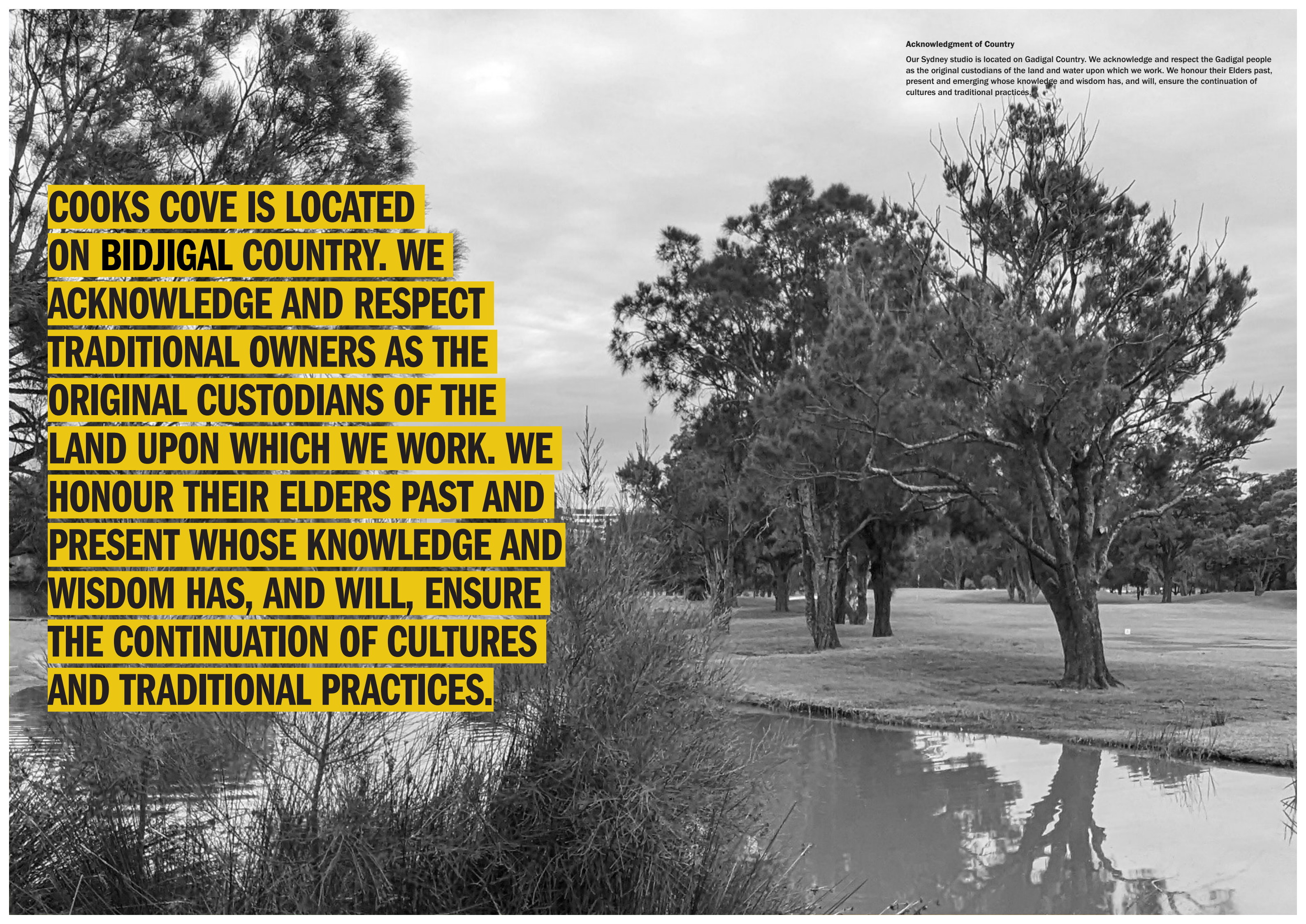




**COOKS COVE
URBAN DESIGN +
LANDSCAPE REPORT
(PLANNING PROPOSAL)**





Acknowledgment of Country

Our Sydney studio is located on Gadigal Country. We acknowledge and respect the Gadigal people as the original custodians of the land and water upon which we work. We honour their Elders past, present and emerging whose knowledge and wisdom has, and will, ensure the continuation of cultures and traditional practices.

**COOKS COVE IS LOCATED
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Document Control

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01	6 December 2022	JC	Draft for Information
02	22 December 2022	JC	Final Draft
03	22 February 2023	AC	Final Draft
04	15 March 2023	AC	Planning Submission

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EXECUTIVE SUMMARY

The Cooks Cove Master Plan sets a clear vision for the long planned transformation of underutilised and strategically important land within Bayside West Precincts 2036 that is focused around a new logistics hub. The precinct will be a new economic trade gateway for Sydney, NSW and Australia. It will provide new jobs in hospitality and logistics operations to support the growing industry and economy.

Cooks Cove will not only create new employment opportunities but sensitively integrate with the surrounding Arncliffe community through the creation of a high amenity precinct adjacent to the Cooks River. A combination of retail, dining, commercial, hotel and associated open space will act as a key asset to the local community and provide key nodes of activation along the Cooks River Foreshore.

The built form has been informed by the local context with building heights designed to relate to both the Arncliffe Motorway Operations Complex (MOC) and adjacent mid-rise built form to the north of Marsh Street and within Sydney Airport's International Terminal precinct.

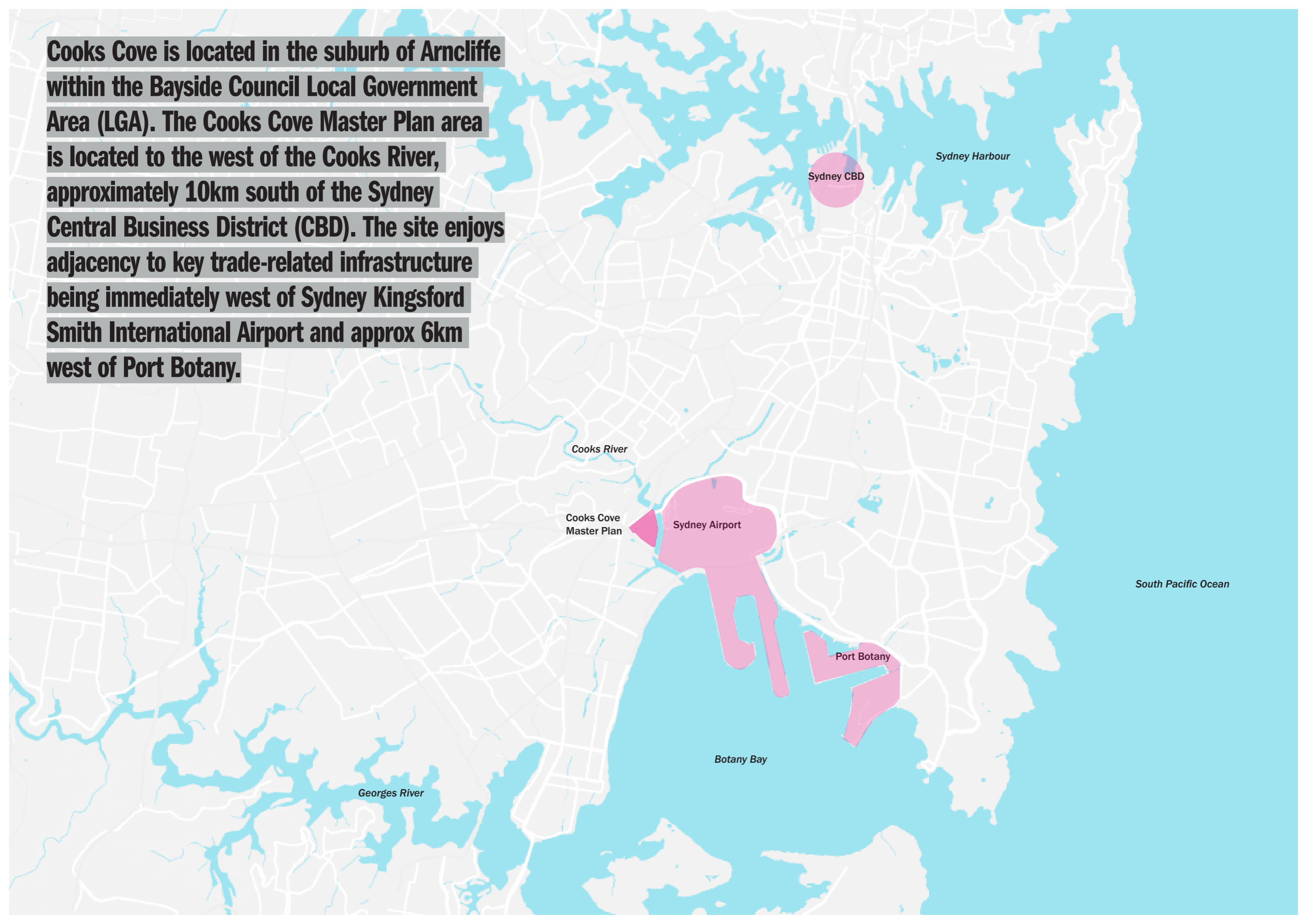
The project is defined by the following key elements:

- A high quality Cooks River plaza precinct to the north of Marsh Street that includes retail, commercial and flexible public space on the edge of the Cooks River.
- A commercial office, hotel and retail precinct to the south of Marsh Street, centred around a new public space 'Fig Tree Grove' that will be an engaging waterfront destination for locals and visitors alike.
- A multi-level logistics hub precinct that will create new job opportunities, is designed for future technologies and is underpinned by sustainable design principles.
- A re-imagined Cooks River foreshore including pedestrian and cycle paths, raised boardwalks, and extensive riparian landscapes.
- A river front contribution to the regional cycle connection 'bay to bay' route via the Cooks River foreshore, which provides an improved connection from Botany Bay to the Sydney CBD.
- New street intersections along Marsh Street at Gertrude Street and Flora Street that enable improved vehicle connections into the site and enable greater pedestrian connectivity across Marsh Street.
- A new community open space 'Pemulwuy Park', to be designed and delivered by Bayside Council, that will provide a destination for the local community with opportunities for fitness and play, to kick a ball, walk a dog, places to have a picnic or BBQ, or to dwell and discover the natural parkland environment.



Artist impression looking south from Giovanni Brunetti Bridge towards Cooks Cove Development

Cooks Cove is located in the suburb of Arncliffe within the Bayside Council Local Government Area (LGA). The Cooks Cove Master Plan area is located to the west of the Cooks River, approximately 10km south of the Sydney Central Business District (CBD). The site enjoys adjacency to key trade-related infrastructure being immediately west of Sydney Kingsford Smith International Airport and approx 6km west of Port Botany.



PROJECT INTRODUCTION

Document Purpose

This Urban Design Report has been developed by Hassell who have been engaged, on behalf of Cook Cove Inlet Pty Ltd (the Proponent), to support the public exhibition and assessment of the Cooks Cove Planning Proposal (PP-2022-1748), which was issued a Gateway Determination by the Department of Planning and Environment on 5 August 2022. The proposal seeks to amend Bayside Local Environmental Plan 2021 (BLEP 2021) to rezone and insert planning controls for certain land known as Cooks Cove within the BLEP 2021.

The Cooks Cove Planning Proposal aims to facilitate the long-planned transformation of 36.2ha of underutilised and strategically important land at Arncliffe, located to the north of the M5 Motorway and adjacent the western foreshore of the Cooks River. The project seeks a renewed focus on delivering a contemporary logistics and warehousing precinct within a well-connected location, surrounded by enhanced open space provisions. The Cooks Cove Master Plan area forms part of the broader Bayside West 2036 Precincts and generally comprises the footprint of the former Kogarah Golf Club, now in part occupied by a temporary M6 Stage 1 construction compound.

This document is to be read in conjunction with all other documents associated with the Cooks Cove Planning Proposal. Design outcomes within this document are considered indicative only and subject to further refinement in future project stages.

Cooks Cove Master Plan

The Cooks Cove Master Plan, represents an optimised and refined reference scheme, to guide best practice design and the preparation of detailed planning controls to achieve an attractive precinct with high amenity.

Key features of the Cooks Cove Master Plan are:

- A net development zone of approximately 15.3ha with up to 343,250m² Gross Floor Area (GFA) comprising;
- 290,000m² of multi-level logistics and warehousing;
- 20,000m² for hotel and visitor accommodation uses;
- 22,350m² for commercial office uses;
- 10,900m² of retail uses;
- Multi-level logistics with building heights generally up to 5 storeys (approx. 48m);
- A retail podium with commercial office and hotel above, up to a total of 12 storeys (approx. 51m); and,

→ Built form of a scale and composition which caters for the generation of approximately 3,300 new jobs. A surrounding open space precinct including:

- A highly activated waterfront including the Fig Tree Grove outdoor dining and urban park precinct
- A contribution to the extension of the regional Bay to Bay cycle link, 'Foreshore Walk', including active and passive recreational uses, together with environmental enhancements
- Master planned and Council-owned 'Pemulwuy Park' – with an agreed embellishment outcome of passive open space and environmental enhancements to be delivered in stages post construction of the M6 Stage 1 Motorway
- Complementary on and off-site infrastructure to be delivered by way of State and Local Voluntary Planning Agreements.

Bayside Council engagement process

At its meeting on 3 November 2021, Bayside Council articulated a vision for Pemulwuy Park following closure of the M6 Stage 1 construction compound. The report considered by Council included the following description:

"... that this space not include formal playing fields, and instead has a focus on open space that is a place that integrates required habitat for the Green and Golden Bell Frog with walking tracks through a picturesque landscape and slow-way vehicle access to parking and areas for activities such as a playground, picnicking, a youth focused outdoor space, small part-time kiosk, and amenities."

This Urban Design Report has been prepared with the active involvement of Bayside Council officers to assist in realising the vision outlined above. Between July 2022 and December 2022 several design workshops were held including members from Hassell, Ethos Urban, Cook Cove Inlet Pty Ltd and Bayside Council. Through this process, a holistic vision and draft spatial master plan for Pemulwuy Park was developed alongside the overall massing of the built form associated with the Cooks Cove Planning Proposal.

While the draft spatial master plan has not been formally endorsed by Council, it is considered to capture and reflect Council's expressed vision for the space.

Better Placed, Government Architect, NSW, 2017

The Better Placed policy has informed

the design of the Planning Proposal, this is outlined in the response to each of the policy objectives as summarised below:

→ Better fit - *contextual, local and of its place.*

This Planning Proposal seeks to locate strategically important logistics and warehousing within a well-connected location adjacent to Sydney Airport, as well as opportunities valuable public open space for the Arncliffe, Banksia and Rockdale communities aligning with NSW and Bayside Council plans including Bayside West 2036. Refer to Part 1 Vision and Context of this report for more detail.

→ Better performance - *sustainable, adaptable and durable*

This Planning Proposal will be underpinned by sustainable initiatives, including: Social Responsibility, Efficient Use of Resources, Sustainable Places, and Whole of Life Thinking. Refer to Part 2 and Part 3 of this report for more detail.

→ Better for community - *inclusive, connected and diverse*

A key design principle of this Planning Proposal is to provide a 'Seamlessly Connected' public open space, enabling wide pedestrian and cycle connectivity to the local community. Refer to Part 3 of this report for more detail.

→ Better for people - *safe, comfortable and liveable*

Another key principle of this Planning Proposal is to provide beautiful moments of community respite within the future open space, including a rich and diverse program for all ages. Refer to Part 3 of this report for more detail.

→ Better working - *functional, efficient and fit for purpose*

The future development and public open spaces of this Planning Proposal are designed to be practical and purposeful. This includes an office, retail and accommodation precinct within Blocks 1 and 2 on the Cooks River, and the Logistics Hub within Block 3. Refer to Part 2 of this report for more detail.

→ Better value - *creating and adding value*

This proposal aims to provide social value with diverse and inclusive spaces, job creation, and engagement and integration with community. Refer to Part 2 of this report for more detail.

→ Better look and feel - *engaging, inviting and attractive*

This Planning Proposal aims to guide best practice design through the preparation of detailed planning controls to achieve an attractive precinct with high amenity. Refer to Part 2 and Part 3 of this report for more detail.

CONNECTION TO COUNTRY

'Aboriginal people have lived along the Cooks River for more than a thousand generations, watching the lower river slowly take form over many millennia.'

Source for all information and images on this page - Aboriginal History Along the Cooks River. Dr Paul Irish of MDCA on behalf of the Cooks River Alliance.

Historical Timeline

The Cooks River catchment has changed dramatically in the time that Indigenous people have been on its land.

20,000 years ago - it is thought that the river flowed in many different directions and was twice as long as it is today. This was due to lower sea levels leaving the coast much further east than it is today.

10,500 years ago - The first documented evidence of Indigenous people along the Cooks River was an archaeological dig of a fireplace at Wollie Creek. At this time the river was a freshwater system as tidal reaches were further toward the east and Botany Bay had not formed. Archaeological discoveries of stones used for cooking of freshwater fish confirm this theory.

6,500 years ago - As sea levels began to rise and the surrounding environment changed including the formation of Botany Bay, warmer waters brought larger sea mammals further south into the Cooks River system. Upon construction of Alexandria Canal, dugong bones had been discovered dating back 6,000 years ago.

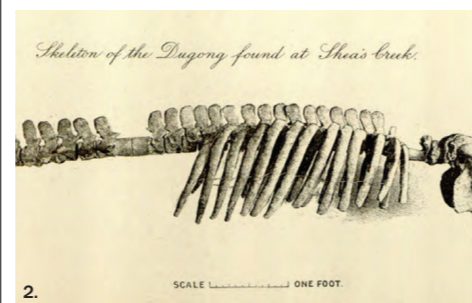
4500 - 4000 years ago - Shellfish were captured and eaten around the mudflats in present day Tempe. This coincided with the Indigenous people's use of tools which resembled a stone not from the local area, meaning the Cooks River had become a route of trade.

1500 - 1000 years ago - Indigenous people adapt to use sandstone, shellfish hooks and other locally sourced elements rather than trading from inland.

1788 - Europeans arrive at Botany Bay and notice Aboriginal villages at the mouth of the Cooks River.

A smallpox epidemic takes the lives of many of the Indigenous people around Botany Bay.

Conflict continued between European and Indigenous, however the Cooks River remained relatively unused by Europeans which allowed use by the Aboriginal people through the 19th Century.



Pemulwuy

It is understood that the Aboriginal warrior Pemulwuy was to have come from land around Botany Bay. He was a warrior who initiated resistance of the Europeans across Sydney around 1790.

The event that initiated this resistance was the spearing of colonial gamekeeper John McIntyre on the Cooks River. McIntyre was loathed by the Aboriginal people for his lack of respect to animals, brutally killing them with his musket and it was known that he had also killed Aboriginal people.

Following the spearing Governor Phillip sent for the capture of Pemulwuy. Scouring the mudflats of the Cooks River the colonist's search was unsuccessful, and in turn Pemulwuy continued to wage anarchy over the next decade.

Pemulwuy and his group were not as active on the Cooks River after the spearing of McIntyre however this attack inspired many other groups to fight back.

In 1802, Pemulwuy was killed however his legacy of guerilla warfare lived on through his son, Tedbury.



Images:

1. Possible River Course 20,000 years ago; Aboriginal History Along the Cooks River. Dr Paul Irish.
2. Dugong skeleton found on the Cooks River; Etheridge et al. 1896; Plate XI & XII
3. White shells on the surface of Kendrick Park midden; AHIMS Aboriginal Site Card record for AHIMS #45-6-2198
4. Aboriginal Warrior Pemulwuy; Samuel John Neele 1804, *Pimbley: Native of New Holland in a canoe of that country*, State Library of Victoria

GATEWAY DETERMINATION

On the 5th August 2022 the Planning Proposal (Department Ref: PP-2022-1748) received a gateway determination from the NSW Department of Planning and Environment (DPE) to facilitate the development of the freehold component of the Cooks Cove precinct.

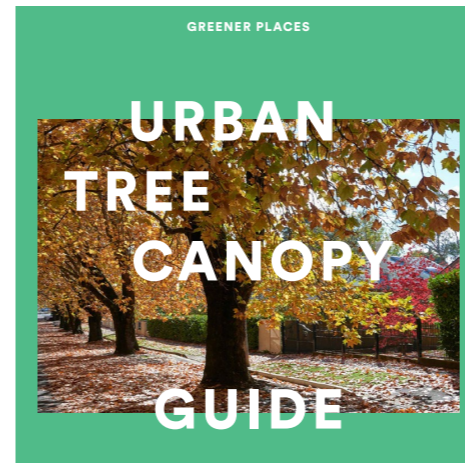
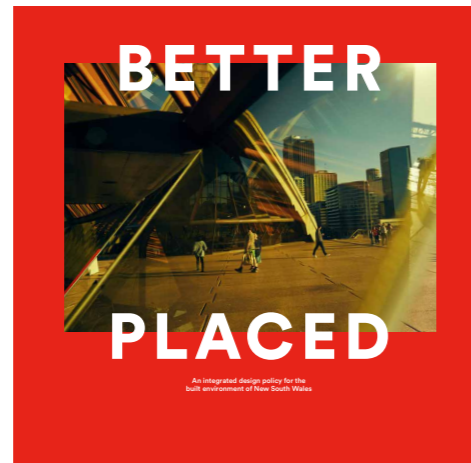
The gateway determination included a number of conditions for the planning proposal. This urban design report seeks to provide a response to these conditions. These are outlined in the table opposite:

Table 1: Urban Design responses to gateway determination conditions.

Gateway determination condition	Response reference
1. (a) address consistency with 9.1 Direction 1.12 Implementation of Planning Principles for the Cooks Cove Precinct, including:	
i. obtain approval from TfNSW that the planning proposal will not compromise future transport links, deliver a safe road network and enhance walking and cycling connectivity and the use of public transport in accordance with the requirements of the principles;	Refer to Part 3 of the Report
ii. provide additional information to demonstrate that the planning proposal will ensure best practice design and a high-quality amenity with reference to the NSW design policy Better Placed;	Refer to Introduction, Part 1 and Part 2 of the Report
iii. provide additional information to demonstrate the planning proposal will deliver an enhanced, attractive connected and publicly accessible foreshore and public open space network. This should include further details to justify the extent of land intended to be zoned RE1 Public Recreation adjacent to the Cooks River.	Refer to Part 3 of the Report
iv. provide additional information to demonstrate that the planning proposal will enhance the environmental attributes of the site, including protected flora and fauna, riparian areas and wetlands and heritage.	Refer to Part 2 and Part 3 of the Report
1. (e) provide an updated Urban Design Report to demonstrate the suitability of the planning proposal including (but not limited to) the following matters:	
i. testing of the desired built form outcome against the proposed maximum GFA to ensure it is coordinated with the intended building typology, height and overall built form outcomes across the site;	Refer to Part 2 of the Report
ii. clear diagrams to show the intended distribution of floorspace across the site having regard to the intended future uses.	Refer to Part 2 of the Report
iii. further justification for the proposed RL height that addresses urban design matters rather than maximum height permitted under the OLS.	Refer to Part 2 of the Report
iv. further clarification of the need for a GFA cap (rather than FSR) and RL height (rather than height in metres). This should include further discussion of the benefits of this approach.	Refer to Part 2 of the Report
v. visual impacts and relationship to the context of the area including intended public open space.	Refer to Part 2, Part 3 and Part 4 of the Report

Gateway determination condition	Response reference
vi. amenity impacts including overshadowing and solar access provision to intended public open space. The planning proposal must demonstrate that future built form will not unreasonably impact the useability and design of future public open space proposed to be zoned RE1 Public Recreation.	Refer to Part 2, Part 3 and Part 4 of the Report
vii. public domain connections through the site and to intended future public open space.	Refer to Part 3 of the Report
viii. intended new roads across Council land and how this will ensure an acceptable public open space outcome in terms of amenity and design.	Refer to Part 3 of the Report

STRATEGIC PLANNING



Strategic context

The design of this Planning Proposal has been guided by the strategic context relating to the project, including Bayside Council strategic and precinct plans, as well as NSW Government policies and guidelines including NSW design policy Better Placed.

Better Placed, Government Architect, NSW, 2017

Better Placed is a policy that seeks to capture the aspirations and expectations for the places in which we work, live and play. It creates a clear approach to ensure good design that will deliver the architecture, public spaces and environments we want to inhabit now and those we make for the future.

Key objectives of the policy include:

- Better fit - contextual, local and of its place
- Better performance - sustainable, adaptable and durable
- Better for community - inclusive, connected and diverse
- Better for people - safe, comfortable and liveable
- Better working - functional, efficient and fit for purpose
- Better value - creating and adding value
- Better look and feel - engaging, inviting and attractive

Greener Places, Government Architect NSW, 2017

Greener Places provides a draft green infrastructure policy to guide the planning, design and delivery of green infrastructure in urban areas.

It defines green infrastructure as the network of green spaces, natural and semi-natural systems that are strategically planned and designed to support a good quality of life in an urban environment.

It outlines the following four key principles of green infrastructure:

- Integration
- Connectivity
- Multi-functionality
- Participation

Urban Tree Canopy Guide, Government Architect NSW, 2017

A renewed focus has been placed on the importance of the urban tree canopy, and its capacity to improve urban climate, ecosystem and human health, and to enhance the well-being for our communities.

The Urban Tree Canopy Guide has identified that an overwhelmingly high percentage of Sydney suburbs have less than 10% canopy cover. Consequently, this document provides objectives, recommendations and targets to preserve and enhance the urban tree canopy.

The target is to achieve 40% urban tree canopy cover across the Greater Sydney Region by 2036.

We are committed to positively contributing to this vision for a 'greener' Sydney.

Connecting with Country Draft Framework

Connecting with Country Draft Framework is a set of pathways, commitments, and principles for action intended to help form, design, and deliver government infrastructure including building projects such as roads, transport, and major public facilities.

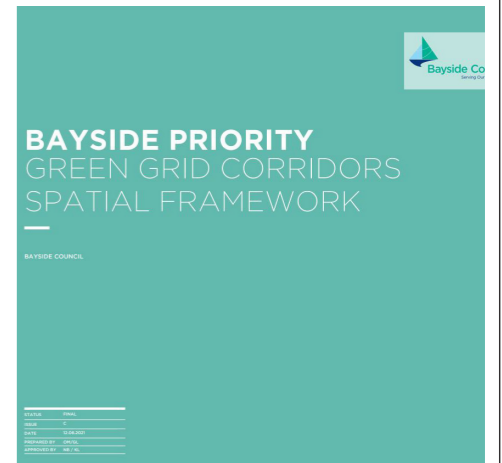
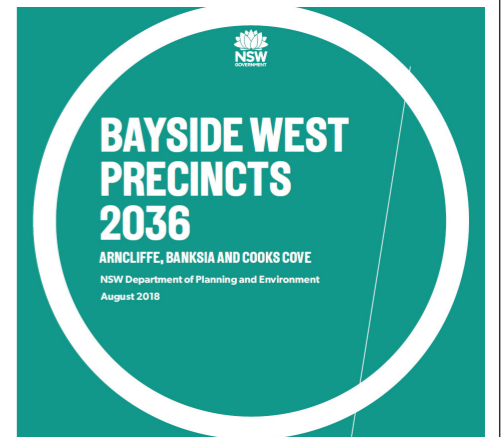
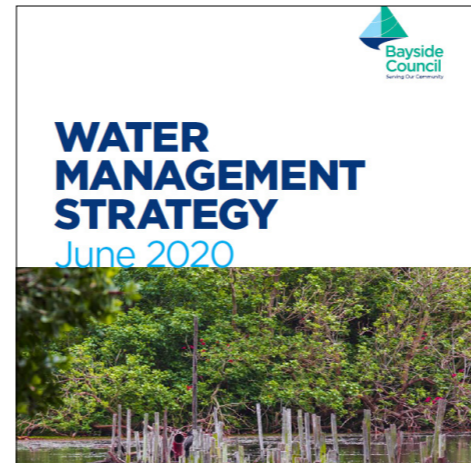
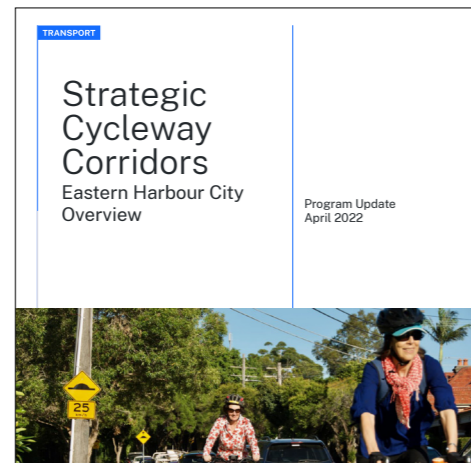
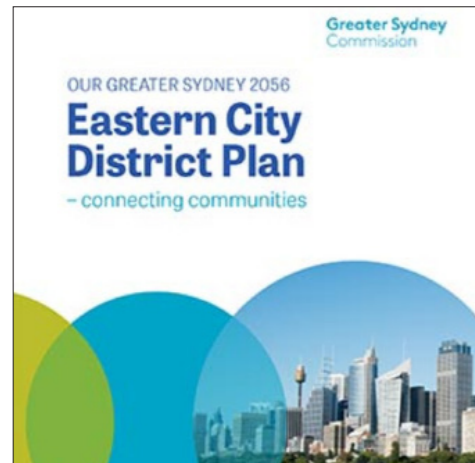
Sydney Green Grid, NSW Department of Planning and Environment, 2017

The Sydney Green Grid promotes the creation of a network of high-quality open spaces that support recreation, biodiversity and waterway health.

The Green Grid establishes the framework that will create a green network that connects strategic, district and local centres, public transport hubs and residential areas.

In the vicinity of the Project, it identifies the following opportunities:

- (6) The Cooks River Open Space Corridor
- (9) Alexandria Canal
- (21) Freight Rail Lines Chullora to Port Botany
- (38) Airport to Bourke Street Active Transport Green Link
- (40) East-West Coastal Green Links: Mascot to Maroubra.



Eastern City District Plan

The Eastern City District Plan covers the Bayside, Burwood, City of Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra Local Government Areas.

It is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

It outlines the planning priorities and actions for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level.

The Eastern City District Plan identifies the planning priorities to achieve a liveable, productive and sustainable future for the district based on the objectives, strategies and actions from A Metropolis of Three Cities.

The Plan identifies the Cooks Cove Master Plan area as a site for urban renewal, being adjacent to the trade gateway of Sydney Airport.

Strategic Cycleway Corridors for the Eastern Harbour City

Transport for NSW is preparing a plan for Strategic Cycleway Corridors for the Eastern Harbour City. This plan identifies 30 strategic cycleway corridors that connect key centres and major points of interest.

The cycle plan identifies a strategic cycleway corridor through the Cooks Cove project site extending from Brighton le Sands to the CBD.

Sydney's Cycling Future - Cycling for Everyday Transport

Sydney's Cycling Future, Cycling for Everyday Transport (Sydney's Cycling Future) is the NSW Government's plan for active transport. It outlines how the NSW Government intends to improve the bicycle network and ensure that the needs of bike riders are built into the planning of new transport and infrastructure projects.

Its overarching aim is to make cycling a safe, convenient and enjoyable transport option for short trips.

The plan was developed based on the NSW Transport Master Plan to:

- Make cycling safer and more convenient, especially for short trips
- Deliver better connected cycling infrastructure
- Coordinate and prioritise planning and investment
- Link cycling to urban growth.

Water Management Strategy, Bayside Council, 2020

Bayside Council's Water Management Strategy has been prepared to guide the design of water management into the future. The strategy establishes six key goals for water management and establishes an action plan.

These goals are:

- GOAL 1: The Bayside community is actively engaged in water management.
- GOAL 2: Bayside is recognised as a water smart city.
- GOAL 3: Improve flood risk management and drainage outcomes
- GOAL 4: Improve the waterways and foreshores of Bayside LGA
- GOAL 5: Bayside Council to minimise impact on groundwater resources
- GOAL 6: No net increase in Council or total LGA water use

Bayside 2030 - Community Strategic Plan, Bayside Council, 2018

The Bayside Council's Community Strategic Plan 2032 outlines the Council's vision, and goals for Bayside over the next 10 years.

The Plan identifies four key themes:

- In 2032 Bayside will be a vibrant place
- In 2032 our people will be connected in a creative City
- In 2032 Bayside will be green, resilient, and sustainable
- In 2032 Bayside will be a prosperous community

Bayside West Precincts 2036, NSW Department of Planning, 2018

This Plan sets out strategic land use and infrastructure planning to guide the future transformation of the Bayside West Precincts. The Plan informed the changes to the planning controls to enable the rezoning of the Arncliffe and Banksia Precincts.

Bayside Priority - Green Grid Corridors Spatial Framework, Bayside Council, 2021

This framework sets out to establish the importance of green corridors and green spaces throughout the council, promoting active transport, biodiversity, successful ecological communities and water quality.

The document identifies various opportunities to help guide future design and decision making.

PART 1

VISION + CONTEXT





Aerial view south east

PROJECT VISION

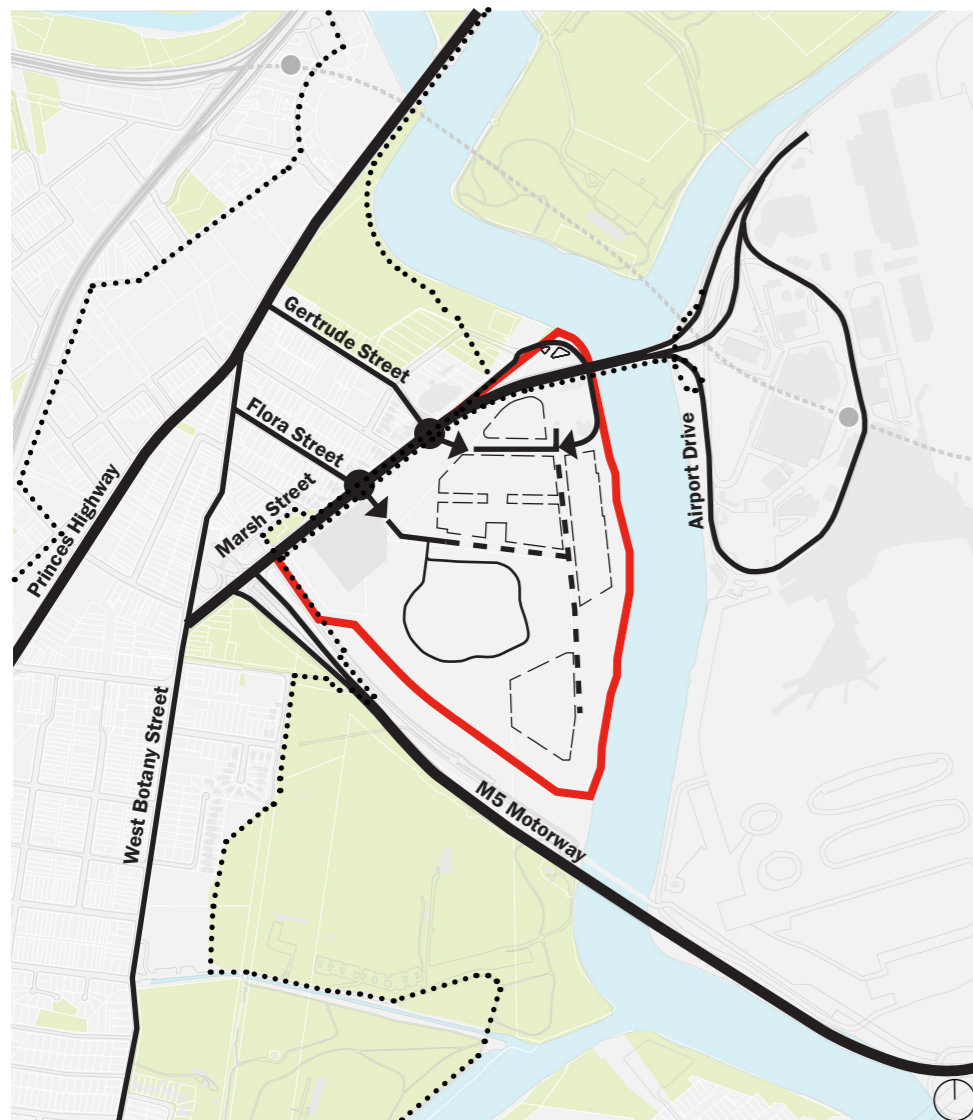
The Cooks Cove precinct will be a new economic trade gateway for Sydney, NSW and Australia. It will provide new jobs in hospitality and logistics operations to support the growing industry and economy.

It will be an engaging precinct with a combination of retail, dining, commercial, hotel and associated open space that will act as a key asset to the local community and provide important nodes of activation along the Cooks River Foreshore.

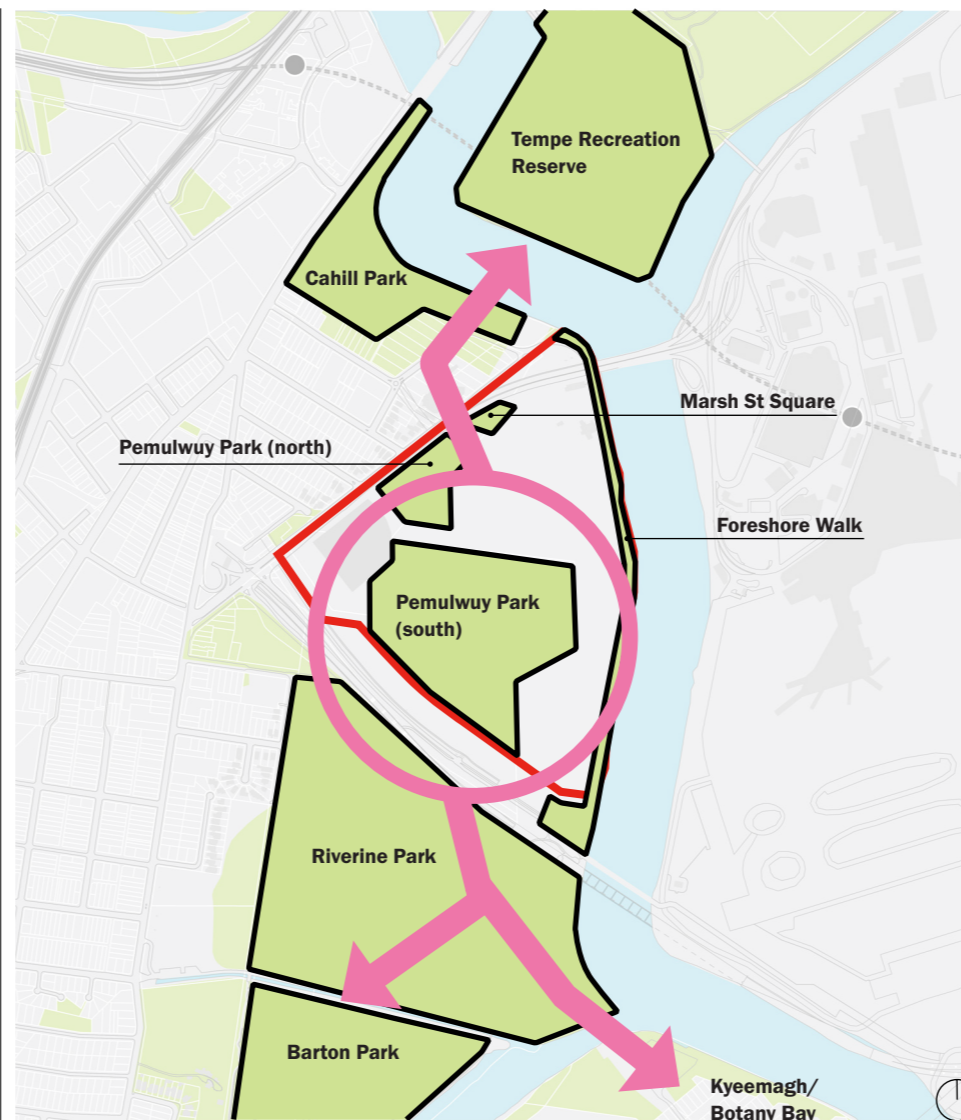
The project will deliver a network of open space that responds to the broader context, providing new connections for people, animals, water, soil and ecology. A revitalised 20m wide foreshore, new public plazas, squares and active places focused along the waterfront will provide opportunities to gather, celebrate and engage.

Adjacent to this new, vibrant working precinct, Pemulwuy Park, designed and delivered by Bayside Council, will invite the community in and be focused around recharging moments of ecology and deliver an integrated and beautiful parkland system for all.

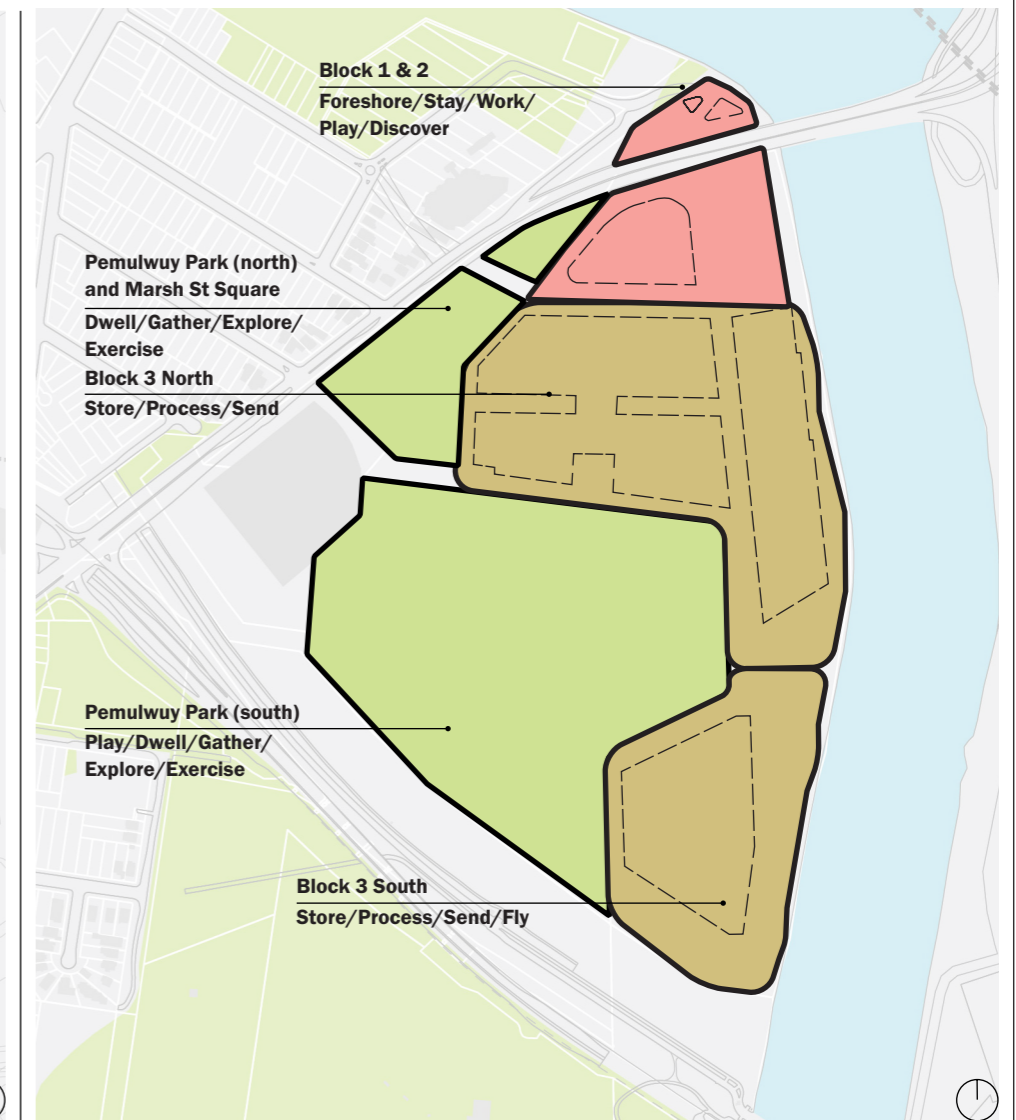
PRECINCT FRAMEWORK



A connected precinct



An integrated network of open space



Distinct precincts of activation, programme and use



Varying typologies of open space



A celebration of landscape restoration



Diversity of programme and activation

PRECINCT MASTER PLAN

A well-integrated precinct of logistics, commercial, retail and hotel uses that is intertwined with a highly diverse open space network. A centre of business, logistics and employment that is of local, state and national significance.

LEGEND

1	Block 1 - retail, commercial and waterfront plaza
2	Block 2 - commercial, retail, hotel
3	Fig Tree Grove pavilion
4	Fig Tree Grove
5	Marsh Street Plaza (by Bayside Council)
6	Block 3 - Logistics hub
7	Gertrude Street intersection upgrade and extension
8	Flora Street intersection upgrade and extension
9	Culvert under road
10	Frog ponds (by TfNSW)
11	Pemulwuy Park North (by Bayside Council)
12	Pemulwuy Park South (by Bayside Council)
13	20m wide foreshore
14	Ethane Pipeline
15	Desalination Pipeline
16	Sydney Water Land
17	Commonwealth Land (Sydney Airport)
- - - - - Cooks Cove Master Plan 2022 Boundary	
- - - - - Cooks Cove Inlet Pty Ltd Development Zone	





View south from Tempe Reserve

PRECINCT STRATEGIES



Circulation and Connectivity

The proposed movement and circulation network includes pedestrian pathways through the streets and open space areas, dedicated cycle paths, and a one-way loop vehicle circulation road through Pemulwuy Park South.

Legend

	Existing Pedestrian/Cycle Path
	Principle Pedestrian/Cycle Path
	Potential Connection (By Others)
	Secondary Pedestrian/Cycle Path
	Vehicle Circulation (car and trucks)
	Internal Logistics Circulation (indicative only)
	Planning proposal boundary

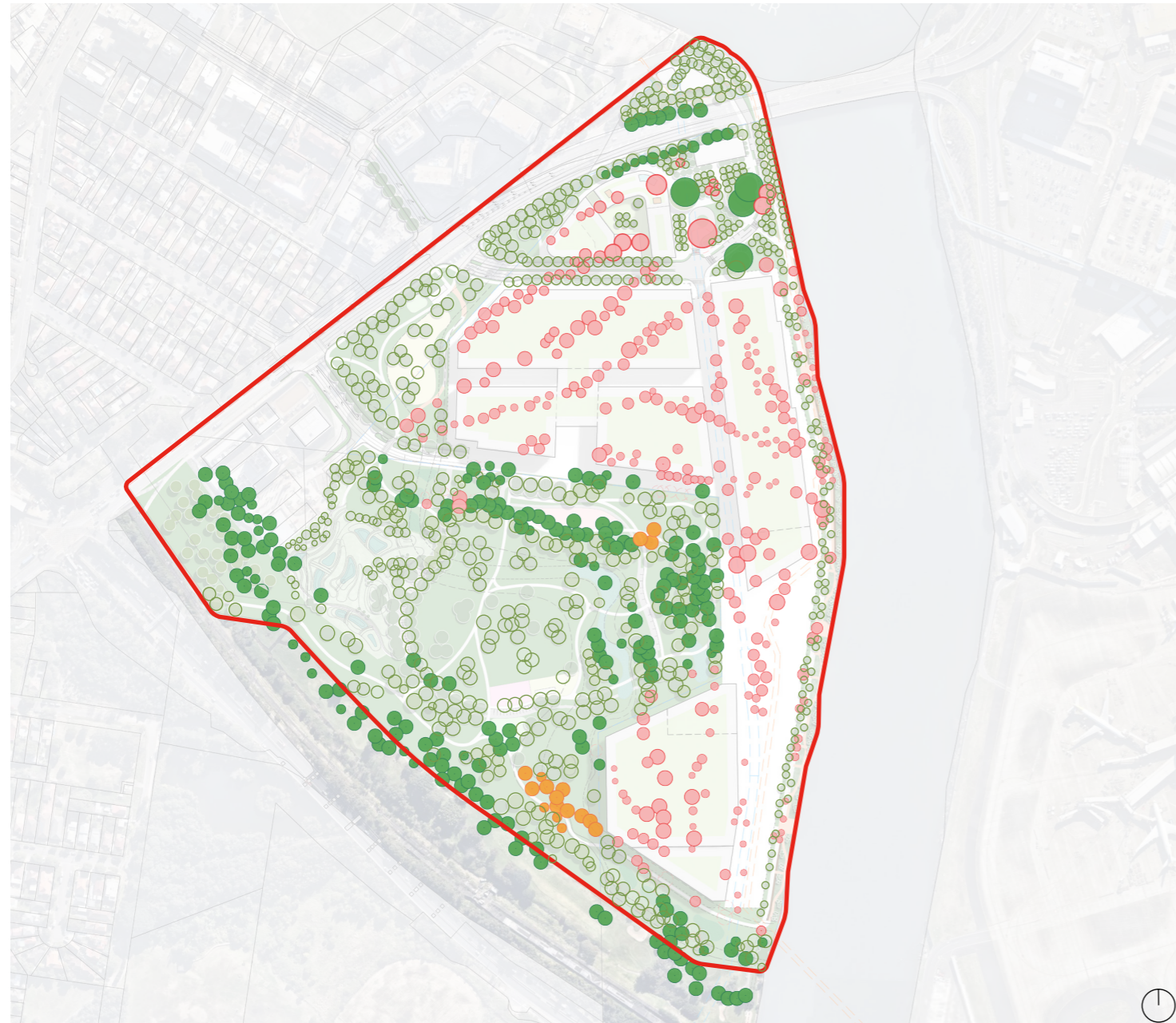


Levels

The proposed future development on Blocks 1, 2, and 3 is planned to be raised above the 1 in 100 year (1% AEP) level, plus freeboard (500mm) plus allowance for climate change (800mm). Refer detailed flooding assessment and strategy prepared by Arup with the Planning Proposal documentation.

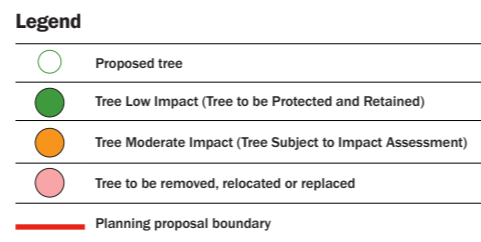
Legend

	Vehicle Ramp
	Foreshore Existing Level
	Lower Level
	Higher Level (Above PMF)
	Planning proposal boundary



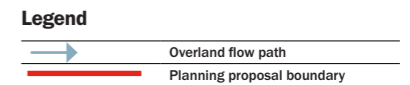
Tree Relocation and Replacement

The existing trees on the site that are not directly impacted will be retained where ever possible. This includes several large mature fig trees within Block 2 that form a key part of the Fig Tree Grove. Where possible trees to be removed will be relocated into areas of open space. Where trees cannot be relocated they will be offset within areas of open space and the 20m wide foreshore



Overland Flow

The proposed Pemulwuy Park North and South and Marsh St Square includes an allowance for overland flow from Marsh Street in the north to the Cooks River in the south. The flow path is created by a shallow landscape swale in conjunction with culverts passing beneath access and circulation road network



HISTORICAL CONTEXT

'There were very few places where access to dry land from the river was impeded by rushes and/or reeds and the river was a popular place for weekend boating picnics. The river banks were lined with Casuarina trees which undoubtedly prevented the erosion of the river banks and created the clear boundary between land and water.'

Source: Memories of Cooks River by William L. Howard. 2008

History

The Indigenous people used the land around Cooks River for thousands of generations before European settlement. Over this vast amount of time the river changed its course with sea level rise and changing tidal reaches, influencing Indigenous uses across the stretch of the river. The river was utilised for trade between inland people, fishing, and gathering shellfish. It is understood that four different clans inhabited the area surrounding the river, including the Darug, Bediagal, Gameygal and Cadigal people.

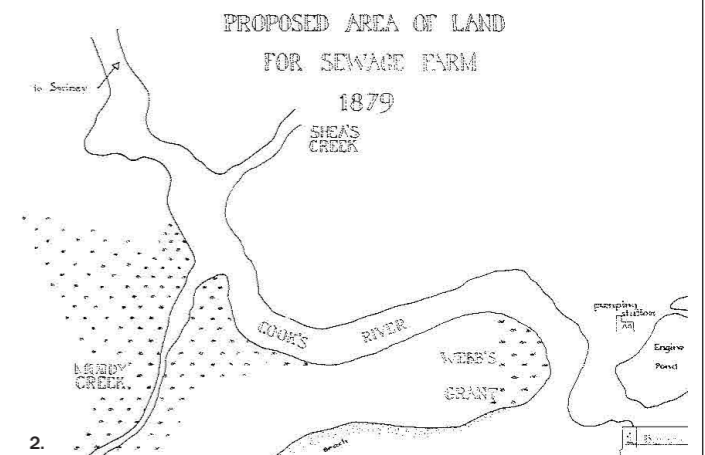
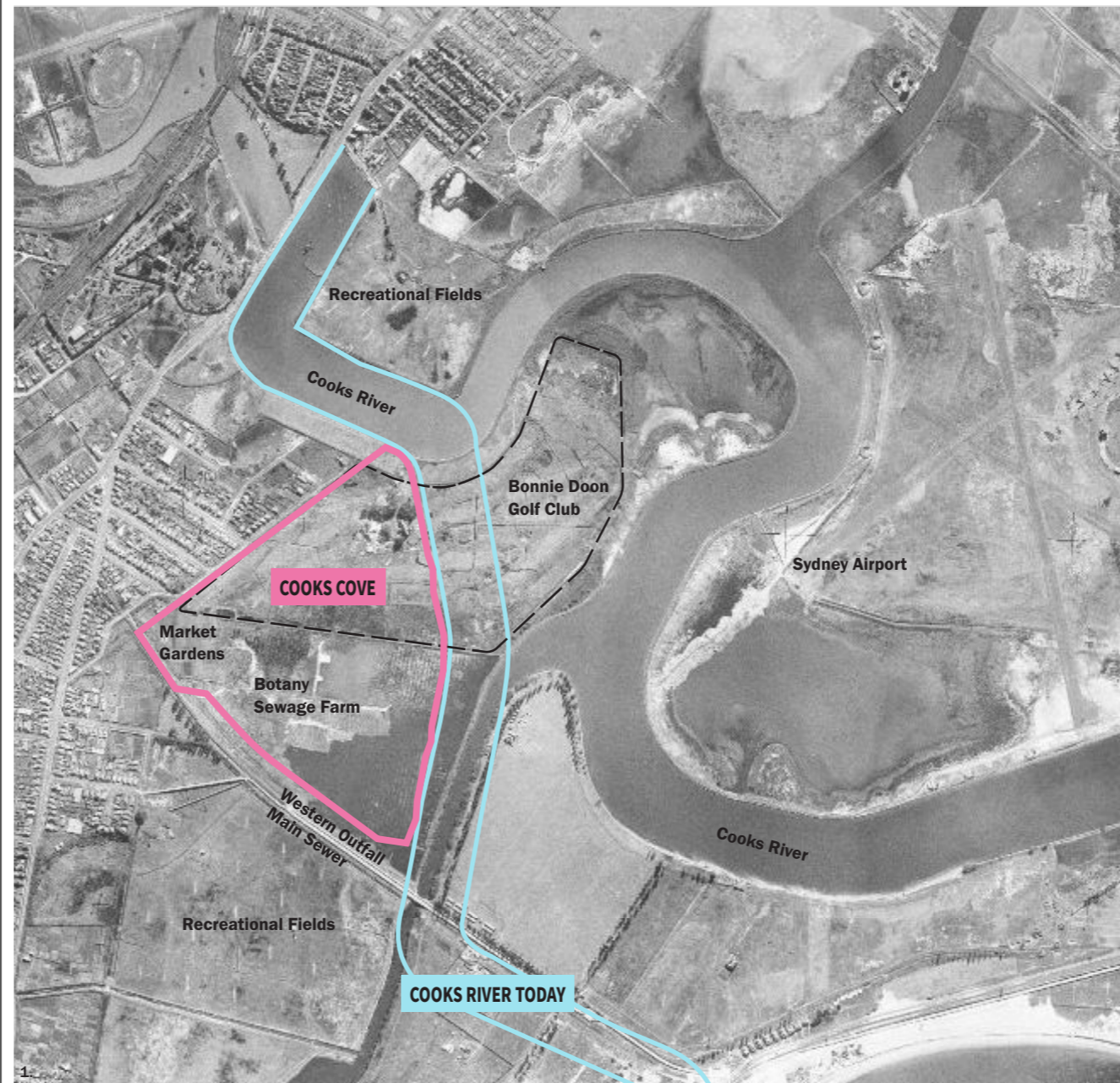
In 1770, Captain Cook sailed into Botany Bay and made the first written description of the river: "I found a very fine stream of fresh water on the north side in the first sandy cove within the island before which a ship might lay land-locked and wood for fuel may be got everywhere."

The Kogarah Golf Club site was historically the Bonnie Doon Golf Club, located along the banks of the Cooks River (shown right). The golf course land was relocated to the adjacent parcel with the re-

alignment of the Cooks River and the construction of Sydney Airport in 1948.

The surrounding land use included market gardens, sewage farm, agriculture and recreation fields.

Informed by the history of the site, the priority of this project is to recharge the existing landscape character and structure of the site.



Images:

1. Aerial photo 1943. Source: Six Maps. Showing Cooks Cove Master Plan area and Cooks River today.
2. Map of Botany Rockdale Sewage Farm. Source: Australian Historical Archaeology.
3. Rockdale market gardens c. 1938. Source: State Library NSW.
4. View of pumping station, sheds and outlet serving the Botany Sewerage farm. Source: CoS Archives

PRESENT CONTEXT

Immediate Context

Cooks Cove is located in the suburb of Arncliffe within the Bayside Council Local Government Area (LGA). The site is located to the west of the Cooks River, approximately 10km south of the Sydney Central Business District (CBD). The site enjoys adjacency to key trade-related infrastructure being immediately west of Sydney Kingsford Smith International Airport and approx 6km west of Port Botany.

Cooks Cove is strategically located within close proximity to a number of railway stations including Banksia, Arncliffe, Wollie Creek and the International Airport Terminal, which vary in distance from the site between 700m and 1.1km. The M5 Motorway, providing regional connectivity to the Sydney Metropolitan area, runs in an east-west direction immediately to the south of the site. The M8 and M6 Motorways are, and will be, constructed in tunnels approximately 60 metres beneath the adjoining Bayside Council 'Trust' lands. The Sydney Gateway project, presently under construction to the immediate north of Cooks Cove and Sydney Airport, will substantially improve future accessibility to the St Peters interchange and the wider M4/M5 WestConnex network, via toll free connections, as well as the Domestic Airport and Port Botany.

The Cooks Cove Development Zone is located to the north of the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS), and is generally bound by the

Cooks River to the east and Marsh Street to the north and west. The site is approximately 36.2ha and is owned and managed by a number of landowners, both public and private. Surrounding development includes the Sydney Airport International Terminal precinct, Mercure Sydney Airport, an area of low density dwellings presently transitioning to medium-high density residential flat buildings, recreation and open space facilities, and road and airport related infrastructure.

Kogarah Golf Club

Cooks Cove is currently occupied by the Kogarah Golf Course. Kogarah Golf Club was established in 1928, with the Club occupying the land subject to the Planning Proposal boundary since 1955. At this time, the Cooks River was reconfigured to its current alignment to accommodate the expansion of Sydney Airport. The land presents a highly modified environment, with relatively flat topography, gently moulded fairways and greens, separated by strips of vegetation and man-made water bodies. The golf course clubhouse, car park and maintenance facilities are located in the northern corner of the site, adjacent to Cooks River. Access is provided via Levey Street. The members of Kogarah Golf Club will relocate from the site in May 2024 to new playing facilities.

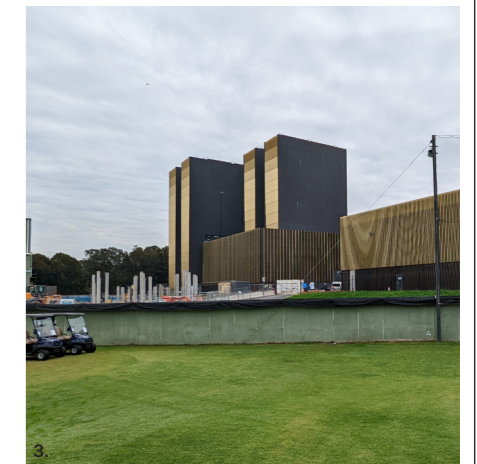
Arncliffe Motorway Operations Complex

The WestConnex temporary construction staging area, which will accommodate the future Arncliffe Motorway Operations Complex, is located adjacent to the western site boundary.

The temporary construction compound for the WestConnex M8 and M6 Stage 1 Motorway tunnelling works was originally established in June 2016. The temporary construction facility occupies approximately 7.5ha and is expected to remain until 2025. At this time the facility will reduce to 1.5ha to accommodate the permanent Arncliffe Motorway Operations Complex, located in the western corner of the site, adjacent Marsh Street. The complex will house ventilation and water treatment plant and maintenance equipment for both the M6 and M8 sub-grade motorways.

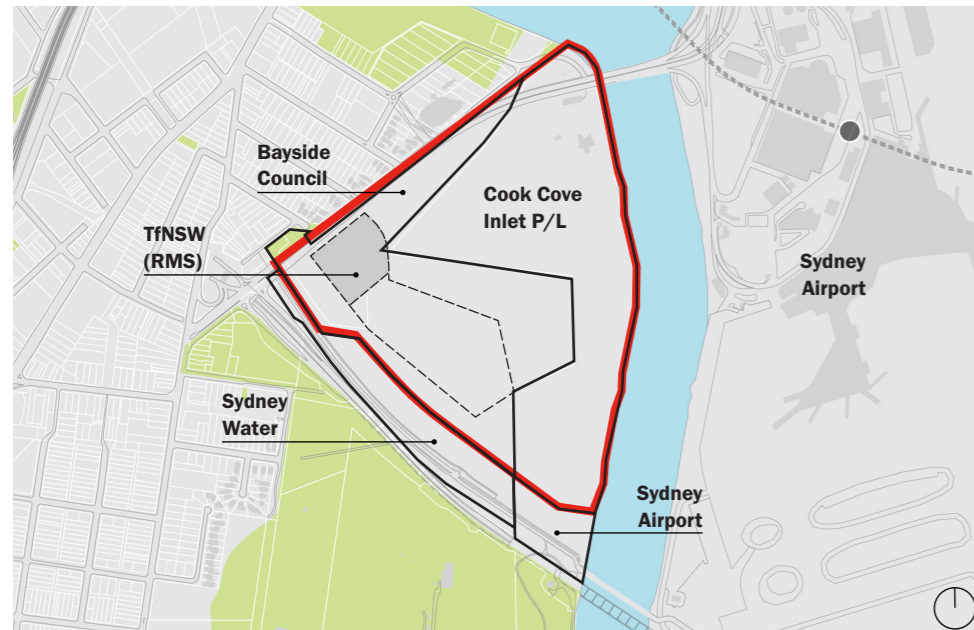
Notable landscape features

The site has approximately 950m of river frontage, and a cluster of large mature fig trees that are located adjacent to the existing Kogarah Golf Course clubhouse.



- Images:
1. Cooks Cove Master Plan area. Aerial photo 2022. Source: NearMap
 2. Cooks River. Site Photo
 3. Arncliffe Motorway Operations Complex (MOC). Site Photo
 4. Marsh St facing west. Source: Google Streetview

SITE CONDITIONS



Land Ownership

The Cooks Cove Planning Proposal pertains to land owned by Cook Cove Inlet P/L, Bayside Council and Transport for NSW.

Land owned by the Commonwealth of Australia (Sydney Airport) and Sydney Water are adjacent land holdings that are external to the Planning Proposal.

The ownership of lots and sizes are listed below:

Cook Cove Inlet P/L

- Lot 100 DP1231954 - 17.9Ha
- Lot 31 DP1231486 - 0.44Ha

Bayside Council

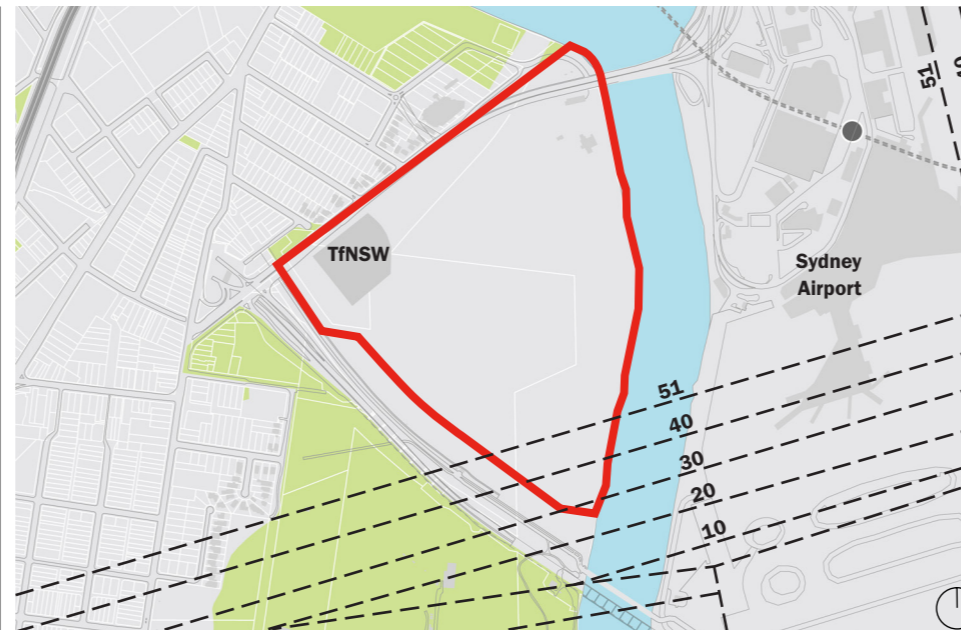
- Lot 14 DP213314 - 2.9Ha
- Lot 1 DP108492 - 12Ha

Transport for NSW (RMS)

- Lot 1 DP329283 - 1.8Ha

Legend

	Land ownership boundaries
	M6 Permanent and Temp Facilities
	Planning proposal boundary

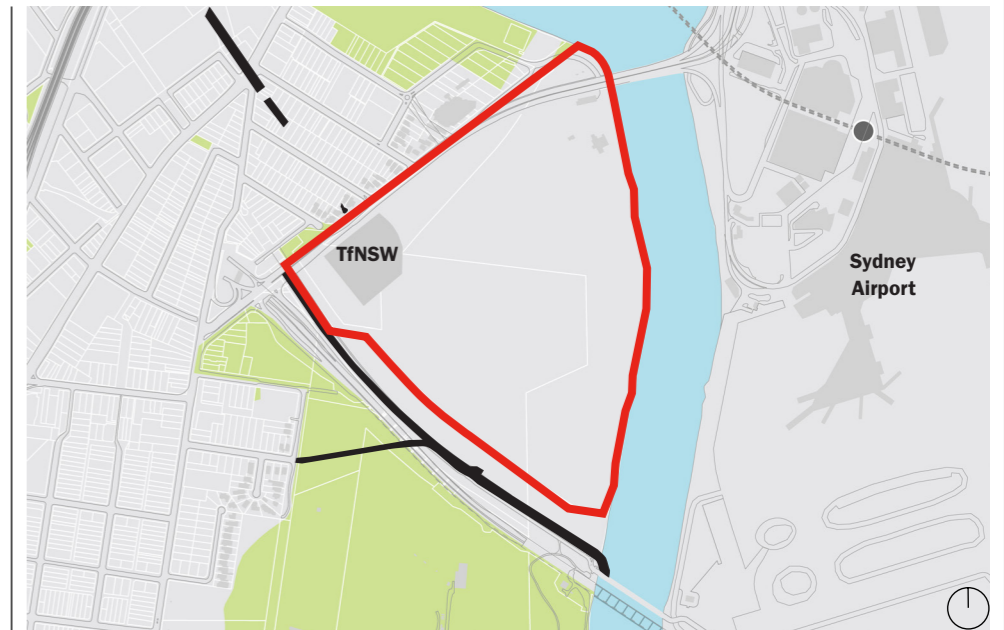


OLS Height Controls

Due to proximity to the Sydney International Airport, the Cooks Cove Master Plan area is subject to Obstacle Limitation Surface (OLS) height controls. The OLS defines the airspace surrounding Sydney International Airport that must be protected from obstacles to ensure aircraft flying in good weather during the initial and final stages of flight, or in the vicinity of the airport, can do so safely.

Legend

	OLS Height Limit
	Planning proposal boundary



Heritage

The Southern and Western Suburbs Ocean Outfall Sewer (SWS00S), located on the southern boundary, is a listed heritage item on the State Heritage Register. It is a significant infrastructure which passes in a west to east direction through the site and over the Cooks River. The SWS00S was constructed in the late 1900s (1909-1916) and is the primary sewer line for south-western Sydney.

Legend

	SWS00S
	Planning proposal boundary



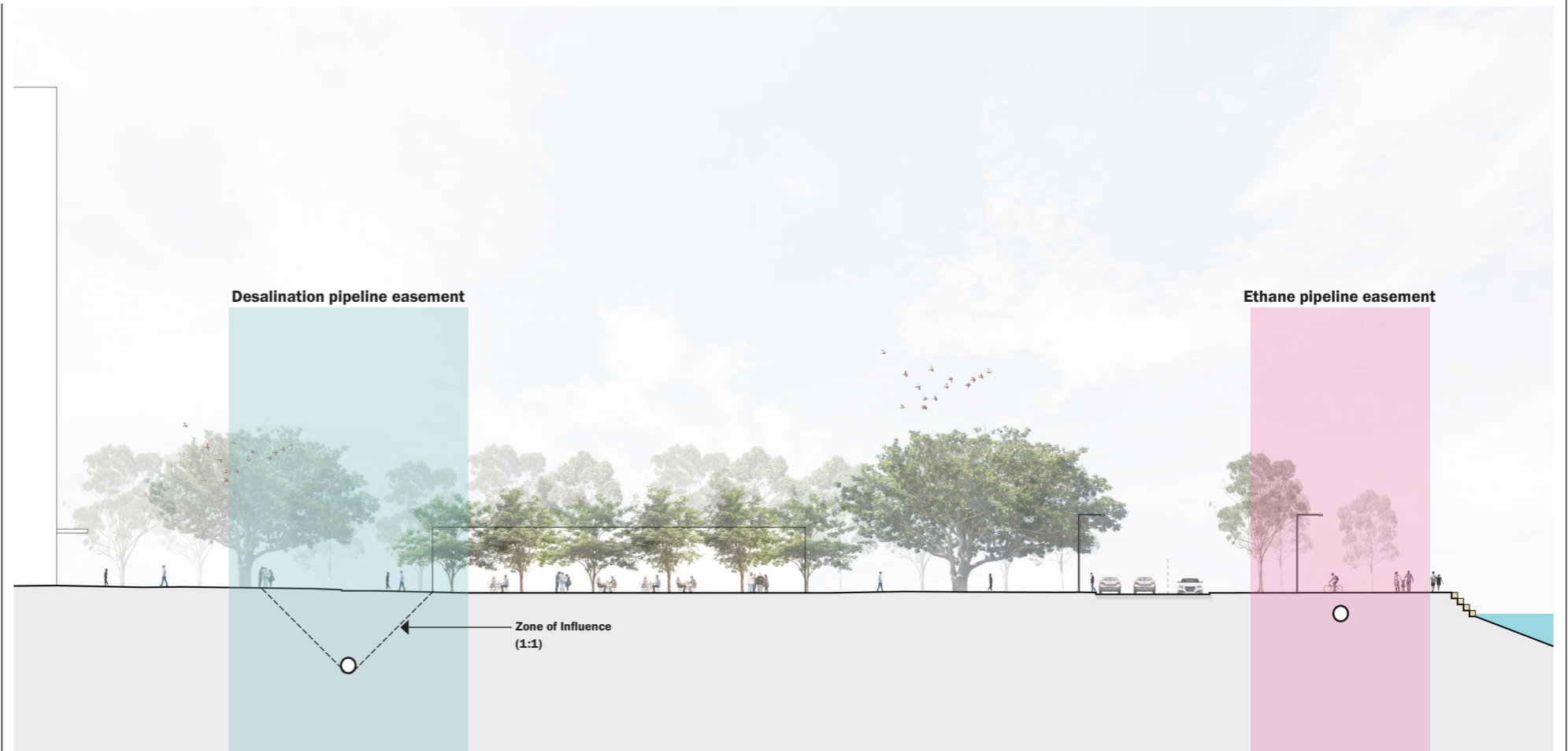
Easements

The Sydney Desalination Plant pipeline runs through the development zone from north to south, adjacent the Cooks River. The pipe has a diameter of 1.8m and sits within an easement 6-9m wide. From south to north the pipeline is constructed in a combination of trench and above ground with mounded cover and then transitions to micro-tunnel and typical depth of circa 11m.

The Moomba to Sydney Ethane Pipeline containing ethane gas, follows a similar general alignment north-south adjacent the Cooks River. The pipe has a nominal 225mm diameter, within an easement generally 5m wide and with the pipe located at a depth of 1.2m-2.3m.

Legend

	Desalination Pipe Easement
	High Pressure Ethane Gas Easement
	Planning proposal boundary



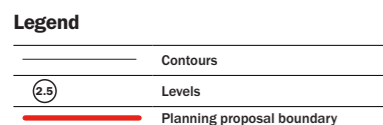
Section - Ethane Pipeline and Desalination Pipeline (with zone of influence)

SITE CONDITIONS



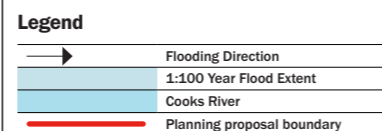
Contours

The elevation of the site ranges from 0 to 5m above Australian Height Datum (AHD). Whilst the site is generally low-lying, the original levels of the site have been significantly modified over time through the realignment of the Cooks River and through development of the golf course. Recent construction works by WestConnex have further altered the site topography.



Flooding

During flood events, there is a risk of overland water flows from north of Marsh Street across the Cooks Cove master plan area. Given that the majority of the site would be inundated during a 1 in 100 year flood event, as indicated by flood mapping (Source: DPE Cook Cove Planning Report, November 2016), future development will need to accommodate flood water flows across the site and back to the Cooks River (Refer Arup Flooding, Stormwater and WSUD Report - Cooks Cove Planning Proposal).



Open Space

A number of significant open spaces are located in close proximity to the project site, including Cahill Park and Tempe Recreational Reserve. South of the M5 East Motorway contains a variety of public recreation areas and infrastructure.

There are opportunities to improve the physical and ecological quality of the Cooks River waterfronts, including the reintroduction of riparian habitats and public access facilities.







Trees

The Cooks Cove Master Plan area is a highly modified landscape that has been filled and modified over time due to its previous uses, as the site of the Arncliffe Sewage Farm and more recently as the Kogarah Golf Course following the diversion of the Cooks River. There are pockets of wooded vegetation across the site with a significant number of mature trees, however it is unlikely that this is endemic regrowth of the original vegetation communities that historically occurred in the area.

While the existing trees do not represent original vegetation communities, they do provide a valuable aesthetic and ecological asset and habitat for over 45 recorded fauna species on the subject site.

Legend

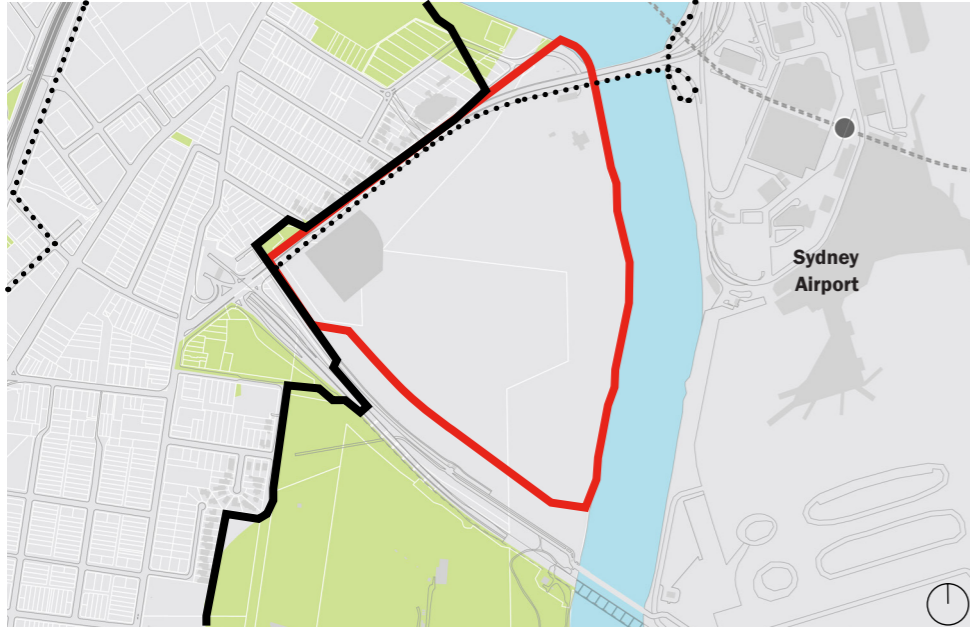
	Existing Green Space
	Planning proposal boundary



Images:

1. View west towards M6 Permanent Facility. Site Photo
2. View north east along Lot 1 boundary towards Cooks River. Site Photo
3. View north along waterfront. Site Photo

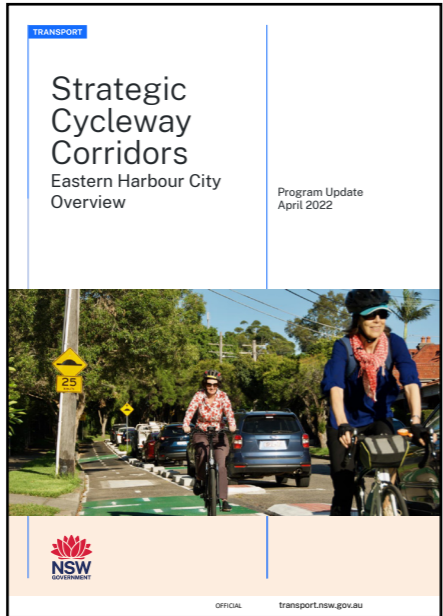
SITE CONDITIONS



Active Travel

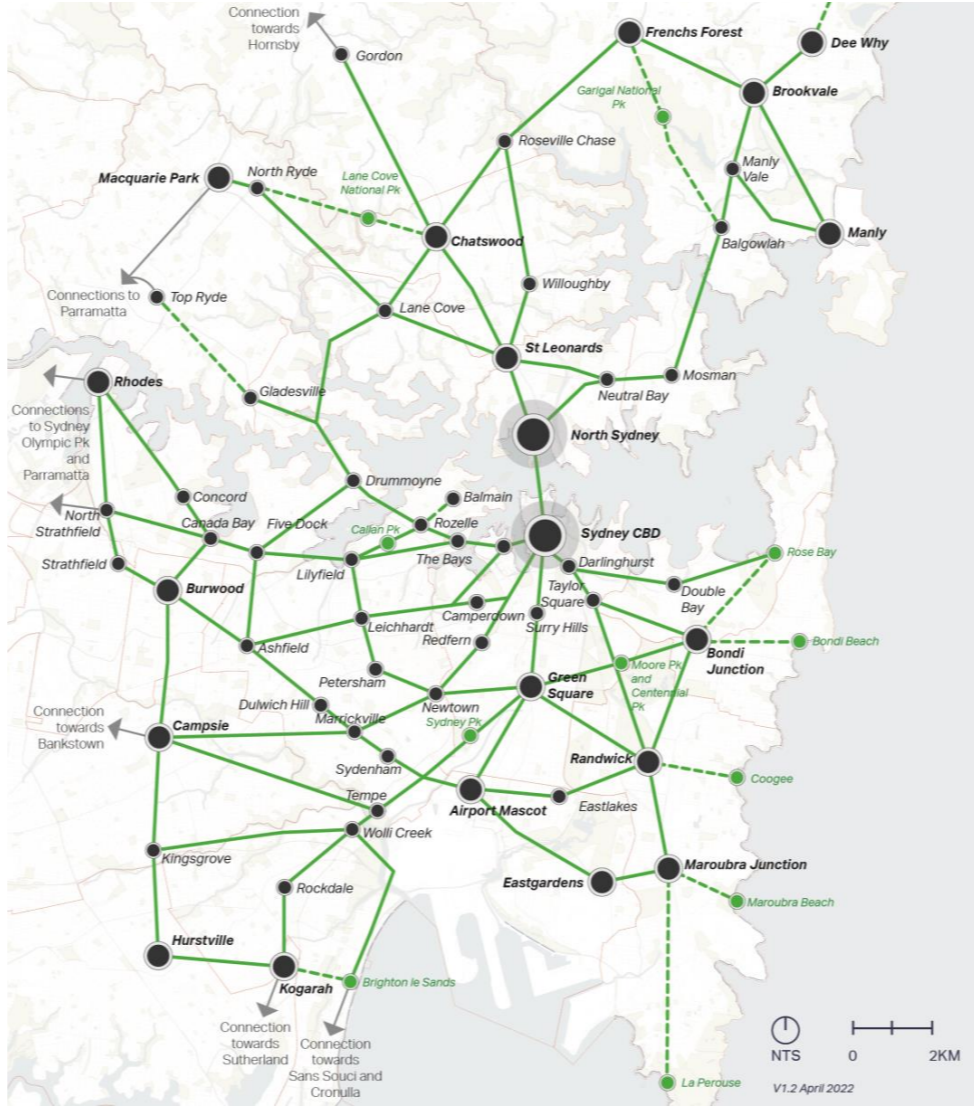
The existing pedestrian access to the Cooks Cove master plan area is limited and indirect as highlighted by the map above, which identifies the existing pedestrian and bicycle access conditions.

Both north-south and east-west connectivity is limited through the master plan area, including no public access along the Cooks River between Muddy Creek and Cahill Park. This link is planned as a strategic regional route within the TfNSW Strategic Cycleway Corridors plan.



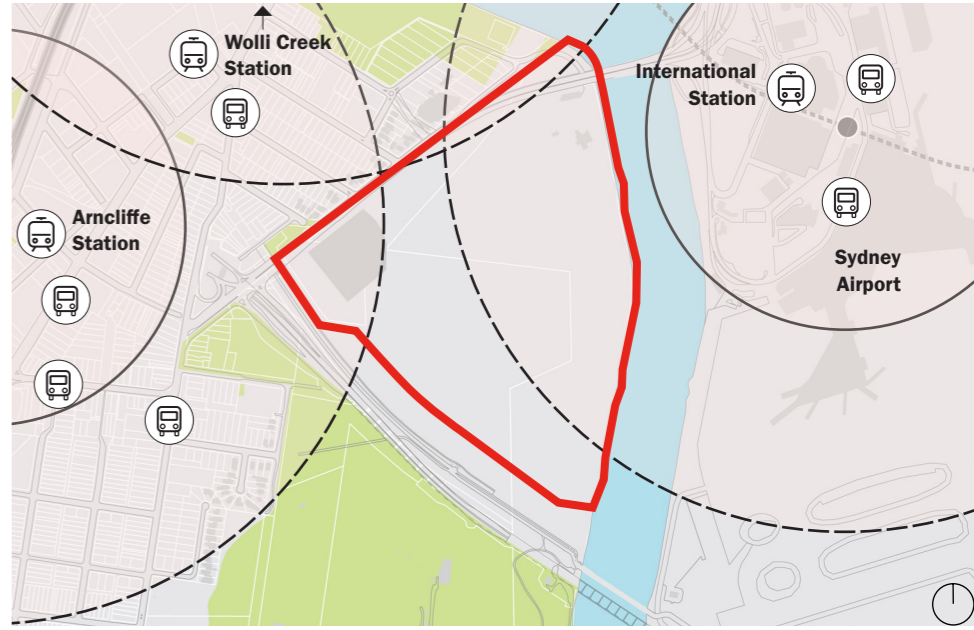
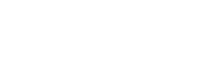
Legend

	Existing Off-Road Active Travel
	Existing On-Road Active Travel
	Planning proposal boundary



A fully connected network will be achieved by the progressive expansion of **strategic corridors** that go beyond local government boundaries, and by the delivery of **local bike networks**.

Some connections between centres, precincts and places are already established. Progressing connections which fill gaps in the network are priorities in the initial phase. This will help fast-track the development of our connected network and make riding an attractive option for everyday trips.

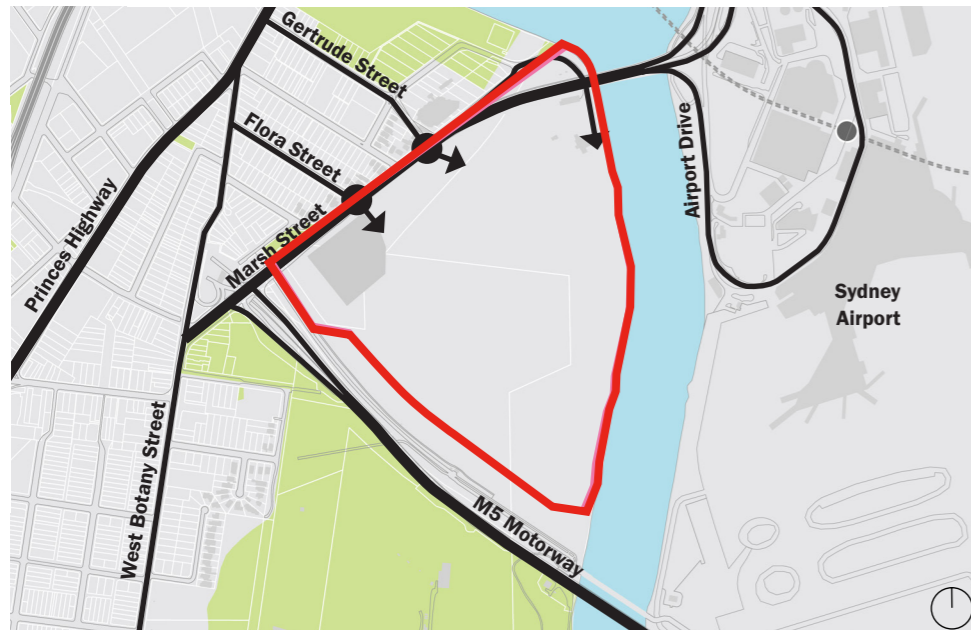


Public Transport

Wolli Creek, Arncliffe and Sydney International Airport train stations are located within approximately 10-minutes walking distance from the Cooks Cove master plan area.

Legend

	Train Station Catchment
	Train Station
	Bus Stop
	Planning proposal boundary



Road and Access

There are three vehicular entrances to the Cook Cove Master Plan area, including the future intersections of Marsh Street and Flora Street, and Marsh Street and Gertrude Street. The third vehicular entrance is Levey Street, which passes under the Giovanni Brunetti bridge.

- Levey Street: existing Levey Street underpass (3.1m height limit)
- Gertrude Street: A new signalised four way intersection will form the primary access point into the site. This includes dual right turn bays from Marsh Street into the site, while the Marsh Street / Innesdale Road intersection will revert to a left in-left out arrangement.
- Flora Street: The existing signalised intersection at Marsh Street / Flora Street will be modified to provide access into the site.
- East-west streets connecting from Marsh Street to service the development.

Legend

	Major Roads
	Local Roads
	Vehicle Entry into Site
	Planning proposal boundary



Images:

1. View of current pedestrian connection from Cahill Park to Marsh Street. Site Photo
2. View south west along existing cyclepath on Marsh Street. Site Photo
3. View south east along SWOOS and active travel path (photo location external to the subject site). Site Photo

PART 2

DEVELOPMENT

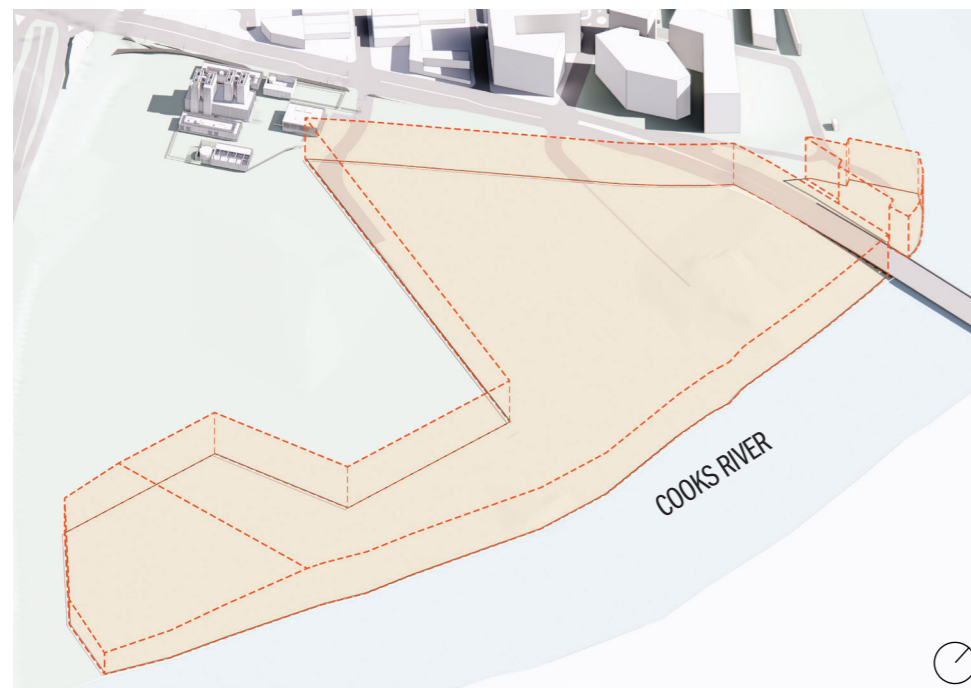


Artist Impression - View from Marsh Street over Cooks River towards proposed development



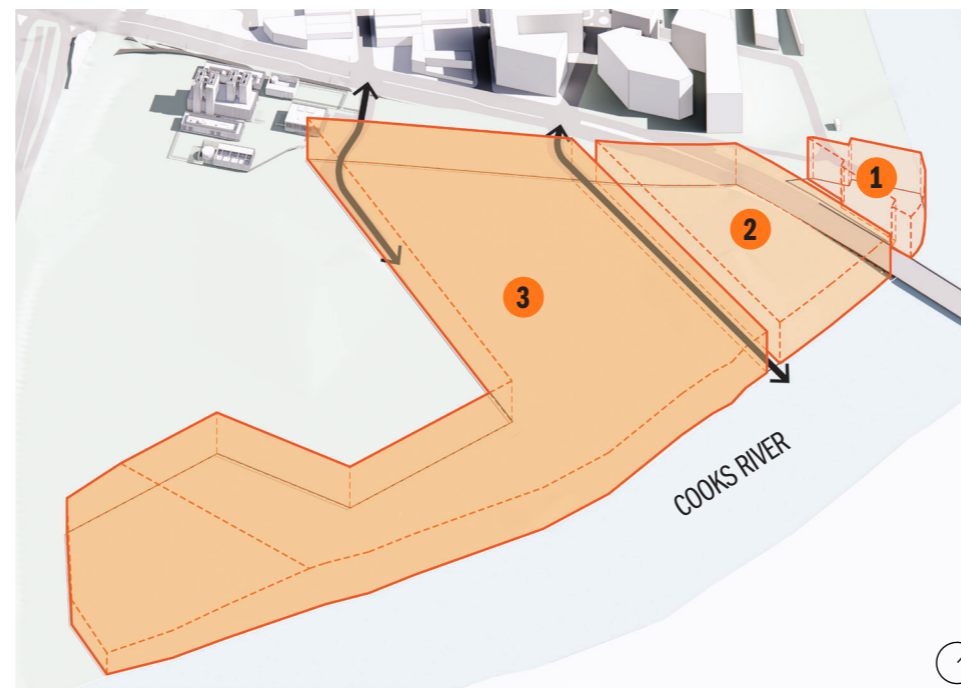
BUILT FORM STRATEGY

The overall mass and form of Blocks 1, 2 and 3 have been developed in response to a number of factors including the existing context, underground services and to optimise the visual amenity from the foreshore and adjacent open space areas.



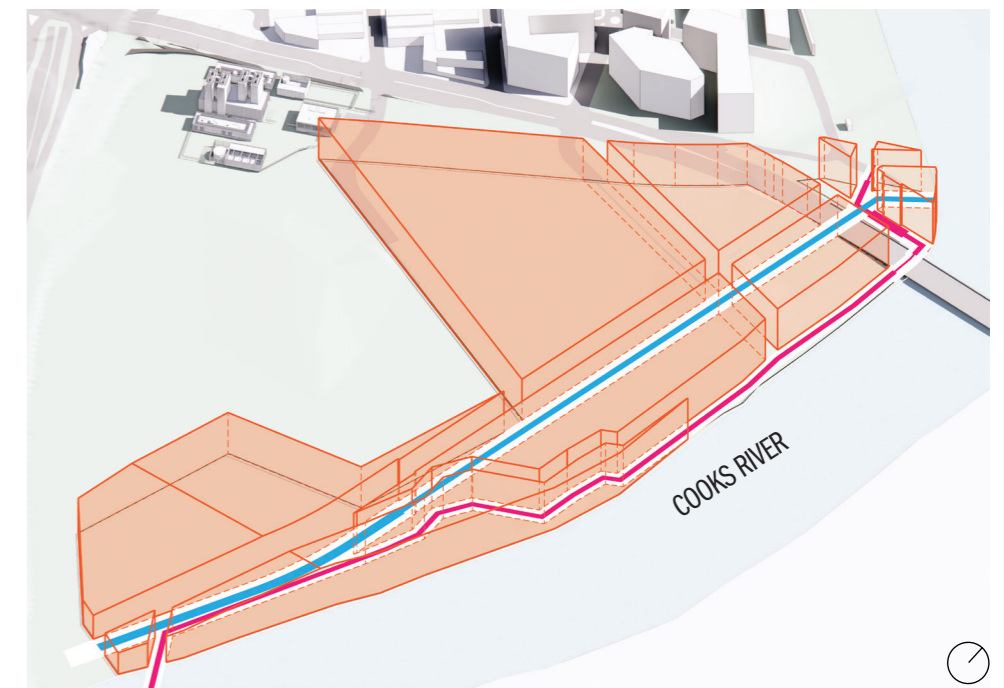
Obstacle Limitation Surface (OLS)

- The OLS has defined the maximum building height of the proposed development, the lowest height from RL 26.52 to a maximum height of RL 51.00.



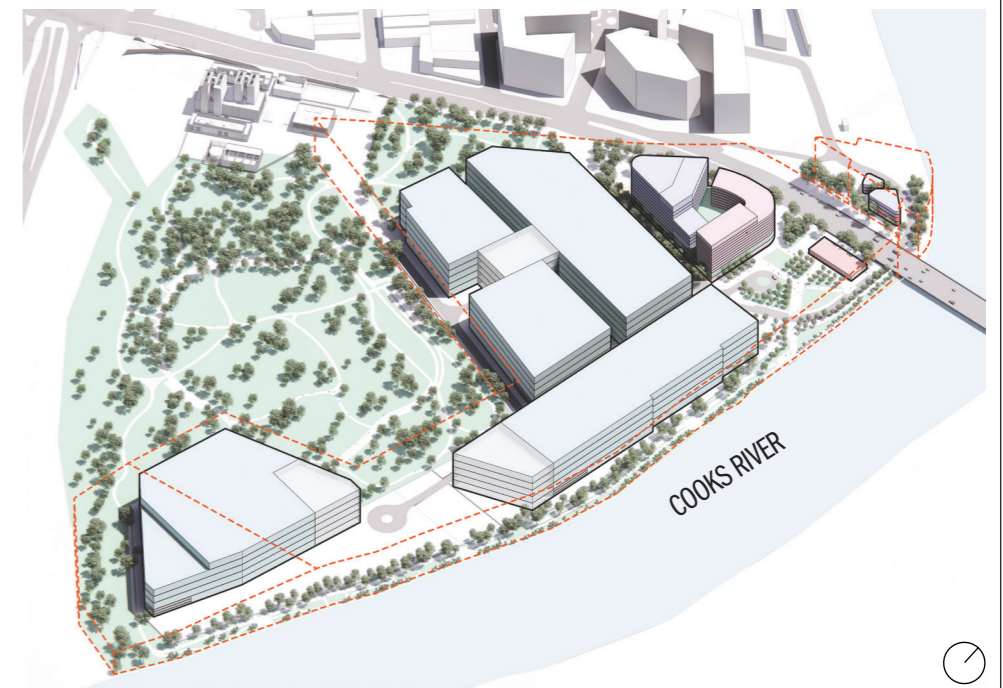
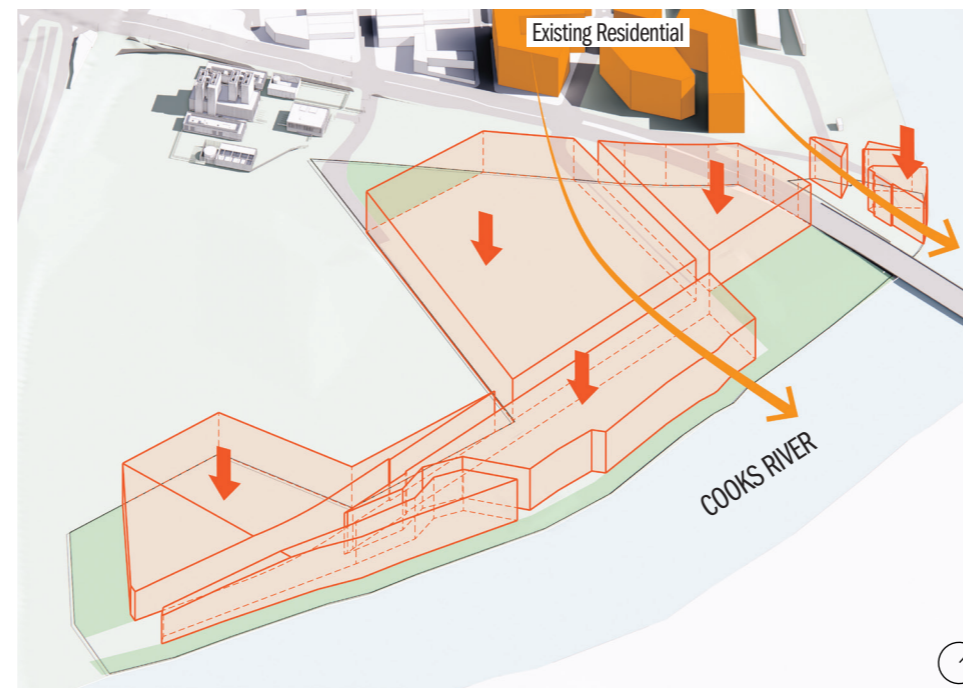
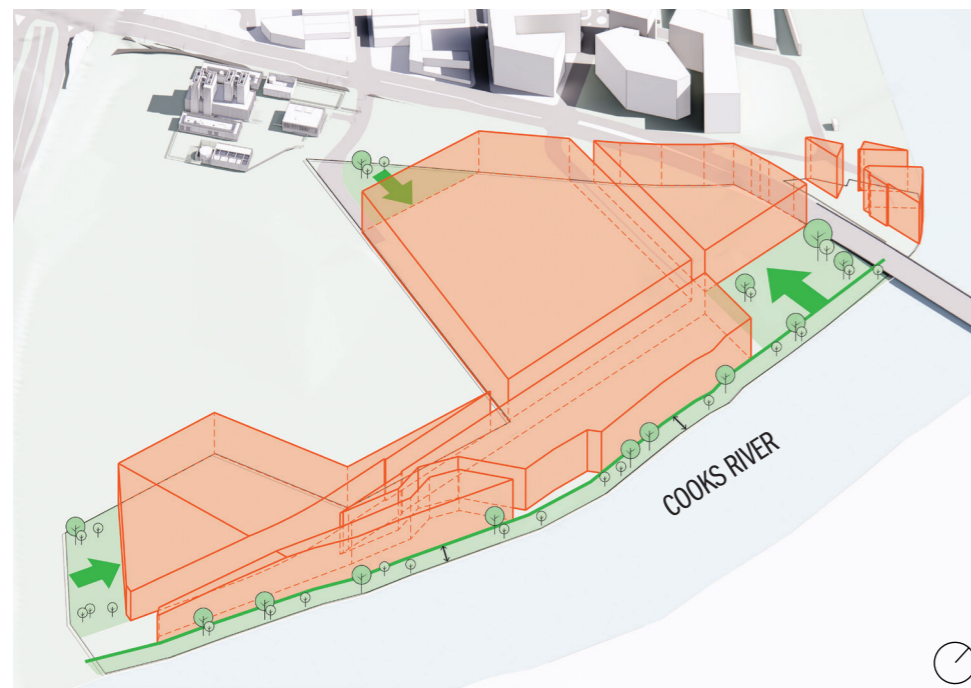
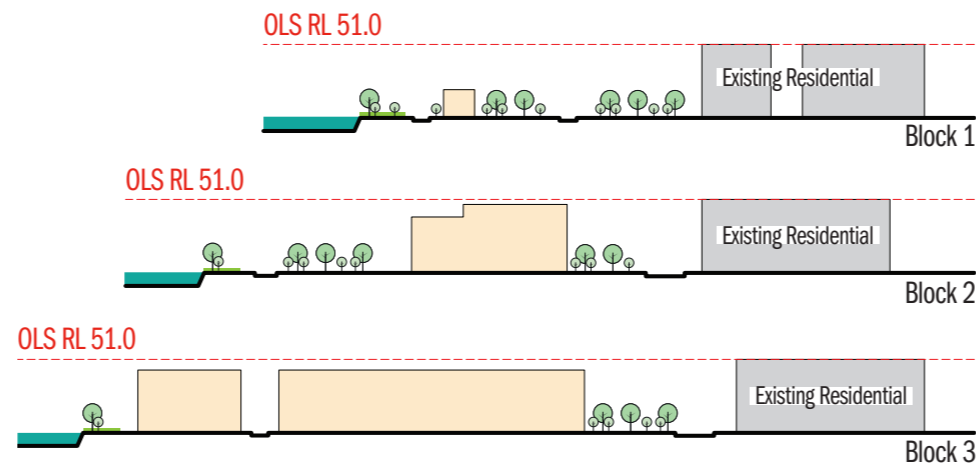
Streets and access

- The road access to the development is proposed via two new streets from Marsh Street, including the extension of Gertrude Street in the north and Flora Street in the south.
- The proposed block structure has been developed in response to the street structure, including Gertrude Street East defining the extent of Block 2 and Block 3.



Services Constraints

- The existing underground services within the site include the desalination pipeline (blue) and the Moomba-Sydney ethane pipeline (red).
- The proposed development is setback from the underground pipeline easements which has determined the extent of building envelopes, primarily within Block 1 and Block 3.



Foreshore setback and plaza

- Block 3 is setback 20m+ from the site boundary along Cooks River, which provides for a pedestrian and cycle connection along the length of the site.
- Buildings within Block 3 are setback a further 7.5m from the perimeter to provide a buffer between the open space and built form.
- Southern mass in Block 3 setback to allow for public connection to foreshore and an unimpeded overland flow path
- An additional setback is proposed within Block 2 to provide a large plaza 'Fig Tree Grove', that will enable a public space to look out over the waterfront.
- Block 3 buildings are setback along Marsh Street to improve visual and physical connections to Pemulwuy Park

A considered contextual response

- The proposed building heights have been developed in relation to the surrounding urban context rather than occupying the complete envelope available.
- All building heights are proposed to be lower than the adjacent Southbank high rise residential tower to the north of Marsh Street.
- This also reduces the amount of overshadowing of the adjacent parkland and open space areas.

Built form articulation

- The overall building envelope has also been designed in response to the visual aspect from adjacent streets and open space areas. Larger building masses have been reduced where possible by separating into smaller building volumes.




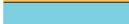
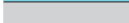

LAND USE PLAN

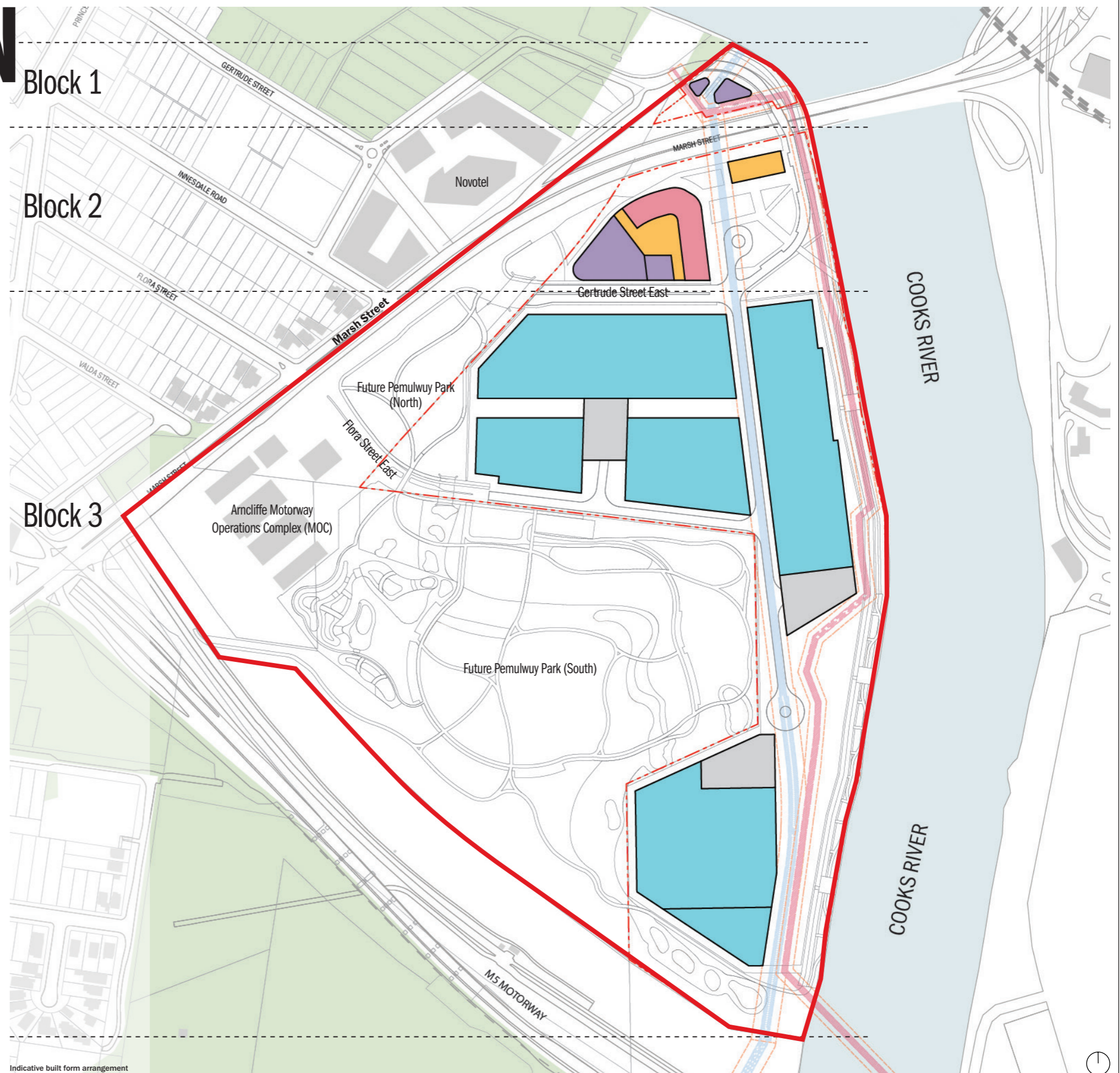
The Cooks Cove Planning Proposal is made up of Blocks 1, 2 and 3. Each block represents a specific area within the site. This includes a commercial and retail parcel in Block 1 north of Marsh Street; a Hotel, Commercial and Retail parcel in Block 2 that addresses the waterfront; and a southern Logistics development in Block 3 that is made up of several large mass type buildings. The indicative maximum floor area schedule (GFA) for the three blocks is set out below.

Area Schedule

	Block 1	Block 2	Block 3	Total
Hotel/ Accommodation		20,000m ²		20,000m ²
Commercial	2,350m ²	20,000m ²		22,350m ²
Retail	900m ²	10,000m ²		10,900m ²
Logistics/ warehouse			290,000m ²	290,000m ²
Total	3,250m²	50,000m²	290,000m²	343,250m²
Site Area	2,600m ²	18,197m ²	117,110m ²	137,907m ²

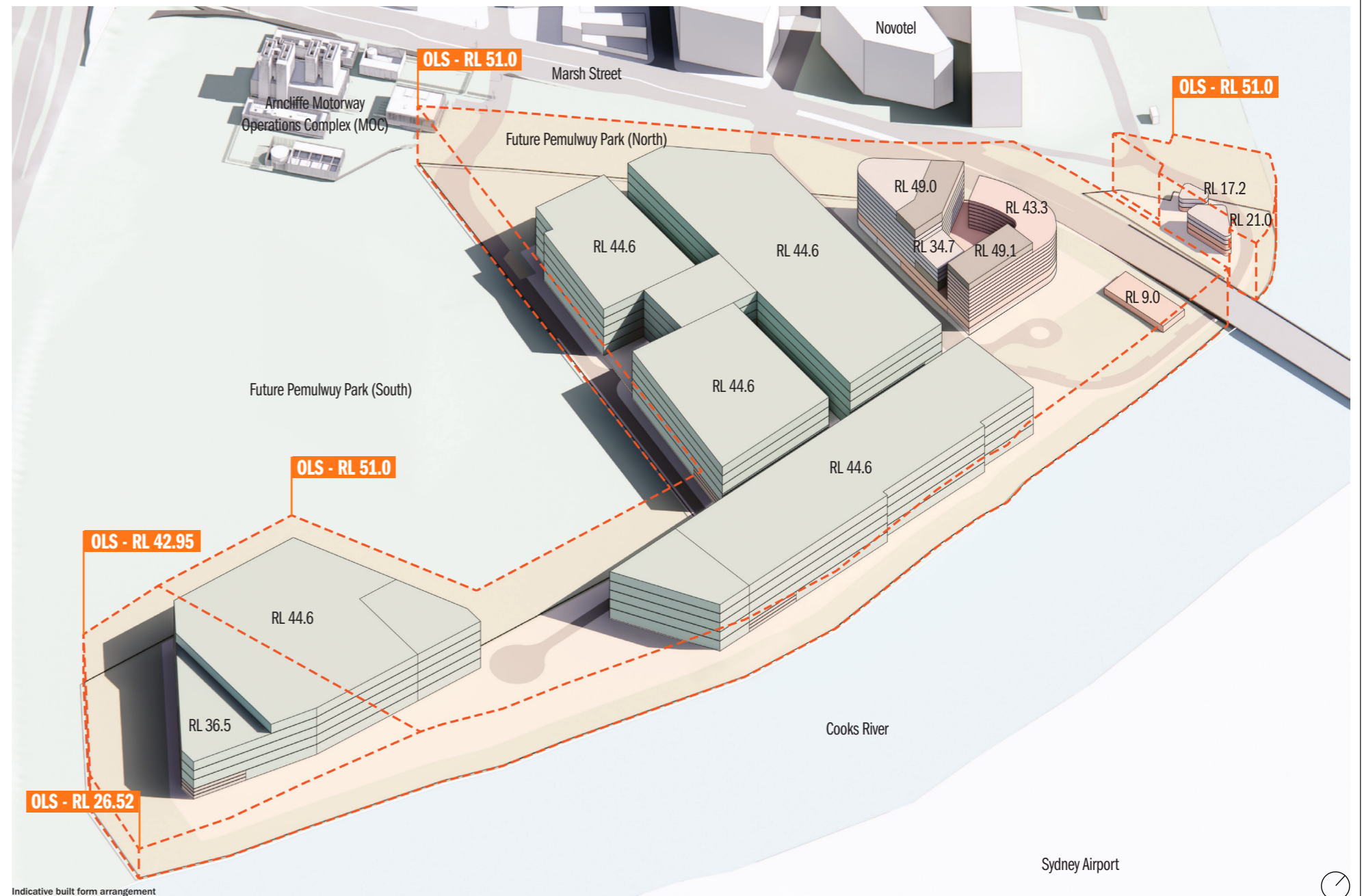
Legend

	Hotel/ accommodation
	Commercial
	Retail
	Logistics / warehouse
	Vehicle ramps
	Planning proposal boundary



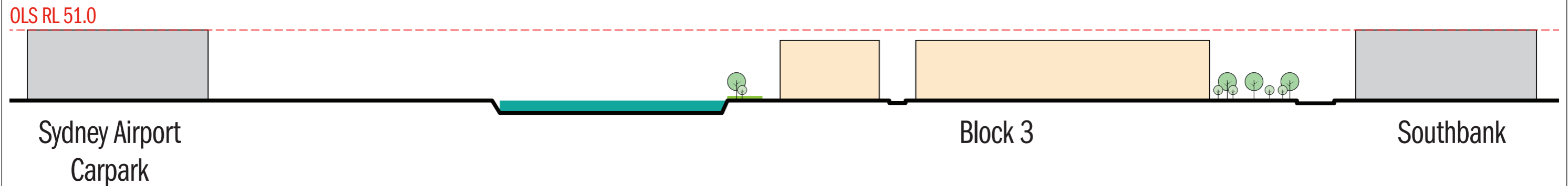
BUILDING HEIGHTS

The building heights have been carefully considered in relation to the surrounding urban context rather than looking to occupy the complete envelope available. All building heights are proposed to be lower than the adjacent Southbank residential tower to the north of Marsh Street. This also reduces the amount of overshadowing of the adjacent parkland and open space areas. The proposed building heights are set beneath the Obstacle Limitation Surfaces (OLS), which is an airspace limitation for the adjacent Sydney Airport. The OLS increases from RL 26.52 in the south to RL 51.0 in the north in relation to the airport flight path.



BUILDING HEIGHTS

The existing context surrounding the Cooks Cove Planning Proposal, in particular the Southbank residential towers and T1 International Airport carpark have a building height of RL51.



Southbank - RL 51.0

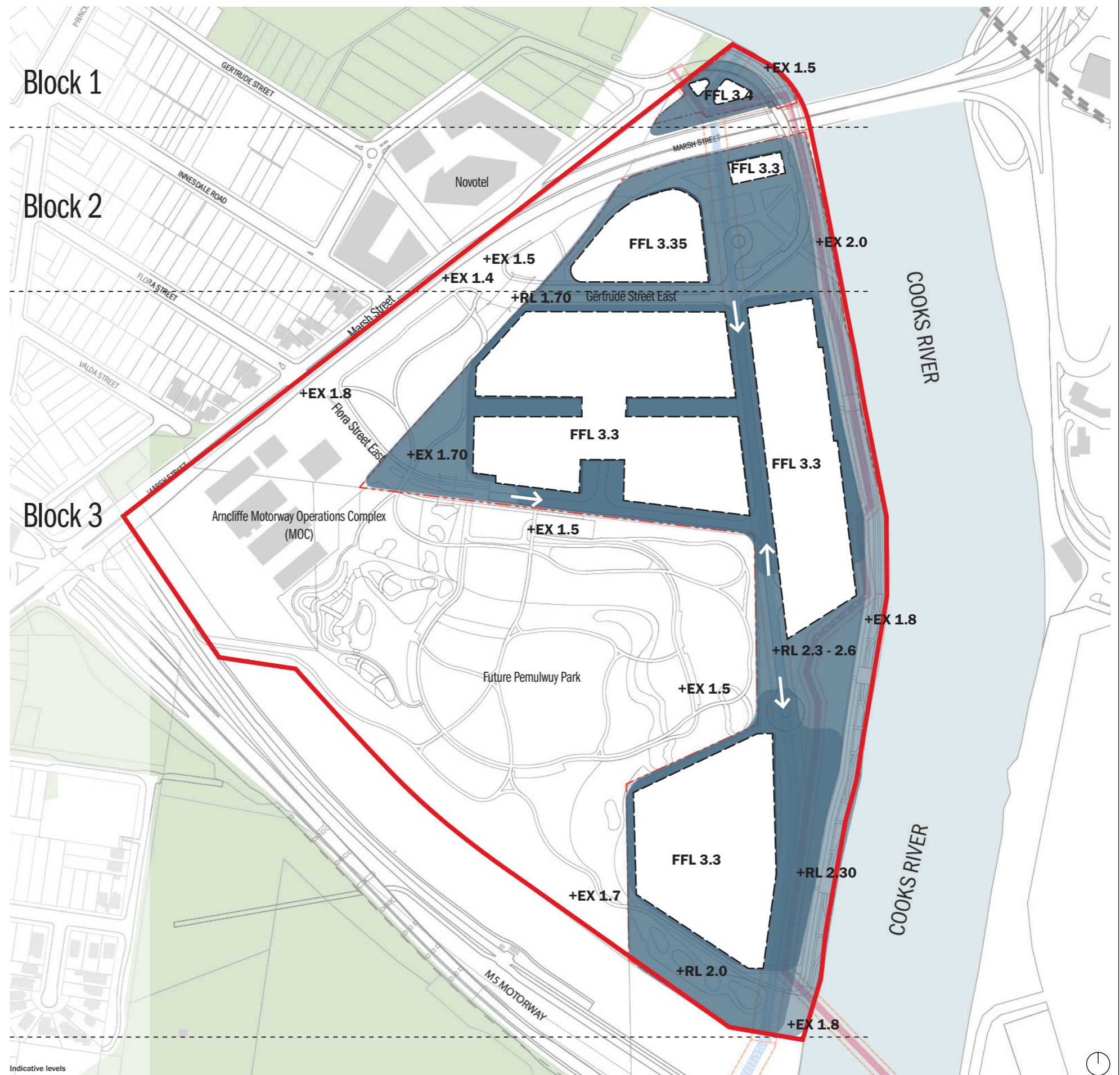
Site

Sydney Airport Carpark
- RL 51.0



FINISHED LEVELS

The proposed future development on Blocks 1, 2 and 3 is planned to be raised above the 1 in 100 year (1% AEP) level, plus freeboard (500mm) plus allowance for climate change (800mm). Refer detailed flooding assessment and strategy prepared by Arup within the Planning Proposal documentation.



Legend	
	Vehicle Ramp
	Foreshore Existing Level
	Lower Level
	Higher Level (Above PMF)
	Planning proposal boundary



Artist Impression - Aerial view looking north east

SUSTAINABILITY STRATEGY

The Cooks Cove Planning Proposal will be underpinned by sustainable initiatives that will be developed in future stages of the project.

Social Responsibility

- Rooftop gardens and staff amenities for the workforce
- High focus on staff health and wellbeing through the design of the built form and internal spaces
- New job opportunities that contribute to the local and national economy

Efficient Use of Resources

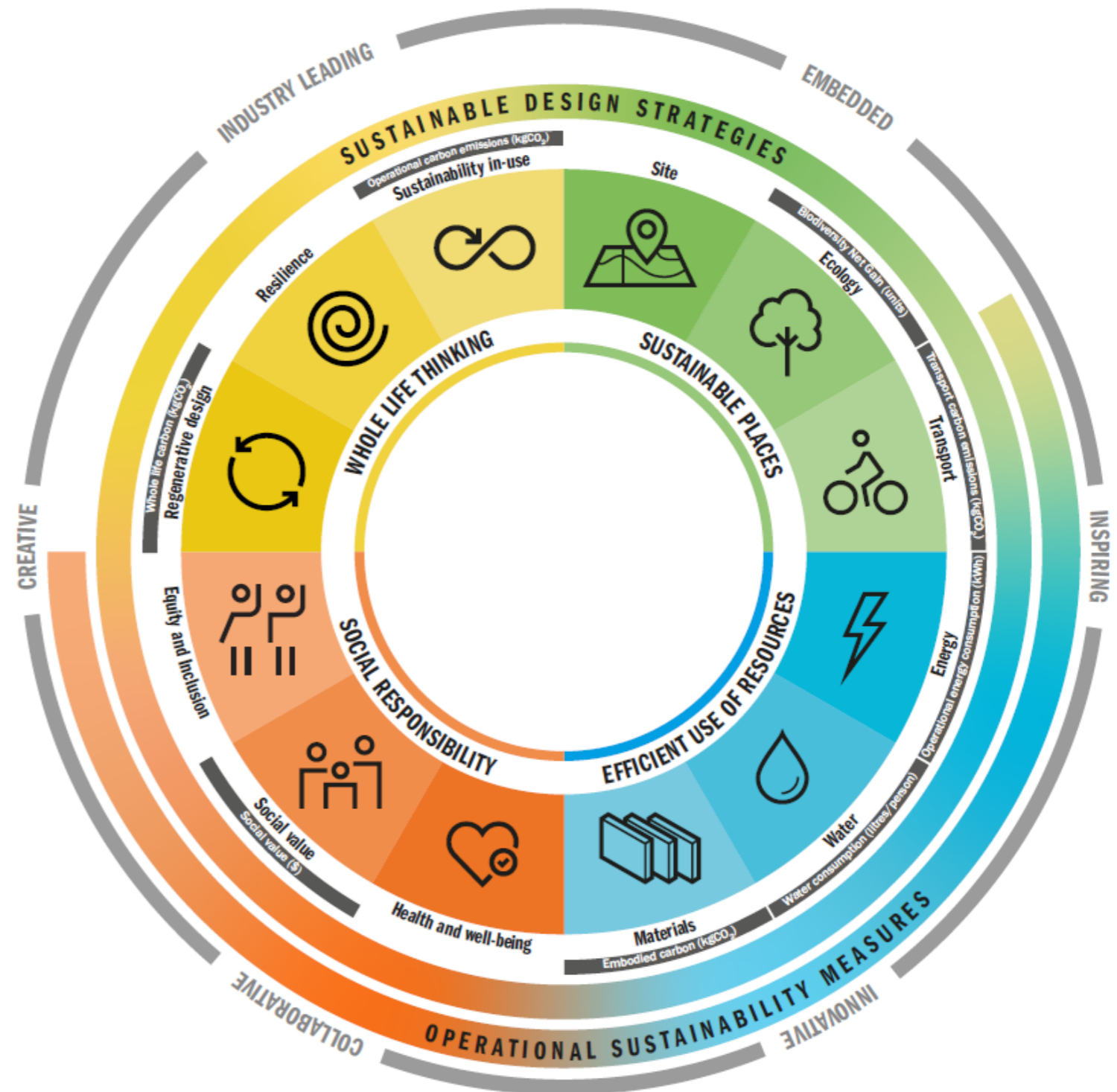
- Low embodied carbon materials in buildings
- Integration of water harvesting and recycling
- Low use energy systems
- Prioritise solar harvesting and water harvesting throughout all blocks

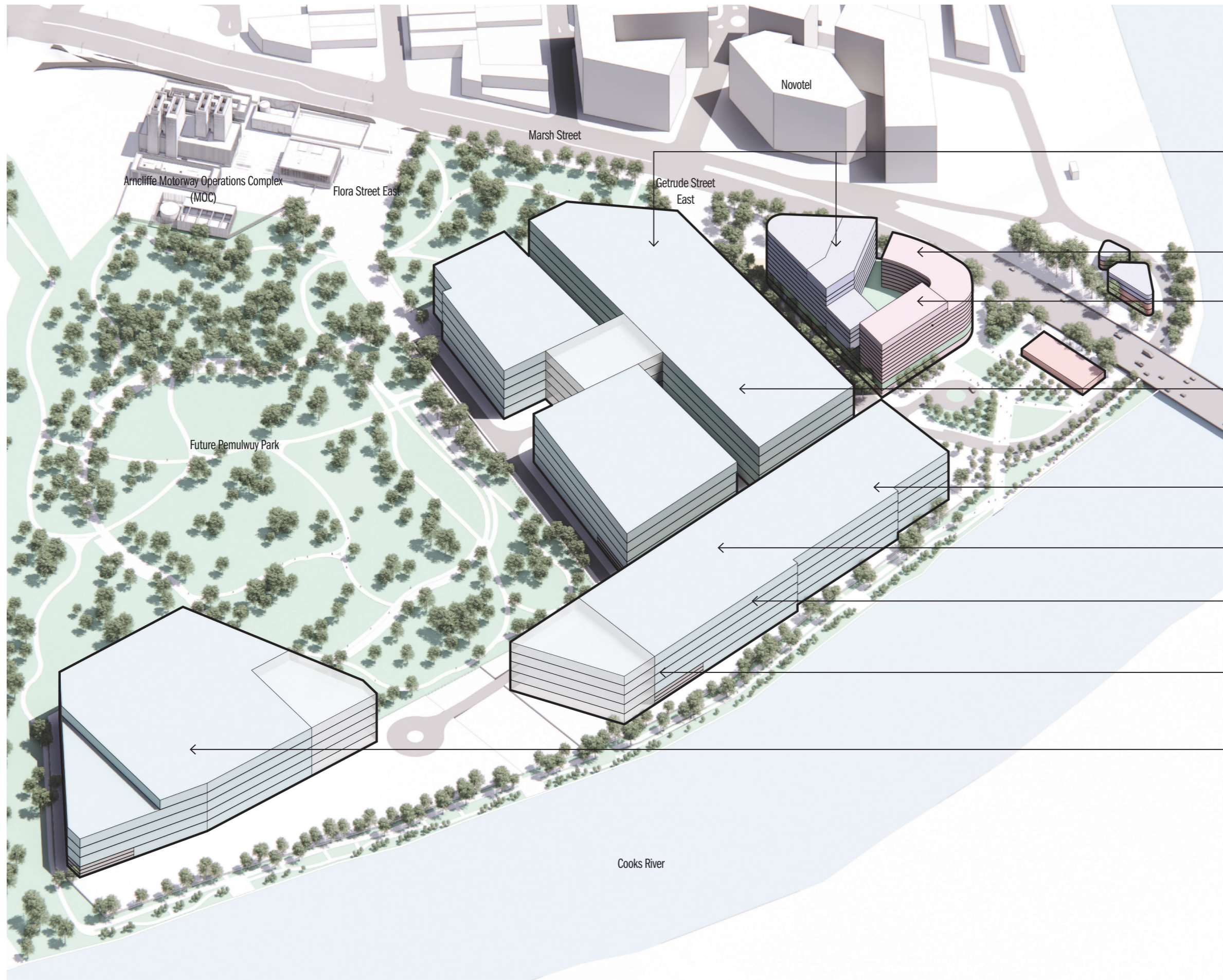
Sustainable Places

- Relocation of existing trees, where feasible, from the development site to adjacent open space
- Creation of a high quality 20m publicly accessible foreshore that is focused on ecology and active transport connections
- Retention of significant fig trees in Block 2 (Fig Tree Plaza)
- Leverage the site context and aspect to design buildings that maximise cross ventilation, reduce solar loading of façades and maximise views out to the surrounding context
- Ecologically diverse green roofs
- Water sensitive design principles for all buildings and streets

Whole of Life Thinking

- Consolidate development footprints within Block 2
- Enable Block 3 to be delivered as a staged development that is future proofed for new technologies through the design of flexible floor to floor heights, location of car parking and vertical vehicle circulation
- Consider whole of life materials and modular systems






HEALTH AND WELL-BEING 
 - Breathable buildings - design optimises comfort, daylight, air quality and access to fresh air and nature

ROOF GARDENS AND NATURAL RAIN WATER FILTRATION

SOCIAL VALUE 
 _Diverse and inclusive spaces
 _Engage and integrate with community
 _Job creation

RESILIENCE
 _Climate Adaptation Plan including climate change and frequency and scale of natural disasters. Raising landform and built form levels to mitigate risk of flooding

PV SOLAR PANELS
 _Provide onsite renewable energy generation

ECOSYSTEM 
 _Green podium roof
 _Promote local biodiversity

SITE
 _Passive design minimising solar heat gain through facade shading system responding to orientation

MATERIAL
 _Low embodied carbon materials
 _Efficient structure to minimise materials
 _Recycling existing building material

WATER
 _Green roof to reduce the peak rainwater run-off
 _Rainwater harvesting for irrigation, toilet flushing and non-potable needs
 _High performance facade to reduce cooling loads and water used by cooling tower
 _Grey water collection for irrigation

BLOCK 1

Cooks Cove River office and retail precinct - key moves

The site is constrained by existing underground services that allow for two separate building parcels.

Located on Levey Street adjacent to the Cooks River the site of Block 1 has a waterfront aspect and affords high quality views north towards the Cooks River. The shape of the block is defined by Lot 31 (DP1231486) which extends from Marsh Street across Levey Street to the Cooks River. The site is crossed by the existing underground desalination pipeline and the ethane pipeline. Both services require buildings to be setback to preserve maintenance of easements.

These two easements divide the site into two separate building parcels and result in irregular forms.

The irregular forms present an opportunity to develop two unique waterfront pavilion buildings that respond to available building envelope and provide an interlinking at-grade plaza space.

Key moves



Existing site

- Site is located along the Cooks River foreshore.
- Extension of Levey Street runs along the north eastern edge of the site.



Site constraints

- Existing Desalination line and gas pipeline divides the site into small parcels



Waterfront pavilions

- Rationalise massing geometry to create pavilions to provide activation to the foreshore

BLOCK 1

Cooks Cove River office and retail precinct - character

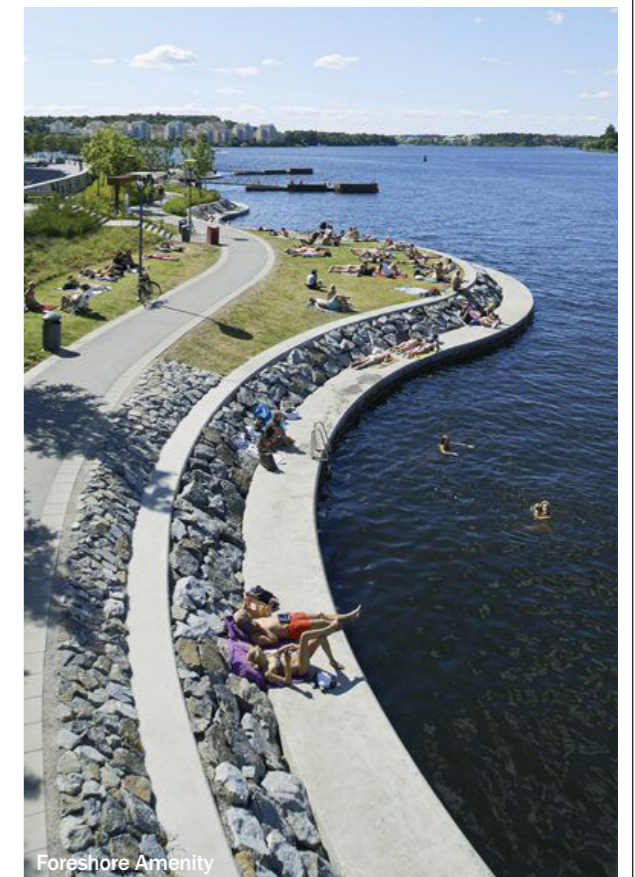
The constraints of the site present an opportunity for two unique high quality waterfront pavilion buildings that overlook the Cooks River, with ground level retail and landscape that connect with the adjacent foreshore reserve.

Commercial/Retail

- Fine grain ground level retail with opportunity for small scale tenancies that relate to the adjacent open space and foreshore. This may include cafes, small food outlets, health and wellbeing and bicycle repair stores.
- Small scale commercial above retail levels with water views.

Area schedule

	Block 1	Block 2	Block 3	Total
Hotel/ Accommodation		20,000m ²		20,000m ²
Commercial	2,350m ²	20,000m ²		22,350m ²
Retail	900m ²	10,000m ²		10,900m ²
Logistics/ warehouse			290,000m ²	290,000m ²
Total	3,250m²	50,000m²	290,000m²	343,250m²
Site Area	2,600m ²	18,197m ²	117,110m ²	137,907m ²



BLOCK 1

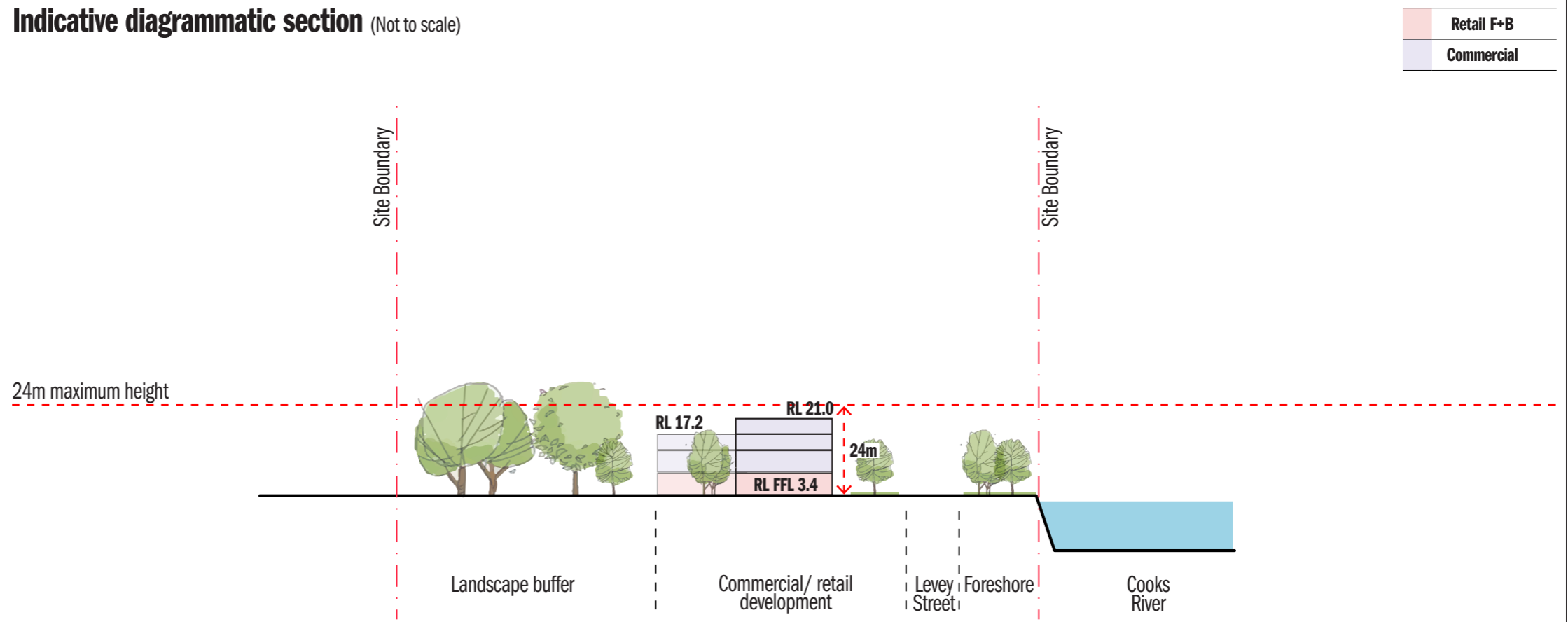
Cooks Cove River office and retail precinct - overall massing

The three and four storey buildings are of a human scale that sit comfortably on the waterfront

The section illustrates the scale of the two pavilions, which sit comfortably in the waterfront environment. The buildings are setback from Levey Street to allow for street trees, footpath and landscape adjacent to the foreshore reserve.

The development proposes two levels of retail or food and beverage opportunities on the ground levels, with one and two levels of commercial above. The height of the buildings are proposed with an upper roof level of RL20.6 which are able to be accommodated within the proposed height limit of 24m for Block 1.

Indicative diagrammatic section (Not to scale)

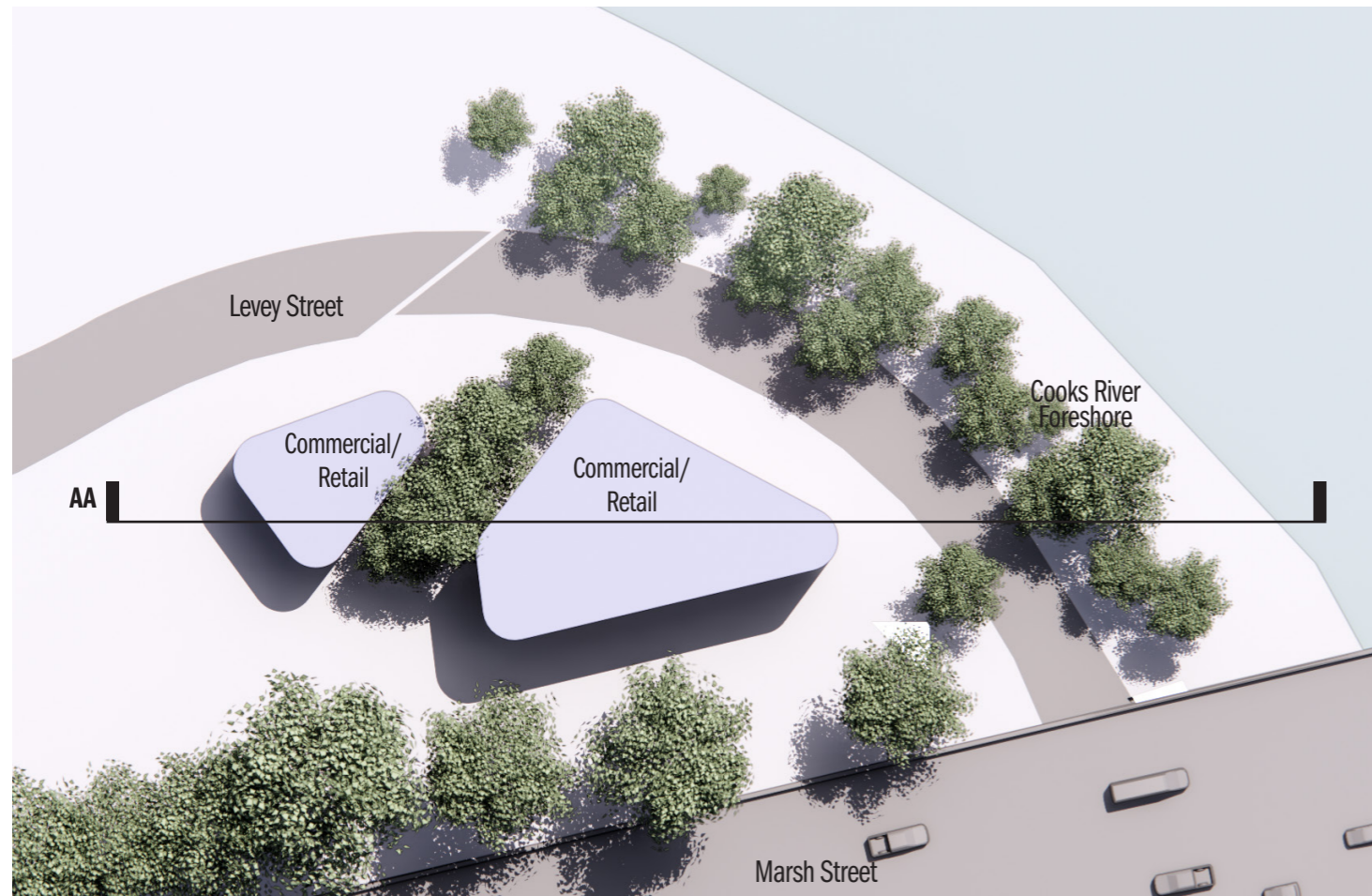


Section AA

BLOCK 1

Cooks Cove River office and retail precinct - overall massing

Proposed Built Form



BLOCK 2

Fig Tree office and accommodation precinct - key moves

The proposal for Block 2 seeks to maximise the amenity and public domain adjacent to the Cooks River waterfront and to preserve existing mature fig trees. This outcome achieves a high quality public space activated by a pavilion in the park. The development includes a retail podium with commercial and hotel tower above.

The development is constrained by an existing underground desalination pipeline and ethane pipeline running north-south through the site. The buildings are setback from these services to preserve easement access.

Several existing large fig trees are retained due to the building setback, this preserves the existing amenity and landscape qualities of the site.

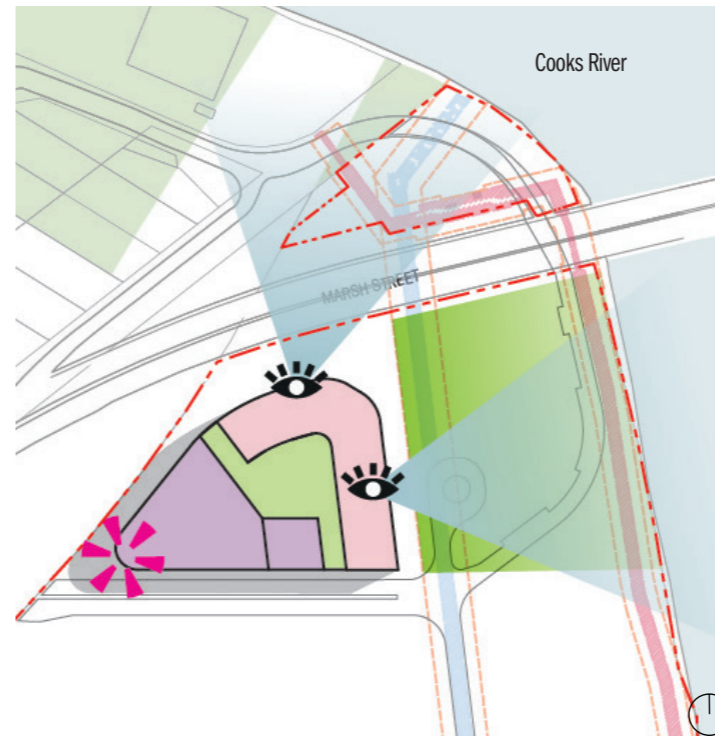
A hotel and/or short term accommodation is positioned adjacent to the open space, allowing for high quality amenity and views to the north and east towards the Cooks River. The commercial tower is positioned towards Marsh Street to provide more direct access from the main roads and prominence from Marsh Street.

Key moves



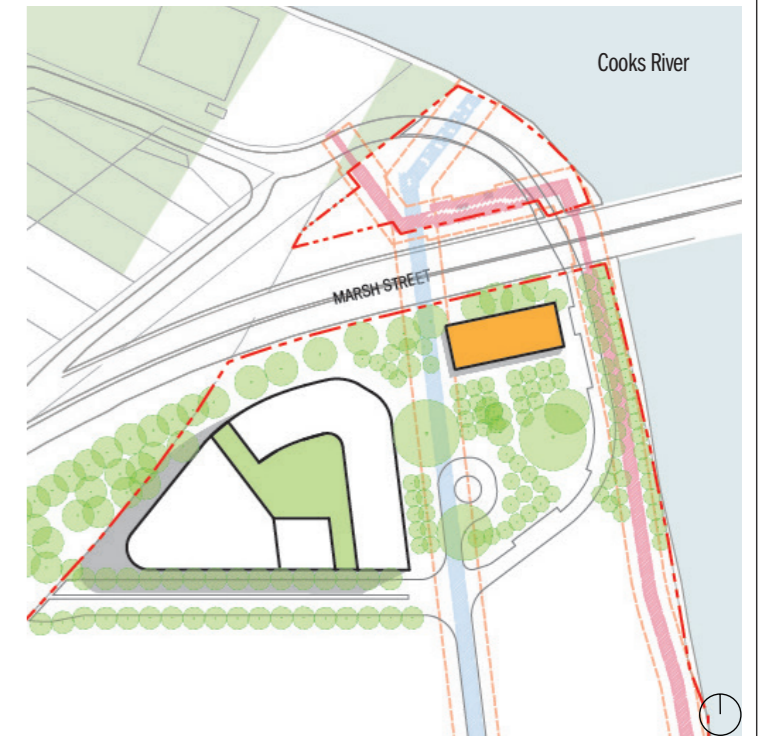
Maximise public domain

- Consolidate commercial, hotel and retail to the western end of the site.
- Maximising the public domain by relocating commercial building.



Maximise amenity

- Locate hotel to the north and east edge to maximise view and access to light.
- Locate commercial building to the western end of the site to allow ease of access off main roads.
- Podium level is raised to relate to the raised condition of Marsh Street.



Pavilion in the park

- Locate hotel to the north and east edge to maximise view and access to light.
- Locate commercial building to the western end to provide a presence and address on Marsh St.
- Maximise landscaped connection to the Cooks River front.

BLOCK 2

Fig Tree office and accommodation precinct - character

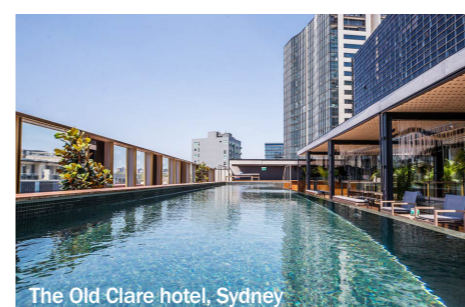
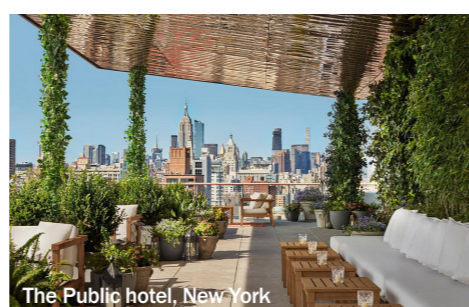
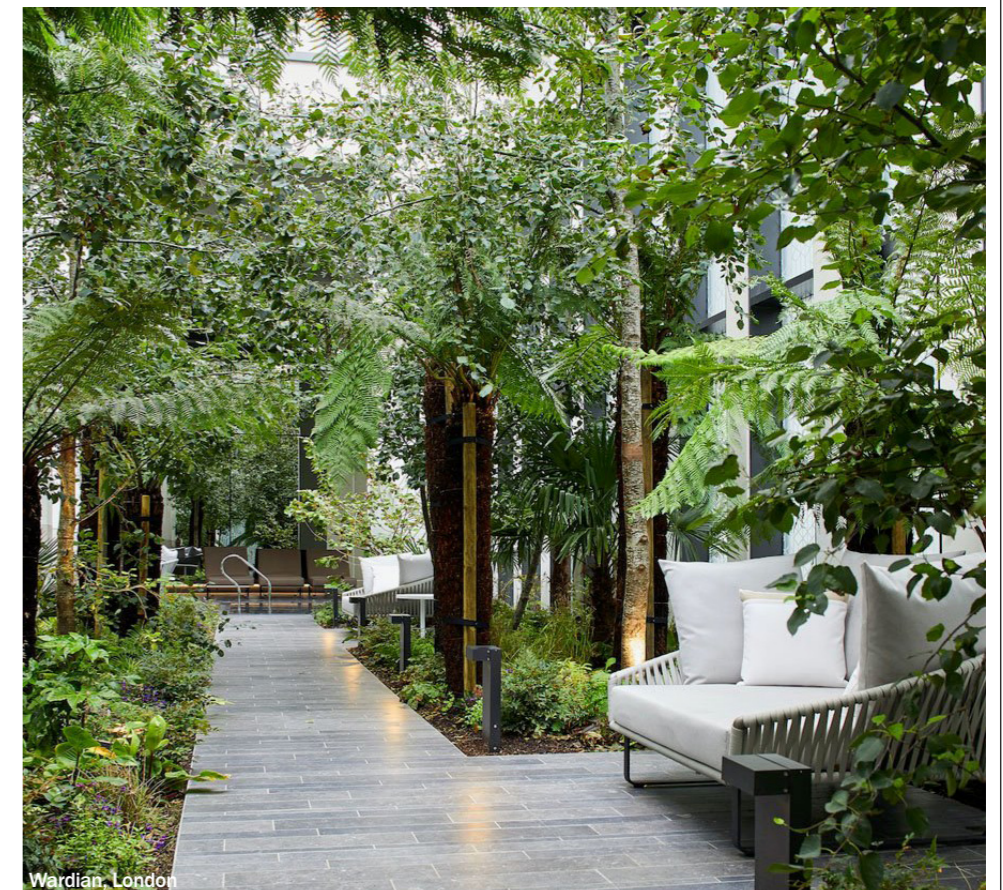
The hotel and commercial buildings are combined with landscape qualities and respond directly to the adjacent public open space and waterfront reserve. Rooftop terraces and gardens above the retail podium and hotel provide for additional open spaces, courtyards and elevated views.

Hotel/Commercial

- Hotel and commercial offer above the podium.
- Retail Ground and Level 1.
- Commercial Lobby Ground addressing Marsh Street Plaza
- Basement level car parking.

Area schedule

	Block 1	Block 2	Block 3	Total
Hotel/ Accommodation		20,000m ²		20,000m ²
Commercial	2,350m ²	20,000m ²		22,350m ²
Retail	900m ²	10,000m ²		10,900m ²
Logistics/ warehouse			290,000m ²	290,000m ²
Total	3,250m²	50,000m²	290,000m²	343,250m²
Site Area	2,600m ²	18,197m ²	117,110m ²	137,907m ²



BLOCK 2

Fig Tree office and accommodation precinct - overall massing

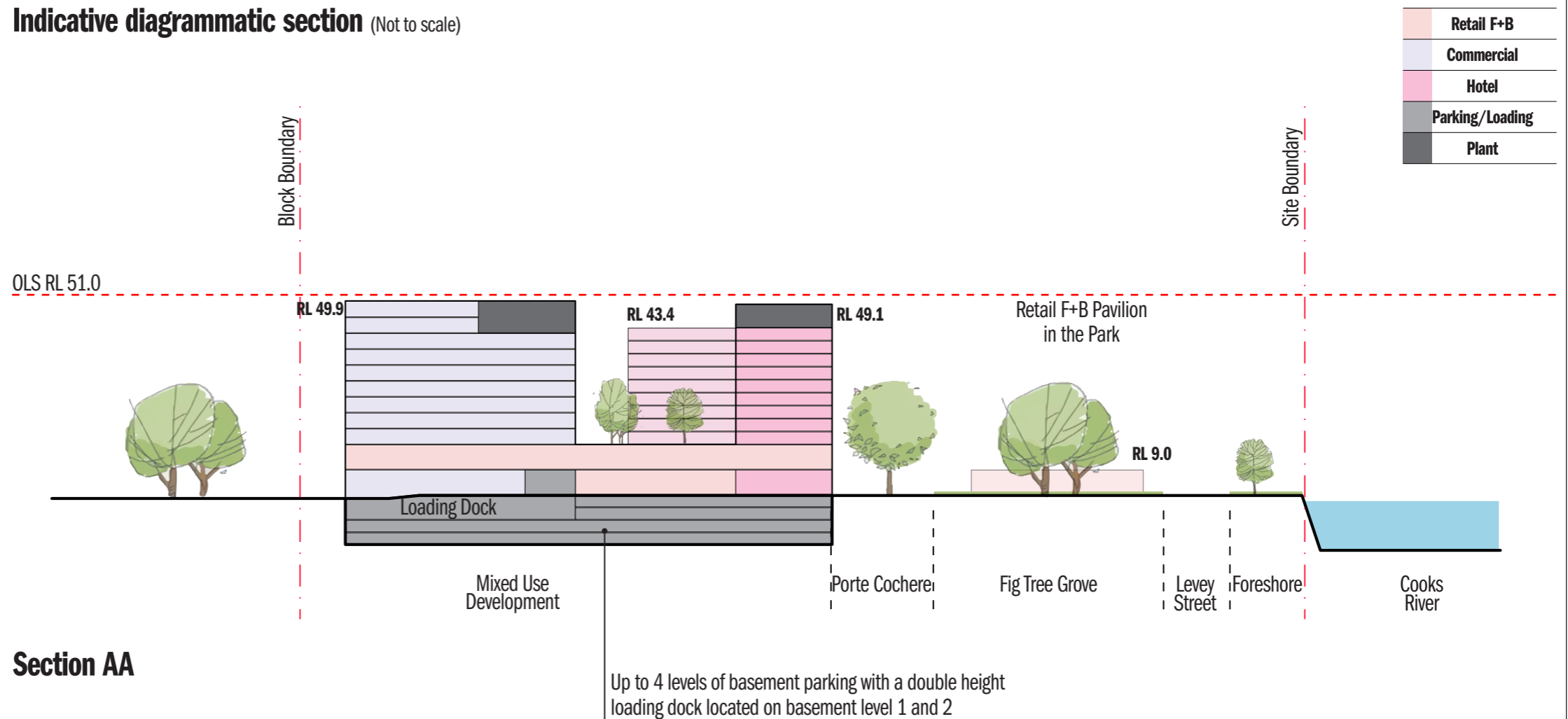
The tower and podium development is set back from the waterfront to allow for a large public open space 'Fig Tree Grove'.

The development includes a ground level podium made up of retail with four basement levels that allow for underground parking and a loading dock. The top of the podium includes a landscaped rooftop terrace with courtyard gardens that connect with the adjacent hotel and commercial towers. The hotel, commercial and retail buildings are positioned below the OLS height of RL51.0 and relate to the height of the adjacent development to the north of Marsh Street.

The Fig Tree Grove includes a pavilion building that will provide for food and beverage opportunities, positioned in a lush green waterfront and parkland setting with views towards the Cooks River.

The hotel is accessed via a porte cochere from the adjacent access road (Gertrude Street East), with the commercial lobby located off Marsh Street setback via a public open space (Marsh Street Plaza).

Indicative diagrammatic section (Not to scale)

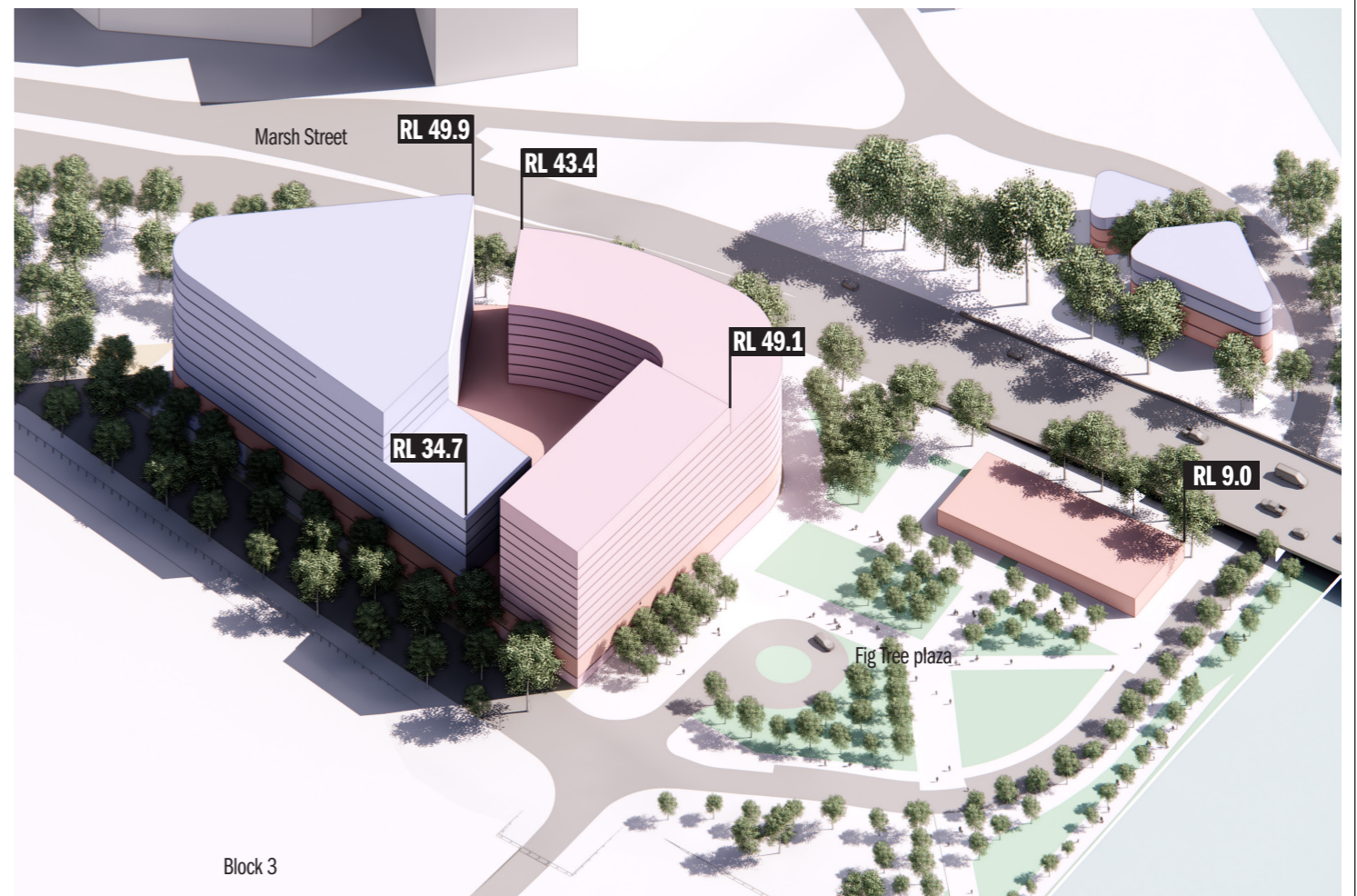
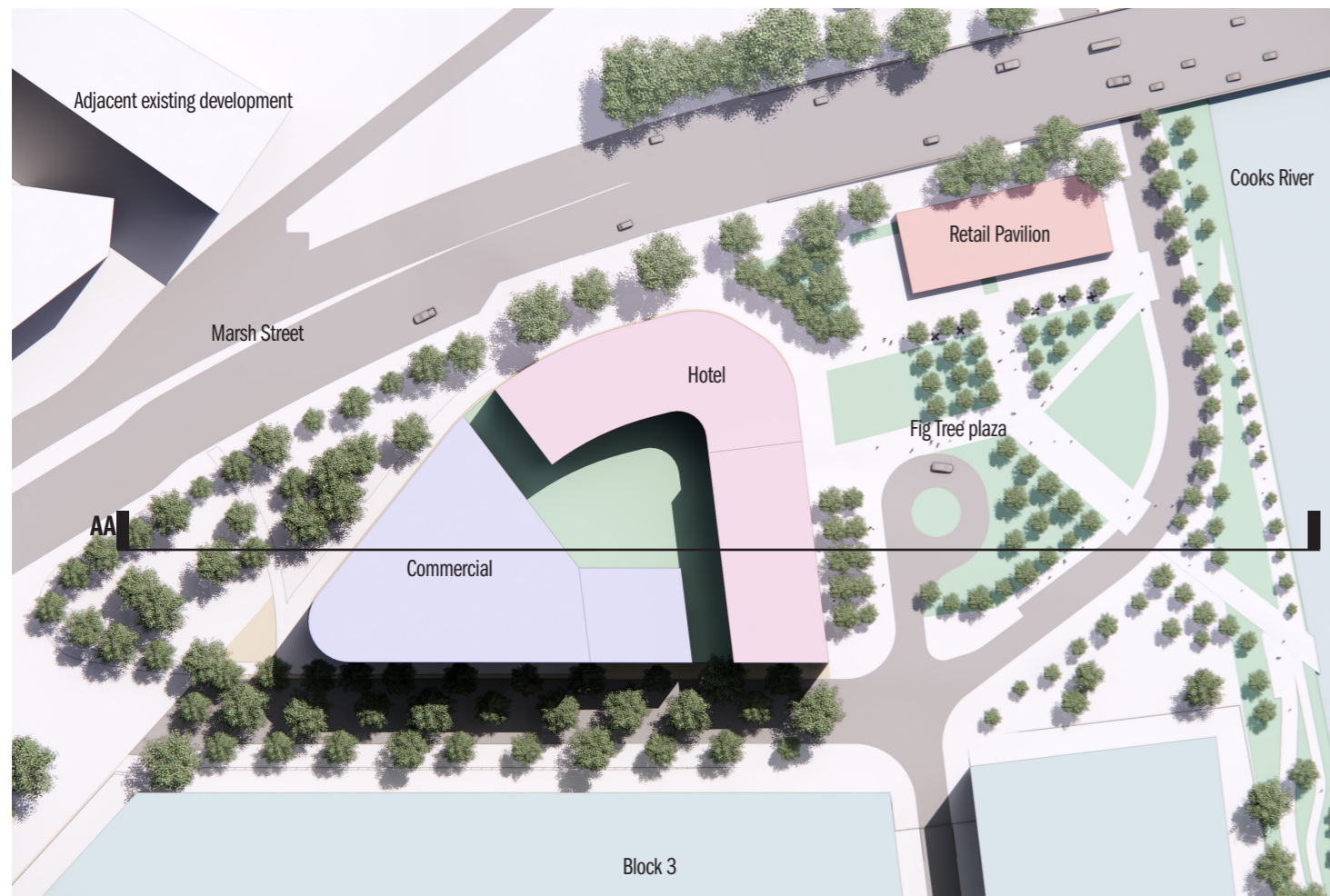


Section AA

BLOCK 2

Fig Tree office and accommodation precinct - overall massing

Proposed built form



BLOCK 3

Logistics Hub - key moves

Block 3 will deliver a multi-level logistics hub that will provide job opportunities and actively contribute to the state and national economy. The logistics hub has the potential to be staged and operated by a single or multiple operators with future opportunities for operations associated with the adjacent Sydney Airport.

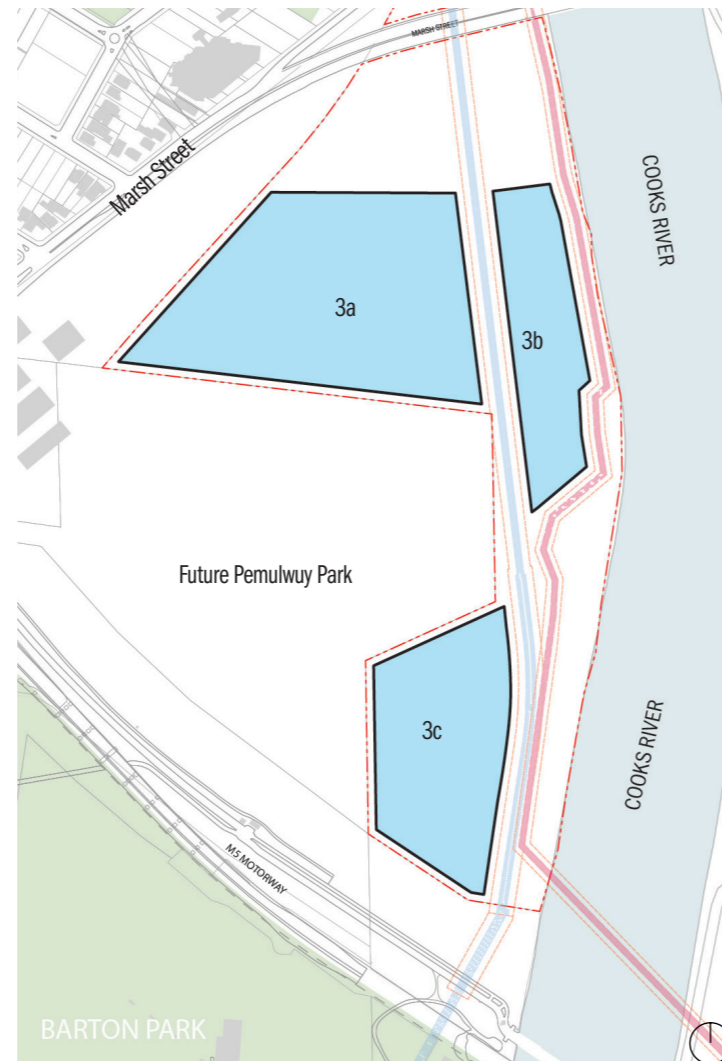
The development is constrained by an existing underground desalination pipeline and ethane pipeline that runs north-south through the site. The buildings are setback from these services to preserve easement access and the high pressure ethane pipeline will be protectively slabbed to APA specifications to permit the development of hardstand and parking infrastructure to support logistics operations.

Three clear development parcels are proposed for the site, providing a clear hierarchy of built form and enabling the greatest flexibility in operation.

All building forms have been setback internally by a minimum of 7.5m from the project boundary with a variety of interface treatments including service access zones, planting, footpaths and hard stand.

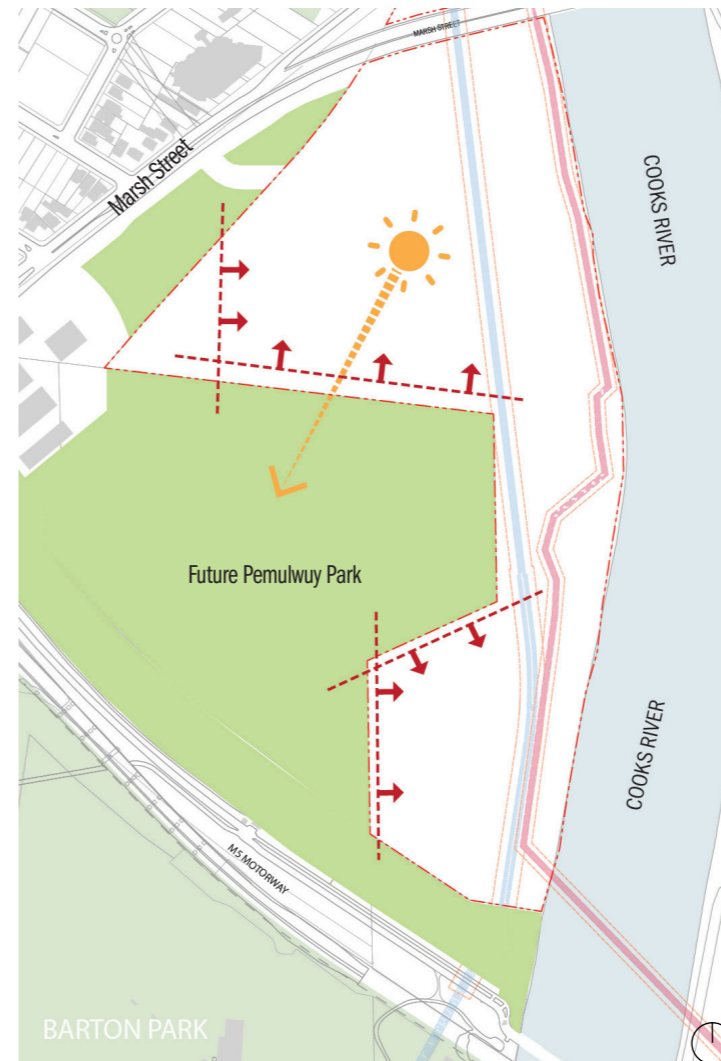
Access to the logistics hub will be enabled through intersection upgrades along Marsh Street at Flora Street and Gertrude Street leading to internal circulation paths accessed via secure checkpoints.

Key moves



Development parcels

- The existing desalination and ethane pipelines divides the site into three development parcels



Maximise solar amenity to park

- Consider built form to maximise solar amenity to future parkland and minimise overshadowing
- Provide setback to key park interface



Breaking down scale

- Reduce the bulk and scale of the built form to provide relief around the site

BLOCK 3

Logistics Hub - character

The form and massing of the logistics hub has been developed to be adaptable and flexible to future technologies. The proposed building heights are suitable for a traditional logistics use whilst also future proofing for automated processes and industry.

Logistics hub

- Three subdivided blocks - 3a, 3b, 3c
- Built form designed for technologies of today with adequate floor to floor heights, vehicle ramping and car parking facilities that support a logistics hub
- Built form heights and massing provides flexibility to adapt to future technologies and automation of the logistics industry

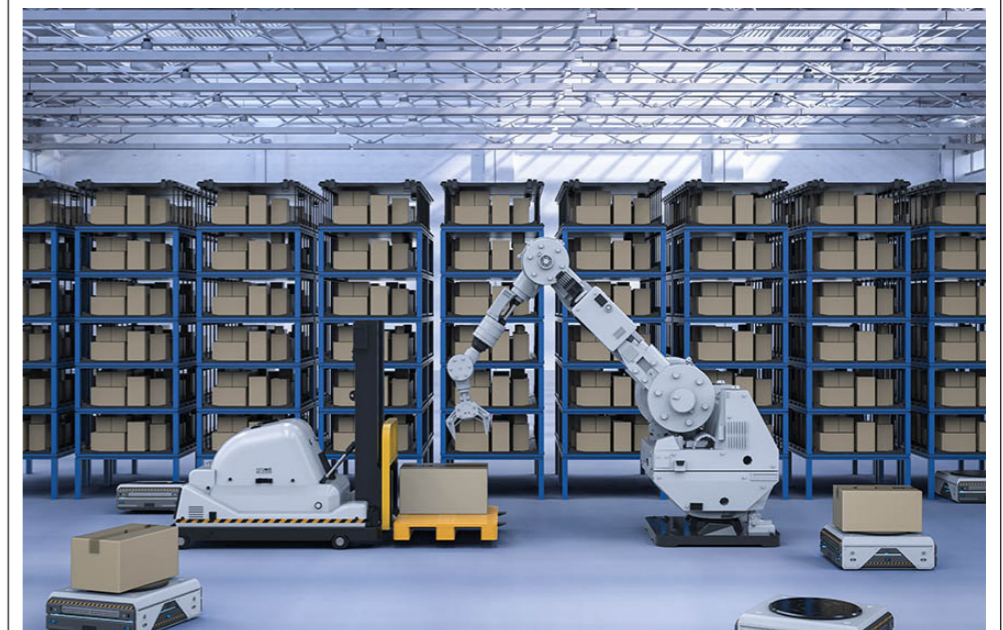
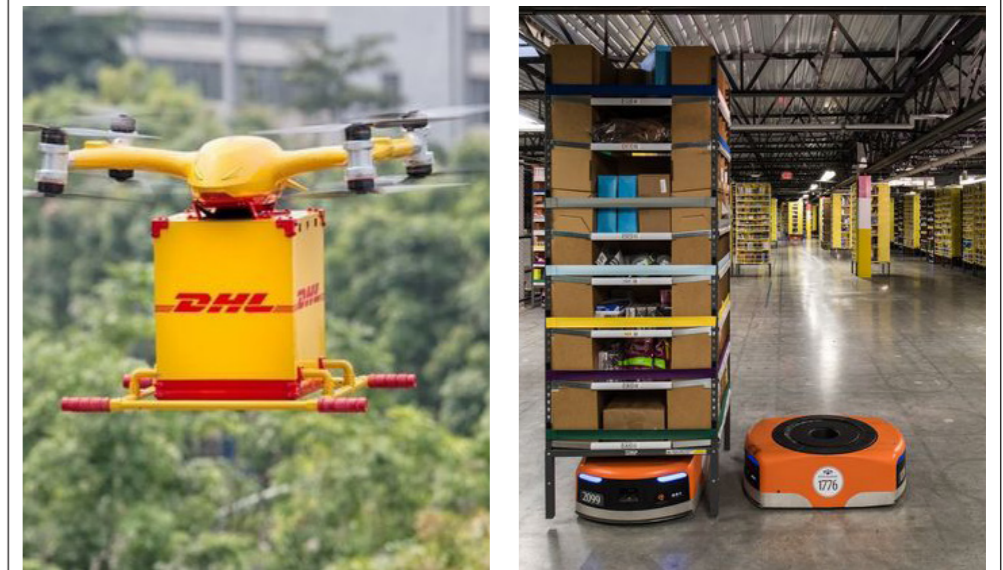
Area schedule

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Site Area	2,600m ²	18,197m ²	117,110m ²	137,907m ²

Designed for the technologies of today



Future proofed for technologies of tomorrow

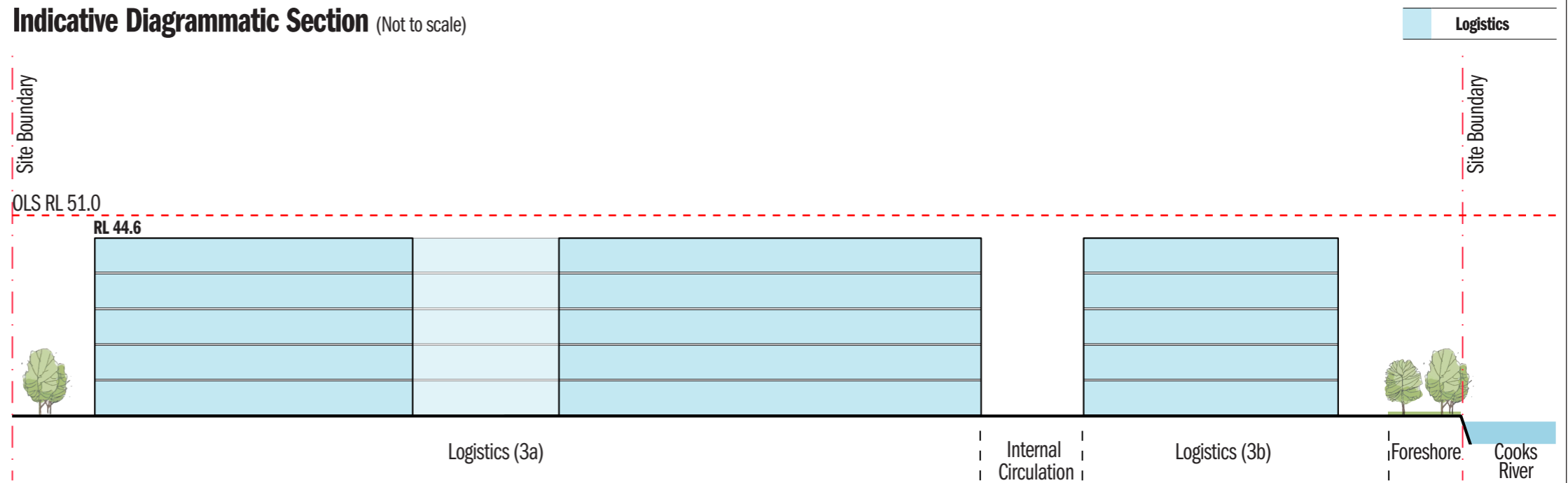


BLOCK 3

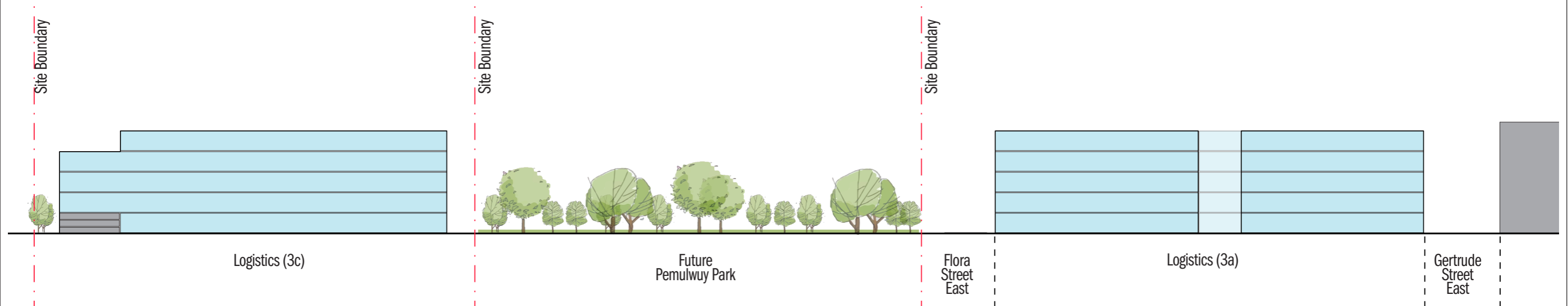
Logistics Hub - overall massing

Block 3 will deliver a multi-level logistics hub generally up to five storeys in scale. The overall built form and height has been developed based on the contextual relationship to adjacent existing developments, such as the Novotel, to the north of Marsh Street and office and infrastructure development within the International airport terminal precinct. The arrangement of built form seeks to respond to the future adjacent parkland of Pemulwuy Park with visual connection from the parkland out to Cooks River/Sydney Airport. All built form within block 3 has been setback a minimum of 7.5m from the project block boundary.

Indicative Diagrammatic Section (Not to scale)



Section AA

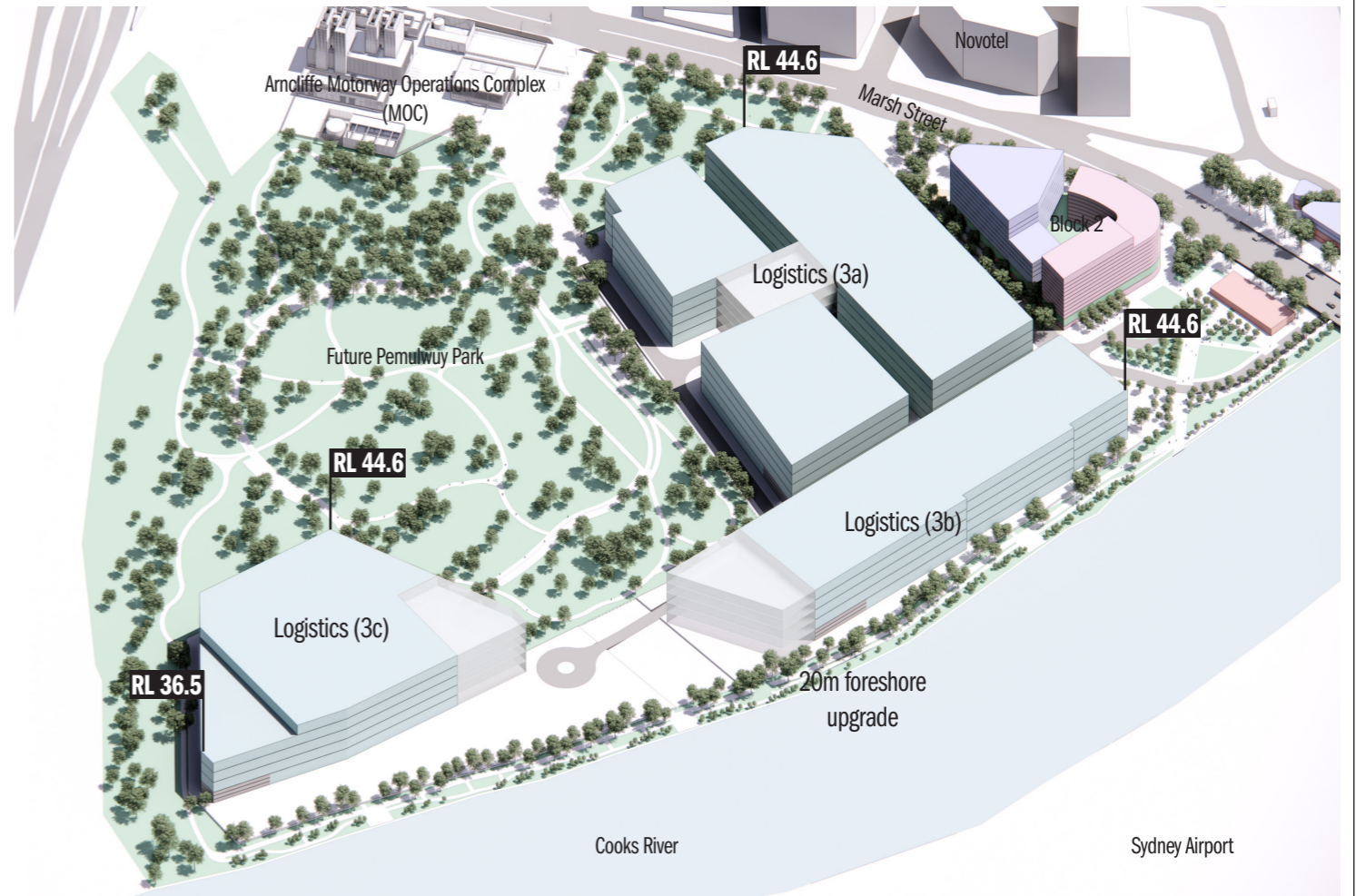
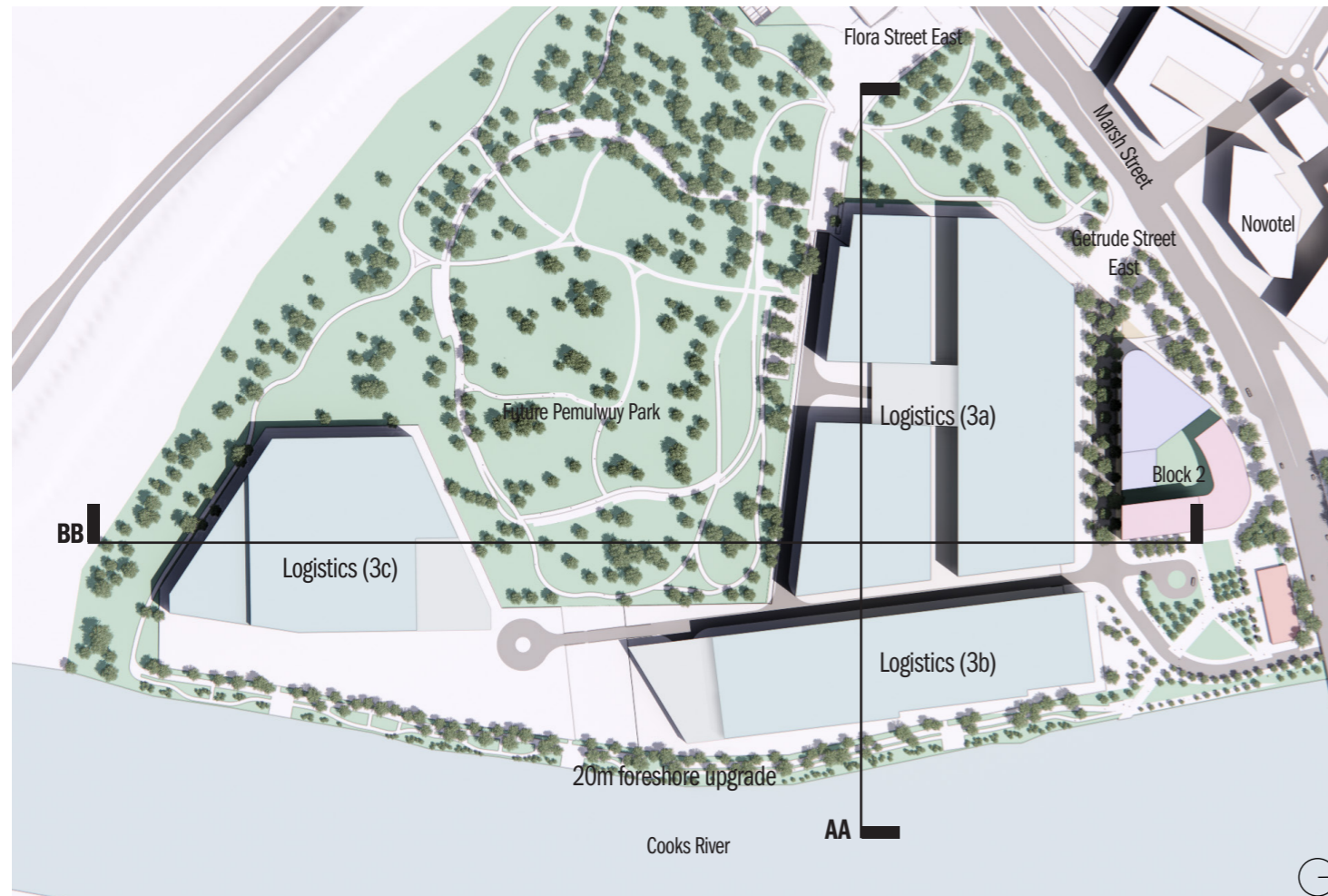


Section BB

BLOCK 3

Logistics Hub - overall massing

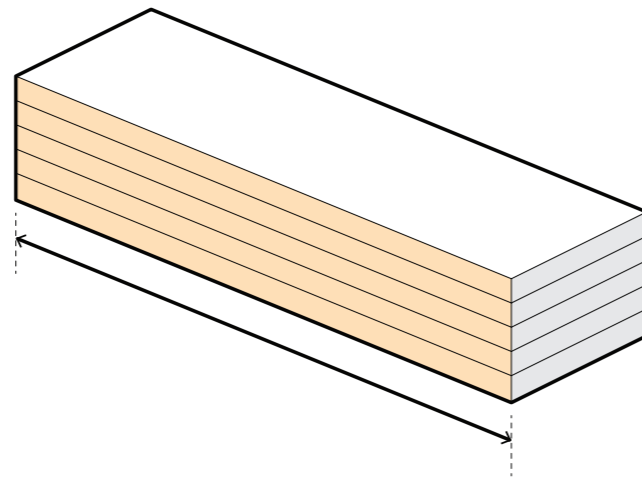
Proposed Built Form



BLOCK 3

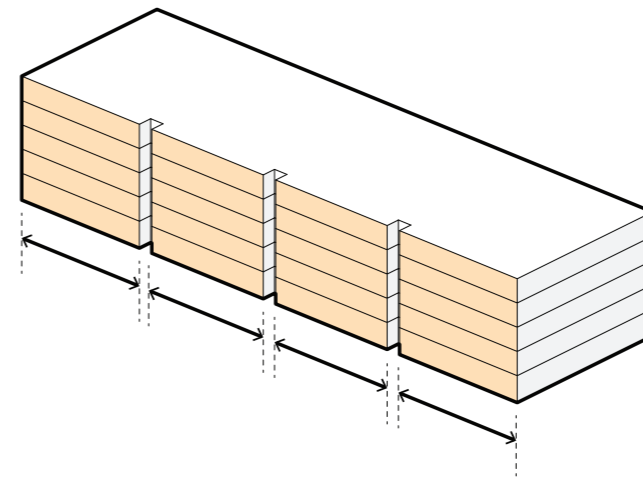
Logistics Hub - Form and articulation

The form and articulation of the logistics hub will be informed by not only the building use but importantly the contextual relationship to adjacent built form and open space networks. A series of initial principles have been developed to inform the articulation of the individual masses within the logistics hub. These principles will be further developed as part of future project stages.



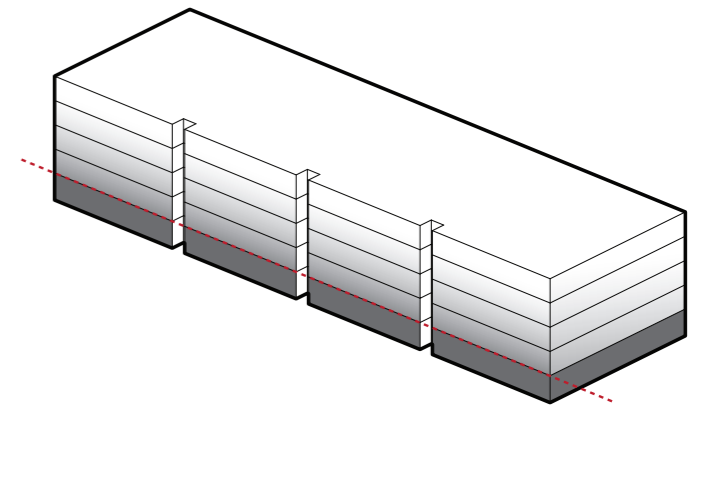
Building envelope

→ Start with the overall envelope



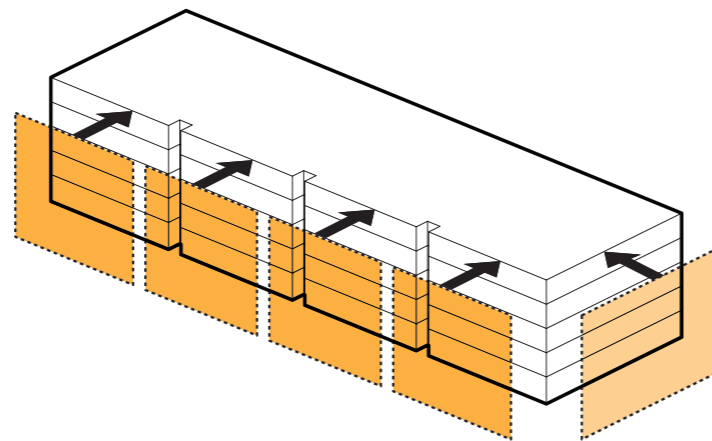
Reduce bulk and scale

→ Break up the overall mass through articulation that responds to building grids and floorplate uses



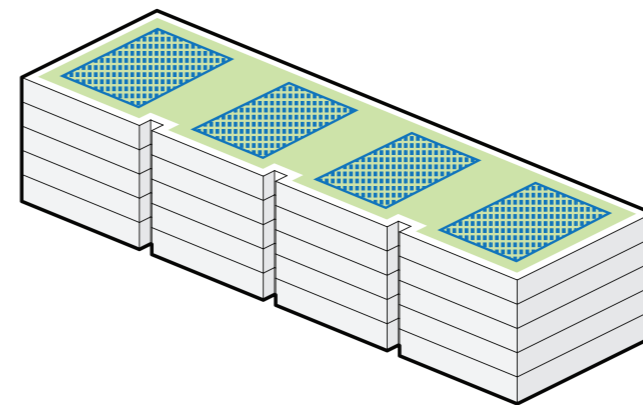
Ground floor datum (human scale)

→ Connect buildings to ground through a solid base and transition buildings to sky through a variance in facade treatments



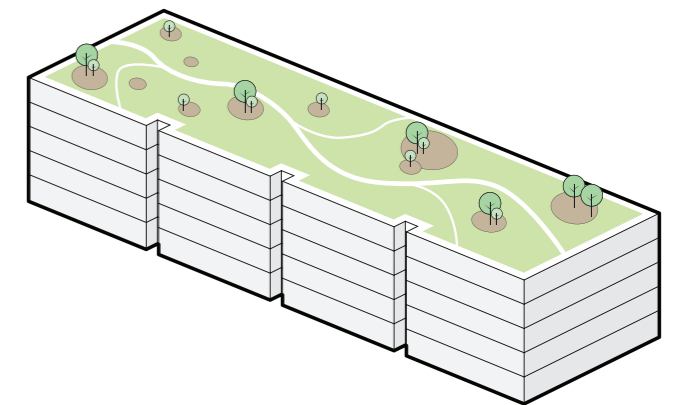
Integrated and responsive facade

→ Provide a range of facade treatments that respond to key sightlines and adjacent context



Energy harvest

→ Maximise energy and water harvesting on all roof tops



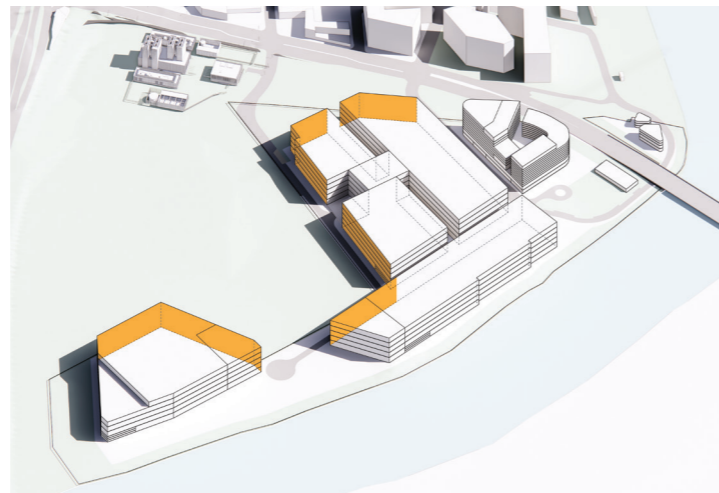
Staff amenity

→ Provide staff amenities on rooftops with immersive and ecologically diverse green roof systems

BLOCK 3

Logistics Hub - Façades

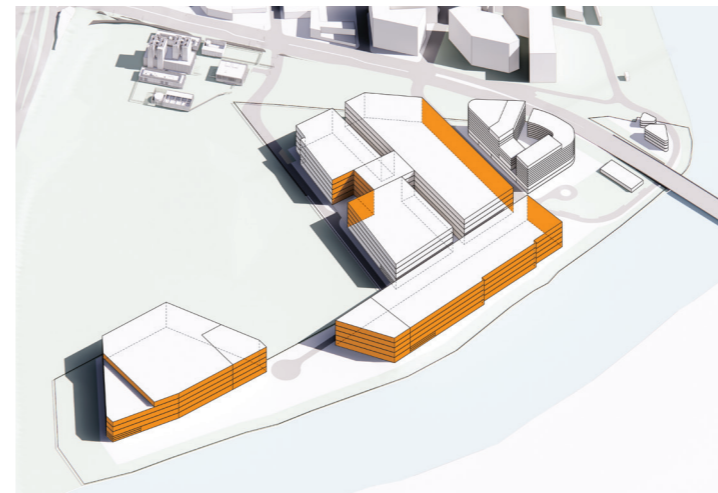
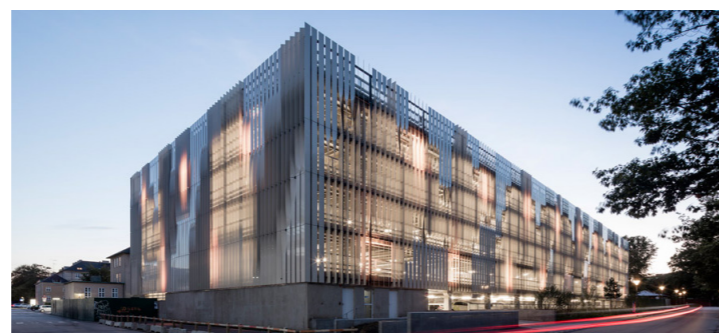
The logistics hub will have a range of facade treatments that respond to their aspect, key sight lines and interfaces with surrounding open space and adjacent developments. An initial strategy of primary, secondary and internal facade typologies has been developed and will be further evolved as part of future project stages.



Primary facade

→ High quality façades that are located along key edges to Pemulwuy Park and Marsh Street

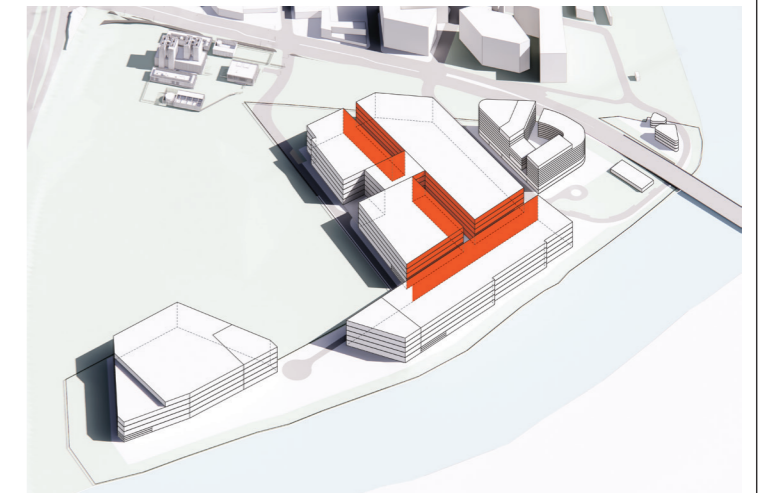
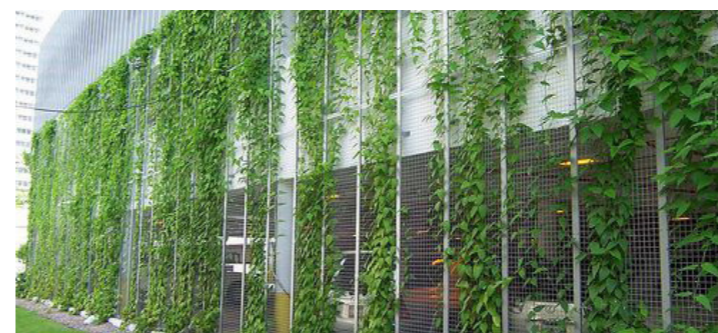
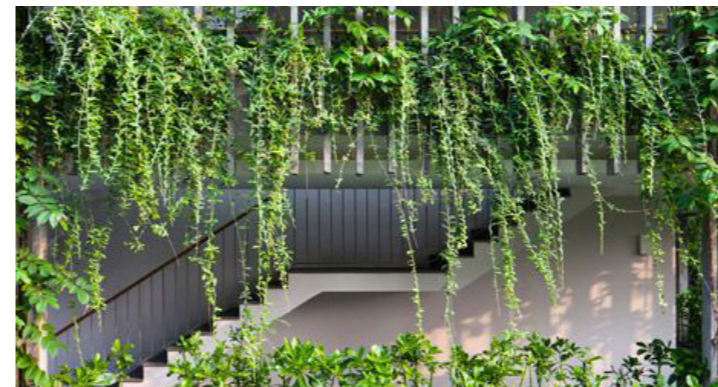
Artistic + Kinetic



Secondary facade

→ Refined façades that are located along the Cooks River and Gertrude Street East

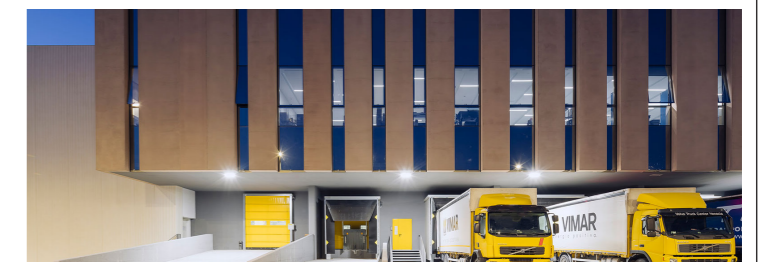
Living + Green



Internal streets facade

→ Cost efficient façades that are located on internal edges

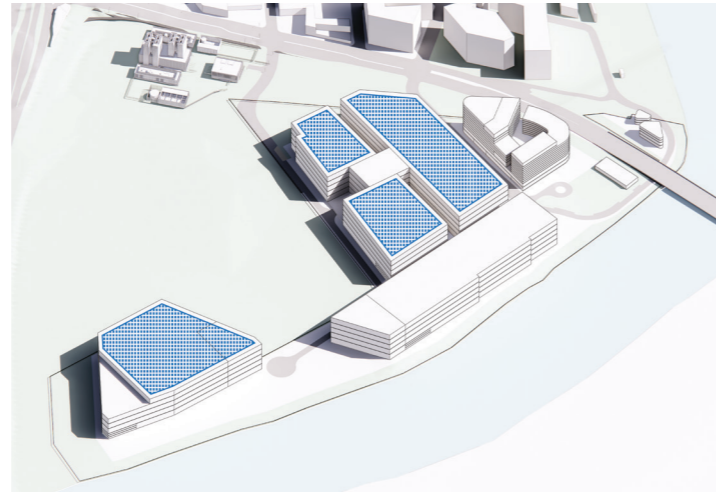
Refined + Articulated



BLOCK 3

Logistics Hub - Rooftops

The rooftops of the logistics hub will provide a number of sustainable initiatives that seeks to capture sunlight, provide increased amenity for the workforce, capture and recycle water and provide large zones of ecology and habitat through green roof systems. Rooftop strategies will be developed as part of future project stages.



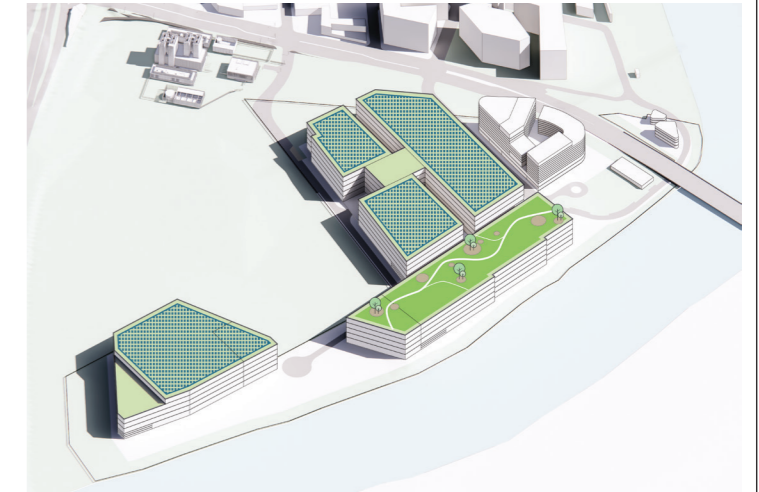
Solar Harvest

- Maximise zones of solar panels
- Solar panels to be integrated with rooftop planting to improve overall efficiency



Health + Well-being

- Provide staff amenities through areas to sit and gather on rooftop areas



Ecology and Water

- Create large zones of ecologically diverse roof gardens that capture water and provide opportunities for habitat creation



BLOCK 3

Logistics Hub - Lighting

The logistics hub will actively contribute to the surrounding public domain both day and night through refined and elegant lighting. All lighting will be developed with consideration to the adjacent aero activities of Sydney Airport and will comply with all relevant National Airports Safeguarding Framework and Civil Aviation Safety Authority requirements. Lighting strategies will be developed as part of future project stages.

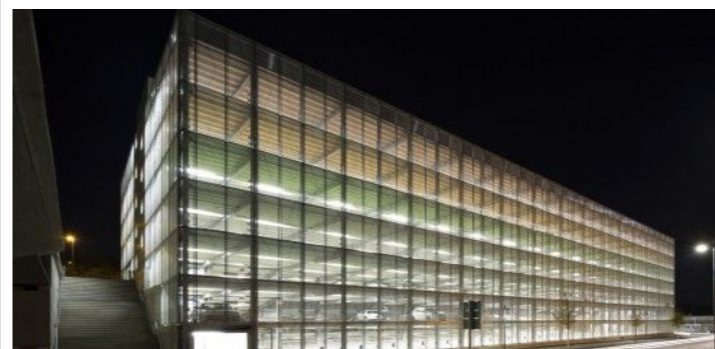
Active + Engaging

→ Lighting that reveals internal activation and contributes to the activation of adjacent public space



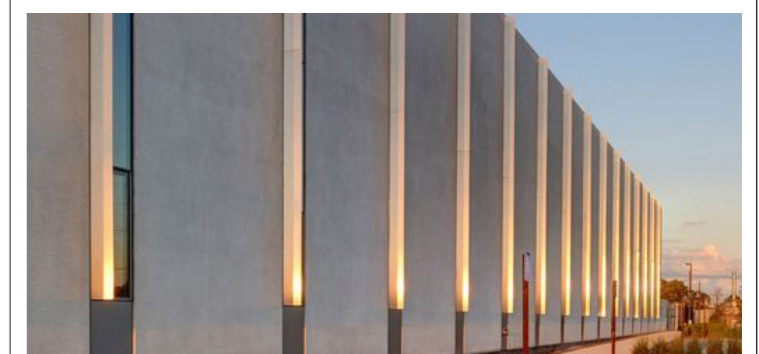
Passive + Permeable

→ Subtle lighting that increases visual permeability throughout the development whilst not conflicting with CASA requirements



Refined + Elegant

→ High quality and programmable lighting that is durable, sustainable and efficient



BLOCK 3

Logistics Hub - users

The proposed heights and forms within block 3 have been designed to provide the greatest flexibility in future stages of the design to enable a number of user models

Single User

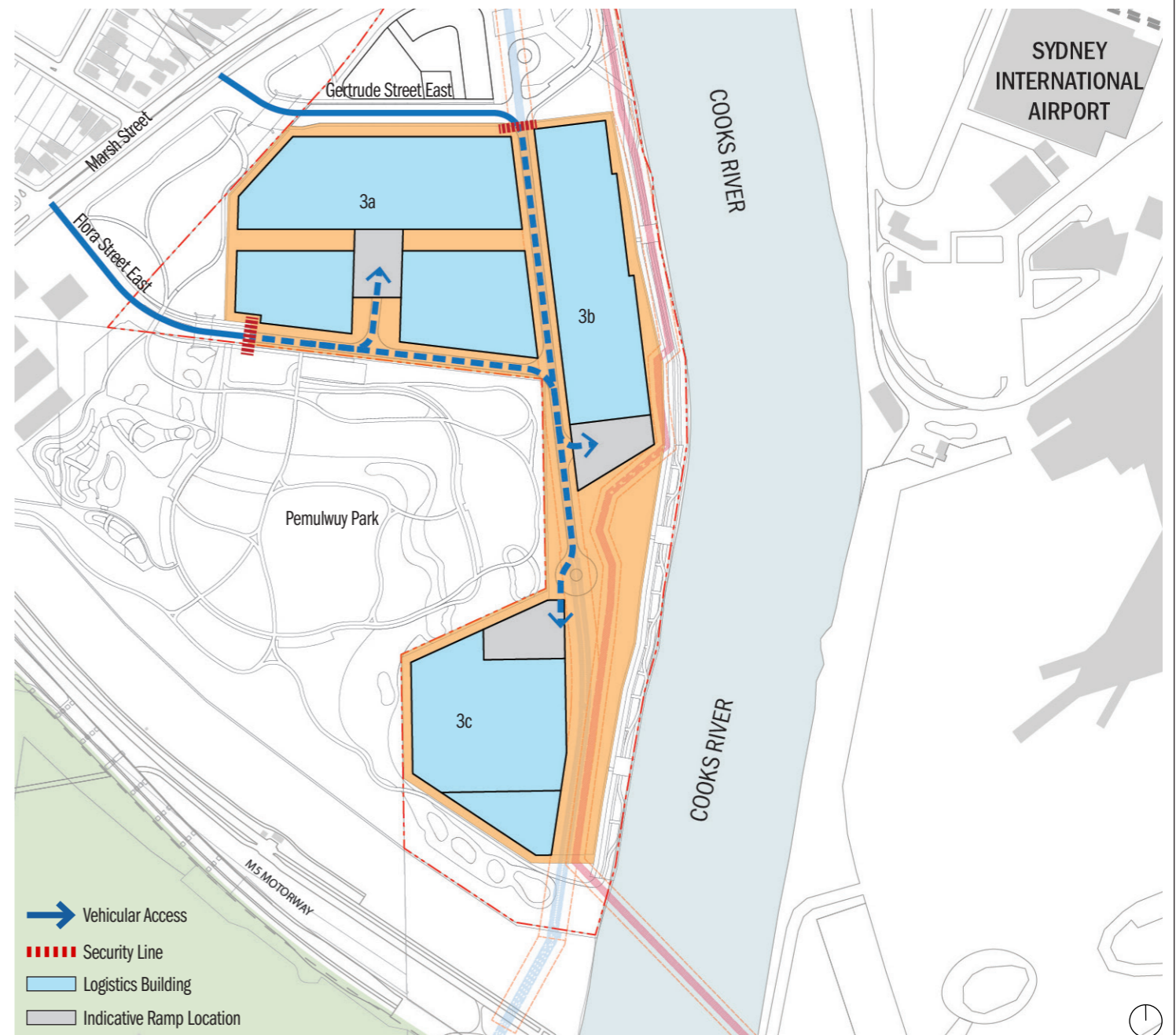
- Single operator for block 3
- Subdivided blocks with 3a, 3b and 3c each serviced by a vehicle ramp, office and car parking
- Single security line at main entrance to Block 3

Multi-user

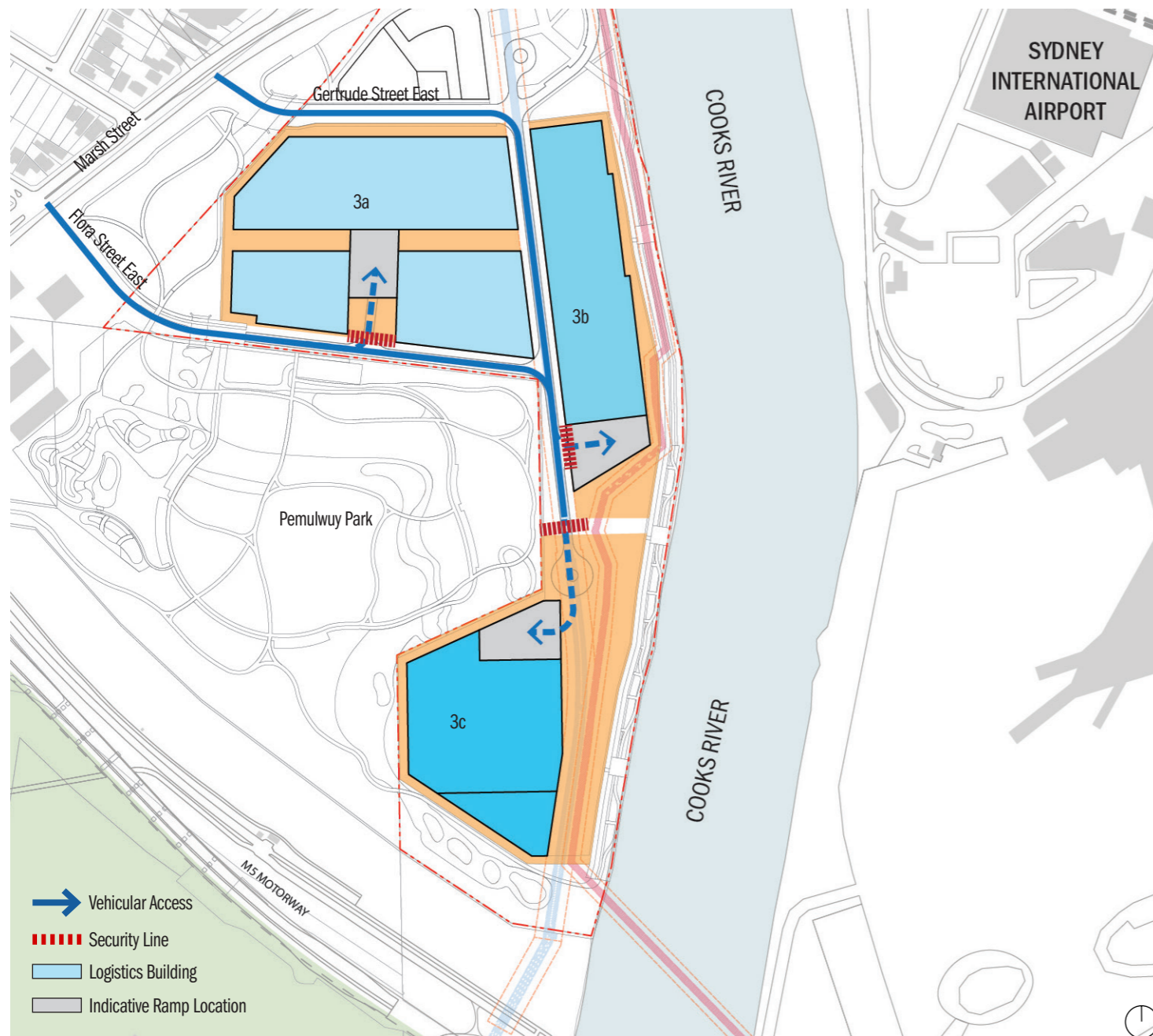
- Multiple operators for block 3 broken up by subdivided blocks 3a, 3b and 3c
- Subdivided blocks with 3a, 3b and 3c each serviced by a vehicle ramp, office and car parking
- Secondary security line at Block 3a, 3b and 3c

Multi-user + Airport user

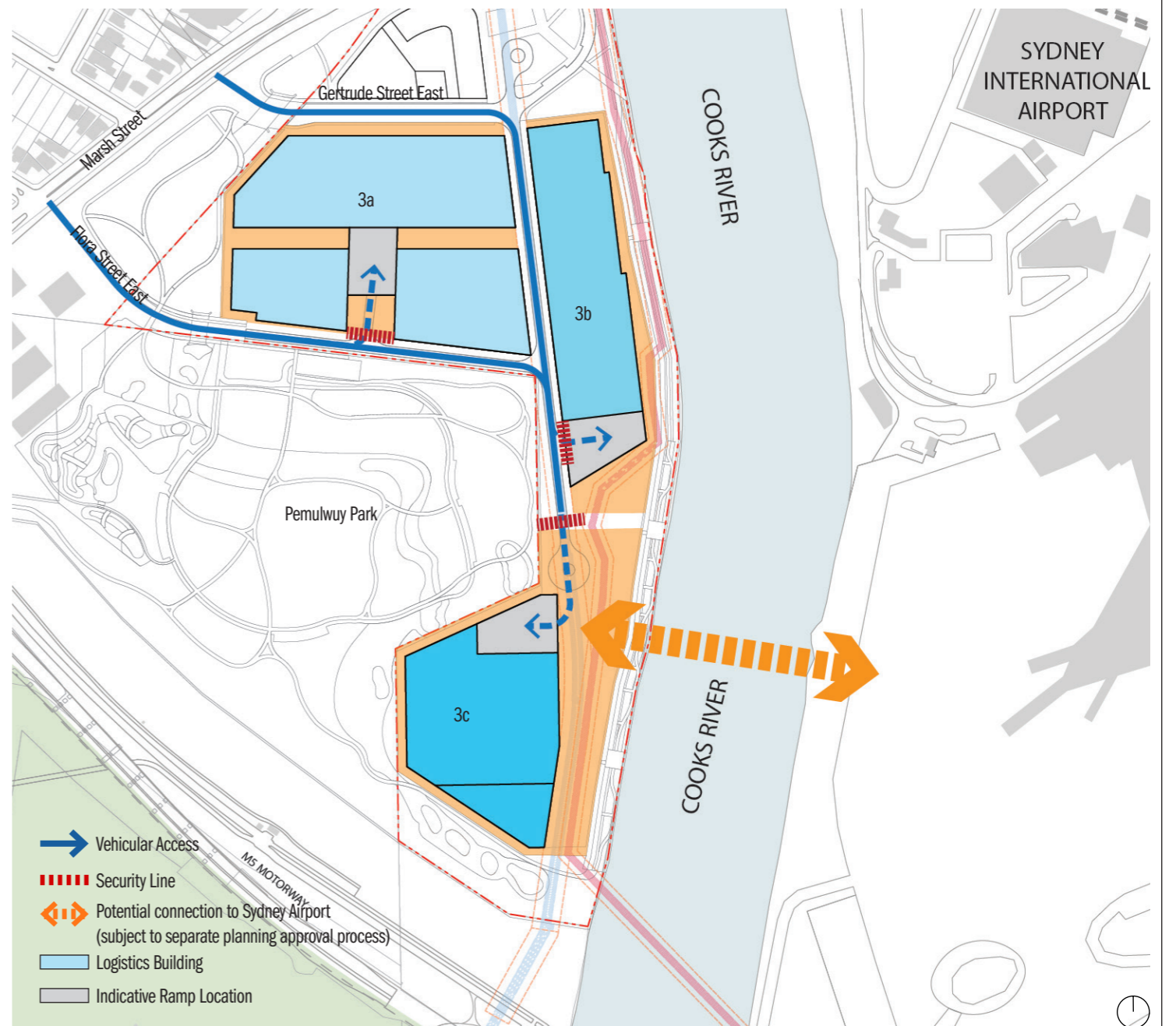
- Multiple operators for block 3 broken up by subdivided blocks 3a, 3b and 3c
- Subdivided blocks with 3a, 3b and 3c each serviced by a vehicle ramp, office and car parking
- Secondary security line at Block 3a, 3b and 3c
- Potential opportunity to connect to Sydney Airside operations via a new bridge connection over the Cooks River (not the subject of this proposal)



Single user



Multi-user



Multi-user / Airport user



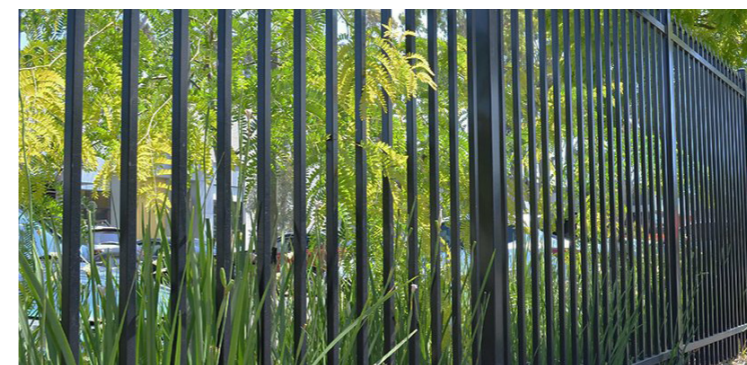
BLOCK 3

Logistics Hub - interfaces

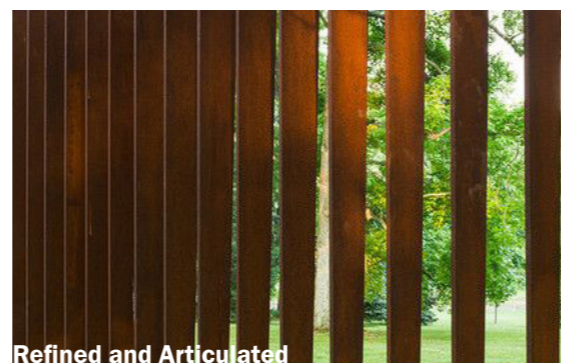
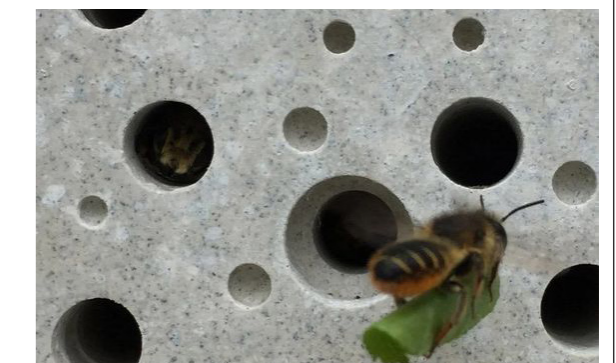
The Cooks Cove development will seamlessly integrate with the surrounding open space network through a series of interface typologies. The interface between block 3 and the future Pemulwuy Park has been carefully considered to ensure minimal impact to the visual and spatial amenity of the future public open space. Through consultation Bayside Council has supported the overall approach outlined in the following pages.



Simple and Recessive



Living and Green



Refined and Articulated



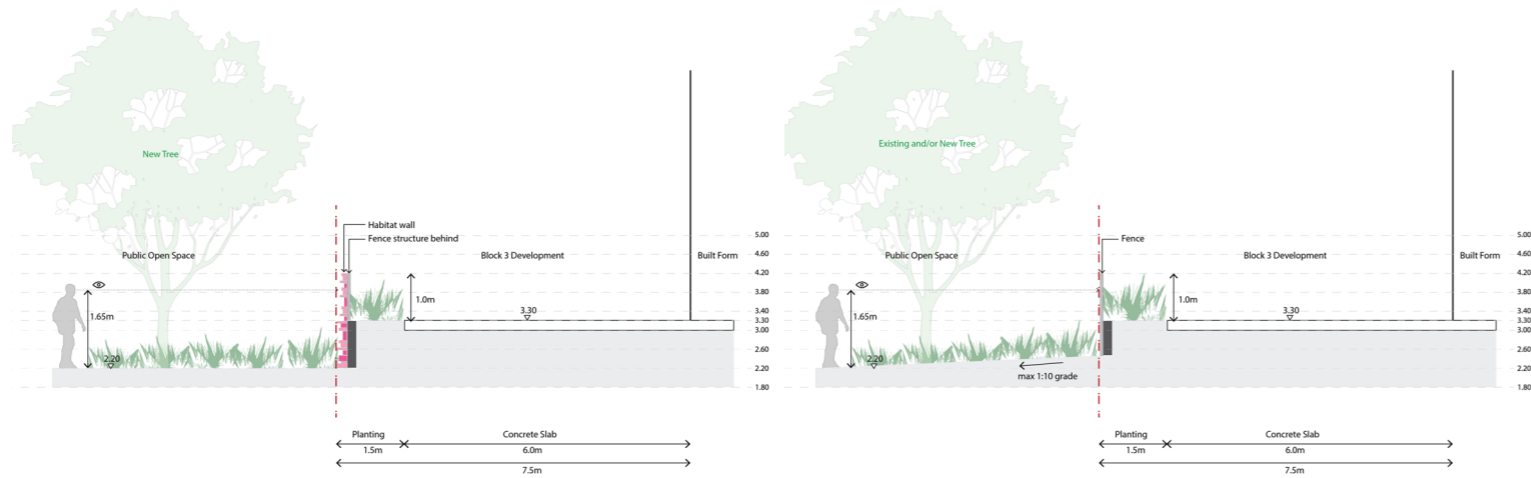
Considered Interfaces

INTERFACE CONDITIONS

Pemulwuy Park (north) Interface

Refined and Articulated

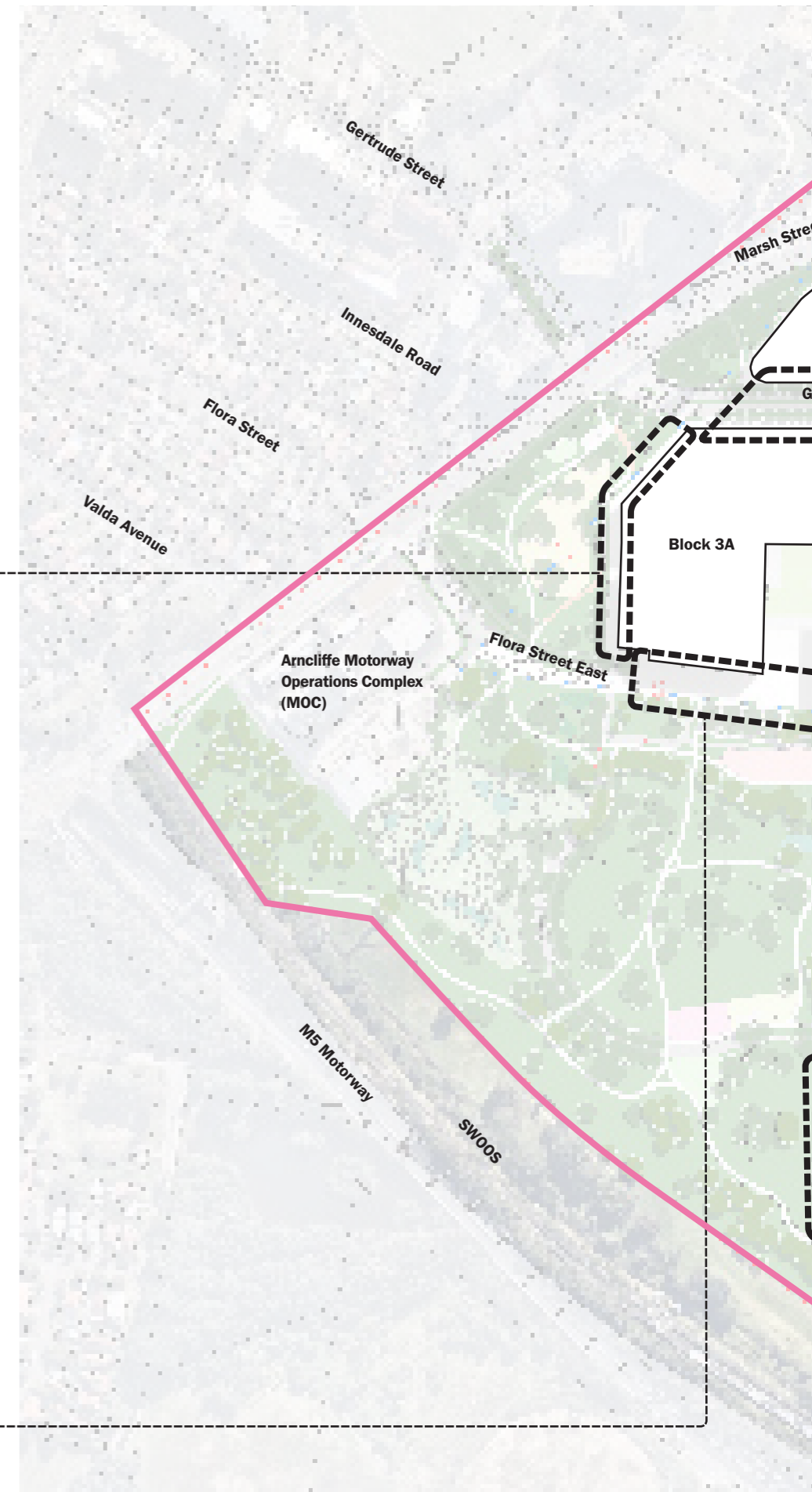
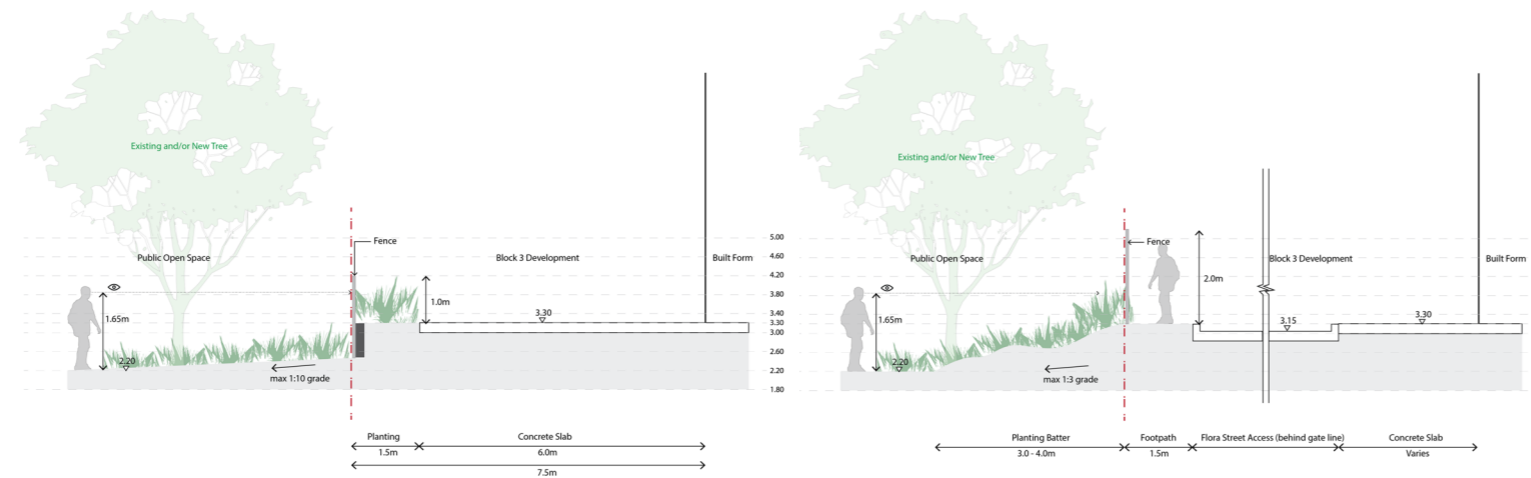
- This approach provides a refined, edge to Pemulwuy Park north.
- Potential solutions include: refined fencing, planted trellis structures, green wall systems, and habitat walls.

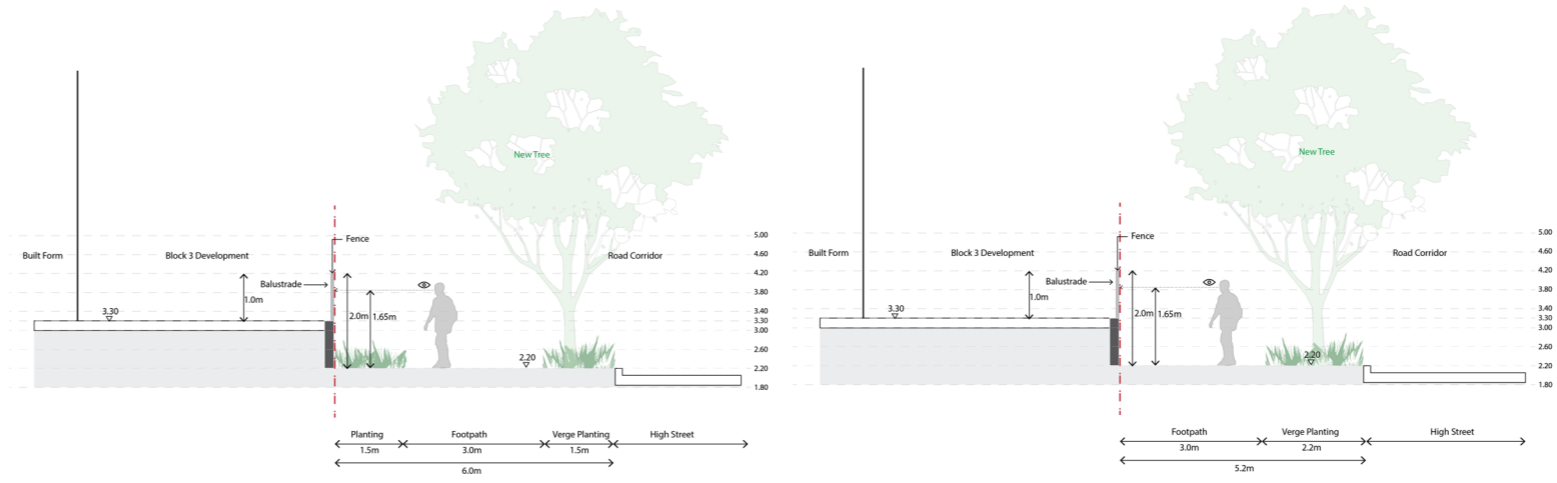
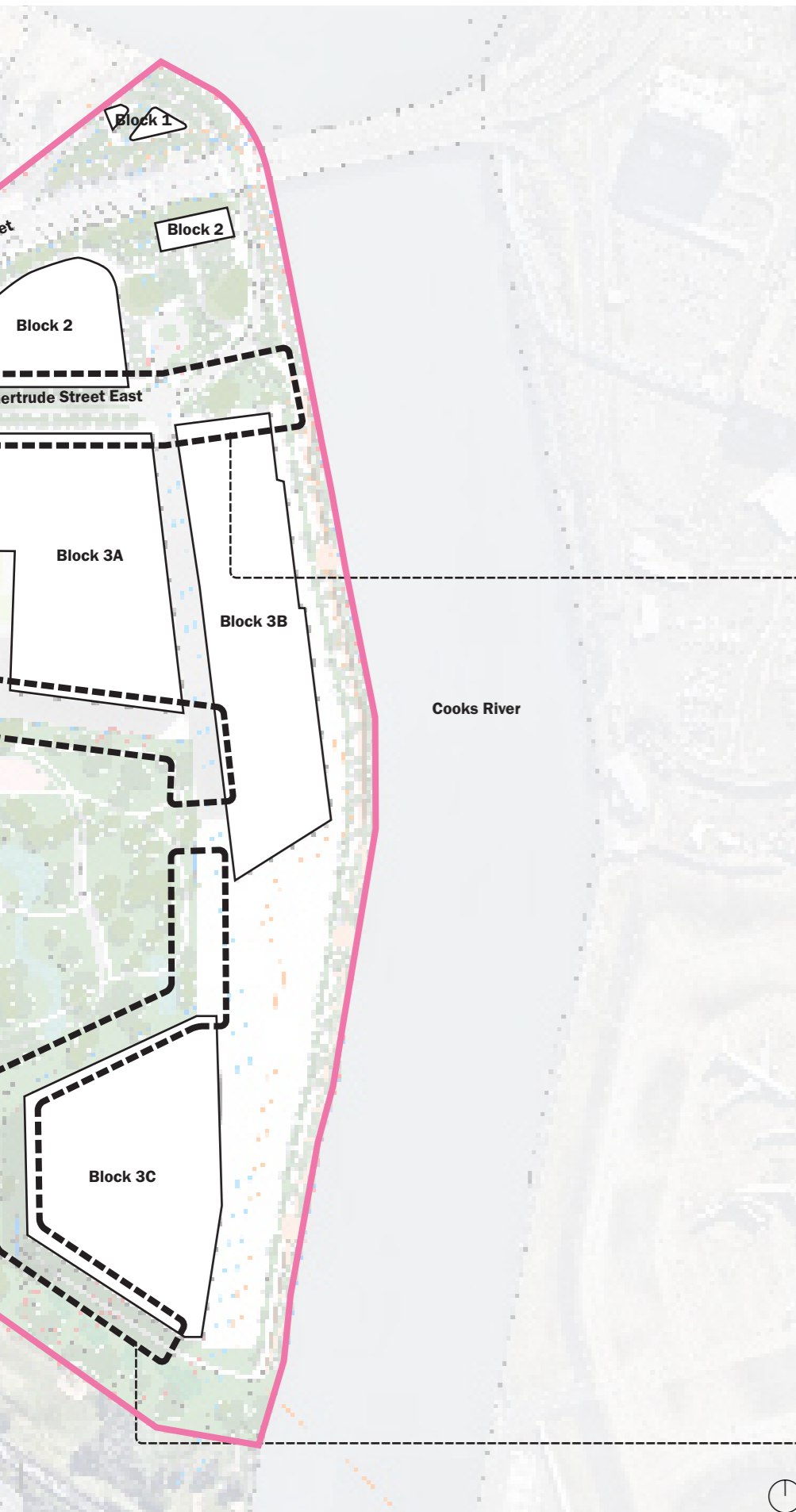


Flora Street Interface

A Seamless Parkland Interface

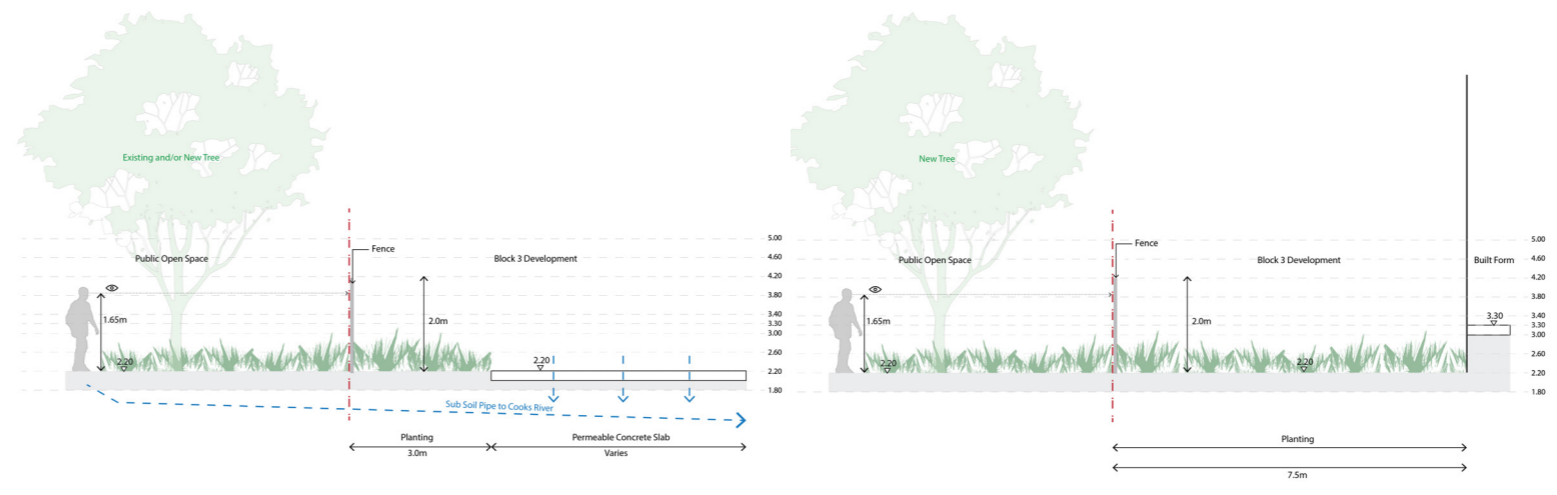
- A combination of landscape batters and retaining walls that seeks to minimise the visual impact of the adjacent development whilst prioritising retention of existing trees.





Gertrude Street East Interface

Urban Street Edge
 → A stepped urban edge along Gertrude Street east with maximised areas of planting.



Pemulwuy Park (south) Interface

Level with Parkland
 → This approach aims to soften the interface with Pemulwuy Park south adjacent to the central carpark and the southern development building.

SHADOW ANALYSIS

The Cooks Cove Planning Proposal has a limited impact to the solar amenity of adjacent public spaces.

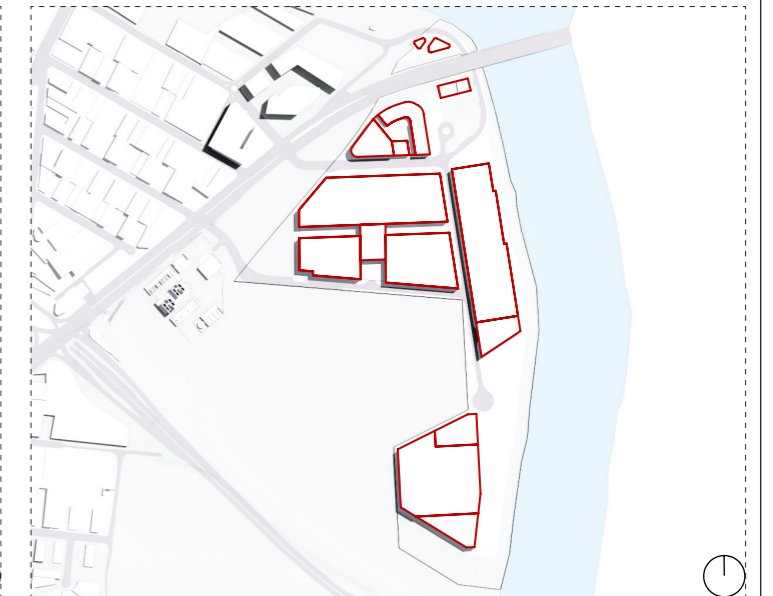
Summer Solstice



9:00am



10:00am



11:00am



12:00pm



1:00pm



2:00pm



3:00pm

The Cooks Cove Planning Proposal has a limited impact to the solar amenity of adjacent public spaces.

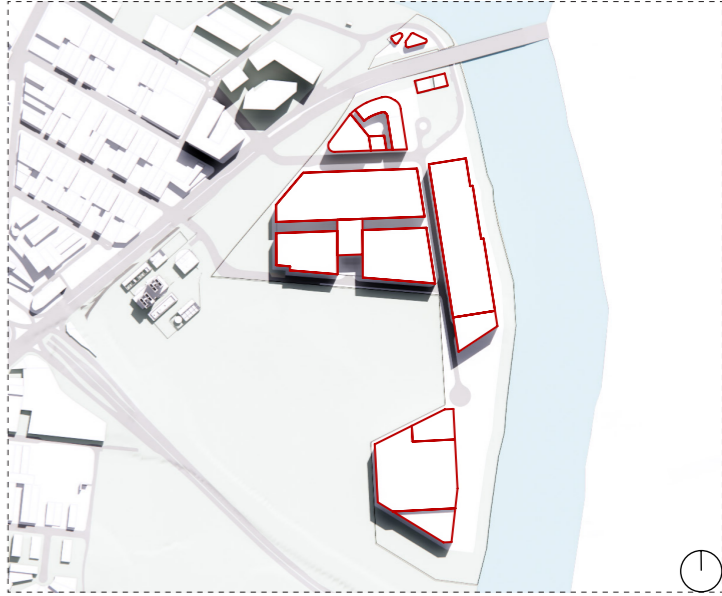
Equinox



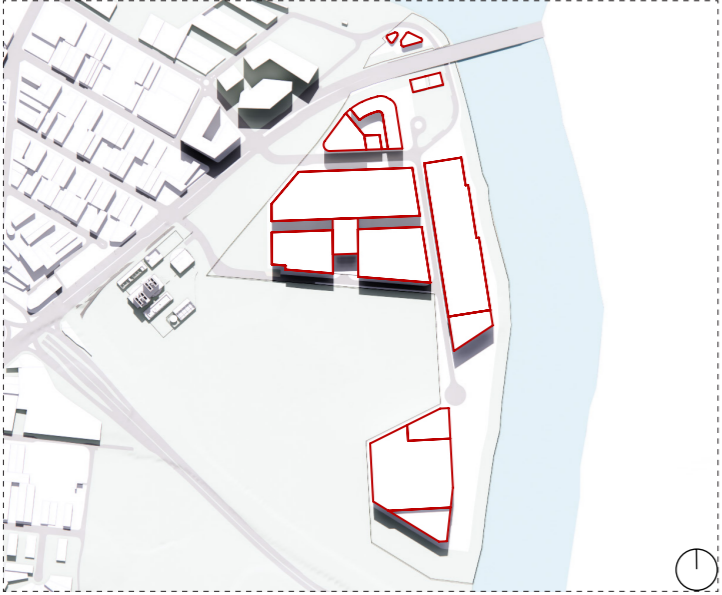
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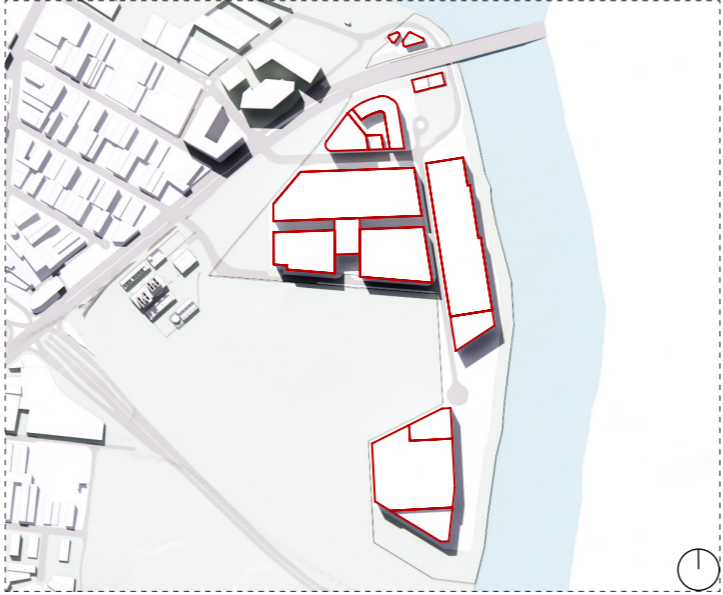
10:00am



11:00am



12:00pm



1:00pm



2:00pm

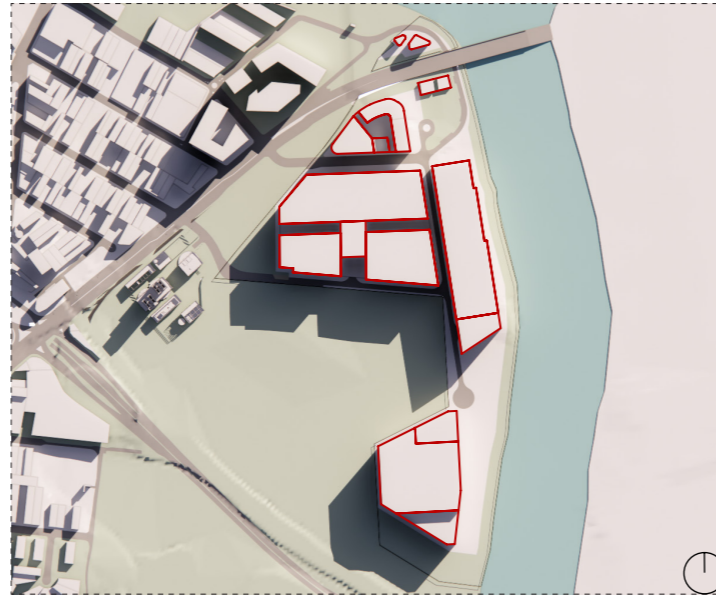


3:00pm

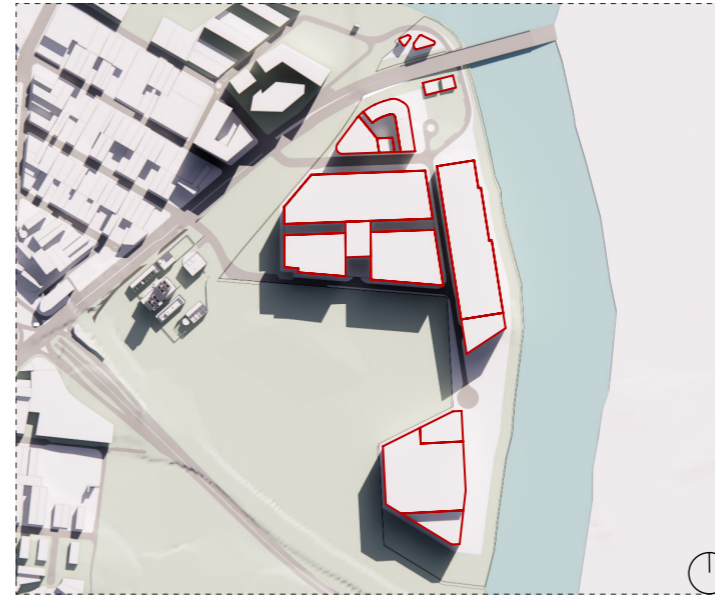
SHADOW ANALYSIS

The Cooks Cove Planning Proposal has a limited impact to the solar amenity of adjacent public spaces.

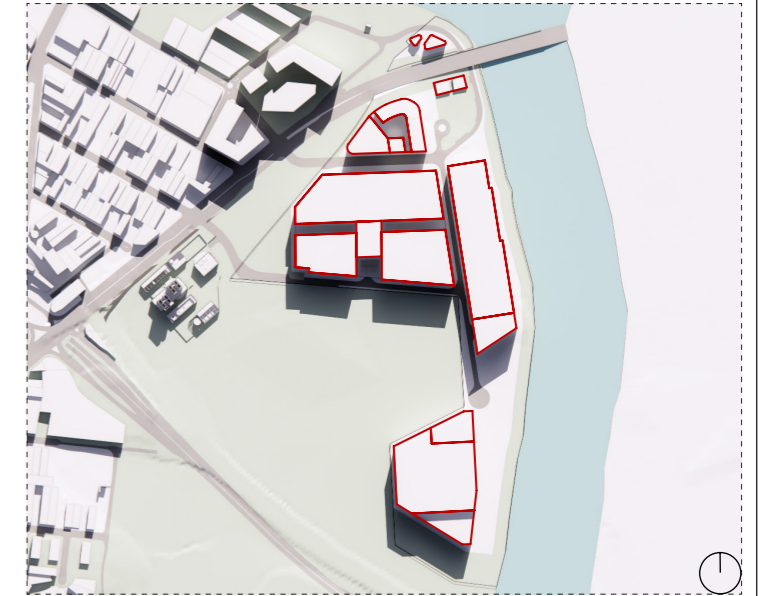
Winter Solstice



9:00am



10:00am



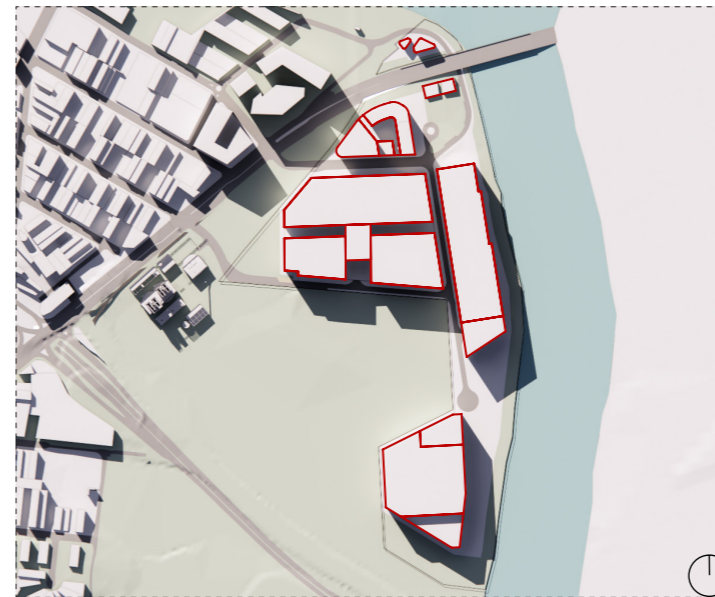
11:00am



12:00pm



1:00pm



2:00pm



3:00pm



Artist Impression - View of the eastern edge of Block 3 along Cooks River

PART 3

OPEN SPACE



PEMULWUY PARK

A CELEBRATION OF LANDSCAPE RESTORATION

- A PLACE FOR ALL -



KEY PRINCIPLES



Recharge the Existing

- Embrace the existing landscape structure of the Kogarah Golf Club through retention of trees, water bodies and landscape structure
- Complement existing vegetation through careful placement of new trees and understorey
- Recharge through larger zones of understorey planting and direct overland flow to key zones
- Establish Pemulwuy Park and the Foreshore as a benchmark in habitat creation and biodiversity
- Connected networks of soil that allow ground water percolation, increased organics and oxygen to support biodiversity
- Resilient species selection with reduced maintenance and irrigation



Beautiful Moments of Community Respite

- Create a passive open space destination for the local community
- Provide moments to dwell, discover and be immersed within the landscape
- Deliver a highly rich green escape
- Provide a range of opportunities for all ages, from areas to walk the dog, to playgrounds and places to picnic
- A place for all



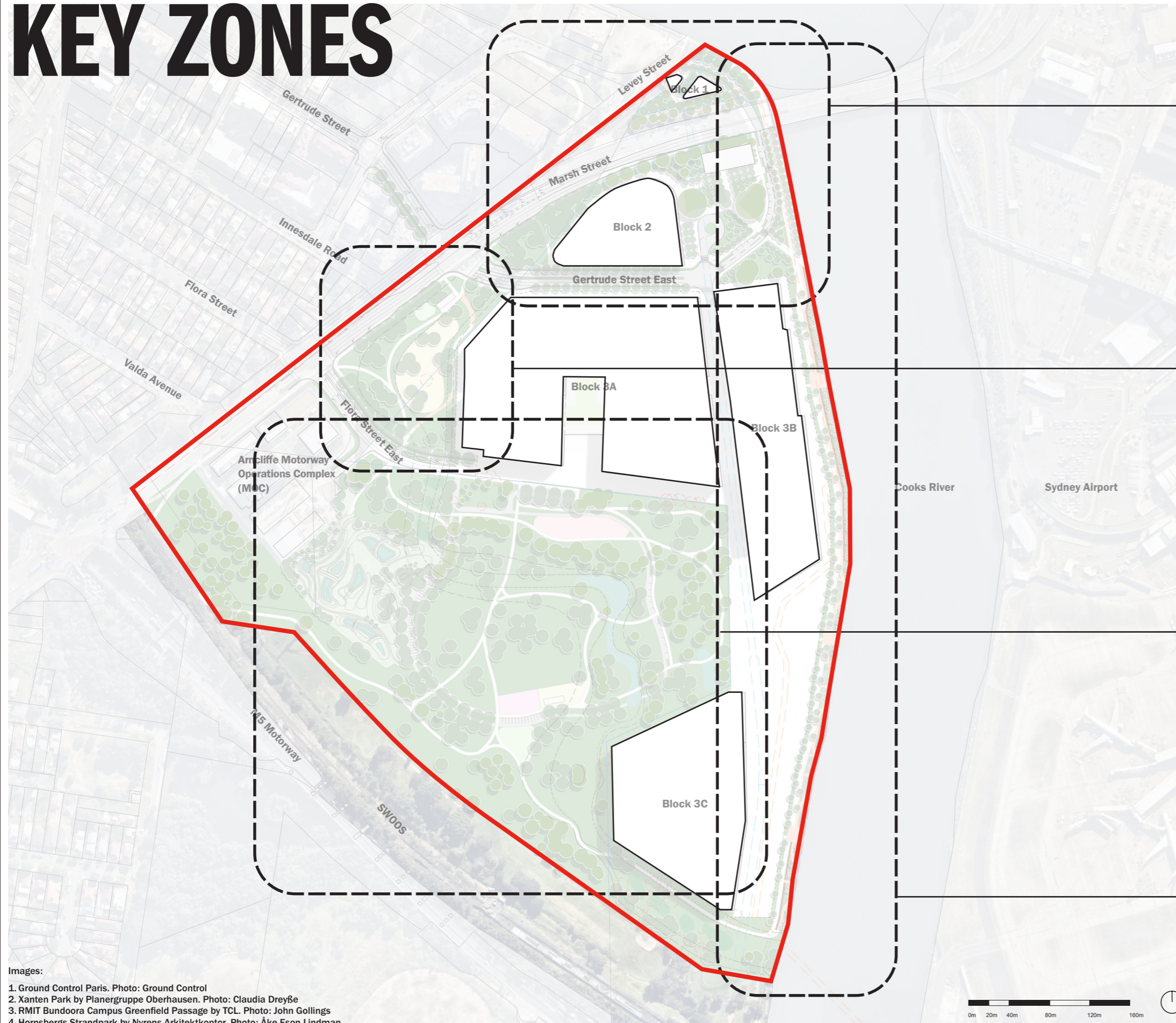
Seamlessly connected

- Deliver a clear hierarchy of circulation networks that define cycle, pedestrian, private vehicle and operational vehicles
- Enable wide pedestrian and cycle connectivity to the local community
- Create two new intersections at Gertrude Street and Flora Street that enable vehicle access into the site and provide new pedestrian links to Wolli Creek residential area
- Extend the foreshore walk from Cahill Park in the north to Barton Park in the south via a 20m wide pedestrian and cycle link along the Cooks River, safeguarding for future connections up and over the SWSOOS and M5
- Ensure safe and legible pedestrian and cycle connections at major intersections
- Provide a clear single way vehicular network that services the main park separated from active transport linkages

Images:

1. Kogarah Golf Course. Site Photo
2. Adelaide Airport. Photo: Dan Schultz
3. Xanten Park by Planergruppe Oberhausen. Photo: Claudia Dreyße
4. Hornsbergs Strandpark by Nyrens Arkitektkontor. Photo: Åke Eson Lindman

KEY ZONES



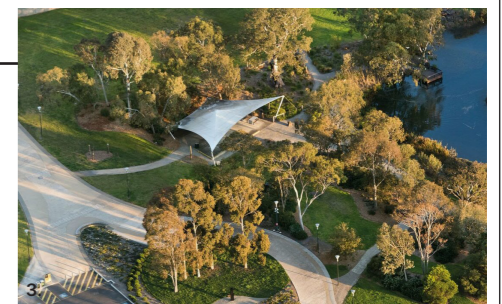
Block 1 + 2



Pemulwuy Park North



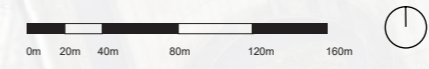
Pemulwuy Park South



Foreshore



Images:
 1. Ground Control Paris. Photo: Ground Control
 2. Xanten Park by Planergruppe Oberhausen. Photo: Claudia Dreyße
 3. RMIT Bundoora Campus Greenfield Passage by TCL. Photo: John Gollings
 4. Hornsbergs Strandpark by Nyrens Arkitektkontor. Photo: Åke Eson Lindman



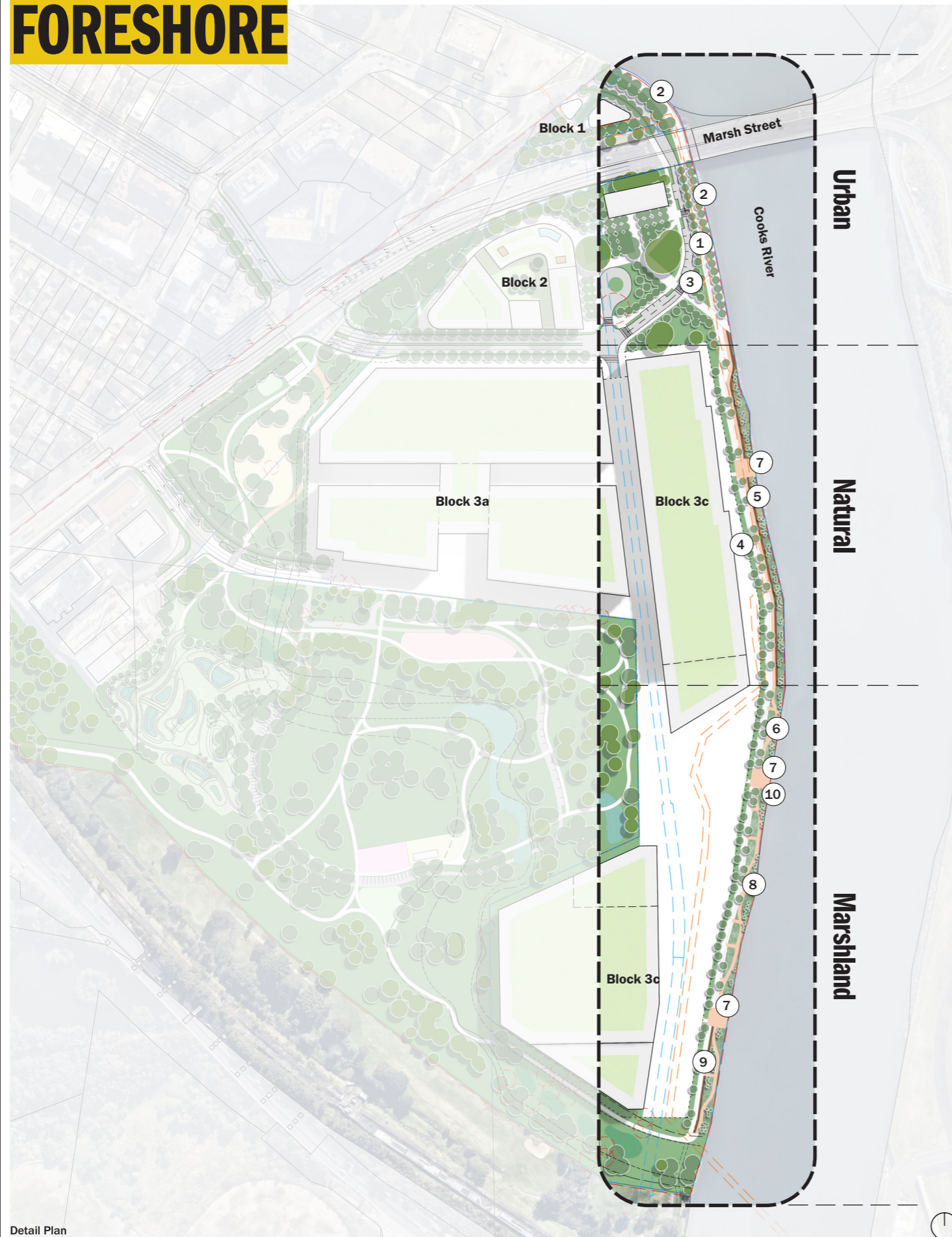
AREA PLAN

#	Public Realm	Area (m ²)	Area (ha)
1	Foreshore (Lot 31 DP 1231486)	1,585	0.15
2	Block 1 (Lot 31 DP 1231486)	4,280	0.42
3	Marsh Street road reservation (Lot 14 DP 213314)	10,230	1.02
4	Marsh Street Plaza (Lot 14 DP 213314)	2,722	0.27
5	Gertrude Street East (proposed) (Lot 14 DP 213314)	2,506	0.25
6	Pemulwuy Park (Lot 14 DP 213314)	10,510	1.05
7	Flora Street East (proposed) (Lot 14 DP 213314)	3,565	0.36
8	Western recreation and overland flow dedication (Lot 100 DP 1231954)	4,033	0.4
9	Flora Street East (proposed) (Lot 100 DP 1231954)	2,901	0.29
10	Arncliffe Motorway Operations Centre (Lot 14 DP 213314)	5,323	0.53
11	Arncliffe Motorway Operations Centre (Lot 1 DP 329283)	9,179	9.18
12	Pemulwuy Park (Lot 1 DP 329283)	8,639	0.86
13	Pemulwuy Park (Lot 1 DP 108492)	115,800	11.58
14	Southern recreation and overland flow dedication (Lot 100 DP 1231954)	9,203	0.92
15	Arncliffe Motorway Operations Centre (Lot 1 DP 108492)	2,925	0.29
16	Foreshore (Lot 31 DP 1231486)	16,100	1.61
17	Marsh Street road reservation (Lot 1 DP 329283)	2,596	0.26
18	Marsh Street road reservation (Lot 1 DP 108492)	860	0.09
19	Blocks 2 and 3 (Lot 100 DP 1231954)	145,800	14.58
20	Marsh Street Reserve (Lot 1 DP 329283)	800	0.08
21	Marsh Street Reserve (Lot 1 DP 108492)	956	0.1
	Total	360,513	36.05



— Planning proposal boundary

FORESHORE



Detail Plan

The Cooks River foreshore is a 20m wide landscaped corridor approximately 1km in length. The foreshore will provide public waterfront access via pedestrian walkways and a separated two-way cyclepath. There will be areas of ecological restoration and salt marsh planting with boardwalks and lookouts.

The Cooks Cove foreshore will be an exciting new waterfront destination for the surrounding community, visitors and workers within the adjacent development. Accessible to the public, the foreshore will connect with the existing Cahill Park to the north and the new Pemulwuy Park to the south. There will also be safeguarding for future pedestrian and cycle connections to the south over the existing SWSOOS, which will provide a regional link to the south, connecting with a future Muddy Creek crossing and existing pathways to Kyeemagh and Sans Souci.

The proposed foreshore aims to achieve the following outcomes:




- maximise public and visual access and open view corridors
- provide a dedicated two-way cyclepath, and safeguard for a future cycle link to the south over the SWSOOS (by others)
- provide a diverse and natural pedestrian waterfront experience through promenades, walkways and boardwalks
- provide ecological restoration and habitat creation with mangroves and salt marsh planting

- preserve corridor views to the adjacent Pemulwuy Park, and open views to the Cooks River
- maximise public safety with pedestrian lighting and visual surveillance from the adjacent development.

LEGEND

- 1 Landscape promenade
- 2 Foreshore steps
- 3 Landscape buffer to road
- 4 Landscape embankment
- 5 Mangroves between MHWS and MWL
- 6 Elevated pedestrian boardwalk
- 7 Lookout nodes
- 8 Landscape swale with semi-aquatic planting
- 9 Cycle path
- 10 Kayak pull up zone with shelter and information signage

Legend

-  Desalination Easement
-  Gas Easement
-  Planning proposal boundary



Images

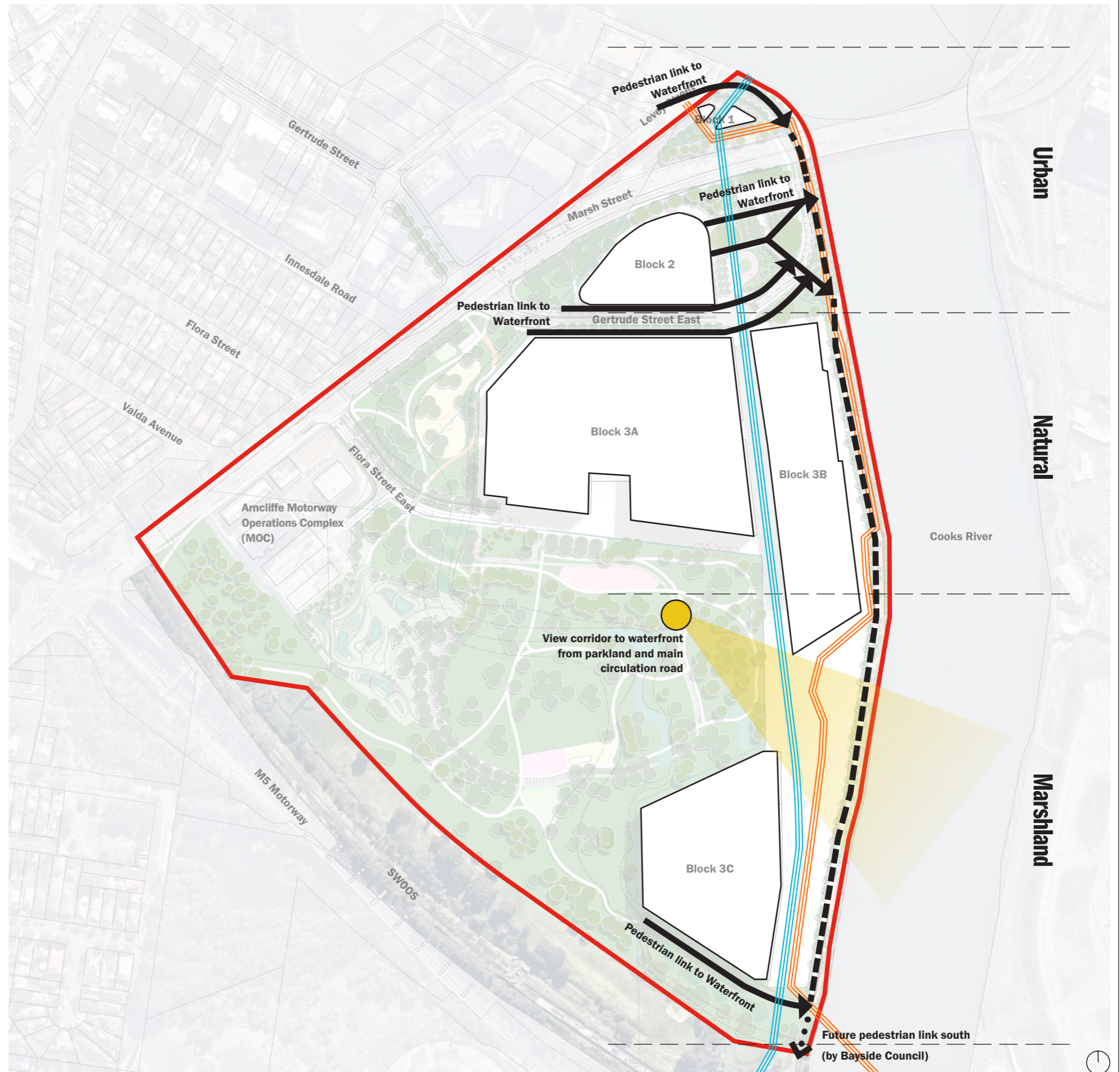
1. Westbund Riverfront by Hassell. Photo: Isabel Tang
2. Hornsbergs Strandpark by Nyrens Arkitektkontor. Photo: Åke Eson Lindman
3. Narrabeen Lagoon by Aspect Studios. Photo: Simon Wood
4. Perreux River Banks by BASE. Photo: BASE

The foreshore provides a range of characters from urban to natural and marshland, responding to the adjacent uses and functions and site constraints.

An urban edge is proposed adjacent to the Fig Tree Grove, including a shaded pedestrian promenade and terraced waterfront that allows access to the water's edge.

A natural edge is proposed adjacent to the Block 3 development, including a walkway and cycleway behind a rock seawall.

The southern end of the foreshore includes an ecological tidal zone with mangroves and saltmarsh that provides habitat for birds and marine life, while a meandering boardwalk allows pedestrians to experience the marshland environment.



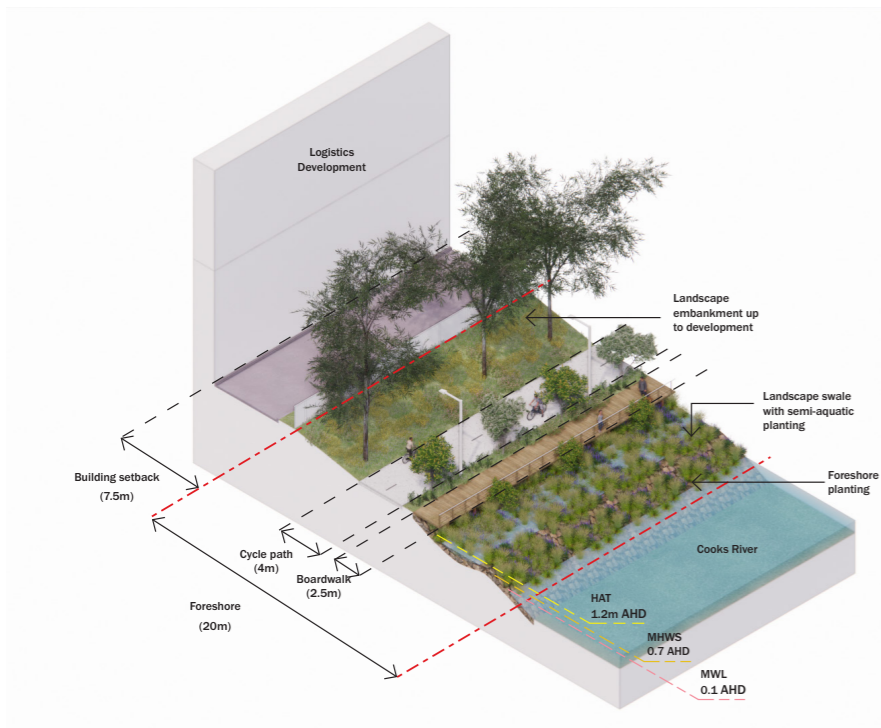
Legend

	Pedestrian link to Waterfront
	View corridor from Pemulwuy Park
	High pressure gas pipeline
	Desalination pipeline
	Cycle/Pedestrian connection along Waterfront
	Future connection (by others)
	Planning proposal boundary

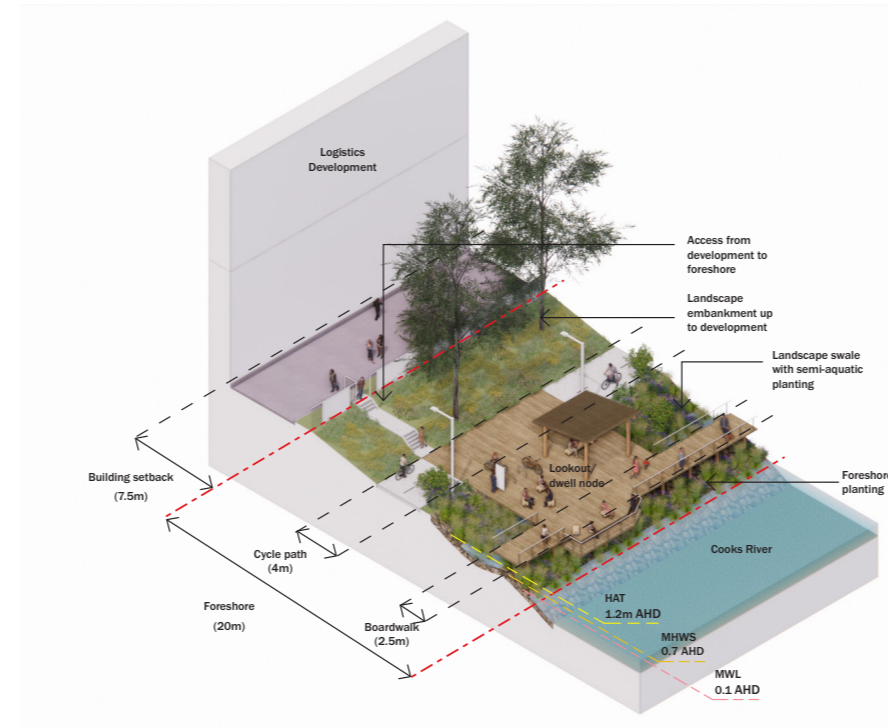
FORESHORE

Marshland

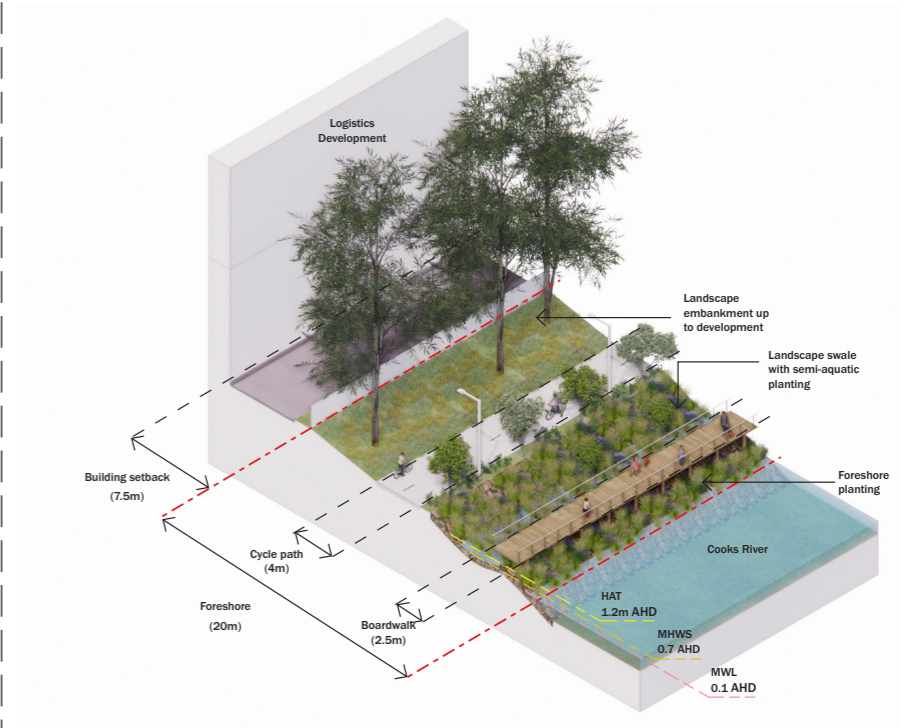
Marshland 3 - Tidal saltmarsh with elevated boardwalk



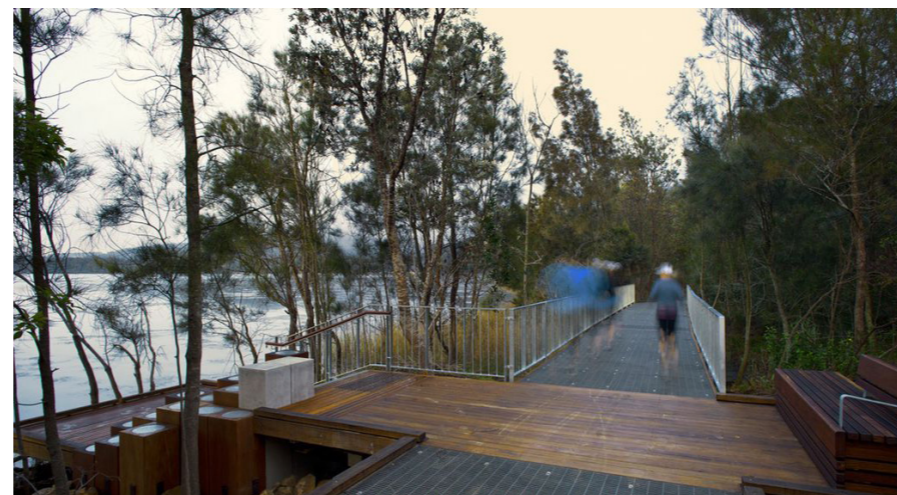
Marshland 2 - Activity platform and lookout, with access to adjacent development



Marshland 1 - Tidal saltmarsh with boardwalk



Promenade Samuel-De Champlain by Consortium Daoust Lestage. Photo: Marc Cramer



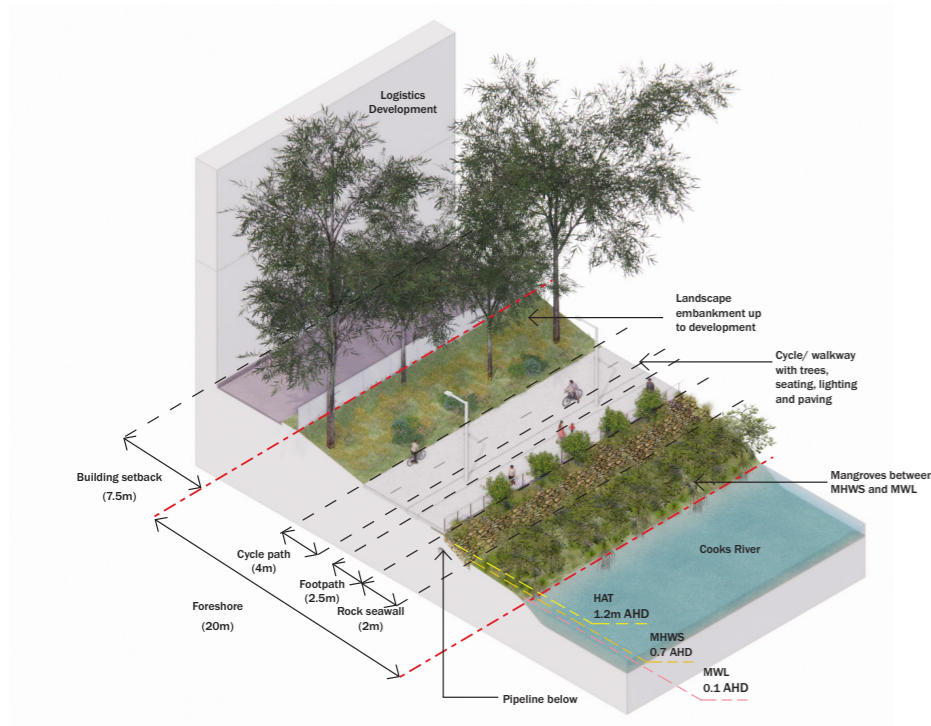
Narrabeen Lagoon by Aspect Studios. Photo: Simon Wood



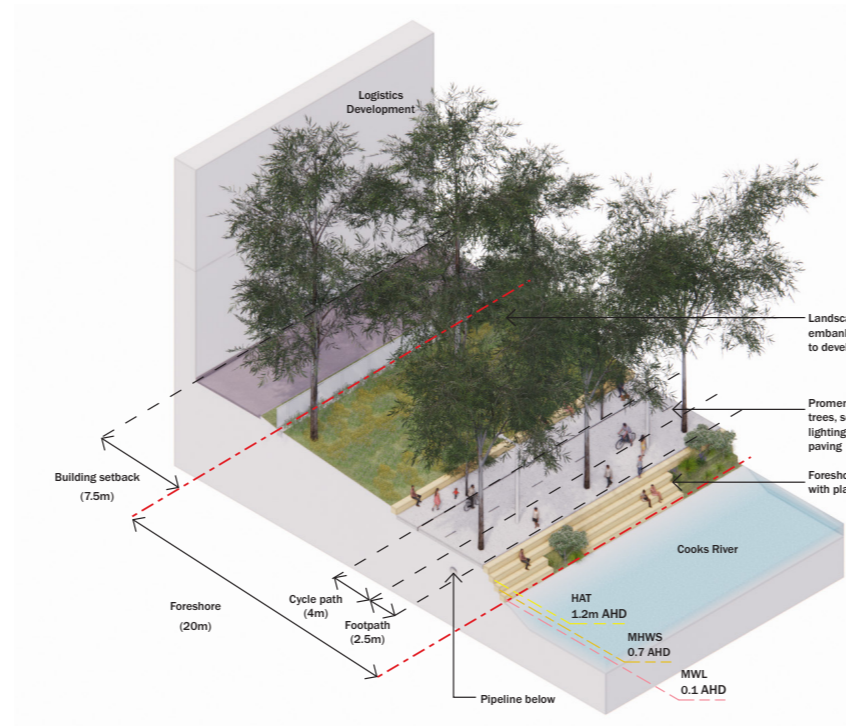
Perreux River Banks by BASE. Photo: BASE

Natural

Natural Edge - Walkway and cyclepath behind a rock seawall

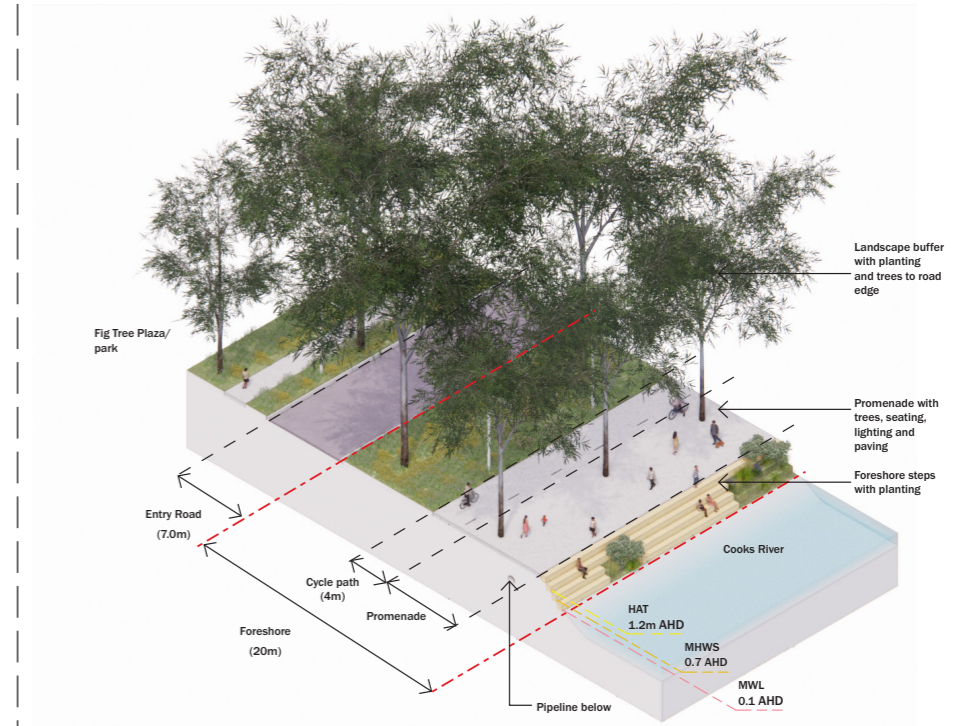


Urban 2 - Plaza and terraced water edge (building adjacent)

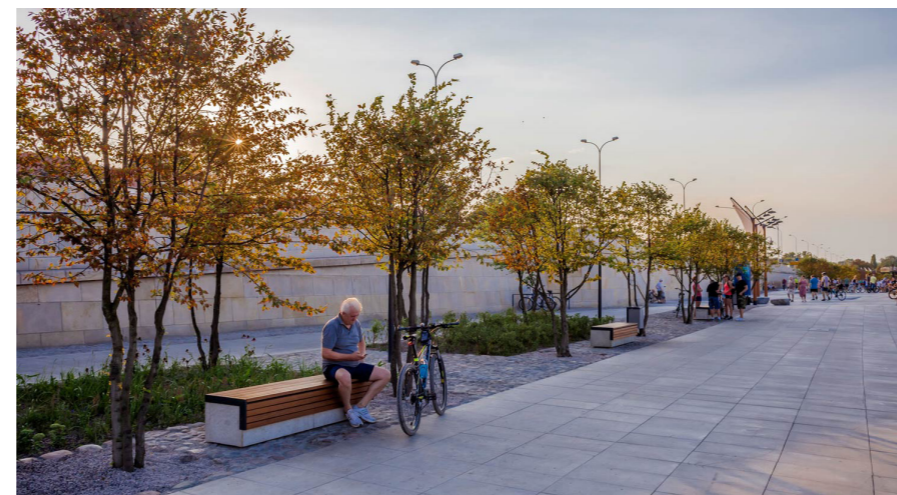


Urban

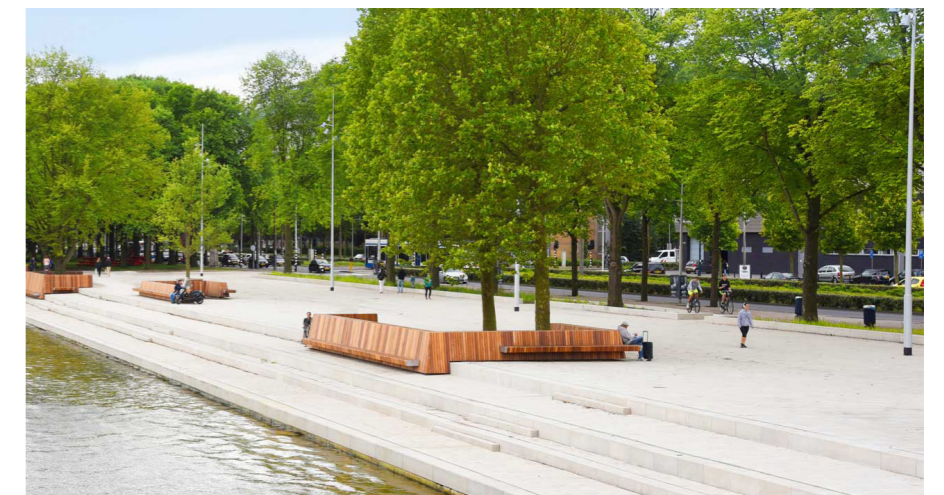
Urban 1 - Plaza and terraced water edge (plaza adjacent)



Hunters Point South Park by SWA/BALSEY + WEISS/MANFREDI. Photo: David Lloyd

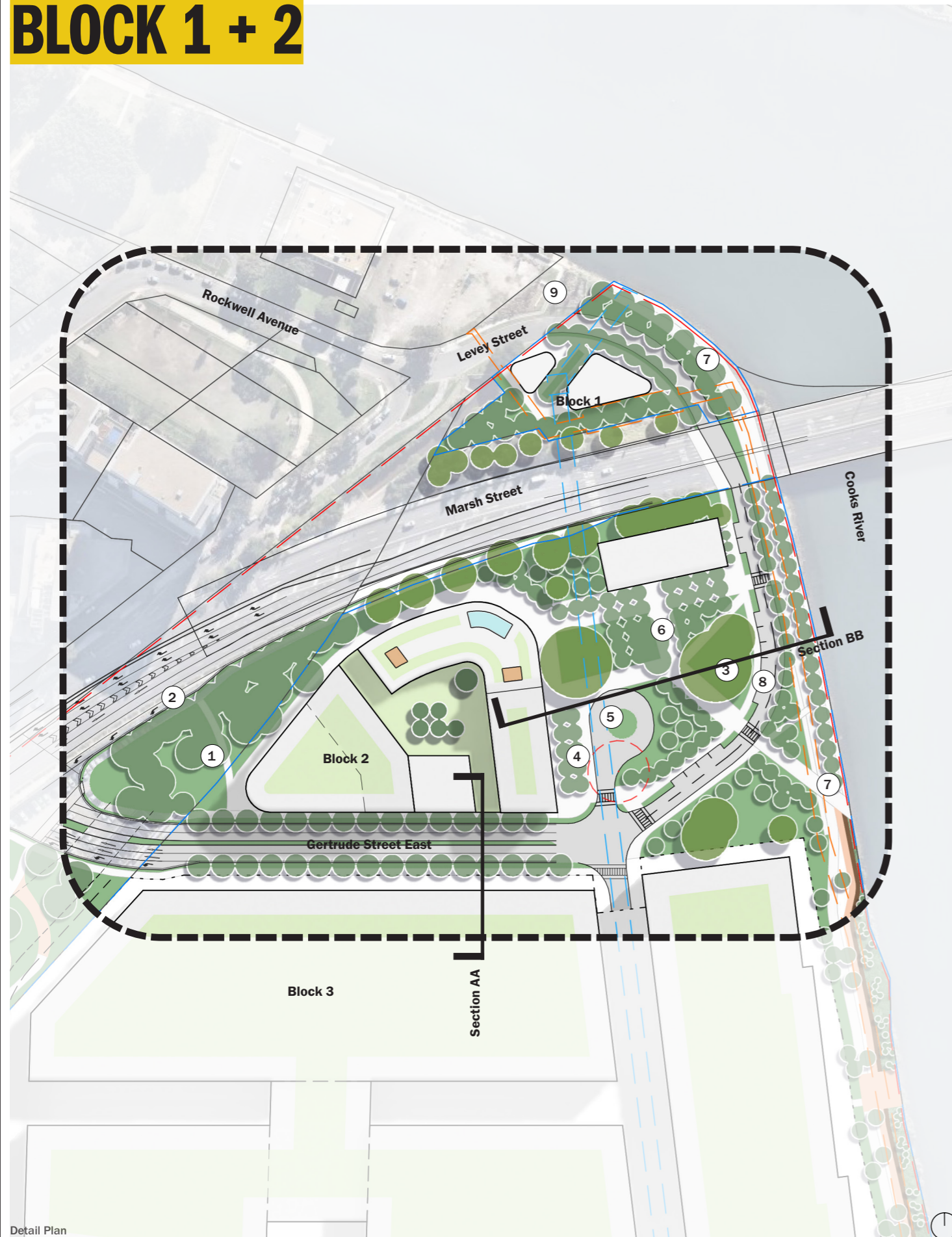


Vistula Boulevard by RS Architektura Krajobbrazu. Photo: RSAK



Zuidwestoever by Grijzen / Stadsruimte. Photo: Stadsruimte

BLOCK 1 + 2



Block 1 + 2 is an active mixed use precinct, with a new hotel and commercial development including a large public plaza 'Fig Tree Grove' and waterfront promenade.

The northern area of the Cooks Cove Planning Proposal includes Block 1 and Block 2.

Block 1 is located north of Marsh Street and includes two pavilion buildings that provide commercial and food and beverage opportunities facing the Cooks River. Access will be via Levey Street.

The foreshore will provide a pedestrian and cycle connection with the existing waterfront pathways to Cahill Park via the St George Rowing Club.

Block 2 is a mixed use development set within a landscaped setting, and includes a commercial and hotel tower above a retail podium. The commercial tower faces Marsh Street and is setback from the road via a public square. The hotel is facing a new large public plaza 'Fig Tree Grove' that includes a pavilion building that will offer food and beverage opportunities. The plaza is characterised by three large existing fig trees that will be preserved on the site.

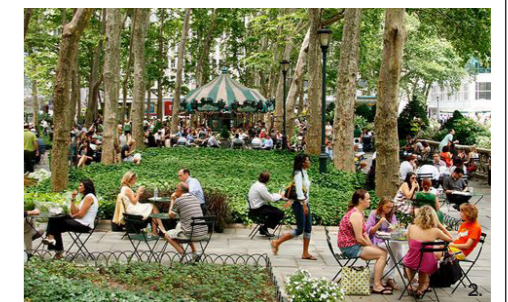
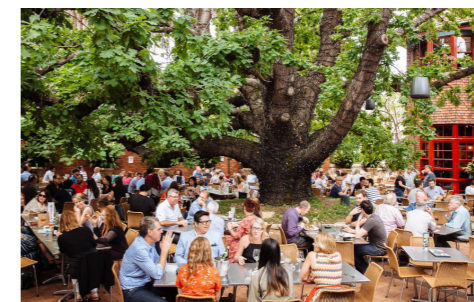
Access to the hotel, commercial and retail development will be via Gertrude Street East, which will include on-street parking for visitors.

LEGEND

- 1 Public open space
- 2 Existing footpath and cyclepath
- 3 Existing trees retained
- 4 Porte cochere to hotel and commercial
- 5 Vehicle turn-around
- 6 Fig Tree Grove
- 7 Proposed pedestrian and cyclepath
- 8 On-street parking / loading zones
- 9 Tie in with existing levels

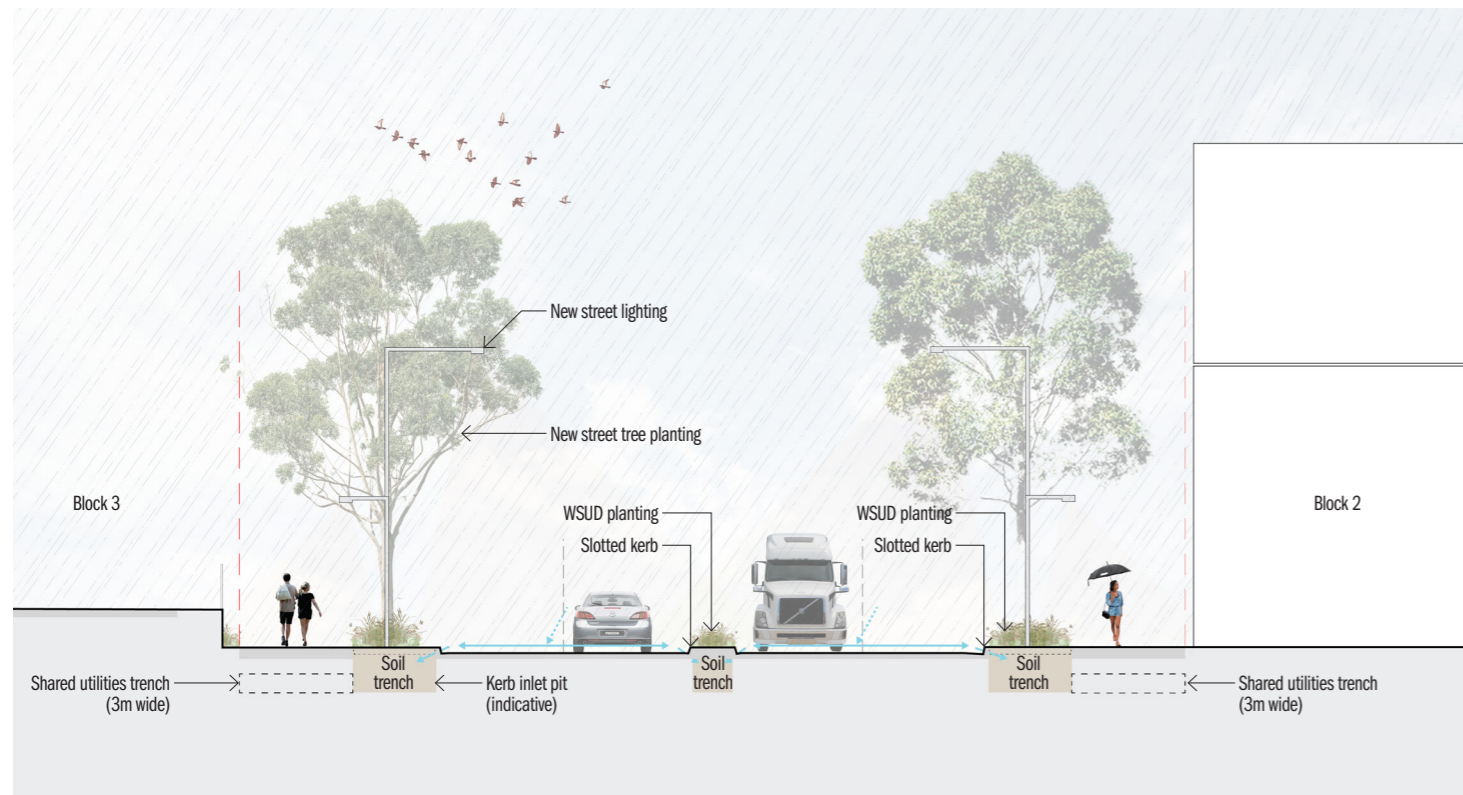
Legend

- Desalination Easement
- Gas Easement
- Planning proposal boundary



Images

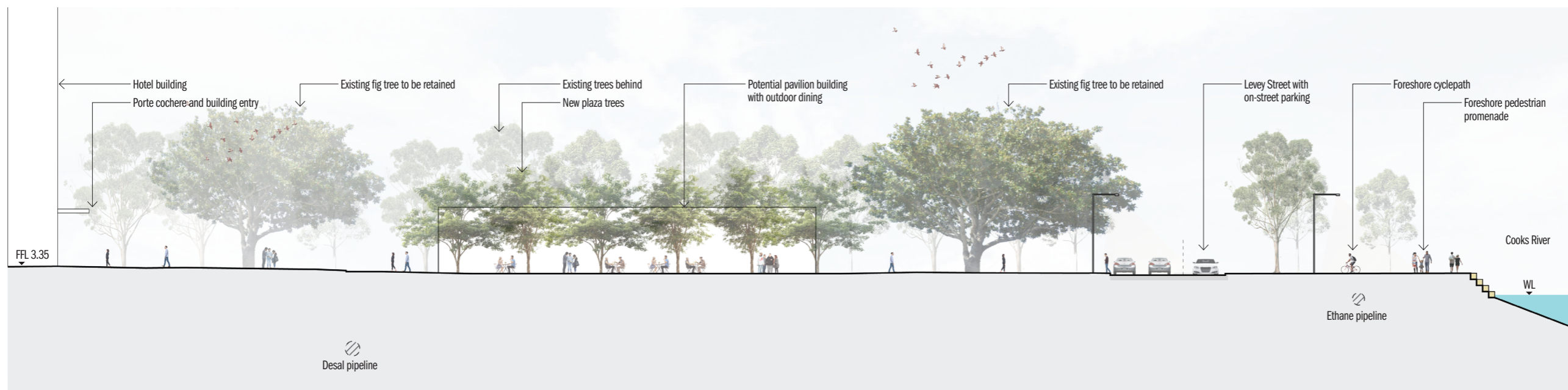
- 1. The Oaks Hotel, Sydney. Photo: Kai Leishman
- 2. Bryant Park by OLIN Studio. Photo: OLIN Studio
- 3. Westpac Place by Aspect Studios. Photo: Florian Groehn
- 4. Ground Control, Paris. Photo: Ground Control



Street Section AA



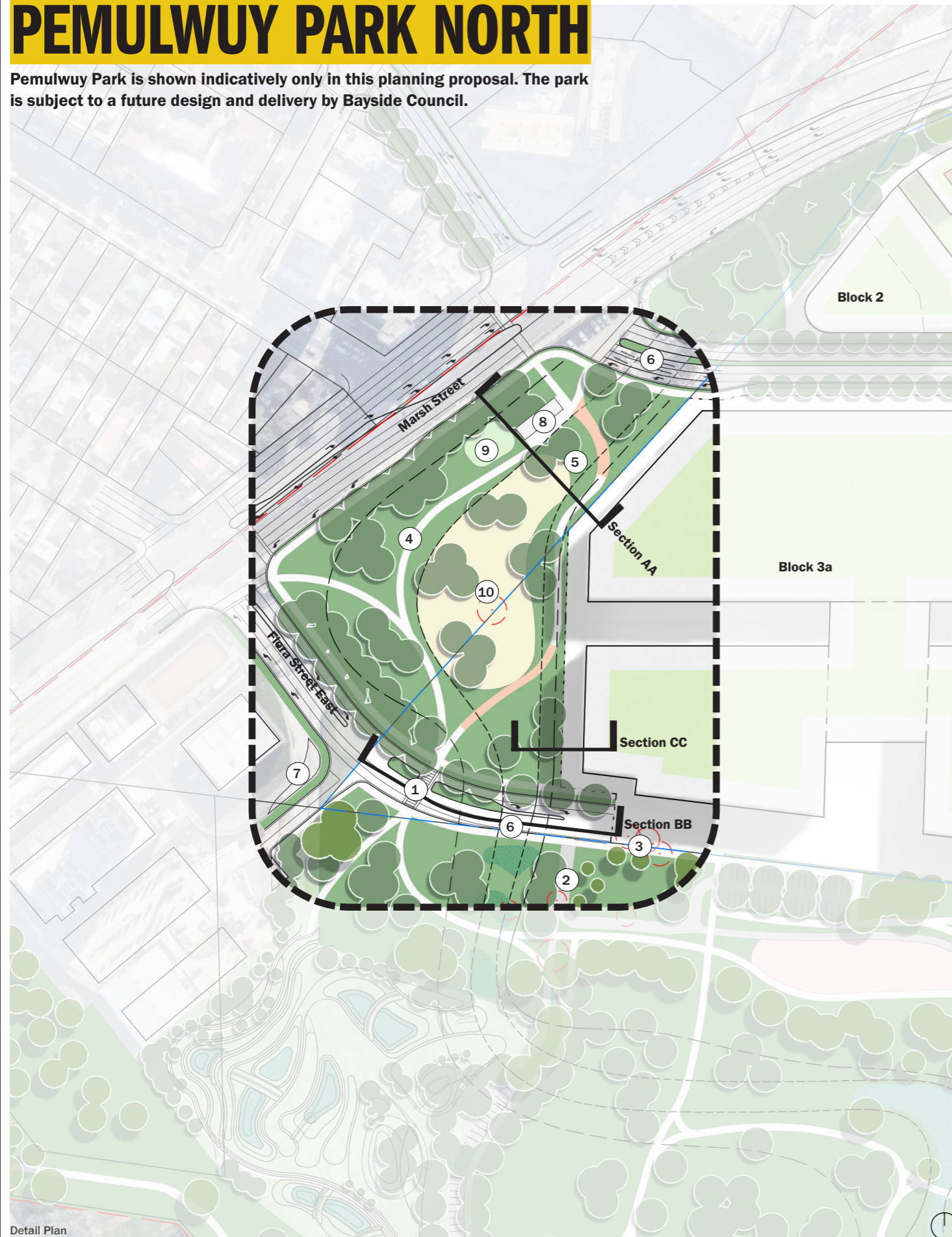
Visualisation



Section BB

PEMULWUY PARK NORTH

Pemulwuy Park is shown indicatively only in this planning proposal. The park is subject to a future design and delivery by Bayside Council.



Detail Plan

Pemulwuy Park North provides a new public open space serving the surrounding residential community. The park will include open lawn areas for dog walking, pathways for recreation, and the potential for a youth activity space and community pavilion building.

Pemulwuy Park North extends from Marsh Street to Flora Street East and the adjacent Block 3 development.

The new open space will be highly visible from Marsh Street and will also provide a visual connection to the larger open space area of Pemulwuy Park South.

Pedestrians will be able to access the park area via the Marsh Street intersections at Gertrude Street and Flora Street. The pathways will lead down to a pedestrian and cycle crossing over Flora Street East to

access Pemulwuy Park South. The pedestrian crossing will also provide access to a new carpark within Pemulwuy Park South, accessed via Flora Street East.

A dedicated cycle path will also be provided through the park, to allow cycle movement from Pemulwuy Park South through to Marsh Street and Gertrude Street, which will connect through to Cahill Park and the Wolli Creek train station.

The park also includes the potential for a new youth hub and amenities pavilion.

This may provide an activity space for teenage users of the park, potentially including street skate equipment, art displays, half court basketball and bouldering wall.

LEGEND

- 1 Pedestrian crossing and main entry to open space
- 2 Vehicle entry to open space
- 3 Security gate to logistics
- 4 Pedestrian shared user path
- 5 Overland flow path
- 6 Drainage culvert beneath road
- 7 Vehicle access to TfNSW M6/M8 complex
- 8 Amenities pavilion
- 9 Potential community garden
- 10 Youth hub/ BMX pump track

Legend

- Planning proposal boundary



Images

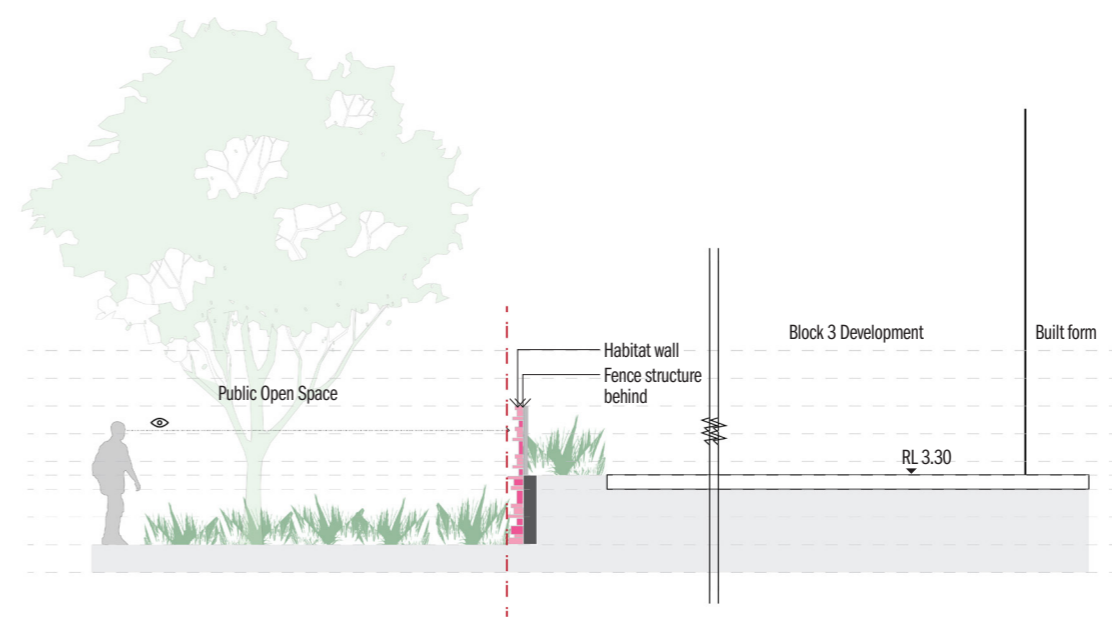
- 1. Cycleways, City of Newcastle
- 2. Phil Baux Park, Snow King Mountain
- 3. Scarborough Foreshore Redevelopment by UDLA. Photo: Douglas Mark Black
- 4. Turruwul Park, City of Sydney



Section AA - Block 2 site section



Section BB - Flora Street East long section



Section CC - Interface with Block 3

PEMULWUY PARK SOUTH

Pemulwuy Park is shown indicatively only in this planning proposal. The park is subject to a future design and delivery by Bayside Council.



Detail Plan

Pemulwuy Park South is new a 12ha public parkland that will become a key asset for the local communities of Arncliffe, Wollie Creek and the broader Bayside LGA. Potential features of the parkland include open lawns and pathways, an off-leash dog walking area, children's playground, youth activity zone, community pavilion and gardens.

The new parklands of Pemulwuy Park South extend from Flora Street East down to the existing Sydney Water property on the southern boundary. The western boundary interfaces with the WestConnex M6 permanent facility and frog habitat area, while the eastern boundary includes the Block 3 development.

The parkland includes a direct connection with the new Cooks River foreshore zone, accessed on the southern boundary. Pedestrians and cyclists will access the

park from Marsh Street via a pedestrian and cycle crossing over Flora Street East. Extensive pathways will connect the various areas of the new parkland. A cycle path will provide links to the Cooks River foreshore, the existing cycle route beneath the M5 Motorway, and safeguard for a future link to the south to Muddy Creek and Riverine Park.

Vehicles will access the park via Flora Street East connecting to a car park at the entry. Further parkland vehicle access will be via a one-way loop road with additional parking bays adjacent

to key park features.

Proposed at the centre of the park is a large community hub with a village green for festivals and events, a potential children's playground with pavilion and community gardens.

Other potential key features of the parkland include open lawns and BBQ areas for picnics and gatherings, a meandering pathway network for recreation, dog walking opportunities including an off-leash dog area and a youth activity zone adjacent to the main entry carpark.

LEGEND

- 1 One way vehicle loop road
- 2 Car parking
- 3 Children's playground
- 4 Community pavilion
- 5 Youth hub
- 6 Off leash dog areas
- 7 Informal lawn zones
- 8 BBQ amenities
- 9 Potential community garden
- 10 Community event lawn
- 11 Frog ponds (by TfNSW)
- 12 Existing water bodies retained

Legend

- Desalination Easement
- Gas Easement
- Planning proposal boundary



Images

- 1. Adelaide Zoo Playground by Wax Design. Photo: Sweet Lime Photo
- 2.
- 3. Kings Park Festival. Photo: J Thomas
- 4. Magneten Sensory Garden by MASU Planning. Photo: Kirstine Autzen



Images

1. Children playing with a kite

2. May Drive Parkland. Photo: J Thomas

3. Stadium Park and Chevron Parklands by Hassell. Photo: Robert Frith

4. Xanten Park by Planergruppe Oberhausen. Photo: Claudia Dreyße

5. Dog walker

6. Cycling, NSW Government



Section AA



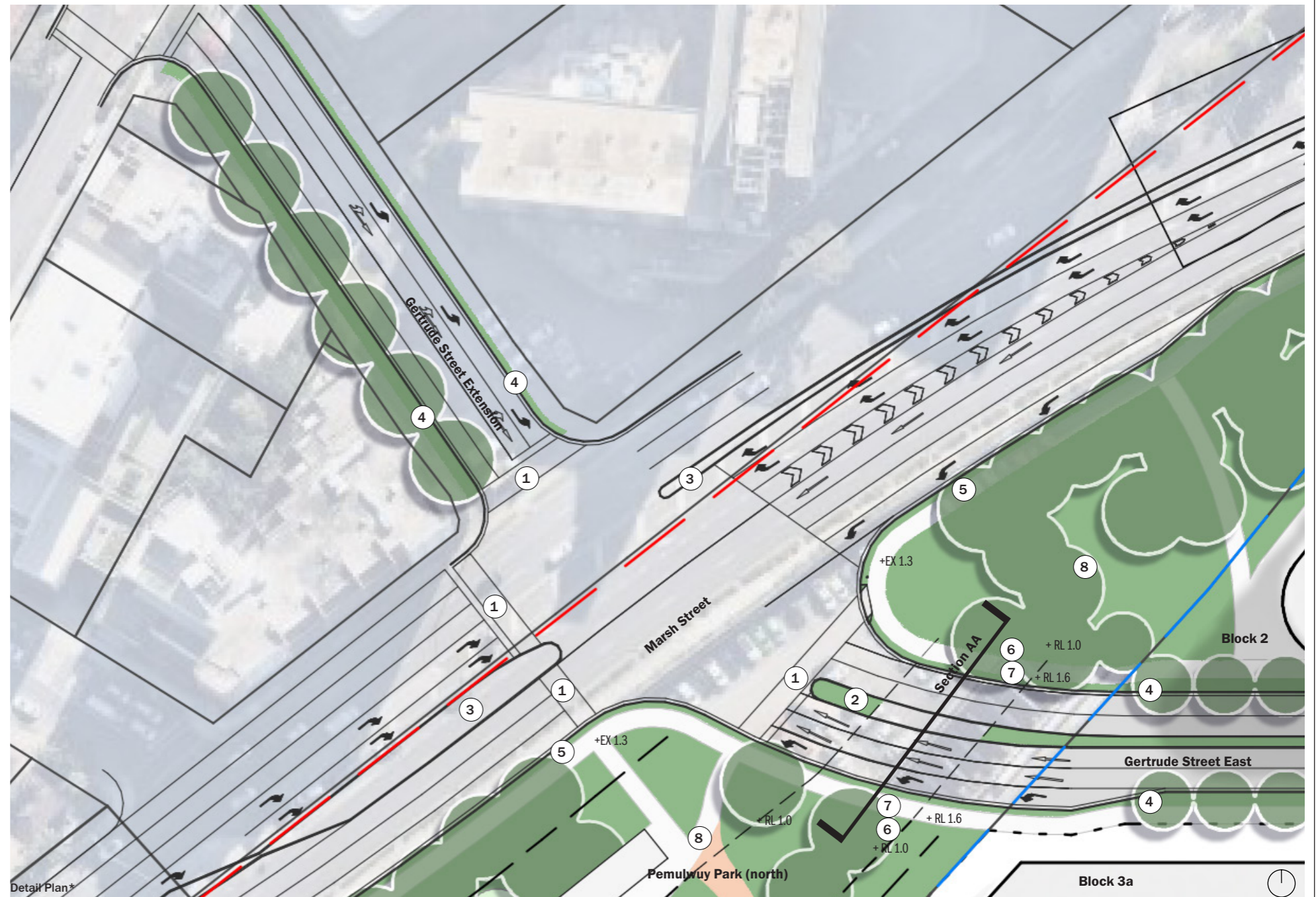
Section BB

GERTRUDE STREET EAST

Gertrude Street West and Marsh Street intersection upgrade will provide critical pedestrian, cycle and vehicle access into the overall Cooks Cove Master Plan. The street upgrades and intersection works will include:

- A new vehicle connection to the west of Marsh Street with a new carriageway, verge planting, trees, lighting and pedestrian footpaths that extend through to Levey Street adjacent to Cahill Park
- A new three legged signalised pedestrian crossing at Marsh Street
- New and upgraded vehicle movements from Marsh Street into the future Gertrude Street East
- A new vehicle connection east of Marsh Street with a new carriageway, verge planting, trees, lighting and pedestrian footpaths that connects the future block 2 and 3 of the Cooks Cove Master Plan
- Seamless pedestrian and cycle connections to and from the adjacent Pemulwuy Park
- Integration with the existing footpath and planting zones along Marsh Street

Importantly, pedestrian and cyclist circulation has been designed in an effort to reduce conflicts with vehicles, maximise sightlines, ensure legible and cohesive connections and maximise planting and tree canopy. All streets will also provide best practice Water Sensitive Urban Design (WSUD) principles with runoff directed to planted verges and medians. Overland flow north-south is maintained under Gertrude Street East via a culvert system. This culvert will be subject to future design detail and will ensure best practice safety in design principles are achieved.



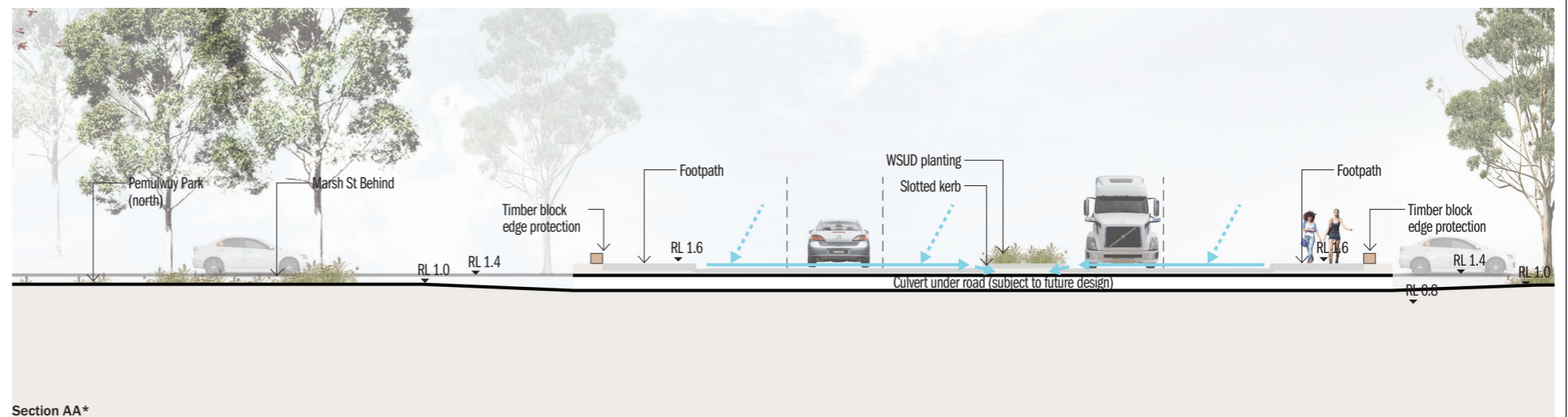
Legend

— Planning proposal boundary

LEGEND

- 1 Signalised pedestrian crossing
- 2 Planted median
- 3 Concrete median with dividing safety fence
- 4 Planted verge and footpath
- 5 Existing planted verge and footpath
- 6 Culvert under road
- 7 Footpath above culvert with edge protection
- 8 New open space with planting

* Section principles also applied to Flora Street East culvert. All levels indicative only and subject to design refinement



FLORA STREET EAST

Flora Street East and Marsh Street intersection upgrade will provide critical pedestrian, cycle and vehicle access into the overall Cooks Cove Master Plan. The street upgrades and intersection works will include:

- A new vehicle connection to the west of Marsh Street with a new carriageway, verge planting, trees, lighting and pedestrian footpaths that provide improved access to the MOC and enable new vehicle connections to the Block 3 logistics hub and Pemulwuy Park south.
- An upgraded four legged signalised pedestrian crossing at Marsh Street
- An at grade pedestrian crossing that connects Pemulwuy Park north and south whilst ensuring clear sight lines from vehicles entering and existing both the MOC and Block 3 logistics hub
- New and upgraded vehicle movements from Marsh Street into the future Flora Street East
- A new vehicle connection east of Marsh Street with a new carriageway, verge planting, trees, lighting and pedestrian footpaths
- Seamless pedestrian and cycle connections to and from the adjacent Pemulwuy Park
- Integration with the existing footpath and planting zones along Marsh Street

Importantly, pedestrian and cyclist circulation has been designed to minimise conflicts with vehicles, maximise sightlines, ensure legible and cohesive connections and maximise planting and tree canopy. All streets will also provide best practice Water Sensitive Urban Design (WSUD) principles with runoff directed to planted verges and medians. Overland flow north-south is maintained under Flora Street East via a culvert system similar to that under Gertrude Street East. This culvert will be subject to future design detail and will ensure best practice safety in design principles are achieved.

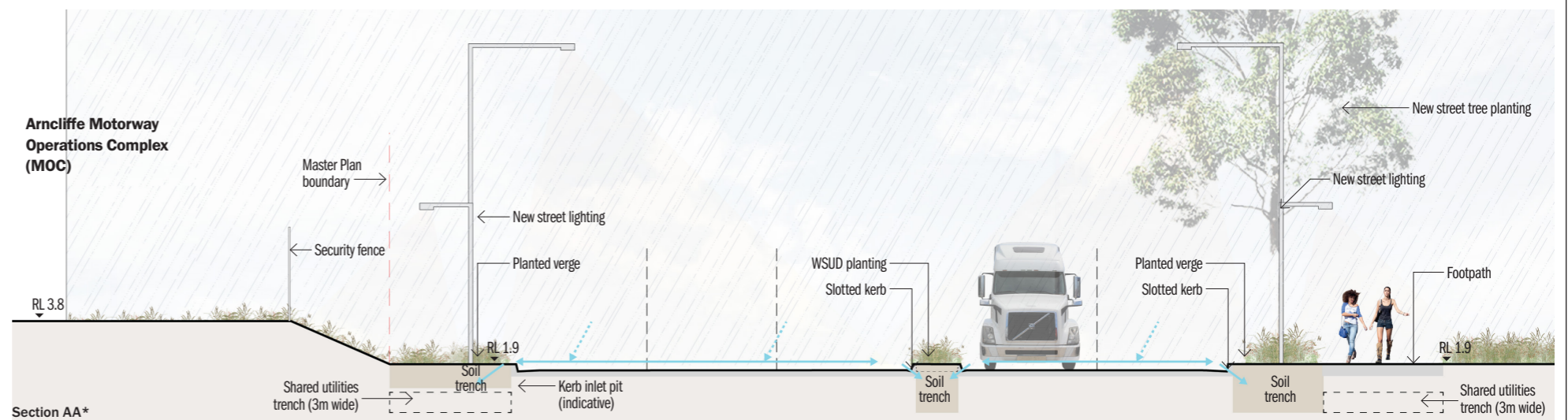
Legend

	Planning proposal boundary
	Existing freehold property boundary

LEGEND

1	Signalised pedestrian crossing
2	Planted median
3	Concrete median
4	Planted verge and footpath
5	Existing planted verge and footpath
6	Culvert under road
7	Footpath above culvert with edge protection
8	New open space with planting
9	Pedestrian crossing
10	Planted verge (no footpath)
11	Secure vehicle entry/exit to MOC
12	Vehicle entry/exit to Pemulwuy Park
13	Secure vehicle entry/exit to logistics hub

* Section principles also applied to Flora Street East culvert. All levels indicative only and subject to design refinement



FLORA + FAUNA STRATEGY

Open space strategies for Pemulwuy Park are shown indicatively only in this planning proposal. The park is subject to a future design and delivery by Bayside Council.

The existing golf course site is characterised by lawns and exotic grasslands, with native and exotic vegetation providing habitat for 45 fauna species.

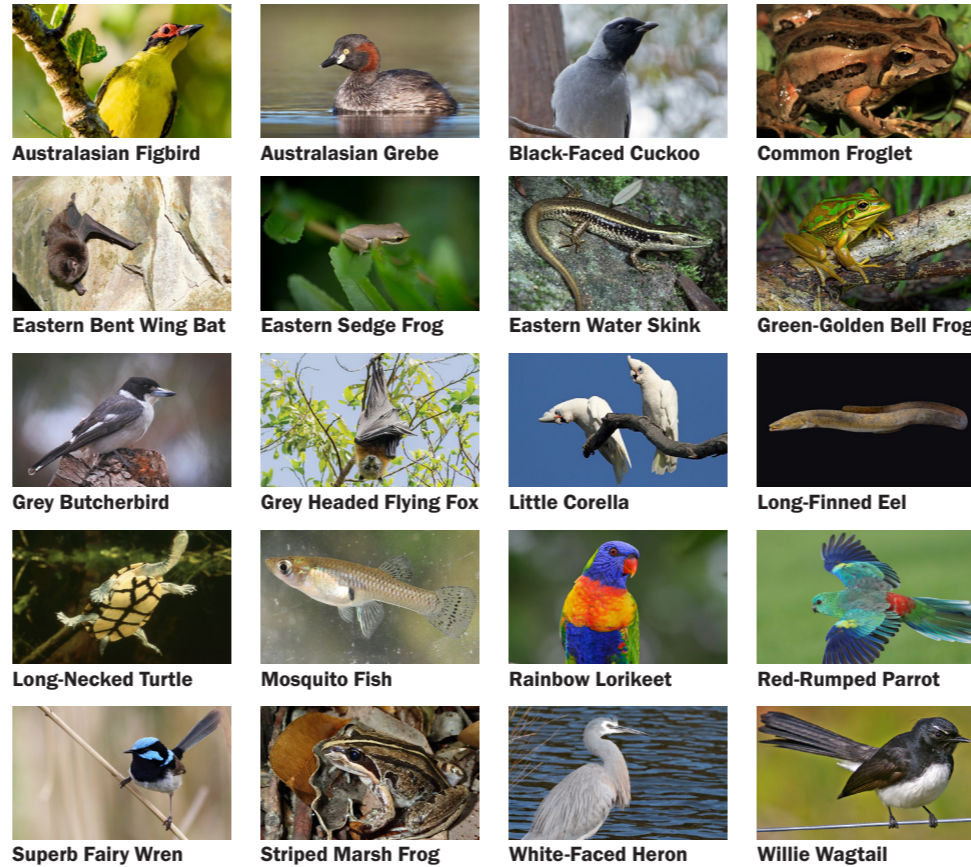
The subject site is a highly modified landscape that has been filled and modified over time due to its previous uses as the Arncliffe sewage farm, market gardens, recreational playing fields, the Kogarah Golf Course and temporary M6/M8 WestConnex construction compounds. There are pockets of wooded vegetation across the site, however it is unlikely that this is endemic regrowth of the original vegetation communities that historically occurred in the area.

Biodiversity Corridors

While the site does not represent the original vegetation communities, it provides valuable habitat for over 45 recorded fauna species (Cook Cove Northern Precinct Flora and Fauna Assessment, Cumberland Ecology 2021).











Green and Golden Bell Frog Habitat

The Green and Golden Bell Frog Habitat is to be constructed as a part of TfNSW scope adjacent to this Planning Proposal. Whilst this document does not include this information the proposal supports and is consistent with the design and protection of habitat in the future.



Site fauna species

Source: Cook Cove Northern Precinct Flora and Fauna Assessment (Cumberland Ecology)

Legend	
	Eastern Banksia Scrub and Grassland
	Cultural demonstration garden
	Marshland
	Coastal Flats Swamp Mahogany Forest
	Native rooftop garden
	Semi-aquatic planting
	Urban feature planting
	Wetlands
	Turf
	Planning proposal boundary



Planting approach

Images Page 83

1. Civic Park by ffla. Photo. Andrew Lloyd
2. Banksia spinulosa
3. Eastern Suburb Banksia Scrub, Malabar Headland
4. Kings Park. Photo J. Thomas
5. South Eveleigh Native Rooftop Farm by Yerrabingin
6. South Eveleigh Native Rooftop Farm by Yerrabingin

7. Stadium Park and Chevron Parkland by Hassell. Photo: Robert Frith
8. Smoking Ceremony
9. Stadium Park and Chevron Parkland by Hassell. Photo: Robert Frith
10. Hassett Park by JILA. Photo: Dianna Snape
11. Swamp Forest

PLANTING APPROACH

Open space strategies for Pemulwuy Park are shown indicatively only in this planning proposal. The park is subject to a future design and delivery by Bayside Council.

The planting approach will be inspired by the historical ecological communities of the region.

The planting of a variety of endemic native species that reflect the original natural site conditions, is inspired by the pre-European ecological communities of the site.

The use of endemic planting aims to regenerate the landscape and the natural ecosystems of the biodiversity corridor while providing opportunities for human interaction with nature. Planting species will be developed with consideration of SREP33 Approved Plant Species + National Airport Safety Framework - Guideline C - Managing the Risk of Wildlife Strike in the Vicinity of Airports.

Bushland inspired by historic vegetation communities

The planting design aims to restore the site and re-establish naturalised conditions, drawing upon historic vegetation communities that would have once existed in the area which have dramatically changed through land reclamation, industrialisation and infrastructure. These communities include the Eastern Suburbs Banksia Scrub and Coastal flats swamp mahogany forest.

Feature planting

Feature planting will be used in certain areas to increase spatial and taxonomic diversity, and to improve the user experience through floral displays of colour. Native food plantings also provide educational opportunities and benefits endemic fauna and pollinator species. A potential indigenous bush tucker garden will enable an exchange of cultural values and ideas, while fostering education about land use, settlement and Indigenous history of place.

Cultural demonstration garden

Located in the centre of the park with the community pavilion a potential 'bush tucker' garden will celebrate cultural knowledge and provide a learning space about the indigenous history of the area. The garden is made up of plants that have been used by the local Bidjigal and Kameygal clans for food and medicine for thousands of years.

Increased tree canopy

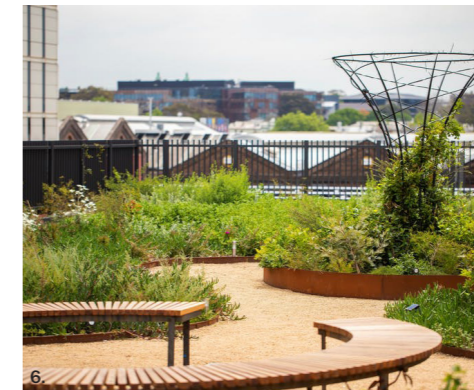
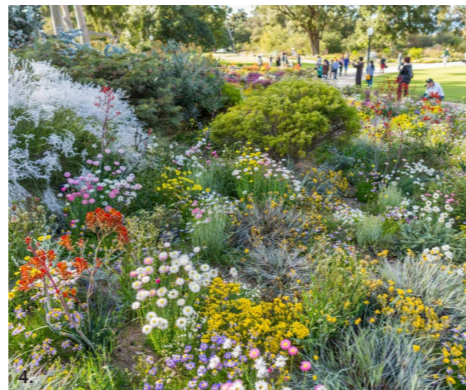
While the existing mature tree canopies will be retained where possible, the design approach also aims to increase canopy coverage and trees to reduce urban heat island effect and ameliorate climate change related issues. A diverse and layered tree canopy will also provide additional fauna habitat and support the ecological approach to the site and habitats for migratory birds that leverage off the existing Towra Point and Rockdale wetland systems.



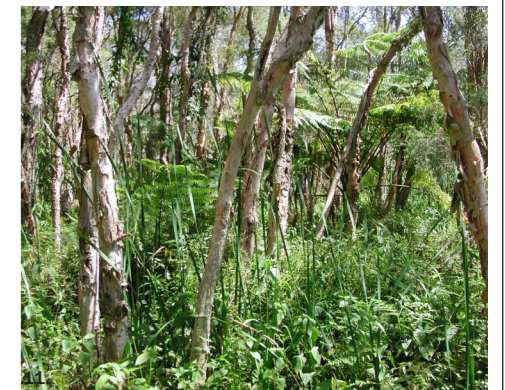
RECHARGE THE EXISTING



Eastern Suburbs Banksia Scrub and grassland



Feature planting and cultural demonstration gardens



Coastal flats swamp mahogany forest

COMMUNITY PROGRAM

Open space strategies for Pemulwuy Park are shown indicatively only in this planning proposal. The park is subject to a future design and delivery by Bayside Council.

The Cooks Cove planning proposal includes the potential for a rich and diverse program for people of various ages within the network of open spaces.

This includes a series of parkland opportunities within Pemulwuy Park North and South (designed and delivered by Bayside Council) including passive recreation, fitness and play; a foreshore with cycleways, boardwalks, shelters and lookouts; and Block 1 and 2 with outdoor plazas activated with restaurants and bars.

Key features of the open space potentially include:

- Community lawn
- Integrated playground
- Parkland community pavilions and amenities pavilions
- BBQ grounds
- Cultural demonstration garden
- Youth activity space and BMX tracks
- Organisation of parkland activities
- Community gardens
- Fitness stations

Program and activities have been organised into four general categories:

- **Community:** group spaces with facilities to support public functions, activities and events.
- **Ecological:** natural spaces that have ecological value and functions for biodiversity, fauna habitat or water management.
- **Passive:** personal spaces for activities that are generally undertaken by individuals and small groups that are passive in nature, and includes free space.
- **Circulation:** movement spaces that support the circulation of people and vehicles, including car parks.






Images

1. Night Market
2. South Eveleigh Playground by Aspect Studios.
3. Lizard Log Parklands by McGregor Coxall.
4. Community BBQ
5. South Eveleigh Native Rooftop Farm by Yerrabingin
6. Scarborough Foreshore Redevelopment by UDLA. Photo: Douglas Mark Black
7. Homebush Bay Badu Mangroves. Photo SOPA
8. Homebush Bay Waterbird Refuge. Photo SOPA

Images Page 85

1. Curved concrete wall. Photo: Jason Liske
2. Sydney Park Fitness Equipment by JILA. Photo: JILA
3. Park am Gleisdreieck by Atelier LOIDL. Photo: LOIDL
4. Narrabeen Lagoon by Aspect Studios. Photo: Simon Wood
5. Terrain Bench by Botton Gardiner. Photo: Botton Gardiner

Legend

	Community: group spaces
	Ecological: natural spaces
	Passive: personal spaces
	Circulation: movement spaces
	Planning proposal boundary



Community lawn



Parkland community pavilion



Cultural demonstration garden



Boardwalks and water decks



Integrated playground



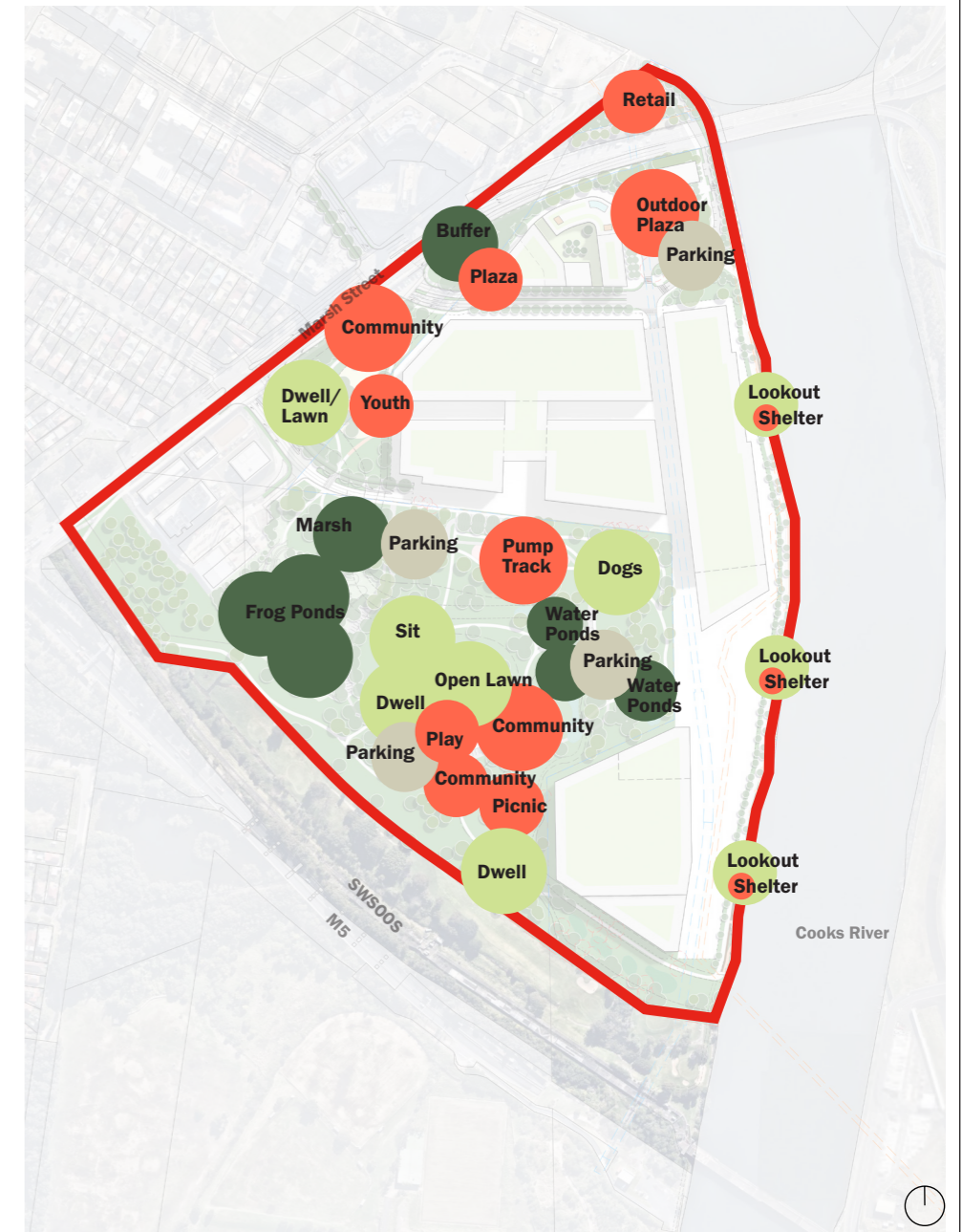
BBQ grounds



Youth activity space



Lookouts and shelters



Diversity of programme and activation



MATERIALS + ELEMENTS

Open space strategies for Pemulwuy Park are shown indicatively only in this planning proposal. The park is subject to a future design and delivery by Bayside Council.

The public open space materials and furniture will be robust and durable and designed as a suite of coordinated elements.

High quality and robust materials and furniture elements will be selected for the public open space areas. Furniture elements will provide amenity, respite and leisure functions for users within the public realm. They will be required to serve a multitude of user groups and cater for a variety of parkland experiences.

An adequate level of furniture will need to be evenly distributed across the public realm, with a concentration at key locations including:

- Park entry and exit points
- Communal gathering areas
- Playground
- Youth activity zone
- Rest points and lookouts
- Path intersection nodes/clusters
- Open turf zones

The adjacent images are examples of the range of elements that may make up the public realm furniture palette.

Where applicable, proposed elements will tie into the adjacent streetscapes and Bayside Council guidelines.

The elements within the suite will share material, and architectural and operational traits. The suite will consist of simple, elegant and refined objects, including:

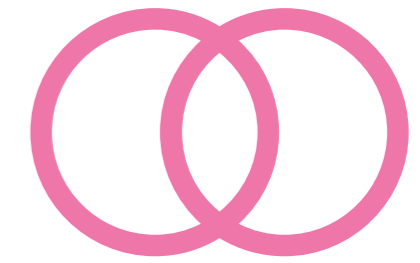
- Pedestrian lighting
- Signage and wayfinding
- Seating
- Bollards
- Bicycle racks
- Drinking fountain
- Rubbish bins
- Barbecue amenities and shelters

The location of furniture and other elements will be designed in a manner that encourages the intended uses throughout the public realm and avoids excessive visual clutter.

Certain elements will incorporate additional place-making characteristics, such as engraving, alternative finishes or bespoke forms.

Images continued
 6. Classic Plaza Table by Street Furniture Australia. Photo: SFA
 7. Amenities pavilion
 8. Munro Martin Park by CA Architects. Photo WE-EF
 9. Turruwul Park, City of Sydney
 10. Park shelter

11. Balmoral Bridge and Mars Boardwalk by Fleetwood Urban. Photo: Fleetwood Urban
 12. Balmoral Bridge and Mars Boardwalk by Fleetwood Urban. Photo: Fleetwood Urban



BEAUTIFUL MOMENTS
OF COMMUNITY RESPITE



Walls and pavements



Furniture and lighting



Shelters and structures

MOVEMENT + CIRCULATION

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The open space areas will be permeable and connected with a network of pedestrian and cycle paths, boardwalks and footbridges.

The proposed movement and circulation framework provides an extensive circulation network for pedestrians and cyclists within a pedestrian-oriented and accessible environment. The majority of the open space areas are car-free, with the exception of a one-way slow speed vehicle circulation road through Pemulwuy Park South. Other open space areas are vehicle accessible via adjacent pedestrian drop-off and short stay parking areas.

Pedestrian circulation is the highest priority when it comes to designing vibrant and welcoming places that are accessible by all.

Key outcomes of the design include:

- Pedestrian pathways designed to accommodate use and circulation 24/7 and year round, with pedestrian lighting and design with CPTED principles.
- A landscape maintenance regime established to enable ease of circulation through the streets and pathways.
- Expanded internal circulation network to connect to external streets and parklands to increase ease of pedestrian access from adjacent areas.
- All pathways to accommodate bicycle circulation.
- All streets including the road footpaths to be shaded with street trees where possible to provide comfortable walking environments.
- Signage and wayfinding located at entry points, nodes and intersections.



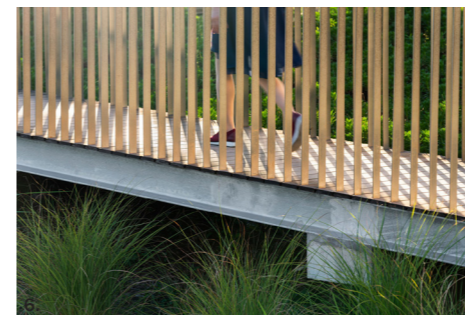
1. Footpaths and shared paths



3. Principle bicycle network



5. Boardwalks



7. Wayfinding and signage



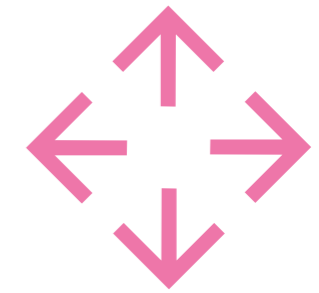
8. Signage and wayfinding

Legend

	Existing Pedestrian/Cycle Path
	Principle Pedestrian/Cycle Path
	Potential Connection (By Others)
	Secondary Pedestrian/Cycle Path
	Vehicle Circulation (car and trucks)
	Internal Logistics Circulation (indicative only)
	Planning proposal boundary

Images

1. The Parklands of Floyds Fork by WRT. Photo: Ted Wathen
2. Walking and Cycling Trails. City of Salisbury
3. Cycling. NSW Government
4. Walking and Cycling Trail
5. Parramatta cycleway. City of Parramatta
6. Xuhui Runway Park by Sasaki. Photo: Insaw Photography
7. Adelaide City Wayfinding by Studio Binocular
8. Signage and Wayfinding



SEAMLESSLY CONNECTED



Circulation and Connectivity

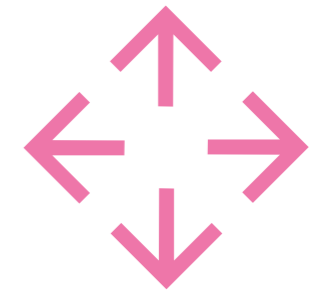
ACCESS + LINKS

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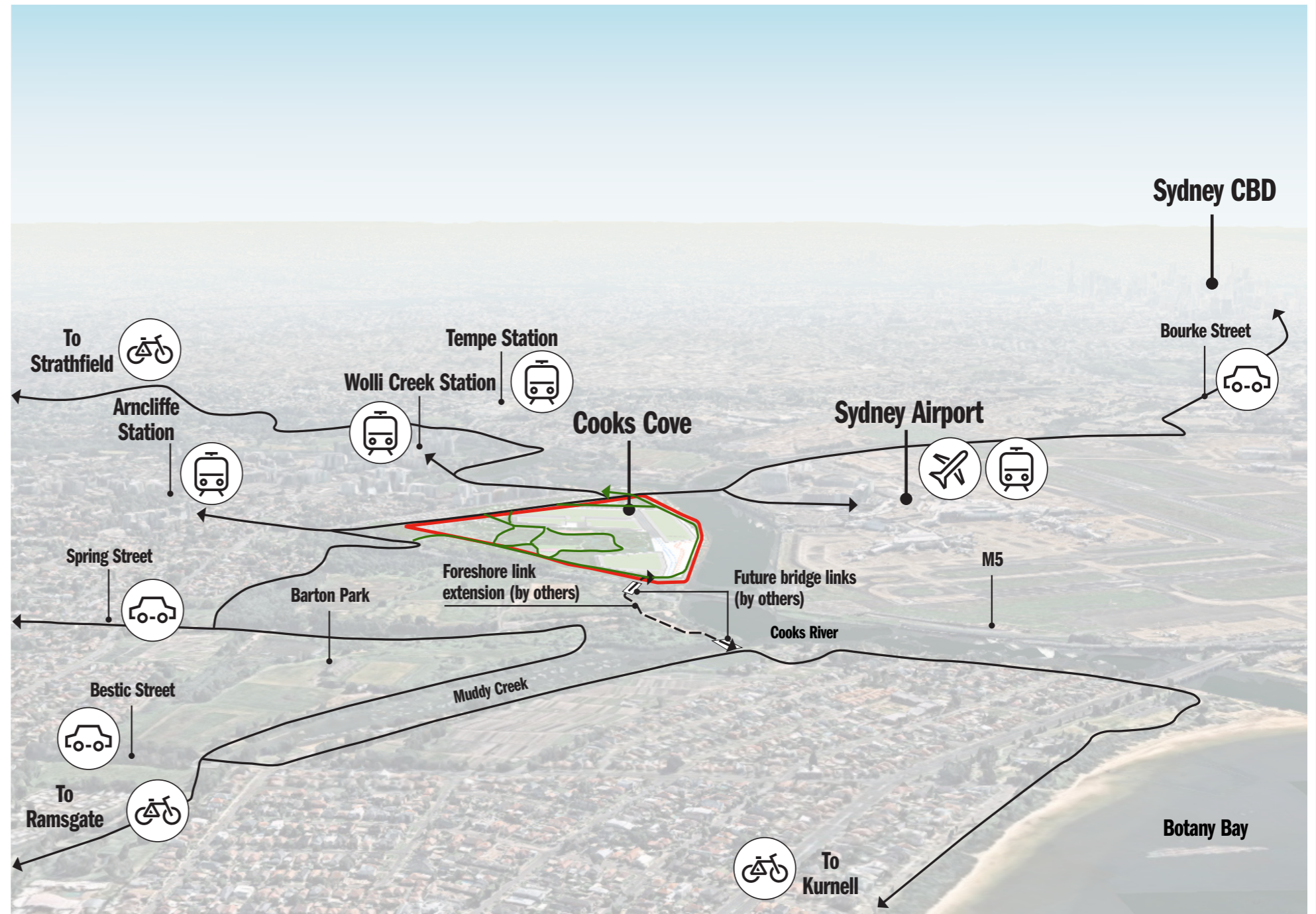
The Cooks Cove planning proposal will connect with existing active travel corridors, public transport infrastructure and planned future bicycle routes.

The Cooks Cove site is located adjacent to a number of existing cycle corridors including the existing cycle path on Marsh Street, and the off-street connection to Wollie Creek via Cahill Park and the Cooks River foreshore.

The site is also positioned on a strategic cycle corridor from Brighton Le Sands to CBD, identified within the Strategic Cycleway Corridors for the Eastern Harbour City, Transport for NSW. This corridor will be enhanced by the proposed foreshore cycleway within this proposal, and will be further strengthened by the potential future links across the M5, SWSOOS and Muddy Creek (to be delivered by others).



SEAMLESSLY CONNECTED



PART 4

VISUALISATIONS



Aerial view south east

Hassell



Aerial view north

Hassell



View south from Tempe Reserve

Hassell



View south from Giovanni Brunetti Bridge

Hassell



View north along Cooks River Foreshore

Hassell



View east through Pemulwuy Park



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