



Representing the community's interests in getting around
on bikes in Sydney's eastern suburbs

Kogarah Golf Club Redevelopment Concept & Stage 1 works

5 July 2026

BIKEast Incorporated
www.bikeast.org.au

NSW Planning

[Major Projects Planning Portal](#)

contact@bikeast.org.au

Introduction

BIKEast is pleased to make a submission on the [Kogarah Golf Club Redevelopment Concept & Stage 1 works](#).

BIKEast is the local community group working to improve conditions for people cycling in Sydney's Eastern Suburbs. We believe that providing and maintaining open and accessible space for the community is very important.

We also believe safe, continuous, and connected bike routes will encourage more people to ride their bikes more often – an outcome that is consistent with NSW and Local Government strategies to realise the considerable individual and public benefits of increasing the mode share of active travel (walking or cycling).

Summary

1. BIKEast support the public space allocation
2. BIKEast urge connecting the existing surrounding walking / cycling directly - including making the Giovanni Brunetti bridge safer.
3. NSW Government must fulfil the requirements of delivering the strategic cycleway corridor section from Wolli Creek to Brighton Le Sands.
4. BIKEast urge the consideration of previously submitted feedback.

Detailed Comments

1. BIKEast support the public space allocation

We support the delivery of the facilities outlined in 5.3 Pedestrian and cycling infrastructure - Pages 31-33

- “A regional separated pedestrian and cycle path, located parallel to the Cooks River. The proposal will deliver a missing 900m long x 20 m wide landscaped waterfront contribution to the ‘bay to bay’ regional active transport link along the western bank of the Cooks River, incorporating pedestrian, cycling and passive recreation infrastructure”
- Connection to and embellishment of the new shared path along the length of Marsh Street, constructed as part of recent road widening upgrades;
- New pedestrian footpaths on Gertrude Street (between Marsh Street and Levey Street) as part of the Gertrude Street extension project;
- Bicycle parking and end of trip facilities within future buildings, as well as bicycle infrastructure within the public domain, provided in accordance with relevant Bayside Council controls. Bicycle parking facilities are to be distributed throughout the site to ensure it is convenient to use regardless of the ultimate destination within the site; and
- New pedestrian crossing opportunities across Marsh Street and Levey Street associated with the proposed new and upgraded signalised intersections, including:
- New pedestrian crossing on the eastern side of the existing Marsh Street / Flora Street intersection
- New pedestrian crossing on the western side of the future Marsh Street / Gertrude Street intersection

These improved pedestrian connections will be supplemented by the new Gertrude Street East extension providing new connectivity between Levey Street to a foreshore recreation precinct, to the Marsh Street (east) existing cycleway, and a new pedestrian and cycleway network within Pemulwuy Park (Marsh Street Parklands).

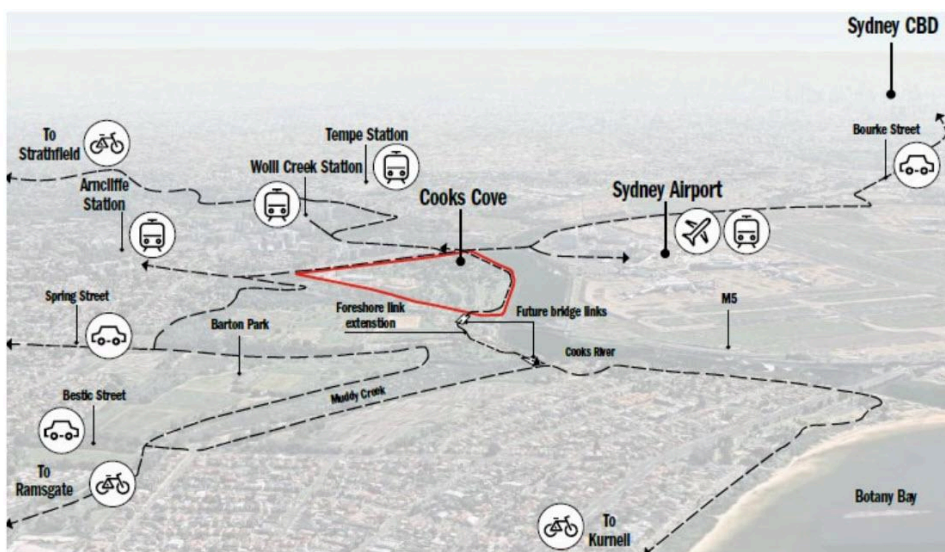


Figure 25 Regional cycling connections



This new pedestrian and cycling network will be in part facilitated by freehold land dedications for public recreation, that will substantially improve east-west connectivity, and create the opportunity for further walking and cycling connections to Kyeemagh and beyond (subject to the assistance and co-operation of adjoining landowners and stakeholders Sydney Water, Bayside Council and the Commonwealth)"

2. BIKEast urge connecting the existing surrounding walking / cycling directly - including making the Giovanni Brunetti bridge safer

Current diagram in Appendix V - Transport Impact Assessment does not accurately show the missing links across Giovanni Brunetti bridge.

This project is critical in connecting this missing link in the network.

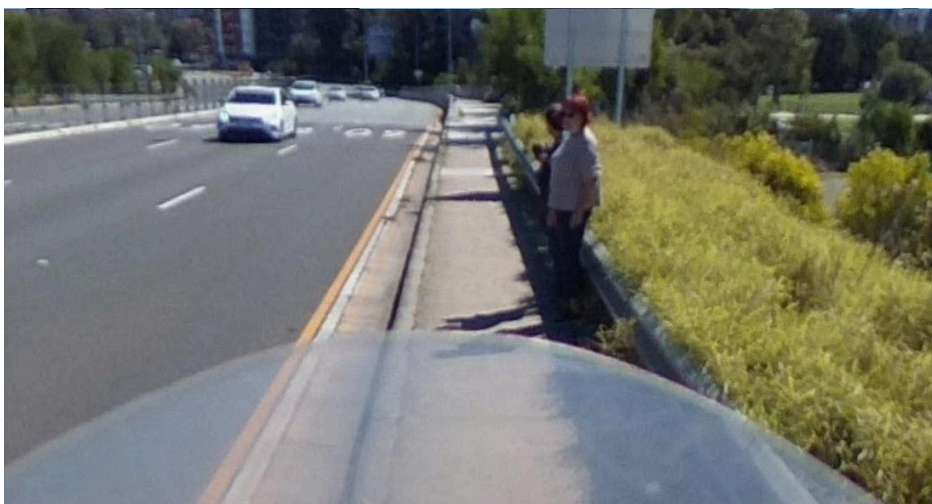
The current path is not shared path and risks injury with the nearby lane speed limit at 60km/h -

Current width of Marsh St's direct route across Giovanni Brunetti bridge is unsafe

People (residents, workers, travellers) continue to use this outdoors connection to travel directly from the airport to Bayside LGA and surrounding facilities.

The footpath width is unsafe for two way pedestrian access, let alone walking and cycling.

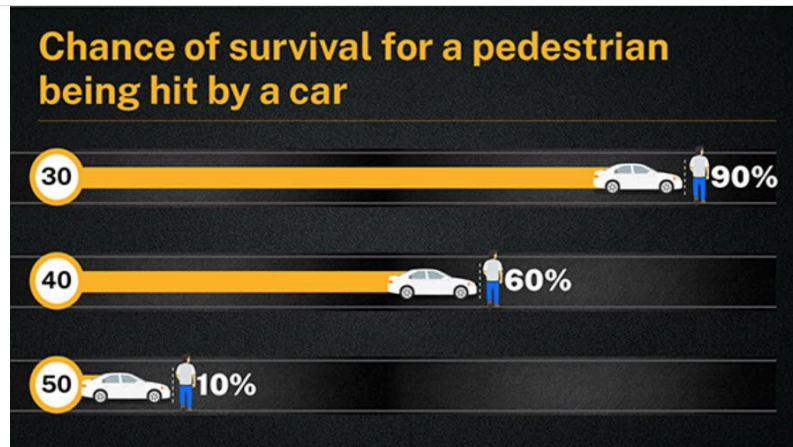
A reminder that children, families and other demographics are allowed to cycle on footpaths.



With a 60km/h speed limit. Chance of a pedestrian / cyclist surviving a crash is less than 10%.

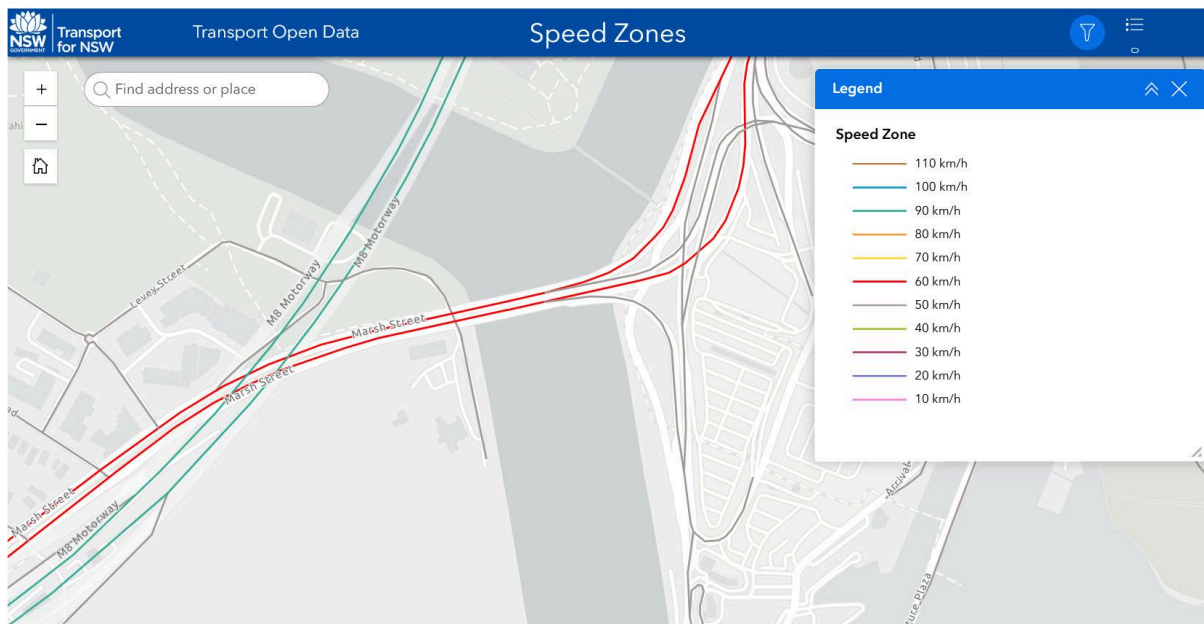
Speeding and fatalities

- In a crash between a car and a pedestrian, there's a 90% chance a pedestrian will survive if the car was travelling at 30km/h. There's a 60% chance if the car was travelling at 40km/h, and a 10% chance at 50km/h.



Chance of survival for a pedestrian being hit by a car.

<https://www.transport.nsw.gov.au/roadsafety/topics-tips/speeding>



Current safe detour is 1.5km longer than direct route.

Direct route 0.38km



Current detour to avoid risk of falling on road - 2.04km



Missing links (identified below) must be built to enable safe movement



4.3 Walking and cycling network

Existing cycling infrastructure in the area surrounding the site is shown in Figure 21 below. There are many off-road cycle paths in the area that link Botany Bay to Homebush Bay, although the routes the paths take tend to be not very direct and so are presently used more for recreational purposes than for transport. There is presently a missing link between the shared path on the northern side of the Giovanni Brunetti Bridge and the newly constructed shared path on the southern side of Marsh Street, which connects with the path through to Barton Park.

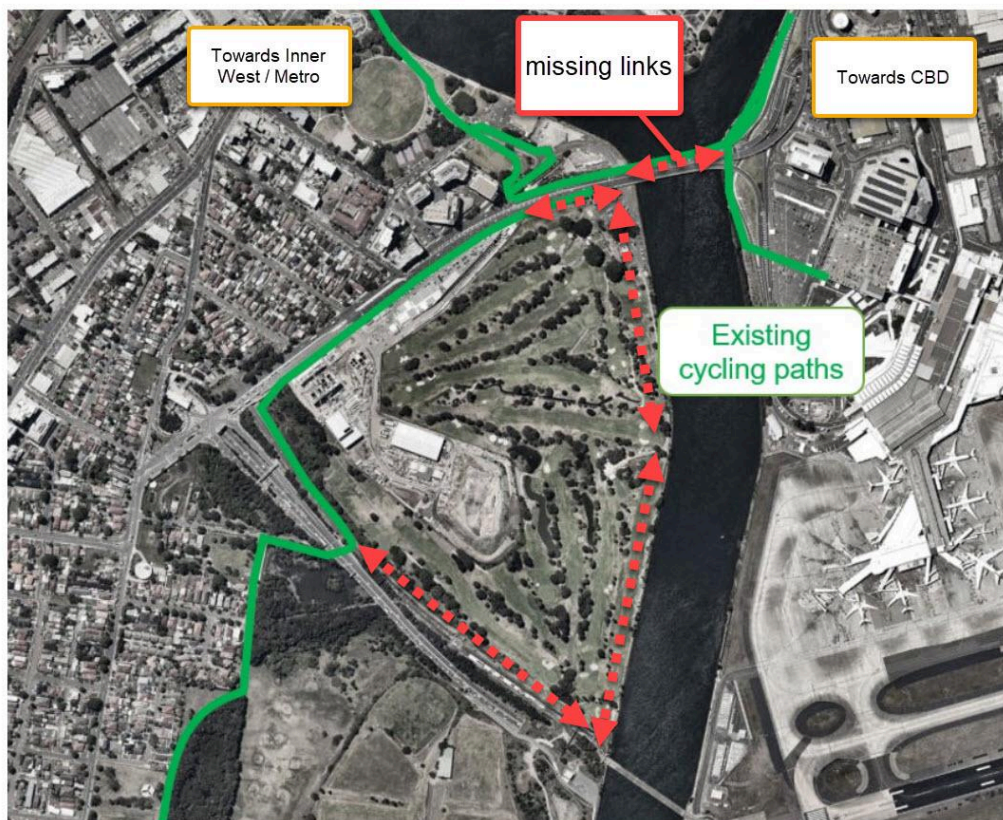
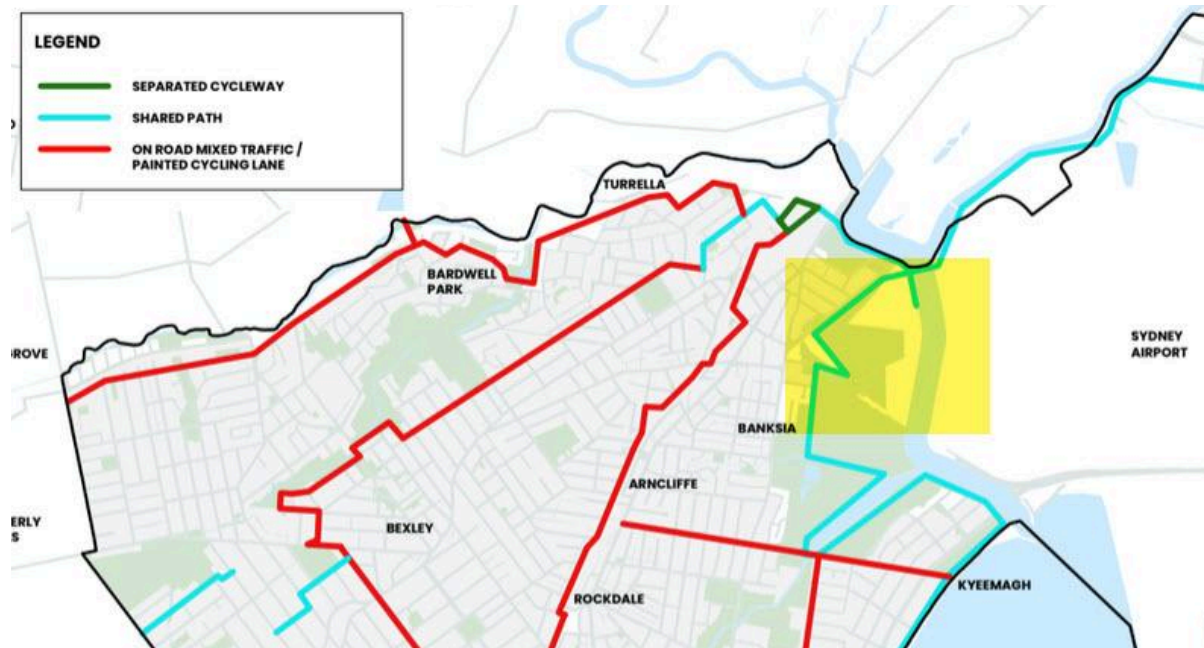


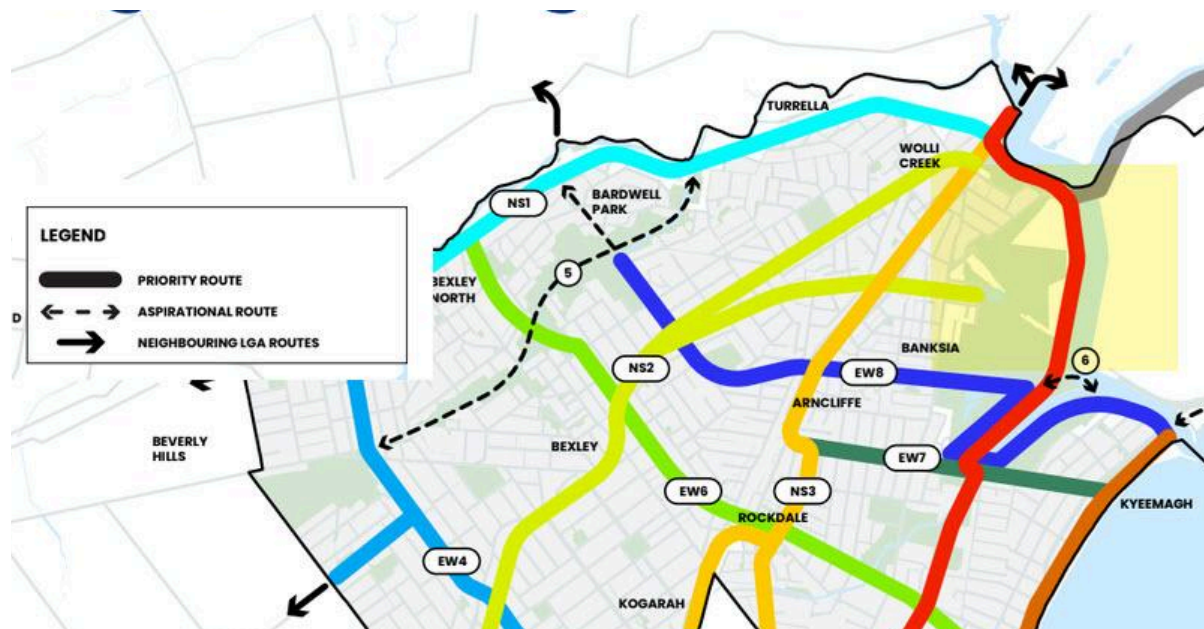
Figure 21 Existing cycling infrastructure

Missing link / area identified on Bayside cycling plan



Bayside Cycling Plan (Priority Network)

NS4 - Ramsgate to Cooks River



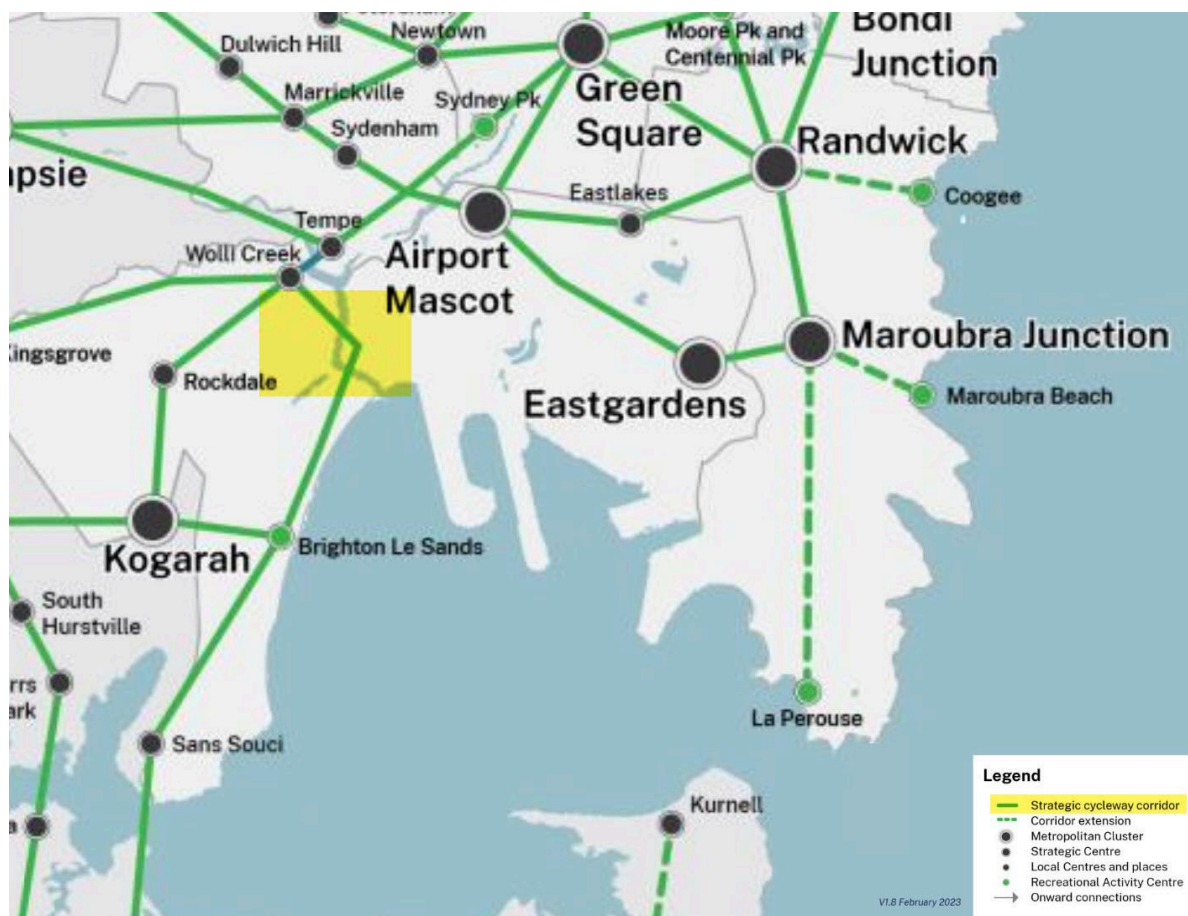
3. NSW Government must fulfil the requirements of delivering the strategic cycleway corridor section from Wolli Creek to Brighton Le Sands.

"A network of strategic cycleway corridors will be progressively developed in stages to support the future uptake of active transport help deliver our wider 20-year vision of doubling the number of walking and bike riding trips"

"This wider network will ensure a consistent approach is adopted for the continual extensions of strategic cycleway corridors across the boundaries of local government areas within each city region"

[Page 4, Strategic Cycleway Corridors - Greater Sydney - March 2023](#)

Missing connection in Kogarah Gold Club project area.



[Page 5, Strategic Cycleway Corridors - Greater Sydney - March 2023](#)

4. BIKEast urge the consideration of previously submitted feedback

In 2017, we wrote regarding concerns of the Cooks Cove DA due to the loss of public open space.

Submission on DA-2017/179: Cook Cove Southern Precinct

23 January 2017

Ms Meredith Wallace
General Manager, Bayside Council
PO Box 21, Rockdale NSW 2216
council@bayside.nsw.gov.au

BIKEast Incorporated
PO Box 1601
Bondi Junction 1355

Dear Ms Wallace,

We are writing on behalf of BIKEast (with endorsement from Bikes Botany Bay) to object to the DA-2017/179. This submission provides justified requests for consideration in the planning assessment and decision-making processes, if the application proceeds to approval.

Introduction

BIKEast is the Bicycle User Group (affiliated with Bicycle NSW), representing the community's interest in safer, more convenient bicycle riding in Sydney's eastern suburbs. Our advocacy activities extend to the former Botany Bay LGA, however we also lead regular social rides through the area affected by the proposal. We have previously made submissions and consulted with the City of Botany Bay Council on community-related issues of direct interest to us.

The DA mainly relates to the relocation of the existing Kogarah Golf Course and related facilities, establishment of new access arrangements to, within and around the site and rehabilitation and landscaping of the 56 hectares area defined as the Southern Precinct. The latter aspects of the DA raise our concern because this clearly involves considerable loss of public open space that should be developed to protect the sites natural assets, deal with pollution and make the site more accessible for public recreation and nature conservation purposes.

The primary reason for objecting to the DA is the considerable uncertainty about whether other benefits foreshadowed under development proposals for the Northern Precinct, are actually legally binding through agreements that hold, should the developer fail to gain approvals or not proceed with the ultimate development. For example, the Sports Stadium and only a few hectares of public open space will be provided within the Northern Precinct. We strongly believe that this is insufficient to cater for the demand for recreational needs generated by the proposed development - placing further strain on the capacity of the limited open space on the lower parts of Cooks River and Wolli Creek floodplain.

These issues and the Bayside West Precinct Strategy have not been distributed for public comment, and both the Strategy and the Greater Sydney Commission's Central District Plan have yet to be finalised. This is an inappropriate procedure - putting the cart before the horse.

The DA for the Southern Precinct includes the proposed relocation of existing cycleway and shared path to accommodate riding and walking. This route is regarded as a route of regional significance for commuting, recreation and is of intra- and inter-state and international tourism significance for trips around the Botany Bay foreshore with links to the Sydney Airport terminals. As such, the bridging of Muddy Creek would be a very welcome development, if committed.



Note: BIKEast has only perused key documents, as the full DA set with all its appendices is too extensive to be fully considered by our volunteers. We are generally aware of the governing REP and of studies for Cook Cove precincts by references to the *Cook Cove Planning Report* (Department of Planning & Environment, Nov 2016) for relevant contextual information. The relevant principles and issues raised are listed in Appendix B to justify our request for certain issues being addressed and resolved. It is also noted that the *Cook Cove Southern Precinct Open Space DA Report* (Hassell, 2010) mentions the proposed pedestrian and cycle network (page 13), but with very little detail provided.

Objections

As a community group interested in improving the urban environment, BIKEast strongly objects to the loss of public open space and future long-term access to (currently) publically owned lands. Under the proposals detailed in the DA, the majority of lands are to be granted for the exclusive use for a private golf course. The detailed reasons for our objection are outlined by the National Trust of Australia, in its letter of objection, dated 17 January 2017, which BIKEast fully supports.

The proposal's offsets, by providing remediation/rehabilitation and new bicycling access and some public park improvements, is not sufficient to justify the very limited retention of publically accessible open space and nature conservation – especially when considering major redevelopment of the Northern Precinct will generate demand for more recreational areas and publically accessible open space.

Should the development approval be granted for the DA more or less as submitted, despite our stated objections we identify the following issues that need to be addressed. Where not already fully addressed under the proposals by the applicant, these are to be further addressed by the Council, the determining authority and where necessary, addressed and included as condition of consent, if granted or as works to be undertaken by the Council itself.

Issues to be addressed in the proposed development

The issues facing cyclists are not adequately defined in the Traffic Impact Assessment (Arup, 14 November 2016); nor are the specific needs of pedestrians and cyclists arising from the proposals developed. **The detail matters.**

1. **The existing cycleway and shared-path must be retained during the rehabilitation and construction phases** - until the proposed new cycleway and shared path facility is fully developed.

If this is not practical, convenient, safe and direct temporary paved diversions, properly sign-posted as detours, shall be provided. These diversions should be as direct as possible connecting the current M5 Motorway underpass and Eve Street facility and the Muddy Creek, Kyeemagh facility.

Given the rider and walking already occurring, any diversion must be wide enough and paved to satisfy the purpose. Unpaved diversions are not acceptable on safety grounds.

2. **A diversion along mixed traffic lanes West Botany and Bestic Streets is not acceptable.** If a short temporary diversion is absolutely necessary, a shared-path facility, minimum 3.2m wide, must be provided due to the high traffic volumes and speed; suitable for retention as permanent local access after the new proposed crossing of Muddy Creek is completed and commissioned.

During construction some of the issues facing Pedestrians (5.2.3) are addressed, but fail to recognise the risks for cyclists using Bestic and West Botany Streets. This risk and the way to manage it must be addressed.



3. **A risk assessment must be undertaken on the proposed internal haul road**, (north-south across the site and Spring Street drain) in order to determine appropriate safety measures to protect pedestrians and cyclist from truck/vehicle operations where crossing the existing, proposed or any temporary detour - during all construction hours / delivery times.
4. **Basic bicycle access, parking and end-of-trip facilities must be provided in the proposed Temporary Club**. Provision for bike riders is not currently so apparent, but is a need generated by the proposals, even for golfers and their visitors, into the future.
5. **Access for pedestrians and cyclists to the Landing Lights Wetlands and Bird Hide, past the golf club building and carpark must be more clearly defined**. This must be a separated shared-path from and along the Club's access driveway, which presumably will be connected to/from Highclere Ave and Bestic Street.
6. **Highclere Ave should have a low speed environment (30kph)** to minimise noise and risk of harm to residents, pedestrians and cyclist. If 50kph is retained a separate shared-path must be provided along the local streets serving the Club.
7. **Bollards and barriers installed on the cycleway must be designed to accommodate all path users**. Bollards and barrier chicanes are mostly misused as a device to slow riders or prevent access by vehicles to a dedicated cycleway or shared path. A case regarding this is at the lights to the new Airport Carpark crossing of Alexandra Canal from Airport Drive. The chicane established is unnecessary as a set of lights controls riders and the barriers actually prevent cargo tricycles, and trioBikes, electric scooter (for persons with physical disabilities) from passing these constraints¹.
8. **The new golf club buildings must include adequate bicycle access, parking and end-of-trip facilities**. It is understood, that the development of the golf club buildings and related parking facilities is not the subject of the current DA. In anticipation of further application(s) and the foreshadowed high-density development of the Northern Precinct, BIKEast attaches the new Austroads Bicycle Parking Facilities Guidelines for referral to the applicant(s), and for adoption and use by the Council and Determining Authority as policy for these foreshadowed applications.
9. **The separated two-way cycleway proposal along the southern side of Marsh Street must be extended across the Cooks River as originally proposed by the Roads and Maritime Service as part of the Cook Cove Precincts redevelopment** - The current two-way paired bicycle facility across the Cooks River - connecting the Marsh Street/Airport Drive cycleways (of which the southbound dedicated cycleway is currently closed due to Marsh Street widening) is not satisfactory or being too narrow to serve as a shared path.

BIKEast would appreciate receiving a detailed response to the issues raised in our submission, and details of any related draft conditions and/or proposed works. We look forward to meeting with you to discuss opportunities for making the Precinct more attractive and safe place for cycling and walking and be consulted as part of the final cycleway design process.

Yours sincerely,

Mark Worthington
President, BIKEast

Adrian Boss
BIKEast representative, Bicycle NSW Council

¹ Refer to the link to Cycling Without Age for an example. <https://www.facebook.com/cyclingwithoutage/?fref=ts>



Appendix B. Extracts from Planning documents

Principles

Page 9 & 10

Clause 10 of the SREP 33 provides planning principles which a consent authority needs to consider in assessing any proposed development for the Cooks Cove Precinct:

- **Public Domain:** The foreshore is to be publicly accessible, and linked to public areas within and adjoining the Precinct. Coordinated pedestrian and cycling networks and public transport services, which link into the regional Bay-to-Bay cycleway are to be provided throughout the Precinct. Networks are to link with the railway stations, areas adjoining the Precinct and the foreshore.
- **Accessibility, movement and parking:** Transport and traffic should be managed in accordance with a comprehensive plan for the coordinated public transport services and its staging.

Study findings

Page 24: *Walking and Cycling*

The Cooks Cove Precinct forms an important link in the Botany Bay to Homebush Bay (Bay-to-Bay) regional route, however the existing links through the Precinct are convoluted (refer Figure 18). The Precinct's redevelopment presents an opportunity to further extend cycle network linkages to the Alexandra Canal Cycleway as well as improve the Botany Bay to Homebush Bay route.

Pedestrian access into and out of the Precinct is limited and often without prioritisation when attempting to cross major roads, such as Marsh Street, the M5 and West Botany Street.

A lack of east-west connectivity is an issue for both pedestrians and cyclists. Additionally, the Princes Highway and Cooks River are barriers to walking and cycling movement.”

Comments: While the regional and local connectivity needs have been identified, the actual routes and connections are left for more detailed plans to be determined.



Kogarah Golf Club
5 July 2026

Concluding remarks

To close, BIKEast believe the benefits of active travel to community and worker health, as well as traffic congestion, are important to the local community, and should be captured in the planning processes going forward.

Thank you for taking the time to read our feedback.

Yours sincerely,

Yvonne Poon

BIKEast

Vice President

Bayside Coordinator