

# Scoping Report

Kogarah Golf Club Redevelopment – Concept & Phase 1 Works SSDA

13-19A Marsh Street, Arncliffe

Submitted to the Department of Planning, Housing and Infrastructure  
on behalf of The Trustee for Cook Cove Property Trust 2



Prepared by Ethos Urban, a Colliers Company

16 May 2025 | 2250078



**'Gura Bulga'**  
Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



**'Dagura Buumarri'**  
Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



**'Gadalung Djarri'**  
Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

*In March 2025, Ethos Urban took a major step toward future growth by partnering with leading professional services firm, Colliers. While our name evolves, our commitment to delivering high-quality solutions remains unchanged—now strengthened by broader access to property and advisory services and expertise.*

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B. Scoping Summary Table	Ethos Urban

# 1.0 Introduction

This Scoping Report has been prepared on behalf of The Trustee for Cook Cove Property Trust 2 (the Applicant) in support of a State Significant Development Application (SSDA) for a Concept Masterplan and Phase 1 Works associated with the Kogarah Golf Club Redevelopment (the Proposal) located on land known as 'Cooks Cove' and identified as 13-19A Marsh Street, Arncliffe (the Site).

The Proposal comprises a Concept Masterplan for a logistics focused precinct that leverages the Site's strategic location adjacent to Sydney Kingsford Smith Airport (Sydney Airport) to facilitate a world-class multi-level logistics hub with supporting uses. It seeks to enable up to 343,250m<sup>2</sup> of total Gross Floor Area (GFA) and state-of-the-art facilities that will redefine the logistics landscape in Australia, setting new benchmarks for scale, efficiency, sustainability and innovation. It also includes physical (Phase 1) works to facilitate the initial site preparation and infrastructure works on the Site.

In accordance with Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the Proposal comprises development for the purposes of 'Warehouse or distribution centres', 'Cultural, recreation and tourist facilities', and 'Data centres' identified as State Significant Development (SSD). Therefore, the Proposal is declared to be SSD for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

The Applicant therefore requests the Department of Planning, Housing and Infrastructure (DPHI) prepare project-specific Secretary's Environmental Assessment Requirements (SEARs) to support the preparation of an Environmental Impact Statement (EIS) that will accompany the SSDA. This Scoping Report has been prepared in accordance with the *State Significant Development Guidelines – preparing a Scoping Report* (Department of Planning and Environment, 2022). It is supported by preliminary supporting information (see **Appendices**).

## 1.1 Applicant Details

The Applicant's details are presented in **Table 1** below.

**Table 1** Applicant Details

<b>Applicant:</b>	The Trustee for Cook Cove Property Trust 2
<b>Address:</b>	Suite 1, Level 18, 133 Castlereagh Street, Sydney NSW 2000
<b>ABN:</b>	79 249 656 312

## 1.2 Objectives of the Proposal

The overarching objective of the Proposal is to create a logistics focused precinct that leverages the Site's strategic location adjacent to Sydney Airport to facilitate a world-class multi-level logistics hub. It is supported by a series of specific objectives to ensure successful from all relevant perspectives:

- Unlock the development of a contemporary logistics precinct that benefits from the physical proximity to Sydney Airport and Port Botany, as well as surrounding regional transport network links and recent major investment in road infrastructure by the NSW Government;
- Deliver state-of-the-art facilities that will redefine the logistics landscape in Australia, setting new benchmarks for scale, efficiency, architectural design, sustainability and innovation;
- Create an enriched destination for workers and visitors through the delivery of supporting land uses and open space that will also benefit the wider community and Bayside municipality;
- Preserve flexibility to deliver alternative and supporting land uses in the future to align with market conditions and delivery of the highest and best use over the life of the project;
- Explore a potential future direct connection to Sydney Airport, enabling seamless contemporary freight handling capability that reduces heavy vehicle movements on the surrounding road network;
- Facilitate the creation of new public open space, including a new integrated, attractive, connected and public accessible foreshore link along the Cooks River, public plaza with publicly accessible open space (Fig Tree Plaza), and establishment of a future public park (Pemulwuy Park);
- Be supported by road infrastructure upgrades to manage future traffic generation from the Site; and
- Enable initial site preparation and infrastructure works to facilitate future development.

## 1.3 Site Overview

### 1.3.1 Site Information

The Site information for the purposes of the preparation of project-specific SEARs is presented in **Table 2** below.

**Table 2** Site Information

Item	Description
Address	13-19A March Street, Arncliffe
Legal Description	<ul style="list-style-type: none"> <li>Lot 100 DP1231954</li> <li>Lot 31 DP1231486</li> <li>Lot 14 DP213314</li> <li>Lot 63 DP1301057</li> <li>Lot 62 DP1301057</li> <li>Lot 1 DP329283</li> <li>Lot 1 DP 108492</li> </ul>
Area	Approximately 32.5 hectares

### 1.3.2 Location and Context

The Site is located at 13-19A March Street, Arncliffe within the Bayside Local Government Area (LGA). It is situated to the immediate west of the Cooks River and Sydney Airport, located approximately 10km south of the Sydney Central Business District (CBD) and 6km west of Port Botany.

The existing uses include the previous Kogarah Golf Club which has recently been vacated and is accessed via Levey Street from the north underneath the Giovanni Brunetti Bridge. It also includes the temporary M6 Motorway Stage 1 construction compound which is accessed directly from Marsh Street. The surrounding road network includes the M5 Motorway to the south-west accessible from Marsh Street, which connects to Airport Drive providing access to Sydney Airport. Further, the Site is strategically located in proximity to a number of railway stations including Banksia, Arncliffe, Wollie Creek and the International Airport Terminal, which vary in distance from the site between 700m and 1.1km.

An aerial of the Site and its immediate surrounding context is provided in **Figure 1** below.



**Figure 1** Site Location and Context Map

Source: Ethos Urban, Nearmap



## 1.4.2 Planning Proposal (PP-2022-1748)

### History

On 17 May 2017, a Planning Proposal (PP-2022-1748) was lodged with Bayside Council (Council) by Cook Cove Inlet Pty Ltd ('John Boyd Properties' or 'the Proponent') for the northern portion on land identified as 13-19A Marsh Street, Arncliffe, within the Cooks Cove precinct to amend the provisions of the Eastern City SEPP and integrate the zoning into the *Bayside Local Environmental Plan 2021* (Bayside LEP 2021).

Following a protracted assessment, Council indicated their conflict of interest in relation to a portion of the site on 2 November 2020. In response, the then Department of Planning and Environment (DPE) (now known as DPHI) formally appointed the Sydney Eastern City Planning Panel (SECPP) as the Planning Proposal Authority on 25 February 2021. Following agency consultation and initial assessment, the Proponent elected to make further amendments with an amended Planning Proposal submitted on 22 October 2021.

The amended Planning Proposal sought to deliver a refreshed suite of planning controls that prioritise land uses which support the adjacent Sydney Airport, as one of Australia's most important trade gateways. The proposed amendments aimed to serve the wider region as a suitable location for a predominantly logistics precinct including other potential supporting land uses such as tourist and visitor accommodation, office and retail.

The Planning Proposal was granted Gateway Determination by DPE on 5 August 2022, recommending it proceed subject conditions. The Proponent subsequently addressed the conditions and the SECPP endorsed Public Exhibition on 28 March 2023. The Public Exhibition period commenced on 24 April 2023 and ended on 6 June 2023, with a summary of the feedback received provided in **Section 5.1**. Following Public Exhibition, the Proponent addressed matters raised during the Public Exhibition period and liaised with DPHI to resolve outstanding issues.

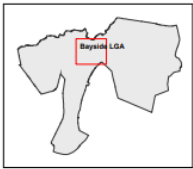
The Planning Proposal was gazetted on 9 May 2025 under *Bayside Local Environmental Plan 2021 (Amendment No 6)*. A description of the amendments is provided in the following section.

### Description of Proposed Planning Control Amendments

The Cooks Cove Planning Proposal (PP-2022-1748) relates to approximately 36 hectares (ha) of land in the northern portion of the Cooks Cove precinct to amend the provisions of the Eastern City SEPP and integrate the zoning into the Bayside LEP 2021. The amendments to the Bayside LEP 2021 are described as follows:

- Application of the SP4 Enterprise zone on Lot 31 DP 1231486 (Block 1) and Lot 100 DP 1231954 (Blocks 2 and 3) to form a development zone;
- Application of the RE1 Public Recreation zone to the residual of Lot 31 DP 1231486 and Lot 100 DP 1231954 in order to define a foreshore recreation zone with a minimum width of 20m and internal passive open space and overland flow areas within the southern and western edges of Lot 100 in DP 1231954.
- Application of the SP2 Infrastructure zone (Classified Roads) to portions of Lot 14 DP 213314, Lot 1 DP 329283 and Lot 1 DP 108492, which are presently utilised for the existing Marsh Street roadway and the Trust / TfNSW land which will accommodate the M6/M8 permanent Motorway Operation Facilities, respectively. Application of the RE1 Public Recreation zone to the residual portions of Lot 14 in DP213314, Lot 1 DP 329283 and Lot 1 DP 108492 that will form Pemulwuy Park North and South.
- An overall maximum building height of RL 51m (Blocks 2 and 3) graduating down to RL 40m in response to aviation controls in the southern section, and a maximum building height of 24m (Block 1);
- A limit to total GFA within the overall site to 343,250m<sup>2</sup> applied through:
  - Block 1 – A total quantum of development that does not exceed a mapped FSR of 1.25:1 (equivalent to 3,250m<sup>2</sup>).
  - Blocks 2 and 3 – A total floorspace that does not exceed 340,000m<sup>2</sup> of GFA mapped as 'Area 16', inclusive of:
    - A maximum 20,000m<sup>2</sup> GFA for 'office premises';
    - A maximum 20,000m<sup>2</sup> GFA for 'hotel or motel accommodation' and 'serviced apartments'; and
    - A maximum 10,000m<sup>2</sup> GFA for 'shops' and 'food and drink premises'.
- Application of Schedule 1 Additional Permitted Uses for the development zone, including 'Trade-related enterprises' (Lot 100) and 'Advertising structures' (Lot 31).

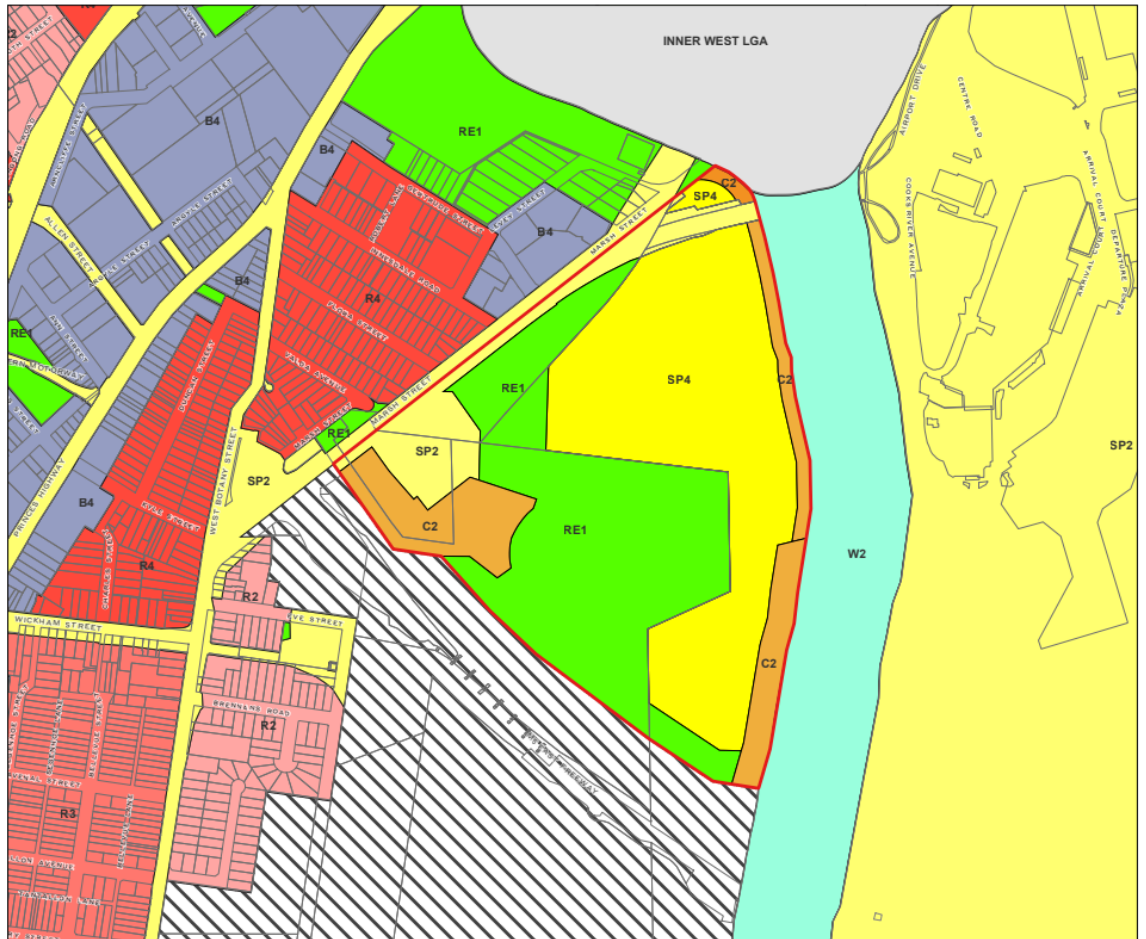
The Land Zoning Map associated with the Planning Proposal is presented in **Figure 3** below.



Scale 1:5000@A3

Projection: MGA Zone58

Datum: GDA94



**Figure 3 Land Zoning Map – Cooks Cove Planning Proposal (PP-2022-1748)**

Source: Ethos Urban

The Planning Proposal was accompanied by an indicative masterplan to guide best practice design and the preparation of detailed planning controls which will deliver a precinct which achieves a high level of amenity. The key features of the indicative masterplan included:

- A net development zone of approximately 15ha with up to 343,250m<sup>2</sup> of Gross Floor Area which comprises of:
  - 290,000m<sup>2</sup> of multi-level logistics and warehousing;
  - 20,000m<sup>2</sup> of hotel accommodation and serviced apartments;
  - 22,350m<sup>2</sup> of commercial office uses; and
  - 10,900m<sup>2</sup> of retail uses.
- Multi-level logistics with building heights generally up to 5 storeys (approx. 48m);
- A retail podium with commercial office and hotel above, up to a total of 12 storeys (approx. 51m);
- Built form of a scale and composition which caters for the generation of approximately 3,300 new jobs;
- A surrounding open space precinct including:
  - A highly activated waterfront including the Fig Tree Grove outdoor dining and urban park precinct;
  - A contribution to the regional Bay to Bay Regional cycle link, 'Foreshore Walk', including active and passive recreational uses, together with environmental enhancements; and
  - Master planned and Council-owned 'Pemulwuy Park' – with an agreed embellishment outcome of passive open space and environmental enhancements to be delivered in stages post construction of the M6 Stage 1 Motorway.
- Complementary infrastructure to be delivered by way of State and Local Voluntary Planning Agreements.

The indicative masterplan associated with the Planning Proposal is presented in **Figure 4** below, with the State and Local Voluntary Planning Agreements discussed in the following sections.



**Figure 4** Cooks Cove Planning Proposal (PP-2022-1748) – Indicative Masterplan

Source: Hassell, edits by Ethos Urban

### 1.4.3 State Voluntary Planning Agreement (SVPA2024-25)

A State Voluntary Planning Agreement (SVPA) (SVPA2024-25) was executed between Cook Cove Inlet Pty Ltd and Transport for NSW (TfNSW) on 29 January 2025 for state development contributions supporting road infrastructure works and upgrades along Marsh Street to the north of the Site and a monetary contribution with an estimated total value of approximately \$8.7 million.

The road infrastructure works along Marsh Street include upgrades to existing intersections, signalisation and installation of bus stops along Marsh Street. The upgrades are required to facilitate future access to the Site from Marsh Street, and support future traffic generation from the Kogarah Golf Club Redevelopment.

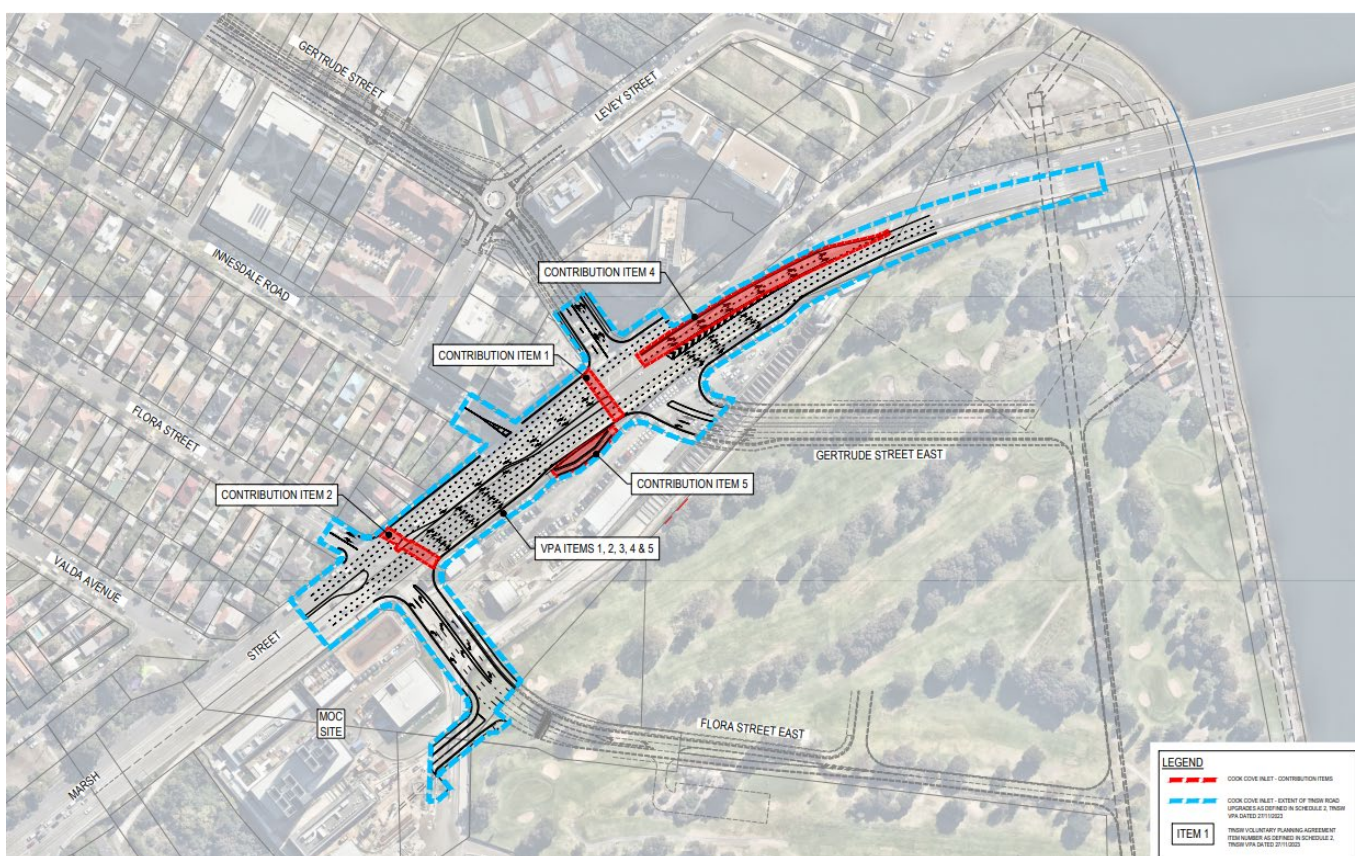
As discussed in **Section 1.5.1**, the SVPA works are intended to be assessed and approved under Part 5, Division 5.1 of the EP&A Act, which provides a clear and appropriate pathway for the Applicant to undertake works on behalf of a public authority.

The development contributions under the SVPA (including timing) are described in **Table 3** below, with the associated works and land dedication depicted in the Indicative Works Plan presented in **Figure 5** following.

**Table 3 Development Contributions Summary – State Voluntary Planning Agreement (SVPA2024-25)**

Item	Name	Description	Timing (Due Date)
1	Marsh Street/Gertrude Street Intersection enhancement	<ul style="list-style-type: none"> <li>Creation of dual right turn bays into Gertrude Street East and Gertrude Street Extension</li> <li>Construction of Marsh Street declaration lane to permit left turn in Gertrude Street East</li> <li>Creation of Left in and left out only to/from Marsh Street at Innesdale Road</li> <li>A new pedestrian crossing across Marsh Street</li> <li>Ancillary works to pedestrian refuge, traffic signals, foot pathing and landscaping</li> </ul>	Prior to the issue of the first Occupation Certificate for GFA within the Developer Land arising from the Instrument Change.
2	Marsh Street/Flora Street intersection enhancements	<ul style="list-style-type: none"> <li>Modifications to Marsh Street concrete medians to remove northbound right turn bay into existing M6/M8 temporary construction compound and lengthening of southbound right turn bay to M5 Motorway</li> <li>Intersection line marking and traffic signal adjustments and new pedestrians crossing</li> <li>Construction of extension of northbound right turn bay to Gertrude Street East</li> <li>Construction of southbound deceleration/left turn bay to Flora Street East</li> <li>Construction of 4 lane connection to Marsh Street intersection (3 westbound and 1 eastbound)</li> <li>Ancillary works, including new kerb and gutter, footpaths, required adjustment to Marsh Street east cycleway fencing, signage, lighting, road sheeting and landscaping</li> </ul>	Prior to the issue of the first Occupation Certificate for GFA within the Developer Land arising from the Instrument Change.
3	Flora Street East Extension interface with Arncliffe Motorway Operations Compound	<ul style="list-style-type: none"> <li>Works arising from any amendments required to the Arncliffe Motorway Operations Centre for the M6 Stage 1 Project and M8 Motorway Project (Arncliffe MOC) as a result of the development, including relocations of impacted assets and adjustments to utilises, fences, gates, controls and cameras leading to the Arncliffe MOC site</li> <li>Works to integrate new Flora Street East road and modifications to the road access arrangements arising from M6 Stage 1 Project to the Arncliffe MOC site</li> <li>Construction of road beyond Marsh Street intersection</li> <li>Construction of road base, drainage, subsurface utility relocation and</li> <li>Ancillary works including new medians, footpaths, line marking, fencing, signage, lighting and landscaping.</li> </ul>	Interface Agreement(s) to be entered into prior to the issue of a Construction Certificate for GFA within the Developer Land and prior to the issue of a Construction Certificate for any Works within the Council Land arising from the Instrument Change. Developer works the subject of the Interface Agreement are to be delivered prior to the issue of an Occupation Certificate for GFA within the Developer Land arising from the Instrument Change.

Item	Name	Description	Timing (Due Date)
4	Additional southbound right-turn bay storage on Marsh Street at Gertrude Street intersection/Signalised Intersections comprising	<ul style="list-style-type: none"> <li>Construction of additional length of west bound right-turn bay storage on Marsh Street and Gertrude Street Intersection in lieu of existing right-turn bay storage at Innesdale Road, including the removal of existing traffic signals at Innesdale Road, including the removal of existing traffic signals at Innesdale Road and construction of new traffic signals at Gertrude Street</li> <li>A 10 year maintenance contribution for each set of new traffic signals or pro-rata contribution in the circumstances of modification of existing signals; and</li> </ul>	Prior to the issue of the first Occupation Certificate for GFA within the Developer Land arising from the Instrument Change.
5	Bus Stops	<ul style="list-style-type: none"> <li>Northbound and southbound bus stops and shelters to the south of Marsh Street/Gertrude Street intersection, including recessed bus bay at the southbound bus stop.</li> <li>Southbound with signage, recessed bus bay and shelter. Northbound bus stop signage.</li> </ul>	Prior to the issue of the first Occupation Certificate for GFA within the Developer Land arising from the Instrument Change.
6	Monetary Contribution with estimated total value of \$8.7 million	<ul style="list-style-type: none"> <li>Contribution towards regional or State roads and/or regional or State transport improvements within Bayside local government area</li> </ul>	Payable in instalments, prior to the issue of each Occupation Certificate for GFA within the Developer Land arising from the Instrument Change.



**Figure 5 Indicative Roadworks Plan – State Voluntary Planning Agreement (SVPA2024-25)**

Source: Enspire

#### 1.4.4 Local Voluntary Planning Agreement

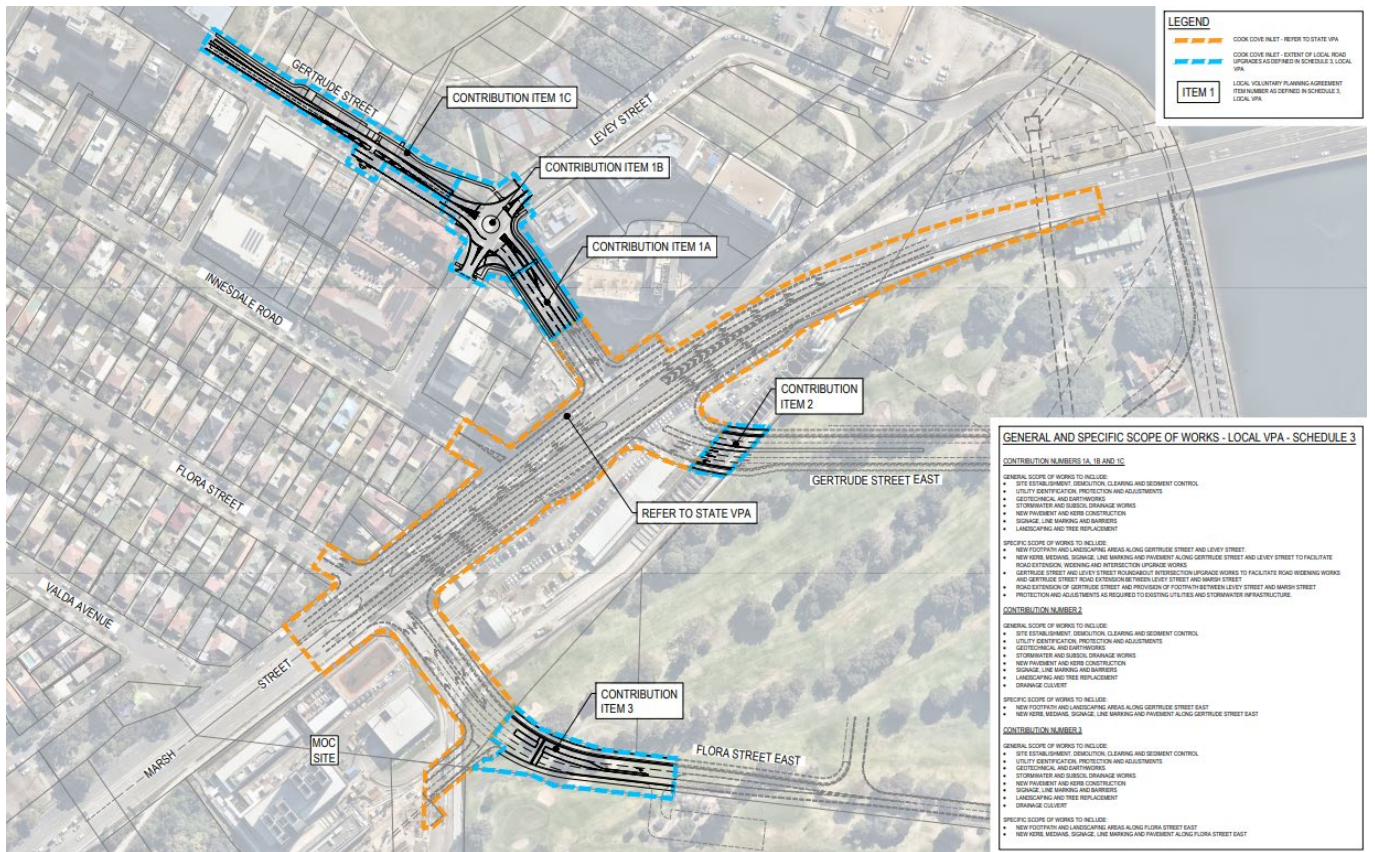
A Local Voluntary Planning Agreement (LVPA) was executed between Cook Cove Inlet Pty Ltd and Bayside Council on 17 March 2025 for local development contributions associated with the Site. It includes the carrying out of local road infrastructure works, flood mitigation works, works to support the creation of public open space, dedication of land, monetary contribution, and creation of a foreshore easement along the Cooks River.

The development contributions under the LVPA (including timing) are described in **Table 4**. The associated road infrastructure works and upgrades (Item 1-3) are depicted in the Indicative Works Plan presented in **Figure 6** and subject land dedicated illustrated in the Draft Subdivision Plan presented in **Figure 7** following.

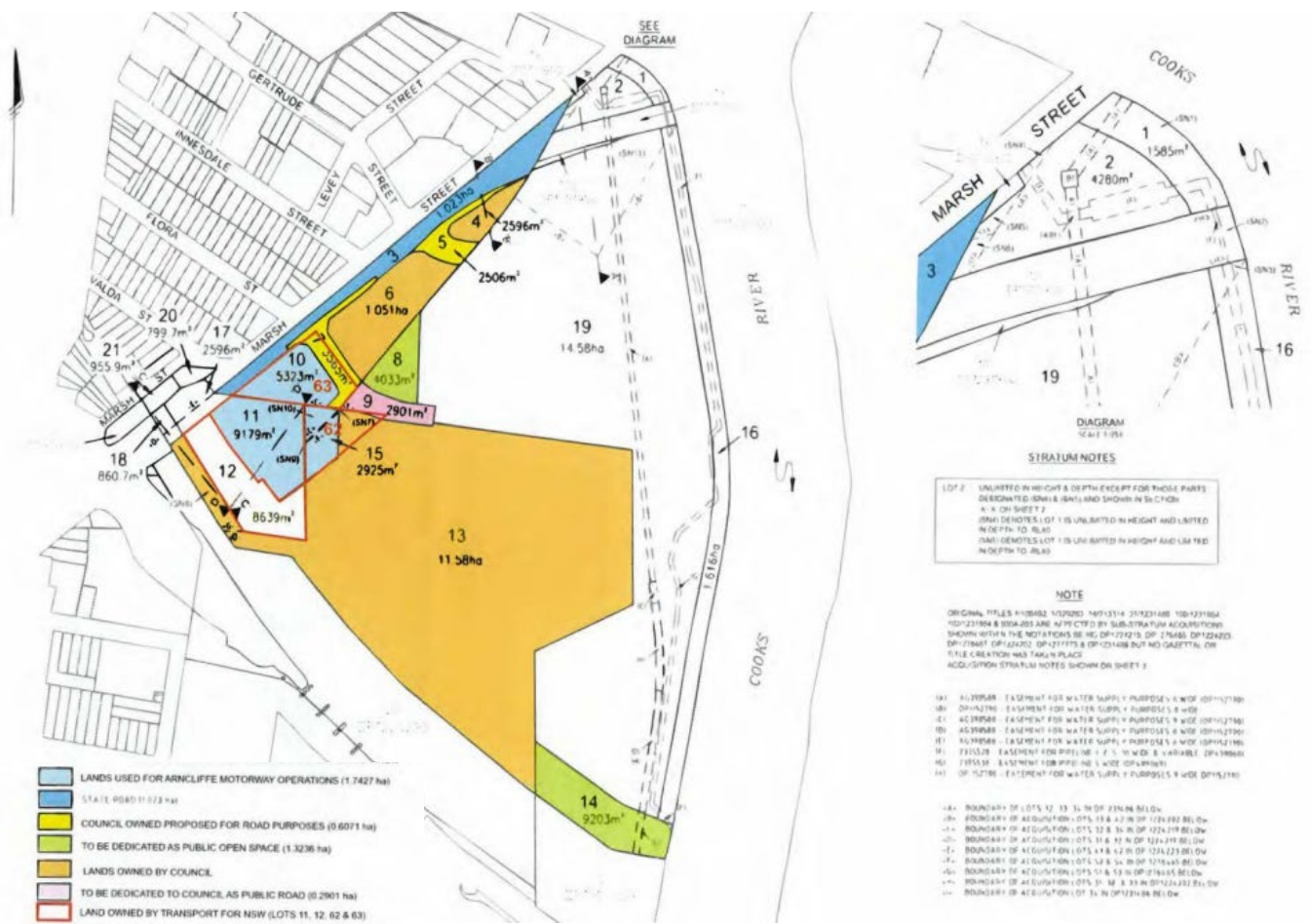
**Table 4 Development Contributions Summary – Local Voluntary Planning Agreement**

Item	Name	Description	Timing (Due Date)
<b>Carrying out of Work</b>			
1	Gertrude Street extension and upgrade	<ul style="list-style-type: none"> <li>Construction of extension of Gertrude Street between Marsh Street and Levey Street;</li> <li>Construction of a new roundabout and kerb realignment at the intersection of Gertrude Street and Levey Street; and</li> <li>Widening of Gertrude Street northside between Princes Highway and Levey Street.</li> </ul>	Prior to the earlier of the Sunset Date and the issue of the first Occupation Certificate for development creating new GFA within the Developer Land arising from the Instrument Change.
2	Extension of Gertrude Street East	<ul style="list-style-type: none"> <li>Construction of the extension of Gertrude Street East. The extension located on Lot 14 will be a private road with the benefit of a right of carriage way and right of foot way.</li> </ul>	
3	Extension of Flora Street East	<ul style="list-style-type: none"> <li>Construction of the extension of Flora Street East.</li> </ul>	
4	Public open space – Cooks River Foreshore	<ul style="list-style-type: none"> <li>Construction of publicly accessible shared pathway and associated hard and soft landscaping;</li> <li>Capping and protection of ethane gas pipeline; and</li> <li>Sewall demolition and construction.</li> </ul>	Prior to the earlier of the Sunset Date and the issue of the first Occupation Certificate for development creating new GFA within the Developer Land arising from the Instrument Change. 50% by Value of Contribution of these works are to be delivered prior to the Hold Point.
5	Publicly accessible open space – Fig Tree Plaza	<ul style="list-style-type: none"> <li>Construction and embellishment of publicly accessible open space and associated hard and soft landscaping.</li> </ul>	Prior to the earlier of the Sunset Date and the issue of any Occupation Certificate for GFA for the last building in the Development arising from the Instrument Change but subject to clause 28.10.
6	Flood mitigation works – Pemulwuy Park	<ul style="list-style-type: none"> <li>Construction and delivery of necessary landform contouring works and any necessary culverts under the road infrastructure.</li> </ul>	Prior to the earlier of the Sunset Date and the issue of any Occupation Certificate for GFA for the last building in the Development arising from the Instrument Change, but subject to clause 28.10. 50% by monetary value of these works are to be delivered prior to the Hold Point, but subject to clause 28.10.
7	Pemulwuy Park – embellishment	<ul style="list-style-type: none"> <li>Construction and base level embellishment of publicly accessible open space; and</li> </ul>	Prior to the earlier of the Sunset Date and the issue of any Occupation Certificate for GFA for the last building in the Development arising from the

Item	Name	Description	Timing (Due Date)
		<ul style="list-style-type: none"> <li>Construction of a single pedestrian/cycle pathway to connect the foreshore footpath to Pemulwuy Park.</li> </ul>	Instrument Change but subject to clause 28.10.
<b>Dedication of Land</b>			
8	Open space and recreation	<ul style="list-style-type: none"> <li>Dedication to the council free of cost to the council not less than 0.3ha of land as public open space.</li> </ul>	Prior to the earlier of the completion of the Work that is located on the proposed lot or prior to the Sunset Date or Hold Point, subject to clause 9.8.
9	Public road	<ul style="list-style-type: none"> <li>Dedication to Council part of the Flora Street East Extension that comprises part of the development land.</li> </ul>	<p>Earlier of the completion of the Work that is located on the proposed lot or prior to the earlier of the Sunset Date or:</p> <ol style="list-style-type: none"> <li>the issue of an Occupation Certificate for development within the area known as Block 3C of the Developer Land arising from the Instrument Change; and</li> <li>the Hold Point, but, subject to clause 9.8.</li> </ol>
10	Open space and recreation	<ul style="list-style-type: none"> <li>Dedication of not less than 0.7ha of land as public open space.</li> </ul>	Earlier of the completion of the Cooks River Foreshore Work contemplated by Item 4 or prior to the issue of any Occupation Certificate of the last building in the last stage of the Development, subject to clause 9.8, or prior to the Sunset Date.
<b>Monetary Contribution</b>			
11	Pemulwuy Park, Riverine Park and active transport links	<ul style="list-style-type: none"> <li>The Developer is to pay to the Council a monetary contribution of \$15,044,860 (subject to indexation).</li> </ul>	<ol style="list-style-type: none"> <li>The Developer is to be pay the Council \$1,000,000 by the date that is 12 months from the date that the Instrument Change becomes effective under section 3.24(5) of the Act;</li> <li>The remaining \$14,044,860 is to be paid in instalments in accordance with clause 7 and 8, provided that 80% of such balance must be paid by the earlier of the Hold Point or the Sunset Date.</li> </ol>
<b>Foreshore Easement</b>			
12	Public open space – cooks River Foreshore	<ul style="list-style-type: none"> <li>Registration of the Foreshore Easement on the title to the developer Land in relation to the Foreshore works.</li> </ul>	<p>Easement to be granted prior to the Hold Point.</p> <p>Public access to be provided upon the earlier of the Sunset Date and the final Occupation Certificate for the Development.</p>



**Figure 6** Indicative Roadworks Plan – Local Voluntary Planning Agreement  
 Source: Enspire



**Figure 7** Draft Subdivision Plan – Local Voluntary Planning Agreement  
 Source: RPS Group

## 1.5 Related Approvals

### 1.5.1 External Road Upgrades

In order to support access and traffic generation associated with the Kogarah Golf Club Redevelopment, the road infrastructure works and upgrades established under the SPVA (SVPA2024-25) and LVPA (described in **Section 1.4.3** and **1.4.4** respectively) are required to be delivered prior to the issue of the first Occupation Certificate for GFA within the Site.

The Applicant is motivated to realise the agreed SVPA and LVPA road infrastructure upgrades as soon as practical. There is a strong need to realise the SVPA and LVPA works to support essential access to the Site, and the Applicant has engaged a project team to procure environmental approval of these works as a first step.

The assessment of environmental impacts and approval is being sought separately in relation to the SVPA works and Item 1 of the LVPA works. The Proposal will include the delivery of Item 2 and 3 of the LVPA as part of the Phase 1 Works (refer to **Section 3.0**), given the works are located on land owners by the Applicant.

Specifically, it is requested that TfNSW endorse an assessment of the SVPA works under Part 5, Division 5.1 of the EP&A Act. This pathway represents the most appropriate planning pathway and is one which is rigorous, transparent and expedient in terms of delivering public road infrastructure works which will benefit the wider region. This is on the basis that:

- Section 2.109(1) of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP) specifies development for the purposes of 'a road' or 'road infrastructure facilities' is permitted without consent on any land if carried out by or on behalf of a public authority;
- The SVPA works are classified as development for the purposes of 'a road' or 'road infrastructure facilities', and therefore permitted without development consent on any land for the purposes of the EP&A Act if carried out by or on behalf of a public authority;
- Prior to the approval and carrying out of the development permitted without development consent, an environmental impact assessment is required under Part 5 of the EP&A Act;
- Part 5, Division 5.1 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) is a valid and suitable planning pathway for the environmental impact assessment by or on behalf of a public authority for development that does not require consent under an Environmental Planning Instrument (EPI);
- TfNSW is the relevant Authority for the SVPA works as the current Road Authority for Marsh Street, and Authority associated with SVPA2024-25. Division 5.1 is a clear pathway for private companies to undertake works on behalf of a public authority;
- TfNSW must provide endorsement for the Applicant to complete an environmental impact assessment under Part 5, Division 5.1 of the EP&A Act;
- A Review of Environmental Factors (REF) must be prepared to support an environmental impact assessment under Division 5.1 of the EP&A Act which will fulfil Section 5.5 of the EP&A Act to consider, "to the fullest extent possible", all matters affecting or likely to affect the environment;
- The *Guidelines for Division 5.1 Assessments* (DPE, 2022) will be met which identifies the Proponent is, "The organisation/entity proposing to carry out the activity, which may be a Minister or a public authority (or a private company undertaking the activity on their behalf...); and
- The SVPA works can only proceed once TfNSW is satisfied with the consultation undertaken, the technical adequacy of the assessment and that mitigation measures for all impacts are considered appropriate.

Part 5, Division 5.1 of EP&A Act is an appropriate pathway for the environmental impact assessment of the SVPA works for the following reasons:

- Marsh Street is an existing public road classified as a State Road, where TfNSW are the Roads Authority;
- The SVPA works are for a public purpose in accordance with the executed SVPA (SVPA2024-25), where TfNSW are the Authority;
- The SVPA works primarily comprise works on public land, and land owned by TfNSW and Council;
- It would include a thorough environmental impact assessment to consider all matters affecting or likely to affect the environment to the fullest extent possible;
- TfNSW are currently utilising the M6 construction compound which directly interrelates to the Flora Street upgrades as part of the SVPA works and are a key interface stakeholder; and

- It would streamline works within land already disturbed for TfNSW road building purposes, with the ability to integrate the demobilisation of the M6 construction compound, ultimately minimising impacts to surrounding residential areas by reducing the total duration of works.

Part 5, Division 5.1 of the EP&A Act is the most appropriate planning pathway for the works associated with the executed SVPA (SVPA2024-25), representing a rigorous, transparent and expedient planning pathway. This request is based on precedent and allows for significant public road infrastructure to proceed to delivery by a private proponent adjacent to one of Australia's key trade gateways.

## 2.0 Strategic Context

This section identifies the key relevant strategic matters to the assessment and evaluation of the Proposal. It addresses the Proposal's alignment with the strategic context, describes the key features of the Site and surroundings, and considers the potential for cumulative impacts.

### 2.1 Project Justification

The following strategic planning documents are relevant to the Proposal and will form part of strategic assessment:

- *The Greater Sydney Region Plan – A Metropolis of Three Cities* (Greater Sydney Commission, 2018);
- *Our Greater Sydney 2056 – The Eastern City District Plan* (Greater Sydney Commission, 2018);
- *NSW Freight and Ports Plan 2018-2023* (Transport for NSW, 2018);
- *Future Transport Strategy* (Transport for NSW, 2022);
- *South East Sydney Transport Strategy* (Transport for NSW, 2020);
- *Bayside West Precinct 2036 Plan* (Bayside Council, 2018); and
- *Future Bayside – Local Strategic Planning Statement 2020* (Bayside Council, 2020).

A summary of the key relevant strategic planning documents and analysis of the Proposal's alignment is provided in **Table 5** below.

**Table 5 Summary of Alignment with Key Strategic Planning Documents**

Strategic Document	Analysis
<b>Greater Sydney Region Plan – A Metropolis of Three Cities</b>	<p><i>Greater Sydney Region Plan – A Metropolis of Three Cities</i> (Region Plan) is the overarching strategic plan which seeks to shape future development for the Sydney metropolitan area through to 2056. It identifies key challenges facing Sydney including the increasing population to eight million by 2056, and the requirement of 817,000 new jobs and 725,000 new homes by 2036. The Proposal is consistent with the following directions and objectives of the Region Plan:</p> <ul style="list-style-type: none"> <li>• <b>Direction 1 – A city supported by infrastructure:</b> <ul style="list-style-type: none"> <li>- <b>Objective 3 – Infrastructure adapts to meet future needs:</b> The Proposal includes the delivery of infrastructure to future proof the needs of the community with the necessary public works established within the SVPA and LVPA (refer to <b>Section 1.4.3</b> and <b>1.4.4</b>). It includes the delivery of a new pedestrian and cycle path along the Cooks River foreshore, creating a new north-south connection along the Cooks River.</li> <li>- <b>Objective 4 – Infrastructure use is optimised:</b> The positioning of the Site will ensure it capitalises on recent major investment in road infrastructure by the State Government, including Sydney Gateway, M8 Motorway, future M6 Motorway, and upgrades to the M4 Motorway and surrounding connections.</li> </ul> </li> <li>• <b>Direction 3 – A city for people:</b> <ul style="list-style-type: none"> <li>- <b>Objective 6 – Services and infrastructure meet communities' changing needs:</b> The Proposal comprises land uses that will support future workers and visitors on the Site, as well as preserving flexibility to deliver other supporting land uses in the future to align with market conditions and delivery of the highest and best use over the life of the project. To support the growing population of the Eastern City District and Bayside LGA, the Proposal will deliver public open space and foreshore improvements which include cycle and pathways. This will contribute to providing additional public space and active transport routes that will service the growing Bayside LGA population and workers at the Site.</li> </ul> </li> <li>• <b>Direction 6 – A well-connected city:</b> <ul style="list-style-type: none"> <li>- <b>Objective 15 – The Eastern, GPOP and Western Economic Corridors are better connected and more competitive:</b> The Site is located along the Eastern Economic Corridor which includes Sydney's key trade gateways of Sydney Airport and Port Botany. The Proposal seeks to leverage its proximity to Sydney Airport to create a logistics focused precinct comprising state-of-the-art facilities that will redefine the logistics landscape in Australia, setting new benchmarks for scale, efficiency, sustainability and innovation.</li> <li>- <b>Objective 16 – Freight and logistics network is competitive and efficient:</b> The Proposal is located to the immediate west of Sydney Airport and seeks to create a logistics focused precinct that leverages the Site's strategic location adjacent to Sydney Airport to facilitate a world-class multi-level logistics hub. It will therefore enhance the existing freight network's competitive capabilities and overall efficiency by accommodating potentially novel, future</li> </ul> </li> </ul>

needs of the industry. This would be further strengthened by a potential future bridge connection to Sydney Airport, enabling seamless contemporary freight handling capability that reduces heavy vehicle movements on the surrounding road network.

- **Direction 7 – Jobs and skills for the city:**
  - **Objective 22 – Investment and business activity in centres:** The Proposal will make a significant contribution to the NSW economy through a significant capital investment over the life of the project. It will support the creation of thousands of jobs within the Bayside LGA during construction and operation.
  - **Objective 23 – Industrial and urban services land is planned, retained and managed:** The Proposal seeks to establish a Concept Masterplan for a logistics focused precinct and supporting land uses with a maximum GFA up to 343,250m<sup>2</sup>. It promotes the efficient and orderly use of strategically important land by enabling the highest and best use of the Site, consistent with the Cooks Cove Planning Proposal (PP-2022-1748). It also supports increased logistical efficiencies by providing new industrial floorspace close to Sydney's key gateways, reducing transportation costs for businesses and delivery times to consumers.
- **Direction 8 – A city in its landscape:**
  - **Objective 25 – The coast and waterways are protected and healthier:** The Proposal includes flood mitigation works and construction of a new seawall along the Cooks River in accordance with the LVPA (refer to **Section 1.4.4**) for improved access and enjoyment of the Cooks River.
  - **Objective 31 – Public open space is accessible, protected and enhanced:** The Proposal includes the delivery of new accessible public space in accordance with the LVPA (refer to **Section 1.4.4**).

#### **Our Greater Sydney 2056 – Eastern City District Plan**

*Our Greater Sydney 2056 – Eastern City District Plan* (District Plan) supports the objectives of the Region Plan through detailed actions and priorities specific to each district. The Proposal is consistent with the following objectives of the District Plan:

- **Direction 1 – A city supported by infrastructure:**
  - **Planning Priority E1 – Planning for a city supported by infrastructure:** The Proposal will be support the necessary road infrastructure works and upgrades required to support the future access and traffic generation associated with the Proposal under the SVPA and LVPA (refer to **Section 1.4.3** and **1.4.4**). It will also capitalise on recent major investment in road infrastructure by the State Government, including Sydney Gateway, M8 Motorway, future M6 Motorway, and upgrades to the M4 Motorway and surrounding connections.
- **Direction 3 – A city for people:**
  - **Planning Priority E3 – Providing services and social infrastructure to meet people's changing needs:** The Proposal will provide for the co-ordinated delivery of infrastructure and services to support the Kogarah Golf Club Redevelopment. This will include the provision of road improvements, new pedestrian/cycle and public recreation infrastructure.
- **Direction 7 – Jobs and skills for the city:**
  - **Planning Priority E9 – Growing International trade gateways:** The Site is located to the immediate west of Sydney Airport and will enhance the existing freight network's competitive capabilities and overall efficiency by accommodating potentially novel, future needs of the industry. Sydney Airport projects growth in passenger numbers to 66 million by 2039 (from 44 million in 2019) and increase in freight transport to 1 million tonnes (from 643,000 tonnes in 2019). The Proposal will therefore support Sydney Airport in achieving its growth objectives as projected in the Sydney Airport Masterplan, which could be further strengthened by a potential future bridge connection to Sydney Airport across the Cooks River, enabling seamless contemporary freight handling capability.
- **Direction 8 – A city in its landscape:**
  - **Planning Priority E14 – Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways:** The Proposal will direct and manage water flows and includes stormwater infrastructure through the future Pemulwuy Park and integrated overland flow reserve, which have been designed as a key piece of water management infrastructure to convey overland flow in larger events whilst improving the utility of public open space recreation assets. Further, the Proposal will include an extension of the Cooks River seawall along the eastern boundary of the Site, supporting improved access and enjoyment of the Cooks River (refer to **Section 1.4.4**).
  - **Planning Priority E18 – Delivering high quality open space:** The Proposal includes the delivery of high-quality public open space associated with the LVPA, including a publicly accessible shared pathway and associated hard and soft landscaping along the Cooks River foreshore (refer to **Section 1.4.4**).

**NSW Freight and Ports Plan 2018-2023**

The *NSW Freight and Ports Plan 2018-2023* was established to support the continuity and certainty to plan long-term investments and the State's future growth relating to Freight and the growth of Ports across NSW. The Proposal aligns with the following key objectives of the Plan:

- **Objective 1 – Economic Growth:** *Providing confidence and certainty that encourages continued investment in the freight industry to support economic growth;* and
- **Objective 2 – Efficiency, connectivity and access:** *Improving the efficiency of existing infrastructure and ensuring greater connectivity and access along key freight routes.*

The Proposal represents a significant capital investment directly adjacent to Sydney Airport for state-of-the-art facilities that will redefine the logistics landscape in Australia, setting new benchmarks for scale, efficiency, sustainability and innovation. It will enhance the overall efficiency and existing freight network's competitive capabilities to support the continued investment and economic growth of the sector.

**Future Transport Strategy**

The *Future Transport Strategy* sets out a vision, directions and outcomes framework for moving people in NSW and will guide transport investment over the longer term. The strategy emphasises the key role transport has in supporting new economic and social opportunities. The Proposal is consistent with the Strategy, specifically supporting the following direction:

- **Strategic Direction E1 – Freight networks and supply chains are efficient and reliable:**
  - E1.1 – Improve freight efficiency, access and reliability on roads;
  - E1.3 – Optimise the capacity and performance of ports and airports; and
  - E1.4 – Manage and protect employment lands, key freight and logistics lands and corridors.

The Proposal will support a more efficient and reliable freight network by delivering a logistics focused precinct with a maximum GFA up to 343,250m<sup>2</sup> to the immediate west of Sydney Airport to enable increased logistical efficiencies by reducing transportation costs and delivery times.

**South East Sydney Transport Strategy**

The *South East Sydney Transport Strategy* provides a framework to guide to transform transport across South Sydney into 2056. It seeks to support future growth through investment within the transport network of south-east Sydney to support the redevelopment, the growth of strategic centres and the continued expansion and efficiency of the Sydney Airport and Port Botany.

The Proposal will support the Strategy's objectives through the delivery of the associated road infrastructure (subject to separate approval) to facilitate direct access from Marsh Street in accordance with the SVPA and LVPA (refer to **Section 1.4.3** and **1.4.4**). The proposed access to Marsh Street will provide direct connectivity to the M5 Motorway to the west and Airport Drive including Sydney Gateway to the east.

The Proposal may further contribute to the expansion and efficiency of the Sydney Airport through a direct connection across the Cooks River in the future. It also includes the creation of a new active transport link along the Cooks River foreshore, as well as interconnected pedestrian links, public open space, and supporting land uses.

**Bayside West Precinct 2036 Plan**

The *Bayside West Precinct 2036 Plan* (Precinct Plan) establishes nine (9) planning principles for Cooks Cove to ensure that future development meets State Government objectives. These principles have been implemented separately as Ministerial 9.1 Directions under the EP&A Act.

The Proposal is consistent with the Plan in that it will facilitate delivery of the following associated infrastructure as part of the broader Kogarah Golf Club Redevelopment:

- A key portion of the 'Bay to Bay' pedestrian and cycleway link currently missing along the foreshore of the Cooks River as identified as a key targeted addition to the cycle network;
- Dedicated overland flow paths, flood storage and detention basins to mitigate future flooding;
- Upgrade of key intersections surrounding the Site including the Gertrude Street extension;
- New bus stops along Marsh Street to directly serve Cooks Cove along regional bus routes; and
- Enhanced connectivity and usage of active and public transport through new pedestrian connections to regional reserves and railway stations and bus network enhancements.

**Future Bayside – Local Strategic Planning Statement 2020**

The *Bayside Local Strategic Planning Statement 2020* (LSPS) establishes the vision for the Bayside LGA, and gives effect to the Region and District Plan discussed above. It identifies Cooks Cove as a 'Trade and Technology' and 'Open Space' area which reflects the Site's current zoning under the Chapter 6 of the Eastern City SEPP.

The Proposal supports the employment vision and planning priorities for the Bayside LGA established in the LSPS. Specifically, the Proposal will support increased freight handling capabilities at Sydney Airport through the development of a logistics focused precinct with a maximum GFA up to 343,250m<sup>2</sup> to the immediate west of Sydney Airport.

## 2.2 Key Features of the Site and Surroundings

### 2.2.1 Site Description

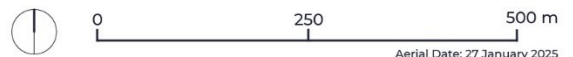
The Site is located on land known as ‘Cooks Cove’ and identified as 13-19A Marsh Street, Arncliffe with the Bayside LGA. It is an irregular shape, comprising seven (7) allotments and a total area of approximately 32.5 hectares. It is generally bounded by Marsh Street to the north-west, Cooks River to the east and the M5 motorway to the south-west. The frontage to the Cooks River to the east is approximately 950m. The Site is described in **Table 6** below and illustrated on the Site Aerial Map provided in **Figure 8** following.

**Table 6 Site Description**

#	Lot & DP	Address	Ownership
1	Lot 100 DP 1231954	19A Marsh Street, Arncliffe	Cook Cove Nominees No 2 Pty Ltd as trustee of Cook Cove Property Trust 2
2	Lot 31 DP 1231486	19 Marsh Street, Arncliffe	Cook Cove Nominees No 1 Pty Ltd as trustee of Cook Cove Property Trust 1
3	Lot 14 DP 213314	19 Marsh Street, Arncliffe	Bayside Council
4	Lot 63 DP 1301057	-	Transport for New South Wales
5	Lot 62 DP 1301057	-	
6	Lot 1 DP 329283	15 Marsh Street, Arncliffe	
7	Lot 1 DP 108492	13 Marsh Street, Arncliffe	Bayside Council



 The Site



Aerial Date: 27 January 2025

**Figure 8 Site Aerial Map**

Source: Nearmap, edits by Ethos Urban

## 2.2.2 Existing Development

The existing development on the Site primarily consists of the previous Kogarah Golf Club which has recently been vacated. It comprised a 15-hole course with land representing a highly modified environment with relatively flat topography, gently moulded fairways and greens, separated by strips of vegetation and man-made water bodies. The golf course clubhouse, car park and maintenance facilities are located in the north-east portion of the Site adjacent to the Cooks River. The clubhouse is a two-storey building fronting the Cooks River set amongst a stand of mature Moreton Bay Fig Trees.

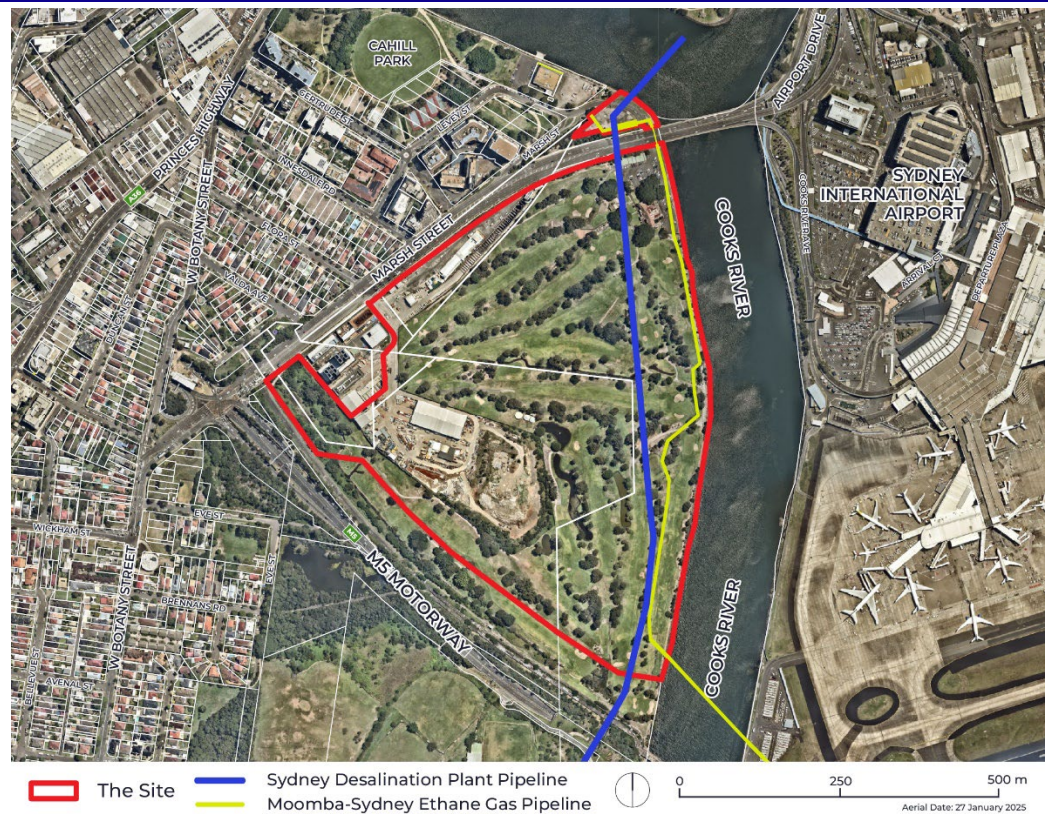
The existing development also includes the dual M8 Motorway tunnels underneath the north-west portion of the Site, with the future dual M6 Motorway Stage 1 tunnels (expected to complete in late 2028) to connect to the M8 Motorway underneath the Site. A temporary construction compound for the M6 Motorway Stage 1 tunnelling works (previously utilised for the M8 Motorway construction) is located the north-west portion of the Site at ground level. Once construction is complete, the land not under TfNSW ownership will be returned to the relevant landowners and the existing Arncliffe Motorway Operations Centre (MOC) will be expanded to service the M6 Motorway, in addition to the M8 Motorway.

## 2.2.3 Site Characteristics

The key relevant characteristics of the Site and surroundings are described in **Table 7** below.

**Table 7** Key Features of the Site and Surroundings

Characteristic	Description
<b>Site History</b>	<p>The history of the Site and surroundings is described as follows:</p> <ul style="list-style-type: none"> <li>• <b>1880s</b> – The Site served as an element of the Arncliffe Sewage Farm (night soil depot). Original termination of Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS);</li> <li>• <b>Early 1900s</b> – Agriculture and market garden uses were established, continued use for night soil depot;</li> <li>• <b>1930s</b> – The Bonnie Doon Golf Course was established, night soil depot was significantly reduced in area, extension of SWSOOS towards the east;</li> <li>• <b>1940s</b> – Army and Air Force radio school occupied the Bonnie Doon Golf Course site. Once the school vacated, it was left derelict until Kogarah Golf Club occupied the site in mid 1950s;</li> <li>• <b>Post war Sydney Airport expansion</b> – Led to significant modifications to Cooks River and Muddy Creek and further reshaping through the 1960s, with the current alignment formed in the early 1970s;</li> <li>• <b>1970s</b> – The golf course underwent landscaping and earthworks. In January 1972, Kogarah Golf Club Limited purchased the freehold element of Kogarah Golf Course from Commonwealth of Australia;</li> <li>• <b>1990s</b> – Minor rearrangements and commencement of construction of the M5 East Motorway;</li> <li>• <b>2000s</b> – Completion of the M5 East Motorway, establishment of the RTA Frog Ponds adjacent to Marsh Street and construction of the Desalination pipeline in the mid-2000s; and</li> <li>• <b>2016</b> – Widening of Marsh Street and commencement of works associated with the M8 Motorway, including a temporary construction facility and permanent infrastructure facilities for the M6 and M8 Motorways.</li> </ul>
<b>Topography</b>	<p>The elevation across the Site ranges from RL 0-5m, reflecting the previous primary use as a golf course. The topography gently undulates across the Site, rising to a high point of just over RL 5m in the north surrounding the golf clubhouse. There are smaller, localised rises in the narrow portion of the Site and in the south. The original levels across the Site have been significantly altered over time due to the realignment of the Cooks River and development of the Site as a golf course. Across Marsh Street to the north, the area is flat, with a progressive rise towards the Giovanni Brunetti Bridge.</p>
<b>Easements</b>	<p>The Site is affected by two (2) easements identified in <b>Figure 9</b> and described as follows:</p> <ul style="list-style-type: none"> <li>• <b>Sydney Desalination Plant Pipeline</b> – The pipeline runs through the Site in a north-south direction adjacent to the Cooks River from Kurnell located to the south of Botany Bay. The pipe has a 1.8m diameter and sits within an easement approximately 6m wide.</li> <li>• <b>Moombah-Sydney Pipeline</b> – The pipeline contains high pressure ethane gas, runs along the eastern boundary of the Site, adjacent the Cooks River. The pipeline easement is generally 5m wide with the pipe located at a depth of 1.2m-2.3m, with a diameter of 225mm nominal.</li> </ul>



**Figure 9** Easement Map

Source: Ethos Urban, Nearmap

### Access

The Kogarah Golf Club is accessed via Levy Street and Lot 31 DP 1231486 underneath the Giovanni Brunetti Bridge in the north-east portion of the Site. The temporary M6 Motorway Stage 1 construction compound is accessed directly from Marsh Street via an existing signalised intersection.

### Transport

The Site is located in proximity to existing and future major road infrastructure (refer to **Figure 1**), described as follows:

- **M5 Motorway** – Connecting south Sydney including the M1 Motorway and Sydney Airport to south-west Sydney including the M7 Motorway and Hume Motorway (M31);
- **Future M6 Motorway (Stage 1)** – Projected to be completed in late 2028 will connect Kogarah (Presidential Avenue and the Princess Highway) to the M8 Motorway;
- **M8 Motorway** – Connecting the M5 Motorway to the St Peters Interchange and M4 Motorway;
- **Sydney Gateway** – Connecting Airport Drive with the St Peters Interchange, M8 Motorway; and
- **Princes Highway (A36)** – Connecting from Kogarah to King Street, accessible via West Botary Street/Wickham Street to the south-west of the Site and Gertrude Street to the north of the Site.

The Site is strategically located in proximity to numerous existing and future transport linkages (refer to **Figure 1**), including the following train stations:

- **Wolli Creek Station** – 800m (approx.) walk from the northernmost edge of the Site;
- **Sydney International Airport Station** – 1km (approx.) walk from northern portion of the Site; and
- **Arncliffe Station** – 1.1km (approx.) walk from the westernmost portion of the Site.

The Site is also located close to several bus routes including Route 348 (Wolli Creek to Bondi Junction), Route 420 (Eastgardens to Burwood via Sydney Airport) and Route 422 (Kogarah to Central Station). Further, there are bicycle and pedestrian paths located along both sides of Marsh Street, with the broader pedestrian and cycle network along the Cooks River including areas around Cahill Park and Tempe Recreation Reserve to the north, and Barton Park to the south.

Characteristic	Description
<b>Flora and Fauna</b>	<p>The existing vegetation on the Site primarily comprises exotic grassland and vegetation that is generally not naturally occurring, due to the development of the Site into a golf course. Surrounding the existing golf clubhouse are several Moreton Bay Fig Trees, including four (4) in excellent condition and two (2) in good condition. There are some recolonised communities along the riverbanks including low-lying mangroves and saltmarsh.</p> <p>The Site contains two (2) small fenced areas known as the 'RTA Frog Ponds'. These ponds were constructed as part of the M5 Motorway construction project in 2002 as compensatory breeding habitat for the Green and Golden Bell Frog that historically occupied this portion of the Site. These ponds continue to be managed by TfNSW.</p>
<b>Aboriginal Heritage</b>	<p>A search of the Aboriginal Heritage Information Management System (AHIMS) database identified 22 Aboriginal archaeological sites within a 10km by 10km search area. The Site does not contain any Aboriginal sites or objects due to the extensive surface disturbance as a result of the historical land use practices.</p>
<b>Environmental Heritage</b>	<p>The Site does not contain any heritage items and is not located in a heritage conservation area. The closest heritage item to the Site is the Western Outfall Main Sewer (SWSOOS) (SHR 01647) located to the south-west of the Site parallel to the M5 Motorway corridor.</p>
<b>Contamination</b>	<p>The majority of the Site has been used as a golf course since the 1930s, and includes underground storage tanks within the golf club car park adjacent to the existing maintenance facility.</p> <p>Previous investigations of the Site have identified the need for small scale remediation or management of asbestos fibre (ACM) fragments. The assessment of natural soil and fill samples also identified some copper, lead, benzo(a)pyrene and short chain aromatic hydrocarbons (BTEX) concentrate exceedances. Previous investigations have identified the Site as suitable for uses consistent with the Proposal, subject to remediation implemented through a Remediation Action Plan (RAP) and a Site Management Plan (SMP).</p>
<b>Flooding</b>	<p>The Site is located within the Bonnie Doon/Eve Street sub-catchment of the Cooks River. Due to its low-lying nature and adjacency to the Cooks River, the Site is flood affected during a 1 in 100 year flood event. The Planning Proposal process worked extensively to resolve a flood conveyance strategy with authorities which is enshrined as a concept in the Local VPA. This SSDA will present a detailed civil solution for flood mitigation works consistent with these agreed principles.</p>

## 2.2.4 Surrounding Context and Development

The existing surrounding context of the Site is generally described as including the Cooks River and Sydney Airport to the immediate east, M5 Motorway and Barton Park to the south, Arncliffe Motorway Operations Centre (MOC) facility to the immediate west, and primarily low-medium density residential development and Cahill Park bounded by the Princess Highway (A36) to the north-west (refer to **Figure 1**).

Specifically, the surrounding context and development is described as follows:

- **North** – Directly north of the Site at the northernmost point is the Cooks River, with the Novotel Hotel, low-medium density residential development and Cahill Park to the north-west. Further north is the Tempe Recreation Reserve and Princess Highway (A36), and Wolli Creek Station and surrounding town centre.
- **East** – Directly east of the Site is the Cooks River with a channel width of approximately 140m, and the Sydney Airport International Terminal and associated development. Further east is the Domestic Terminal and associated development, as well as suburbs of Mascot and Botany which primarily include low-density residential and business park development
- **South** – Directly south of the Site is the SWSOOS and M5 Motorway with Barton and Riverine Parks which contain a mixture of local sporting grounds and open space. The Muddy Creek Boating and Amateur Fishing Association and Kyeemagh is also located south of the Site, and contains a cycleway, the State heritage listed Kyeemagh Market Gardens and low-density buildings. Development to the south-west consists of low-density residential dwellings of Banksia and Arncliffe.
- **West** – Directly west of the Site is the Arncliffe MOC facility which commenced operation in July 2020, Marsh Street, M5 Motorway, and Eve Street Wetlands. Further west is primarily low-medium density residential development, the Princess Highway (A36) and Arncliffe station and town centre.

For discussion on the future surrounding development, refer to **Section 2.3** below.

## 2.3 Cumulative Impacts

The major projects surrounding the Site identified in **Table 8** may have the potential to result in cumulative impacts from the Proposal. An assessment of the cumulative impacts associated with these projects will be considered where relevant as part of the technical assessments associated with the EIS.

**Table 8** Future Surrounding Development

Details	Description	Status
<b>M6 Stage 1</b> Transport for NSW Arncliffe To President Avenue, Kogarah SSI-8931	Construction and operation of a new underground multi-lane road link between the M8 Motorway at Arncliffe and President Avenue at Kogarah, including: <ul style="list-style-type: none"> <li>twin tunnels with entry and exit ramps, an intersection at President Avenue and associated works to upgrade the surrounding road network, and cycle and pedestrian pathways;</li> <li>lane markings of two (2) additional lanes in each carriageway of the M8 Motorway tunnels, resulting in four (4) lanes in each carriageway, from the St Peters interchange to the connection with the M6 Motorway Stage 1 tunnels at Arncliffe; and</li> <li>the construction and operation of a new power line, commencing at Earlwood and ending at Rockdale, to power the twin tunnels between Arncliffe and Kogarah.</li> </ul>	Under Construction Estimated Completion: Late 2028
<b>King Street Multi-level Warehouse, Mascot</b> LOGOS Property Group 97 King Street, Mascot SSD-49734709	Development of a 4-storey (45m) multi-level warehouse facility including a total GFA of 31,266m <sup>2</sup> , ancillary uses, and heavy vehicle access from King Street.	Under Assessment
<b>350 King Street Warehouse, Mascot</b> LOGOS Property Group 350 King Street, Mascot SSD-59024711	Development of a 4-storey (44m) multi-level warehouse facility including a total GFA of 33,085m <sup>2</sup> , ancillary uses, and heavy vehicle access from King Street.	Under Assessment
<b>Coward Street Multi Level Warehouse Facility</b> Goodman Group 283 Coward Street, Mascot SSD-71774469	Development of a 3-storey (34m) multi-level warehouse facility including a total GFA of approximately 112,700m <sup>2</sup> , ancillary uses, and heavy vehicle access from Coward Street.	Prepare EIS
<b>Coward Street and Kent Road Multi-storey Warehouse</b> LOGOS Property Group 263, 273 And 273A Coward Street And 76-82 Kent Road, Mascot SSD-72441212	Development of two (2) 4-storey (44m) multi-level warehouse facilities including a total GFA of approximately 189,131m <sup>2</sup> , ancillary uses, and heavy vehicle access from Coward Street.	Prepare EIS

Source: Major Projects Portal

## 2.4 Agreements with Other Parties

As discussed in **Section 1.4.3** and **1.4.4**, a SVPA (SVPA2024-25) and LVPA have been executed with TfNSW and Council respectively associated with the Cooks Cove Planning Proposal (PP-2022-1748). The Applicant is required to satisfy the development contribution requirements prior to the applicable timing. As discussed in **Section 1.5.1**, the Proposal supports the delivery of Item 2 and 3 of the LVPA under the Phase 1 Works, with the road infrastructure works under the SVPA and Item 1 of the LVPA proposed to be delivered under a separate planning approval pathway.

As identified in **Section 2.2**, the Site includes land under the ownership of TfNSW and Council. The Applicant is therefore required to obtain Land Owners Consent from the parties for the Proposal and works on the respective allotments to enable a future determination of the SSDA.

# 3.0 Proposal Description

## 3.1 Overview

The Applicant will seek consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for a Concept Masterplan and Phase 1 Works associated with the Kogarah Golf Club Redevelopment located on land identified as 13-19A Marsh Street Arncliffe.

Specifically, the SSDA will indicatively seek consent for the following:

- **Concept Masterplan** for the staged development of the Kogarah Golf Club Redevelopment for a logistics focused precinct, including:
  - Maximum building envelopes that facilitate maximum building heights between approximately RL 40-55m (Block 2, 3A, 3B, 3C) and 25m (Block 1) with a maximum GFA up to 343,250m<sup>2</sup>;
  - Land uses, including:
    - **Block 1** – *Hotel and motel accommodation, Office premises, Food and drink premises and Advertising structures;*
    - **Block 2** – *Warehouse or distribution centres, Trade-related enterprise, Hotel and motel accommodation, Office premises, and Food and drink premises;*
    - **Block 3A** – *Warehouse or distribution centres, Trade-related enterprise and Food and drink premises;*
    - **Block 3B** – *Warehouse or distribution centres, Trade-related enterprise, Food and drink premises, and Car park;* and
    - **Block 3C** – *Trade-related enterprise, Warehouse or distribution centres, Data centres, and Food and drink premises.*
  - General site layout, including internal road network, car parking and open space;
  - Potential relocation of Fig Tree Plaza within the Site, including associated existing fig trees; and
  - Provision for a potential future direct connection to Sydney Airport.
- **Phase 1 Works** to facilitate the initial site preparation and infrastructure works on the Site, including:
  - Site preparation works, including:
    - Demolition of existing structures;
    - Clearing of existing vegetation and decommissioning of existing ponds;
    - Remediation works; and
    - Bulk earthworks, including flood mitigation works.
  - Site infrastructure works, including:
    - Construction and upgrades to facilitate the initial internal road network;
    - Construction of stormwater infrastructure;
    - Construction of a seawall and associated riparian works; and
    - Construction and augmentation of service and utility infrastructure as necessary.
  - Subdivision of the Site; and
  - Construction of a temporary on-grade parking area.

It is noted the description of the Proposal is indicative and subject to design development prior to the lodgement of the EIS in consultation with stakeholders.

The proposed Concept Masterplan will be accompanied by an Indicative Reference Scheme, demonstrating compliance and allowing an assessment of the proposed primary land uses. This Scoping Report is supported by Preliminary Indicative Reference Scheme Drawings for a logistics focused precinct prepared by Grimshaw included at **Appendix A**. It demonstrates a potential future outcome on the Site, with the EIS to be accompanied by a reference scheme for all proposed land uses.

The preliminary indicative reference scheme for a logistics precinct is depicted on the Site Plan and aerial visualisations presented in **Figure 10**, **Figure 11** and **Figure 12** respectively on the following pages.



**Figure 10** Site Plan – Preliminary Indicative Reference Scheme

Source: Grimshaw, edits by Ethos Urban



**Figure 11** Aerial Visualisation from the South-West – Preliminary Indicative Reference Scheme

Source: Grimshaw



**Figure 12** Aerial Visualisation from the North-West – Preliminary Indicative Reference Scheme

Source: Grimshaw

### 3.2 Key Indicative Proposal Information

The key indicative information of the Proposal is presented in **Table 9** below.

**Table 9** Key Indicative Proposal Information

Component	Description	
Site Area	36.2 hectares (approx.)	
Developable Area	182,911m <sup>2</sup> (approx.)	
Land Uses	<b>Block 1</b>	hotel and motel accommodation, office premises, food and drink premises, advertising structures
	<b>Block 2</b>	warehouse or distribution centres, trade-related enterprise, hotel and motel accommodation, office premises, food and drink premises
	<b>Block 3A</b>	warehouse or distribution centres, trade-related enterprise, food and drink premises
	<b>Block 3B</b>	warehouse or distribution centres, trade-related enterprise, food and drink premises, car park
	<b>Block 3C</b>	trade-related enterprise, warehouse or distribution centres, data centres
Indicative Maximum Gross Floor Area	<b>Block 1</b>	3,250m <sup>2</sup>
	<b>Block 2, 3A, 3B, 3C</b>	340,000m <sup>2</sup>
Indicative Maximum Building Height	<b>Block 1</b>	24m
	<b>Block 2, 3A, 3B</b>	RL 55m (approx.)
	<b>Block 3C</b>	RL 40-51m
Indicative Car Parking	1,299 spaces	

### 3.3 Use and Activities

As identified above, the proposed Concept Masterplan will seek consent for a logistics focused precinct with other and supporting land uses to preserve future flexibility to align with market conditions and delivery of the highest and best use over the life of the project.

The uses for Block 1 include *hotel and motel accommodation, office premises, food and drink premises, advertising structures* with a maximum permissible GFA of 3,250m<sup>2</sup>.

The primary use of Block 2 and 3 includes *warehouse or distribution centres* that will leverage the Site's strategic location adjacent to Sydney Airport to facilitate a world-class multi-level logistics hub. The *warehouse or distribution centres* use would comprise the storing or handling items, but from which there will be no retail sales and would operate 24 hours 7 days a week at a regional and national scale.

It is noted that future development of *warehouse or distribution centres* may also be considered *trade-related enterprise*, described as including business or government activities directly related to the carrying out of air, land or sea commerce, air passenger services or other trade, consistent with Section 6.20 of the Bayside LEP 2021.

The proposed logistics uses will operate 24 hours, 7 days a week and be accompanied by ancillary office space that will support the primary operations of future tenants. The use of the logistics buildings for cold storage will be assessed as deemed necessary, with consideration for the likelihood for potential cold storage uses.

The other primary uses include *hotel and motel accommodation, office premises* and *food and drink premises* (Block 2) and *Data centres* (Block 3C). The proposed uses will be explored further and detailed with the EIS to preserve future flexibility for the project.

The uses will be accompanied by a *food and drink premises* use on each block to support future workers and create an enriched destination for visitors in combination with high amenity open space.

### 3.4 Overview of Alternatives

Through the development of the Proposal to date, alternative options have been considered by the Applicant in response to the strategic need and objectives for the development of the Site. An overview of alternatives considered is provided in **Table 10** below.

**Table 10 Overview of Alternatives**

Option	Analysis
<b>Option 1 – ‘Do Nothing’</b>	<p>A ‘do nothing’ approach would not provide a desirable outcome as the Site would remain under-utilised and fail to facilitate a logistics focused precinct to facilitate a world-class multi-level logistics hub.</p> <p>It would represent a significant missed opportunity for the State and Bayside LGA to capitalise on a large landholding which would leverage its immediate proximity to Sydney Airport and strong transport connections to provide primary logistics uses. It would therefore fail to enhance the overall efficiency and competitive capabilities of the freight network.</p> <p>The failure to deliver the Proposal would also result in the failure to deliver the public benefit contributions established under the SPVA and LVPA. It would therefore fail to support the delivery of a significant provision of open space, including a new public foreshore link along the Cooks River.</p> <p>Therefore, a ‘do nothing’ approach is not appropriate and would not represent the orderly and economic use and development of land to its highest and best use following gazettal of the amendments to the Bayside LEP 2021 associated with the Cooks Cove Planning Proposal (PP-2022-1748).</p>
<b>Option 2 – Use of the Site for an Alternative Purpose</b>	<p>The proposed Concept Masterplan will support primarily logistics uses as well as other potential (alternative) land uses to preserve future flexibility and ability to align with market conditions and the highest and best use over the life of the project. The use of the Site for alternative purposes (outside the proposed primary land uses) would generally be inappropriate, as it would be inconsistent with the amendments to the Bayside LEP 2021 associated with the Planning Proposal. Therefore, use of the Site for an alternative purpose is not considered appropriate.</p>
<b>Option 3 – Alternative Design and Layout</b>	<p>A number of alternative designs and layouts have been explored to date, taking into consideration the Site's opportunities and constraints. This includes alternative parking</p>

**Option****Analysis**

arrangement, arrangement of heavy vehicle loading and ramps, and incorporation of compatible alternative land uses.

The Proposal will be informed by a design analysis to support the development of building envelopes as part of the proposed Concept Masterplan. It will be accompanied by an Indicative Reference Scheme that demonstrates the proposed uses can achieve a suitable built form outcome.

Therefore, the Proposal will demonstrate an alternative design and layout is not appropriate as the proposed building envelopes support an outcome consistent with the objectives of the Proposal and high-quality built form outcome that exhibits design excellence.

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**Option 4 – The Proposal**

The Proposal seeks to establish a Concept Masterplan for the Site, locking-in key parameters to support the staged delivery of the Kogarah Golf Club Redevelopment. It also enables the initial required Phase 1 Works to facilitate the future redevelopment of the Site. Specifically, the Proposal is considered the best outcome for the Site for the following reasons:

- It is consistent with the amendments to the Bayside LEP 2021 associated with the Planning Proposal, delivering a logistics focused precinct that leverages the Site's strategic location adjacent to Sydney Airport to create a world-class multi-level logistics hub;
- It will support a series of primary land uses that preserve flexibility to deliver alternative and supporting land uses in the future to align with future market conditions and highest and best use of the Site over the life of the project; and
- It will be informed by a design analysis to support the development of building envelopes as part of the proposed Concept Masterplan that demonstrate an outcome consistent with the objectives of the Proposal and high-quality built form outcome that exhibits design excellence.

Given the above and the unique opportunities offered by the Site's strategic location and context, the Proposal represents the best outcome for the Site and will fulfil the objectives and outcomes envisaged under the Planning Proposal. As a result, the Proposal is the optimal outcome for the Site, providing an appropriate and workable development scenario that meets the objectives of the Proposal.

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## 4.0 Statutory Context

A summary of the statutory requirements relevant to the Proposal is provided in **Table 11** below.

**Table 11** Summary of Relevant Statutory Requirements

Matter	Consideration
<b>Declaration of State Significant Development</b>	<p>Development consent will be sought under 'Division 4.7 – Stage Significant Development' of the EP&amp;A Act. Section 4.36(2) of the EP&amp;A Act states that:</p> <p><i>A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.</i></p> <p>Schedule 1 of the Planning Systems SEPP lists development that is declared SSD.</p> <hr/> <p>Section 12(1) of Schedule 1 relates to 'Warehouse and distribution centres', which states:</p> <p><u>(1) Development that has an estimated development cost of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</u></p> <p><u>relevant amount means—</u></p> <p>(a) <i>for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or</i></p> <p>(b) <i>for any other development—\$50 million.</i></p> <p>The Proposal seeks consent for the <i>Warehouse or distribution centre</i> use on Block 3, where the development would be at one (1) location and related to the same operation with an EDC greater than \$50 million. For example, Building 3A is estimated to comprise an EDC of approximately \$330 million. Therefore, the proposed <i>Warehouse or distribution centre</i> use on Block 3 is declared SSD for the purposes of EP&amp;A Act.</p> <hr/> <p>Section 13(2) of Schedule 1 relates to 'Cultural, recreation and tourist facilities', which states:</p> <p><u>(2) Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that—</u></p> <p><u>(a) has an estimated development cost of more than \$100 million, or</u></p> <p><u>(b) has an estimated development cost of more than \$10 million and is located in an environmentally sensitive area of State significance or a sensitive coastal location.</u></p> <p>The Proposal seeks consent for the <i>Hotel and motel accommodation</i> use (defined as a type of development for 'other tourist related purposes') on Block 2, where the hotel component of the building would be approximately \$120 million. Therefore, the proposed <i>Hotel and motel accommodation</i> use on Block 2 is declared SSD for the purposes of EP&amp;A Act.</p> <hr/> <p>Section 25(1) of Schedule 1 relates to 'Data centres', which states:</p> <p><u>(1) Development for the purpose of data centres that has a total power consumption of more than the relevant amount.</u></p> <p><u>(2) In this section—</u></p> <p><u>relevant amount means—</u></p> <p>(a) <i>for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—10 megawatts, or</i></p> <p><u>(b) for any other development—15 megawatts.</u></p> <p>The Proposal seeks consent for the <i>Data centres</i> use on Block 3C, where the development of a data centre would be 30 megawatts or greater. Therefore, the proposed <i>Data centres</i> use on Block 3C is declared SSD for the purposes of EP&amp;A Act.</p> <hr/> <p>Before SSD can be determined, it is subject to a comprehensive assessment under the EP&amp;A Act. In accordance with Section 2.6(2) of the Planning Systems SEPP, all parts of a single development application are also declared SSD for the purposes of EP&amp;A Act, except for so much of the remainder of the development that is not sufficiently related to the SSD.</p> <p>As outlined above, the primary uses of the Proposal are classified as SSD under Schedule 1 of the Planning Systems SEPP. The remaining uses of the Proposal represent important components that contribute to the creation of a function and cohesive Concept Masterplan, including uses that will ultimately support the operation of the primary uses.</p>

Matter	Consideration
	Therefore, the consent authority may be satisfied that the remainder of the development is sufficiently related to the SSD.
<b>Consent Authority</b>	Section 4.5 of the EP&A Act stipulates that the consent authority is the Minister for Planning and Public Spaces (or DPHI as their delegate) unless the development triggers the matter set out in Section 2.7(1) of Planning Systems SEPP in which case the consent authority will be the Independent Planning Commission.
<b>Permissibility</b>	<p>The developable area of the Site (Lot 100 DP 1231954 and Lot 31 DP 1231486) is zoned SP4 Enterprise under the Bayside LEP 2021. The proposed land uses (refer to <b>Section 3.0</b>) are permissible with consent in the SP4 zone, with the exception of the following:</p> <ul style="list-style-type: none"> <li>• <i>Advertising structures</i> (Block 1) which is an additional permitted use on Lot 31 DP 1231486 under Section 47, Schedule 1 of the Bayside LEP 2021; and</li> <li>• <i>Trade-related enterprise</i> (Block 2, 3) which is permitted with development consent on Lot 100 DP 1231954 under Section 6.20 of the Bayside LEP 2021.</li> </ul> <p>It is noted the remaining portions of the Site are zoned RE1 Public Recreation and C2 Environmental Conservation, where the proposed land uses will be consistent with those permitted with, or without consent under the Bayside LEP 2021.</p>
<b>Other Approvals</b>	
<b>Environmental Planning and Assessment Act 1979</b>	<p><b>Approvals not required for SSD, otherwise required</b></p> <p>Section 4.41 of the EP&amp;A Act stipulates that certain authorisations are not required for SSD. The following legislative approvals would otherwise be required if the proposed development was not SSD:</p> <ul style="list-style-type: none"> <li>• <i>Fisheries Management Act 1994</i> (Section 201, 205, 219) – Yes</li> <li>• <i>Heritage Act 1977</i> (Part 4, Section 139) – No</li> <li>• <i>National Parks and Wildlife Act 1974</i> (Section 90) – No</li> <li>• <i>Rural Fires Act 1997</i> (Section 100B) – No</li> <li>• <i>Water Management Act 2000</i> (Section 89, 90, 91) – Yes</li> </ul>
	<p><b>Consistent Approvals</b></p> <p>Section 4.42 of the EP&amp;A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out SSD. The following legislative approvals that are required for the proposed development and cannot be refused if the Proposal is approved:</p> <ul style="list-style-type: none"> <li>• <i>Fisheries Management Act 1994</i> (Section 144) – No</li> <li>• <i>Mine Subsidence Compensation Act 1961</i> (Section 22) – No</li> <li>• <i>Mining Act 1992</i> – No</li> <li>• <i>Petroleum (Onshore) Act 1991</i> – No</li> <li>• <i>Protection of the Environment Operations Act 1997</i> (Chapter 3) – No</li> <li>• <i>Roads Act 1993</i> (Section 138) – Yes</li> <li>• <i>Pipelines Act 1967</i> – No</li> </ul>
<b>Environmental Protection and Biodiversity Act 1999</b>	<p>The <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) requires approval from the Commonwealth Minister for the Environment for actions that will have a significant effect on Matters of National Environmental Significance (MNES), including identified threatened species.</p> <p>Under the EPBC Act, any action (which includes a development, project or activity) that is considered likely to have a significant impact on MNES (including nationally listed threatened ecological communities and species, and listed migratory species) must be referred to the Australian Government Minister for the Environment (the Minister), to determine whether the action is a 'controlled action', and requires Commonwealth approval by the Federal Department of Climate Change, Energy, the Environment and Energy.</p> <p>The flora and fauna assessment undertaken as part of the Cooks Cove Planning Proposal (PP-2022-1748) identified there is the potential for direct and indirect impacts to the Green and Golden Bell Frog (GGBF), which is listed as being vulnerable under the EPBC Act. The Site is located in proximity to historic GGBF habitat surrounding the Site and includes the potential for contributory species habitats and foraging grounds within the Site.</p> <p>It is therefore expected that the Proposal will require referral to the Commonwealth under the EPBC Act.</p>

Matter	Consideration
<b>Pre-conditions to Exercise the Power to Grant Consent</b>	
<b>Biodiversity Conservation Act 2016</b>	Section 7.9 of the <i>Biodiversity Conservation Act 2016</i> (BC Act) requires a SSDA to be accompanied by a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted. The EIS will be accompanied by a BDAR, as discussed in <b>Section 6.0</b> .
<b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b>	<p>Chapter 6 of <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> (Biodiversity and Conservation SEPP) establishes provisions and controls relating to water catchments that stipulate development consent must not be granted on land in a regulated catchment unless the consent authority is satisfied the relevant provisions relating to impacts on water catchments have been satisfied.</p> <p>The Proposal will demonstrate compliance with all pre-conditions under Chapter 6 of the Biodiversity and Conservation SEPP.</p>
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	<p>Section 4.6 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (Resilience and Hazards SEPP) stipulates that a consent authority must not consent to the carrying out of development unless:</p> <ul style="list-style-type: none"> <li>• It has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.</li> <li>• If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is suitable that the land will be remediated before the land is used for that purpose.</li> </ul> <p>The proposed Phase 1 works includes remediation to render the site suitable for the proposed future land uses. The EIS will be accompanied by a Detailed Site Investigation and Remediation Action Plan (if required). For further discussion refer to <b>Section 6.0</b>.</p>
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>	<p>Section 2.77 of <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) requires the consent authority to be the following prior to determining a development application adjacent to land in a pipeline corridor:</p> <ul style="list-style-type: none"> <li>• Be satisfied that the potential safety risks or risks to the integrity of the pipeline that are associated with the development to which the application relates have been identified;</li> <li>• Take those risks into consideration;</li> <li>• Give written notice of the application to the pipeline operator concerned within 7 days after the application is made; and</li> <li>• Take into consideration any response to the notice that is received from the pipeline operator within 21 days after the notice is given.</li> </ul> <p>As identified in <b>Section 2.2.3</b>, the Site includes two (2) easements containing pipelines, including:</p> <ul style="list-style-type: none"> <li>• <b>Sydney Desalination Plant Pipeline</b> – The pipeline runs through the Site in a north-south direction adjacent to the Cooks River from Kurnell located to the south of Botany Bay. The pipe has a 1.8m diameter and sits within an easement approximately 6m wide.</li> <li>• <b>Moombah-Sydney Pipeline</b> – The pipeline contains high pressure ethane gas, runs along the eastern boundary of the Site, adjacent the Cooks River. The pipeline easement is generally 5m wide with the pipe located at a depth of 1.2m-2.3m, with a diameter of 225mm nominal.</li> </ul> <p>The EIS will be accompanied by a Preliminary Hazards Analysis that assesses the societal risk posed by the pipelines that traverse the Site.</p>
<p>Section 2.121 of the Transport and Infrastructure SEPP requires the consent authority to provide TfNSW with written notice prior to determination of a development application that involves the penetration of ground to a depth of at least 3m below existing ground level on land that is in a subject road corridor.</p> <p>The Site includes and is adjacent to the dual tunnels associated with the M8 Motorway (M4-M5 Link), as well as future M6 Motorway Stage 1. The Proposal is expected to involve the penetration of ground to a depth of at least 3m below existing ground level, and will therefore be required to be notified to TfNSW prior to determination.</p>	
<p>Section 2.122 of the Transport and Infrastructure SEPP requires the consent authority to provide TfNSW with written notice prior to determination of a development application that includes developments considered a 'traffic generating activity'.</p> <p>The Proposal is considered a 'traffic generating activity' as it includes a warehouse or distribution centre with a site area of more than 8,000m<sup>2</sup>, and will therefore be required to be notified to TfNSW prior to determination.</p>	

Matter	Consideration
<b>Mandatory Matters for Consideration</b>	
<b>Biodiversity Conservation Act 2016</b>	Section 7.14 of the BC Act provides that the consent authority must take into consideration the likely impact of the Proposal on biodiversity values as assessed in the BDAR. The EIS will be accompanied by a BDAR. For further discussion refer to <b>Section 6.0</b> .
<b>Environmental Planning and Assessment Act 1979</b>	Development in NSW is regulated pursuant to the EP&A Act, which sets out the procedures and objects for all development. Specifically, Section 1.3 of the EP&A Act sets out the objects of the Act and Section 4.15 (1) of the EP&A Act provides matters that must be considered by the consent authority in the assessment of the SSDA.  The EIS will be prepared in accordance with, and assess the relevant provisions of the EP&A Act.
<b>Environmental Planning and Assessment Regulation 2021</b>	Part 8, Divisions 5 of the EP&A Regulation establishes procedures which relate to the preparation of EISs. The EIS will be prepared in accordance with Section 190-192 of Division 5 which relate to the form of the EIS, compliance with SEARs, and content of the EIS respectively.
<b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b>	Chapter 6 of <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> (Biodiversity and Conservation SEPP) establishes provisions and controls relating to water catchments that stipulate development consent must not be granted on land in a regulated catchment unless the consent authority considers the relevant provisions relating to impacts on water catchments have been satisfied.  The Proposal will demonstrate compliance with all mandatory matters for consideration under Chapter 6 of the Biodiversity and Conservation SEPP.
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	Section 2.10 and 2.11 of the Resilience and Hazards SEPP stipulates that the consent authority must consider if the Proposal is likely to cause an adverse impact on land within the 'coastal environment area' and 'coastal use area' respectively.  The Site is identified as being located within the 'coastal environment area' and 'coastal use area'. The EIS will assess if the Proposal is likely to cause an adverse impact on land within the 'coastal environment area' and 'coastal use area' respectively.  Section 3.12 of the Resilience and Hazards SEPP stipulates that the consent authority must consider matters relating to potentially hazardous and offensive development for the purpose of industry or storage.  The Proposal is not classified as 'potentially hazardous industry' as it would not store dangerous goods in excess of the screening thresholds set out in DPHI's Applying SEPP 33 guideline. It is also not classified as a 'potentially offensive industry'.
<b>Bayside Local Environmental Plan 2021</b>	The Bayside LEP 2021 establishes the key provisions and development standards relating to the Site following the gazettal of the amendments to the Bayside LEP 2021 under the Cooks Cove Planning Proposal (PP-2022-1748).  A complete assessment against all relevant provisions of the Bayside LEP 2021 will accompany the EIS, with discussion on the key relevant provisions provided below.
<b>Land Zoning and Permissibility</b>	Clause 2.2 and 2.3 of the Bayside LEP 2021 establish the zoning, zone objectives and land use table for the Site. The Proposal is permissible with consent in accordance with the Bayside LEP 2021 (refer to <b>Section 4.0</b> ).
<b>Design Excellence</b>	Clause 6.10 of the Bayside LEP 2021 will apply to applicable future detailed development applications associated with the proposed Concept Masterplan that include the erection of a building. The Bayside LEP 2021 identifies the developable area of the Site (Lot 100 DP 1231954 and Lot 31 DP 1231486) on the Design Excellence Map.  Therefore, Section 6.10(5)(b) will require a competitive design process to occur for development greater than 40 metres or 12 storeys on Lot 100 DP 1231954 and Lot 31 DP 1231486. The requirement for a competitive design process is expected to apply to future detailed development applications for Block 2, 3A, 3B and 3C.  The Applicant proposes an alternative design excellence process for the Kogarah Golf Club Redevelopment and that the requirement for future competitive design processes are waived in accordance with Section 6.10 of the Bayside LEP 2021.

The alternative process includes the establishment of design excellence guidelines to guide future development on the Site, and a project-specific Design Review Panel to ensure high-quality architectural and urban design outcomes in line with best practice planning and design principles. For further discussion, refer to **Section 6.0**.

### Height of Buildings

Clause 4.3 of the Bayside LEP 2021 establishes the maximum Height of Buildings (HOB) development standards for the Site. It includes an overall maximum building height of RL 51m (Blocks 2 and 3) graduating down to RL 40m in response to aviation controls in the southern section, and a maximum building height of 24m (Block 1).

The Proposal will indicatively seek development consent for building envelopes with a maximum height of approximately RL 55m, exceeding the maximum height of buildings on Blocks 2, 3A and 3B.

It will therefore penetrate the Operations Surface Limit (OLS) and require approval from the Federal Department of Infrastructure, Transport, Cities and Regional Development under the *Airports Act 1996* and *Airports (Protection of Airspace) Regulations 1996*.

Clause 4.6 of the Bayside LEP 2021 enables the consent authority to grant consent for development even though the development contravenes a development standard. In order to support the proposed variation to the height of buildings development standard, a Clause 4.6 Variation Request will be prepared to justify that compliance with the development standard is unreasonable or unnecessary in the circumstances and there are sufficient environmental planning grounds to justify the contravention of the development standard.

### Floor Space Ratio and Gross Floor Area

Clause 4.4 of the Bayside LEP 2021 establishes a maximum Floor Space Ratio (FSR) development standard of 1.25:1 on Lot 31 DP 1231486.

Clause 6.20 establishes a maximum GFA for development on Lot 100 DP 1231954, including:

- a maximum total GFA of 340,000m<sup>2</sup>; and
- a maximum amount of GFA of:
  - 20,000m<sup>2</sup> for *Office premises*,
  - 20,000m<sup>2</sup> for *Hotel or motel accommodation and Serviced apartments*; and
  - 10,000m<sup>2</sup> for *Shops and Food and drink premises*.

The Bayside LEP 2021 therefore enables a combined maximum GFA of 343,250m<sup>2</sup> across Lot 100 DP 1231954 and Lot 31 DP 1231486. The Proposal will comply with Clause 4.4 and Clause 6.20 of the Bayside LEP 2021

# 5.0 Stakeholder Engagement

The Cooks Cove Planning Proposal (PP-2022-1748) included engagement with relevant stakeholders throughout the process and provided opportunity for stakeholder engagement during the Planning Proposal Public Exhibition period. Engagement for the SSDA is proposed to be carried out through the preparation of the EIS prior to submission in accordance with the *Undertaking Engagement Guidelines for State Significant Development* (DPHI, 2024).

## 5.1 Engagement Carried Out and Feedback Received

### 5.1.1 Planning Proposal (PP-2022-1748)

The Proponent consulted with relevant stakeholders throughout the Planning Proposal. Public Exhibition of the Planning Proposal occurred from 24 April 2023 to 6 June 2023 with a total of 166 submissions received, including:

- 17 submissions made by Government agencies, including:
  - Air Services Australia;
  - Ausgrid;
  - Bayside Council;
  - Civil Aviation Safety Authority;
  - Federal Department of Climate Change, Energy, the Environment and Water;
  - Federal Department of Infrastructure, Regional Development, Communications and the Arts;
  - Greater Cities Commission;
  - Heritage NSW;
  - Jemena;
  - NBN Co.;
  - NSW Department of Planning and Environment – Environmental Heritage Group;
  - NSW Department of Planning and Environment – Water Group;
  - NSW Department of Primary Industries – Fisheries
  - NSW Environmental Protection Authority;
  - State Emergency Service;
  - Sydney Water Corporation; and
  - Transport for NSW.
- 4 submissions made by organisations and special interest groups, including:
  - APA-Gorodok;
  - NSW Ports;
  - Sydney Desalination Plant; and
  - Sydney Airport Corporation.
- 145 submissions made by members of the public and community groups, with the key issues raised including the following:
  - Traffic and transport
  - Visual impact
  - Privacy
  - Built form, bulk and scale;
  - Design;
  - Open space;
  - Flooding;
  - Land uses;
  - Planning framework;
  - Biodiversity; and
  - Coastal management.

### 5.1.2 State Significant Development Application

The Applicant met with DPHI's Industry Assessment's team on 20 March 2025 and 9 May 2025 to provide an overview of the Site, background and Proposal. It included discussion on key matters including the approval of the external road network upgrades and design excellence processes. DPHI confirmed it is supportive for the external road upgrades to be assessed by way of a separate approval process under Part 5 of the EP&A Act

(subject to TfNSW endorsement), and provided advice on matters including dangerous goods and cold storage. The Applicant will consider the feedback provided by DPHI during the preparation of the EIS.

## 5.2 Engagement to be Carried Out

Engagement is proposed to be carried out through the preparation of the EIS prior to submission in accordance with the DPHI's *Undertaking Engagement Guidelines for State Significant Development*. The Applicant will engage with the surrounding community and land owners, which may include the following activities:

- A Community Information Flyer and Invitation to meet Project Team;
- Management and co-ordination of an 1800 number and email address for enquiries; and
- Letterbox drop of community information package.

The Applicant will also engage with Council, key government agencies and relevant organisations which are anticipated to include the stakeholders that provided advice on the Planning Proposal (refer to **Section 5.1.1**).

# 6.0 Proposed Assessment of Impacts

This section provides an overview of the key matters requiring, and not requiring further assessment in the EIS, as well as the proposed approach to assessing each matter. The purpose of considering these factors at this stage is to inform the preparation of the SEARs which will guide the preparation of the EIS. It is supported by a Scoping Summary Table at **Appendix B** which summarises the proposed assessment of impacts.

## 6.1 Matters Requiring Further Assessment in EIS

The proposed matters requiring further assessment in the EIS are outlined in **Table 12** below.

**Table 12** *Matters Requiring Further Assessment in the EIS*

Matter	Assessment	Anticipated Deliverable/s
<b>Design Quality</b>	<p>The Applicant proposes an alternative design excellence process for the Kogarah Golf Club Redevelopment and that the requirement for future competitive design processes are waived in accordance with Section 6.10 of the Bayside LEP 2021.</p> <p>In summary, the alternative design excellence process includes the establishment of:</p> <ul style="list-style-type: none"> <li>• Design excellence guidelines for the Concept Masterplan to guide future development on the Site; and</li> <li>• Project-Specific Design Review Panel (DRP) to ensure high-quality architectural and urban design outcomes in line with best practice planning and design principles.</li> </ul> <p>Therefore, the EIS is proposed to be accompanied by design excellence guidelines, details of the project-specific DRP, including how the feedback received has been addressed.</p>	<ul style="list-style-type: none"> <li>• Design Excellence Guidelines</li> </ul>
<b>Built Form and Urban Design</b>	<p>To support the proposed Concept Masterplan, the EIS will be accompanied by Building Envelope Drawings and an Architectural Design Report including supporting Indicative Reference Scheme Drawings.</p> <p>The Architectural Design Report will include the following:</p> <ul style="list-style-type: none"> <li>• Analysis of height, bulk and scale including massing diagrams with respect to the surrounding local context;</li> <li>• The design rationale, which has driven the arrangement and positioning of built form in relation to the Site's constraints and opportunities;</li> <li>• Justification of the design approach and how it responds to the context, site characteristics, streetscape, the existing and future character of the locality;</li> <li>• Analysis of overshadowing, assessing the impact on, and surrounding the Site; and</li> <li>• Demonstrate that Aboriginal cultural heritage will be authentically incorporated into the design of the future development and assess the Proposal's consistency with the NSW Government's Connecting with Country Framework.</li> </ul>	<ul style="list-style-type: none"> <li>• Building Envelope Drawings</li> <li>• Architectural Design Report</li> </ul>
<b>Visual and Landscaping</b>	<p>The EIS will be accompanied by a Visual Impact Assessment which assesses the impact of the proposed building envelopes on the existing catchment. Specifically, it will select viewpoints that depict nearby receivers, any significant vantage points in the broader public domain, having regard to the zoning and character of the surrounding area.</p>	<ul style="list-style-type: none"> <li>• Visual Impact Assessment</li> </ul>
<b>Airport Safeguarding</b>	<p>The EIS will be supported by an Aeronautical Impact Assessment that addresses the National Airports Safeguarding Framework containing a risk assessment of the Proposal on airport operations and evidence of consultation with Sydney Airport Corporation and the Civil Aviation Safety Authority.</p>	<ul style="list-style-type: none"> <li>• Aeronautical Impact Assessment</li> </ul>

Matter	Assessment	Anticipated Deliverable/s
<b>Traffic and Transport</b>	<p>The EIS will be accompanied by a Transport Impact Assessment (TIA), addressing the following key matters for each development scenario:</p> <ul style="list-style-type: none"> <li>• Assessment of traffic volumes generated from the Proposal, including construction traffic associated with the Phase 1 Works and operational traffic associated with the Concept Masterplan;</li> <li>• Assessment of the proposed traffic generation and impacts on the existing road network, including impacts to existing intersections.</li> <li>• Detail on site access, internal loading, and manoeuvring in accordance with the relevant standards and controls;</li> <li>• Detail on relevant or required road upgrades, access points or road-related infrastructure to support the Proposal;</li> <li>• Details of travel demand management measures to minimise the impact on general traffic and bus operations; and</li> <li>• Provide details and assessment of parking provided on the Site.</li> </ul>	<ul style="list-style-type: none"> <li>• Transport Impact Assessment</li> </ul>
<b>Noise and Vibration</b>	<p>The EIS will be accompanied by a Noise and Vibration Impact Assessment (NVIA) that assesses the noise and vibration impacts associated with the Phase 1 Works and each development scenario under the Concept Masterplan.</p> <p>It will be prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. It will have particular regard to surrounding land uses and identify relevant noise mitigation and management measures to reduce noise and vibration will be detailed in the assessment.</p>	<ul style="list-style-type: none"> <li>• Noise and Vibration Impact Assessment</li> </ul>
<b>Biodiversity</b>	<p>The EIS will be accompanied by a BDAR that assesses the potential biodiversity impacts of the Proposal in accordance with BC Act. It will also include an assessment of the impact on the listed Green and Golden Bell Frog (GGBF) which is listed as vulnerable under the EPBC Act and details of referral to the Commonwealth under the EPBC Act (if required), amongst relevant flora and fauna species for consideration.</p>	<ul style="list-style-type: none"> <li>• Biodiversity Development Assessment Report</li> </ul>
<b>Water Management</b>	<p>The EIS will be accompanied by a Water and Stormwater Management Plan (WSMP) that assesses the management of water flows across the Site under the Phase 1 Works and demonstrates stormwater quantity and quality can be managed under the development scenarios associated with the Concept Masterplan. It also will include details and an assessment of the erosion and sediment control strategy proposed as part of the Phase 1 Works.</p>	<ul style="list-style-type: none"> <li>• Water and Stormwater Management Plan</li> <li>• Civil Drawings</li> </ul>
<b>Flooding</b>	<p>The EIS will be accompanied by a Flood Impact Assessment (FIA) prepared in accordance with the <i>Flood risk management guideline LU01 – Flood impact and risk assessment (2023)</i> and Bayside Council's Floodplain Risk Management Studies and Plans.</p>	<ul style="list-style-type: none"> <li>• Flood Impact Assessment</li> </ul>
<b>Aboriginal Cultural Heritage</b>	<p>The EIS will be accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR) that assesses the Proposal against the Code of Practice for Archaeological Investigation in NSW (DECCW 2010), and guided by the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales (OEH 2011). Specifically, the ACHAR will:</p> <ul style="list-style-type: none"> <li>• Identify, describe and assess impacts on the Aboriginal cultural heritage values that exist across the Site;</li> <li>• Provide evidence and details of consultation with Aboriginal people in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010); and</li> <li>• Include results of a surface survey and any test excavations and an unexpected finds protocol.</li> </ul>	<ul style="list-style-type: none"> <li>• Aboriginal Cultural Heritage Assessment Report</li> </ul>

Matter	Assessment	Anticipated Deliverable/s
<b>Environmental Heritage</b>	The EIS will be accompanied by an assessment of environmental heritage, including a Statement of Heritage Impact and Archaeological Assessment. It will assess the potential for direct or indirect impacts on the heritage significance of environmental heritage items surrounding the Site, and potential for archaeological heritage to be impacted.	<ul style="list-style-type: none"> <li>• Statement of Heritage Impact</li> <li>• Archaeological Assessment</li> </ul>
<b>Soils</b>	<p>The EIS will be accompanied by a Geotechnical Investigation that assesses the subsurface conditions of the Site. This includes assessing the suitability of the Site for the proposed Concept Masterplan and informing the Phase 1 Works. It will consider salinity, acid sulfate soil, and soil erosion, with specific management plans to be prepared if required.</p> <p>It will also be accompanied by a Civil Report and Civil Drawings that include details of the proposed earthworks and erosion and sediment controls.</p>	<ul style="list-style-type: none"> <li>• Geotechnical Investigation</li> <li>• Civil Report</li> <li>• Civil Drawings</li> </ul>
<b>Contamination</b>	The EIS will be accompanied by a Detailed Site Investigation (DSI) that identifies any potential for soil and groundwater contamination in accordance with Resilience and Hazards SEPP. If required, a Remediation Action Plan (RAP) will be prepared to demonstrate the Site can be made suitable for the proposed uses.	<ul style="list-style-type: none"> <li>• Detailed Site Investigation</li> <li>• Remediation Action Plan (if required)</li> </ul>
<b>Hazards and Risk</b>	The EIS will be accompanied by a Preliminary Hazards Analysis (PHA) that assesses the societal risk posed by the pipelines that traverse the Site, as described in <b>Section 2.2.3</b> . It will include details of engagement outcomes with the operators of the pipelines located on the Site.	<ul style="list-style-type: none"> <li>• Preliminary Hazard Analysis</li> </ul>
<b>Air Quality</b>	The EIS will be accompanied by an Air Quality Impact Assessment (AQIA) prepared in accordance with NSW EPA guidelines. It will provide a qualitative assessment of air quality impacts associated with the Phase 1 Works, and assess the potential for any air quality impacts associated with the Concept Masterplan. It will outline any required mitigation, monitoring and measures to reduce any identified impacts on surrounding receivers.	<ul style="list-style-type: none"> <li>• Air Quality Impact Assessment</li> </ul>
<b>Social</b>	The EIS will be accompanied by a Social Impact Assessment (SIA) prepared in accordance with the <i>Social Impact Assessment Guidelines</i> (DPE, 2023). It will assess the potential positive and negative social impact, as well as the significance of these impacts, arising from the proposed Concept Masterplan and Phase 1 Works, considering potentially affected stakeholders and communities.	<ul style="list-style-type: none"> <li>• Social Impact Assessment</li> </ul>
<b>Ecologically Sustainable Development (ESD)</b>	The EIS will be accompanied by an ESD Report that outlines how the Concept Masterplan integrates the principles of ESD (as defined in Section 193 of the EP&A Regulation). It will also demonstrate how the Proposal will meet or exceed the relevant industry recognised building sustainability and environmental performance standards, as well as how it will minimise greenhouse gas emissions and consumption of energy, water and material resources.	<ul style="list-style-type: none"> <li>• Ecologically Sustainable Development Report</li> </ul>
<b>Infrastructure Requirements</b>	The EIS will be accompanied by a Service Infrastructure Assessment that assesses the impact of the Proposal on existing utility services and service provider assets surrounding the Site. It will identify and describe any infrastructure requirements and augmentation needed.	<ul style="list-style-type: none"> <li>• Service Infrastructure Assessment</li> </ul>
<b>Waste Management</b>	The EIS will be accompanied by a Waste Management Plan (WMP) that assesses and provides management strategies for construction waste associated with the Phase 1 Works. It will also outline the estimated quantity of waste expected to be generated under the development scenarios associated with the Concept Masterplan.	<ul style="list-style-type: none"> <li>• Waste Management Plan</li> </ul>

## 6.2 Matters not Requiring Further Assessment in the EIS

The proposed matters not requiring further assessment in the EIS are outlined in **Table 13** below.

**Table 13** Matters not Requiring Further Assessment in the EIS

Matter	Details and Justification
<b>Design Quality</b>	<p>The Proposal includes a Concept Masterplan for the staged delivery of the proposed built form, and does not seek consent for the erection of a new building under this SSDA. Subsequently, the design excellence requirements of Section 6.10 of the Bayside LEP 2021 do not apply.</p> <p>Therefore, the Proposal is only required to demonstrate the ability to achieve design excellence under Section 6.10 of the Bayside LEP 2021 as part of future detailed development applications, and no competitive design process or report is required under the subject SSDA.</p>
<b>Hazard and Risk</b>	<p>The Proposal will not seek consent for the storage of dangerous goods in excess of the relevant screening thresholds, and is not classified as a 'potentially offensive industry'. Therefore, the consent authority may be satisfied that the Proposal is not a potentially hazardous or offensive industry under Section 3.12 of the Resilience and Hazards SEPP and does not require further assessment under the EIS.</p>
<b>Ecologically Sustainable Development</b>	<p>The Proposal seeks approval for a Concept Masterplan and does not involve the erection of a new building. Therefore the requirements of Chapter 3 of the Sustainability SEPP do not apply and do not require further assessment under the EIS.</p>
<b>Bushfire</b>	<p>The Site and surroundings land is not identified as bushfire prone land and therefore does not require further assessment under the EIS.</p>

## 7.0 Conclusion

This Scoping Report has been prepared on behalf of the Applicant in support of a Concept Masterplan and Phase 1 Works associated with the Kogarah Golf Club Redevelopment located on land known as 'Cooks Cove' and identified as 13-19A Marsh Street, Arncliffe.

The Proposal comprises a Concept Masterplan for a logistics focused precinct that leverages the Site's strategic location adjacent to Sydney Airport to facilitate a world-class multi-level logistics hub with supporting uses. It seeks to enable up to 343,250m<sup>2</sup> of total GFA and state-of-the-art facilities that will redefine the logistics landscape in Australia, setting new benchmarks for scale, efficiency, sustainability and innovation. It also includes physical (Phase 1) works to facilitate the initial site preparation and infrastructure works on the Site.

In accordance with Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the Proposal comprises development for the purposes of 'Warehouse or distribution centres', 'Cultural, recreation and tourist facilities', and 'Data centres' identified as State Significant Development (SSD). Therefore, the Proposal is declared to be SSD for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act). Therefore, the Applicant requests DPHI prepare project-specific SEARs to support the preparation of an EIS that will accompany a SSDA.

This Scoping Report has identified the key relevant background, strategic context including a description of the Site, details of the Proposal, statutory context, stakeholder engagement, and the proposed assessment of impacts within the EIS. We trust this Scoping Report and preliminary supporting information (see **Appendices**) assist DPHI in the preparation of project-specific SEARs.