

22 December 2023

218196

Louise McMahon
Director, Agile Planning
Department of Planning and Environment
Via email: louise.mcmahon@dpie.nsw.gov.au

CC: Kate Bartlett, Director, The Planning Studio: kate@theplanningstudio.com.au

Dear Louise,

Cooks Cove Planning Proposal (PP-2022-1748)
Re: Clarification of proposed intent for bridge connection to Sydney Airport

Further to recent discussions regarding the Cooks Cove Planning Proposal, on behalf of Cook Cove Inlet (CCI) we wish to clarify and provide further justification in support of planning provisions to allow a direct connection to Sydney Airport.

The ability to provide for a bridge connection was originally sought in the Planning Proposal as lodged and has been the subject of discussions between Sydney Airport and CCI for some time.

There is a long history in support of direct connectivity from Cooks Cove to Sydney Airport. The original Sydney Regional Environmental Plan No. 33 – Cooks Cove included supporting provisions for a masterplan, which was prepared by Hassell in 2004 (refer graphic extracted below at **Figure 1**). This masterplan included provision for a future bridge connection in a comparable position to that presently envisioned. Such a bridge would allow a direct link to the T1 International precinct and associated logistics handling facilities. SACL's 2039 masterplan provides future objectives to expand International Terminal gates in a northerly direction into the current T1 Freight facility. This expansion would require a re-think of contemporary freight handling facilities, in which Cooks Cove is expected to provide a contributory function.

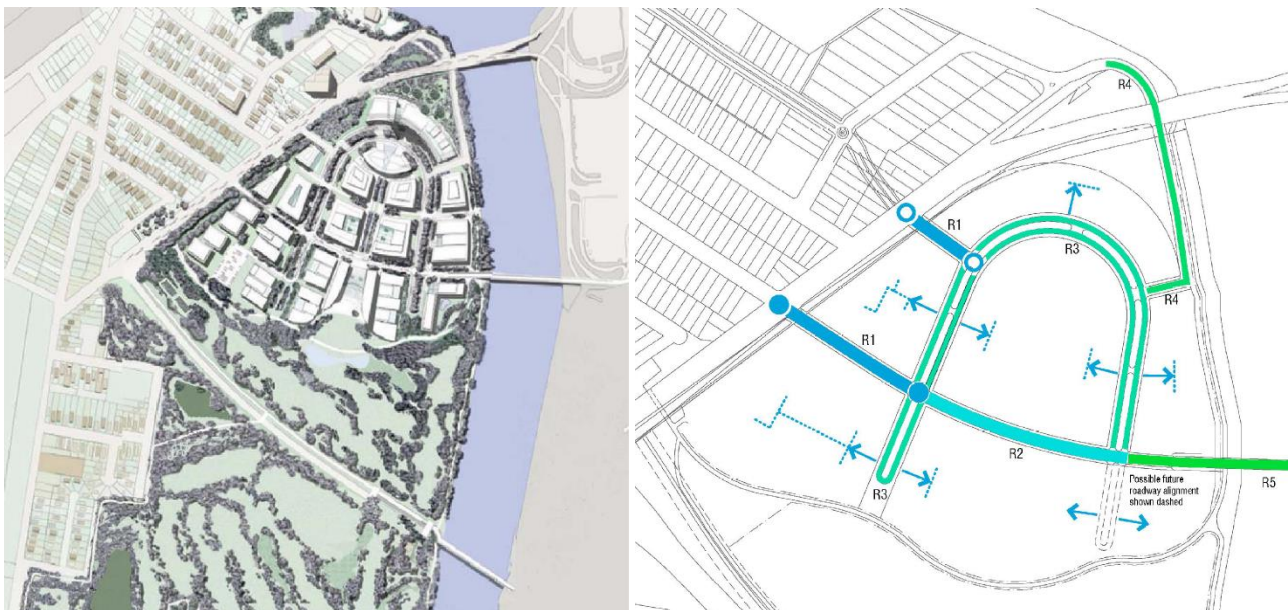


Figure 1 Cooks Cove 2004 Masterplan extracts – forming the basis for a bridge connection

Source: Hassell

The Ministerial Direction 1.12 for Cooks Cove requires that Planning Proposals involving the site are to safeguard the ongoing operations of Sydney Airport. The bridge connection sought provides an option for SACL to deliver upon their masterplan commitment to accommodate for further growth in freight movements.. In terms of strategic alignment, such a future bridge link would also ensure consistency with Greater Sydney Region Plan Objective 16 to ensure Sydney's freight and logistics network is competitive and efficient.

It is also noted that the Sydney Airport Corporation Limited (SACL) has expressed their support of the proposal in submissions and in representations made to the SECPP. Further, Bayside Council raised no objection to such a bridge structure subject to the built form of such a bridge being complimentary to the public domain. Such matters will be subject to detailed design alongside the site-specific DCP process for Cooks Cove.

The Planning Proposal as submitted originally put forward RE1 zoning for the riparian zone which supported a bridge connection as 'roads' were nominated as a land use which was permissible with development consent. This ability for a road-based bridge connection remained consistent for the amendment to the RE2 zone for the northern part of the foreshore zone as recommended by Council.

The introduction of C2 zoning, which was the outcome of the exhibition process and further discussions with DPE and Council – sought to further enhance ecological aspects of the site alongside the retention of the key development zone logistics function. As indicated in our supplementary memo dated 8 December 2023, we believe there is the ability to craft site specific provisions to deal with the accommodation of a bridge within the foreshore location mapped subject to defined parameters. This would allow the ability for the C2 zone to not include 'roads' as a permissible land use, in the circumstance that this zone is applied elsewhere in the Bayside LGA. This site-specific approach is also suitable in the event that logistics tenants and/or SACL require the bridge structure to be enclosed or secured in order to connect with Sydney Airport. In this instance we have approached this outcome with suggested wording which would allow for 'logistics and warehousing' as a permissible land use for the enclosed structure, subject to certain objectives and parameters being met.

We acknowledge that the bridge component may progress in future by way of a State Significant DA as a partly prohibited component. However given we are proceeding with a Planning Proposal which has been many years in the making, it remains CCI's preference that these land use permissibility matters are addressed without having to rely on provisions which may change in future outside the control of this rezoning process.

We also believe that there is a suitable pathway for DPE to further refine the technical aspects of these planning provisions, once the SECPP has considered the DPE's post exhibition report and endorses the Planning Proposal to proceed to finalisation. It is therefore requested that DPE progress assessment retaining the ability for CCI to achieve a bridge connection to Sydney Airport for the consideration of the SECPP.

Yours sincerely,



Daniel Howard
Associate Director
dhoward@ethosurban.com
0412 106 244



Bernard Gallagher
Director
bgallagher@ethosurban.com
0418 401 032