

Preliminary Draft Bayside Council Development Control Plan 2021 (DCP 2021) - Section 7.18 Cooks Cove

Note: The following site specific, draft DCP provisions are intended to supplement the existing provisions of Bayside DCP 2021 and need to be read in conjunction with such provisions. A formal exhibition process of the final draft DCP provisions will be undertaken by Bayside Council prior to the gazettal of the Cooks Cove Planning Proposal.

Figure numbering is indicative for drafting purposes only.

7.18.1 Description

The Cooks Cove Precinct is located in Arncliffe and is generally bordered by Marsh Street and Levey Street in the north and west, the Cooks River in the east and the M5 East Motorway in the south (see **Figure 200**). The Precinct presently incorporates the land occupied by the Kogarah Golf Course and the Arncliffe Motorways Operations Complex and ventilation facility.



Figure 200 – Cooks Cove Precinct Land Application Map

7.18.2 Desired Future Character Statement

The Cooks Cove precinct is intended to deliver a contemporary logistics and warehousing precinct within Sydney's dominant and well-connected Trade Gateway, together with supporting tourist and visitor accommodation, commercial and retail facilities and enhanced open space provisions within the surrounding locality.

The project will also deliver a network of open space within the precinct which will be a key recreation asset to the local community and provide nodes of activation along the Cooks River Foreshore. Future open space will respond to the broader locality context, providing new connections for people, animals, water, soil and ecology.

Development Zone Sub-precinct

- Cooks River Precinct (Block 1) – A fine grain and low rise office and retail precinct characterised by uninterrupted waterfront aspect to Cooks River. A marker development that takes advantage of high quality views north towards the Sydney CBD. Development that responds to underground and surface based utility constraints and level change to regional roads. Provision of road, pedestrian, cycle and ecology link from Levey Street and Cahill Park Precinct to Fig Tree Hub.
- Fig Tree Hub (Block 2) – A primarily commercial office, and tourist and visitor accommodation hub. Preference for consolidated building massing to optimise retention of mature fig trees in a landscaped setting adjacent the waterfront with pavilion style food and beverage opportunities. Supporting retail podium at ground level providing Bayside community and Cooks Cove occupant amenity, with frontage to the Gertrude Street East Extension and screened/basement parking and loading facilities. Separate commercial and hotel tower massing above.
- Logistics Precinct (Block 3) – Multi-level logistics precinct designed to provide trade and logistics employment opportunities that will actively contribute to the state and national economy. The logistics precinct building massing is conceptual in nature and has the potential to be staged and operated by single or multiple operators with future opportunities for integration with operations associated with the adjacent Sydney Airport.

Open Space Zone Sub-precinct

- Foreshore Zone – A revitalised foreshore will provide opportunities for workers and visitors to gather, celebrate and engage with the waterfront. The length of the foreshore is to be refined to achieve a range of desired characters. The northern / urban section is to prioritise integration to Fig Tree Grove with an active and terraced promenade edge. The Southern / marshland section is to prioritise raised boardwalks and ecological repair of mangroves and saltmarsh.
- Fig Tree Grove – Characterised by the intended preservation of three large existing fig trees. Incorporation of landscaped gardens and plaza space connecting the foreshore to Block 2. Interspersed low-scale pavilion building/s that will offer food and beverage use within proximity to the at-grade hotel porte-cochère in Block 2.
- Pemulwuy Park – The new Pemulwuy Park will enhance community amenity as an inviting and attractive passive public parkland system for all. The highly visible and accessible park will include open lawn areas, pedestrian and cycle pathways and the potential for a youth activity space and community building. The design is to achieve connection to ecology through the potential re-planting of existing vegetation and integration with adjacent Green and Golden Bell Frog habitat rejuvenation works to be delivered by Transport for New South Wales.

7.18.3 Objectives of Cooks Cove

The objectives of Cooks Cove are to ensure:

- a) The provision of new and expanded employment opportunities through logistics, tourism and commercial land uses to support the strengthening of the Bayside economy;
- b) The delivery of supporting retail and open space areas that will benefit future workers and visitors of Cook Cove, together with the wider Bayside community;
- c) The delivery of a diverse, attractive, connected and accessible foreshore and open space parkland network;
- d) Improved mobility and accessibility to and from the precinct, enhanced active pedestrian/cycling linkages.
- e) The enhancement of liveability in the Bayside West 2036 Precinct through best practice design to meet the needs of workers and visitors of Cook Cove;
- f) Provide a safe and efficient road network that balances movement and place to provide effective connections and overcome the existing Marsh Street barrier;
- g) The protection and enhancement of the on-site biodiversity and environmental attributes;
- h) Protection of the economic growth and safeguarding of the ongoing operations of Sydney Airport; and
- i) Sustainable design and operational strategies for the site are implemented through a range of detailed measures.

7.18.4 Controls

Public Domain and Open Space

The indicative public domain plan for Blocks 1 – 3 (Lot 31 and Lot 100) is illustrated at **Figure 201**. The final design and delivery of Pemulway Park (Lot 1 and Lot 14) is the responsibility of Bayside Council.

Cooks River Foreshore Zone

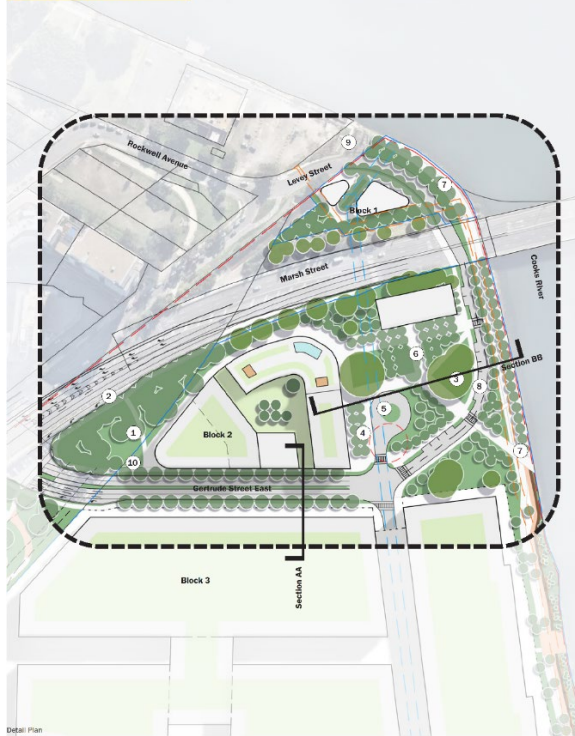
Objective		Controls	
O1.	To create a new publicly accessible, high quality foreshore zone along the Cooks River frontage with enhanced river bank.	C1.	<p>A publicly accessible, landscaped foreshore zone is to be delivered as part of the development of Lot 31 and Lot 100. The design of the foreshore is to be generally consistent with the Indicative Public Domain Plan at Figure 201, the indicative cross sections at Figure 202 and the following key attributes:</p> <ul style="list-style-type: none"> - Be at least 20m wide, measured from the MHWM, except where the Levey Street and Gertrude Street east link connects, - Provide a safe, continuous and regional level shared cycle and pedestrian path linking Levey Street / Rockwell Avenue in the north to Pemulway Park in the south, - Provide a diverse landscape environment ranging from a more urban, formal waterfront zone at the north to a more naturalised zone towards the south (see indicative cross sections at Figure 203), - Incorporate opportunities for environmental and ecological improvements which may include mangrove, saltmarsh and semi-aquatic planting habitats, - Provide opportunities for indigenous and non-indigenous heritage interpretation as well as environmental appreciation of the Cooks River,

			<ul style="list-style-type: none"> - Allow for a view corridor from Pemulway Park to the Cooks River and airport beyond, - Include opportunities for passive and active recreation such as viewing spots or platforms and a kayak launching / pull up facility, and - Include appropriate lighting, way finding signage, seating, rubbish bins and other typical public domain specifications.
02.	To ensure the delivery and ongoing operation and maintenance of the foreshore zone is undertaken in an orderly manner.	C2.	The foreshore zone is to remain in private ownership with appropriate easements etc to ensure 24/7, unrestricted public access. An ongoing maintenance plan with funding arrangement is to be developed and endorsed by Council prior to the issue of the first Construction Certificate of the foreshore zone.
		C3.	The delivery of the foreshore zone may be staged over time as the site develops. Opportunities for early delivery of a temporary, publicly accessible foreshore zone are to be explored.
03.		C4.	The design of the foreshore zone may facilitate a future bridge connection (for vehicles and / or freight) to Sydney Airport across the Cooks River. Any such bridge connection is to not obstruct the shared cycle and pedestrian pathway.

Fig Tree Grove

Objective		Controls	
01.	To create a new high quality, publicly accessible foreshore zone, facilitating direct connections between the foreshore and the Fig Tree Hub development site.	C1.	A publicly accessible, open space, in the vicinity of the existing Fig Trees adjacent the existing golf club house on Lot 100 is to be delivered as part of the development of the site. The design of 'Fig Tree Grove' is to be generally consistent with the Indicative Public Domain Plan at Figure 201 , the indicative cross section at Figure 202 and the following key attributes: <ul style="list-style-type: none"> - An urban landscape plaza with food and beverage opportunities in a park setting, - Substantial tree canopy for amenity and to complement the existing Fig Trees, - Safe and convenient pedestrian links to the Foreshore Zone, - Underground utility infrastructure is protected, and - A safe and managed interface with the Block 2 development site.
02.	To retain, where possible, the existing Fig canopy trees.	C2.	At least four of the existing Fig Trees are to be retained in-situ, protected during construction and maintained within a landscape setting.
03.	To ensure the delivery and ongoing operation and maintenance of the open space is undertaken in an orderly manner.	C3.	The Fig Tree Grove is to remain in private ownership with easements etc to ensure 24/7, unrestricted public access, except where areas are associated with the retail kiosks and hotel operations. An ongoing maintenance plan with funding is to be developed and approved by Council prior to the issue of the first Construction Certificate of the Fig Tree Grove open space.

BLOCK 1 + 2



Detail Plan

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
- 10 Marsh Street Plaza

FORESHORE



Detail Plan

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

Figure 201 – Indicative public domain principles diagram for Lot 31 and Lot 100

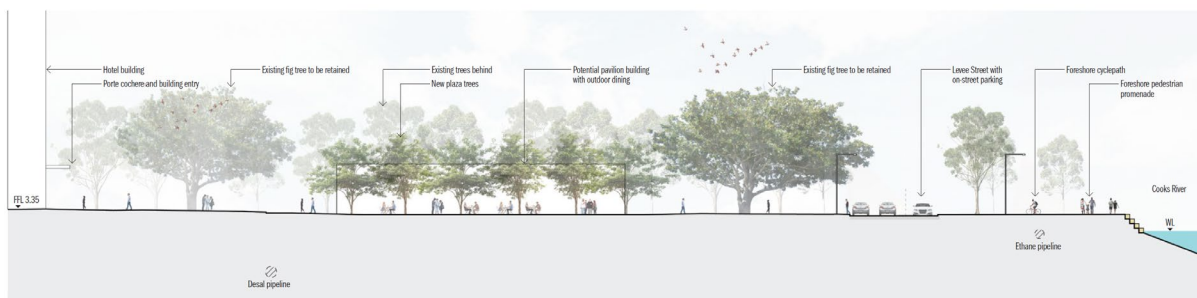


Figure 202 – Indicative cross section AA – Fig Tree Grove to the Cooks River Foreshore

Sources: Hassell

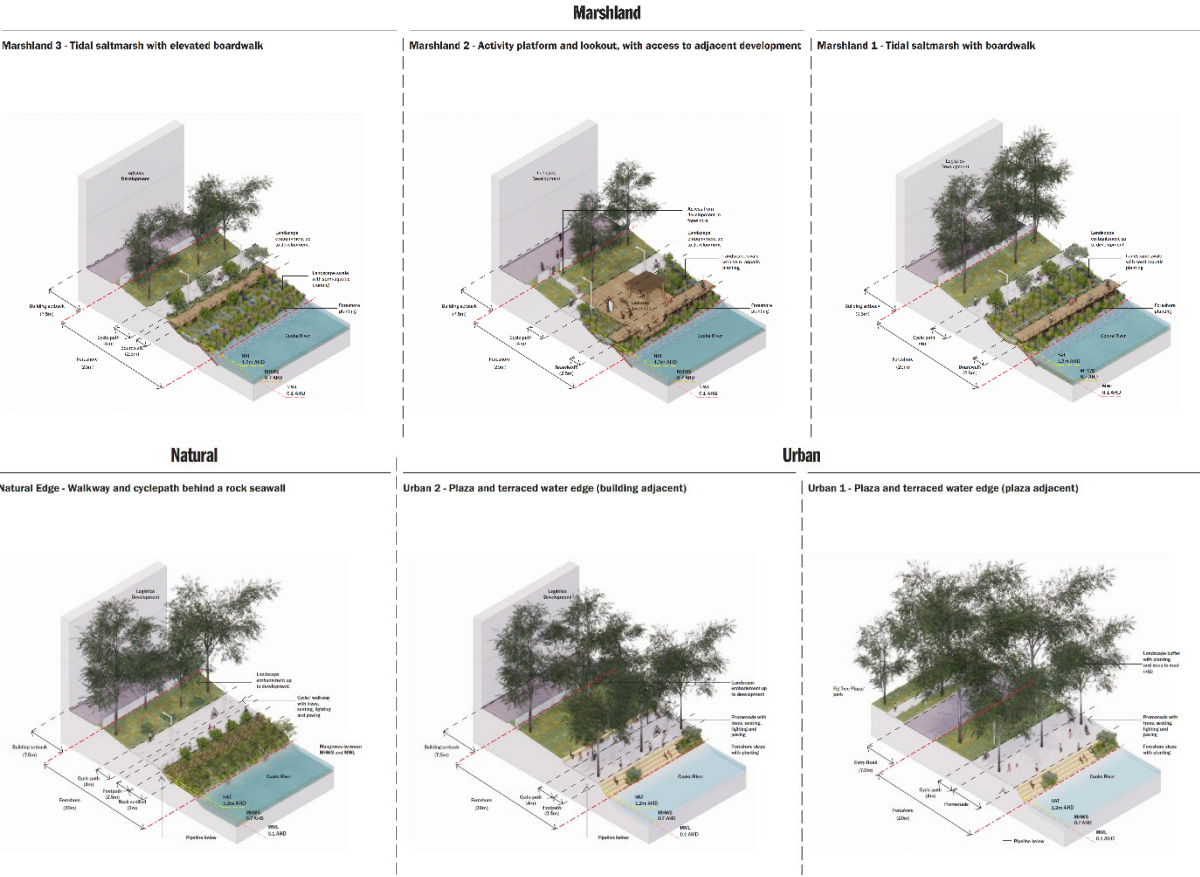


Figure 203 – Indicative cross sections, character principles through the Cooks River Foreshore Zone
 Source: Hassell.

Pemulwuy Park

Objective		Controls	
O1.	To create a new, quality public park for the Bayside community to use and enjoy.	C1.	The preliminary design of Pemulwuy Park is shown at Figure 204. The final design is to be subject to further design development and community consultation led by Bayside Council. The key outcomes for the park that are to be achieved are as follows: <ul style="list-style-type: none"> - The design principles articulated in the Urban Design and Landscape Report prepared by Hassell. - An integrated design outcome between the land presently occupied by the temporary M6 Stage 1 works compound to be remediated, the Arncliffe Motorway Operations Centre and the balance of Lot 1 and Lot 14, in terms of landform, overland flow path and general circulation, - An overland flow path that minimises impact of the useability of the park and accommodates the requirements of the Arncliffe Motorway Complex and the development zone - Accommodation of road access from Marsh Street to both the park and the development zone in a manner that minimises impact on pedestrian and cycle access between the northern and southern portions of Pemulwuy Park, - Maximisation of tree retention and retention of the existing landscape setting where possible, and - Ensuring that the interface between the park and the development zone is designed so as to
O2.	To ensure a coordinated outcome between the new park, the development zone within Lot 100, and the Arncliffe Motorway Operations Complex.		

			minimise landform changes and maximise tree retention wherever possible.
O3.	To ensure all public domain is designed in a manner that does not compromise the safety of Sydney Airport.	C2.	All landscape design elements within the public domain, including Fig Tree Grove and the Cooks River Foreshore, are to be designed in a manner that is consistent with the relevant National Airports Safeguarding Framework (NASF) guidelines.

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.



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

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.



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

Figure 204 – Indicative concept design for Pemulwuy Park
Source: Hassell

Access, Parking and Traffic Management

Objective		Controls	
O1.	To ensure vehicle infrastructure is provided to adequately serve the future development potential of the precinct and which maximises safety, promotes direct and legible links and results in a high-quality precinct experience.	C1.	<p>Vehicle access points are to be provided to the site generally in accordance with the access principles diagram provided at Figures 205 to 208.</p> <p>The Flora Street East extension is to provide safe and convenient public access to Pemulwuy Park.</p> <p>Within the development zone, the ownership and maintenance of Gertrude Street East extension is to be the responsibility of the developer with an appropriate public access easement or the like implemented. All roads within the logistics & warehouse facility are to be private roads.</p>
O2.		C2.	Road enhancements to support the Cooks Cove precinct within Marsh Street, Gertrude Street and Flora Street are to be delivered in accordance with the general concept civil / road designs provided at Figures 205 to 208 .
O3.	To ensure that on site traffic, especially truck movements are managed in a manner that minimises impact on the surrounding road, pedestrian and cycle network.	C3.	<p>A Precinct Traffic Management Plan is to accompany any future Development Application and must include an assessment of vehicle circulation, traffic safety measures, traffic distribution measures and queuing management.</p> <p><i>Note: This is in addition to the requirements of Section 3.5.2 (C1-C7).</i></p> <p>A Green Travel Plan is to be prepared and provided to all future tenants prior to obtaining the relevant Occupation Certificate within the site.</p>
		C4.	All car parking associated with the commercial office component of the site is to be provided up to a maximum of one space per 80m ² GFA.
O4.	To facilitate the potential connection of the site to Sydney Airport for movement of freight and goods.	C5.	<p>The internal road network and Traffic Management Plan may include provision for a future bridge connection across the Cooks River for the movement of freight and goods.</p> <p>Internal circulation within Block 3 is to be provided between Flora Street East and Gertrude Street East and at a minimum, is to be of sufficient width to accommodate the movement of logistics traffic in both directions and be designed in accordance with relevant standards.</p>

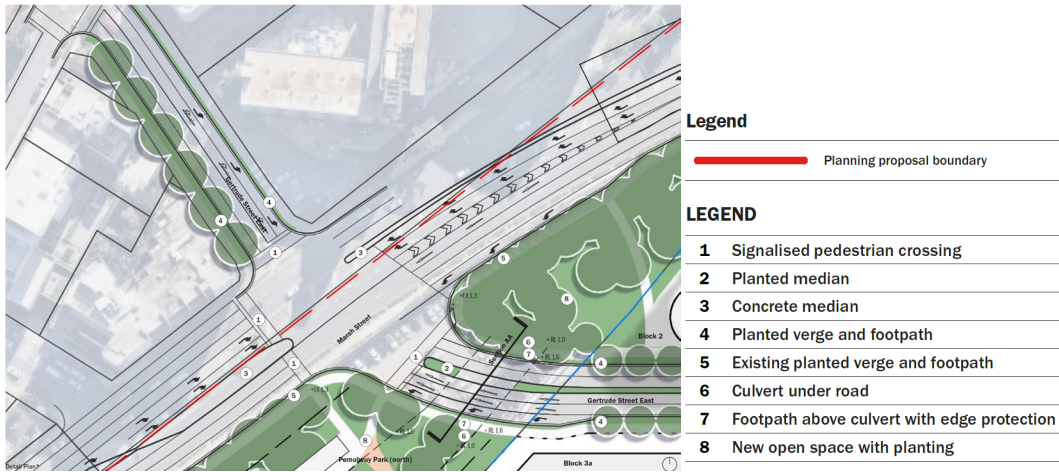


Figure 205 – Indicative Marsh Street and Gertrude Street intersection upgrade and extension

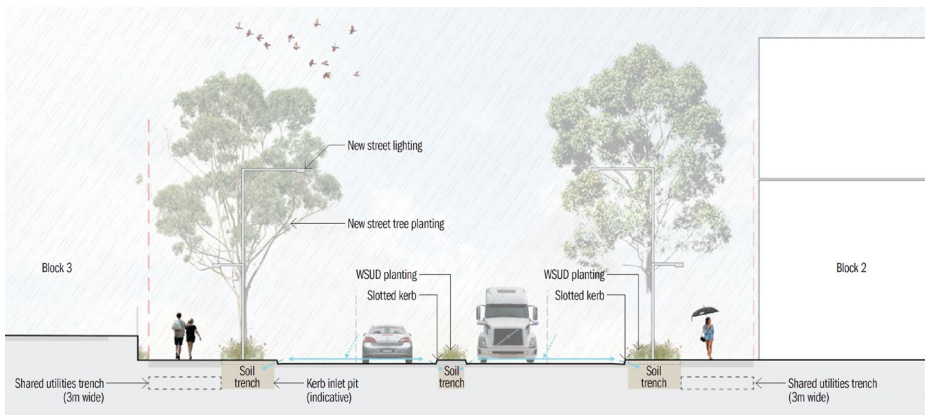


Figure 206 – Indicative Gertrude Street East extension cross-section

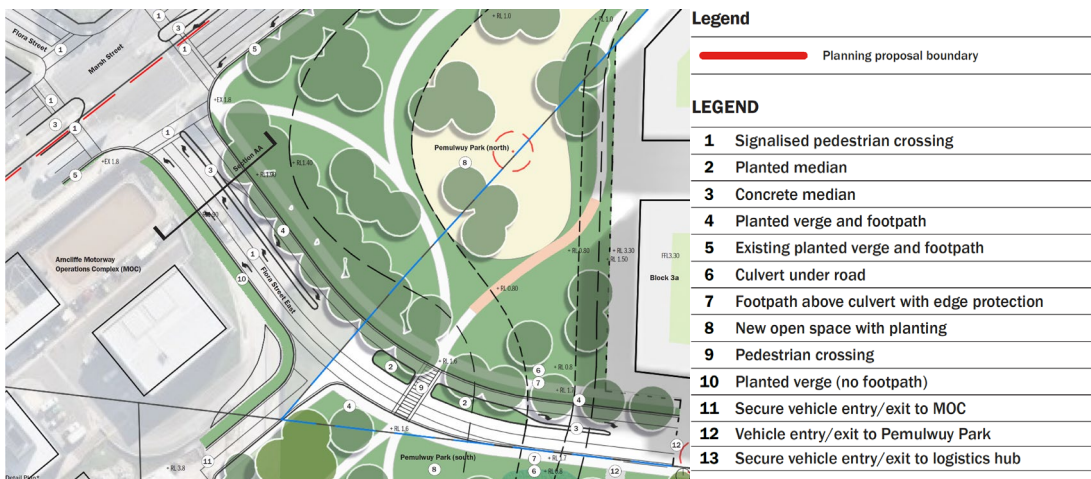


Figure 207 – Indicative Marsh Street and Flora Street intersection upgrade and extension

Sources: Hassell

Pedestrian and Cycle Network

Objective		Controls	
O1.	To create new pedestrian and cycling linkages within an enhanced open space setting.	C1.	<p>A series of direct cycle linkages and recreational pedestrian paths are to be delivered within Lot 31 and Lot 100 in accordance with the general principles of the concept pedestrian and cycle network diagram at Figure 208. Links are to be delivered as shared paths and must achieve the following as a cohesive Cooks Cove cycle network:</p> <ul style="list-style-type: none"> - Missing link in the Bay-to-Bay cycleway, extending along the length of the Cooks River foreshore - East-west linkage from the Cooks River to Marsh Street / M5 East underpass - Western linkage extending through Pemulwuy Park through to the Flora and Gertrude Street intersections <p>The final design of connection points to linkages within Pemulwuy Park and external open space are to be subject to further design development and community consultation led by Bayside Council.</p>
O2.		C2.	All shared paths are to be delivered with a minimum width of 3.5m and key pedestrian linkages with a minimum width of 2.2m. All proposed paths are to be accompanied with details of materials, signage, lighting, CPTED and place making principles.

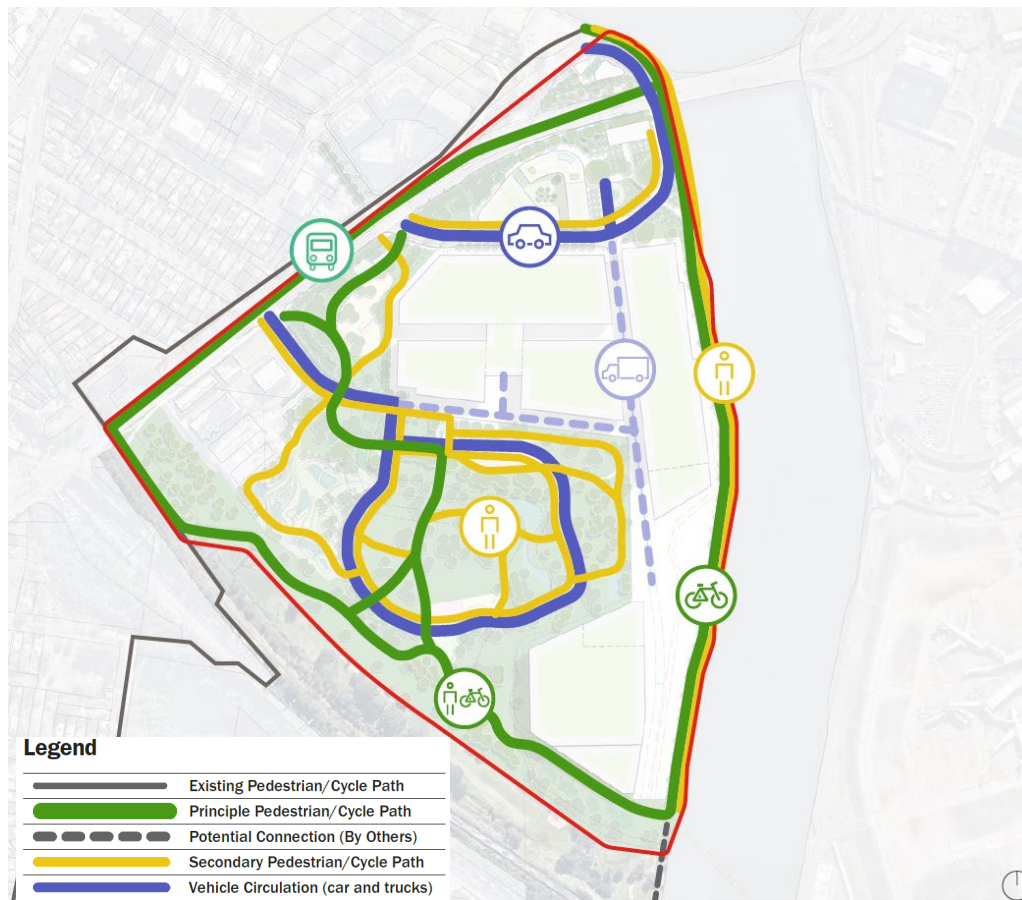


Figure 208 – Indicative pedestrian and cycle network
 Source: Hassell

Land Use and Built Form

Overall Land use distribution

Objective		Controls	
O1.	To ensure that land uses are consistent with the objectives of the zone and	C1.	<p>The indicative land use distribution plan of the site is included at Figure 209. Key planning principles for land use are:</p> <ul style="list-style-type: none"> - All land uses are to enhance the economic development potential of the site, in particular its employment capacity and relationship with Sydney Airport - More intensive uses such as retail, commercial and hotel accommodation are to be located in the northern portion of the site - Figtree Grove is to be activated with retail, F&B, hotel lobby uses and the like

Blocks 1 and 2

Objective		Controls	
O1.	To ensure existing utility infrastructure is protected.	C1.	All development on the site is to be informed by and managed in a manner consistent with any relevant safety and/or risk guidance and assessment undertaken with respect to underground utility infrastructure.
O2.	To ensure a high-quality, mixed-use development that activates the site.	C2.	<p>The indicative design outcomes for Block 1 are illustrated at Figures 210 and 211. Development on Block 1 is to deliver the following outcomes:</p> <ul style="list-style-type: none"> - Active retail uses, such as a cafe, bar or restaurant, at ground level with commercial offices or similar above, - A maximum 4 storey building(s) that responds to the site constraints whilst maximising the aspect and visual prominence of the site, and - A publicly accessible roadway with on-street parking and pedestrian footpath.
O3.	To ensure that any advertising structure is designed in manner that enhances its locality.	C3.	<p>Prior to the occupation of any new retail / commercial building on the site, elevated advertising structures (ie pole signs) may occupy the site.</p> <ul style="list-style-type: none"> - The maximum display area per sign is 100m² and a maximum of 2 separate signs are permitted. Any associated lighting and/or digital display is to not adversely affect nearby residential properties. - Any stand alone advertising structures are to be removed prior to the construction of any building structure on the site. <p>As part of any new buildings, any advertising structures must be integrated into the new building forms and designed in a manner that complements the architectural quality of the building. They are:</p> <ul style="list-style-type: none"> - to sit flush with the building facade - to be of a scale that complements the size of the building - not to project above the predominant parapet line of the building.

<p>O4.</p>		<p>C4. The indicative design outcomes for Block 2 are illustrated at Figure Figures 212 and 213. Development on Block 2 is to deliver the following outcomes:</p> <ul style="list-style-type: none"> - A mix of uses including hotel accommodation, commercial office and retail that provide amenity for the site and local community; - Land uses that collectively support and enhance the operation of the airport - A high-quality building form and expression that enhances the Marsh Street streetscape when viewed in both directions - Provide a building address and/ or forecourt to the Marsh Street frontage - Shared parking arrangements if possible, to minimise extent of excavation - Off street drop off / porte cochere for the hotel - Active and semi active uses fronting Figtree Grove - A minimum building setback of 5m from Marsh Street - An active retail edge to Gertrude Street East extension generally built to the boundary
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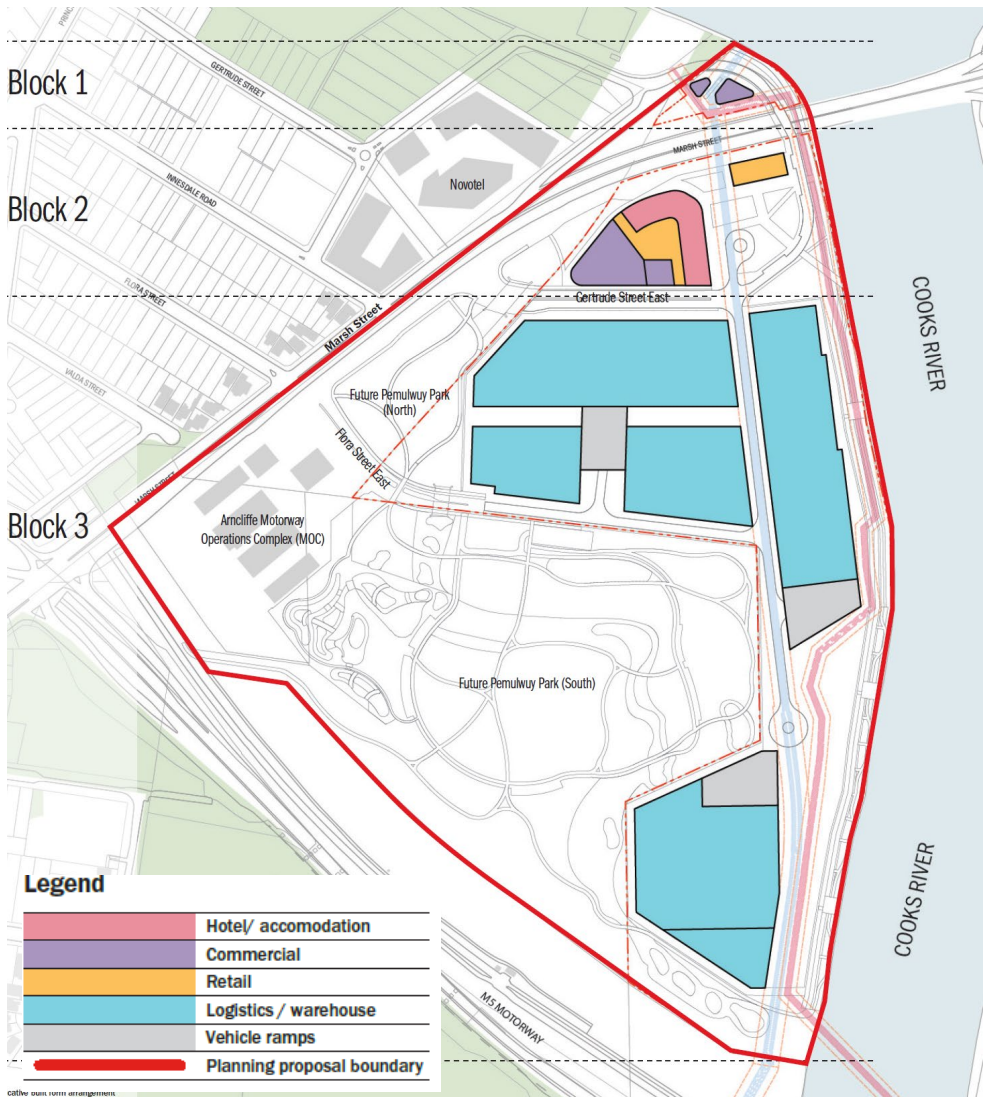


Figure 209 – Indicative land use distribution plan
 Source: Hassell



Figure 210 – Indicative built form massing for Block 1

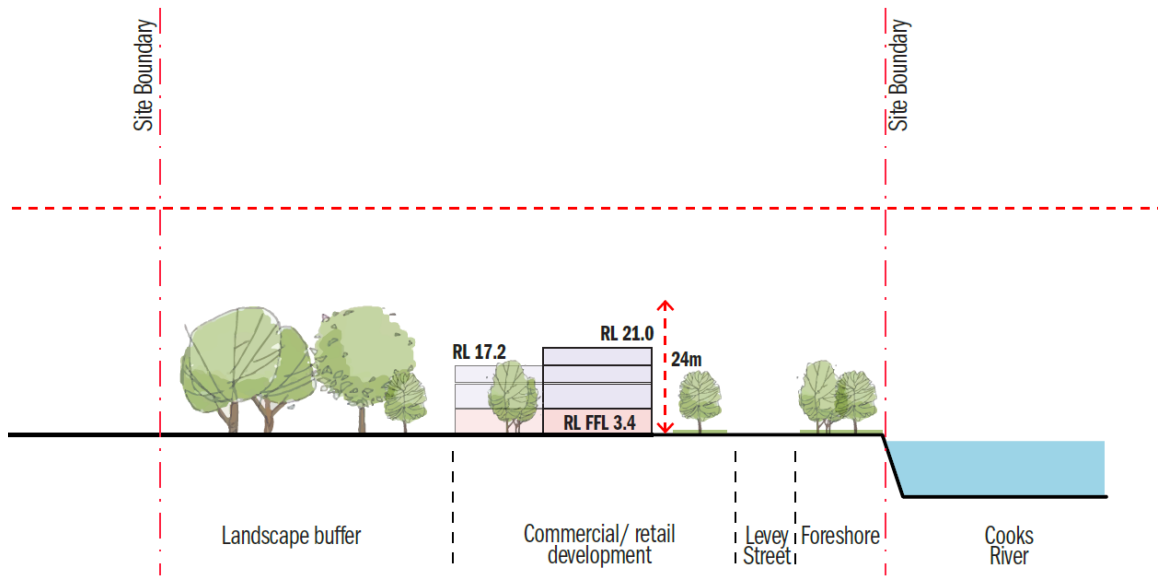


Figure 211 – Indicative cross-section through Block 1 to the Cooks River

Sources: Hassell

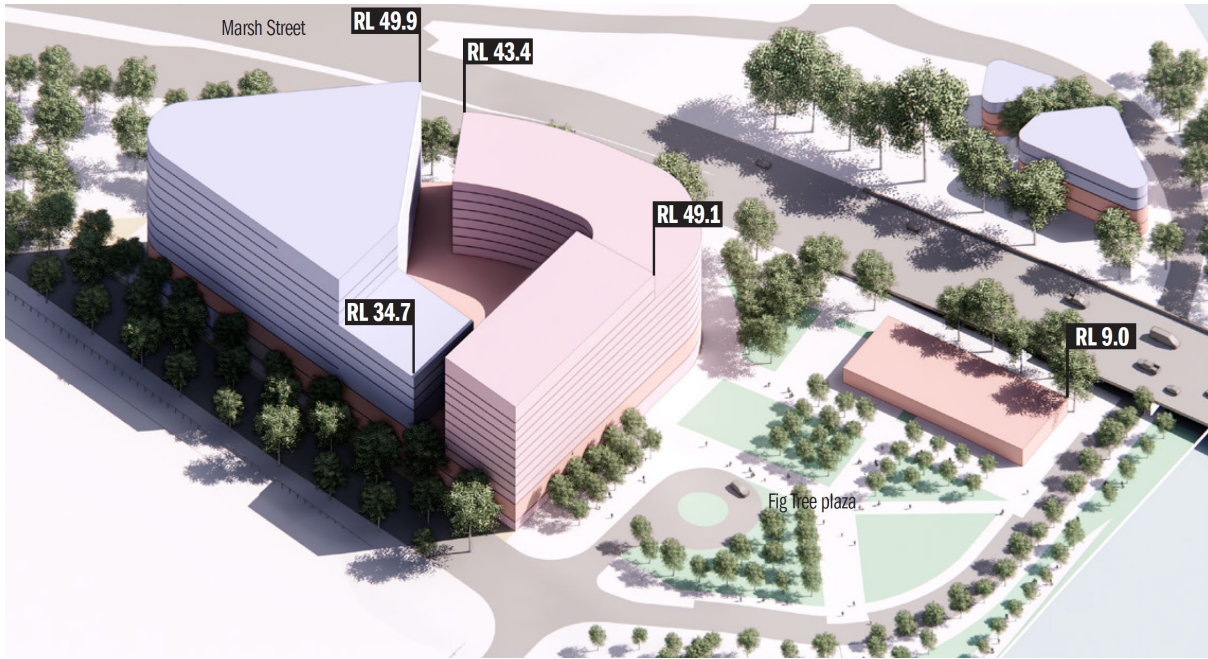
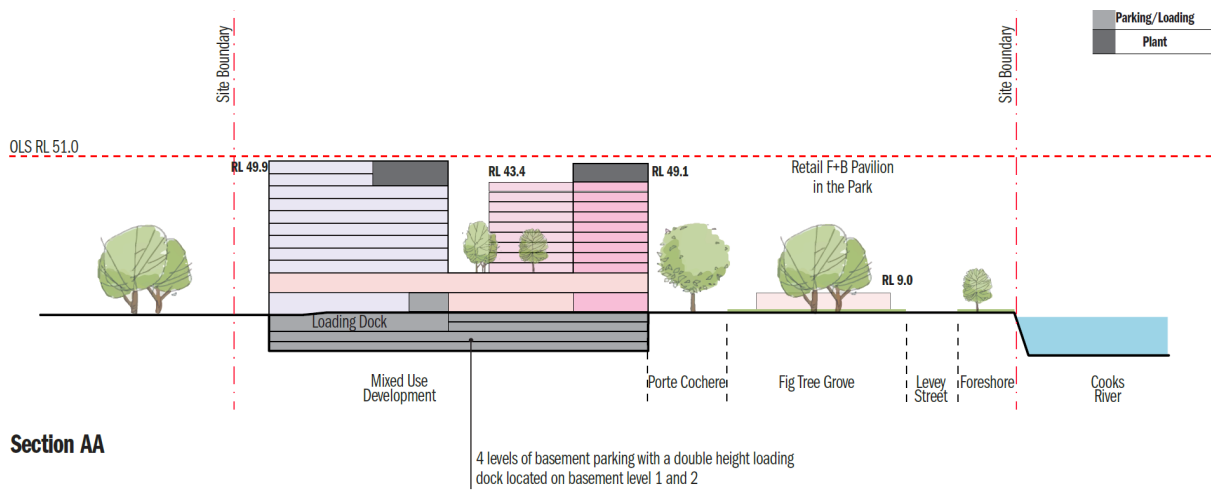


Figure 212 – Indicative built form massing of Block 2



Section AA

Figure 213 – Indicative cross-section through Block 2 to the Cooks River

Sources: Hassell

Block 3

Objective		Controls	
O1.	To ensure a high-quality, logistics development that optimises the locational utility and supports trade related enterprises.	C1.	The indicative design outcomes for Block 3 are illustrated at Figure Figures 214 and 215 . Development on Block 3 is to deliver the following outcomes: <ul style="list-style-type: none"> - Land uses that are focused on logistics and warehousing that serve to enhance trade and aviation focused freight movements - Land uses that collectively support and enhance the operation of the airport - A high-quality building form and expression that is in keeping with the visual character of the adjacent Sydney International Airport terminal precinct. - A minimum building setback of 7.5m to all site boundaries - Gatehouse security facilities are to be located within the access points to the site, with sufficient vehicle hardstand to prevent queuing outside of the site. - Carparking and vehicle loading is to be integrated into vertical building forms and shared where possible to enhance ramping efficiency.
O2.	To ensure building form reduces effects of heat load and supports airport operations.	C2.	Building rooftops should be designed to minimise reflection, include sustainability measures such as solar panels, water harvesting and reuse and greenery, in a manner that is consistent with the relevant National Airports Safeguarding Framework (NASF) guidelines and the concepts presented at Figure 216 .
O3.	To ensure a well-considered visual appearance is achieved.	C3.	Ensure massing and modulation of buildings seeks to optimise bulk and overshadowing where possible with demonstrated articulation zones and vertical recesses to break up large massing. Proposed buildings within Block 3 are to provide a facade strategy which considers the primary and secondary facades diagram as presented in Figure 217 . The primary and secondary facades zones are to include a range of strategies to ensure a high quality façade design. Such strategies include: <ul style="list-style-type: none"> - High quality materials and finishes - Green walls and living wall portions - Transparent sections that provide insight to vertical transportation and / or the operation of the facility - Active uses (office glazing, breakout balconies etc)
O4.	To ensure a high quality transition from the development zone to the future Pemulwuy Park.	C4.	Implement well-considered and high-quality Block edge treatments which are generally consistent with the guiding graphics provided at Figures 218 to 221 .

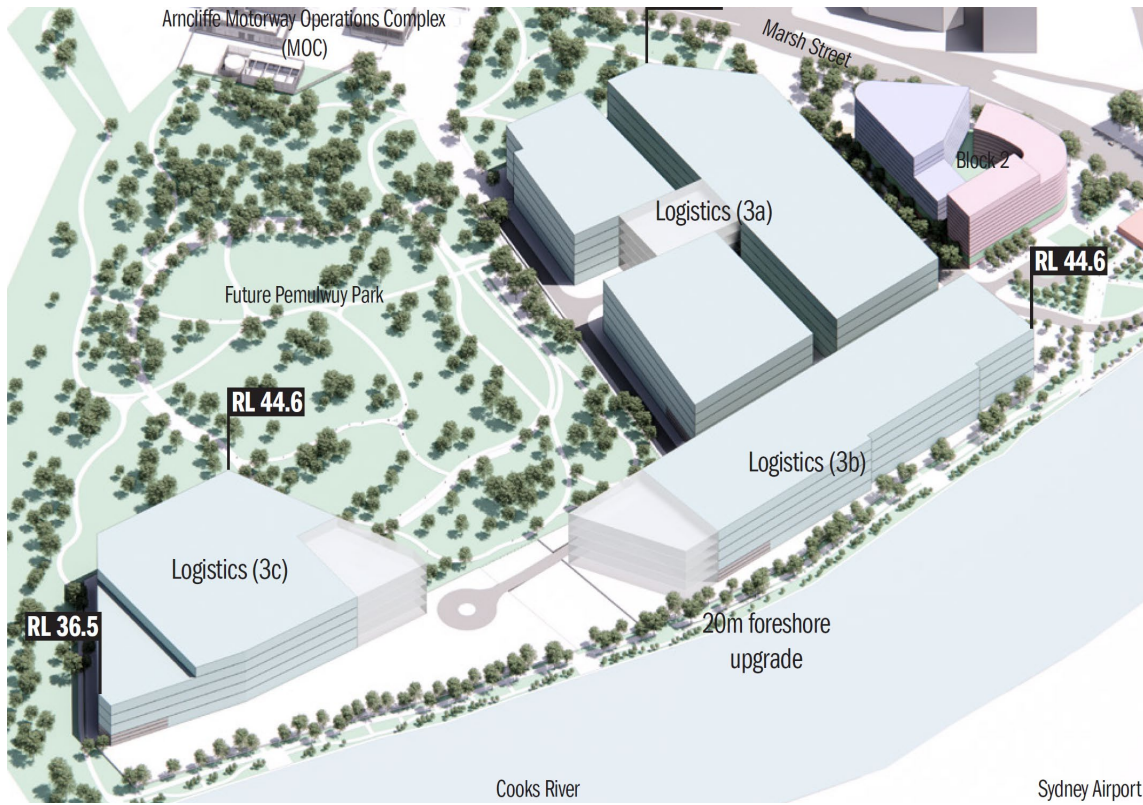


Figure 214 – Indicative built form massing for Block 3

Source: Hassell

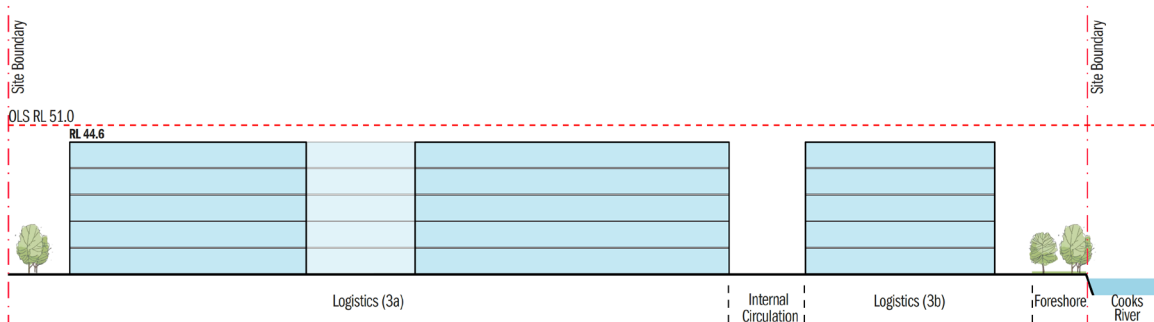


Figure 215 – Indicative cross-section through Block 3 to the Cooks River

Sources: Hassell

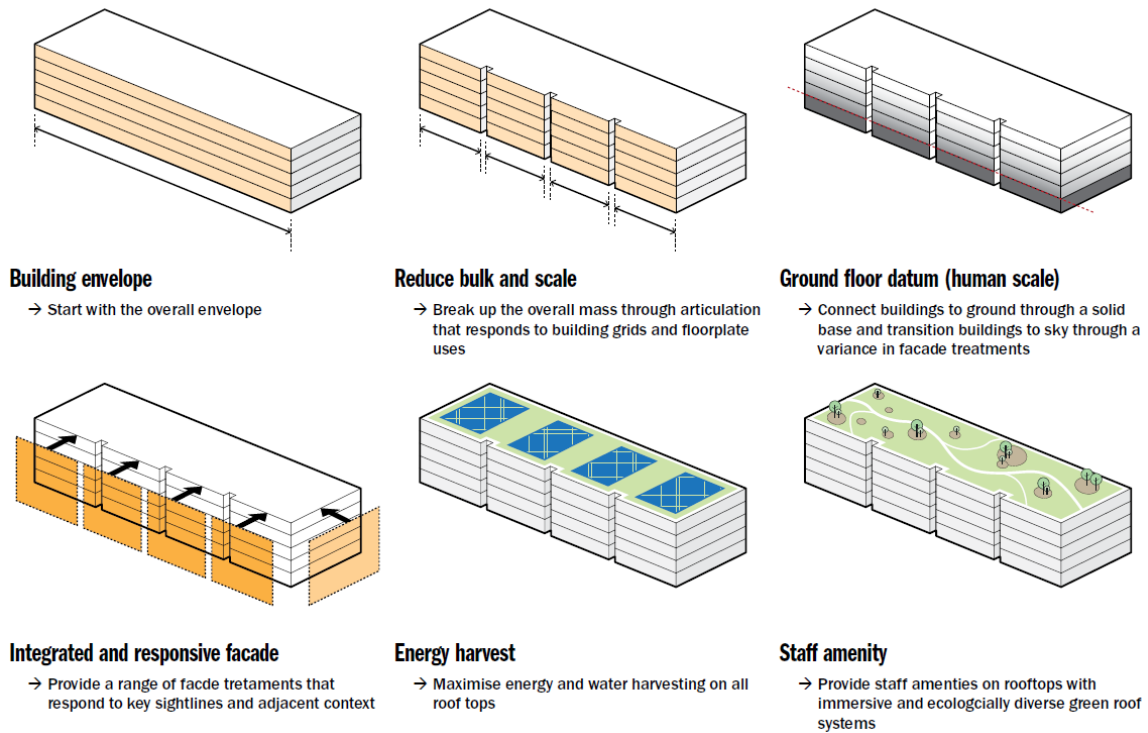


Figure 216 – Building facade and roof top indicative design concepts

Sources: Hassell

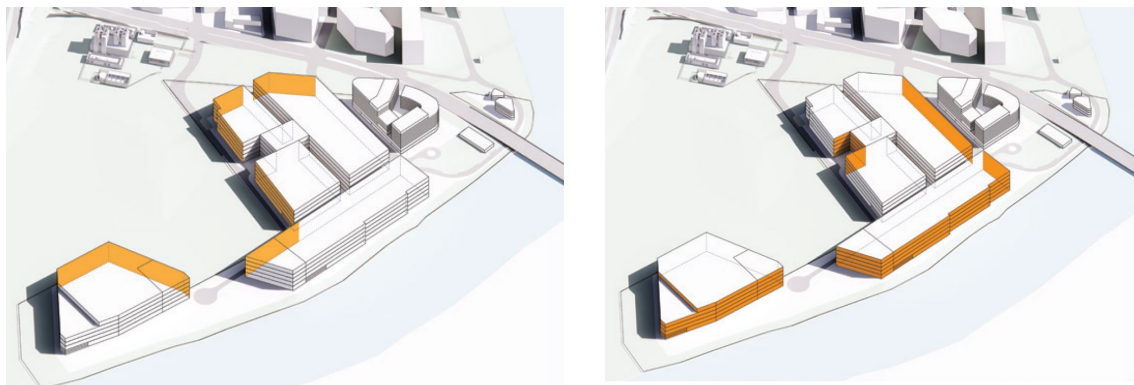
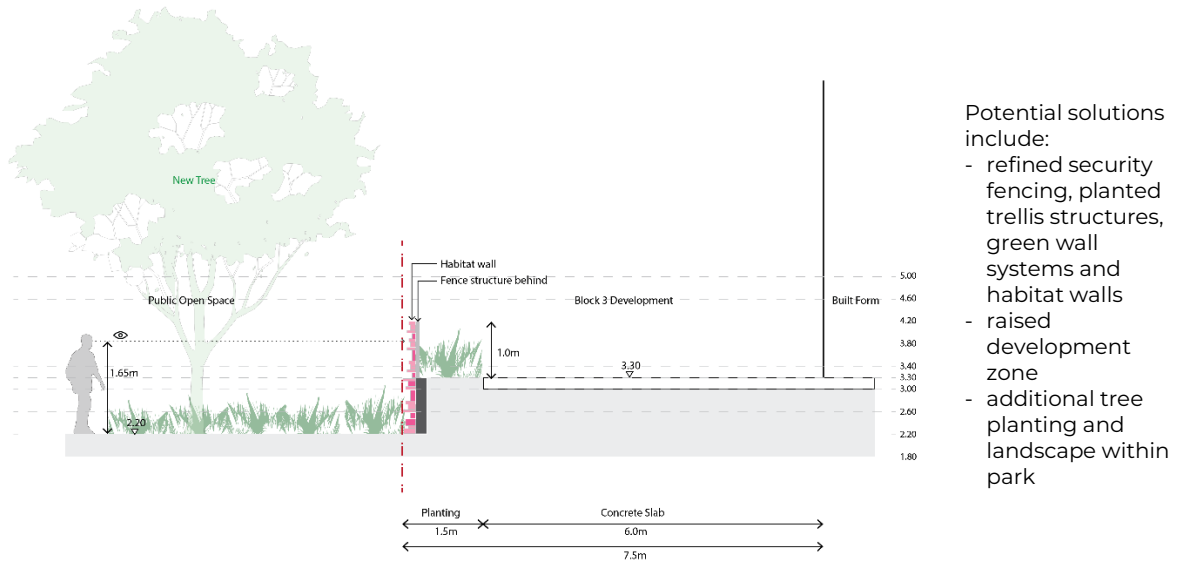
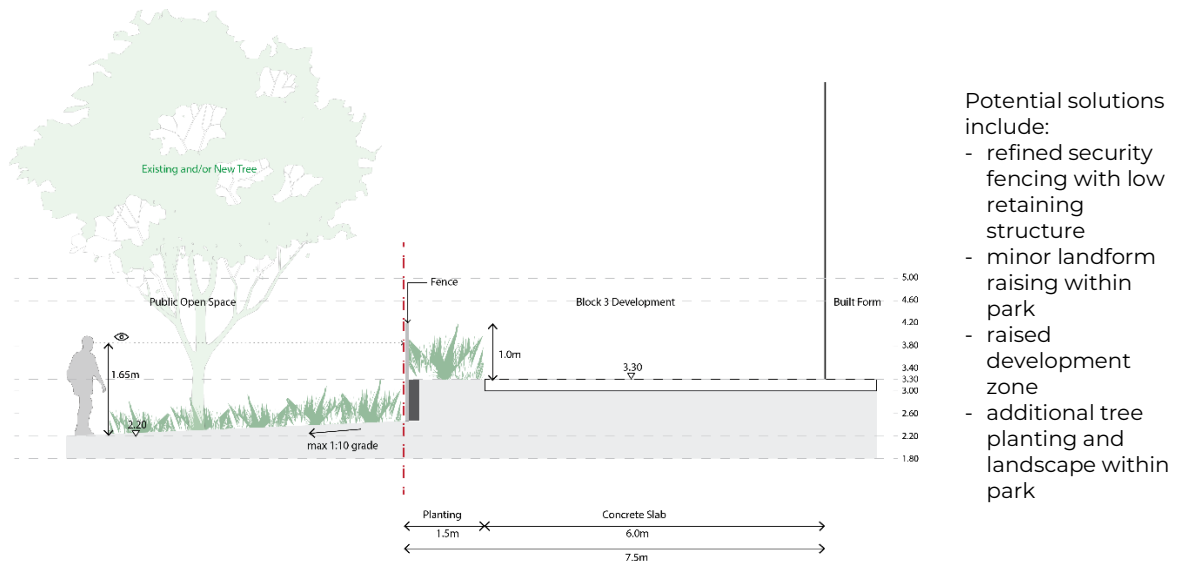


Figure 217 – Location of Primary building facades (left) and Secondary building facades (right)

Sources: Hassell

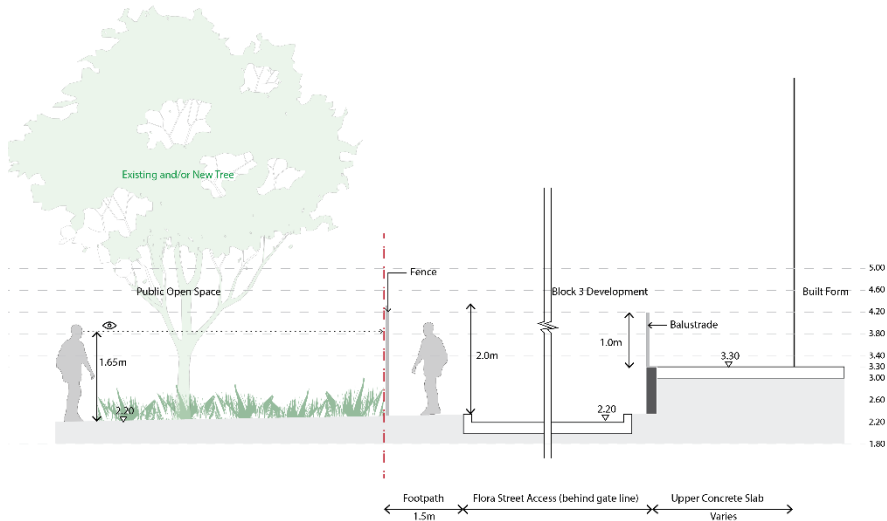


- Potential solutions include:
- refined security fencing, planted trellis structures, green wall systems and habitat walls
 - raised development zone
 - additional tree planting and landscape within park

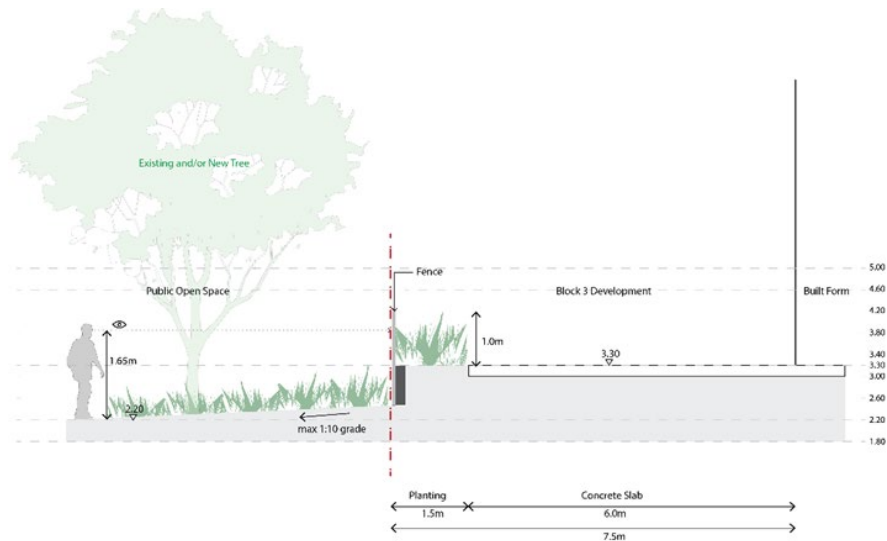


- Potential solutions include:
- refined security fencing with low retaining structure
 - minor landform raising within park
 - raised development zone
 - additional tree planting and landscape within park

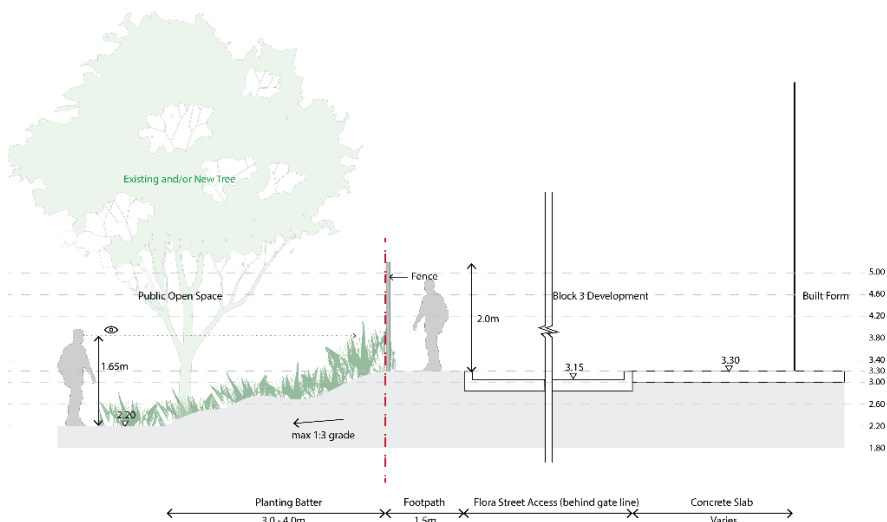
Figure 218 – Indicative interface concepts (Pemulwuy Park North)
Sources: Hassell



- Potential solutions include:
- refined security fencing at boundary
 - at / near grade internal access road with landform rise taken up within development zone
 - additional tree planting and landscape within park

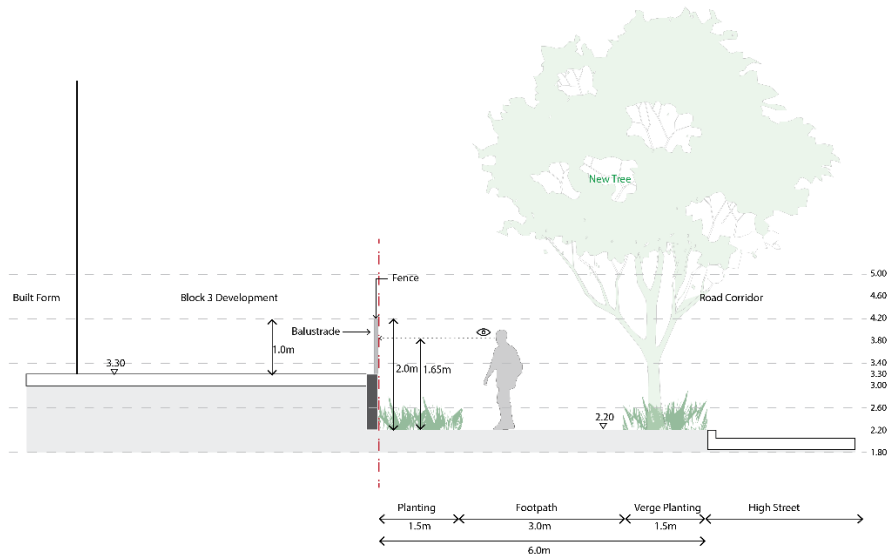


- Potential solutions include:
- refined security fencing with low retaining structure
 - minor landform raising within park
 - raised development zone
 - additional tree planting and landscape within park

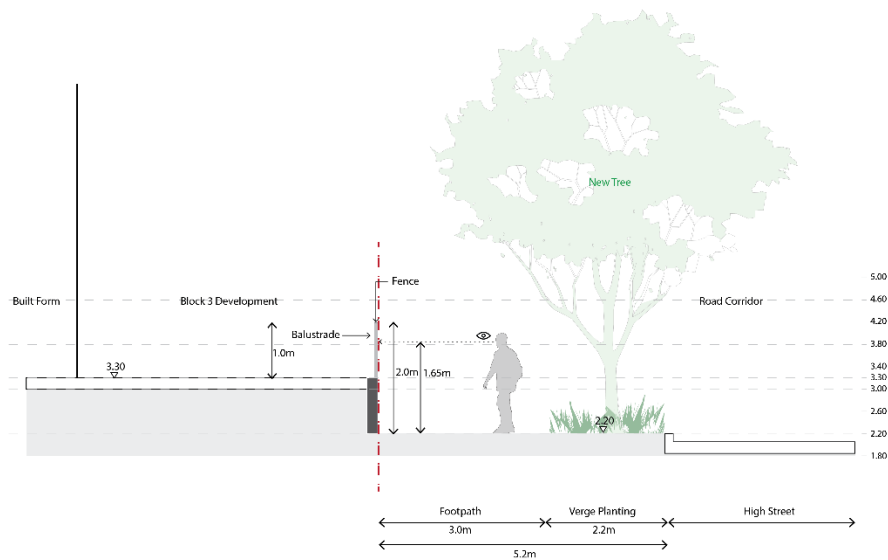


- Potential solutions include:
- refined security fencing at boundary
 - raised internal access road / hardstand
 - landform raising within park (where no tree loss occurs)
 - additional tree planting and landscape within park

Figure 219 – Indicative interface concepts (Flora Street East extension)
Sources: Hassell



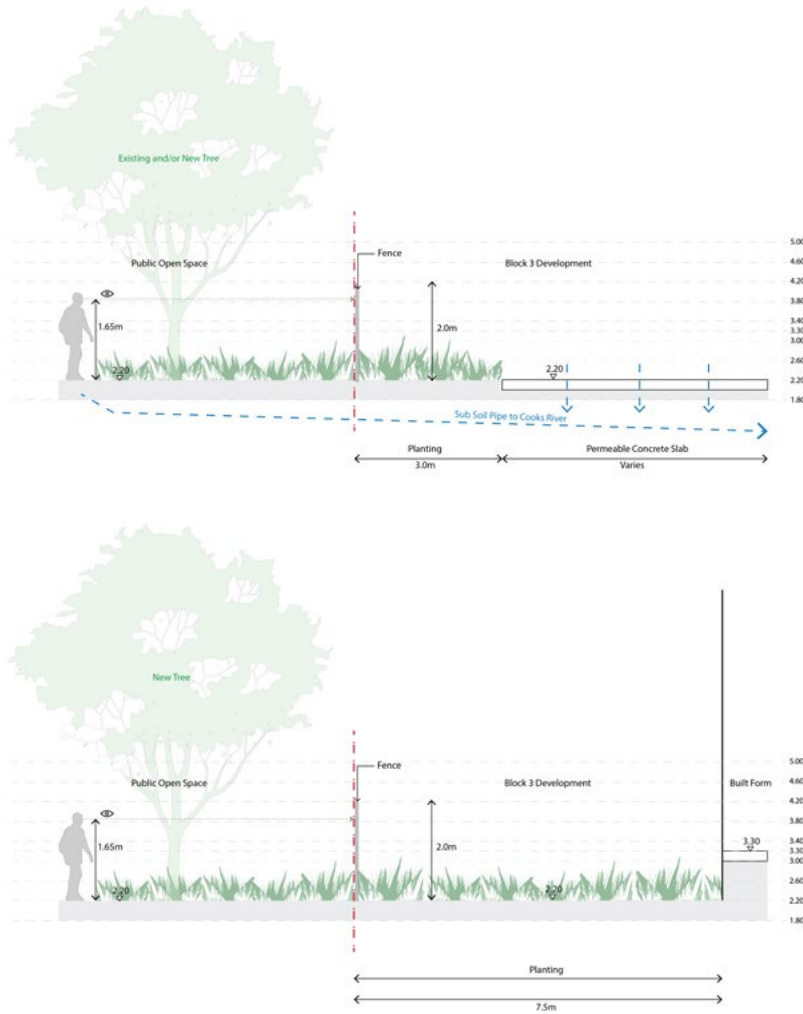
- Potential solutions include
- refined security fencing at boundary
 - at / near grade internal access road with landform rise taken up within development zone
 - additional tree planting and landscape within park



- Potential solutions include
- refined security fencing at boundary
 - at / near grade internal access road with landform rise taken up within development zone
 - additional tree planting and landscape within park

Figure 220 – Indicative interface concepts (Gertrude Street East extension)

Sources: Hassell



- Key elements:
- refined security fencing at boundary
 - Softened interface with Pemulwuy Park south provided level with parkland where possible.
 - Water capture and WSUD measures to be incorporated.

- Key elements:
- refined security fencing at boundary
 - Softened interface with Pemulwuy Park south provided level with parkland where possible.
 - Planting buffer zone to any areas where level change is required.

Figure 221 – Indicative interface concepts (Pemulwuy Park South)
 Sources: Hassell

Sustainability

Objective		Controls	
O1.	To ensure Cooks Cove is a leading precinct with contemporary, integrated ecologically sustainable development principles.	C1.	<p>In addition to the NABERS and Green Star rating system requirements and general provisions as set out in Section 3.3.1, a sustainability strategy is to be prepared by a suitably qualified sustainability professional and is to be submitted with the built form development application.</p> <p>This strategy is to identify suitable outcomes for the development in relation to design and operational measures addressing:</p> <ul style="list-style-type: none"> - Water reuse - Energy efficiency - Social responsibility; - Efficient use of resources; - Sustainable place making; and - Whole of life development considerations.

Flooding, Stormwater and Water Sensitive Urban Design

Objective		Controls	
O1.	To ensure Cooks Cove provides appropriate flood mitigation solutions to regional stormwater flows which enhances public safety and protection of critical infrastructure.	C1.	<p>Prior to a development consent being issued, developments are to demonstrate:</p> <ul style="list-style-type: none"> - All finished floor levels are to be above the 1% AEP flood levels with an additional 0.5m freeboard and 0.8m allowance for sea level rise incorporated and meet the minimum levels as set out in Figure 222. - Compliance with the PMF for the TfNSW M6/M8 motorway operations centre. - A suitable resolution of overland flow to meet the outcomes of the Cooks Cove flooding study and to implement the concept principles of the Urban Design and Landscape Report within the future Pemulwuy Park <p>Prior to the issue of an Occupation Certificate, a precinct wide Flood Evacuation Strategy including shelter-in-place provisions, flood warning systems and an education and flood awareness program is to be prepared and implemented.</p>
O2.	To ensure Cooks Cove appropriately addresses local stormwater management and implements exemplar WSUD and water re-use principles for the site.	C2.	<p>Development zone proposals are to demonstrate:</p> <ul style="list-style-type: none"> - Detailed stormwater designs to promote surface flows in lieu of pipe flows and utilising the sandy underlying soils to promote absorption and bioretention - Detailed provisions to collect and reuse clean stormwater inline with best practice WSUD provisions - Enhancements to existing outfall locations, including the implementation of flap gates as required. <p>A comprehensive Water Management Report detailing the above provisions is to be provided with DAs for built form within Cooks Cove.</p>

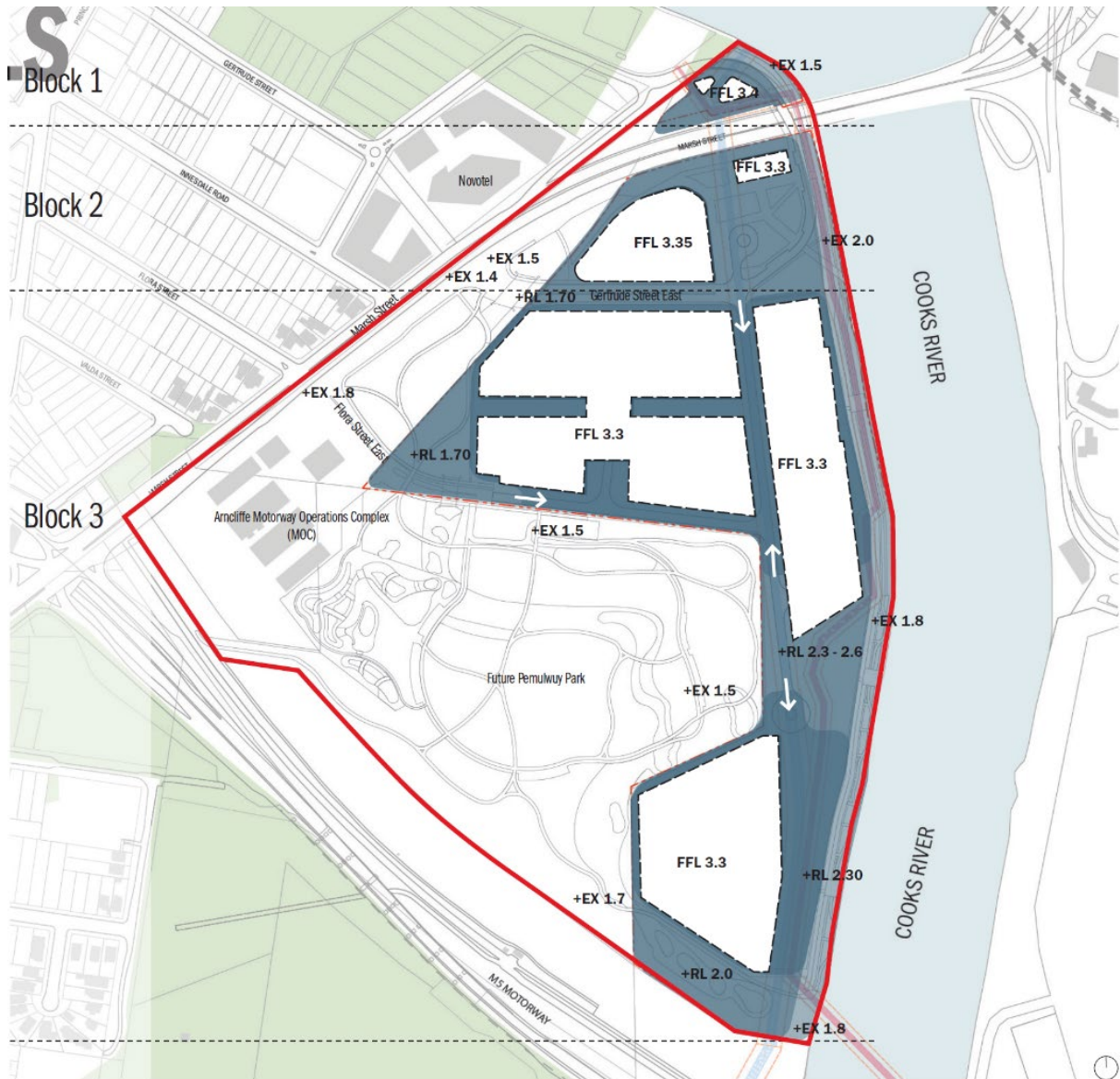


Figure 222 – Indicative development zone finished floor levels

Source: Hassell

Heritage and Archaeology

Objective		Controls	
O1.		C1.	<p>A Statement of Heritage Impact in relation to the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) (SHR 01647) is to be prepared and accompany any DA relating to development in the logistics precinct 3C.</p> <p>A Historical Archaeological Assessment is to be prepared and accompany any DA. The assessment is to include details in relation to maritime archaeology.</p> <p>An Aboriginal Cultural Heritage Assessment is to be prepared and endorsed by DPE Heritage prior to the determination of a DA within the Cooks Cove site.</p>

Hazard, Risk and Aviation Safety

Objective		Controls	
O1.	To ensure that development implements appropriate pipeline safety and access measures into the composition, location and design of developments within the Cooks Cove site.	C1.	<p>Sensitive use activities such as children’s activity centres, play gyms, etc. should be prevented within the buildings that encroach the 0.5 x 10-6 p.a. risk contour according to the site Risk Safety Statement.</p> <p>Building design is to consider and accommodate suitable provisions to ensure safety in the event of a release and ignition of ethane from the pipeline – including adequate means of egress from the building to a place of safety, or alternatively, access to a suitable place of refuge within the building.</p> <p>Prior to the issue of an Occupation Certificate for Buildings within Blocks 1-3, emergency response plans are to be prepared considering all potential hazards arising from the ethane pipeline and documented within a Safety Management Study.</p>
		C2.	<p>Buildings are to be located outside the existing desalination easement and building foundations are to be external to the zone of influence. Protective slabbing, roads, hardstand and/or landscaping will be located above the desalination and high pressure ethane pipeline in accordance with the technical requirements of Sydney Water and/or the Australian Pipeline Authority</p> <p>Access for ongoing maintenance easement to the pipeline’s infrastructure is to be demonstrated in detailed proposals.</p>
O2	To ensure that the design and operation of developments within Cooks Cove provide adequate protection of aviation operations and safeguards the operation of Sydney Airport as an aerodrome.	O3.	<p>A constructability analysis is to be provided with any DA for buildings to ensure that any craneage requirements are addressed to SACL satisfaction.</p> <p>A detailed windshear analysis is to be prepared with respect to any built form within the development zone. This is required as part of a DA submission and prior to determination, the consent authority is to consult with Sydney Airport for comment in relation to windshear performance.</p>

		<p>A lighting intensity assessment to be provided for all future Development Applications proposing external lighting. Prior to determination, the consent authority is to consult with Sydney Airport for comment in relation to lighting performance.</p> <p>A wildlife management plan will be prepared to accompany future DAs proposing new open space areas to manage the risk of wildlife strikes in the vicinity of Sydney Airport. All landscaping within Cook Cove will consider the existing Cooks Cove SACL 'Approved Plant List'.</p>
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Ecology and Environmental Management

This section is to be read in conjunction with revised draft DCP mapping provided at Appendix A.

Objective		Controls	
O1.	To ensure vegetated open space is prioritised within the broader Cooks Cove precinct, including the establishment of Pemulwuy Park and the Foreshore as a benchmark in habitat creation and biodiversity.	C1.	<p>A vegetation/landscape management strategy is to be prepared prior to any detailed DA to address vegetation matters, including tree removal, any relocation or replanting and tree retention provisions – with specific inclusion of all identified Fig Trees of significance.</p> <p>The Vegetation management strategy is to consider the principles presented at Figure 223 and incorporate details of Vegetation Clearance and Fauna Management Protocols, Weed Control Measures and Nest Box Installations. Details are to be provided of soil management including water percolation, increased organics and oxygen strategies to support biodiversity.</p>
			<p>Implementation of a Green and Golden Bell Frog Management Plan is required prior to the approval of any detailed DA.</p> <p>Detailed designs within Pemulwuy Park are to incorporate retention and protection of future new GGBF habitat as proposed by TfNSW.</p>
			<p>Detailed designs of the Cooks River riparian zones are to demonstrate enhancement to mangrove and saltmarsh habitat in conjunction with rejuvenation of the foreshore. Resilient species selection are to be prioritised with integrated irrigation systems.</p>

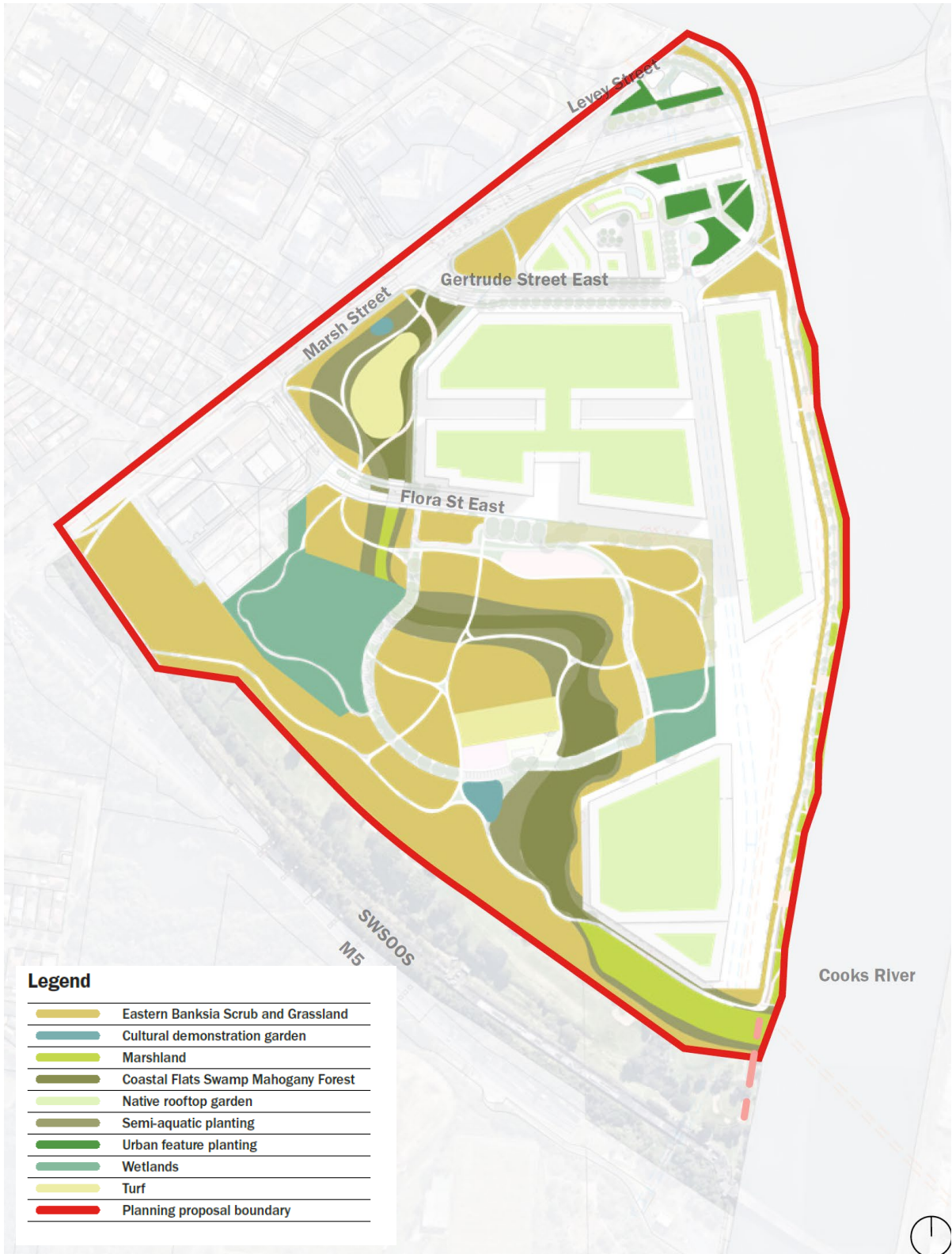


Figure 223 – Flood planning considerations diagram

Source: Hassell

Appendix A: Amendments to Mapping sheets

Draft Bayside DCP 2021 Mapping Appendices are to be amended to reflect the concept amended sheets for the Cooks Cove site in relation to:

- Biodiversity Map
- Threatened Species Habitat and Endangered Ecological Communities Map

(refer DCP extract pages below)



Bayside Development Control Plan 2021

Biodiversity Map

DRAFT

LEGEND

Subject Land

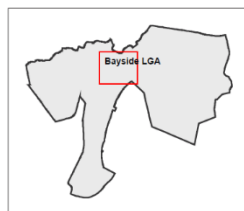
Biodiversity

Biodiversity

SREP 33 Cooks Cove

Cadastral

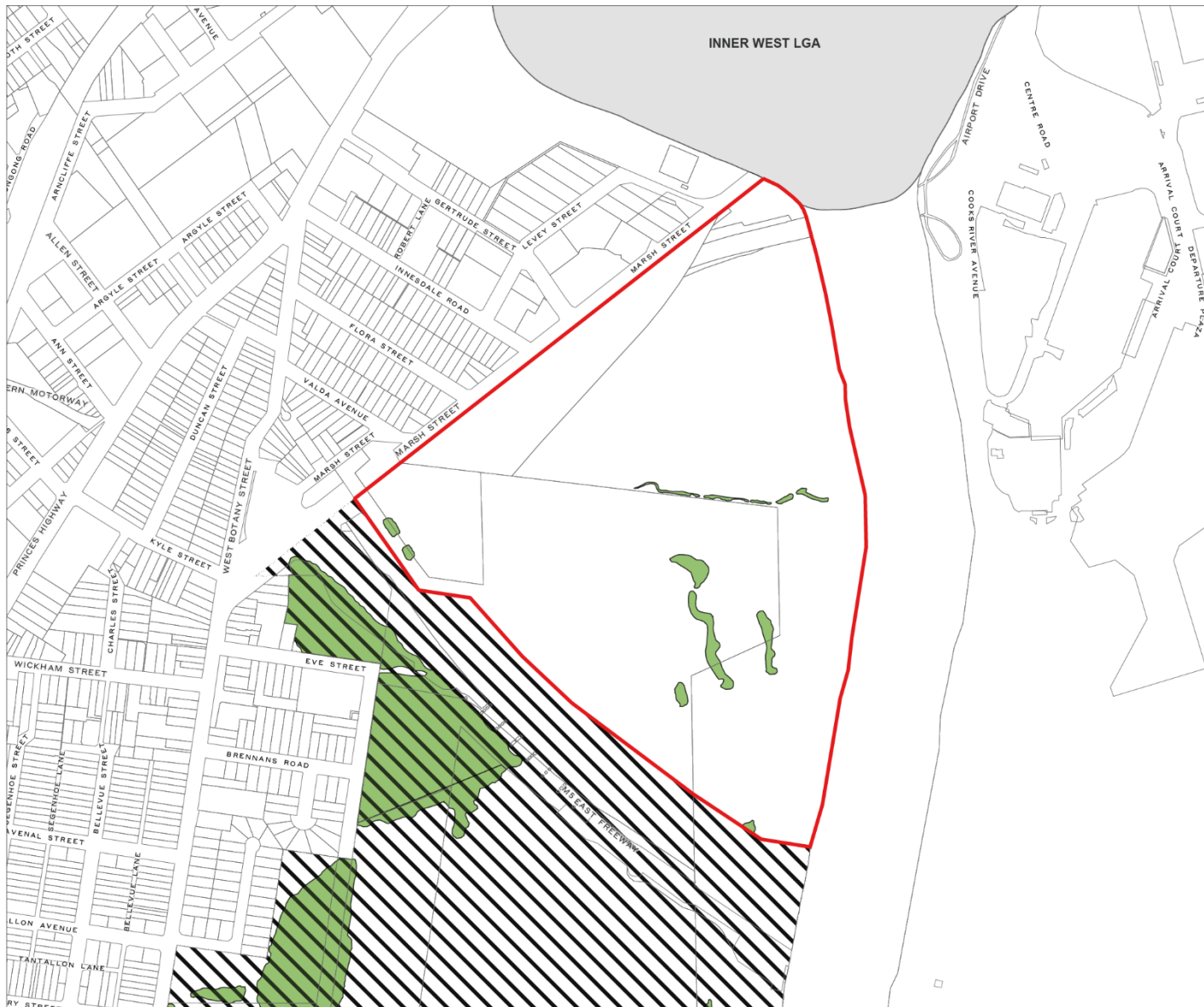
Cadastral



Scale 1:5000@A3



Projection: MGA Zone56
Datum: GDA94





Bayside Development Control Plan 2021

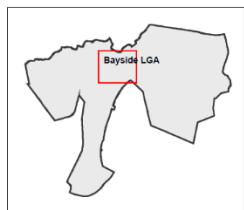
Threatened Species Habitat and Endangered Ecological Communities
DRAFT

LEGEND

- Subject Land

- Threatened Species Habitat and Endangered Ecological Communities
- Coastal/Migratory Bird Habitat
- Green and Golden Bell Frog Habitat (Breeding)
- Green and Golden Bell Frog Habitat (Foraging)
- RTA Ponds

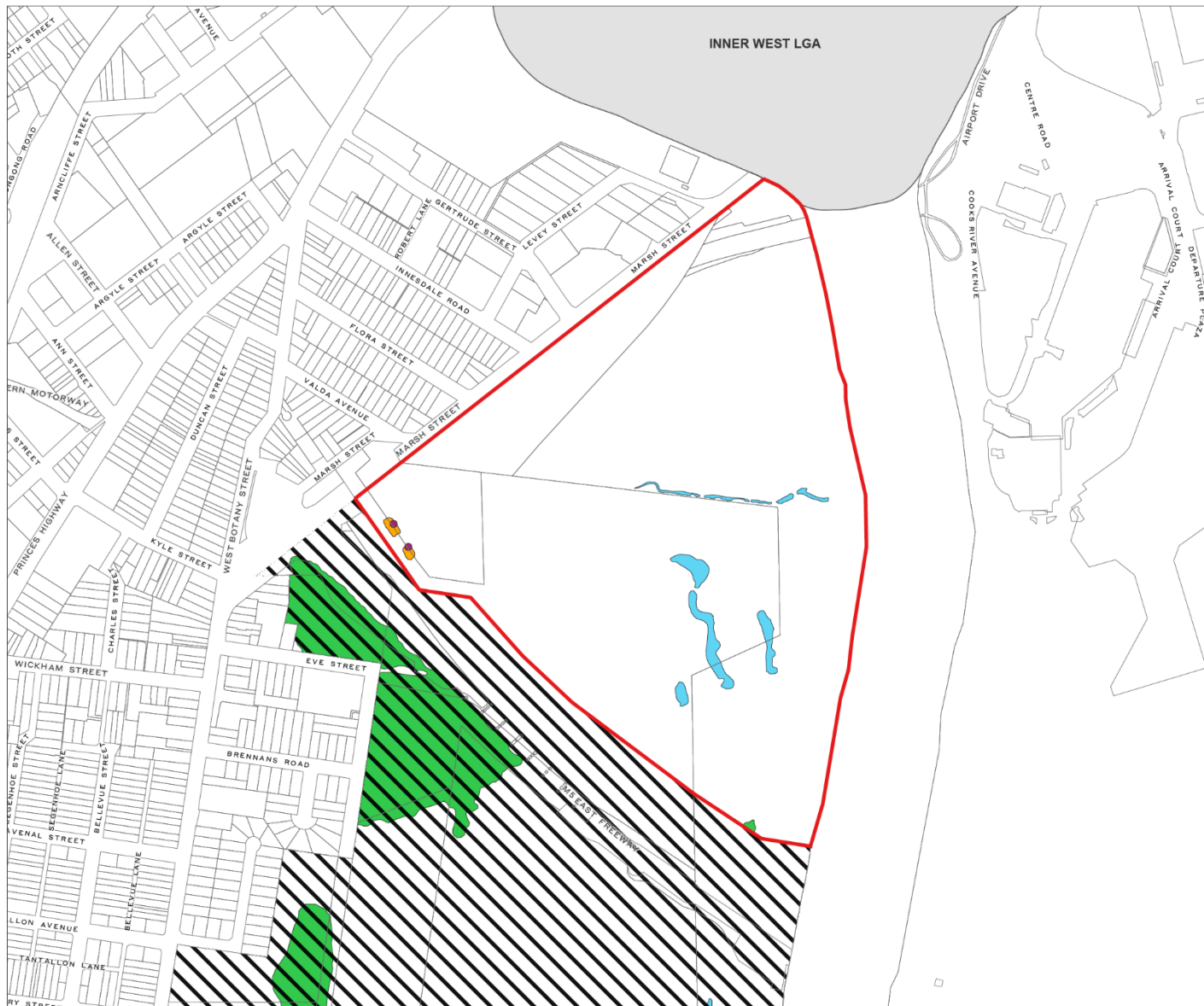
- Cadastral
- Cadastral



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Projection: MGA Zone56
Datum: GDA84



Appendix B: Explanatory review of applicability of Draft Bayside DCP 2021

Note: to be removed from final draft DCP

Section	Commentary on applicability
Section 1.0	Table of Contents and Amendment History
	1.1 and 1.2 are applicable
Section 2.0	Preliminary Information
	2.1 – 2.8 is applicable
Section 3.0	General Development Provisions
	<p>3.1.1 Site Analysis Plan is applicable</p> <p>3.1.2 Interface with Public Domain – supplementary site-specific controls for interface are proposed</p> <p>3.1.3 Crime Prevention through Environmental Design</p> <p>3.1.4 Active Street Frontages is n/a</p> <p>3.1.5 Views is applicable</p> <p>3.2 Design Excellence is n/a</p> <p>3.3.1-2 Energy & Environmental Sustainability is applicable – supplementary site-specific controls for environmental sustainability are proposed</p> <p>3.3.3 Reflectivity is applicable</p> <p>3.3.4 Rating Tools is applicable</p> <p>3.3.5 Energy Assessment is applicable – supplementary site-specific controls for environmental sustainability are proposed</p> <p>3.4.1 Heritage may be applicable</p> <p>3.4.2-3 Aboriginal Cultural Heritage / Archaeological Management may be applicable</p> <p>3.4.4 European Heritage Items is n/a</p> <p>3.4.5 Development adjoining or in Close Proximity to Heritage Items is applicable</p> <p>3.4.6 Development in HCAs is n/a</p> <p>3.5.1 Design of a Parking Facility is applicable</p> <p>3.5.2 Traffic Impact Assessment and Transport Plans is applicable - supplementary site-specific controls for site access, circulation and traffic management are proposed</p> <p>3.5.3 On-Ste Car Parking Rates is applicable</p> <p>3.5.4 Bicycle and Motorcycle Parking is applicable</p> <p>3.5.5 Accessible Parking is applicable</p> <p>3.5.6 Loading Facilities is applicable</p> <p>3.5.7 Waste Collection is applicable</p> <p>3.5.8 Basement Parking is applicable</p> <p>3.5.9 New and Emerging Transport & Parking Facilities is applicable</p> <p>3.5.10 Materials, Colours, Lighting, Landscaping and Signposting is applicable</p> <p>3.6.1 Accessibility is applicable</p> <p>3.6.2 Adaptable Dwellings and Universal Housing is n/a</p> <p>3.6.3 Social Impact may be applicable</p> <p>3.7.1 Landscaping is applicable – supplementary site-specific controls for landscaping and setbacks are proposed</p> <p>3.7.2 Planting Design and Species is applicable</p> <p>3.7.3 Communal and Private Open Space is n/a</p> <p>3.7.4 Public Open Space Interface Controls is applicable – supplementary site-specific controls for are proposed</p> <p>3.7.5 Landscaping in Carparks is applicable</p> <p>3.7.6 Biodiversity is applicable – the Biodiversity Map and the Threatened Species Habitat and Endangered Ecological Communities Map (Appendix A) are proposed to be updated</p> <p>3.8.1 Tree Preservation and Vegetation Management is applicable – supplementary site-specific controls for are proposed</p> <p>3.8.2 Tree and Vegetation Offset Controls</p> <p>3.9 Stormwater Management and Water Sensitive Urban Design is applicable</p> <p>3.10 Flood Prone Land is applicable – supplementary site-specific controls for are proposed</p> <p>3.11 Contamination is applicable</p> <p>3.12 Waste Management is applicable</p> <p>3.13 Obstacle Limitation Surface and Airspace is applicable – supplementary site-specific controls for are proposed</p> <p>3.14 Noise, Wind, Vibration and Air Quality is applicable</p>

	3.16 Signs and Advertising is applicable – supplementary site-specific controls for are proposed
Section 4.0	Subdivision, Consolidation and Boundary Adjustments
	4.1 General is applicable 4.2 Residential Subdivision is n/a 4.3 Non-Residential Subdivision is applicable 4.4 Strata Subdivision may be applicable 4.5 Community Title Schemes may be applicable 4.6 Connectivity and Future Development Potential is n/a No site specific DCP controls required to supplement Section 4.0
Section 5.0	Residential & Mixed Use Developments
	5.0 is n/a in its entirety and no site specific DCP controls required to supplement Section 4.0
Section 6.0	Non-residential Development
	6.1.1 General Controls is applicable – supplementary site-specific controls for landscaped area, setbacks and tree retention are proposed 6.1.2 Fences is applicable - supplementary site-specific controls for fencing and walls are proposed 6.2.1 Outdoor dining is applicable 6.2.2 Specialised Retail Premises (Bulky Goods) is n/a 6.2.3 Convenience Stores may be applicable 6.2.4 Vehicle Sales and Hire Premises is n/a 6.2.5 Showrooms is n/a 6.2.6 Uses involving Preparation and Storage of Food is applicable 6.3.1-3 Commercial Premises is applicable – supplementary site-specific controls for landscaped area and setbacks are proposed 6.4 Industrial Premises is applicable – supplementary site-specific controls for landscaped area, tree planting, operations, building design and facade treatment and setbacks are proposed 6.4.1 Light Industrial Premises & Premises within Business Parks is applicable 6.4.2 Storage Premises is applicable 6.5 Restricted Premises and Sex Service Premises is n/a 6.6 Artisan Food and Drink Premises is applicable 6.7.1 Backpackers Accommodation is n/a 6.7.2 Bed & Breakfast is n/a 6.7.3 Hotel and Motel is applicable 6.7.4 Serviced Apartments is applicable 6.8 Early Education and Childcare Facilities may be applicable 6.9 Places of Public Worship is n/a 6.10 Creative Industries may be applicable 6.11 Vehicle Body Repair Workshops and Vehicle Repair Stations is n/a 6.12 Caretaker Dwellings is applicable
Section 7.0	Specific Places
	New Section 7.18 Cooks Cove Precinct to be added to DCP
Section 8.0	Managing Risk and Environmental Conditions
	8.1 Coastal Foreshores and Hazards is applicable 8.2 Wetlands is not applicable 8.3 Hazardous Development and Risk is not applicable 8.4 Soil Management is applicable 8.5 Development on Sloping Sites in n/a
Section 9.0	
	9.1 Dictionary is applicable 9.2 Notification Procedures is applicable 9.3 Landscape Plan Requirements is applicable 9.4 Late Night Trading PoM is n/a 9.5 Flood Prone Land Requirements is applicable 9.6 Waste Minimisation and Management is applicable 9.7 Traffic Access and Parking is applicable