

Detailed Public Submissions Response Table

Cooks Cove Planning Proposal

Category	Matter	Response
Traffic and Transport	Gertrude Street is a two-lane street, home to several hundred residents in recently constructed high-rise residential buildings, and fronts Cahill Park, a popular sporting field and leisure park. Transforming Gertrude Street from a quiet residential street into a trucking thoroughfare will reduce the liveability in Wolli Creek by increasing traffic, reducing pedestrian safety, increasing road noise, and reducing air quality.	<p>The proposal's impact on the traffic network has been assessed in detailed VISSM modelling by TfNSW over 24 months and has been confirmed as having an acceptable outcome. As detailed within the Planning Proposal, the surrounding road network, with necessary embellishments will be able to support the proposed development and will support future growth.</p> <p>The proposal seeks to implement a long-standing Council-led infrastructure enhancement which has been identified in the Wolli Creek and Bonar Street Precincts Urban Renewal Area Contributions Plan 2019 – which anticipates a growth in traffic along Gertrude Street. Identified as item WC3.3.4 "Gertrude St (north side between Princes Hwy and Levey St Road widening". The widening works as proposed in the revised Local VPA Letter of Offer (Appendix M) have been revised in consultation with Council officers. The widening will incorporate satisfactory retention of on-street parking or suitable arrangements to formalise a gravel car park to the north of Gertrude Street within Cahill Park. The upgrade will meet all necessary standards with respect to pedestrians, lighting and safety. Gertrude Street is a Local road and Council will determine the types of vehicles able to utilise the future thoroughfare.</p> <p>Please see Section 4.4 of the Response to Submission report and Appendix A.</p>
	The proposed extension of Levey Street / Rockwell Avenue to allow access to the new development is unsafe. It will cause Levey St to become a busy thoroughfare and be unsafe for pedestrians and residents of the area. Modifying Levey Street to become a thoroughfare would result in an increase in the volume and speed of traffic and create a significant safety risk to families with children and pets enjoying Cahill Park and the neighbouring dog park, cyclists and pedestrians using the Cooks River cycle path, Southbank residents and guests of the Novotel and Rower's Club.	Detailed consultation with Transport for NSW and Bayside Council has been undertaken by the proponent regarding traffic flows through Gertrude Street and Levey Street. This has involved extensive modelling which has confirmed that the surrounding road network has sufficient capacity to accommodate the proposal. This is confirmed by TfNSW at Appendix H . A detailed response regarding traffic and transport matters has been provided in Section 4.4 of the Response to Submission report. Pedestrians will be able to enjoy a new foreshore link, which passes under the Giovanni Brunetti Bridge and is separated from vehicular movements.
	The modification of Levey St would also exacerbate traffic congestion, particularly for vehicles turning onto Princes Highway from Gertrude Street. For the most part, the eastern side of Wolli Creek manages to avoid the terrible traffic congestion that the other side of Wolli Creek experiences, it would be nice to keep it that way.	A detailed traffic model using a refined VISSM existing and future year model has been analysed in detail by TfNSW over a 24-month period, with written confirmation that all traffic modelling matters have been accepted by TfNSW on 4/9/23. Refer Section 4.4 . The modelling has incorporated NSW Government growth targets in terms of increases to network vehicle movements consistent with the high-density growth planned within future precincts such as Bayside West Precincts 2036.
	Existing street parking is limited and used by Uber drivers, trades people, park visitors and tennis court users. This proposal needs to account for the additional parking required.	The proposal accommodates on-site parking which has been modelled to address the expected demands. This has been translated into planning controls which will apply to the site through a site-specific DCP (refer Appendix K) which have included input from both TfNSW and Council.

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Visual Impact	Significant concerns raised by residents located along Levey Street due to proposed development height of Block 2 impeding on the existing views, access to sunlight and sea breeze.	In response to the concerns raised by surrounding owners and by the general public, a review of typical view lines has been undertaken to understand the comparison between the existing controls (in the form of the 2006 approved Stage 1 DA) and the proposed controls (in the form of the 2023 reference scheme). The result is an outcome with a comparable built form within the northern section of the site, and improved outcome with visual relief for adjacent residential and hotel occupants within the central and southern sections of the site. A key difference is that the proposal incorporates Pemulwuy Park as an RE1 buffer to Marsh Street, compared to the development zone extending through to interface with Marsh Street together with an elevated F6 Motorway, which was a long standing proposal envisioned in immediate proximity to these neighbouring developments. Refer to Section 4.3 and supporting visual material prepared by Virtual Ideas at Appendix J . Given the location of the expected built form in Cooks Cove, there are not expected to be any shadowing impacts of the proposal on neighbouring buildings, as demonstrated in the Hassell masterplan.
	Concern regarding the Logistic Hubs lighting impact on the surrounding residential areas, with particular emphasis on Marsh Street west and adjacent apartment blocks.	Noted. A detailed lighting assessment is a matter for a future Development Application. The standard provisions of the Bayside DCP will apply in this regard. Lighting will be minimised as far as practical, which is also a necessary requirement of CASA and Sydney Airport due to the proximity of the east-west runway.
	Concern with regards to the overall height of buildings being over and above the surrounding neighbourhood which leads to the visual impacts on the available view of Cooks River.	As mentioned above, a view analysis can be found at Section 4.3 of the Response to Submissions report and Appendix J which addresses the visual impact associated with the proposed planning controls with comparison to the long-standing planning controls currently in force under SEPP EHC (formerly SREP No 33 Cooks Cove). The proposal offers an improved visual outcome in this comparison.
Privacy	The proximity of the Block 2 buildings to the existing Southbank buildings will result in apartments directly facing into other apartments. This will result in a lack of privacy for both existing Southbank residents and the residents of the proposed new apartments.	Serviced apartment or hotel rooms are generally oriented to the north or east in the reference scheme. Residential uses are not proposed. Notwithstanding, at least 75m of building separation is achieved in the reference scheme between the eastern extent of Southbank and the north-western closest point of the conceptual hotel building. Accordingly privacy is not considered a substantive impact of the Planning Proposal.
Design	Please add more retail/community spaces. We do not have a retail shopping area despite the density of the suburb and number of people living here, and not many essential services such as a post office. This development would be a good time to add in more services for the current residents of Wollie Creek as this can decrease the traffic outgoing to other suburbs.	The Planning Proposal will facilitate up to 10,900sqm of retail floorspace. The supporting reference scheme demonstrates this will be located primarily within the northern section of the site in proximity to Marsh Street and the surrounding residential community.

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	Concern regarding building height and scale of Blocks 3A-C being too large and not in character with the area. Three buildings using up almost half of the area, very dense and too high. Residents have questioned how the building height of 44.6 m been determined.	The proposed building height is entirely consistent with the surrounding area. The adjoining Southbank built form itself extends to RL53, by way of example. The proposal has been guided by an upper maximum height of RL 51 which is set as the aviation Obstacle Limitation Surface. Whilst the proposal's built form outcome is expected to be dense internally within the site, the site permitter and interface will afford a more generous parkland interface to Marsh Street and the surrounding residential community than the current controls allow for. Accordingly, appropriate built form scale and density is achieved by the proposal.
	Further justification required regarding warehouse location being in close proximity to the waterfront. The warehouses are seen as a barrier between the park and waterfront area, that these areas should be reserved for residential amenity and providing a waterfront parkland. The warehouses should be relegated to the back towards Marsh Street and the waterfront kept for recreational activities.	A number of fixed parameters define the layout and extent of buildings throughout the site – this includes the location of freehold land and the fixed position of the ethane and desalination pipelines traversing the site in a north-south direction. Revised site-specific DCP provisions (Appendix K) include controls for finer-grain facades, activation, public art and First Nation collaboration and the orientation of ancillary offices toward public domain areas, amongst other matters. Future detailed design will ensure the warehouses will not interfere with the public domain passive open space and active transport link function and will not impact on the function of the publicly accessible foreshore zone.
	The proposed warehouse complex can lead to wind tunnel effect. The narrow channel left in between the buildings can speed up the airflow and cause hazardous conditions for pedestrians.	Potential wind impacts are noted. A detailed wind study will be undertaken at the DA stage, once a tenant has been resolved which will drive the final layout and form of the warehousing component of the site. Standard provisions of the Bayside DCP will apply in this regard to suitably mitigate any impacts.
Design	This is a lost opportunity for Sydney to create a new waterfront park. The scale of any buildings on this site could be scaled back to create more connectivity between Pemulway Park and the waterfront, and the buildings must be less domineering.	The current zoning is proposed to be revised in layout and form to achieve a contemporary logistics focused future development – this is the crux of the Planning Proposal. The future proposal will not include an on-site golf course, which was a key feature of the current controls which have not proceeded. The project is only capable of proceeding with the envisioned logistics outcome – which is noted as including a reduced development footprint compared to the current provisions. The intended Fig Tree Plaza will provide an additional urban park which will be publicly accessible. The proposal will also provide a publicly accessible active transport link along the foreshore which will be maintained in perpetuity. Extensive consultation has been undertaken with Bayside Council with regards to open space quantum and in terms of the master planning process for the future Pemulwuy Park – which will be delivered by Council. Refer to further justifications for the proposal at Section 4.2 and 4.3 .
	The proposed uses within building 3c offer limited building articulation and therefore passive surveillance of the foreshore area. The result is a potentially 1km long, highly unsafe foreshore link that is not in the best interest of the community. An alternative building	DCP controls are drafted to ensure a foreshore outcome is achieved which is both visually and physically linked appropriately. This includes park design to provide a visual linkage from east to west and to provide a publicly accessible reserve adjacent to Block 2. However, in response to the communities'

Category	Matter	Response
	use would be preferred that generates a high level of visual and physical interaction with the public foreshore link, to maximise the safety and security of this area.	comments CCI have proposed additional DCP controls for safety lighting and CPTED as it is acknowledged that this will become a key active movement corridor due to the attractive and high amenity nature of what will be achieved through detailed design at the DA stage.
	Concern regarding the non-human-scale development which is inconsistent with the surrounding neighbourhood as a traditional fine-grained residential area.	The surrounding area is dominated by large scale uses and infrastructure such as Sydney Airport, the M5 Motorway and also the Cooks River. The proposed nature of the built form and its location will not impact on the character of the surrounding Bayside West Precincts 2036 renewal area, which is presently undergoing a transition to a high density residential and mixed-use community.
Open Space	The departure of Kogarah golf club is a once in a lifetime opportunity to reclaim this broad and open foreshore space for public use and to restore coastal mangrove habitat to the river. The current plans are a missed opportunity. Public foreshore access shows only a narrow 20 m strip beside massive multistorey warehouses. I encourage the planners to look at the many examples of reclaimed golf courses now being rewilded as public parks. At the absolute bare minimum the oversize buildings abutting the foreshore and marked as 3B and 3C should be removed.	The privately owned foreshore is proposed to be opened up to the public as an active transport linkage with additional passive open space and riparian zones. The southern section in particular has been widened to 40m in response to comments made. The adjoining Pemulwuy Park will also serve the surrounding community, with an increased monetary contribution commitment to its embellishment made by the Proponent (Appendix M) with delivery to be progressed by Bayside Council. This parkland also includes significant areas of habitat regeneration.
	The proposal is a missed opportunity to revitalise the Cooks River. The proposal to place huge warehouses right next to the river is a complete eyesore. Whilst the need for employment opportunities is noted, the warehouses should be set back next to the smokestacks for the M6 and the public park should be next to the foreshore.	Buildings 3B and 3C are appropriately located with respect to the developable portions of the site and away from the residential interface of the site. The conceptual built form sought is of a sufficient scale to ensure that the other public benefits of the proposal, as previously described, are realised. The impacts of air quality and dispersion have been factored into the conceptual design of the proposal.
	This development needs to better balance desirable development activity with retaining the greenspace for residents' use. This development takes up almost half of the greenspace, severely reducing limited greenspace in one of Sydney's most heavily built up and densest urban areas, which is continuing to grow rapidly in population.	A larger extent of the Planning Proposal site has been zoned for Trade and Technology purposes for close to two decades. The proposal refines the development zone to a smaller extent, which has allowed for a greater retention of vegetation across the whole of the Planning Proposal site. This includes significant Moreton Bay Figs in the north and Paper Barks in the south. Replacement tree plantings are proposed to be funded by way of a VPA to embellish (in part) Pemulwuy Park South, as part of broader works to be delivered by Council (Appendix M).
	The proposed alignment of that active transport connection currently links in at Eve Street. This route is poor, indirect and unsafe due to its tight turns and CPTED concerns.	Noted and incorporated into the revised draft DCP provided at Appendix K . Detailed consideration to be undertaken at the DA stage.
	It is essential that the development delivers two major bridges to complete the regional Bay-to-Bay cycle link - one over the Cook Rivers close to Giovanni Brunetti Bridge and another over Muddy	The Proponent is supportive of this connectivity objective. The Proponent is limited in its ability to commit to deliver offsite infrastructure with certainty where assets or land is owned by others. A monetary contribution to the future embellishment of the Giovanni Brunetti Bridge is made in the State VPA and a

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	Creek to provide a direct route from Tempe Reserve to Kyeemagh and the Botany Bay foreshore.	monetary contribution to the embellishment of Pemulwuy Park or alternative active transport improvements in Riverine Park and /or Muddy Creek is included in the Council VPA. Council will determine the preferred use of these contributions.
	<p>The width of the foreshore public recreation zone should be increased, to enable it to deliver all the stated objectives of public waterfront (passive) recreation use, interaction with the water (e.g. kayak launching), vegetation restoration and active transport links. As illustrated in the "Cooks River Foreshore Photomontage" (figure 12 of the summary document), neither the stated kayak launch/storage areas, nor any public foreshore seating, picnicking or other informal passive recreational use spaces are able to be accommodated within the 20m foreshore zone.</p> <p>Additionally, please give full consideration to the importance of the riparian zone in the redevelopment of Cooks Cove. This is the transition zone between the land (terrestrial environment) and the river (aquatic environment). The recommended vegetated riparian zone for any watercourse that includes estuaries, wetlands and any parts of rivers influenced by tidal waters is 40metres either side of the watercourse.</p>	<p>The provision of a 20m wide dedicated, publicly accessible foreshore zone is sufficient to accommodate a regional grade active transport link and movement corridor. In the context of the Cooks River link the zone will be adequate and in comparison, to other locations it is considered generous. DCP controls have been drafted to ensure a foreshore is achieved which is both visually and physically linked appropriately. This includes park design to provide a visual linkage from east to west and to provide a publicly accessed reserve adjacent to Block 2.</p> <p>An expansion of riparian land to a minimum of 40m adjacent Block 3C has also been achieved in an amendment to the planning controls in response to the public exhibition. This expansion will apply to the southern section of the foreshore and will be achieved through the newly introduced C2 Environmental Conservation zone which will directly support an enhanced 'marshland' focus for the riparian zone.</p>
Flooding	Concern regarding the flooding impact onto Levey Street and Gertrude Street due to additional traffic and reduced green space.	Refer to the Flood Impact Risk Assessment at Appendix E for detail demonstrating the flood impact mitigation measures that comply with all necessary requirements and results in an acceptable offsite flood afflux.
Flooding (Sea Level Rise)	The other concerning aspect which isn't addressed in the proposal is sea level rise. Current projections leading into 2100, Wolli Creek could be under water, how does further adding hotels and warehouses address this concern?	The revised Flooding Impact Risk Assessment has specifically addressed Sea Level Rise in analysis scenarios which demonstrates an acceptable outcome based on further input and guidance from NSW SES and DPE EHG. A detailed Sea Level Rise Vulnerability Assessment is recommended as a site-specific DCP provision, which will be completed with consideration to the detailed design of the local stormwater network at a more advanced stage of design. Refer to Appendix E .
Public Trust	A big concern is the attempt to dissolve the public trust in the area that has so far kept it protected for public recreation. Whilst a change to the trust, its says in the reports, is required to provide road access to the area, there is no justification for the whole public trust to be permanently dissolved.	This is inaccurate. The Charitable Trust applies to Lot 14 DP213314 and Lot 1 DP108492 whereby Council was required to hold said land pending its future use for Country Road purposes. Such roads are being built subsurface and there is no need for the Trust to remain in place. The reclassification process permits the resolution of access arrangements and the creation of new permanent public recreation assets without road reservations.
Proposed Uses	Justification as to why this site is not being used to provided housing.	The site was previously investigated for housing, but this was ultimately discontinued. The site is well placed to unlock industrial land supply and support

Category	Matter	Response
		<p>other uses in this part of Sydney, including supporting the continued growth of Sydney Airport as identified through its Master Plan.</p> <p>With consideration to the above, the proposal is wholly aligned with the objectives and vision for the site and surrounding area, including local, state and federal government objectives around unlocking strategic sites close to transport nodes. The proposal will in fact complement surrounding infrastructure and will deliver significant economic benefits to the local and regional area, including through stimulating employment uplift on an underutilised and large strategic site.</p>
	Justification as to the market need for logistic warehouses. Has a needs assessment been conducted to determine if there is demand for such a large amount of warehousing in this area.	Noted. There is significant demand for industrial floorspace across Greater Sydney to support the proposed 290,000m ² of industrial floorspace proposed at Cook Cove adjacent to a major trade gateway. Strong demand has been attributed to the need for more contemporary industrial facilities that can support modern supply chain requirements and logistics, particularly resulting from the rise in e-commerce and emerging technology and automation requirements. Refer to Section 4.7 for further justification.
	Desire for land to be used for public infrastructure such as, a national museum, community centre, artist workshops/precinct. Transforming the areas into one that provides an enriching and immersive learning experience.	Disagree. The intended objective of the Cooks Cove planning proposal is to facilitate the long-planned transformation of underutilised and strategically important land adjacent to one of Australia's most important trade gateways, Sydney International Airport. The proposal is intended to achieve multi story logistics facilities, visitor accommodation and commercial offices, along with retail and open space. The inclusion of an art gallery or museum is currently out of scope for the development site but is something that can be considered on council land at their discretion.
Planning	Desire for the development to be subject to a design excellence panel review. Due to concerns regarding the overall aesthetics and design quality of the proposed development.	Agreed. Clause 6.10 Design Excellence is proposed to be made applicable to the Cooks Cove site.
	What are the developer contribution to the community. It is commended that the proposed Cooks Cove development now sits aside a planned large public parkland known as Pemulwuy Park, which is being developed by support from Transport NSW in exchange for the M6 development, but it is unclear what the developer is providing for the community.	TfNSW is only proposing works to the area impacted by the M6 Stage 1 construction compound, known as the UDLP. The Cooks Cove project is clear in its provision of an entirely publicly accessible foreshore from north to south, filling the missing link in the active transport network, publicly accessible passive open space including dedication and embellishment, new local road infrastructure, flooding mitigation works and monetary contributions to open space works to be completed by Council. These items are intended to be secured through a VPA with Council, refer Appendix M .
	If the site is to be developed, some of the built area should be provided to the community by the developer for community use. For example, artists workshops, gallery or museum..	As per above, the inclusion of an art gallery or museum is out of scope for the development site for logistics purposes, but is something that Council may consider on their publicly owned land.

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	It is noted that the planning proposal is located on land within the 'Trade and Technology' zone, as well as on land located within the 'Special Use' and the 'Open Space' zone. While cl 6.13(3) of the SEPP permits the preparation of stand-alone masterplans for land within the Trade and Technology' zone, cl 6.13(2) requires preparation of a masterplan for the entire Cooks Cove area, including consultation with the Planning Secretary.	Noted. There is an approved masterplan for the Cooks Cove areas known as the Cooks Cove Masterplan, prepared by Hassell in 2004, which is now a deemed DCP. The Planning Proposal seeks to remove the site from the SEPP EHC and relocate planning controls to the Bayside LEP 2021 with a supporting site-specific DCP. Accordingly, the clauses referenced are no longer applicable.
Biodiversity	The land subject to this proposal provides habitat for the Green and Golden Bell Frog and endangered and migratory birds use the Landing Lights Wetland nearby. Please provide further clarifications on how the impacts on the habitat will be minimised.	Noted. Please see the detailed response outlined in Section 4.2 of the Response to Submission report.
	Desire to use the site to rewild the river in order to widen the corridor of public space along the river front and enhance the native riparian vegetation such are the mangrove and saltmarsh. This would be important for leisure opportunities leading to greater wellness in the local population.	Noted. In response to submissions made it is proposed to widen the 20m riparian zone within the southern section of the site to 40m. The foreshore length has been divided into a series of landscape typologies that provide a diversity of habitat opportunities. Key zones include buffer planting, high quality feature planting, embankment planting, semi aquatic and aquatic planting zones. A connected tree canopy along the length of the foreshore provides habitat and fauna connections. Habitat creation will consider the requirements of adjacent aeronautical sensitivities as defined by the National Airports Safety Framework (NASF). Furthermore, the landscaping proposed for the foreshore will offer a range of habitats that can be utilised by terrestrial, riparian and aquatic flora and fauna. It will also provide opportunities for movement along the foreshore, as well as linkage between the riparian corridor along the foreshore and the proposed Pemulwuy Park, through a 10m wider planted corridor. The landscaping of the riparian corridor comprises a layered approach to the plantings, with mangroves and semi-aquatic plantings to occur closest to the waterway, which will then be transitioned to terrestrial habitat in the form of trees and shrubs with grassy understorey. These provisions are to be achieved through site-specific DCP requirements (Appendix I).
Costal Management	Further clarification is required regarding how the coastal management requirements under the Coastal Management Act 2016 and the Resilience and Hazards SEPP 2021 have been met within the Planning Proposal. Have coastal zones been adequately mapped, and how have the respective coastal zone management area requirements been considered and integrated with the planning proposal.	A revised Flora and Fauna Assessment (Appendix G) and response cover letter prepared by Cumberland Ecology (Appendix F) has considered and addressed all coastal management matters.