

Public Hearing Report

Reclassification of Community Land 13-19A Marsh Street Arncliffe (Cooks Cove)

Friday 30 June 2023

Novotel Sydney International Airport, Sydney

Report Finalised – 22/08/2023

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1. Introduction

1.1 Background

This Report documents a public hearing (the **Hearing**) on behalf of the NSW Department of Planning and Environment (**NSW DPE**) regarding the reclassification of land from 'community' to 'operational'. The reclassification forms part of the Cooks Cove Planning Proposal PP-2022-1748 (the **Planning Proposal**), which was under exhibition from 24 April 2023 to 6 June 2023. The Hearing was held on 30 June 2023, from 1-7pm at the Novotel Sydney International Airport, at 22 Levey Street Wolli Creek.

An independent chair hosted the public hearing on behalf of the Sydney Eastern Planning Panel. The Sydney Eastern Planning Panel are performing the role of the Planning Proposal Authority (**PPA**) as a portion of the land is owned by Bayside Council, (**Council**) and their role as Trustee of this land prevents them from being the PPA.

1.2 Statutory Context

Section 3.34 of the *Environmental Planning and Assessment Act 1979* (**EPA Act**) prescribes that a PPA may forward a planning proposal to the Minister for a gateway determination. After reviewing the proposal, the Minister is to determine whether a public hearing is to be held into the matter, subject to section 3.34(2)(e). In this instance NSW DPE arranged for a public hearing to be undertaken. The report is to be made available for inspection by the public pursuant to section 47G (3) of the LG Act.

1.3 Planning Context & Gateway Determination

The subject land of the Planning Proposal is identified (highlighted pink and hatched) in Figure 1 below (**Subject Land**). It is known as Lot 1 in DP 108492 and Lot 14 in DP 213314, or 13-19A Marsh Street Arncliffe 2205. The other areas within the red outline, identified by yellow and green highlighting, apply to the remainder of the Planning Proposal.



The Planning Proposal seeks to remove the site from the operation of Chapter 6 of State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021 and insert new planning provisions into Bayside Local Environmental Plan 2021.

The Planning Proposal seeks to:

- a. introduce three land use zones across the site (SP2 Infrastructure, SP4 Infrastructure and RE1 Public Recreation);
- b. provide amended heights and Floor Space Ratio controls to support redevelopment of the site;
- c. permit additional permitted uses including 'advertising structures', 'trade related enterprises' on part of the site and 'hotels and motels', 'serviced apartments', 'food and drink premises', and 'shops' as permitted uses within the SP4 zone; and
- d. reclassify the Subject Land, which forms part of the Planning Proposal site, from 'community' to 'operational' to facilitate local road access and the provision of infrastructure to support development. The Subject Land is Council owned and the subject of Charitable Trusts.

The NSW DPE, in its capacity as the Local Plan Making Authority, issued a gateway determination for the Planning Proposal on 5 August 2022, which progressed the Planning Proposal to the next stages of exhibition. Following notification of the Planning Proposal and the invitation for submissions, the public was notified of the Hearing. Pending satisfaction of the Gateway conditions and the outcome of the Hearing, the Planning Proposal may proceed to the final stages of approval.

1.4 What is Community Land?

Community land is intended to be managed for use by the community for purposes including environmental protection, recreational, cultural, social, and educational activities. Community land may only be leased or licensed for up to 21 years without the Minister's consent or up to 30 years with the Minister's consent, it cannot be sold, and its use is restricted to the above purposes.

In contrast, operational land is land that can be used for any purposes deemed fit by Council. It may be used for commercial purposes. It may be leased for a longer period than community land and it can be sold. The reclassification would facilitate the Subject Land to be developed in accordance with the Planning Proposal.

The LG Act sets out provisions that all public land must be classified as either community or operational land (section 25). The classifications may be made by way of a local environmental plan or by resolution of the council (section 27). In this instance, the reclassification is occurring by way of a local environmental plan being the *Bayside Local Environmental Plan 2021*.

2. Public Exhibition

2.1 Advertising and Notification

The Planning Proposal was notified for public comment between 24 April 2023 and 6 June 2023. The closing date for written submissions by mail or email was 6 June 2023.

The NSW Department of Planning and Environment gave notice of the Hearing by way of:

- a. a letter of notice sent to submitters of the Planning Proposal, inviting them to speak at the Hearing (enclosed at Annexure A); and
- b. newspaper advertisements in the Sydney Morning Herald and The Daily Telegraph on 7 June 2023 (enclosed at Annexure B).

2.2 Submissions

The closing date for written submissions by mail or email was 6 June 2023. In total, there were 146 submissions from individuals or organisations, and 18 responses from agencies.

3. Public Hearing

3.1 Attendance

The Hearing was presided over by Mr Christopher Shaw and Ms Alyce Kliese, who were independently engaged by the PPA to act as the chair and deputy chair respectively.

- a. Mr Shaw is the Managing Partner at Shaw Reynolds Lawyers; and
- b. Ms Kliese is the Partner at Shaw Reynolds Lawyers.

Mr Shaw and Ms Kliese conducted the Hearing in accordance with the requirements of the LG Act.

Also in attendance:

- a. Kelly McKellar, Acting Director, Agile Planning at NSW Department of Planning and Environment;
- b. Amy van den Nieuwenhof, Senior Planning Officer at NSW Department of Planning and Environment; and
- c. Kate Bartlett, Consultant assisting the Agile team.

In addition, 13 people attended the Hearing.

3.2 Overview

Mr Shaw opened the Hearing at 1:00pm by welcoming guests and delivering an Acknowledgment of Country.

Mr Shaw explained that the purpose of the public hearing was to consider the reclassification of the Subject Land, as opposed to reviewing the merits of the Planning Proposal. The key points were:

- a. the requirement for public notice and a public hearing, pursuant to section 3.34(2)(c) and 3.34(2)(e) of the EPA Act, and Schedule 1 Clause 4 of the EPA Act;
- b. the role of Council as owners and trustees of the land, which prevents them from acting as the PPA; and
- c. the differences between 'community' and 'operational' land.

Mr Shaw expressed that the Hearing was a forum for attendees to put forward their point of view, and that the Hearing would consider submissions with respect to the reclassification of land. The Hearing was not a forum for responding to questions where the proponent was seeking answers to questions posed in submissions.

After the introduction, Mr Shaw invited Ms Bartlett to give evidence. Ms Bartlett introduced herself as a consultant engaged by the NSW DPE and delivered a brief presentation outlining the scope of the land reclassification. Key points covered were:

- a. the complexity of the particular reclassification, given the PPA is not Council as is the norm, due to their role as trustees of the land;
- b. the role of Sydney Eastern Planning Panel as the PPA;
- c. the purpose of reclassification being local road access and the provision of infrastructure;
- d. the commitment to provide a RE1 public recreation zone, and reclassification of the land back to community by way of resolution at a council meeting;
- e. the requirement of the Hearing as reclassification of land is concurrent with the Planning Proposal, although determining the merits of the Planning Proposal is subject to a separate meeting;
- f. the consideration of submissions delivered at the Hearing;
- g. the publication of the report regarding the Hearing on the NSW DPE website; and
- h. the PPA will decide at a future public meeting whether the Planning Proposal and reclassification should proceed. If the PPA decides it should proceed it will be submitted with the Department for finalisation by the delegate of the Minister.

The opportunity to speak was communicated in the pre-hearing notifications and advertisements. Mr Shaw invited attendees to take a seat at the presenter's table and deliver their submissions. The event was audio recorded to ensure accuracy and transparency.

The Hearing formally closed at 7:00pm.

3.3 Submissions

There were 11 verbal submissions at the Hearing. Four of the verbal submissions were accompanied by further written submissions (Annexure C).

A principal underlying reason for opposing the land reclassification, for those who submitted an objection, was that the reclassification is a necessary step to the land rezoning and development outlined by the Planning Proposal. These submissions did not target the issue of land reclassification on its own. These submissions should be considered at the meeting where the merits of the Planning Proposal are discussed.

Submissions on behalf of a corporation or entity, in two cases, supported the reclassification of land.

The details of the submissions are summarised below.

Speaker 1:

- a. Local resident.
- b. Concerned about the lack of green space.
- c. Opposed the merits of the Planning Proposal, arguing that the public green space should border the Cooks River.
- d. Submitted that there is minimal green space in the Arncliffe/ Wolli Creek area.

Speaker 2:

- a. Local resident.
- b. Concerned about traffic and congestion along the Princes Highway and Marsh Street. The Southern end recreational area is likely to attract significant vehicular traffic.
- c. Opposed the merits of the Planning Proposal on the basis that it is short sighted and will have a detrimental environmental impact on Cooks River.
- d. Concerned about the effect on surrounding areas.
- e. Raised floodwater issues, and the potential for Levey Street to be covered in water due to Cooks River being a tidal river and ineffective drainage.
- f. Opposes the reclassification of land.

Speaker 3:

- a. Local resident.
- b. Agreed with the points raised by Speaker 2.
- c. Opposes the Planning Proposal and land reclassification on the basis that it serves the private interests of Sydney Airport.
- d. Submitted that community members' needs should be considered first and foremost.

Speaker 4:

- a. Local resident.
- b. Concerned that the warehouse facility will be operational 24/7, which will disrupt nearby residents with noise, lighting, trucks etc.
- c. Concerned that council land will be ruined in the process of development, and will not be returned in the same condition when it is due to be reclassified back to community land.
- d. Opposes the Planning Proposal on the basis of aesthetics, resident disruption by way of the warehousing operations, and flooding concerns (this speaker mentioned that the adjacent oval stayed wet for two months recently following heavy rainfall).

Speaker 5:

- a. Local resident.
- b. Suggests that all land is rezoned as RE1 Public Recreation.

Speaker 6:

- a. This speaker was representing an entity (Cooks Cove Inlet).
- b. As an adjoining landowner, this speaker supports the reclassification.

Speaker 7:

- a. This speaker was representing Sydney Airport.
- b. Supports reclassification, as it is an important step for development of the Cooks Cove precinct and fosters the growth of commerce (trade, retail, hotel).

Speaker 8:

- a. Opposes the reclassification based on the Planning Proposal containing unacceptable development standards and inadequate justification for the development.
- b. Submitted that there is not a strategic need for the reclassification.
- c. Argued that the Planning Proposal affects the quality of public open space for healthy and socially connected communities.
- d. Submitted that the Planning Proposal does not abide by the provisions outlined in the *Bayside Local Environmental Plan 2021*, as it does not protect public space or meet the social and environmental requirements of the site.
- e. Submitted that there was insufficient information regarding the use of the land.

Speaker 9:

- a. This speaker was representing a non-government organisation (Cooks River Valley Association - CRVA).
- b. The organisation is an advocate for Cooks River and assists with the maintenance of bush care sites along the river.
- c. Submitted that the Planning Proposal serves the private interests of the developer, does not serve the needs of the community and has potential to negatively impact on the health of the Cooks River.
- d. The speaker argued that while the area does need more housing, this is not a housing proposal.
- e. Submitted that what is proposed does not have merit and is a moral hazard.

Speaker 10:

- a. Local resident.
- b. Submitted that no one is taking responsibility for the Cooks River.
- c. Submitted that the riparian zone is too narrow at 20m, including a bicycle path, which is against the guidelines for riparian zones on waterfront lands (recommendation is 40m).
- d. Submitted that the Planning Proposal does not provide a filter for stormwater – uncontrolled stormwater is a key reason why the Cooks River is unhealthy.
- e. Submitted that the Planning Proposal does not consider design principles, as it features 10-15 storeys of impermeable wall, which cuts off the river.
- f. Submitted that the land should be publicly owned.

Speaker 11:

- a. This speaker was representing the River Canoe Club.
- b. Acknowledged the limitations of the Hearing as considering the subject of land reclassification only.
- c. Was not against the Planning Proposal, but argues that there should be more linkage to the Cooks River.
- d. Required further consideration of the Bayside Development Control Plan 2022.
- e. Requested further clarification of notification and advertising, as this speaker was concerned that community members were not aware of the Hearing:
 - i. Response: notification letters to those that filed a submission for the Planning Proposal, and newspaper advertisements.

4. Recommendations

4.1 Consideration of Submissions

The verbal submissions about the proposed categorisation of community land at 13-19A Marsh Street, Arncliffe, largely objected to the land reclassification based on the merits of the Planning Proposal. Two speakers supported the land reclassification.

4.2 Recommendations

Based on the verbal submissions at the Hearing on 30 June 2023, and all written submissions that have been received, there is no compelling reason to refuse the land reclassification. Most of the objections were due to the merits of the Planning Proposal. Some did recognise that the reclassification process was a necessary step towards facilitating the Planning Proposal, and their objections focused on this. The majority of submissions did not identify issues with the matter before the Hearing being the issue of whether the land reclassification should proceed.

After consideration of the submissions, the recommendation is that the land reclassification should proceed.

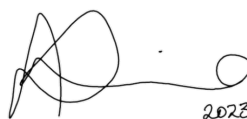
A copy of this report is to be made available to the public under section 47G(3) of the LG Act.

5. Conclusion

The signatories below, as chair and deputy chair, are satisfied as the independent persons presiding over the Hearing that members of the community present at the hearing were given a fair and reasonable opportunity to provide input in relation to the proposed reclassification matters in accordance with the LG Act, and that their input was recorded in good faith.



Christopher Shaw
Independent Chair of Hearing



Alyce Kliese
Deputy Chair

ANNEXURES

Annexure A – Public Hearing Notification Letter and Accompanying Fact Sheet



9 June 2023

Dear Sir or Madam

NOTICE OF PUBLIC HEARING – Reclassification of public land at 13-19A Marsh St Arncliffe (Lot 14 DP213314 and Lot 1 DP108492)

A Public Hearing will be held on the 30 June 2023 from 1-7pm at Novotel Sydney International Airport about reclassification of Council owned land from 'community' to 'operational' that are the subject of Charitable Trusts (Lot 1 in DP 108492 and Lot 14 in DP 213314) that form part of the planning proposal PP2022-1748.

Lot 1 in DP 108492 and Lot 14 in DP 213314 are owned by Bayside Council and due to their role of Trustee of land subject to the Trust, Council is prevented from performing the role of the Planning Proposal Authority (PPA). Accordingly, the Sydney Eastern Planning Panel is the PPA for this Planning Proposal, an independent chair will be hosting the public hearing on behalf of the Panel.

The land reclassification public hearing is a separate process to the recent public exhibition of the overall planning proposal for Cooks Cove PP2022-1748, which seeks to remove the sites from the State Environmental Planning Policy (Precincts - Eastern Harbour City) 2021 (Eastern Harbour City SEPP) and insert new site-specific planning provisions into the Bayside Local Environmental Plan 2021, to permit commercial and trade related enterprises, hotel or motel accommodation, serviced apartments and public open space.

The planning proposal includes reclassifying the lots that Council own (Lot 14 DP213314 and Lot 1 DP108492) from 'community' to 'operational' land to facilitate local road access and the provision of infrastructure to support development within the SP4 Enterprise zone. The classification and reclassification of public land is a separate but often concurrent process to a land rezoning and determines how public land is able to be occupied, managed and divested by Council (or other relevant Authorities).

Council has committed that once construction of the development is complete, and the lands are no longer required for infrastructure-based operational uses, it will be reclassified back to 'community'. The planning proposal will enhance the connectivity and utility of the lands and will enable long term certainty for use as public open space through the removal of the Charitable Trust affectation made possible through reclassification.

In accordance with the planning proposal's Gateway Determination, the subject public hearing is being held only related to the reclassification of part of the land within the planning proposal from 'community' land to 'operational' land.

The public hearing will be held on the **30 June 2023** at **Novotel Sydney International Airport, 22 Levey St, Wolli Creek, between 1pm – 7pm**. Attendance at the public hearing will be recorded and a report on the hearing will be published on the NSW Planning Portal.

Planning Panels Secretariat

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150 | Locked Bag 5022, Parramatta NSW 2124 | T 02 8217 2060 | www.planningpanels.nsw.gov.au

Accessibility

If you require information in another format, please contact the Department's Customer Service Team on 1300 420 596 or email agileplanning@dpie.nsw.gov.au. If you have a hearing impairment and/or find it hard hearing or speaking with people who use a phone, the National Relay Service (NRS) can help you. You can contact the National Relay Service as follows:

- Voice Relay number: 1300 555 727
- TTY number: 133 677
- SMS relay number: 0423 677 767

Who should I direct my Planning Proposal and land reclassification inquiries to?

For questions relating to the planning proposal, please contact the Department's Customer Service Team on 1300 420 596 or email agileplanning@dpie.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, reading "LMcMahon", with a stylized flourish at the end.

Louise McMahon
Director, Agile Planning (on behalf of the Sydney Eastern City Planning Panel)

NSW Department of Planning and Environment

Notice of Public Hearing – Lot 14 DP213314 and Lot 1 DP108492, 13-19A Marsh St, Arncliffe (PP-2022-1748)

The public hearing is being held related to the proposed reclassification of some Council owned land from ‘community’ to ‘operational’ as part of PP-2022-1748, which seeks to include the site within the *Bayside Local Environmental Plan 2021* and rezone the land for the purpose of commercial and trade related enterprises, hotel or motel accommodation, serviced apartments and public open space.

Site description

The site is located at 13-19A Marsh St Arncliffe and has an area of 36.2 hectares. The site is directly north of the M5 Motorway, west of the Cooks River and Sydney Kingsford Smith Airport, approximately 10km south of the Sydney Central Business District (CBD), 6km west of Port Botany and 1.5km north-east of the Rockdale local town centre (**Figure 1**). Existing development on the site includes the Kogarah Golf Course and Club and the existing WestConnex construction compound.



Figure 1 - Subject site (Source: Planning Proposal, Ethos Urban 2022)

What the planning proposal will do

The planning proposal seeks to remove the subject land from the operation of Chapter 6 (Cooks Cove) of *State Environmental Planning Policy (precincts – Eastern Harbour City) 2021* and insert new site-specific planning provisions into the *Bayside Local Environmental Plan 2021* to, including the following:

- New SP4 Enterprise zone across the majority of the Kogarah Golf Course land to permit trade related enterprises, commercial uses, retail uses, hotel or motel accommodation, serviced apartments and logistics and warehouse uses;
- New RE1 Public Recreation zoned land for the foreshore area of the site adjacent to the Cooks River and adjacent to Marsh Street;
- SP2 Infrastructure zone to the existing Marsh Street Roadway and Arncliffe Permanent Motorway Facilities;
- Maximum Building Height of RL51m;
- Limit gross floor area (GFA) within different areas of the site and insert floor area requirements to achieve the intended logistics and warehousing outcomes for the site; and
- Reclassify Lot 14 DP213314 and Lot 1 DP108492 from 'community' to 'operational' land to facilitate local road access and the provision of infrastructure to support development within the SP4 Enterprise zone.

The rationale for the inclusion of Council lands in the planning proposal boundary is to ensure all necessary land is capable of supporting the development zone with provisions to allow the construction of roads, drainage infrastructure and recreational areas.

The planning proposal was publicly exhibited between 24 April and 6 June 2023 on the NSW Planning Portal and will be subject to a separate public meeting convened by the Sydney Eastern City Planning Panel prior to finalisation of the planning proposal.

What the proposed land reclassification public hearing is for

As part of the planning proposal includes lands owned by Council that are the subject of Charitable Trusts (refer to **Figure 2** below), Council is prevented from performing the role of the Planning Proposal Authority. Accordingly, the Sydney Eastern Planning Panel is the Planning Proposal Authority, and the Department of Planning and Environment is the Local Plan Making Authority.

The classification and reclassification of public land is a separate but often concurrent process to a land rezoning and determines how public land is able to be occupied, managed and divested by Council (or other relevant Authorities). However, for clarity, no divestment is contemplated by this planning proposal. In fact, the planning proposal will enhance the connectivity and utility of the lands and will enable long term certainty for use as public open space through the removal of the Charitable Trust affectation made possible through reclassification.

In order to undertake the land reclassification, a local Council (or other Government Authority) must undertake a public hearing that is chaired by an 'independent person' and a report about the hearing must be prepared and made available to the public. The public hearing process is important in

capturing community views about how a council proposes to manage public land. These can often be controversial, particularly where a council proposes to change the classification from community to operational.

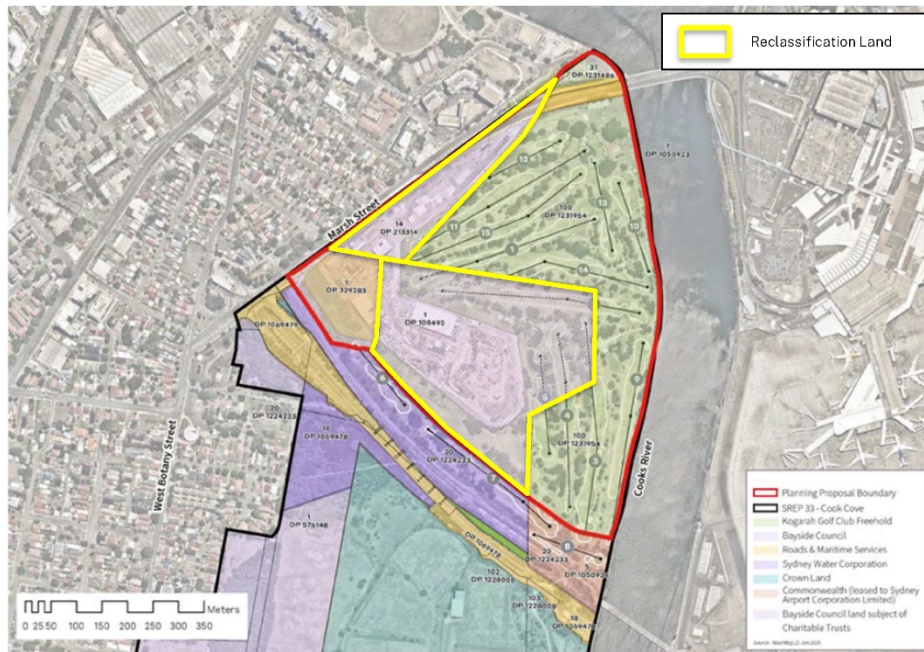


Figure 2 – Land ownership overlay (Source: Ethos Urban)

An LEP is made under the Environmental Planning and Assessment Act 1979.

What are the Council's, the Sydney Eastern City Planning Panel and the Departments role in the process?

The Council's role for this planning proposal and public hearing

This planning proposal was originally submitted to Bayside Council in March 2020. Bayside Council advised the Department that its role of Trustee of land included in the planning proposal prevented it from performing the role of the Planning Proposal Authority in November 2020.

However, Council will still be responsible for the finalisation of a site-specific Development Control Plan (DCP) at a later stage in the process. Council will separately undertake community consultation for the DCP.

Council has also committed to converting the 'operational' Council land back to 'community' classification once the development has been completed and the land is no longer required for 'operational' purposes.

Sydney Eastern City Planning Panel's role for this proposal

Deputy Secretary of the Department (under delegation of the Minister) nominated the Panel as an alternate Planning Proposal Authority in February 2021. The Sydney Eastern City Planning Panel acts as the independent body in circumstances within the Bayside Local Government Area cannot act as a Planning Proposal Authority (PPA).

Whilst the Panel is the PPA for the planning proposal, they play no role in the public hearing related to the land reclassification, which is chaired by an 'independent person' who will write a report to be made public.

The Department's role for this planning proposal and land reclassification

The Department assesses and guides planning proposals through the LEP making process. This includes active management of the planning proposal through the LEP making process, issue of resolution, and finalising the LEP (if the Minister is the local plan-making authority - LPMA).

A final assessment of the planning proposal will be undertaken by the Department after the public exhibition. At this stage further amendments may be made to respond to matters raised by community members or public authorities. The Department is the LPMA and will determine if the LEP amendment, including the land reclassification, will be made.

Additional information about the planning proposal

More information about the proposal and details about how you can get involved can be found on the NSW Planning Portal. Go to www.planningportal.nsw.gov.au/ppr/post-exhibition/cooks-cove-planning-proposal

Annexure B – Advertisements

Sydney Morning Herald, 7 June 2023

28 THE SYDNEY MORNING HERALD WEDNESDAY, JUNE 7, 2023

Government Notices



Noticeboard

Department of Planning and Environment

NOTICE OF PUBLIC HEARING – Reclassification of public land at 13-19A Marsh Street Arncliffe (Lot 14 DP213314 and Lot 1 DP108492)

The Sydney Eastern City Planning Panel will hold a public hearing to discuss the reclassification of a portion of the Cooks Cove site – the council-owned land at 13-19A Marsh Street Arncliffe – from 'community' to 'operational'. The land is the subject of a Charitable Trust (Lot 1 in DP 108492 and Lot 14 in DP 213314) that forms part of planning proposal PP2022-1748.

When: Friday 30 June 2023

Time: 1 pm – 7 pm

Where: Novotel Sydney International Airport – 22 Levey Street, Woll Creek

Due to its role as trustee, the council cannot act as the planning proposal authority for this proposal. The Sydney Eastern City Planning Panel is the alternative authority. An independent chair will host the public hearing on behalf of the panel.

The public hearing is separate to the recent exhibition of the Cooks Cove planning proposal (PP2022-1748).

The planning proposal includes plans to reclassify council-owned lots from 'community' to 'operational' land to facilitate local road access and other infrastructure to support development. The public hearing only relates to this reclassification.

The reclassification of public land is a separate but often concurrent process to rezoning and determines how public land can be occupied and managed.

For more information on the planning proposal for Cooks Cove, visit: planningportal.nsw.gov.au/ppr/post-exhibition/cooks-cove

Transport for NSW

Compulsory Acquisition of Land – Roads Act 1993

Attention is invited to the notice published in Government Gazette No 220 of Friday, 26 May 2023 Reference (n2023-0795) regarding the compulsory acquisition of land for road purposes at Rozelle and Balmain in the Inner West Council area and said to be in the possession of various owners.

(TfNSW Papers: SF2022/190196)

S A Webb
Statutory Land Transactions Manager
Transport for NSW

Contact: For full details call Transport for NSW on (02) 8843 3134.

Public Notices

NOTICE UNDER SECTION 45(2) OF THE REAL PROPERTY ACT 1900 (NSW) - APPLICATION FOR POSSESSORY TITLE TO LAND
Application A3078183 has been made by Edgar Loui Central Pty Ltd (Applicant) for a title pursuant to Part 6A of the Real Property Act 1900 (NSW) (PACT) (Inventory 196) in respect of the undermentioned land:

- Property situated 18A New South Head Road Edgecliff NSW 2027
- Being land referred to in Folio of the Register 2/983678 in the Local Government Area Wollahra Parish of Alexandria County of Cumberland.

The Applicant claims title by possession adverse to Edgar Louis Jandori, their successors and assigns.

The Registrar-General intends to grant this application on the expiration of one month from the date of publication of this notice, unless before the expiration of that time period an objection is lodged in the form of a caveat pursuant to section 44(1) of the Act.

Enquiries may be made at NSW Land Registry Services, Level 30, 175 Liverpool Street, Sydney NSW 2000.

Enquiries: Legal Registry Services, Tel: (02) 8776 3575
Email: info@landregistry.nsw.gov.au

Building Materials and Suppliers

I Gorian Banoul Ajay Banoul, d/o Ajay Banoul, reside at 1 Nana Gaur Avenue, Rhodes, 2136, I Gorian Banoul.
Looking for a father whom I have lost contact with for many years. I would like to reconnect for the sake of our daughter, Vireni Nyon age 38, from Cabramatta.
Contact Diana Elise 0433990335

TIP Greenpeace 9144 4700
St. Ives, C-D Demolition Waste, 20h dig for buried demolition bricks. Concrete and brick recycling, also for large quantities. Removals. **Davis Earthmoving 9450 2288**

Cars for Sale

2006 Toyota Prado AWD
• Very good condition
• \$27,000
• Mid-North Coast Area
• 02 6569 6868

Singles Scene

Gay & Bi Venue
Couples & Trans Welcome
9630 0503, Saturday Strip Show

DID YOU HAVE POLIO?

Effects of polio do linger. Polio Australia invites survivors, carers and anyone interested to free info sessions.

Randwick
Monday, 19/06/23, at 11 am
Bookings link: <https://bit.ly/randwick-session>

Manly
Tuesday, 20/06/23, at 11 am
Bookings link: <https://bit.ly/manly-session>

Parramatta
Wednesday, 21/06/23, at 11 am
Bookings link: <https://bit.ly/parramatta-session>

Glennview
Thursday, 22/06/23, at 11 am
Bookings link: <https://bit.ly/glennview-session>

Manlyville
Friday, 23/06/23, at 11 am
Bookings link: <https://bit.ly/manlyville-session>

Contact Devalina to RSVP on 0466 719 222

The Guide Monday in the SMH



15-241 AUS

OFFICIAL LOTTERIES RESULTS

Monday & Wednesday Lotto **DRAW 4292**
Monday, 5 June 2023

Prize	Winning Numbers	Supplementaries
1	35 1 37 23 29 11	15 7

Div	Prize Pool	Winners	Prize Value
1	\$1,000,000.00	0	\$0.00
2	\$58,677.24	12	\$4,886.60
3	\$90,728.44	196	\$462.94
4	\$258,022.06	9,867	\$26.16
5	\$366,567.90	30,934	\$11.85
6	\$619,384.54	79,918	\$7.75

Division 2: No Winning Entries.

Join in the next draw for your chance at \$1 Million

Setika **DRAW 6290**

Winning Numbers in order drawn: 35 1 37 23

The Lott Members Club gives you:

- Extra security as tickets are registered to you
- A call if you win Division One
- Entry into bonus draw when you play* • more

Join today!

NEED TO CHECK AT POINTS? GO TO www.lott.com.au

Lott **NSW Lotteries**

Prize details subject to relevant Game Rules. NSW Lotteries queries: 131 888. *Membership and Bonus Draw T's and C's and eligibility criteria apply. See [lott.com.au](https://www.lott.com.au) for full details.

Promote your school

The Sydney Morning Herald and The Sun-Herald are the perfect news environments to engage a high value audience and promote your school or educational institution.

For more information, contact Falena Georgiou on fgeorgiou@nine.com.au or 02 9282 1299

The Sydney Morning Herald
INDEPENDENT. ALWAYS.

46 CLASSIFIEDS

The Daily Telegraph | Wednesday June 7, 2023



Noticeboard

Department of Planning and Environment

NOTICE OF PUBLIC HEARING – Reclassification of public land at 13-19A Marsh Street Arncliffe (Lot 14 DP213314 and Lot 1 DP108492)

The Sydney Eastern City Planning Panel will hold a public hearing to discuss the reclassification of a portion of the Cooke Cove site – the council-owned land at 13-19A Marsh Street, Arncliffe – from 'community' to 'operational'. The land is the subject of a Ceterable Trust (Lot 1 in DP 108492 and Lot 14 in DP 213314) that forms part of planning proposal PP2022-1748.

When: Friday 30 June 2023

Time: 1 pm – 7 pm

Where: Novotel Sydney International Airport – 22 Levey Street, Wollri Creek

Due to its role as trustee, the council cannot act as the planning proposal authority for this proposal. The Sydney Eastern City Planning Panel is the alternative authority. An independent chair will host the public hearing on behalf of the panel.

The public hearing is separate to the recent exhibition of the Cooke Cove planning proposal (PP2022-1748). The planning proposal includes plans to reclassify council-owned lots from 'community' to 'operational' land to facilitate local road access and other infrastructure to support development. The public hearing only relates to this reclassification.

The reclassification of public land is a separate but often concurrent process to rezoning and determines how public land can be occupied and managed.

For more information on the planning proposal for Cooke Cove, visit: planningportal.nsw.gov.au/pp2022-1748/exhibition/cooke-cove

Transport for NSW

Compulsory Acquisition of Land – Roads Act 1993

Attention is invited to the notices published in Government Gazette No 220 of Friday, 26 May 2023 Reference (n2023-0795) regarding the compulsory acquisition of land for road purposes at Rozelle and Balmain in the Inner West Council area and said to be in the possession of various owners.

(TNSW Papers: 512022/190196)

S A Webb

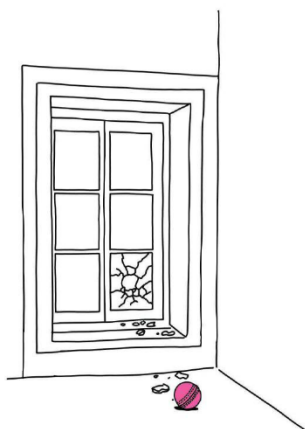
Statutory Land Transactions Manager

Transport for NSW

Contact: For full details call Transport for NSW on (02) 8843 3134.

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Annexure C – Written Submissions

Cooks River Valley Association (CRVA)

[REDACTED]

Bayside Council City Planning and Environment Committee Item 23.018 14 June 2023

Chair Jo Jansyn

CRVA is the leading community voice working to improve the health of the Cooks River and biodiversity of the surrounding parklands in the Cooks River Valley.

We understand that state government occasionally overrides local processes and takes planning control away from Councils as it has with the Motorway Operations Centre and M6 Construction Compound. What we don't understand is why Bayside Council would want to encourage the state government to allow a developer to build container warehouses on what is precious green space in an area like Wolli Creek where 98% of residents live in apartments?

Headline position CPE23.018

The CRVA urges you not to endorse the draft Bayside Council Cooks Cove submission to rezone Kogarah Golf Course.

If there is to be future rezoning of the golf course let it be RE1 Public Recreation.

In buying the site the developer has taken a gamble and gambling doesn't always pay off.

The developer owns the risk – you don't owe them anything.

P54 (agenda) – Masterplan prepared by the developer (not Council)

Why is Council giving the rezoning proposal serious consideration? Who benefits? Not the Bayside community?

Is it a bait and switch play by the developer? I note (P67 agenda) that Council collaborated with Cooks Cove and their consultants Hassell to develop the landscape masterplan referred to in the controls for the adjacent Pemulwuy Park. Was this 'collaboration' in fact the developer trading assistance with a park for favourable consideration of a potential development opportunity nearby? It certainly speaks of privileged access to Council's planning processes by the developer. It raises conflict of interest and process issues - at what point does 'collaboration' start to look like 'collusion'? Where is the equivalent community group providing expert and helpful advice to Council to develop a concept plan for Kogarah Golf Course to become a public park? The CRVA and I'm sure many other Bayside locals would love to be involved!

So from a CRVA perspective we wondered - what would a Council developed Master plan for the Kogarah Golf Course site aligned with State Government priorities and informed by community consultation look like?

You all know what it looks like because Bayside Council has completed one!

It's worth putting it on the record as it appears to have received scant recognition or consideration in the current Cooks Cove process.

In 2021 as part of the Metropolitan Greenspace Program Council developed the Bayside priority green grid corridors spatial framework that identified Kogarah Golf Course as part of the Rockdale Wetlands Corridor.

(P8 framework part 1) Does it align with State Government priorities? YES: The Rockdale Wetlands Corridor has been identified in the Government Architects Office Sydney Green Grid, and is part of the NSW Department of Planning and the Environment's Metropolitan Greenspace Program. The vision and spatial framework plans will contribute to the delivery of the Greener Places Framework and the priorities identified in the Greater Sydney Region Plan and the Eastern City District Plan.



30 June 2023

Independent Chair

Dear Chair,

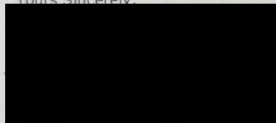
**Public Hearing - Reclassification of public land at 13-19A Marsh Street,
Arncliffe (Lot 1/DP108492 and Lot 14/DP213314)**

As an adjoining landowner, (Lot 31/1231486 and Lot 100/DP 1231954), Cook Cove Inlet supports the reclassification of Lot 1 DP 108492 and Lot 14 DP213314 from 'Community' to 'Operational', and the associated extinguishment of the Charitable Trust affectation over Lot 1 DP 108492 and the Charitable Trust affectation over Lot 14 DP 213314.

The proposed reclassification process permits the resolution of access arrangements and the creation of new public recreation assets, that are not burdened by the applicable conditions of the Charitable Trusts, thereby facilitating the objectives of the Bayside West Precincts 2036 Plan and the implementation of the Planning Principles for the Cooks Cove Precinct identified by Local Planning Directions 1.11 and 1.12.

Further, the proposed reclassification of Lot 14 and Lot 1 is consistent with the 9 February 2016 undertaking made by Roads and Maritime Services, prior to occupying Lot 14 and Lot 1 for the purposes of constructing the M8 and Stage 1 of the M6 motorway 'to identify trust land that can be used for permanent public recreational space and not be subject to an acknowledgement to make that land available for road purposes', and the associated Rockdale Council resolution of the same date (ORD06) instructing the General Manager to pursue 'the agreed goal of providing for the f6 permanently and temporarily for related works, as required, with the balance of the land to be provided to Council for permanent public recreation purposes'.

Yours Sincerely,



1-AS
20/6/23

Sent 14 May 2023

Comments re Cooks Cove Development Submission

To whom it may concern.

Thank you for the opportunity to participate in voting for this submission.

Unfortunately, I cannot agree with this 2023 Proposal Summary.

The Cooks Cove land should be retained as passive green space for public enjoyment, with Bayside Council's suggested cycleways, pedestrian walks and play areas.

To willfully desecrate this land is **sacrilege**.

The site is a mini Centennial Park with massive old Fig trees (elephants of the tree family) and other native varieties located on probably **the last piece of available passive riverfront land on the Cooks River**. Over time, assorted Governments, Councils and Politicians have waxed lyrical on their concerns re climate change, global warming, more trees to reduce the heat etc. Now we have a proposal to fill half of that site with bricks and mortar and it's opposite the **biggest heat sink in Sydney, the Airport**.

I have read the 34 page document outlining the various plans for the Logistic Hub etc and while it might look like a well thought out plan on paper, the text has so much corporate jargon painting a wonderful picture of the outcome being good for all, it's obvious the planners and authors don't live adjacent to this area.

LOGISTIC HUB - if approved - my comments.

The Golf Course is owned by a development company that wants a return on their investment, it's just a business venture.

Blocks 3A-B-C. The height is noted as five stories but is roughly in line with the height of the Southbank apartment/hotel complex. Three buildings using up almost half of the area, very dense and too high.

I note these three buildings can be developed as one or individually. I take that to mean three different Companies could design their own complex resulting in no co-ordination re their design. It would be hoped those designs would be creative and not as the buildings located at the Airport? Blank blocks. Could the rooflines be stepped back from the river to lessen the bulk of the buildings?

Block 3B. I don't agree with at all, the foreshore as suggested is not wide enough, **Block 3B** should be deleted to allow a bigger amount of the foreshore as passive space. If there's a problem with the loss of floor space, could it be added to **Block 3C**, using a portion of the designated parkland if possible. I appreciate there would have to be a solution transferring ownership of the land.

Question:

Is there some way Block 3B land could be acquired for public space by some agency?
Is there some way to acquire the whole Golf Course? NSW Gov't, Aust Gov't,
City of Sydney? Who? Anyone?

The other issue with Block 3B is it being located alongside two pipelines, being on the foreshore. If they ever have a problem with some issue or maintenance, they might need to be excavated. The submission suggests it's all been considered and OK however, in hindsight better safe than sorry after the event.

Block 2. The North face of Block 3A building should be designed so it doesn't impact the new Hotel re noise and lighting.

TRAFFIC – Vehicle access to Cooks Cove

Whoever designed these two main entry/exit points, Gertrude and Flora Streets to Cooks Cove doesn't live here. I have lived in Southbank for six years I can say it will make living here a nightmare.

This whole Cooks Cove area is virtually an island with two main entry/exit points. I am presuming the Logistic Hub Warehouse will need container trucks and all other ancillary traffic, service vehicles, garbage trucks, deliveries, plus employee and visitor cars. Add traffic for the Commercial properties, Hotel and Apartment guests, mini buses and passenger coaches for the Airport, Ubers and anything else needed to run this development equals a LOT of traffic going through these suburban streets.

Levey Street parking is limited, we have to deal with Uber drivers using a lot of the parking at the tennis courts. They toggle the spaces, double park sometimes both sides of the street which is dangerous. Trades can't find a place to park, people using the dog park use The Rowers car park. The exit from the Novotel is difficult and that's not including Gertrude Street which is parked out both sides and has more traffic when the Oval is used for sporting events.

Traffic coming from Marsh Street via Innesdale Road queue up to the Princes Highway NOW!. Imagine how it will be when Gertrude Street extension goes past the Novotel over Marsh Street and into Cooks Cove. We have recently been notified that Innesdale Road has approval for more high-rise apartments which will also result in increased traffic.

Traffic to Cooks Cove along Levey Street past The Rowers Club and under Marsh Street means Southbank Novotel and Apartment complex will be overloaded with traffic as it's the only way to use that entry apart from Marsh Street at the back of the Novotel. Are large vehicles really going to be permitted to use these narrow streets?

Access to Cooks Cove should only be from Marsh Street.

From the South, turn right, from the North turn left.

Gertrude and Flora Streets should not have container trucks re noise and gridlock going through these residential streets from the Pacific Highway. There should be a size/weight limit imposed. There has to be some compromise.

If the Logistic Hub operates 24/7 no one will sleep, forget the 3,300 workers, this will impact thousands of residents re noise and congestion, it will be relentless. Somewhere in all this people's wellbeing should be considered - before profit.

LIGHTING - Impact

If Cooks Cove Hub Logistic buildings are lit up 24/7 as per parking at the Airport this will impact on the residents of Marsh Street West AND the new Cooks Cove hotel and apartment block.

FLOODING - This whole area is a flood plain.

We know this as Levey Street floods a few times a year now. The last flood event had the whole width of the street covered with the water lapping over the gutters and footpath to the apartment front steps. Gertrude Street also flooded last time. Traffic doesn't slow down hence waves of water, additional traffic exacerbated this.

The flooding created ponds adjacent to the oval and change rooms, they didn't dry out for some months as the water table was so high. Talk of a 1 in 100 year event, it has already happened. Even if Cooks Cove makes allowances to mitigate 'flooding' it will still have to cope with saturation and ground water levels.

The Cooks Cove development plan looks good in theory, however the result will be different when completed and it impacts on the lives of so many people and locations, then it's too late to remedy.

I hope common sense prevails with this project and we have maximum green space and minimal buildings.

Regards,
[REDACTED]

Response to Cooks Cove Development Proposal

To Whom It May Concern

I am writing to lodge an objection to the proposed Cooks Cove Planning Development based on several grounds.

I believe such a development proposal of the land bounded by Marsh St, Cooks River and the M5 would be inappropriate for the following reasons:

1. Such a proposal would constitute a massive over development of land that is currently used solely for recreational purposes via the Kogarah Golf Course and result in the loss of much needed green space that neighbours a high density residential area.
2. The construction of residential, accommodation and logistic facilities would result in a significant increase in the volume of cars, trucks, service and transport vehicles that would require access via Marsh St, focussed around two intersections. Currently vehicles that access the Kogarah Golf Club do so via Rockwell Ave. They are relatively small in number, occur during daylight hours only and use that access road only to enter and leave over a 3 to 4 hour period. Access to the proposed development would be 24 hours per day, produce a constant flow of vehicular movement and a greatly increased level of noise, particularly from trucks accessing the warehouses and any retails stores in the development.
3. Currently Cooks Cove is a heavily treed environment that is now occupied by Kogarah Golf Club. It is aesthetically pleasing from all sides and especially for international tourists or returned travellers as they arrive at Kingsford Smith International Airport and to have that degraded to the vision of large, bland and ugly logistics warehouses would be reprehensible, and constitute environmental vandalism. Attempts to disguise the visual impact of those warehouses in the proposal with sketches from ground level depicting those warehouses virtually camouflaged by trees is very deceiving. It would take decades of growth for that situation to occur. At the very least those warehouses should be totally removed from the foreshores of the Cooks River while the remaining warehouses if approved should be no more than 20 metres in height, not the 51 metres as stated in the proposal. Twenty metres would be the absolute maximum height of logistics warehouses and container stacks found on the Mascot and Botany sides of the airport precinct. There is no reason why they should be any higher in the Cooks Cove precinct on the Wolli Creek side of the airport precinct.
4. Currently precipitation that falls on the Cooks Cove site is largely absorbed directly into the soil on the golf course with a smaller proportion redirected into the Cooks River via Storm Water drains. The construction of high-rise buildings, bitumen and concrete surfaces and logistics warehouses would result in the creation of a significant catchment area for large volumes of water to be redirected via storm water drains into the Cooks River which would result in potential flooding downstream in the Kyeemagh area as well as upstream in the Wolli Creek and Tempe areas due to water banking up that would normally flow through to Botany Bay.
5. The proposed development would be on an area that would be classified as flood prone as it is even lower than the Wolli Creek area on the other side of Marsh St. With the likelihood of rising sea levels and the limited capacity that the Cooks River already has to cater for the

volume of water that flows via it into Botany Bay, it would seem that flooding in the proposed development would be a likely and real danger as well as create a constant ongoing problem.

6. Currently the Wolli Creek area, particularly around Cahill Park, Levey St, Gertrude St and Rockwell Ave experience daily banking up of water via the street storm water drains as the water level in the Cooks River adjacent to the St George Rowing Club in Rockwell Ave is actually higher than the street level of Levey and Gertrude Streets and Rockwell Ave and there is nowhere else for that excess water to go. In times of heavy rain coinciding with high tides and even worse with king tides, the water flowing on those streets and adjoining buildings cannot follow the normal storm water drainage pattern resulting in flooding of those streets, especially Levey St and Rockwell Ave. If water was also to be flowing into the Cooks River further downstream at the proposed Cooks Cove development, the subsequent flooding of Wolli Creek would be even more significant and serious. There is already evidence of soil subsidence in the Levey St area which could be even more exacerbated with the Cooks Cove proposal due to increased volume of water lying on the surface and ultimately soaking into the soil.
7. It is important to emphasise that Cooks River is a tidal river and in times of high tide or king tide, the Cooks River is incapable of absorbing additional intake from the run off of this proposed development which would undoubtedly result in a bank up of water in the area creating flooding in that area as well as adjoining areas.
8. Currently the parcel of land that is occupied by the Kogarah Golf Club is heavily populated with many native trees and mature aged trees some of which are quite substantial and they have a number of significant benefits:
 - a. It is the natural habitat for a large number of native birds and other wildlife which might be adversely impacted by this development. The 'Green and Golden Bell Frog' can be found in adjoining areas such as Barton Park where there is current redevelopment and there may be other wildlife in Cooks Cove that could be threatened by this proposed development.
 - b. The considerable number of existing trees are a valuable source of oxygen in an area that is predominantly treeless especially in the vast expanse of land of Sydney Domestic and International Airports. It is generally considered that in one year a mature tree (which would include most trees of the existing site) will absorb more than 48 pounds of carbon dioxide from the atmosphere and release oxygen in exchange. The removal of such a significant number of existing established trees from that parcel of land for the sake of the development would have a significantly detrimental environmental impact.
 - c. They act as a buffer to the heat generated by the massive expanse of concrete and roofing of the airport, which are conductors of heat and from the jet engines on the other side of the Cooks River.
 - d. The removal of those trees and the construction of high-rise apartments and hotels and logistics warehouses would create a micro climate that would have a negative impact on remaining vegetation and wildlife.
 - e. They act as a filter for noise, pollution and the smell of aviation fuel from the jet engines of planes that dock at the gates on the western end of the international airport.
9. The proposed logistics buildings at the southern end of the development would appear to be too high at 51 metres given that they come very close to the flight path of planes landing from the west onto the east/west runway. Planes approaching from the north traversing areas of Sydenham and Tempe have much lower buildings under and adjacent to the approaches to that runway as is demonstrated with the relatively recent construction of the IKEA logistics warehouse. I am sure that the IKEA building and adjacent buildings are significantly lower than 51 metres.

10. If a redevelopment of that parcel of land was to proceed in some form it would also need to result in a significant lowering of the height and density of the proposed structures so that they were stepped down from the height of the buildings on the other side of Marsh St. The height of buildings on the western side of Marsh St should not be used as a benchmark for the height of buildings in the proposed development. They should in fact be no higher than the height of the terminal buildings on the eastern side of Cooks River.
11. If some modified form of development was approved there would need to be a reduction in the density of buildings in the development given the relatively small size of that parcel of land. The current proposal of 51 metres in height is far too high adjacent to the Cooks River and aesthetically would benefit greatly by having a gradual decline in the height of the buildings, especially those closer to the river. The height of the buildings on either side of the river should be similar not looking like a land grab has occurred on the western side. Even the buildings on the other side of the Cooks River in the airport precinct are relatively low closer to the Cooks River. The stepped architecture of the Novotel Hotel at Brighton Le Sands is an example of how a building can be designed and constructed having respect for the natural landscape adjacent to it, in that case the beach and vegetation. The stepped architecture also reduces the risk of creating a micro climate due to tall buildings casting areas into shade for large parts of the day that have been accustomed to direct sunlight for all of the day as is the case in point in the Cooks Cove area.
12. The placement of large logistics warehouses within the proposed precinct will no doubt result in a significant number of heavy vehicles accessing the area via Marsh St given the M5 at the southern end of the area, the Princes Highway to the west, the new M6 and M8 adding increased heavy vehicle traffic movements along with the new Sydney Gateway to the north. There would be a very strong likelihood that the truck movements could be as much as 24 hours a day with some of that truck movement being through or adjacent to residential areas to the west of Marsh St. This would create a significant increase in air, noise and visual pollution as well as substantially increased congestion, especially during peak hours.
13. It would appear to me that the planning of this redevelopment of Cooks Cove is based on the premise that the vast majority of vehicular traffic accessing and leaving the precinct would be Marsh St and all road north, south and east of Marsh St, but that is not necessarily the case.
14. Access to and from the proposed development to the Princes Highway would be via Gertrude St, a street that barely copes with the volume of vehicular traffic that accesses the Princes Highway via it. Gertrude St is fundamentally a residential street containing a large number of high-rise apartment buildings and it also provides access to Cahill Park for various sporting activities particularly on weekends and therefore create a significant danger to people trying to access that facility.
15. It is not uncommon already during peak hour traffic periods for traffic to be banked back from the lights at the intersection of Gertrude St and the Princes Highway to the other end of Gertrude St at the roundabout at Levey St. It would be absolute gridlock if a significant increase in traffic volume was created with the development of Cooks Cove. Every new development has consequences and the massive increase in volume of traffic using Gertrude St would be one of the most significant consequences.
16. Recently Bayside Council has approved for 15 to 37 Innesdale Rd, the construction of new four (4) x eight (8) storey residential apartment buildings comprising 196 apartments including three levels of basement parking. Many of the other properties in Innesdale Rd are listed for sale as a bulk purchase of properties for similar types of developments. As a consequence that street will also produce a dramatically increased volume of vehicular traffic using Gertrude St via Robert Lane as it is their only access point to the Princes Highway.

17. One large block of land at 13 Gertrude St has been cleared for a future high-rise development (at least 10 storeys) which would further increase the volume of traffic.
18. The proposed development of Cooks Cove has clearly not taken into consideration how vehicular traffic accessing and leaving that area would be able to use the Princes Highway without causing a major issue regarding congestion, pollution and potential accidents, especially in Gertrude St, Levey St, Innesdale Rd and Flora St. Those streets are residential streets, not commercial or industrial streets. It would be an absolute disaster.
19. Compounding the traffic flow issue generated as a consequence of the Cooks Cove proposal going ahead would be the fact that Innesdale Rd is a cul-de-sac and therefore the only two streets that would allow direct access to the Princes Highway on the western side of Marsh St would be Gertrude St and Flora St. They are both relatively narrow residential streets with a very limited capacity.
20. For people staying or residing in the proposed precinct who wish to utilise rail services, it would also mean that access to direct rail to the city and the T4 and T8 rail lines, without incurring the special transport levy that applies to the rail station at the international terminal would be Wolli Creek Station or Arncliffe Station, both of which are once again only accessible by road via Gertrude and Flora Streets.
21. If access to the northern end of the proposed development where the residential and hotel accommodation is planned is to continue to be allowed via the current underpass which currently serves as the entry to Kogarah Golf Course then that will also have significant impact on adjoining streets and present a danger to pedestrians, cyclists and residents in that area. The current off-shoot road from Marsh St heading north that would take people to the underpass is only one lane, has cyclists and pedestrians crossing it regularly to enable access to the northern side of the Cooks River and the International Terminal, is not capable of absorbing the additional traffic flow that such a development would create. Added to that Levey St and Rockwell Ave are also not capable of absorbing additional traffic flow. They are used as access to Cahill Park, the St George Rowers Club and the Bayside Council's Dog Park which create vehicular and pedestrian and pet traffic flow of their own as well. Part of the proposal is to place some retail outlets at the end of Rockwell Ave which would also generate additional traffic.

In conclusion, I believe that each of the above points are relevant as well as significant and highlight the negative ramifications to nearby areas of the proposed Cooks Cove development. I further believe that the proposal has been poorly thought through in terms of how the over utilisation of a relatively small portion of land would have substantial environmental, community and social impacts and should therefore be rejected.

I am happy to clarify the above points if required and I look forward to receiving a response from you in relation to my concerns.

Regards

[Redacted Signature]