean Outfall Sewer curtilage	Heritage listed sewer main
18	Heritage items and heritage conservation areas	Items of environmental heritage in the LGA
19	Soil and groundwater contamination	Sites with potential or observed contamination
20	Developments associated with flooding risk	Land within 1:100-year flood risk levels
21	Developments associated with tsunami risk	Impacts of inundation by tsunami event
22	Developments within coastal areas	Protecting ecological and social values of coastal land
23	Developments within biodiverse land	Protecting ecological values of biodiverse land

Table 2.
Land use limitations.



Community engagement

Council undertook extensive consultation both in the preparation of the draft Bayside Local Strategic Planning Statement and during the subsequent public exhibition of the document. This included a series of surveys, workshops, stakeholder interviews and information sessions. The exhibition was advertised in local newspapers, through Council's eNewsletter and Facebook. A survey was placed on Council's Have Your Say website and individual submissions could be sent through to a dedicated email address. A number of common themes were raised and this is what we heard.

Infrastructure

- ▶ Bayside needs more pedestrian and cycling infrastructure that connects places, safer pedestrian crossings and improved lighting at night
- ▶ Accessible public transport with greater frequency of services
- ▶ More bus routes with increased east-west connections
- ▶ New light rail to connect town centres

Liveability

- ▶ Community facilities need to be within walking distance and part of a hub
- ▶ Need more cultural spaces and programs that reflect diversity and aging population
- ▶ More affordable housing and choice to cater for all types of buyers and renters
- ▶ Need to preserve existing character and sense of community
- ▶ Need to protect areas of historical significance and cultural and natural landscapes
- ▶ Protect existing open space, beach and bushland to encourage an active and healthy lifestyle
- ▶ Need more open space in high density areas, look at shared use with schools and more multipurpose spaces
- ▶ Need to embrace Aboriginal heritage as part of our rich history and character
- ▶ High density residential development is not appropriate everywhere

Productivity

- ▶ Town centres need to be supported by adequate parking and transport services
- ▶ Encourage vibrant town centres - enliven streets and laneways, more small bars and more activities
- ▶ Need to expand health and other services in our town centres
- ▶ More local jobs, including in our local and neighbourhood centres

Sustainability

- ▶ Need to preserve green corridors
- ▶ Consider having more community gardens
- ▶ Improve the water quality of the rivers, wetlands and Botany Bay
- ▶ Consider impacts of air quality and noise on residential living
- ▶ Need a climate change policy to look at sea level rise and provide flood level advice
- ▶ Regular maintenance of stormwater network to improve water quality and mitigate flooding
- ▶ Plant more trees

Bayside planning priorities



The Bayside Local Strategic Planning Statement provides a 20 year vision for land-use planning in Bayside. It sets the direction for Council's economic, social and environmental planning priorities and will help guide future planning policy.

The Bayside LSPS gives effect to the Greater Sydney Commission's Eastern City District Plan, which in turn implements the Greater Sydney Region Plan – A Metropolis of Three Cities.

The Eastern City District Plan has 22 Planning Priorities grouped across four themes and ten directions.

The themes and directions are:



INFRASTRUCTURE AND COLLABORATION

- ▶ **A city supported by infrastructure**
Infrastructure supporting new developments
- ▶ **A collaborative city**
Working together to grow a Greater Sydney



LIVEABILITY

- ▶ **A city for people**
Celebrating diversity and putting people at the heart of planning
- ▶ **Housing the city**
Giving people housing choices
- ▶ **A city of great places**
Designing places for people



PRODUCTIVITY

- ▶ **A well-connected city**
Developing a more accessible and walkable city
- ▶ **Jobs and skills for the city**
Creating the conditions for a stronger community



SUSTAINABILITY

- ▶ **A city in its landscape**
Valuing green spaces and landscape
- ▶ **An efficient city**
Using resources wisely
- ▶ **A resilient city**
Adapting to a changing world



Banksmeadow Town Centre
Artist impression

The Bayside LSPS has 24 Planning Priorities and 148 Actions grouped under the Eastern City District Plan themes and directions to enable a 'line of sight' between the two documents.

The Bayside LSPS also works with the Bayside Community Strategic Plan 2030 which outlines how Council will work to meet the community's needs. The Bayside Community Strategic Plan 2030 has the following themes:

- ▶ Bayside will be a vibrant place
- ▶ Our people will be connected in a smart city
- ▶ Bayside will be green, leafy and sustainable
- ▶ We will be a prosperous community

A table at *Appendix A* provides a more detailed 'line of sight' between the Eastern City District Plan, Bayside Community Strategic Plan and Bayside LSPS.

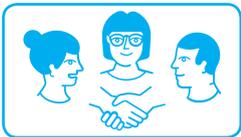
This is the first LSPS for Bayside and does not include specific place based recommendations as the evidence base required to justify land use change is still being developed.

A review of the Bayside LSPS will commence in 2020 with the commencement of the new term of Council.

Infrastructure and collaboration



B1
B2



B3

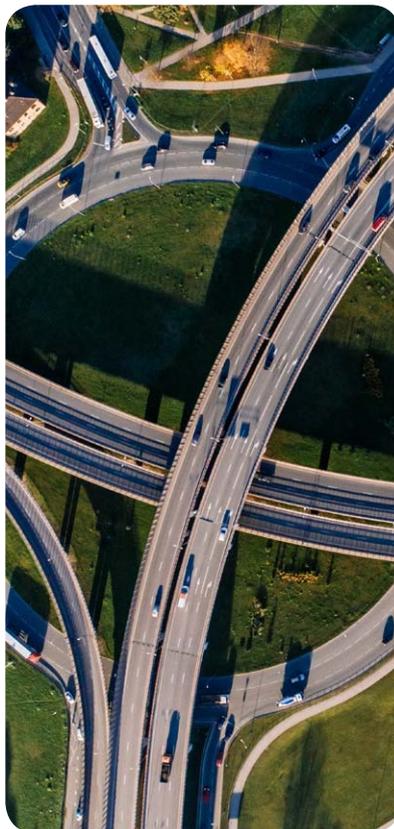
As cities grow they require the provision of infrastructure and services to ensure they are liveable, productive and sustainable.

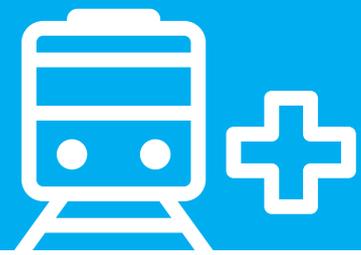
The Eastern City District Plan identifies two directions for Infrastructure and Collaboration, being Infrastructure supporting new developments and Working together to grow a Greater Sydney. It also identifies two planning priorities:

- ▶ **E1: Planning for a city supported by infrastructure**
- ▶ **E2: Working through collaboration**

The Bayside Community Strategic Plan 2030 identified two Strategic Directions that relate to Infrastructure and Collaboration being:

- ▶ Bayside CSP Strategic Direction: The transport system works
- ▶ Bayside CSP Strategic Direction: Opportunities for economic development are recognised





Infrastructure supporting new developments

To become more liveable, productive and sustainable Greater Sydney will need additional infrastructure and services in the right place at the right time. It is a collaborative process that involves all levels of government, industry and the community. It also requires the alignment of local environmental plans, transport programs and other agency programs to ensure implementation.

Significant infrastructure investments contributing to the shape and connectivity of Greater Sydney is planned or proposed for investigation by State Government agencies and many of these are located in or adjacent to Bayside. Bayside will also be delivering infrastructure and services to support new growth areas, renewing existing neighbourhoods and local centres and providing services for our community.

BAYSIDE PLANNING PRIORITY 1

Align land use planning and transport infrastructure planning to support the growth of Bayside.

ACTIONS:

- 1.1 Finalise and adopt the Bayside Transport Strategy.
- 1.2 Develop an implementation plan for the Bayside Transport Strategy.
- 1.3 Finalise and adopt the Bayside Bike Plan.
- 1.4 Develop an implementation plan for the Bayside Bike Plan.
- 1.5 Council will consider proposed Transport Infrastructure planned and under investigation outlined in Table 3 in all land use and asset planning decisions.
- 1.6 Council will advocate for the investigation and construction of M6 Stage 2.
- 1.7 Council will advocate for an integrated approach to public transport provision by providing input to the preparation of the South Eastern Sydney Transport Strategy.
- 1.8 Council will prepare submissions to the NSW Government in relation to State Significant development applications (and similar) for projects including Sydney Gateway, Port Botany Rail Duplication, Metro Rail and others as they arise.

BAYSIDE PLANNING PRIORITY 2

Align land use planning with the delivery and management of assets by Bayside Council to support our community.

ACTIONS:

- 2.1 Council will take a place based approach to land use and asset planning to ensure growth aligns with infrastructure provision.
- 2.2 Council will align the City Projects Program (capital works) with the Bayside Long Term Financial Plan.

PUBLIC TRANSPORT PROJECTS

0-10 YEARS INVESTIGATION

- ▶ Eastern Suburbs to Inner West Rapid Bus Link – Future Transport 2056 (FT 2056) & Greater Sydney Services & Infrastructure Plan (GSSIP)
- ▶ Green Square to La Perouse rapid bus link – GSSIP
- ▶ New and expanded bus services to the airport – FT 2056 & Sydney Airport Master Plan 2039 (SAMP 2039)
- ▶ Reallocate and prioritise road space for on road rapid transport links for buses and high efficiency vehicles – Infrastructure NSW State Infrastructure Strategy 2018 (INSW SIS 2018)
- ▶ On road rapid transit links for buses and high efficiency vehicles between Greater Parramatta and surrounding strategic centres such as Kogarah – INS SIS 2018
- ▶ More trains services including T4 and T8 lines – INSW SIS 2018

10-20 YEARS INVESTIGATION

- ▶ Parramatta to Bankstown, Hurstville/Kogarah rapid bus link – GSSIP
- ▶ Light rail extension to Maroubra Junction – GSSIP (note would have more impact for Bayside if extended to Eastgardens)
- ▶ Parramatta to Kogarah mass transit link – GSSIP

20+ YEARS VISIONARY

- ▶ Extension of south east mass transit train link to Miranda – GSSIP

MAJOR ROAD PROJECTS

COMMITTED/UNDER CONSTRUCTION

- ▶ WestConnex – Sydney Motorway Corporation (SMC)
- ▶ M6 Extension Stage 1 – GSSIP
- ▶ Sydney Airport Road Upgrade – NSW Freight & Ports Plan (NSW FPP)

0-10 YEARS INVESTIGATION

- ▶ Sydney Gateway – FT 2056
- ▶ M6 Extension Stage 2 (Kogarah to Loftus) FT 2056

FREIGHT PROJECTS

COMMITTED 0-10 YEARS

- ▶ Port Botany Rail Line Duplication – NSW FPP, INSW SIS 2018 & GSSIP
- ▶ Capacity upgrade to Foreshore road at Port Botany – NSW FPP, INSW SIS 2018 & GSSIP
- ▶ Protect strategically important ports, airports, industrial lands, freight precincts and key corridors from incompatible uses – INSW SIS 2018

WALKING & CYCLING PROJECTS

0-10 YEARS INVESTIGATION

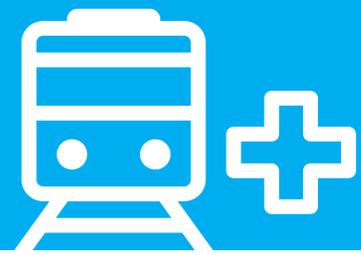
- ▶ Inner Sydney Regional Bike network/Greater Sydney Principle Bicycle Network – City of Sydney, FT 2056 & GSSIP
- ▶ Network of protected cycleways linking major strategic centres – INSW SIS 2018 & FT 2056

NO TIMING

- ▶ Provide safe cycling and walking connections to Sydney Airport and Port Botany – ECDP
- ▶ M6 Extension Stage 1 shared cycle and pedestrian paths – RMS

Table 3.

Transport Infrastructure – Planned and proposed transport projects.



Working together to grow a Greater Sydney

Collaboration in the planning and delivery of infrastructure, housing, jobs and great places is important in areas subject to growth. Creating great places is not the responsibility of just one organisation, but includes a range of stakeholders.

Located within both the Georges River LGA and the Bayside LGA is the Kogarah Collaboration Area, a Health and Education Precinct where the Greater Sydney Commission has been leading a focused consultative process of vision setting, problem definition and co-creation of priorities and solutions with the aim of identifying opportunities for more jobs, education and private sector investment. Bayside Council and Georges River Council have been key stakeholders in this process.

BAYSIDE PLANNING PRIORITY 3

Working through collaboration.

ACTIONS:

- 3.1 Identify opportunities for Bayside to work collaboratively with a range of stakeholders to deliver desired outcomes and great places.
- 3.2 Continue to collaborate with relevant stakeholders in the delivery of the Kogarah Place Strategy.

Liveability



**B4
B5**



**B6
B7
B8**



**B9
B10
B11**

Liveability is about the quality of life that people enjoy in their neighbourhoods and work places. Quality of life requires housing, infrastructure and a good level of service that meets the community's needs. It means that a range of housing types are available in the right location and that affordable housing for those that require it is available. Centres have walkable and cycle access. Community facilities, open space and recreation are close by.

Improving liveability is also about creating and renewing great places, neighbourhoods and local centres. The Eastern City District Plan identifies three directions for Liveability and four priorities.

A city for people

- ▶ **E3: Providing services and social infrastructure to meet people's changing needs**
- ▶ **E4: Fostering healthy, creative, culturally rich and socially connected communities**

Housing the city

- ▶ **E5: Providing housing supply, choice and affordability with access to jobs, services and public transport**

A city of great places

- ▶ **E6: Creating and renewing great places and local centres and respecting the District's heritage**

The Bayside Community Strategic Plan 2030 identifies eight Strategic Directions that relate to Liveability being:

- ▶ Bayside CSP Strategic Direction: Our places connect people
- ▶ Bayside CSP Strategic Direction: Local housing, employment and business opportunities are generated
- ▶ Bayside CSP Strategic Direction: Our places are people focussed
- ▶ Bayside CSP Strategic Direction: My place will be special to me
- ▶ Bayside CSP Strategic Direction: Our places are accessible to all
- ▶ Bayside CSP Strategic Direction: The community is valued
- ▶ Bayside CSP Strategic Direction: We treat each other with dignity and respect
- ▶ Bayside CSP Strategic Direction: We are unified and excited about our future





A city for people

Population growth in Bayside needs to be supported by high quality, flexible and well located social infrastructure to ensure a healthy and vibrant urban life. Social infrastructure includes open space, recreation facilities and community facilities such as libraries, youth centres, senior citizens halls and meeting rooms.

Bayside heard from our community who said:

- ▶ More open space is needed in high density areas
- ▶ There is a need for more cultural spaces and programs that reflect our diversity and aging population
- ▶ Facilities need to be in walking distance and part of a hub – they should stay local
- ▶ There should be more multi-use and flexible spaces
- ▶ Look at shared and joint use of school facilities and open space
- ▶ Protect existing open space, beaches and bushland

It will be important to plan for the long term and provision must be adaptable to changing needs. It must be responsive to the diversity of the Bayside community and appropriate for their diverse needs, providing spaces for people to come together and connect. Walkable neighbourhoods promote active and healthy lifestyles as well as socially connected communities. Convenient access to health and personal services, local retail, fresh healthy food, infrastructure and recreation in local and neighbourhood centres is also important.

Social infrastructure is required to support housing growth and support the development of liveable communities. It will provide opportunities to support local economies and employment and contribute to the development of diverse and vibrant places across Bayside.

Council is preparing a Social Infrastructure Strategy that includes a social infrastructure needs assessment (open space, recreation and community facilities) and will provide the evidence base for future planning decisions.

BAYSIDE PLANNING PRIORITY 4

Provide social infrastructure to meet the needs of the Bayside Community.

ACTIONS:

- 4.1 Finalise and adopt the Social Infrastructure Strategy for Bayside.
- 4.2 Develop a Social Infrastructure Implementation Plan.
- 4.3 Ensure social infrastructure planning is considered at the earliest stages of planning for change to ensure there is an adequate level of provision to meet the incoming population's needs and that it is part of a place based planning approach.
- 4.4 Strategic Planning to develop a reporting framework to ensure that all relevant stakeholders are aware of anticipated population growth, infrastructure projects and contributions.
- 4.5 Develop a Bayside Local Infrastructure Contributions Plan.
- 4.6 Develop a Voluntary Planning Agreement Policy informed by the social infrastructure strategy.
- 4.7 Advocate with state agencies for continuing long term leases for use of land as public open space.
- 4.8 Investigate opportunities for joint and shared use of facilities with NSW Department of Education.

Cultural richness and diversity is one of Greater Sydney's and Bayside's key strengths. Bayside is culturally diverse, with 46% of people born overseas and 53% speaking a language other than English at home. The top five languages spoken are Greek (7.1%), Mandarin (6.7%) Arabic (5.8%), Cantonese (3.8%) and Macedonian (3%).

Supporting social connections and cultural and creative expression brings a sharing of values and trust and can develop resilience within communities.

Healthy and active lifestyles can improve health outcomes. This means the design and management of streets, places and neighbourhoods are important, including access to daily needs such as fresh food, services and facilities within walking and cycling distance.

The Eastern City District Plan characterises places with high concentrations of social connectors as having:

- ▶ Access to good public transport
- ▶ Cultural and economic activity
- ▶ High levels of volunteering
- ▶ High provision of social infrastructure, access to education and learning, walkable town centres or eat streets and a diverse housing mix (density, tenure and affordability)



BAYSIDE PLANNING PRIORITY 5

Foster healthy, creative, culturally rich and socially connected communities.

ACTIONS:

- 5.1 Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities:
 - a) Prioritise opportunities for people to walk, cycle and use public transport when planning for existing or future centres.
 - b) Plan for local communities to access daily needs and essential services by walking and cycling to local and neighbourhood centres.
 - c) Investigate co-location of community and cultural facilities based on recommendations from the Social Infrastructure Strategy including joint-use opportunities.
 - d) Increase community awareness of Council's community garden policy to encourage the establishment of more community gardens.
 - e) Continue to implement the Bayside Disability Inclusion Action Plan.
 - f) Finalise a Community Safety Plan.
 - g) Prepare a Positive Aging Strategy.
 - h) Prepare a Child, Youth and Family Strategy.
- 5.2 Facilitate opportunities for creative and artistic expression and participation:
 - a) Review the Bayside Public Art Policy to reflect emerging trends.
 - b) Improve and grow the Sculptures @ Bayside exhibition to ensure increased participation.
 - c) Work with Bayside Arts Festival and Council's Events program to include opportunities to bring events and cultural activities into our local centres to increase social connectedness, strengthen resilience and grow the business economy.
 - d) Identify opportunities for late night trading precincts in centres identified by the Bayside Centres and Employment Lands Strategy.
 - e) Review planning controls to encourage more diverse trading including performance, culture and unlicensed businesses in late night trading precincts.
- 5.3 Engage and consult with Local Aboriginal Land Councils and Elders to better understand their communities and their economic aspirations as they relate to land use planning through the development of a Reconciliation Action Plan.

Housing the city

The Department of Industry and Environment anticipates that by 2036 Bayside will need an additional 28,000 dwellings to accommodate population demand. This is a linear projection based on historical dwelling delivery. Bayside's historical dwelling delivery has relied on brownfield sites that are now reaching capacity. Bayside doesn't have more brownfield sites to continue its high level of housing supply. Accordingly, Bayside will provide an updated long term dwelling target using an analysis of opportunities and constraints in the forthcoming Local Housing Strategy (2020).

In the short to medium term, Bayside is on track to meet its dwelling targets. The Eastern City District Plan sets out a short term dwelling target for 2016 to 2021 of 10,150 dwellings. 75% of the required dwellings have been built in 58% of the time period between July 2016 and May 2019 (most recent data). Capacity in the existing planning framework will help delivery dwellings in the medium term.

In planning for more growth and the location of that growth the following locational criteria should be met:

- ▶ Accessible to jobs and services
- ▶ Near railway lines and other public transport services to achieve the aspiration of a 30-minute city
- ▶ Pleasant to walk around, with services and shops within a reasonable walking distance
- ▶ Near significant infrastructure investment which creates opportunities for housing redevelopment
- ▶ Have access to open space, recreational facilities and community facilities, either existing or planned

Bayside also heard from our community who said:

- ▶ Housing growth needs to be supported by infrastructure
- ▶ Concerned with transport congestion associated with increased density
- ▶ Development should be close to public transport, centres and employment opportunities
- ▶ More housing choice is required to accommodate families, multi-generational households and an ageing population
- ▶ Better apartment design
- ▶ More affordable and social housing

Residential development opportunities will have to recognise land use limitations identified in the Bayside Land Use Limitations Study, including land use conflict arising from incompatible neighbouring uses, environmental risks and environmental factors such as aircraft noise and height limitations due to proximity to the airport. In particular the two trade gateways of Sydney Airport and Port Botany are important not just for the economy of Bayside, but are of regional and national significance. These trade gateways are anticipated to handle significantly more freight by 2036 and the supporting industrial and urban services lands will need to be retained for industrial and urban services.

The NSW State Government Future Transport 2056 also identified a number of visionary projects that could impact on the planning of the LGA over the next 20 years. This includes:

- ▶ Kogarah to Parramatta mass transit (10-20 years)
- ▶ South-eastern suburbs to Miranda mass transit link
- ▶ Kingsford to Maroubra-Eastgardens potential light rail extension
- ▶ Central to Maroubra Junction/Long Bay train link/mass transit

It will be important to ensure that land use planning undertaken now does not jeopardise future opportunities for uplift associated with visionary transport corridors.

Bayside is preparing a Local Housing Strategy that will provide direction as to where future growth can occur and the housing diversity required.



Areas that have capacity for growth without the need for rezoning includes Rockdale, Banksia, Arncliffe, Mascot (along Botany Road and part of O’Riordan Street) and Eastgardens for residential flat buildings and shop top housing. The dwellings in these areas will be predominately apartments. There is also a need to ensure housing diversity, including semi-detached dwellings, attached dwellings and row houses is part of the housing mix being planned and delivered.

The Department of Planning, Industry and Environment also requested Council to investigate opportunities for growth at Arncliffe west of the rail line, Turrella and Bardwell Park.

To meet the demand for housing the following opportunities have been identified:

IMMEDIATE (next 12 months)

- ▶ Development of Banksia and Arncliffe in accordance with recently amended planning controls (approximately 3,500 dwellings)

SHORT (1-5 years)

- ▶ Investigate opportunities for urban growth in Brighton Le Sands (Stage 1)
- ▶ Infill development in the existing business zoned areas of Rockdale, Mascot and Botany for residential flat buildings and shop top housing
- ▶ Development of a high density site in Eastgardens
- ▶ Infill development in the existing medium density zoned land for medium density housing. The land use planning controls will need to be amended
- ▶ Investigate opportunities for rezoning in Arncliffe to the west of the rail line for additional residential development
- ▶ Investigate opportunities for new residential development at Bardwell Park and Turrella (non-industrial land)
- ▶ Investigate opportunities for urban growth at west Kogarah

MEDIUM (6-10 years)

- ▶ Investigate opportunities for urban growth at Bexley North
- ▶ Investigate opportunities for residential growth in other centres identified by the Local Housing Strategy and the Centres and Employment Lands Strategy

LONG (10+ years)

- ▶ In conjunction with the planning for a potential future Kogarah to Parramatta rail link, investigate opportunities for residential growth at Bexley
- ▶ In conjunction with the planning for a potential future Kogarah to Parramatta rail link and Hurstville to Campsie mass transit link, investigate opportunities for residential growth at Kingsgrove
- ▶ In conjunction with the planning for a potential future visionary mass transit link from the Eastern Suburbs to Miranda, investigate opportunities for residential growth at Ramsgate, Ramsgate Beach and Kyeemagh
- ▶ In conjunction with a potential future visionary mass transit link from the Eastern Suburbs to Miranda investigate opportunities for additional urban growth at Brighton Le Sands

BAYSIDE PLANNING PRIORITY 6

Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors.

ACTIONS:

- 6.1 Finalise and adopt the Local Housing Strategy to inform investigation of opportunities for residential growth.
- 6.2 Continue to facilitate housing development in areas with capacity available under current planning controls.
- 6.3 Investigation of opportunities for growth will have regard to the Bayside Land Use Limitation Study.
- 6.4 Ensure that current land use planning does not jeopardise future opportunities for residential growth associated with visionary transport corridors.
- 6.5 Advocate for a train/metro station to be located in the Bexley town centre area as part of a potential future Kogarah to Parramatta Line.
- 6.6 Develop a rolling City projects program to schedule new and upgraded local infrastructure capital works to meet the needs of the growing community.

BAYSIDE PLANNING PRIORITY 7

Provide choice in housing to meet the needs of the community.

In the past ten years 80% of new dwellings built have been apartments, most of which have been only 1 or 2 bedrooms. To continue to provide housing choice for the Bayside community it will be necessary to ensure that a range of dwelling types (semi-detached dwellings, attached dwellings, row houses and apartments) and apartment mix is delivered.

These dwellings also need to meet the needs of a range of household types, including families with children, couples with no children, lone person households and group households. The ageing population also means that housing should be designed to allow people to age in place.

The Local Housing Strategy, to be finalised in 2020, will provide an evidence base for planning for greater housing choice.

ACTIONS:

- 7.1 Review planning controls to deliver a greater range of dwelling types, size and standards:
 - a) Require a mix of apartments (number of bedrooms) in new developments.
 - b) Harmonise the R2 and R3 residential zone's land use tables and floor space ratios in Bayside LEP 2020 to encourage more medium density development.
 - c) Review the development controls to achieve better built form outcomes for medium density development.
 - (d) Review the planning controls to increase the amount of housing that is universally designed.



BAYSIDE PLANNING PRIORITY 8

Provide housing that is affordable.

A lack of affordable housing is a serious and increasing problem across the Sydney Metropolitan area and for Bayside. It is important to maintain socio-economic diversity to ensure lower income households can continue to live and work in the local area. As house prices increase and outpace incomes, property ownership becomes more unattainable for many people and more households are reliant on the private rental sector. People with very low incomes may need access to government subsidised housing or community housing. The different housing needs of different parts of the community and the housing policy response is shown in the Housing Continuum at Figure 14.

Whilst the NSW Government plans for and provides social housing and the community housing sector provides non-market housing, Council can also have a role in providing affordable rental housing in the non-market housing sectors. This includes provision of services and crisis accommodation, through requiring development contributions for affordable rental housing as well as by negotiating for affordable rental housing through voluntary planning agreements (VPAs). The Metropolis of Three Cities includes affordable rental housing targets of between 5-10% of new residential floor space subject to viability.

Bayside has commenced the preparation of the Bayside Local Housing Strategy that will identify the affordable housing need which may lead to the development of an affordable housing contributions scheme.

ACTIONS:

- 8.1 Prepare an affordable housing policy to meet the requirements of the Eastern City District Plan in relation to affordable rental housing and the different mechanisms Council will use to address this need.
- 8.2 Develop an affordable housing contributions scheme that sets out how, where and at what rate development contributions can be collected by Council for affordable rental housing.
- 8.3 Develop a community housing provider governance framework to facilitate the ongoing management and delivery of affordable rental housing.
- 8.4 Develop a Voluntary Planning Agreement (VPA) Policy to facilitate VPAs in instances where an Affordable Housing Contributions Scheme does not apply.
- 8.5 Work with key agencies, including NSW Land and Housing Corporation and other stakeholders, to deliver affordable rental housing and advocate for policies and controls that promote housing.



Figure 14. Housing Continuum. (source: GSC A Metropolis of Three Cities)

A city of great places

Great places build on the existing character, the local people, history, culture, arts, built form and natural features to create a sense of place. Great places include open space, streets, centres, neighbourhoods and its residential, commercial and industrial streetscapes.

Some of the neighbourhoods in Bayside have distinctive identities such as Brighton Le Sands with its cafes and beach location, Botany with its heritage streetscapes and Bardwell Park's mid twentieth century suburban character.

Bayside also heard from our community who said:

- ▶ We value the character and heritage of our suburbs
- ▶ View corridors are important
- ▶ We should require design excellence and respect existing character
- ▶ We need to know Aboriginal heritage and stories – it's part of a rich history
- ▶ Recognition for Aboriginal peoples is important – we should work together
- ▶ Incorporate heritage and historical character into the design of new buildings such as some of our main streets
- ▶ We need to protect our cultural landscape items

BAYSIDE PLANNING PRIORITY 9

Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm.

ACTIONS:

- 9.1 Council will encourage good built form outcomes through Design Excellence Competitions, Design Excellence Guidelines and Design Review Panel.
- 9.2 Update planning controls for Bayside DCP 2020 to give clearer guidance to applicants and their architects about Council's expectations for high standards of design.
- 9.3 Ensure compliance with the Apartment Design Guide.
- 9.4 Adopt a place-based approach to planning by integrating elements of NSW Planning and Environment Character Toolkit into our policy framework, following the finalisation of the Character Overlay Policy by NSW State Government.
- 9.5 Council will take a place based approach and finalise and adopt the master plans/urban design studies for the local centres of Rockdale, Eastlakes and Brighton Le Sands.
- 9.6 Council will take a place based approach for each local centre and prepare master plans/urban design studies or public domain plans to create great places including the following centres at west Kogarah, Carlton, Kingsgrove, Bexley, Bexley North, Ramsgate, Hillsdale, Botany, Mascot (Coward/Botany Road) and Mascot Station Precinct.
- 9.7 Prepare an implementation plan to schedule local centre planning and design across a number of years.
- 9.8 Integrate future planning for capital works in centres into the Bayside City Projects Program and the Long Term Financial Plan.



Future planning in Bayside will need to maintain and enhance the identity and character of the area by protecting Aboriginal heritage and heritage buildings, streetscapes, views and key features and by encouraging development that respects the scale and character of the area's heritage.

BAYSIDE PLANNING PRIORITY 10

Value, protect and conserve Aboriginal heritage.

ACTIONS:

- 10.1 Council will finalise and adopt the Bayside Aboriginal Heritage Study and implement the recommendations.
- 10.2 Aboriginal heritage values will inform place making, including landscape design.
- 10.3 Council will protect, celebrate and promote Bayside's rich Aboriginal cultural heritage.

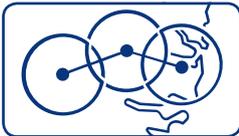
BAYSIDE PLANNING PRIORITY 11

Develop clear and appropriate controls for development of heritage items, adjoining sites and within conservation areas.

ACTIONS:

- 11.1 Finalise and adopt the Bayside Heritage Strategy.
- 11.2 Include the Bayside Heritage Strategy recommendations into the Bayside LEP 2020 and Bayside DCP 2020.
- 11.3 Council will protect, celebrate and promote Bayside's rich cultural heritage.

Productivity



B12



B13 B16
B14 B17
B15 B18

Productivity is about driving opportunities for investment, business and jobs growth, supporting economic diversity and supporting internationally competitive industry sectors. It also requires there is good access to a range of jobs and services delivering a well-connected 30-minute city.

The Eastern City District Plan identifies two directions for Productivity and seven priorities.

A well connected city

- ▶ **E10: Delivering integrated land use and transport planning and 30-minute city**

Jobs and skills for the city

- ▶ **E 7: Growing a stronger and more competitive harbour CBD**
- ▶ **E8: Growing and investing in health and education precincts and the Innovation Corridor**
- ▶ **E9: Growing international trade gateways**
- ▶ **E11: Growing investment, business opportunities and jobs in strategic centres**
- ▶ **E12: Retaining and managing industrial and urban services land**
- ▶ **E13: Supporting growth of targeted industry sectors**

The Bayside Community Strategic Plan 2030 identifies seven Strategic Directions that relate to productivity being:

- ▶ Bayside CSP Strategic Direction: My place will be special to me
- ▶ Bayside CSP Strategic Direction: The transport system works
- ▶ Bayside CSP Strategic Direction: Our places are accessible to all
- ▶ Bayside CSP Strategic Direction: Opportunities for economic development are recognised
- ▶ Bayside CSP Strategic Direction: We benefit from technology
- ▶ Bayside CSP Strategic Direction: We are unified and excited about our future
- ▶ Bayside CSP Strategic Direction: Local housing, employment and business opportunities are generated
- ▶ Bayside CSP Strategic Direction: We are prepared for a sharing economy





A well connected city

The aspiration of a 30-minute city is important in providing convenient and reliable access to strategic centres, local centres and places of employment, whether by public transport, walking or cycling and by car. Reducing travel time through an improved public transport and walking or cycling has a positive outcome for liveability, productivity and sustainability.

In 2016 there were approximately 91,000 jobs in Bayside (ABS 2016) and with the exception of Mascot, the majority of these jobs are not centre focused, but located towards Sydney Airport, Port Botany and industrial precincts. Job containment is 23.3% which means that 23.3% of Bayside residents work in Bayside. The majority of the our remaining residents work in the adjoining LGAs of City of Sydney (30%), Randwick (7.2%) and Georges River (5.8%).

Access to public transport for those suburbs located along the two rail corridors is relatively good. However, access to public transport is more limited in the eastern part of Bayside, particularly the suburbs of Hillsdale, Botany, Pagewood, Banksmeadow and Eastlakes. It is also more limited in the suburbs fringing Botany Bay to the west, including Sans Souci, Ramsgate Beach, Brighton Le Sands and Kyeemagh.

Improving public transport with additional routes and services would reduce the need for our residents to drive to work. Improving pedestrian and cycling connections to Bayside's strategic centres, local centres and employment precincts would be part of planning for a 30-minute city. Already planned or proposed transport infrastructure is detailed in the Infrastructure and Collaboration Section of this Local Strategic Planning Statement.

BAYSIDE PLANNING PRIORITY 12

Delivering an integrated land use and a 30-minute city.

ACTIONS:

- 12.1 Plan for high amenity and walkability within a 10-minute walk of centres.
- 12.2 Advocate for and work with relevant stakeholders for safe cycling and walking connections to Sydney Airport and Port Botany as outlined in the Eastern City District Plan.
- 12.3 Seek funding to implement the missing links identified by the Bayside Bike Plan to deliver on a 30-minute city.
- 12.4 Plan for urban development, new centres, better places and employment uses that are integrated with existing transport infrastructure and proposed transport projects.
- 12.5 Advocate for increased east-west public transport links to connect the suburbs east of the airport to the suburbs west of the airport.
- 12.6 Advocate for increased bus routes and frequency of services to those centres and suburbs that are less well serviced and provide more east west links:
 - a) To connect Kyeemagh, Brighton Le Sands, Ramsgate Beach and Sans Souci with Rockdale train station.
 - b) To connect Hillsdale, Botany, Pagewood, Banksmeadow and Eastlakes with Mascot train station and the Randwick education and health precinct.
 - c) To connect Kingsgrove, Bexley, North Bexley, Bardwell Park and Turrella with Rockdale and the Botany Bay foreshore.
 - (d) To connect Bondi Junction with Miranda via Sydney Airport.
- 12.7 Ensure a degree of self-sufficiency of local services on either side of the Airport to ensure access to services and jobs.



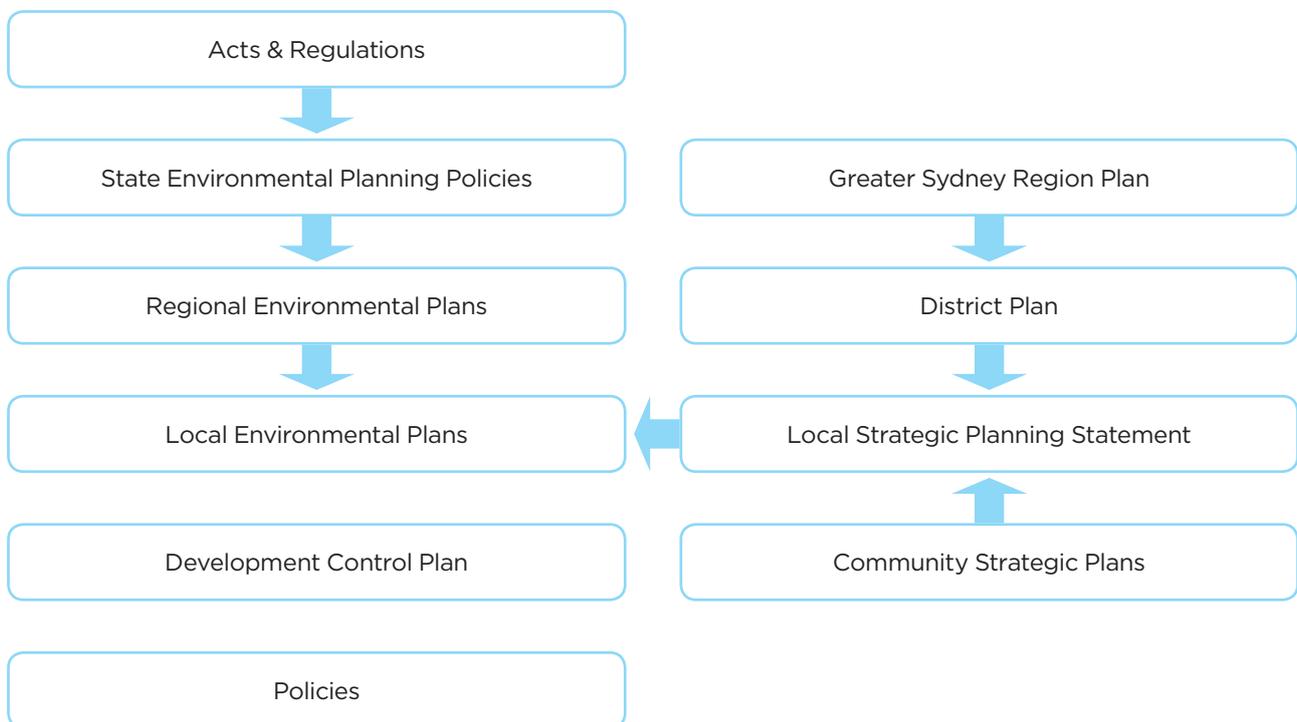
Jobs and skills for the city

The Eastern City District contains more than a third of Sydney's jobs (900,000) and generates half of its economic activity. Bayside (and the City of Sydney) accommodate industrial precincts that play an important role in the regional and national economy. Bayside's proximity to both the Sydney Airport and Port Botany trade gateways, location at the southern extent of the Eastern Economic Corridor, the deep customer market of Sydney CBD and the highly educated labour market of Greater Sydney, make it highly attractive to a range of businesses and industries up and down the global and local supply chain.

The Eastern City District Plan requires all councils in the Eastern City District, including Bayside, to retain and manage all existing industrial and urban services land, safeguarding them from competing pressures especially residential and mixed-use zones.

In addition the importance of the two trade gateways of Sydney Airport and Port Botany are recognised as being of national importance, with specific objectives in both the *A Metropolis of Three Cities (Objective 16 - Freight and logistics network is competitive and efficient)* and the *Eastern City District Plan (Planning Priority E9 - Growing international trade gateways)*. These identify the importance of ensuring these essential economic trade gateways are safeguarded. Demand for industrial zoned land in Bayside, particularly in areas serving the trade gateways, is anticipated to grow over the next 20 years and therefore retention of appropriately zoned land to meet this demand is essential.

Two areas in Bayside are not currently subject to either the Botany LEP 2013 or Rockdale LEP 2011 as they are subject to state or Sydney regional environmental policies.



In the hierarchy of planning instruments the State Environmental Planning Policy (Three Ports) 2013 (SEPP) and the Sydney Regional Environmental Planning Policy (SREP) No. 33 Cooks Cove take precedence over a Local Environmental Plan.

STATE ENVIRONMENTAL PLANNING POLICY (THREE PORTS) 2013

This is the principal environmental planning instrument that sets the land use planning and assessment framework for development at three NSW ports including at Port Botany.

An amendment to this State Environmental Planning Policy (SEPP) has been exhibited. The proposed amendments relevant to Bayside are: new categories of exempt and complying development; rezoning of land at Hale Street and Wentworth Avenue, Botany and the inclusion of the land in the SEPP; and potential options to discourage the subdivision of land at Port Botany. These proposed amendments aim to strengthen and support Port Botany as a trade gateway and align with the Eastern City District Plan which has identified the growth of the international trade gateways as a planning priority.

The Bayside LEP 2020 will not apply to land subject to this policy.

SYDNEY REGIONAL ENVIRONMENTAL PLAN (SREP) NO. 33 COOKS COVE

This SREP establishes the primary planning framework applying to the land. The precinct is largely zoned Open Space, with the northern part of the precinct zoned Trade and Technology, with a Special Uses zone reflecting the existing M5 Corridor running east-west and a potential future transport corridor north south.

The Bayside West Precinct Plan 2036 Plan was released September 2018 and identified three precincts – Arncliffe, Banksia and Cooks Cove. Whilst the planning for Arncliffe and Banksia included the rezoning of land, the Department of Planning, Industry and Environment left the assessment of Cooks Cove to Bayside Council. The Bayside West Precinct Plan did identify a number of planning principles that now form Local Planning Direction 7.10 (under Section 9.1(2) of the Environmental Planning and Assessment Act 1979). These must be considered when a planning authority prepares a planning proposal for land subject to this SREP.

Council is progressing a number of strategies that may be relevant to this site, including the Centres and Employment Lands Strategy, the Social Infrastructure Strategy and the Land Use Limitation Study.

Local Planning Direction 7.9 'Implementation of Bayside West Precincts 2036 Plan' (the Plan) applies to land in Arncliffe, Banksia and Cooks Cove. The direction requires that a planning proposal authority must ensure that any planning proposal for land in Bayside West is consistent with 'the Plan'.



Bayside is located at the southern extent of the Eastern Economic Corridor, which stretches from Macquarie Park, Chatswood, St Leonards, the Harbour CBD and Randwick to Green Square, Mascot and the international trade and tourism gateways of Sydney Airport and Port Botany. This corridor supports the Harbour CBD which underpins Greater Sydney's global and national economic strength. The Harbour CBD growth is essential for the region to remain competitive. Whilst Bayside is not part of the Harbour CBD, it nonetheless has an important role in supporting the Harbour CBD being located at its edge and being part of the Eastern Economic Corridor.

BAYSIDE PLANNING PRIORITY 13

Contribute to growing a stronger and more competitive Harbour CBD.

ACTIONS:

- 13.1 Finalise and adopt the Bayside Centres and Employment Lands Strategy.
- 13.2 Implement the recommendations of the Centres and Employment Lands Strategy to facilitate appropriate industrial and commercial growth in Bayside and support the Harbour CBD.

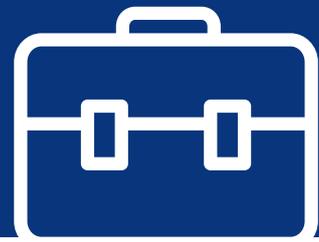
BAYSIDE PLANNING PRIORITY 14

Protect and grow the international trade gateways.

ACTIONS:

PORT BOTANY

- 14.1 Retain the industrial and urban services zoned lands surrounding Port Botany.
- 14.2 Review the business and industrial land use tables to ensure they accommodate appropriate land uses.
- 14.3 Review the planning controls in relation to minimum lot size to ensure that subdivision does not erode the freight and container handling function.
- 14.4 Prevent the encroachment of sensitive uses that can impact the operation of the industrial lands through land use planning controls.
- 14.5 Protect Port Botany's function as an international gateway for freight and logistics and supporting port-related land uses and infrastructure in the area around the port.
- 14.6 Manage potential land use conflict by preventing residential and commercial encroachment on the industrial areas and along freight corridors through land use planning controls.
- 14.7 Manage safety risks associated with the industrial activity and dangerous goods at the Botany Industrial Park through land use planning controls that take into account the quantitative risk assessment modelling undertaken for the Botany Industrial Park.
- 14.8 Manage safety risks associated with transporting dangerous goods along Denison Street and other key heavy vehicle access routes through land use planning controls.
- 14.9 Collaborate with Port Botany on creating safe cycling and walking connections to Port Botany.



SYDNEY AIRPORT

- 14.10 Following the adoption of the Bayside Centres and Employment Lands Strategy, review the land use planning controls for key employment and urban services lands in and near the Sydney Airport precinct, including those land use that support the role of Sydney Airport as a trade gateway, and implement any recommendations.
- 14.11 Ensure airport and aviation-related requirements are recognised in strategic land use planning policies and processes by giving effect to the National Airports Safeguarding Framework and its guidelines.
- 14.12 Protect Sydney Airport's function as an international gateway for passengers and freight and support airport and aviation support related land uses, including but not limited to, airfreight and logistics and warehousing, maintenance facilities, flight training centres, catering facilities and car rental facilities.
- 14.13 Manage potential land use conflict by preventing residential and commercial encroachment on the industrial and urban services areas and along freight corridors through land use controls.
- 14.14 Assessment of proposals for airport related uses to have regard to uses on adjoining properties, including businesses, during construction and operation.
- 14.15 Collaborate with Sydney Airport to provide safe cycling and walking connections to the Airport, particularly to Mascot Station.

FREIGHT HANDLING AND LOGISTICS NETWORK

- 14.16 Protect current and future freight corridors by ensuring appropriate controls to limit incompatible uses adjacent to areas expected to have intense freight activity.
- 14.17 Manage land use conflict to minimise negative impacts on urban amenity.
- 14.18 Review land use planning controls to prevent high traffic generating developments, such as large scale retail and high density residential, on roads that service Sydney Airport and Port Botany to reduce conflicts with dangerous goods vehicles.
- 14.19 Review traffic modelling requirements for developments in and around the Eastgardens-Maroubra Junction Strategic Centre and Pagewood to identify impacts on road intersections along Wentworth Avenue.
- 14.20 Explore changes in the freight and logistics sector (including the significant and ongoing growth in eCommerce related freight) to ensure the precinct provides a cutting-edge environment that supports time-sensitive logistics functions.

BAYSIDE PLANNING PRIORITY 15

Growing investment, business opportunities and jobs in Bayside's strategic centres and centres.

The strategic centre of Mascot – Green Square houses the ninth largest office precinct in Sydney and is home to 59,500 jobs (ABS 2016). It is forecast to grow to between 75,000-80,000 jobs by 2036. It will be important to ensure that the land use mix and planning controls support opportunities for growth.

The strategic centre of Eastgardens – Maroubra Junction is centred on two retail centres being Westfield Eastgardens in Bayside and Pacific Square at Maroubra Junction. There are currently 6,900 jobs (ABS 2016) and is forecast to grow to between 8,000-9,000 jobs by 2036. The Eastern City District Plan has identified opportunities for growth along Maroubra Road to connect the two centres.

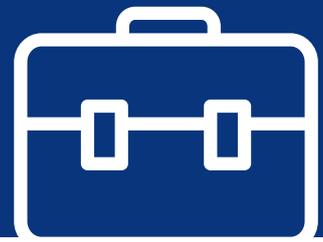
Bayside also has ten local centres identified by the Eastern City District plan. These local centres play a key role in providing local services, shops, facilities, connecting our communities and providing local jobs.

The strategic supporting role the Rockdale Town Centre has for the Kogarah Collaboration Area should be recognised and Council therefore nominates it as a proposed Strategic Centre.

ACTIONS:

MASCOT – GREEN SQUARE

- 15.1 Finalise and adopt the Bayside Centres and Employment Lands Strategy to inform the review of the Bayside LEP 2020 and Bayside DCP 2020 to ensure that the land use mix and planning controls strengthens the capacity for job growth and the economic role of the centre.
- 15.2 Collaborate with the City of Sydney to strengthen and diversify the centre, with clear complementary roles for Mascot and Green Square.
- 15.3 Plan for safe walking and cycling through the centre and from Mascot Station to Sydney Airport in collaboration with City of Sydney, Sydney Airport and relevant agencies.
- 15.4 Retain and manage surrounding employment, industrial and urban services lands and their role in supporting the Harbour CBD and Bayside.



EASTGARDENS - MAROUBRA JUNCTION

- 15.5 Collaborate with Randwick Council and identify opportunities to strengthen the economic role of the Eastgardens - Maroubra Junction centre based on the Bayside Centres and Employment Lands Strategy, with clear complementary roles for Eastgardens and Maroubra Junction.
- 15.6 Promote place making initiatives and walking and cycling connections to open space and the Green Grid including:
 - a) The priority north-south cycle link identified in Future Transport 2056 linking Port Botany and Eastgardens with Randwick and green space in both Bayside and Randwick LGAs.
 - b) Support the east-west link identified in Future Transport 2056 to connect Maroubra Junction with East Gardens and west to Mascot and Green Square and green space in both Bayside and Randwick LGAs.
- 15.7 Advocate to Transport for NSW, Department of Planning, Industry and Environment and Greater Sydney Commission for improved public transport provision to the centre.

LOCAL CENTRES

- 15.8 Ensure each local centre has sufficient retail floor space to meet future demand.

PROPOSED STRATEGIC CENTRE - ROCKDALE

- 15.9 Investigate and plan for Rockdale to transition to a Strategic Centre.

BAYSIDE PLANNING PRIORITY 16

Contribute to growing the health and education precincts of Kogarah, Randwick and Camperdown.

Kogarah and Randwick have been identified as health and education precincts. Bayside is collaborating with the Greater Sydney Commission, Georges River Council and other stakeholders in relation to the Kogarah Precinct.

Bayside is located in close proximity to both Randwick and Kogarah, with many students and workers choosing to live locally, thereby supporting a 30-minute city. Opportunities also exist for advanced manufacturing associated with the Randwick and Camperdown-Ultimo Health and Education Precincts to locate in Bayside.

ACTIONS:

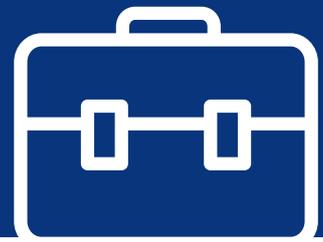
- 16.1 Continue to plan for the Kogarah Collaboration Area (also refer to Bayside Planning Priority 3) and work with the Greater Sydney Commission and Georges River Council to implement the actions developed in the Place Strategy.
- 16.2 Investigate opportunities for student and worker housing within 30 minutes of the Kogarah Health and Education Precinct and the Randwick Health and Education Precinct.
- 16.3 Make provision for Research and Development and manufacturing in appropriate zones in support of the health and education precincts at Randwick and Camperdown.
- 16.4 Investigate opportunities for Rockdale and Kogarah to have complementary centre roles.

BAYSIDE PLANNING PRIORITY 17

Retain and manage industrial and urban services lands.

ACTIONS:

- 17.1 Retain and manage industrial and urban services and business park land to support local need generated by small business parks, business and trade supplies and population services such as smash repairs and storage.
- 17.2 Review the planning controls to ensure they meet the needs of current and emerging industrial and urban services trends including increased building heights and floor space.



BAYSIDE PLANNING PRIORITY 18

Support the growth of targeted industry sectors.

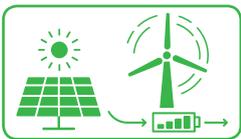
ACTIONS:

- 18.1 Investigate opportunities for increasing the tourism sector in Bayside and to leverage on Bayside's location close to Sydney Airport.
- 18.2 Review the regulatory environment as new technological advances and changes occur to help deliver innovative and new knowledge intensive jobs and business opportunities.
- 18.3 Partner with key institutions such as the University of Technology Sydney's Tech Lab to support the growth of technological development and commercialisation in Botany.
- 18.4 Explore the opportunities to grow an advanced manufacturing sector in Botany that takes advantage of the trade gateway's international access and freight function, proximity to the Harbour CBD and access to Greater Sydney's labour market.

Sustainability



B19
B20
B21
B22



B23



B24

Planning for a sustainable Bayside encompasses valuing and managing the existing landscapes, reducing our environmental footprint and adapting to climate change and the impacts of urban and natural hazards.

The Eastern City District Plan identifies three directions for Sustainability and seven priorities.

A city in its landscape

- ▶ **E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways**
- ▶ **E15: Protecting and enhancing bushland and biodiversity**
- ▶ **E16: Protecting and enhancing scenic and cultural landscapes**
- ▶ **E17: Increasing urban tree canopy cover and delivering Green Grid connections**
- ▶ **E18: Delivering high quality open space**

An efficient city

- ▶ **E19: Reducing carbon emissions and managing energy, water and waste efficiently**

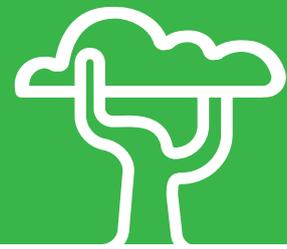
A resilient city

- ▶ **E20: Adapting to the impacts of urban and natural hazards and climate change**

The Bayside Community Strategic Plan 2030 identifies five Strategic Directions that relate to Sustainability being:

- ▶ Bayside CSP Strategic Direction: Waterways and green corridors are regenerated and preserved
- ▶ Bayside CSP Strategic Direction: Our waste is well managed
- ▶ Bayside CSP Strategic Direction: We are prepared for climate change
- ▶ Bayside CSP Strategic Direction: We increase our use of renewable energy
- ▶ Bayside CSP Strategic Direction: My place will be special to me





A city in its landscape

Bayside has a number of waterways and water courses that are an important part of the Greater Sydney's Blue Grid and it will be important to manage and improve these local waterways. They include:

- ▶ Botany Bay
- ▶ Cooks River
- ▶ Alexandra Canal
- ▶ Georges River
- ▶ Mill Stream
- ▶ Wolli Creek
- ▶ Bardwell Creek
- ▶ Botany and Rockdale Wetlands

Water quality testing has shown that the majority of the Bayside waterways have poor water quality and there is significant ground water contamination in the eastern part of Bayside due to past heavy industrial developments.

The Georges Riverkeeper, Cooks River Alliance and Sydney Coastal Councils Group support Bayside Council's work to improve waterway health. The Botany Bay and Catchment Water Quality Improvement Plan also provide guidance to Bayside Council on waterway health.

In addition, the Bayside LGA is home to areas of significant bushland and coastal environment including Bardwell Valley, Fry's Reserve, Foreshore Beach and Lady Robinsons Beach and despite its highly urbanised environment, the LGA is home to over thirty threatened and significant species as well as a number of remnant vegetation communities.

Bayside's coastline and waterways are a natural asset, cultural resource and recreational destination. Managing the waterways and enhancing community access to the waterways will be important.

The biodiversity corridors - Rockdale Wetlands Corridor, Coastline Corridor, Bardwell Creek and Wolli Creek Corridor and Millstream Corridor - are important fauna and flora habitat as well as providing fauna movement corridors.

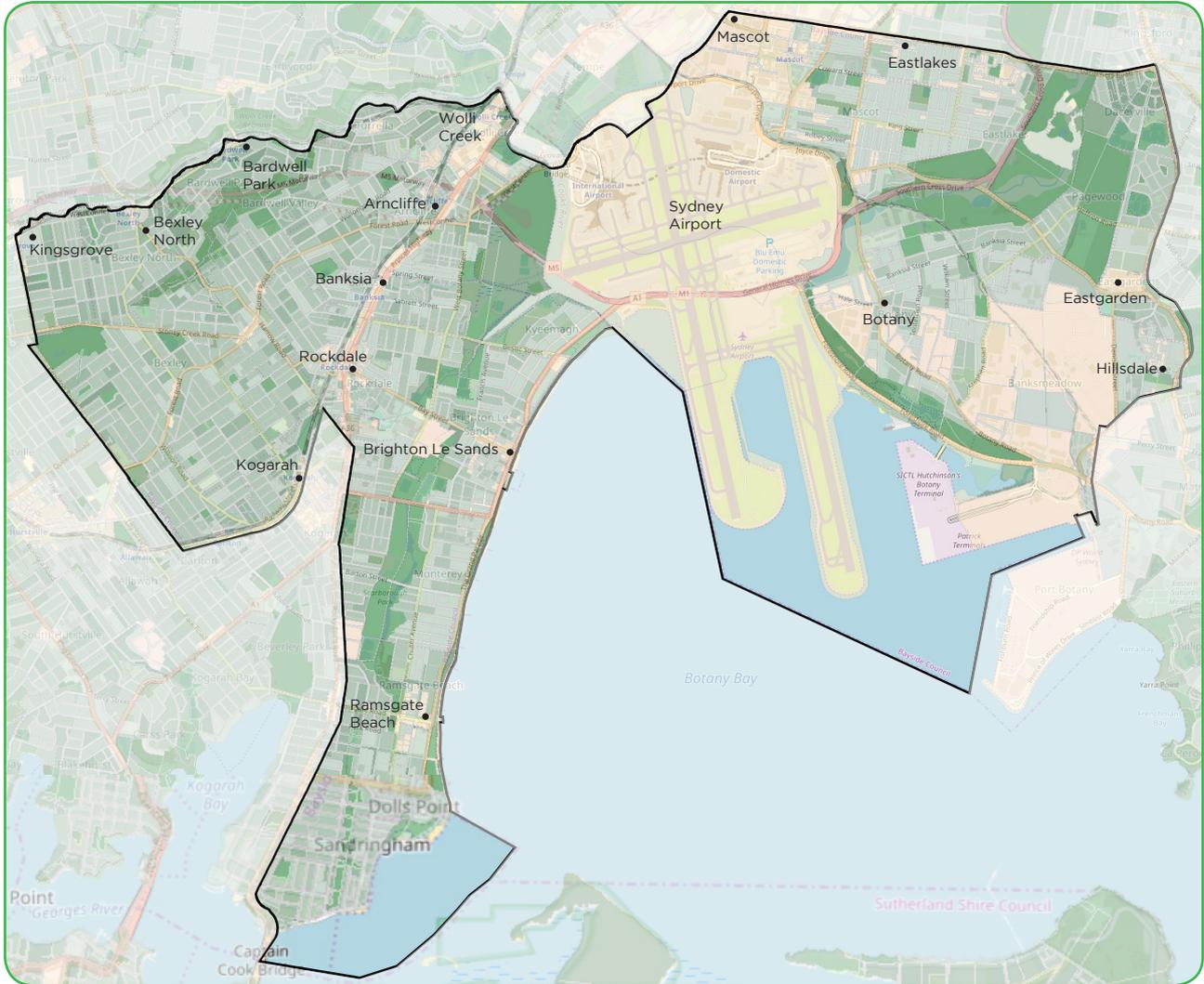
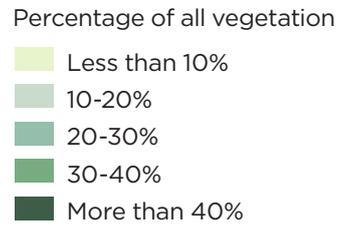
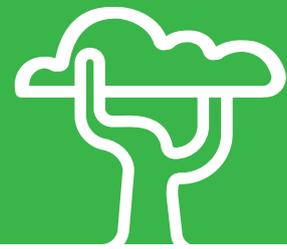


Figure 15.
 Bayside vegetation cover.
 (source: Land and Property
 Information 2015)





We heard from our community and they said:

- ▶ We need to preserve green corridors
- ▶ Protect existing open space, beach and bushland
- ▶ Need to improve the health of Bayside's waterways and wetlands
- ▶ Need to reduce impact on biodiversity
- ▶ Enhance native fauna and flora in the Bayside LGA

Council will continue to build on the work already commenced and work collaboratively with key stakeholders to achieve improved water quality and biodiversity outcomes.

The Eastern City District Plan identifies five priority Green Corridors and four of these are located in Bayside, being:

- ▶ Mill Stream and Botany Wetlands Open Space Corridor
- ▶ Bardwell Valley Park
- ▶ Rockdale Wetlands
- ▶ Cooks River Open Space Corridor

The Mill Stream and Botany Wetlands Open Space Corridor includes the Sydney Airport Wetlands owned by Sydney Airport and the Botany Wetlands owned by Sydney Water. These four Green Grid Corridors provide a network of high quality green space that connects centres, public transport, major residential areas and areas of open space and foreshore. With green spaces adding to quality of life, helping keep the city cool, providing shade and ultraviolet ray (UV) protection, enhancing biodiversity and ensuring ecological resilience, they are a key component of liveability. Through public domain works on streets, footpaths and cycleways, an extended green grid connecting parks and open space, schools, employment, centres and health and transport hubs can be delivered.

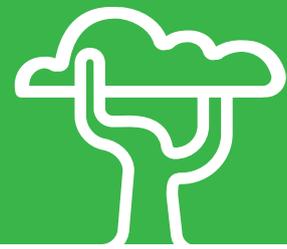
Increasing the tree canopy and green cover across Bayside aligns with the NSW Premier's priority of Greening the City, with Council receiving funding under the 5 Million Tree Programme.

BAYSIDE PLANNING PRIORITY 19

Protect and improve the health of Bayside's waterways and biodiversity.

ACTIONS:

- 19.1 Finalise and implement the key findings of the Bayside Environmental Review of Planning Controls into the Bayside LEP 2020 and Bayside DCP 2020 and associated technical specifications to improve Bayside's waterways and biodiversity.
- 19.2 Update Council's assessment process for planning proposals, development applications and Council's environmental assessments.
- 19.3 Review biodiversity mapping in Bayside's 2020 Local Environmental Plan.
- 19.4 Continue Bayside's annual natural resource management programs in Bayside's priority natural areas including Sir Joseph Banks Park, Bardwell Valley and Scarborough Park.
- 19.5 Continue to support and enhance Bayside Council's community engagement and Bushcare volunteer programs.
- 19.6 Develop and adopt a Bayside Environmental Strategy.
- 19.7 Develop an implementation plan for the Bayside Environmental Strategy.
- 19.8 Develop and adopt a Bayside Biodiversity Strategy.
- 19.9 Develop an implementation plan for the Bayside Biodiversity Strategy.
- 19.10 Finalise, adopt and commence implementation of Bayside's Water Management Strategy.
- 19.11 Develop and implement a water quality monitoring program for Bayside's key waterways.
- 19.12 Improve public connection and access along waterway and foreshores.
- 19.13 Implement high priority actions from the Georges River Estuary Coastal Zone Management Plan (and future Georges River Coastal Management Program).
- 19.14 Advocate for positive natural environmental outcomes for the Bayside LGA to be a key consideration in the development of the Cooks River Management Program by the Cooks River Alliance.
- 19.15 Advocate to Sydney Water to ensure its assets are managed to enhance the health of Bayside's waterways and biodiversity.
- 19.16 Work collaboratively with Sydney Water on the naturalisation of the Muddy Creek Project Stage 1.
- 19.17 Advocate to State Government that State Significant Infrastructure projects within the Bayside LGA recognise and respond to the importance of Bayside's waterways, Botany Bay and biodiversity.
- 19.18 Advocate for outcomes that improve Bayside's waterways and biodiversity at agency and stakeholder meetings.



BAYSIDE PLANNING PRIORITY 20

Increase urban tree canopy cover and enhance green grid connections.

ACTIONS:

- 20.1 Finalise and implement the key findings of the review of Bayside's Environmental planning controls into Bayside LEP 2020 and Bayside DCP 2020 and associated technical specifications to improve urban tree canopy cover.
- 20.2 Develop, adopt and implement a Bayside Urban Tree Canopy Strategy. The Urban Tree Canopy Strategy to identify opportunities for increased connections to the Green Grid.
- 20.3 Ensure the update of Council's Plans of Management include the protection and enhancement of the urban tree canopy as a priority action.
- 20.4 Advocate for the update of other agency Plans of Management to include the protection and enhancement of urban tree canopy as a priority action.
- 20.5 Develop and commence implementation of Masterplans for the priority green grid corridors of:
 - a) Mill Stream and Botany Wetlands Open Space Corridor. Consult with Sydney Airport and Sydney Water in the development of the Masterplans, including opportunities to access the corridors in their ownership.
 - b) Bardwell Valley Parkland.
 - c) Rockdale Wetlands Open Space Corridor.
- 20.6 Implement Bayside Council's Stage 1 of the 5 Million Tree Programme grant to enhance urban canopy in Banksmeadow, Mascot, Kyeemagh and Sans Souci.
- 20.7 Apply for funding for Stage 2 of the 5 Million Tree Programme grant.

BAYSIDE PLANNING PRIORITY 21

Deliver high quality open space.

Public open space enhances our neighbourhoods and supports a healthy and active lifestyle and increases social connectedness through bringing people together. As Bayside grows, the demand for open space and sport infrastructure will increase. However, opportunities to deliver more open space will be limited. Instead Council will need to place an emphasis on the delivery of high quality spaces that are linked by a network of paths and cycleways and public transport to increase accessibility. In urban renewal areas planning for additional public open space is essential.

We heard from our community and they said:

- ▶ Need more open space in high density areas and look at shared use with schools and more multipurpose spaces
- ▶ Protect existing open space, beach and bushland to encourage an active and healthy lifestyle

ACTIONS:

- 21.1 Review current open space and sport infrastructure provision and identify opportunities to provide and/or enhance open space to meet user needs consistent with the Social Infrastructure Strategy.
- 21.2 Require large urban renewal areas to include the provision or access to local open space as part of the planning.
- 21.3 Negotiate joint and shared use of open space with the Department of Education.
- 21.4 Increase connectivity between and through open space and green grid corridors for walking and cycling.
- 21.5 Support and assist in the implementation of the District Sport Infrastructure Plans (when completed).

BAYSIDE PLANNING PRIORITY 22

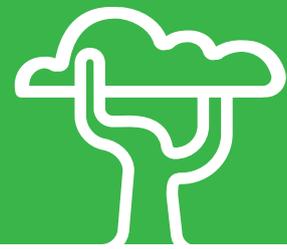
Protect and enhance scenic and cultural landscapes.

Scenic and cultural landscapes such as waterways, coastline and bushland make an important contribution to the identity of Bayside and help people appreciate the natural environment, protect heritage and culture and create opportunities for recreation and tourism.

In Bayside, of particular importance are Botany Bay and the Cooks River which are culturally significant and scenically important. They also offer an opportunity to reflect on Aboriginal and non-Aboriginal heritage.

ACTIONS:

- 22.1 Review the existing provisions relating to scenic and cultural landscape protection and consider the inclusion of a local provision in the Bayside LEP 2020.



An efficient city

Reducing energy consumption, increasing water efficiency and reducing waste is required to minimise Bayside's environmental footprint and will be especially important with a growing population and economy.

Figure 16 shows the greenhouse gas emission reduction potential from each intervention for the LGA, based on the Greater Sydney Commission's Exploring Net Zero Emissions for Greater Sydney Report Assumptions (2017).

The breakdown of Bayside's emissions for 2016-17 show 64.4% of Bayside's greenhouse gas emissions come from energy used in buildings. The Eastern City District Plan highlights pathways towards net-zero emissions, including improved building efficiency, and building and precinct scale renewables.

Other pathways with the potential to have a marked reduction in emissions include waste diversion and transport and parking, with parking demand management options to be investigated as part of the Bayside Transport Strategy to be completed in 2020.

Bayside has adopted the Waste Avoidance and Resource Recovery Strategy which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.

Bayside has large industrial areas and precincts undergoing urban renewal. There may be opportunities to achieve precinct wide energy, water and waste efficiencies to achieve a circular economy.

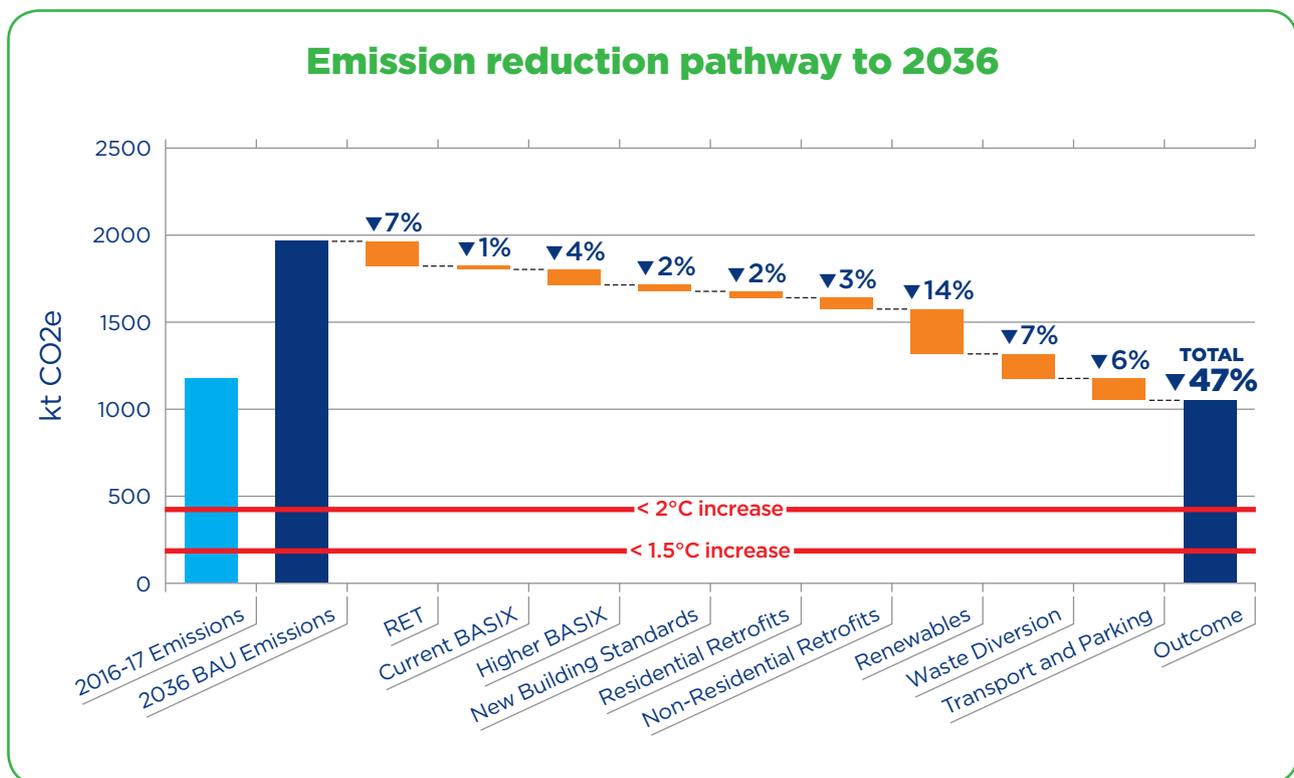


Figure 16. Bayside emission reduction pathway to 2036. (source: Resilient Sydney Platform - www.resilientsydney.com.au)

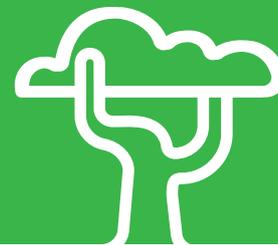
Council is working to develop actions around carbon emissions and reduced energy, water and waste and are also developing a number of strategies related to energy, water and waste.

Reducing emissions from transport and reducing the need to travel by promoting self-containment in terms of employment, education, and services will also help enhance liveability, sustainability and resilience for the LGA.

We heard from our community and they said:

- ▶ Planning controls to be improved to incorporate energy efficiency
- ▶ Residents to be encouraged to include water sensitive urban design on private properties
- ▶ Council to consider green star rating system to improve future developments
- ▶ Enhance community engagement of the importance of reducing energy and water usage and waste production





BAYSIDE PLANNING PRIORITY 23

Reduce carbon emissions through improved management of energy, water and waste.

ACTIONS:

- 23.1 Work with Resilient Sydney to implement Metropolitan Carbon Emission project to develop a Bayside action plan to improve management of energy, water and waste.
- 23.2 Develop and commence implementation of Bayside Environmentally Sustainable Development Policy and Guidelines.
- 23.3 Finalise and implement the key findings from the review of Bayside's Environmental Planning and Waste Controls into Bayside's 2020 LEP and DCP and associated technical specifications that improve Bayside's management of energy, water and waste.
- 23.4 Continue implementation of priority actions in Bayside's Waste Avoidance and Resource Recovery (WARR) Strategy.
- 23.5 Continue to work with SSROC to deliver the Our Energy Future Program to improve community participation in energy efficiency initiatives.
- 23.6 Continue monitoring and implementation of energy and water efficiency initiatives on Council's facilities.
- 23.7 Identify energy and water performance targets for Council facilities.
- 23.8 Advocate to State Government for more stringent and expanded BASIX requirements.
- 23.9 Collaborate with other councils and stakeholders to understand the potential economic opportunities associated with the principles of the circular economy.

A resilient city

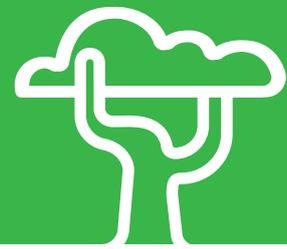
Natural hazards such as flooding, heatwaves, storms and coastal erosion will be exacerbated by climate change. It is likely that Bayside will experience more frequent, longer and more extreme periods of uncomfortable heat and heatwaves in the future. Coastal erosion is already occurring at Cahill Park and Lady Robinsons Beach and stormwater management is a key consideration in some of our urban renewal areas. Due to the historical industry that occurred in the Bayside LGA, Council also needs to manage a number of urban hazards including contaminated land and groundwater. The collection of data and understanding the hazards is important in helping to embed the consideration of resilience in future land use and infrastructure planning.

Bayside is part of Resilient Sydney which is a member of the 100 Resilient Cities initiative pioneered by the Rockefeller Foundation. This initiative aims to help cities become more resilient to the physical, social and economic challenges affecting communities.

What we heard from the community:

- ▶ Request for policy on climate change to acknowledge and to adapt to sea level rise
- ▶ Want ground water to be safe to use





BAYSIDE PLANNING PRIORITY 24

Reduce community risk to urban and natural hazards and improve the community's resilience to social, environmental and economic shocks and stressors.

ACTIONS:

- 24.1 Work with Resilient Sydney to develop and implement a Bayside Resilient Program.
- 24.2 Develop, adopt and implement a Bayside Urban Heat Map and Action Plan.
- 24.3 Advocate to State Government and work with key stakeholders for improved management of significant sites of contaminated land and ground water.
- 24.4 Finalise and implement the key findings from the review of Bayside's Environmental Planning Controls into Bayside's 2020 LEP and DCP to improve Bayside's management of contaminated land and ground water, ensuring it is undertaken in accordance with the requirements of State Environmental Planning Policy 55 – Remediation of land.
- 24.5 Update and implement exemption maps to the exempt and complying development in relation to natural and urban hazards.
- 24.6 Work with State Government to improve the community's understanding of responding to urban and natural hazards.
- 24.7 Update Council's policies and procedures to manage Council owned and community assets impacted by urban and natural hazards to ensure the risk to the community, users and the environment is minimised and acceptable.
- 24.8 Review Council's policies and technical specifications to include provisions for well designed shade to be incorporated in public domain works.
- 24.9 Advocate for outcomes that reduce the community's risk to urban and natural hazards, including air pollution, noise and traffic.
- 24.10 Update Bayside's flood risk management studies and plans.
- 24.11 Investigate opportunities to reduce exposure to air pollution and noise in land use planning and design of neighbourhoods, including in the development of masterplans/public domain plans for our centres.

Implementation

The Bayside Local Strategic Planning Statement is structured around the four themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability, 24 Planning Priorities and 148 Actions and gives effect to the Eastern City District Plan. The Bayside LSPS also aligns with the Strategic Directions of the Bayside Community Strategic Plan 2030.



The Bayside Local Strategic Planning Statement will provide the framework for the development of land use planning policy and decision making to achieve the Bayside Land Use 2036 Vision. It will also inform asset planning to ensure growth aligns with infrastructure provision.

Two of the key land use planning documents to be prepared that will give effect to the Bayside LSPS are:

- ▶ Bayside Local Environmental Plan 2020
- ▶ Bayside Development Control Plan 2020

The Bayside LSPS identifies actions that require collaboration with other Councils and a range of government agencies to give effect to the delivery of the vision for a future Bayside.

The LSPS will be implemented through the following Action and Monitoring Plan. Each action has a time period allocated for the implementation.

The LSPS will also form part of Council's Integrated Planning and Reporting framework to ensure that Planning Priorities and Actions can be incorporated into the Delivery Program and Operational Plan.

The time periods referred to in this table are as follows:

Short term	1-2 years
Medium term	3-5 years
Ongoing	1-10 years



Infrastructure and collaboration

PLANNING PRIORITY	ACTION	TIMING
1. Align land use planning and transport infrastructure planning to support the growth of Bayside.	1.1. Finalise and adopt the Bayside Transport Strategy.	Short term
	1.2. Develop an implementation plan for the Bayside Transport Strategy.	Short term
	1.3. Finalise and adopt the Bayside Bike Plan.	Short term
	1.4. Develop an implementation plan for the Bayside Bike Plan.	Short term
	1.5. Council will consider proposed Transport Infrastructure planned and under investigation outlined in Table 3 in all land use and asset planning decisions.	Ongoing
	1.6. Council will advocate for the investigation and construction of M6 Stage 2.	Short term / medium term
	1.7. Council will advocate for an integrated approach to public transport provision by providing input to the preparation of the South Eastern Sydney Transport Strategy.	Short term / medium term
	1.8. Council will prepare submissions to the NSW Government in relation to State Significant development applications (and similar) for projects including Sydney Gateway, Port Botany Rail Duplication, Metro Rail and others as they arise.	Ongoing
2. Align land use planning with the delivery and management of assets by Bayside Council to support our community.	2.1. Council will take a place based approach to land use and asset planning to ensure growth aligns with infrastructure provision.	Ongoing
	2.2. Council will align the City Projects Program (capital works) with the Bayside Long Term Financial Plan.	Ongoing
3. Working through collaboration.	3.1. Identify opportunities for Bayside to work collaboratively with a range of stakeholders to deliver desired outcomes and great places.	Ongoing
	3.2. Continue to collaborate with relevant stakeholders in the delivery of the Kogarah Place Strategy.	Ongoing

Liveability



PLANNING PRIORITY	ACTION	TIMING
4. Provide social infrastructure to meet the needs of the Bayside Community.	4.1. Finalise and adopt the Social Infrastructure Strategy for Bayside.	Short term
	4.2. Develop a Social Infrastructure Implementation Plan.	Short term
	4.3. Ensure social infrastructure planning is considered at the earliest stages of planning for change to ensure there is an adequate level of provision to meet the incoming population's needs and that it is part of a place based planning approach.	Ongoing
	4.4. Strategic Planning to develop a reporting framework to ensure that all relevant stakeholders are aware of anticipated population growth, infrastructure projects and contributions.	Short term
	4.5. Develop a Bayside Local Infrastructure Contributions Plan.	Short term
	4.6. Develop a Voluntary Planning Agreement Policy informed by the Social Infrastructure Strategy.	Short term
	4.7. Advocate with state agencies for continuing long term leases for use of land as public open space.	Ongoing
	4.8. Investigate opportunities for joint and shared use of facilities with NSW Department of Education.	Short term / medium term
5. Foster healthy, creative, culturally rich and socially connected communities.	5.1. Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities: a) Prioritise opportunities for people to walk, cycle and use public transport when planning for existing or future centres. b) Plan for local communities to access daily needs and essential services by walking and cycling to local and neighbourhood centres. c) Investigate co-location of community and cultural facilities based on recommendations from the Social Infrastructure Strategy including joint-use opportunities. d) Increase community awareness of Council's community garden policy to encourage the establishment of more community gardens. e) Continue to implement the Bayside Disability Inclusion Action Plan. f) Finalise a Community Safety Plan. g) Prepare a Positive Aging Strategy. h) Prepare a Child, Youth and Family Strategy.	Short term / medium term





PLANNING PRIORITY	ACTION	TIMING
5. Foster healthy, creative, culturally rich and socially connected communities. (cont.)	5.2. Facilitate opportunities for creative and artistic expression and participation: a) Review the Bayside Public Art Policy to reflect emerging trends. b) Improve and grow the Sculptures @ Bayside exhibition to ensure increased participation. c) Work with the Bayside Arts Festival and Council's Events program to include opportunities to bring events and cultural activities into our local centres to increase social connectedness, strengthen resilience and grow the business economy. d) Identify opportunities for late night trading precincts in centres identified by the Bayside Centres and Employment Lands Strategy. e) Review planning controls to encourage more diverse trading including performance, culture and unlicensed businesses in late night trading precincts.	Short term / medium term
	5.3. Engage and consult with Local Aboriginal Land Councils and Elders to better understand their communities and their economic aspirations as they relate to land use planning through the development of a Reconciliation Action Plan.	Short term / medium term
6. Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors.	6.1. Finalise and adopt the Local Housing Strategy to inform investigation of opportunities for residential growth.	Short term
	6.2. Continue to facilitate housing development in areas with capacity available under current planning controls.	Ongoing
	6.3. Investigation of opportunities for growth will have regard to the Bayside Land Use Limitation Study.	Ongoing
	6.4. Ensure that current land use planning does not jeopardise future opportunities for residential growth associated with visionary transport corridors.	Ongoing
	6.5. Advocate for a train/metro station to be located in the Bexley town centre area as part of a potential future Kogarah to Parramatta Line.	Ongoing
	6.6. Develop a rolling City Projects Program to schedule new and upgraded local infrastructure capital works to meet the needs of the growing community.	Short term / medium term
7. Provide choice in housing to meet the needs of the community.	7.1. Review planning controls to deliver a range of dwelling types, size and standards: a) Require a mix of apartments (number of bedrooms) in new developments. b) Harmonise the R2 and R3 residential zone's land use tables and floor space ratios in Bayside LEP 2020 to encourage more medium density development. c) review the development controls to achieve better built form outcomes for medium density development. d) Review the planning controls to increase the amount of housing that is universally designed.	Short term





PLANNING PRIORITY	ACTION	TIMING
8. Provide housing that is affordable.	8.1. Prepare an affordable housing policy to meet the requirements of the eastern City District Plan in relation to affordable rental housing and the different mechanisms Council will use to address this need.	Short term
	8.2. Develop an affordable housing contributions scheme that sets out how, where and at what rate development contributions can be collected by Council for affordable rental housing.	Short term
	8.3. Develop a community housing provider governance framework to facilitate the ongoing management and delivery of affordable rental housing.	Short term
	8.4. Develop a Voluntary Planning Agreement (VPA) Policy to facilitate VPAs in instances where an Affordable Housing Contributions Scheme does not apply.	Short term
	8.5. Work with key agencies, including NSW Land and Housing Corporation and other stakeholders, to deliver affordable rental housing and advocate for policies and controls that promote housing.	Ongoing
9. Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm.	9.1. Council will encourage good built form outcomes through Design Excellence Competitions, Design Excellence Guidelines and Design Review Panel.	Ongoing
	9.2. Update planning controls for Bayside DCP 2020 to give clearer guidance to applicants and their architects about Council's expectations for high standards of design.	Short term
	9.3. Ensure compliance with the Apartment Design Guide.	Ongoing
	9.4. Adopt a place-based approach to planning by integrating elements of NSW Planning and Environment Character Toolkit into our policy framework, following the finalisation of the Character Overlay Policy by NSW State Government.	Medium term
	9.5. Council will take a place based approach and finalise and adopt the master plans/urban design studies for the local centres of Rockdale, Eastlakes and Brighton Le Sands.	Short term
	9.6. Council will take a place based approach for each local centre and prepare master plans/urban design studies or public domain plans to create great places including the following centres at west Kogarah, Carlton, Kingsgrove, Bexley, Bexley North, Ramsgate, Hillsdale, Botany, Mascot (Coward/Botany Road) and Mascot station Precinct.	Ongoing
	9.7. Prepare an implementation plan to schedule local centre planning and design across a number of years.	Short term
	9.8. Integrate future planning for capital works in centres into the Bayside City Projects Program and the Long Term Financial Plan.	Ongoing
10. Value, protect and conserve Aboriginal heritage.	10.1. Council will finalise and adopt the Bayside Aboriginal Heritage Study and implement the recommendations.	Short term
	10.2. Aboriginal heritage values will inform place making, including landscape design.	Ongoing
	10.3. Council will protect, celebrate and promote Bayside's rich Aboriginal cultural heritage.	Ongoing
11. Develop clear and appropriate controls for development of heritage items, adjoining sites and within conservation areas.	11.1. Finalise and adopt the Bayside Heritage Strategy.	Short term
	11.2. Include the Bayside Heritage Strategy recommendations into the Bayside LEP 2020 and Bayside DCP 2020.	Short term
	11.3. Council will protect, celebrate and promote Bayside's rich cultural heritage.	Ongoing



Productivity

PLANNING PRIORITY	ACTION	TIMING
12. Delivering an integrated land use and a 30-minute city.	12.1. Plan for high amenity and walkability within a 10-minute walk of centres.	Ongoing
	12.2. Advocate for and work with relevant stakeholders for safe cycling and walking connections to Sydney Airport and Port Botany as outlined in the Eastern City District Plan.	Ongoing
	12.3. Seek funding to implement the missing links identified by the Bayside Bike Plan to deliver on a 30-minute city.	Ongoing
	12.4. Plan for urban development, new centres, better places and employment uses that are integrated with existing transport infrastructure and proposed transport projects.	Ongoing
	12.5. Advocate for increased east-west public transport links to connect the suburbs east of the airport to the suburbs west of the airport.	Ongoing
	12.6. Advocate for increased bus routes and frequency of services to those centres and suburbs that are less well serviced and provide more east west links: a) To connect Kyeemagh, Brighton Le Sands, Ramsgate Beach and Sans Souci with Rockdale train station. b) To connect Hillside, Botany, Pagewood, Banksmeadow and Eastlakes with Mascot train station and the Randwick education and health precinct. c) To connect Kingsgrove, Bexley, North Bexley, Bardwell Park and Turrella with Rockdale and the Botany Bay foreshore. (d) To connect Bondi Junction with Miranda via Sydney Airport.	Ongoing
	12.7. Ensure a degree of self-sufficiency of local services on either side of the Airport to ensure access to services and jobs.	Ongoing
13. Contribute to growing a stronger and more competitive Harbour CBD.	13.1. Finalise and adopt the Bayside Centres and Employment Lands Strategy.	Short term
	13.2. Implement the recommendations of the Centres and Employment Lands Strategy to facilitate appropriate industrial and commercial growth in Bayside and support the Harbour CBD.	Short term
14. Protect and grow the international trade gateways.	PORT BOTANY	
	14.1. Retain the industrial and urban services zoned lands surrounding Port Botany.	Ongoing
	14.2. Review the business and industrial land use tables to ensure they accommodate appropriate land uses.	Short term
	14.3. Review the planning controls in relation to minimum lot size to ensure that subdivision does not erode the freight and container handling function.	Short term
	14.4. Prevent the encroachment of sensitive uses that can impact the operation of the industrial lands through land use planning controls.	Ongoing
	14.5. Protect Port Botany's function as an international gateway for freight and logistics and supporting port-related land uses and infrastructure in the area around the port.	Ongoing
	14.6. Manage potential land use conflict by preventing residential and commercial encroachment on the industrial areas and along freight corridors through land use planning controls.	Ongoing
14.7. Manage safety risks associated with the industrial activity and dangerous goods at the Botany Industrial Park through land use planning controls that take into account the quantitative risk assessment modelling undertaken for the Botany Industrial Park.	Ongoing	





PLANNING PRIORITY	ACTION	TIMING	
14. Protect and grow the international trade gateways. (cont.)	14.8. Manage safety risks associated with transporting dangerous goods along Denison Street and other key heavy vehicle access routes through land use planning controls.	Ongoing	
	14.9. Collaborate with Port Botany on creating safe cycling and walking connections to Port Botany.	Ongoing	
	SYDNEY AIRPORT		
	14.10. Following the adoption of the Bayside Centres and Employment Lands Strategy, review the land use planning controls for key employment and urban services lands in and near the Sydney Airport precinct, including those land use that support the role of Sydney Airport as a trade gateway, and implement any recommendations.	Short term	
	14.11. Ensure airport and aviation-related requirements are recognised in strategic land use planning policies and processes by giving effect to the National Airport Safeguarding Framework and its guidelines.	Ongoing	
	14.12. Protect Sydney Airport's function as an international gateway for passengers and freight and support airport and aviation support related land uses, including but not limited to, airfreight and logistics and warehousing, maintenance facilities, flight training centres, catering facilities and car rental facilities.	Ongoing	
	14.13. Manage potential land use conflict by preventing residential and commercial encroachment on the industrial and urban services areas and along freight corridors through land use controls.	Ongoing	
	14.14. Assessment of proposals for airport related uses to have regard to uses on adjoining properties, including businesses, during construction and operation.	Ongoing	
	14.15. Collaborate with Sydney Airport to provide safe cycling and walking connections to the airport, particularly to Mascot station.	Ongoing	
	FREIGHT HANDLING AND LOGISTICS NETWORK		
	14.16. Protect current and future freight corridors by ensuring appropriate controls to limit incompatible uses adjacent to areas expected to have intense freight activity.	Ongoing	
	14.17. Manage land use conflict to minimise negative impacts on urban amenity.	Ongoing	
	14.18. Review land use planning controls to prevent high traffic generating developments, such as large scale retail and high density residential, on roads that service Sydney Airport and Port Botany to reduce conflicts with dangerous goods vehicles.	Short term	
	14.19. Review traffic modelling requirements for developments in and around the Eastgardens-Maroubra Junction Strategic Centre and Pagewood to identify impacts on road intersections along Wentworth Avenue.	Short term	
	14.20. Explore changes in the freight and logistics sector (including the significant and ongoing growth in eCommerce related freight) to ensure the precinct provides a cutting edge environment that supports time-sensitive logistics functions.	Short term / medium term	





PLANNING PRIORITY	ACTION	TIMING
15. Growing investment, business opportunities and jobs in Bayside's strategic centres and centres.	MASCOT - GREEN SQUARE	
	15.1. Finalise and adopt the Bayside Centres and Employment Lands Strategy to inform the review of the Bayside LEP 2020 and Bayside DCP 2020 to ensure that the land use mix and planning controls strengthens the capacity for job growth and the economic role of the centre.	Short term
	15.2. Collaborate with the City of Sydney to strengthen and diversify the centre, with clear complementary roles for Mascot and Green square.	Short term / medium term
	15.3. Plan for safe walking and cycling through the centre and from Mascot Station to Sydney Airport in collaboration with City of Sydney, Sydney Airport and relevant agencies.	Short term
	15.4. Retain and manage surrounding employment, industrial and urban services lands and their role in supporting the Harbour CBD and Bayside.	Ongoing
	EASTGARDENS - MAROUBRA JUNCTION	
	15.5 Collaborate with Randwick Council and identify opportunities to strengthen the economic role of the Eastgardens - Maroubra Junction centre based on the Bayside Centres and Employment Lands Strategy, with clear complementary roles for Eastgardens and Maroubra Junction.	Short term / medium term
	15.6. Promote place making initiatives and walking and cycling connections to open space and the Green Grid including: a) The priority north-south cycle link identified in Future transport 2056 linking Port Botany and Eastgardens with Randwick and green space in both Bayside and Randwick LGAs. b) Support the east-west link identified in Future transport 2056 to connect Maroubra Junction with Eastgardens and west to Mascot and Green Square and green space in both Bayside and Randwick LGAs.	Ongoing
	15.7. Advocate to Transport for NSW, Department of Planning, Industry and Environment and Greater Sydney Commission for improved public transport provision to the centre.	Ongoing
	LOCAL CENTRES	
	15.8. Ensure each local centre has sufficient retail floor space to meet future demand.	Short term / medium term
PROPOSED STRATEGIC CENTRE - ROCKDALE		
15.9. Investigate and plan for Rockdale to transition to a Strategic Centre.	Short term / medium term	
16. Contribute to growing the health and education precincts of Kogarah, Randwick and Camperdown.	16.1. Continue to plan for the Kogarah Collaboration Area (also refer to Bayside Planning Priority 3) and work with the Greater Sydney Commission and Georges River Council to implement the actions developed in the Place Strategy.	Ongoing
	16.2. Investigate opportunities for student and worker housing within 30 minutes of the Kogarah Health and Education Precinct and the Randwick Health and Education Precinct.	Short term / medium term
	16.3. Make provision for Research and Development and manufacturing in appropriate zones in support of the health and education precincts at Randwick and Camperdown.	Short term / medium term
	16.4. Investigate opportunities for Rockdale and Kogarah to have complementary centre roles.	Short term / medium term





PLANNING PRIORITY	ACTION	TIMING
17. Retain and manage industrial and urban services lands.	17.1. Retain and manage industrial and urban services and business park land to support local need generated by small business parks, business and trade supplies and population services such as smash repairs and storage.	Ongoing
	17.2. Review the planning controls to ensure they meet the needs of current and emerging industrial and urban services trends including increased building heights and floor space.	Short term / medium term
18. Support the growth of targeted industry sectors.	18.1. Investigate opportunities for increasing the tourism sector in Bayside and to leverage on Bayside's location close to Sydney Airport.	Short term / medium term
	18.2. Review the regulatory environment as new technological advances and changes occur to help deliver innovative and new knowledge intensive jobs and business opportunities.	Ongoing
	18.3. Partner with key institutions such as the University of Technology Sydney's Tech Lab to support the growth of technological development and commercialisation in Botany.	Ongoing
	18.4. Explore the opportunities to grow an advanced manufacturing sector in Botany that takes advantage of the trade gateway's international access and freight function, proximity to the Harbour CBD and access to Greater Sydney's labour market.	Short term / medium term



Sustainability

PLANNING PRIORITY	ACTION	TIMING
19. Protect and improve the health of Bayside's waterways and biodiversity.	19.1. Finalise and implement the key findings of the Bayside Environmental Review of Planning Controls into the Bayside LEP 2020 and Bayside DCP 2020 and associated technical specifications to improve Bayside's waterways and biodiversity.	Short term / medium term
	19.2. Update Council's assessment process for planning proposals, development applications and Council's environmental assessments.	Short term
	19.3. Review biodiversity mapping in Bayside's 2020 LEP.	Short term
	19.4. Continue Bayside's annual natural resource management programs in Bayside's priority natural areas including Sir Joseph Banks Park, Bardwell Valley and Scarborough Park.	Ongoing
	19.5. Continue to support and enhance Bayside Council's community engagement and bush care volunteer programs.	Ongoing
	19.6. Develop and adopt a Bayside Environmental Strategy.	Short term
	19.7. Develop an implementation plan for the Bayside Environmental Strategy.	Short term
	19.8. Develop and adopt a Bayside Biodiversity Strategy.	Medium term
	19.9. Develop an implementation plan for the Bayside Biodiversity Strategy.	Medium term
	19.10. Finalise, adopt and commence implementation of Bayside's Water Management Strategy.	Short term / medium term
	19.11. Develop and implement a water quality monitoring program for Bayside's key waterways.	Short term / medium term
	19.12. Improve public connection and access along waterway and foreshores.	Short term / medium term
	19.13. Implement high priority actions from the Georges River Estuary Coastal Zone Management Plan (and future Georges River Coastal Management Program).	Ongoing
	19.14. Advocate for positive natural environmental outcomes for the Bayside LGA to be a key consideration in the development of the Cooks River Management Program by the Cooks River Alliance.	Short term
	19.15. Advocate to Sydney Water to ensure its assets are managed to enhance the health of Bayside's waterways and biodiversity.	Ongoing
	19.16. Work collaboratively with Sydney Water on the naturalisation of the Muddy Creek Project Stage 1.	Short term / medium term
	19.17. Advocate to State Government that State Significant Infrastructure projects within the Bayside LGA recognise and respond to the importance of Bayside's waterways, Botany Bay and biodiversity.	Ongoing
	19.18. Advocate for outcomes that improve Bayside's waterways and biodiversity at agency and stakeholder meetings.	Ongoing





PLANNING PRIORITY	ACTION	TIMING
20. Increase urban tree canopy cover and enhance green grid connections.	20.1. Finalise and implement the key findings of the review of Bayside's environmental planning controls into Bayside LEP 2020 and Bayside DCP 2020 and associated technical specifications to improve urban tree canopy cover.	Short term / medium term
	20.2. Develop, adopt and implement a Bayside Urban Tree Canopy Strategy. The Urban Tree Canopy Strategy to identify opportunities for increased connections to the Green Grid.	Short term
	20.3. Ensure the update of Council's Plans of Management include the protection and enhancement of the urban tree canopy as a priority action.	Short term / medium term
	20.4. Advocate for the update of other agency Plans of Management to include the protection and enhancement of urban tree canopy as a priority action.	Ongoing
	20.5. Develop and commence implementation of Masterplans for the priority green grid corridors of: a) Mill Stream and Botany Wetlands Open Space Corridor. Consult with Sydney Airport and Sydney Water in the development of master plans, including opportunities to access the corridors in their ownership. b) Bardwell Valley Parkland. c) Rockdale Wetlands Open space Corridor.	Short term / medium term
	20.6. Implement Bayside Council's stage 1 of the 5 Million Tree Programme grant to enhance urban canopy in Banksmeadow, Mascot, and Kyeemagh and Sans Souci.	Short term
	20.7. Apply for funding for Stage 2 of the 5 Million Tree Programme grant.	Short term
21. Deliver high quality open space.	21.1. Review current open space provision and identify opportunities to provide and/or enhance open space to meet user needs consistent with the social infrastructure strategy.	Short term / medium term
	21.2. Require large urban renewal areas to include the provision or access to local open space as part of the planning.	Ongoing
	21.3. Negotiate joint and shared use of open space with the Department of Education.	Short term / medium term
	21.4. Increase connectivity between and through open space and green grid corridors for walking and cycling.	Ongoing
	21.5. Support and assist in the implementation of the District Sport Infrastructure Plans (when completed).	Ongoing
22. Protect and enhance scenic and cultural landscapes.	22.1. Review the existing provisions relating to scenic and cultural landscape protection and consider the inclusion of a local provision in the Bayside LEP 2020.	Short term
23. Reduce carbon emissions through improved management of energy, water and waste.	23.1 Work with Resilient Sydney to implement Metropolitan Carbon Emission Project to develop a Bayside Action Plan to improve management of energy, water and waste.	Ongoing
	23.2. Develop and commence implementation of Bayside Environmentally Sustainable Development Policy and Guidelines.	Short term / medium term
	23.3. Finalise and implement the key findings from the review of Bayside's Environmental Planning and Waste Controls into Bayside's LEP 2020 and DCP and associated technical specifications that improve Bayside's management of energy, water and waste.	Short term / medium term





PLANNING PRIORITY	ACTION	TIMING
23. Reduce carbon emissions through improved management of energy, water and waste. (cont.)	23.4. Continue implementation of priority actions in Bayside's Waste Avoidance and Resource Recovery (WARR) Strategy.	Ongoing
	23.5. Continue to work with SSROC to deliver the Our Energy Future Program to improve community participation in energy efficiency initiatives.	Ongoing
	23.6. Continue monitoring and implementation of energy and water efficiency initiatives on Council's facilities.	Ongoing
	23.7. Identify energy and water performance targets for Council facilities.	Short term / medium term
	23.8. Advocate to State Government for more stringent and expanded BASIX requirements.	Ongoing
	23.9. Collaborate with other councils and stakeholders to understand the potential economic opportunities associated with the principles of the circular economy.	Ongoing
24. Reduce community risk to urban and natural hazards and improve the community's resilience to social, environmental and economic shocks and stressors.	24.1. Work with Resilient Sydney to develop and implement a Bayside Resilient Program.	Medium term
	24.2. Develop, adopt and implement a Bayside Urban Heat Map and Action Plan.	Medium term
	24.3. Advocate to State Government and work with key stakeholders for improved management of significant sites of contaminated land and ground water.	Ongoing
	24.4. Finalise and implement the key findings from the review of Bayside's Environmental Planning Controls into Bayside's 2020 LEP and DCP to improve Bayside's management of contaminated land and ground water, ensuring it is undertaken in accordance with the requirements of State Environmental Planning Policy 55 – Remediation of land.	Short term / medium term
	24.5. Update and implement exemption maps to the exempt and complying development in relation to natural and urban hazards.	Short term
	24.6. Work with State Government to improve the community's understanding of responding to urban and natural hazards.	Ongoing
	24.7. Update Council's policies and procedures to manage Council owned and community assets impacted by urban and natural hazards to ensure the risk to the community, users and the environment is minimised and acceptable.	Short term / medium term
	24.8. Review Council's policies and technical specifications to include provisions for well designed shade to be incorporated in public domain works.	Ongoing
	24.9. Advocate for outcomes that reduce the community's risk to urban and natural hazards, including air pollution, noise and traffic.	Ongoing
	24.10. Update Bayside's flood risk management studies and plans.	Short term
	24.11. Consider opportunities to reduce exposure to air pollution and noise in land use planning and design of neighbourhoods, including in the development of master plans/public domain plans for our centres.	Ongoing

Annexure 1

Comparison of Eastern City District Plan, Bayside Strategic Planning Statement and Bayside Community Strategic Plan 2030 Planning Priorities, Strategic Directions and Actions.

EASTERN CITY DISTRICT PLAN PLANNING PRIORITIES	BAYSIDE LSPS PLANNING PRIORITIES	BAYSIDE CSP 2030 STRATEGIC DIRECTIONS	BAYSIDE CSP 2030 ACTIONS
E1 - Planning for a city supported by infrastructure	<p>Bayside Planning Priority B1 Align land use planning and transport infrastructure planning to support the growth of Bayside</p> <p>Bayside Planning Priority B2 Align land use planning with the delivery and management of assets by Bayside Council to support our community</p>	The transport system works	We can easily travel to work by accessible, reliable public transport
E2 - working through collaboration	Bayside Planning Priority B3 Working through collaboration	Opportunities for economic development are recognised	Major employers support/partner with local small business
E3 - Providing services and social infrastructure to meet people's changing needs	Bayside Planning Priority B4 Provide social infrastructure to meet the needs of the Bayside Community	<p>Our places connect people</p> <p>Our places are accessible to all</p> <p>We treat each other with dignity and respect</p> <p>We are unified and excited about our future</p>	<p>Open space is accessible and provides a range of active and passive recreation opportunities to match our growing community</p> <p>Assets meet community expectations</p> <p>Our public buildings are important community hubs and are well maintained and accessible</p>
E4 - Fostering healthy, creative, culturally rich and socially connected communities	Bayside Planning Priority B5 Foster healthy, creative, culturally rich and socially connected communities	<p>Our places connect people</p> <p>Our places are people focussed</p> <p>Our places are accessible to all</p> <p>The community is valued</p> <p>We treat each other with dignity and respect</p>	<p>Walking and cycling is easy in the City and is located in open space where possible</p> <p>We are one community with shared objectives and desires</p> <p>There is an appropriate and community owned response to threats</p> <p>Bayside provides safe and engaging spaces, places and interactions</p> <p>We are healthy community with access to active recreation and health education</p> <p>All segments of our community are catered for - children, families, young people and seniors</p> <p>Opportunities for passive and active activities are available to community members, including people with pets</p> <p>The value of pets in the community is recognised and they are welcomed across the City</p> <p>Aboriginal culture and history is recognised and celebrated</p> <p>We can participate in cultural and arts events which reflect and involve the community</p> <p>Cultural diversity is reflected and celebrated in the City's activities</p>



EASTERN CITY DISTRICT PLAN PLANNING PRIORITIES	BAYSIDE LSPS PLANNING PRIORITIES	BAYSIDE CSP 2030 STRATEGIC DIRECTIONS	BAYSIDE CSP 2030 ACTIONS
E5 - Provide housing supply, choice and affordability with access to jobs, services and public transport	Bayside Planning Priority B6 Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors	-	-
	Bayside Planning Priority B7 Provide choice in housing to meet the needs of the community	Our places are accessible to all	People who need to can access affordable housing
	Bayside Planning Priority B8 Provide housing that is affordable	Local housing, employment and business opportunities are generated	People who need to can access affordable housing
E6 - Creating and renewing great places and local centres, and respecting the District's heritage	Bayside Planning Priority B9 Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm	My place will be special to me Our places are people focussed We are unified and excited about our future	Local developments reflect innovative, good design and incorporate open space and consider vertical families Places have their own village atmosphere and sense of identity The public spaces I use are innovative and put people first We are proud of where we live Local areas are activated with cafes, restaurants, and cultural events My community and council work in partnership to deliver better local outcomes
	Bayside Planning Priority B10 Value, protect and conserve Aboriginal heritage	Our places connect people	Our heritage and history is valued and respected
	Bayside Planning Priority B11 Develop clear and appropriate controls for development of heritage items, adjoining sites and within conservation areas	Our places connect people	Our heritage and history is valued and respected
E7 - Growing a stronger and more competitive harbour CBD	Bayside Planning Priority B13 Contribute to growing a stronger and more competitive Harbour CBD	-	-
E8 - Growing and investing in health and education precincts and the Innovation Corridor	Bayside Planning Priority B16 Contribute to growing the health and education precincts of Kogarah, Randwick and Camperdown	-	-
E9 - Growing international trade gateways	Bayside Planning Priority B14 Protect and grow the international trade gateways	Opportunities for economic development are recognised	We are an international hub for transport and logistics related business
E10 - Delivering integrated land use and transport planning and a 30-minute city	Bayside Planning Priority B12 Delivering an integrated land use and a 30-minute city	My place will be special to me The transport system works	Traffic and parking issues are a thing of the past We can easily travel to work by accessible, reliable public transport



EASTERN CITY DISTRICT PLAN PLANNING PRIORITIES	BAYSIDE LSPS PLANNING PRIORITIES	BAYSIDE CSP 2030 STRATEGIC DIRECTIONS	BAYSIDE CSP 2030 ACTIONS
E11 – Growing investment, business opportunities and jobs in strategic centres	Bayside Planning Priority B15 Growing investment, business opportunities and jobs in Bayside’s strategic and local centres	Local housing, employment and business opportunities are generated We are unified and excited about our future	We are all included and have a part to play in the City The City is run by, with and for the people
E12 – Retaining and managing industrial and urban services land	Bayside Planning Priority B17 Retain and manage industrial and urban services lands	Opportunities for economic development are recognised	Industrial lands and employment lands are preserved - partnering with major employers to support local jobs
E13 – Supporting growth of targeted industry sectors	Bayside Planning Priority B18 Support the growth of targeted industry sectors	We benefit from technology Local housing, employment and business opportunities are generated We are prepared for a sharing economy Our places are accessible to all We benefit from technology	Council engages with us and decision making is transparent and data driven Innovative businesses are supported to locate in Bayside Local Plans and regulations have kept pace with the sharing economy SMART Cities - making life better through smart use of technologies We can access information and services online and through social media Technological change has been harnessed and we are sharing the benefits We welcome visitors and tourists to our City Gateway sites are welcoming and attractive
E14 – Protecting and improving the health and enjoyment of Sydney Harbour and the District’s waterways E15 – Protecting and enhancing bushland and biodiversity	Bayside Planning Priority B19 Protect and improve the health of Bayside’s waterways and biodiversity	Waterways and green corridors are regenerated and preserved	The community are involved in the preservation of our natural areas
E16 – Protecting and enhancing scenic and cultural landscapes	Bayside Planning Priority B22 Protect and enhance scenic and cultural landscapes	-	-
E17 – Increasing urban tree canopy cover and delivering Green Grid connections	Bayside Planning Priority B20 Increase urban tree canopy cover and enhance green grid connections	We are prepared for climate change Waterways and green corridors are regenerated and preserved	Our streetscapes are green and welcoming We have an enhanced green grid/canopy
E18 – Delivering high quality open space	Bayside Planning Priority B21 Deliver high quality open space	-	-



EASTERN CITY DISTRICT PLAN PLANNING PRIORITIES	BAYSIDE LSPS PLANNING PRIORITIES	BAYSIDE CSP 2030 STRATEGIC DIRECTIONS	BAYSIDE CSP 2030 ACTIONS
E19 – Reducing carbon emissions and managing energy, water and waste efficiently	Bayside Planning Priority B23 Reduce carbon emissions through improved management of energy, water and waste	We increase our use of renewable energy Waterways and green corridors are regenerated and preserved My place will be special to me Our waste is well managed	Our City promotes the use of renewable energy through community consultations Water is recycled and re-used I can reduce my waste through recycling and community education Our City models use of renewable energy and reports gains benefits to the community Illegal dumping is a thing of the past
E20 – Adapting to the impacts of urban and natural hazards and climate change	Bayside Planning Priority B24 Reduce community risk to urban and natural hazards and improve community’s resilience to social, environmental and economic shocks and stressors	We are prepared for climate change	We understand climate change, and are prepared for the impacts Our City is prepared for/able to cope with severe weather events



Bayside Council

Serving Our Community

Bayside Customer Service Centres

Rockdale Library, 444-446 Princes Highway, Rockdale
Westfield Eastgardens, 152 Bunnerong Road, Eastgardens
Monday to Friday 8:30am - 4:30pm, Saturday 9am - 1pm

Phone **1300 581 299 | 9562 1666**

Email **council@bayside.nsw.gov.au**

Web **www.bayside.nsw.gov.au**