Urban Design Guidelines

Kogarah Golf Club Redevelopment

19-19A Marsh Street, Arncliffe

Submitted to the NSW Department of Planning, Housing and Infrastructure on behalf of Stockland Development Pty Limited

Prepared by Colliers Urban Planning

5 May 2026 | 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.

Colliers Urban Planning 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 and present.

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.

Contact	Gordon Kirkby Director	gordon.kirkby@colliers.com

This document has been prepared by		**This document has been reviewed by**	
Charlotte Warnant, Lachlan Jones	5 May 2026	Gordon Kirkby	5 May 2026

Version No.	**Date of issue**	**Prepared by**	**Approved by**
A (DRAFT)	28/01/2026	CW, LJ	GK
B (FINAL)	5/05/2026	LJ	GK

Colliers

Colliers International Urban Planning Pty Ltd | ABN 13 615 087 931 | Sydney NSW | Melbourne VIC | Brisbane QLD | colliers.com

Contents

Figures

Tables

1.0 Introduction

1.1 Purpose of this Document

The purpose of this document is to guide the design of the Kogarah Golf Club Redevelopment through site-specific design objectives and guidelines. It accompanies a State Significant Development Application (SSD-84467726) for an overarching Concept Masterplan to support the staged delivery of the Kogarah Golf Club Redevelopment.

The Urban Design Guidelines outline the desired design and place outcomes for the Kogarah Golf Club Redevelopment. It addresses a range of urban design elements that are considered to be appropriate to facilitate the overall success of the development, including the provision of objectives and guidelines for the following key elements:

- Land Use and Built Form;
- Façade and Materiality;
- Transport and Access;
- Connecting with Country;
- Landscaping and Interfaces;
- Ecologically Sustainable Development; and
- Signage.

The Urban Design Guidelines are intended to be used as a tool to achieve design excellence and urban design outcomes consistent within the desired future character. It is not intended these guidelines become a set of prescriptive design controls for any future development, rather, they have been drafted to allow sufficient flexibility for design innovation, creativity and alternate design solutions.

1.2 How to use the Urban Design Guidelines

The Urban Design Guidelines provide a hierarchy of overarching design objectives and guidelines for the Kogarah Golf Club Redevelopment, with the following specific purpose:

- **Objectives**: Describe the outcome sought for the key matters; and
- **Guidance**: Provides guidance on how objectives on key matters can be achieved through appropriate design responses.

The Urban Design Guidelines are to be read in conjunction with the *Bayside Local Environmental Plan 2021* and other relevant Environmental Planning Instruments.

Future Development Applications on the applicable land must demonstrate how the design objectives and guidelines are met, where relevant. If it is not possible to satisfy the guidelines, DAs must demonstrate how the design objective is still achieved.

1.3 Land Application

The Urban Design Guidelines apply to the development area of the Kogarah Golf Club Redevelopment. It is identified as Lot 31 DP1231486 (19 Marsh Street), Lot 100 DP1231954 (19A Marsh Street) and part Lot 12 DP570900 (land underneath the Giovanni Brunetti Bridge), excluding any land subject to future dedication to Bayside Council.

The land application of the Urban Design Guidelines is illustrated in **Figure 1** below.

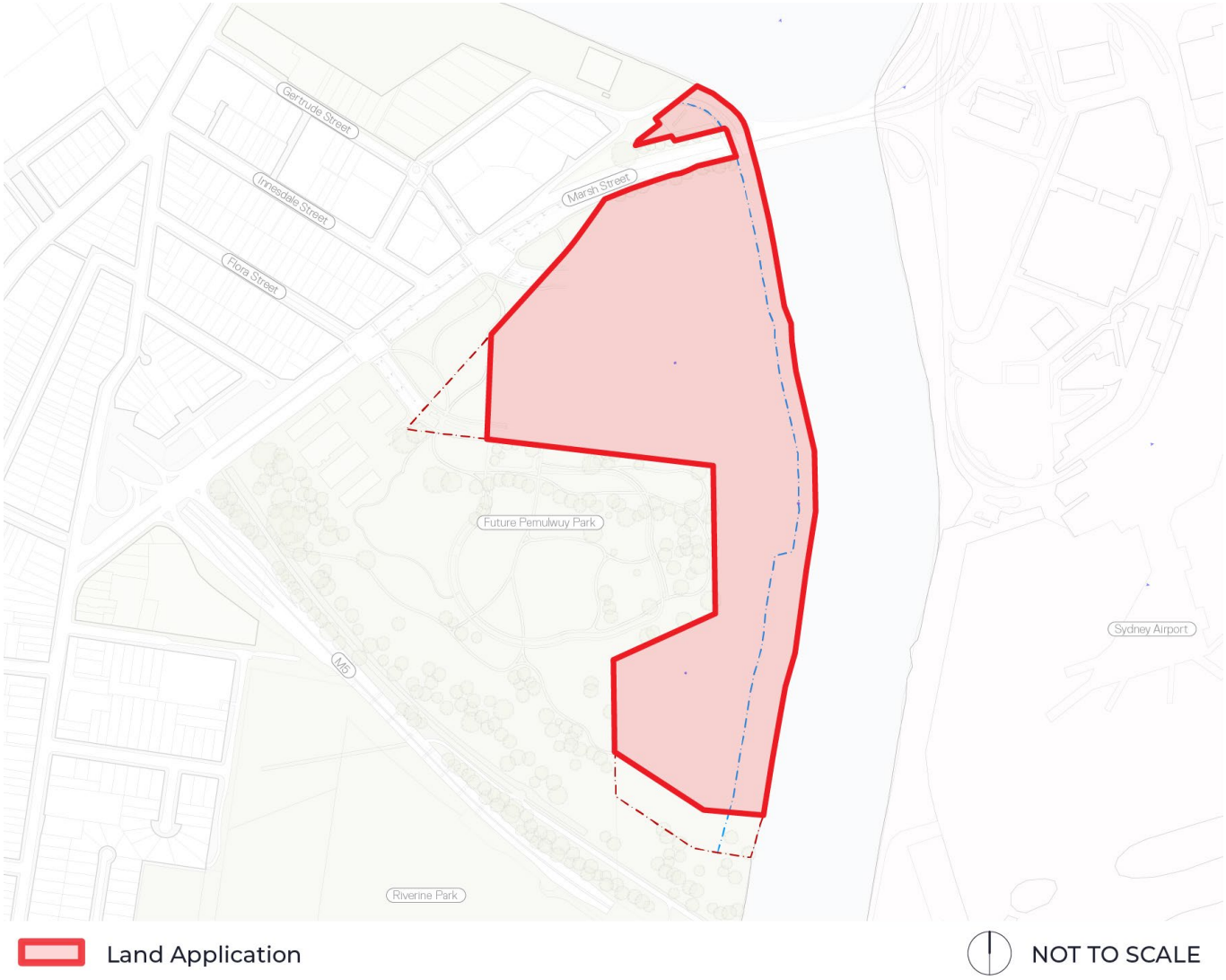


Figure 1 Land Application Map

Source: Grimshaw, edited by Colliers Urban Planning

1.4 Vision and Objectives

The vision for the Kogarah Golf Club Redevelopment is to create a world-class precinct that leverages the site's strategic location adjacent to Sydney Airport and strong transport connections by delivering multi-level logistics development, trade-related enterprise and supporting uses with publicly accessible open space. It seeks to deliver state-of-the-art facilities that will redefine the logistics landscape in Australia, setting new benchmarks for scale, efficiency, sustainability and innovation.

The key objectives of the Kogarah Golf Club Redevelopment are:

1. Unlock the development of a world-class 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;
2. 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;
3. Create an enriched destination for staff and visitors through the delivery of supporting land uses and open space that will also benefit the wider community and Bayside municipality;
4. 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;
5. 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;

6. Facilitate the creation of new publicly accessible open space, including delivery of a new foreshore link along the Cooks River; and
7. Be supported by road infrastructure upgrades to manage future traffic generation from the Site.

2.0 Land Use and Built Form

2.1 Land Use

Objectives

- To ensure land use supports the objectives of the SP4 Enterprise zone.
- To ensure land uses do not compromise the ability for the Site to support the growth of Sydney Airport and Port Botany, as nationally significant trade gateways.
- To 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.
- To facilitate new and expanded employment opportunities that support the strengthening of the NSW economy.
- To support the achievement of 343,250m^2 of Gross Floor Area (GFA) across the Site.
- To encourage the provision of land uses that support the activation of publicly accessible open space and benefit future staff and visitors to the precinct, together with the wider Bayside community.

Guidelines

1. Primary land uses are to be provided in accordance with **Figure 2**.

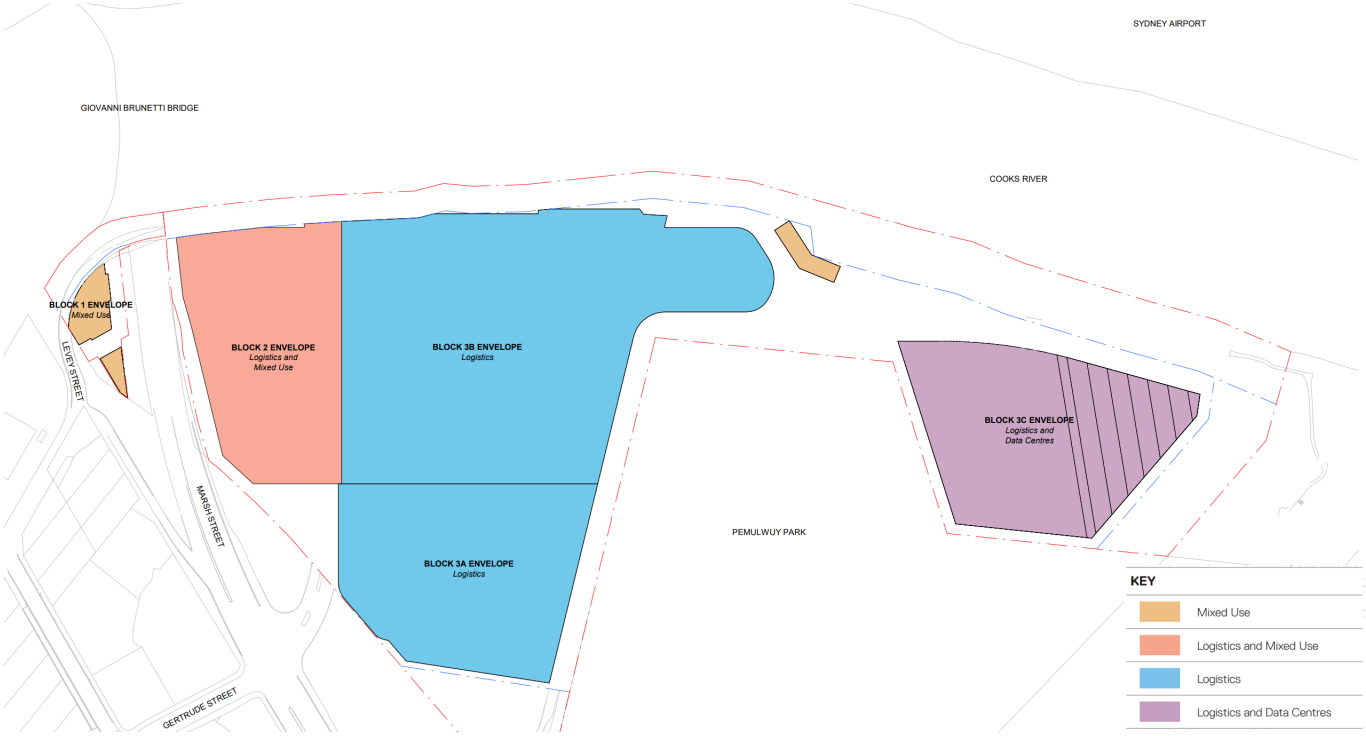


Figure 2 Land Use – Block Plan

Source: Grimshaw

2. Development complies with Clause 6.20 of the *Bayside Local Environmental Plan 2021*, establishing the following maximum GFA provisions for Lot 100 DP1231954 (19A Marsh Street):
   a) 340,000m^2 of total GFA.
   b) 20,000m^2 of office premises GFA.
   c) 20,000m^2 of hotel or motel accommodation and serviced apartments GFA.
   d) 10,000m^2 of shops and food and drink premises GFA.
3. Development complies with Clause 6.20 of the *Bayside Local Environmental Plan 2021*, establishing a Floor Space Ratio (FSR) of 1.25:1 (3,250m^2 of GFA) for Lot 31 DP1231486 (19 Marsh Street).
4. Demonstrate sufficient provision for land uses to support future staff and visitors.
5. Publicly accessible open space is to be supported and activated by complementary land uses.

2.2 Building Envelopes

Objectives

- To identify a maximum building height that considers environmental impacts, airport safeguarding, and assessed capacity of the land.
- To establish minimum building setbacks to facilitate suitable interfaces and provision for operational requirements.
- To provide flexibility for future development to respond to market and tenant requirements, with the ability to accommodate design innovation, creativity and alternate design solutions.
- To not compromise the ability to deliver high-quality urban design and achieve design excellence.
- To provide flexibility for small structures to be located on the land where required.

Guidelines

1. Future buildings must be wholly contained within approved building envelopes under State Significant Development Application (SSD-84467726), illustrated in **Figure 3** and **Figure 4**.

   Note: building heights of 12 metres or below, wind mitigation elements and awnings are permitted outside of building envelopes (subject to future approval).

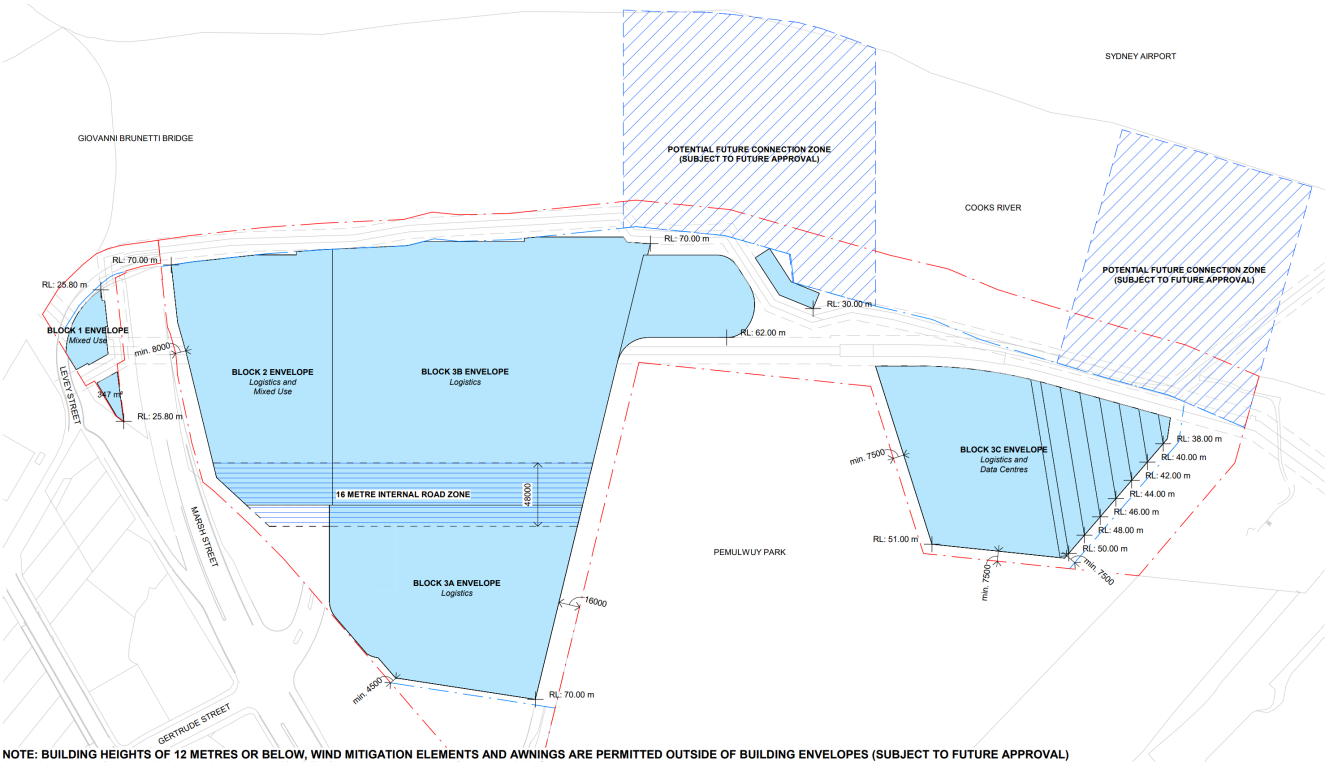


Figure 3 Building Envelopes – Block Plan

Source: Grimshaw

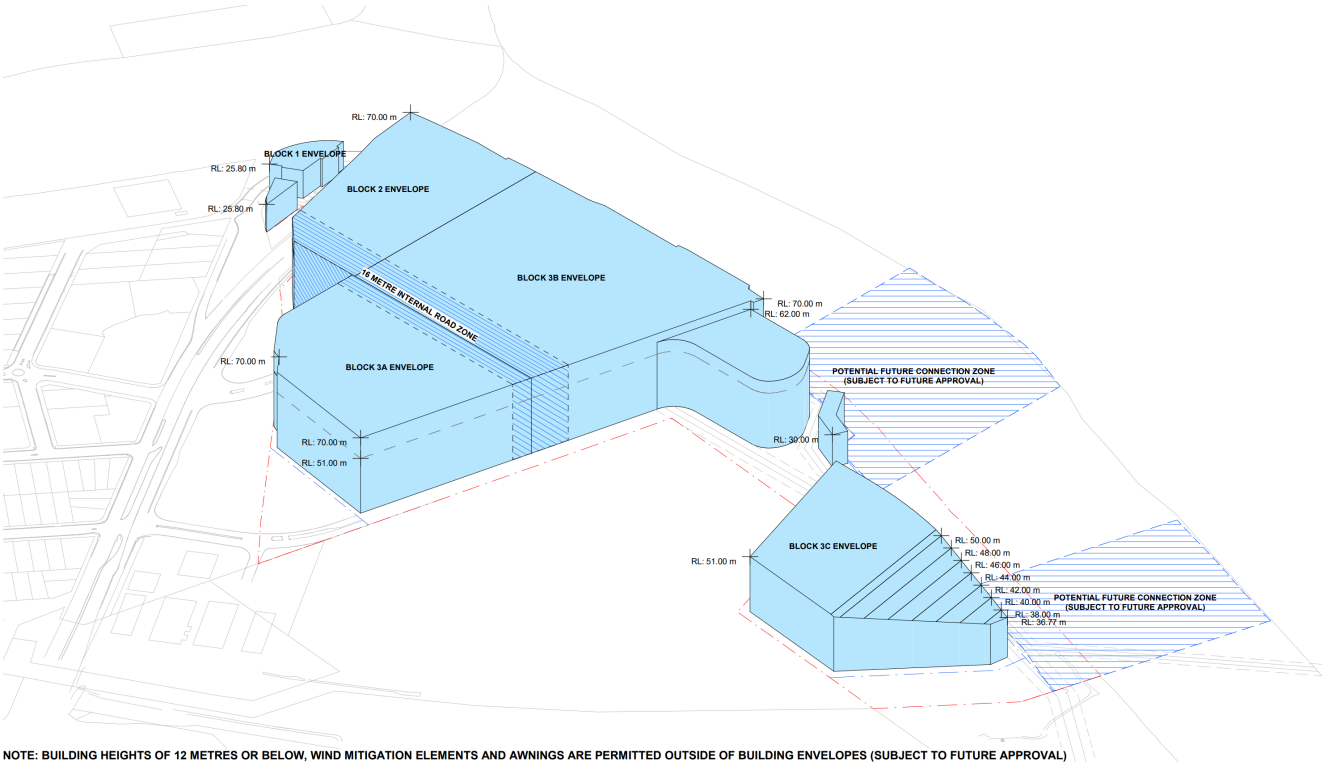


Figure 4 Building Envelopes – Axonometric view from the south-west

Source: Grimshaw

2. An internal north-south road reserve must be provided within the designated area between Block 3A and 3B, illustrated in **Figure 3** and **Figure 4**. The internal road reserve location flexibility is depicted in **Figure 5**.

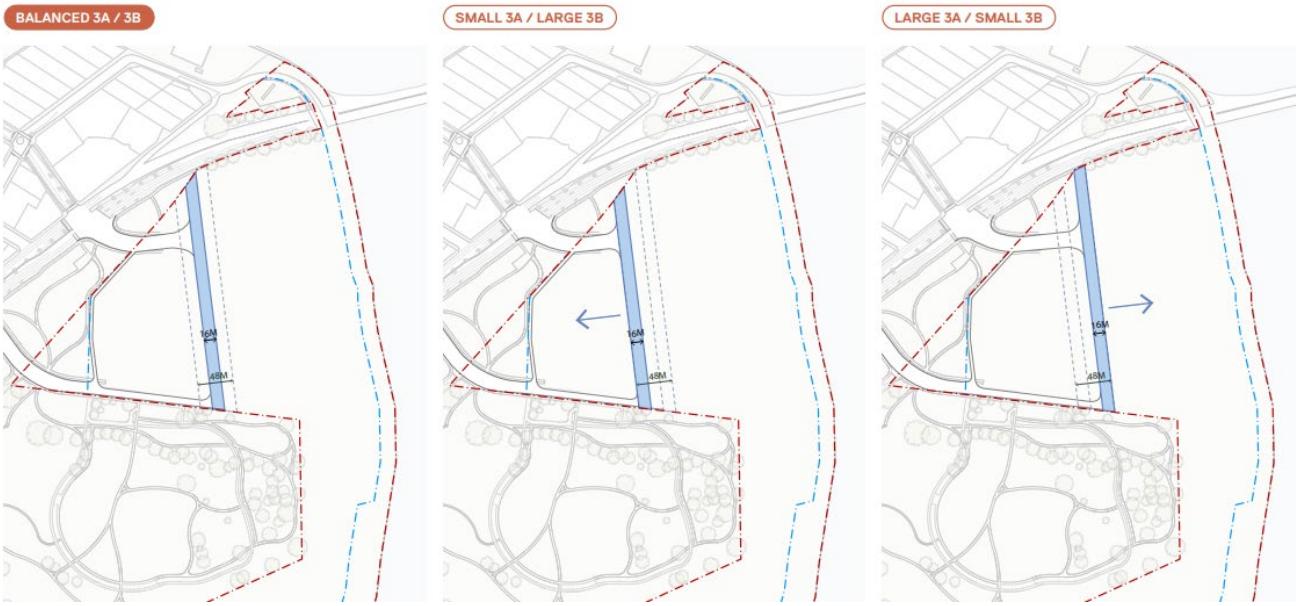
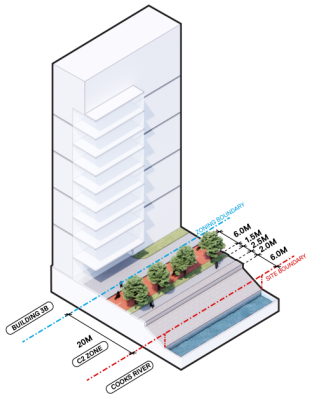


Figure 5 Internal Road Reserve Zone Diagram

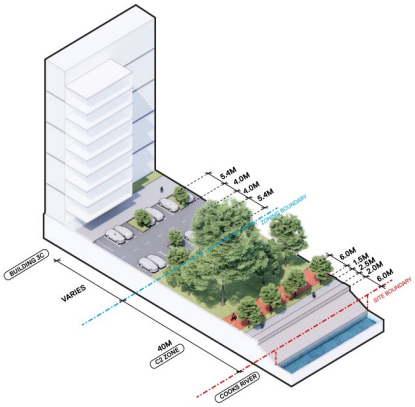
Source: Grimshaw

3. The established minimum building setbacks should support suitable interfaces and provision for operational requirements, generally consistent with those depicted in **Figure 6**.

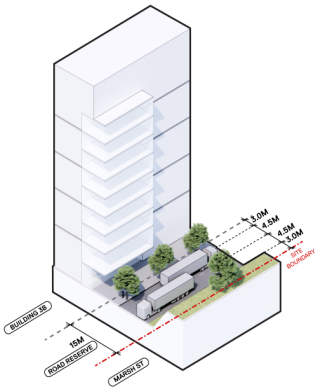
INTERFACE CONDITION 1
20m Wide C2 Conservation Zone for Cooks River Foreshore



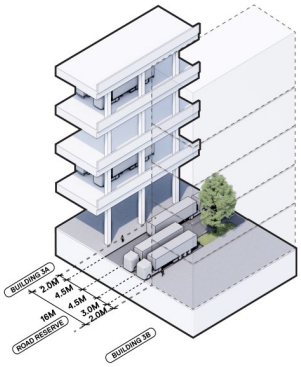
INTERFACE CONDITION 2
40m Wide C2 Conservation Zone for Cooks River Foreshore



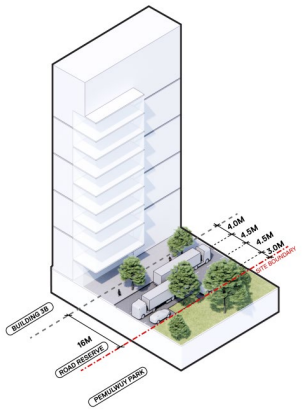
INTERFACE CONDITION 3
15m Wide Road Reserve for Northern Road



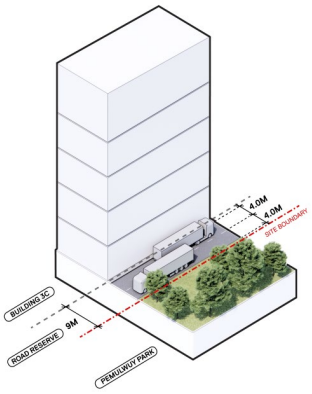
INTERFACE CONDITION 4
16m Wide Road Reserve for North / South Road



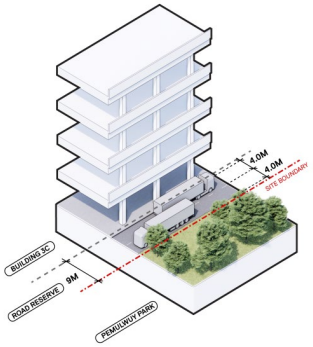
INTERFACE CONDITION 5
16m Wide Road Reserve for Flora Street Extension



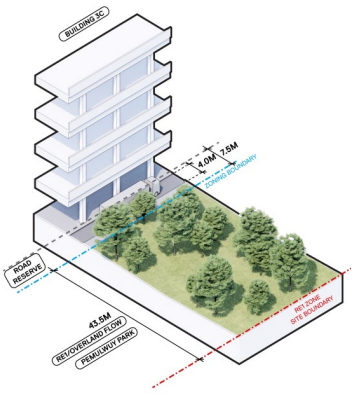
INTERFACE CONDITION 6
9m Wide Road Reserve for North of 3C



INTERFACE CONDITION 7
9m Wide Road Reserve for West of 3C



INTERFACE CONDITION 8
7.5m Wide Road Reserve for South of 3C



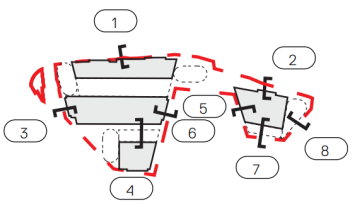


Figure 6 Indicative Setbacks and Road Reserves

Source: Grimshaw

2.3 Block 1

Objectives

- To enable a high-quality mixed-use development that activates Block 1 adjacent to the Cooks River foreshore.
- To provide an entry statement to the Kogarah Golf Club Redevelopment and facilitate advertising structure(s).
- To support the broader Kogarah Golf Club Redevelopment, including the potential for interim uses to serve the broader project and surrounding area prior to an ultimate development outcome.
- To support the activation and amenity of the Cooks River foreshore.
- To ensure existing utility infrastructure is protected.

Guidelines

1. The interim development on Block 1 may include uses that support initial development of the Kogarah Golf Club Redevelopment, including construction workers, as well as users of Cahill Park and the Cooks River foreshore.
2. The ultimate development on Block 1 should deliver:
    a) Active uses at ground level to support the activation of the Cooks River foreshore.
    b) Commercial offices and/or hotel/serviced apartments above the ground floor.
    c) A building(s) that responds to constraints, whilst maximising the aspect and visual prominence, waterfront setting and natural character of the site.
    d) A publicly accessible roadway with on-street parking and pedestrian footpath.
3. All development on the site is to be informed by and managed in a manner consistent with any relevant safety and/or risk guidance and assessment undertaken with respect to underground utility infrastructure.

2.4 Block 2

Objectives

- To provide land use flexibility for Block 2 to support logistics and alternative uses in the future to align with market conditions and delivery of the highest and best use over the life of the project.
- To ensure development addresses the Cooks River foreshore and maximises the aspect to immediate and distant views.
- To enable logistics development that will support the growth of Sydney Airport and Port Botany, as nationally significant trade gateways
- To support the development of high-quality accommodation and/or office floorspace in-line with market demand, as well as publicly accessible open space along the Cooks River foreshore.

Guidelines

1. Logistics development on Block 2 should deliver:
    a) Highly efficient and functional logistics facilities in proximity to Sydney Airport and Port Botany.
    b) A high-quality built form and expression that presents to the adjacent Cooks River and Sydney Airport.
    c) Ancillary office space that supports operation and enhances built form outcomes.
    d) Ancillary or supporting uses at the ground plane for future staff and visitors.
2. If logistics development is adopted across Block 2, in addition to Block 3B, the built form along the Cooks River should demonstrate design measures that reduce the perceived bulk and scale to the Cooks River.
3. Alternative use development on Block 2 should deliver:
    a) Active uses at ground level to support the activation of the Cooks River foreshore, integrated with Cooks River Plaza and associated landscaping.
    b) A clearly defined building podium adjacent to associated publicly accessible open space (refer to **Section 6.3**).
    c) Defined commercial office tower(s) and/or hotel/serviced apartment tower(s) that are designed to appropriately frame adjacent public domain to establish high-quality amenity and comfort for future users.
    d) A cohesive architectural built form expression, providing a level of variety and individuality through façade design, materiality, and proportion.

2.5 Block 3

Objectives

- To enable logistics development that will support the growth of Sydney Airport and Port Botany, as nationally significant trade gateways.
- To facilitate built form that enables efficient and highly functional logistics facilities.
- To ensure built form incorporates key design principles to manage bulk and scale, visual impact and interface to surrounding uses.
- To provide land use flexibility for Block 3C to support logistics and data centre uses in the future to align with market conditions and delivery of the highest and best use over the life of the project.

Guidelines

1. Development on Block 3 should deliver:
    a) Highly efficient and functional logistics facilities in proximity to Sydney Airport and Port Botany, with the ability to adopt an alternative data centre use on Block 3C.
    b) A high-quality built form and expression that presents to the adjacent Cooks River and Sydney.
    c) Ancillary office space that supports operation and enhances built form outcomes.
    d) Ancillary or supporting uses at the ground plane for future staff and visitors.
2. The southernmost portion of the Block 3B building envelope should be used for the purposes of a vehicle ramp or a multi-storey car park.
3. The design of logistics and data centre uses should consider design moves to the upper portion of the building that increases visual amenity to the surrounding landscape.

2.6 Overshadowing and Solar Access

Objectives

- To optimise building design to minimise overshadowing to Pemulwuy Park and Cooks River foreshore, without materially impacting on operational efficiency.

Guidelines

1. Built form and massing are to be carefully managed to minimise overshadowing of Pemulwuy Park, maintaining its usability, comfort and contribution to the surrounding urban environment.
2. The design of future development on Blocks 3A and 3B should include consideration towards feasible and reasonable measures to minimise overshadowing on Pemulwuy Park and the Cooks River foreshore.

3.0 Façade and Materiality

3.1 Building Façades

Objectives

- To achieve a high-quality architectural design and materiality appropriate to the visibility of the Site from the surrounding area.
- To incorporate measures to manage and mitigate the inherent bulk and scale associated with industrial land uses and highly functional buildings.
- To promote building façades that create visual interest focused on areas and components with high visibility.
- To utilise the building façade to deliver amenity for future staff and visitors.

Guidelines

1. The façade of all future buildings should demonstrate consideration towards achieving variety in the built form of each building by implementing articulations and fenestrations.
2. Logistics and data centre building facades should:
   a) Demonstrate strategies adopted to effectively incorporate vertical and horizontal treatment in the façade to manage the inherent bulk and scale.
   b) Consider the incorporation of glazing elements into the warehouse façade with the intention to provide façade breaks and natural light into internal warehouse areas.
3. Façade elements should be incorporated to clearly articulate building entries from the public domain and address the immediate surrounding context.
4. Ancillary office space associated with logistics or data centre uses should:
   a) Be positioned along prominent elevations to address the surrounding context, while also having regard to staff amenity and operational efficiency.
   b) Be used to modulate bulk and scale, mitigate long elevations and provide improved amenity for future staff.
5. Hotel, serviced apartments and commercial uses on Blocks 1 and 2 should demonstrate façade articulation that responds to its context.
6. The design of tower forms on Block 2 should have regard to visual privacy to adjacent residential dwellings along Marsh Street.

3.2 Building Materiality

Objectives

- To ensure materials and finishes are selected to support a high-quality precinct outcome and accommodate contemporary logistics functions.
- To create materiality which aligns with the desired future character, including consideration of surrounding land uses such as Sydney Airport.
- To ensure materiality contributes to the creation of visual interest and high-quality design to key surrounding views.

Guidelines

1. Façade materiality of logistics and data centre buildings should comprise colours and tones that contribute to the reduction of visual bulk and scale, and respond to the surrounding context.
2. Ancillary office space associated with logistics or data centre uses should comprise a suitable proportion of glazing to effectively contrast with other building elements and provide solar access and views for staff.
3. The materiality of non-industrial land uses should comprise a contrast between solid and light weight elements to define vertical and horizontal grids.

4. The façade materiality of activating land uses at ground level should be permeable and transparent where appropriate.

3.3 Vehicle Ramps and Hardstand Areas

Objectives

- To ensure the design of vehicle ramps and hardstand areas maximise operational functionality and efficiency, while also demonstrating suitable architectural design outcomes.
- To leverage vehicle ramps to create visual interest and compliment the logistics facade and materiality, where prominent and highly visible from the public domain.

Guidelines

1. The location of vehicle ramps should optimise operational efficiency and functionality, where the façade and materiality responds based on its context, including visual prominence and visibility from public domain.
2. The logistics vehicle ramps should demonstrate consideration towards:
   a) The façade and materiality of ramps based on the visual prominence of the location.
   b) The integration of noise mitigation measures into the ramp and building façade design, where required.
   c) Where noise mitigation measures are not required, presentation and integration of the concrete ramp structure with the building façade design.
3. Hardstand areas should be positioned with consideration for the surrounding context, to minimise visual and noise impacts to surrounding sensitive receivers.

4.0 Transport and Access

4.1 Vehicle Access and Circulation

Objectives

- To ensure vehicle infrastructure is provided to adequately serve the future development potential of the precinct and create a high-quality precinct experience.
- To ensure the internal road network manages on-site traffic, including heavy vehicle movements, in a manner that minimises the impact on light vehicle, pedestrian and cycle movements.
- To support the development of a safe and efficient road network that balances movement and place to provide effective connections.

Guidelines

1. Vehicular access points should be provided in accordance with **Figure 7**, described as:
   a) **Levey Street**: Retention of the existing connection to Levey Street underneath the Giovanni Brunetti Bridge (height clearance of 3.1m) to support passenger vehicles and small to medium size service vehicles.
   b) **Marsh Street / Gertrude Street**: A new signalised intersection forming the primary access point, consistent with the executed State Voluntary Planning Agreement with Transport for NSW.
   c) **Marsh Street / Flora Street**: Upgrades to the existing signalised intersection to support access to the Site and Arncliffe Motorway Operations Complex (MOC), consistent with the executed State Voluntary Planning Agreement with Transport for NSW.

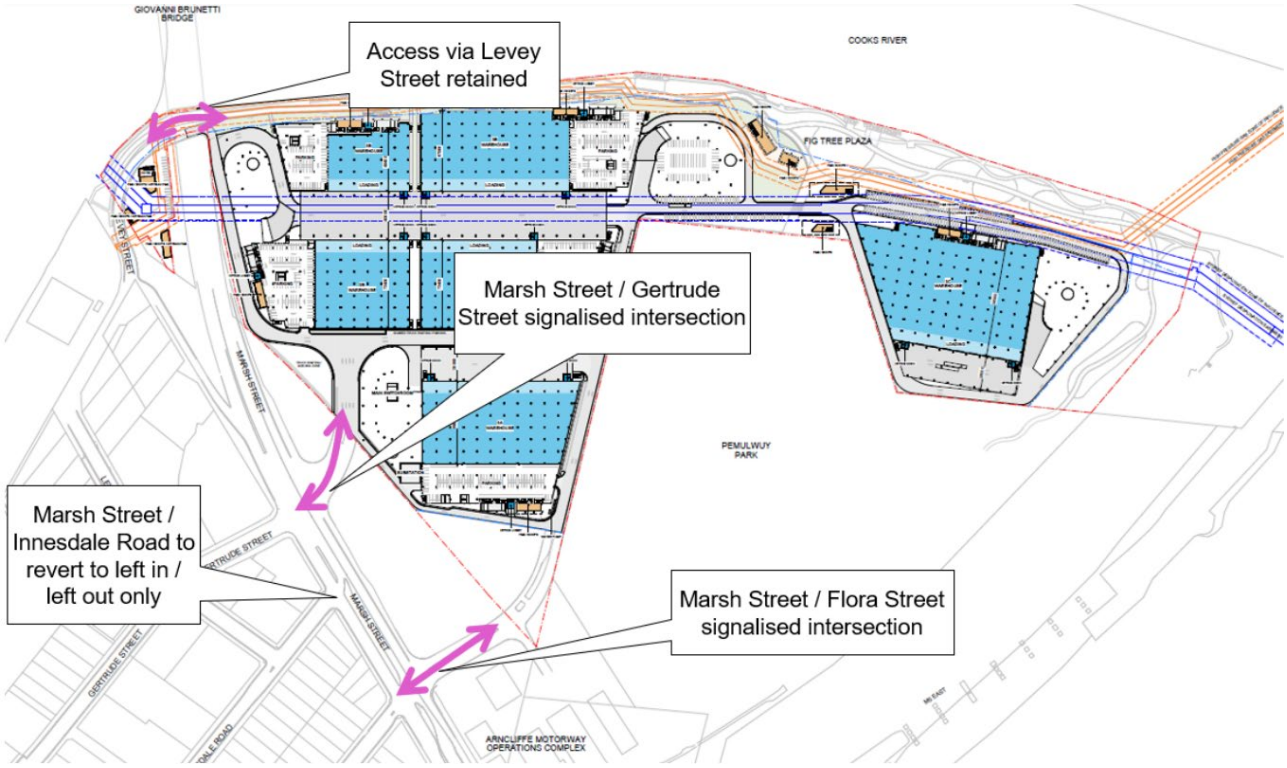


Figure 7 Vehicle Access Points

Source: Grimshaw, JMT Consulting

2. Access to the future Pemulwuy Park is to be provided to Bayside Council via Flora Street East outside the development area, enabling unrestricted access.
3. The internal road network is to remain in private ownership and be delivered in stages to align with future development, supporting efficient internal vehicle movements.
4. Development should minimise shared movements between heavy vehicles, light vehicles and pedestrians where possible.

4.2 Parking

Objectives

- To facilitate an appropriate provision of car parking associated with each land use, having regard to the nature of the locality, the intensity of the use and future requirements of tenants.
- To support flexibility for a range of car parking solutions that respond to site constraints and operational needs.
- To encourage active transportation by delivering bicycle parking for future staff and visitors.

Guidelines

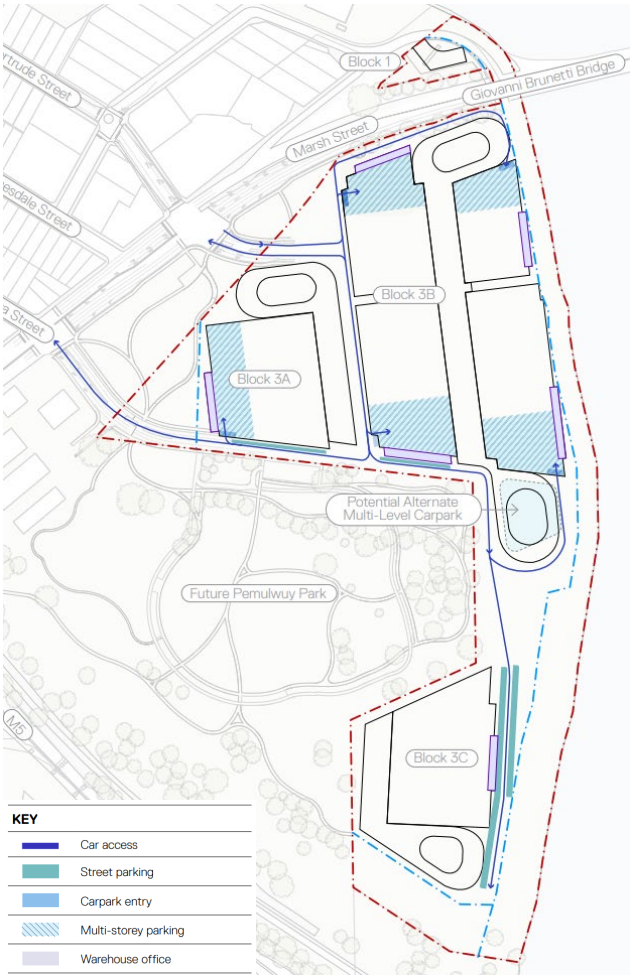
1. Car parking should be provided in accordance with **Table 1**.

Table 1 Car Parking Rates

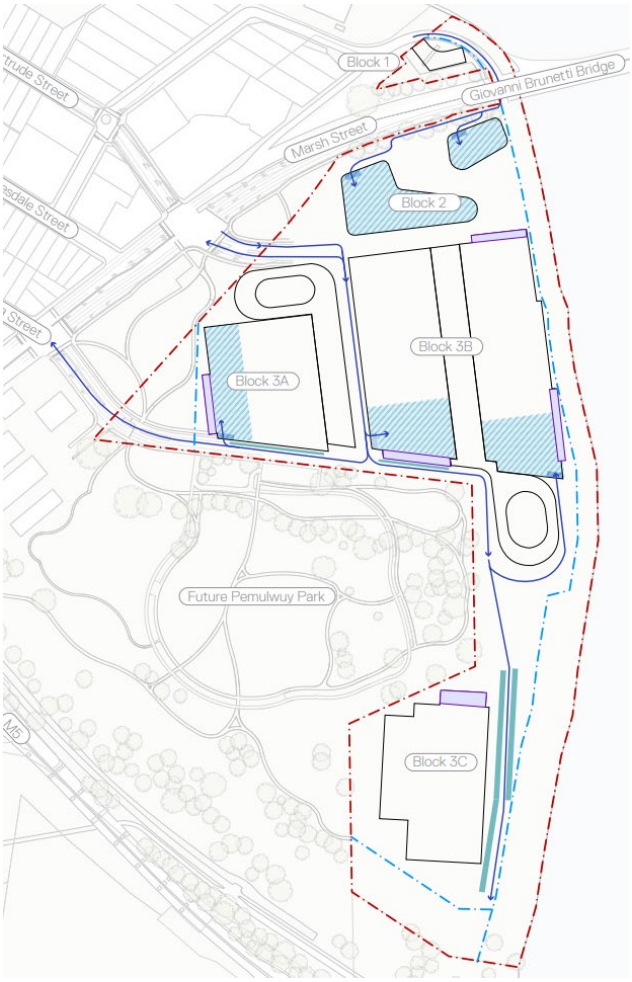
Land Use	Car Parking Rate
Warehouse / Logistics	• 1 space per 300m^2 GFA, plus 1 space per 80m^2 ancillary office
Hotel	• 1 car space per 4 rooms. • 2 coach pick-up and set-down spaces (12.5m long).
Commercial	• Maximum of 1 car space per 80m^2 of GFA.
Retail	• 1 car space per 40m^2 of GFA.
Supermarket	• Maximum of 1 car space per 25m^2 of GFA.

2. The car parking rates provided in **Table 1** may be varied if suitable justification is provided based on operational requirements and tenant specifications.
3. Where development comprises a land use not specified in **Table 1**, car parking is provided at a rate justified by a Transport Impact Assessment.
4. Car parking solutions may include a range of typologies, including:
   a) On-grade parking.
   b) Sleeved parking integrated into building structures, including the podium of alternative uses on Block 2.
   c) Dedicated multi-storey parking structure.
   d) Basement car parking.

   The indicative potential car parking solutions and locations are identified in **Figure 8**.



Logistics Scheme



Alternative Uses Scheme

Figure 8 Indicative Car Parking Locations and Typologies

Source: Grimshaw

5. Bicycle parking should be provided in accordance with **Table 2**.

Table 2 Bicycle Parking Rates

Land Use	Bicycle Parking Rate
Warehouse / Logistics	• 1 bicycle space per 1,000m^2 of warehouse GFA, plus 1 bicycle space per 600m^2 of ancillary office GFA.
Hotel / Serviced Apartments	• 1 bicycle space per 4 employees, plus 1 bicycle space per 20 rooms.
Commercial (Office, Business and Retail Premises)	• 1 bicycle space per 150m^2 of GFA, plus 1 bicycle space per 400 m^2 GFA for visitors.

6. Where development comprises a land use not specified in **Table 2**, bicycle parking is provided at a rate justified by a Transport Impact Assessment.

7. Bicycle parking for staff and visitors are to be in the form of individual bicycle lockers/cages or bike racks within a well-lit secure room/structure monitored by security camera surveillance.

4.3 Pedestrian and Active Transport

Objectives

- To create new active transport links that support increased connectivity and the extension of existing connections within the surrounding context.
- To deliver a high standard of pedestrian and cycling infrastructure to encourage active transportation.
- To facilitate the clear movement of pedestrians throughout appropriate areas of the site having regard to pedestrian safety.

- To provide pedestrian safety through clear demarcation between pedestrian and heavy vehicle spaces associated with logistics uses.

Guidelines

1. Direct active transport connections are to be delivered in accordance with the general principles of the indicative active transport connections depicted in **Figure 9**.

Logistics Scheme *Alternative Uses Scheme*

Figure 9 Indicative Publicly Accessible Active Transport Connections

Source: Moir Studio

2. A minimum 4m-wide shared path is to be delivered along the Cooks River foreshore, with pedestrian pathways to be at least 2m wide.
3. Development should demonstrate consideration towards the safe separation of pedestrians and heavy vehicles.
4. The incorporation of security and pedestrian safety infrastructure (e.g. security fencing) should be aesthetic and not impact the amenity of the ground plane.

4.4 Potential Sydney Airport Connection

Objectives

- To preserve flexibility to facilitate a potential connection to Sydney Airport across the Cooks River to enable the movement of freight, vehicles and/or pedestrians.
- To support increased freight processing capacity and efficiency at Sydney Airport, supporting the forecasted growth in air freight processed at Sydney Airport from 0.6 million tonnes in 2024 to 1.4 million tonnes in 2045.
- To encourage economic activity and trade-focused businesses that directly benefit from a direct connection to Sydney Airport.
- To facilitate the reduction in traffic generation on the external road network, in particular heavy vehicle trips.

- To maintain amenity and landscape character along the Cooks River Foreshore.

Guidelines

1. Any potential bridge connection(s) across the Cooks River to Sydney Airport should be provided generally in accordance with the indicative zones depicted in **Figure 10**.

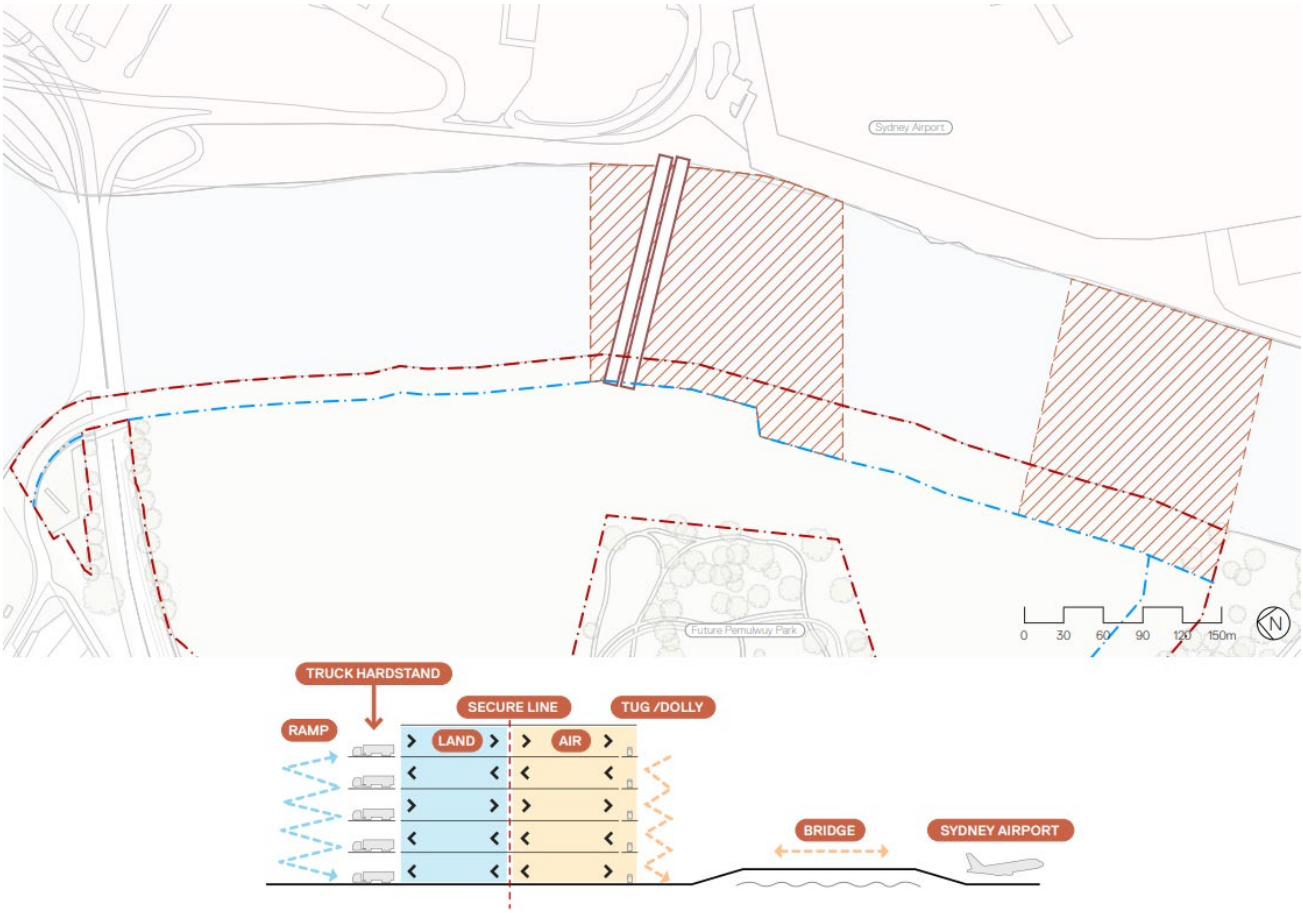


Figure 10 Indicative Connection Zones to Sydney Airport

Source: Grimshaw

2. Any potential bridge(s) may connect into a building or the ground plane, with the potential to support secure air-side facilities with a secure line to land-side facilities.
3. The design of any potential bridge connection should seek to maximise the ability to reduce heavy vehicle trips on the external road network.
4. The provision of any bridge component through the Cooks River foreshore setback should:
   a) Be integrated into the landscape design, with suitable presentation and architectural treatment.
   b) Not adversely impact pedestrian connectivity along the foreshore or to Pemulwuy Park.
   c) Not compromise the overall success of the landscape design principles.
   d) Minimise the impact on the recreational use of the Cooks River.

5.0 Connecting with Country

Objectives

- To ensure design and development acknowledges and embeds the established design principles relating to architecture, built form, landscaping and open space.
- To recognise key established cultural themes, including:
  - The honouring of Bidjigal Country.
  - Tidal Movement and Saltwater Systems.
  - Water as Memory, Life, and Teaching.
  - Daily Cycles of Light (Sunrise/Sunset) and Sky Country.
  - Living Cultural Presence and Community Legacy.
- To ensure development is guided and informed by Traditional Custodians and Aboriginal Community with their cultural knowledge and practice of caring for Country.

Guidelines

1. Development should demonstrate how the following architectural and built form design principles have informed the physical design with consideration to the Connecting with Country Framework prepared by Ngurra Advisory (November 2025):
   a) **Acknowledgement of Country**: *Design elements honour Bidjigal stories, language, and cultural presence*.
   b) **Cultural Safety and Inclusivity**: *Buildings and public spaces are designed to welcome, gather, and support ongoing connection to Country*.
   c) **Reading Landform, Movement & Tidal Systems**: *Built form responds to the flat tidal landscape and the historical movement pathways shaped by water and shoreline ecologies*.
   d) **Revitalising Language, Stories & Cultural Identity**: *Architecture and landscape elements reconnect people with Bidjigal cultural narratives*.
   e) **Sky Country & Daily Cycles of Light**: *Design reflects cultural relationships to sky, light, wind, and daily cycle*.
   f) **Materiality and Textures**: *Finishes reflect the colours and textures of saltwater Country, grounded in local ecology*.
2. Development should demonstrate how the following landscape and open space principles have informed the physical design with consideration to the Connecting with Country Framework prepared by Ngurra Advisory (November 2025):
   a) **Water as Memory and Life**: *Water is honoured as a carrier of memory, identity, and cultural teaching*.
   b) **Landscape and Planting**: *Endemic and culturally relevant species reflect local ecosystems and support ecological resilience*.
   c) **Home for Humans and More-than-Human Kin**: *The site is acknowledged as a shared habitat for people, animals, plants, and spiritual kin*.
   d) **Foreshore Activation & Storytelling**: *The foreshore becomes a living cultural landscape, reconnecting people to saltwater Country*.
   e) **Cultural Safety and Gathering Spaces**: *Outdoor spaces support welcome, ceremony, storytelling, and connection*.

6.0 Landscaping and Interfaces

6.1 Tree Planting

Objectives

- To regenerate planting and restore ecological function across the Site.
- To contribute towards increased tree canopy coverage within the Greater Sydney Region.
- To ensure an integrated and cohesive response to landscape across the precinct.

Guidelines

1. Planting is to incorporate a diverse range of native species, such as *Eucalyptus*, *Melaleuca*, *Casuarina*, *Ficus*, *Acacia*, *Lomandra*, and *Dianella* subspecies.
2. Planting should be tailored to key zones that respond to the unique conditions, functions, and character of each area. The key zones and planting response include:
    a) **Cooks River Interface** – Riparian plantings that stabilise the riverbank, provide shade and habitat, and create a visually engaging waterfront edge.
    b) **Cooks River Setback** – Multi-functional green spaces with a mix of sedges, grasses, shrubs, and trees that support ecological restoration, recreational use, and active transport pathways.
    c) **Cooks River Plaza (South)** – Generous zones of low planting that maximises opportunities for habitat and is visually engaging.
    d) **Cooks River Plaza (North)** – Builds off the significant existing fig trees with planting to frame open spaces, provide shade and amenity, and enhance the urban character of this central precinct.
    e) **Pemulwuy Park Interface** – Integrates with the future parkland to extend ecological connectivity, provide habitat for fauna, and reinforce the park's role as a natural and cultural destination.

6.2 Cooks River Foreshore

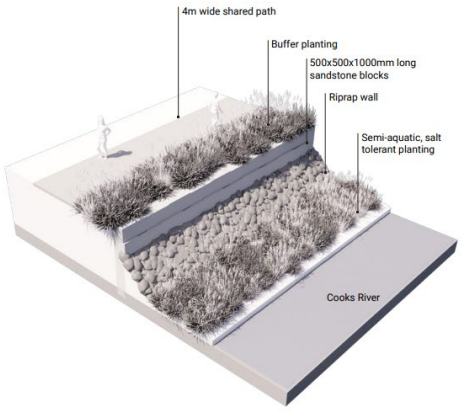
Objectives

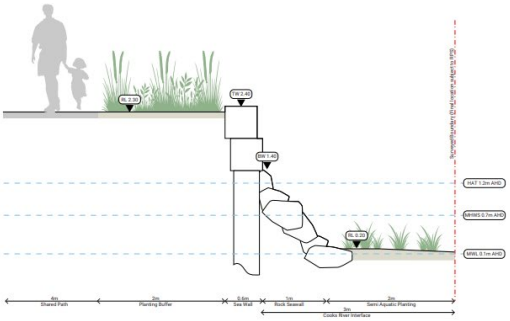
- To create a new publicly accessible and high-quality foreshore zone along the Cooks River frontage.
- To deliver a diverse, attractive, connected and accessible foreshore which is publicly accessible and provides active connections to surrounding public open space.
- To support a well-designed foreshore walkway that improves mobility and accessibility to the local area.
- To incorporate water sensitive urban design measures through the establishment of a riparian foreshore zone.
- To ensure that user safety is maintained between the foreshore areas and adjacent land uses.
- To provide adequate emergency vehicle access, including access in accordance with Fire and Rescue NSW fire safety requirements.

Guidelines

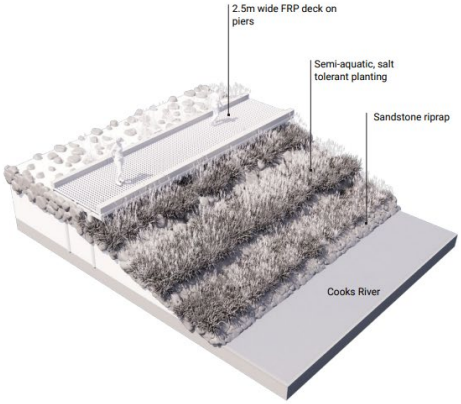
1. The Cooks River foreshore should be designed to achieve the following outcomes:
    a) Maximise public access and visual connectivity with the river.
    b) Provide a dedicated two-way shared path, and safeguard for a future southern cycle connection across the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) (by others).
    c) Deliver a diverse and natural pedestrian waterfront experience through promenades, walkways, and boardwalks.
    d) Integrate opportunities for ecological restoration improvement which may include mangroves and saltmarsh plantings.
    e) Allow key view corridors to Pemulwuy Park and open river views.
    f) Enhance public safety with pedestrian lighting and passive surveillance from adjoining development.
    g) Protect user safety by minimising interface with internal roads and loading operations.
2. The interface typologies along the Cooks River foreshore edge should be diverse and respond to the landscape environment context.

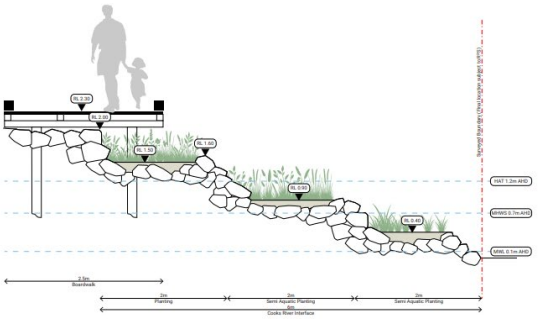
Indicative interface typologies are depicted in **Figure 11** which demonstrates a transition from a more urban and formal waterfront zone in the north (Typology 1), to a more naturalised waterfront zone towards the south (Typology 2). It is supported by areas that provide opportunity to connect with the waters edge at key locations (Typology 3).



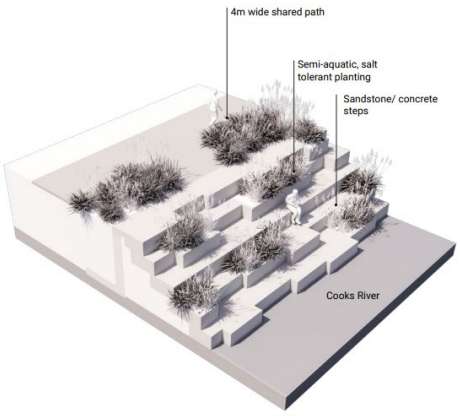


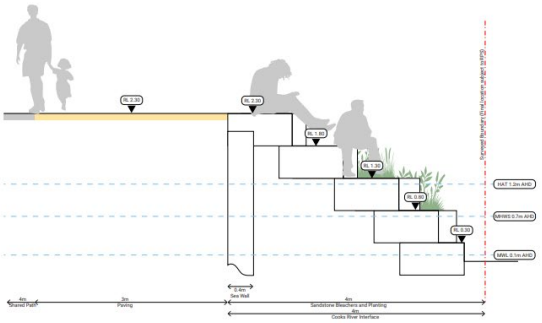
Typology 1 – Seawall





Typology 2 – Boardwalk and Riparian Planting





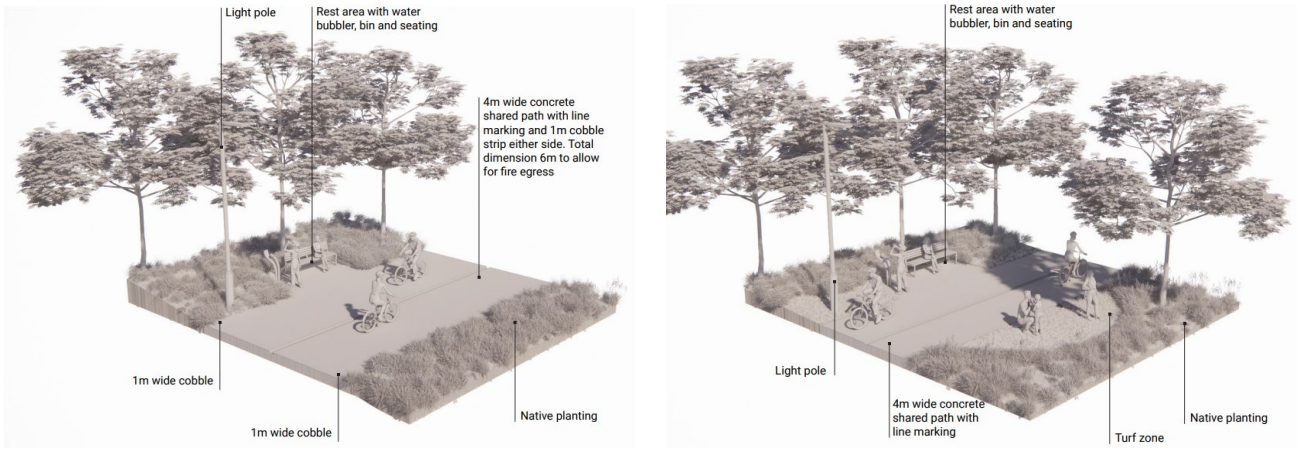
Typology 3 – Places to Touch the Rivers Edge

Figure 11 Indicative Cooks River Foreshore Typologies

Source: Moir Studio

3. The foreshore setback is to be consistent with the C2 Environmental Conservation zoning, providing a minimum building setback of 20m (Block 2 and 3B) and 40m (Block 3C).

4. An active transport corridor between 4m to 6m in width is to be provided along the Cooks River foreshore, as indicatively depicted in **Figure 12**.



6m Active Transport Corridor *4m Active Transport Corridor*

Figure 12 Indicative Active Transport Corridor – Cooks River Foreshore

Source: Moir Studio

5. Adjacent development on Block 2 and 3B should be integrated with the Cooks River foreshore to enable activation and access for future staff and visitors. This may include the integration of ancillary office areas and food and drink premises.

6. The shared path along the Cooks River Foreshore may be used by emergency service vehicles. In accordance with Fire and Rescue NSW fire safety requirements, the principles generally depicted in **Figure 13** and described below should be incorporated:

   a) 6m sealed circulation path for fire egress.
   b) Maximum of 18m offset from building facade to outer edge of fire egress path.
   c) Maximum of 1:8 gradient between fire egress path and building façade.
   d) Regular access paths to building façades with fire boosters co-located with building entry points.

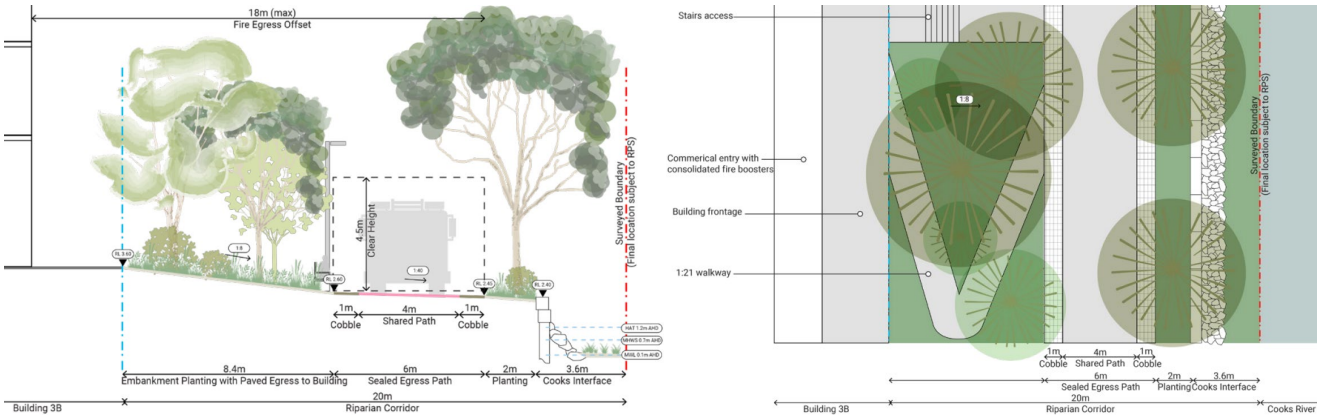


Figure 13 Indicative Perimeter Fire Access – Cooks River Foreshore

Source: Moir Studio

7. The design of the foreshore may facilitate a future bridge connection across the Cooks River to Sydney Airport, with any bridge connection to:

   a) Minimise its impact on the recreation function of the Cooks River.
   b) Not obstruct a shared cycle and pedestrian pathway.
   c) Not conflict with any active transport connection across the river.
   d) Minimise its impact on the riparian environment of the river.
   e) Compliment the public domain and avoid an overly aggressive aesthetic design treatment.

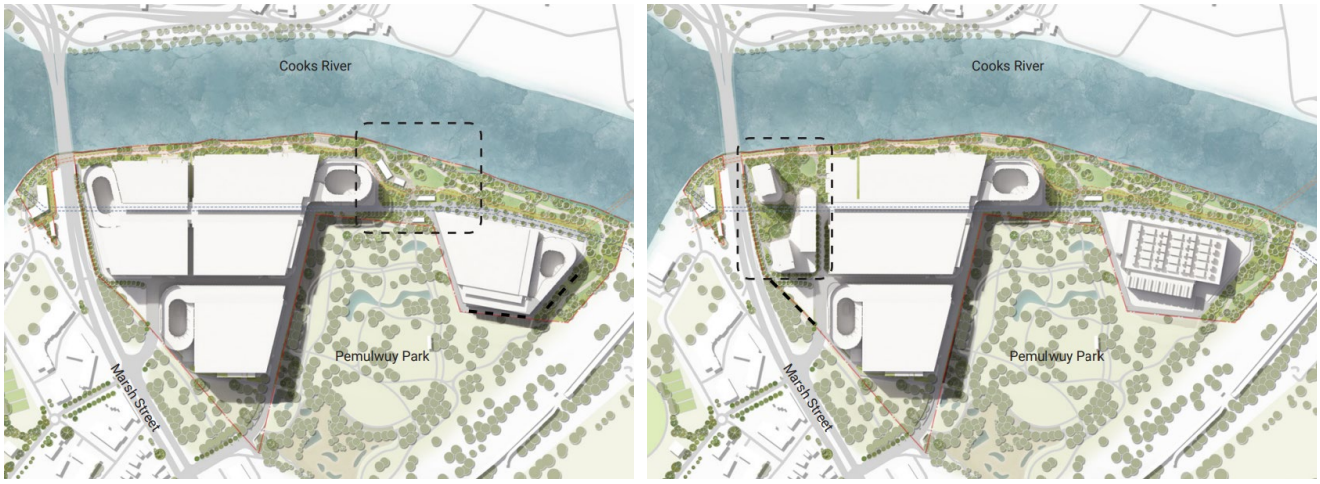
6.3 Cooks River Plaza

Objectives

- To create a new high-quality, publicly accessible open space along foreshore zone, facilitating direct connections to the Cooks River foreshore.
- To provide an integrated, functional, comfortable and attractive public domain and publicly accessible space network comprising places with movement and place functions.
- To deliver in a location that responds to land use and development outcomes to deliver high amenity for users.
- To encourage the retention or transplantation of existing trees, where feasible.

Guidelines

1. A new publicly accessible open space is to be delivered along the Cooks River foreshore. The location is subject to final land use outcomes, with two (2) indicative potential options identified in **Figure 14**.



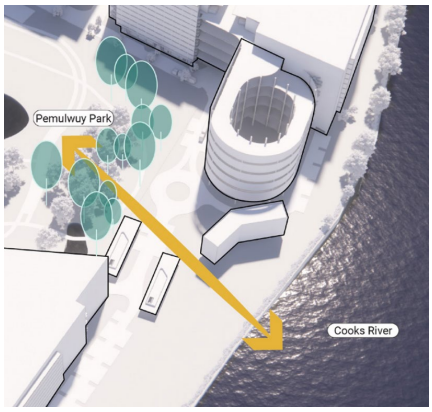
Cooks River Plaza (South) *Cooks River Plaza (North)*

Figure 14 Indicative Locations – Cooks River Plaza

Source: Moir Studio

2. Cooks River Plaza is to be consistent with the following key overarching attributes:
   a) Substantial tree canopy for amenity.
   b) Safe and convenient pedestrian links to the foreshore zone.
   c) A safe and managed interface with surrounding blocks.
3. Existing trees should be retained where feasible. Where unfeasible, transplantation of existing high-value trees is to be considered, or suitable replacement tree planting is to occur.

4. If Cooks River Plaza (South) is delivered, it should have regard to the key design principles outlined in **Figure 15**.

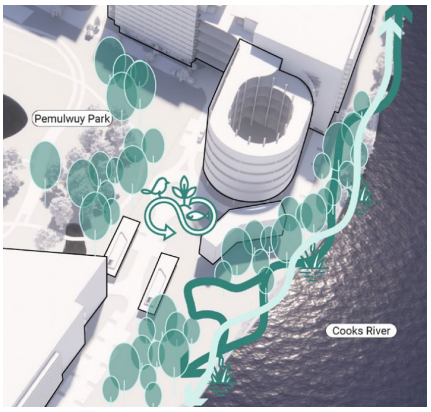


Connect Pemulwuy Park to the Cooks River

Deliver an at grade, east-west, pedestrian connection that opens Pemulwuy Park to the foreshore

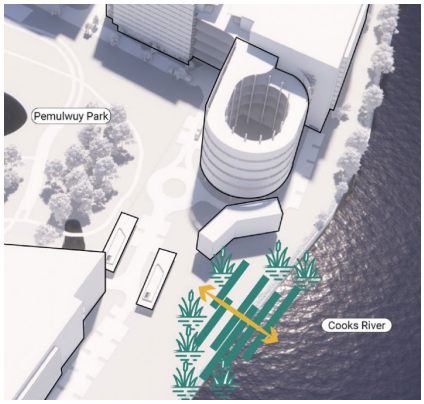
Community-focused spaces

Deliver an open space destination for the community with active edges of retail and zones for passive recreation.



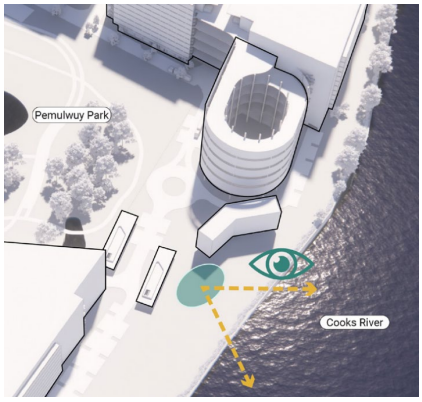
A celebration of blue and green systems

Deliver a resilient landscape that maximises habitat creation, use of endemic species, connected soil networks and passive water filtration through planting.



Connection to the Cooks River

Engage with the existing Cooks River system to deliver a resilient landscape that revitalises the rivers edge, delivers canopy cover and provides moments of water recharge.



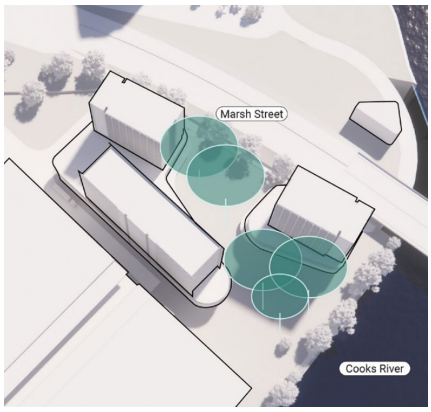
Connect to Sydney Airport

Create unique opportunities for aviation enthusiasts to enjoy close-up views of Sydney Airport's dynamic operations from scenic locations along the eastern edge of the Cooks River.

Figure 15 Key Design Principles – Cooks River Plaza (South)

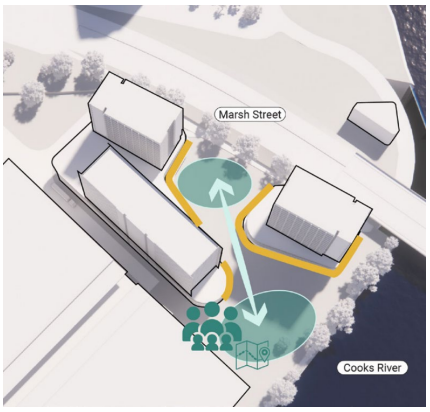
Source: Moir Studio

5. If Cooks River Plaza (North) is delivered, it should demonstrate consideration towards the key design principles outlined in **Figure 16**.



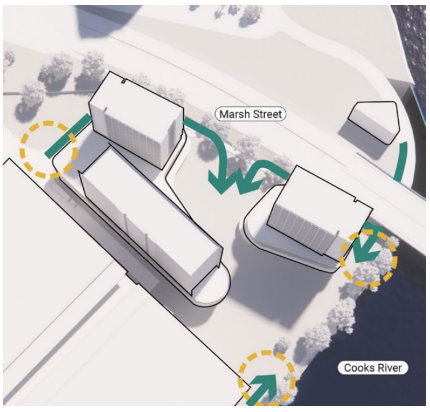
Embrace the existing landscape character

Leverage the character, shade and visual amenity of the existing fig trees with moments to meander, move and dwell in and under.



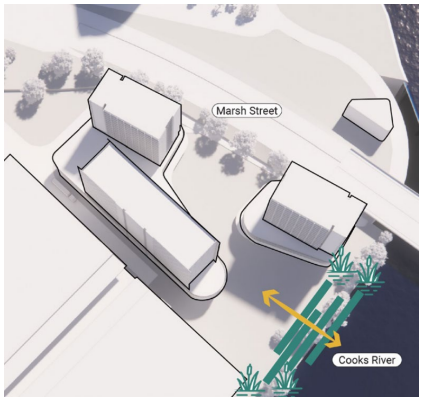
Community-focused spaces

Deliver flexible open areas support gatherings, markets, and everyday activity, with shaded seating and edges designed for informal use.



A welcoming threshold

Establish a clear sense of arrival to the mixed use precinct while seamlessly connecting the foreshore to the heart of the precinct.



Connection to the Cooks River

Strengthen connections to the Cooks River with opportunities for the community to engage with the water through formal and informal activities.

A green buffer

Deliver dense tree and understorey planting along key interfaces of Marsh Street and the Logistics buildings to create both audible and visual buffers.

Figure 16 Key Design Principles – Cooks River Plaza (North)

Source: Moir Studio

6.4 Pemulwuy Park Interface

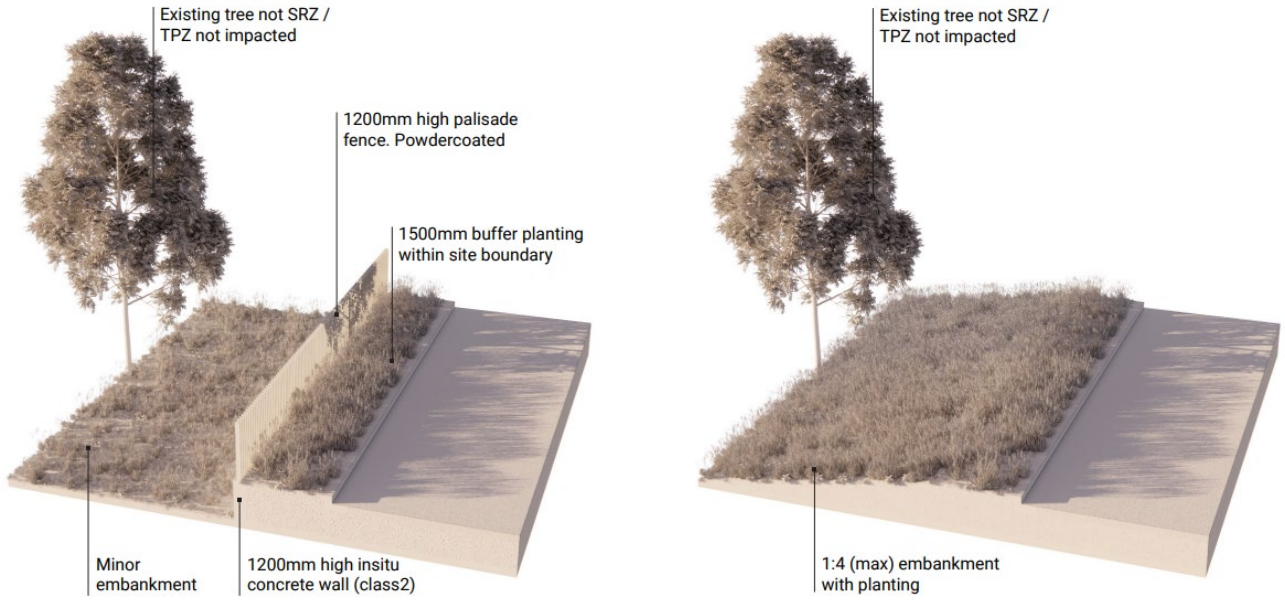
Objectives

- To integrate the Cooks River foreshore and Pemulwuy Park through direct connection(s).
- To create a high-quality interface to Pemulwuy Park, while maintaining a secure line to logistics and data centre uses for security and public safety.
- To create safe environments for users of Pemulwuy Park, minimising the conflict between heavy vehicle movements and publicly accessible open space.
- To support the retention of existing mature trees within the Pemulwuy Park footprint, where feasible and reasonable.

Guidelines

1. The development should demonstrate accessibility between the Cooks River foreshore and Pemulwuy Park.
2. The interface to Pemulwuy Park is to provide a high-quality design amenity to future users, whilst providing a secure line to logistics and data centre uses and separating heavy vehicle movements.

An indicative design of interfaces for the secure line (Typology 1) and pedestrian connection points (Typology 2) is provided in **Figure 17**.



Typology 1 - Wall and Palisade Fence

Typology 2 - Landscape Embankment

Figure 17 Indicative Interfaces to the Pemulwuy Park

Source: Moir Studio

3. Where pedestrian connections from Pemulwuy Park interact with heavy vehicle movements, pedestrian safety measures must be incorporated into the design.

7.0 Ecologically Sustainable Development

7.1 Greenhouse Gas Emissions and Energy

Objectives

- To create a precinct with contemporary and integrated ecologically sustainable development principles, setting new benchmarks for scale, efficiency, sustainability and innovation.
- To minimise the use of on-site fossil fuels and facilitate a low-carbon precinct which contributes to the NSW Government's target net-zero emissions by 2050.
- To maximise on-site renewable energy generation, while minimising energy usage.

Guidelines

1. Development is to achieve a minimum 5 Star Green Star Buildings rating, representing Australian excellence.
2. Development is to achieve the following minimum NABERS targets:
   a) NABERS Energy 5.5 Star and Water 3 Star for all office areas with a Gross Floor Area (GFA) of 1,000m^2 or more.
   b) NABERS Energy 4 Star and Water 3 Star for a hotel with 100 rooms or more.
3. All normally operating building and precinct systems (non-emergency or land use critical) must be electrified.
4. On-site energy generation is to be provided through rooftop solar photovoltaic (PV) cells that utilise large rooftop areas. The provision of rooftop solar PV cells must not result in glare impacts which could impair pilot visibility or interfere with safe aircraft operations at Sydney Airport.

7.2 Sustainable Transport

Objectives

- To support the adoption of sustainable transport options and contribute towards the reduction of fossil fuel usage.
- To encourage active transport for staff and visitors, leveraging surrounding active transport infrastructure and connectivity.

Guidelines

1. Light vehicle parking areas should comprise Electric Vehicle (EV) charging bays, including:
   a) At least 10% of parking spaces upon commencement of operation.
   b) At least 25% of parking spaces capable of being converted to EV charging bays in the future in-line with user demand.
2. Demonstrate the capacity to support heavy vehicle charging if desired and adopted by future logistics tenants.
3. End-of-Trip (EOT) facilities should:
   a) Comprise showers, change rooms and lockers.
   b) Be easily accessible by all staff.
   c) Be safe and convenient to access, and located in proximity to bicycle parking and entry/exits.

7.3 Materials and Resources

Objectives

- To incorporate low-carbon and durable buildings materials, including sustainable practices during construction.
- To maximise water re-use and waste recycling, while minimising water use and waste generation.
- To maximise the amount of waste diverted from landfill during construction and operation.

Guidelines

1. Consider low-carbon buildings materials and construction methodologies where feasible to reduce the embodied carbon impacts of development.
2. Prioritise the use of cladding and external materials that are durable, have integral finishes, and require minimal ongoing maintenance.
3. Utilise high-efficiency ventilation, heating and cooling, vertical transportation, lighting, fixtures and fittings.
4. Development Applications must be accompanied by a Waste Management Plan that ensures adequate separation of waste streams such as landfill, recyclables, and electronic waste, during construction and operation.

8.0 Signage

8.1 Business Identification and Wayfinding Signage

Objectives

- To ensure a coordinated approach to signage is adopted across all development within the precinct.
- To support appropriate business identification signage associated with the future development.
- To deliver wayfinding signage that promotes pedestrian amenity and provides clear and concise directions.

Guidelines

1. Business identification and wayfinding signage should:
   a) Respond to and complement the architectural design of the buildings and contribute positively to the appearance of the buildings and streetscape.
   b) Not detract from the artistic elements or materiality of building façades.
   c) Not comprise lighting or illumination that cause unacceptable glare to external receivers.
2. The scale of business identification signage must be contextual and integrated with the architectural design of the building façade.
3. The location and position of wayfinding signage should not obstruct accessible paths of travel for pedestrians or cyclists.
4. The design of wayfinding signage should consider opportunities to reinforce Connecting with Country throughout the precinct by incorporating Bidjigal language and cultural artefacts into wayfinding elements, bringing cultural visibility back into the public realm.

8.2 Advertising Structures

Objectives

- To enable the delivery of advertising structures on Block 1, supporting the appropriate display of outdoor advertising.
- To ensure that advertisements and advertising structures do not negatively impact upon the streetscape of the locality, nor lead to visual clutter through the increase of such advertisements.
- To ensure development for advertising structures has an acceptable impact on the environment and does not impact road safety.

Guidelines

1. Advertising structures are permitted on Block 1 in accordance with Schedule 1, Section 47 of the *Bayside Local Environmental Plan 2021*.
2. A Development Application for the erection of an advertising structure must:
   a) Demonstrate compliance with Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021*.
   b) Demonstrate consideration of the relevant provisions of the *Transport Corridor Outdoor Advertising and Signage Guidelines* (Department of Planning and Environment, 2017), as amended from time to time.
3. Elevated advertising structures may be erected on Block 1, and as depicted in **Figure 18** may include:
   a) A freestanding pole sign in the interim until the ultimate development outcome on Block 1 is realised.
   b) A freestanding pole sign or wall sign for the ultimate development outcome that is integrated into the building form(s) and designed in a manner that complements the architectural quality of the building. This includes ensuring that any advertising structure is of a scale that does not block any window or opening and does not project above the predominant parapet line of the building.

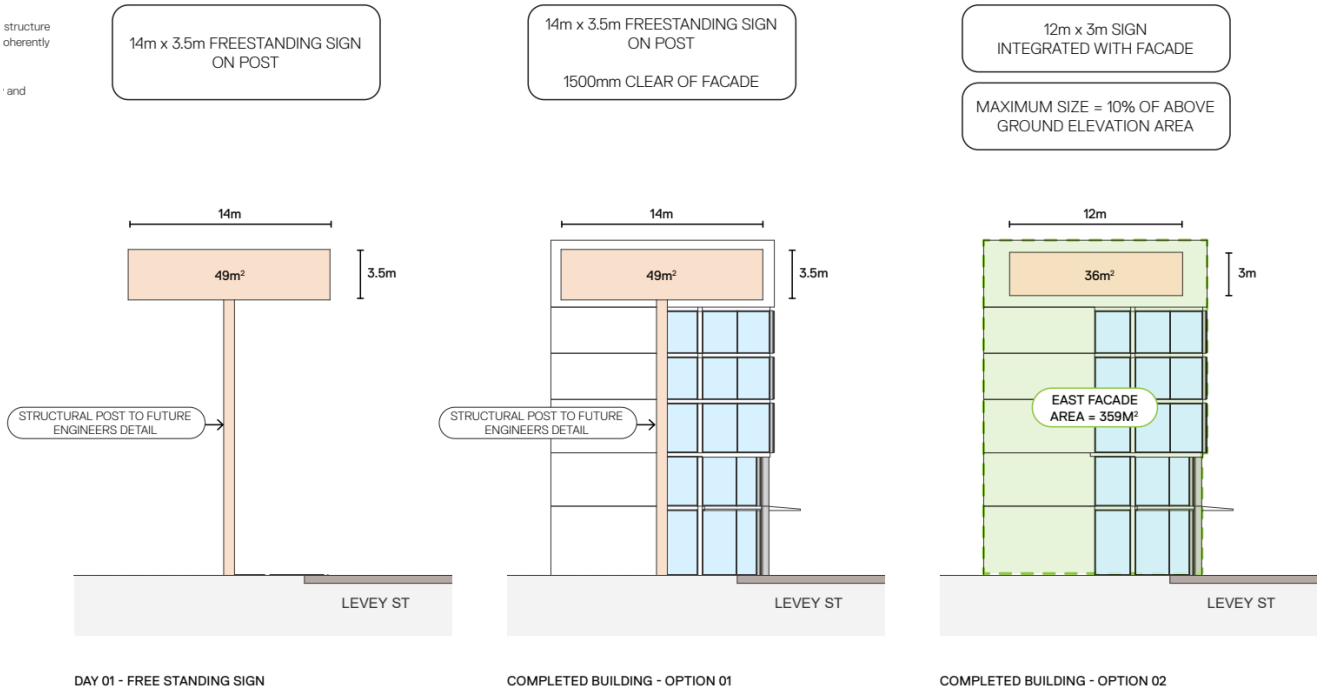


Figure 18 Indicative Block 1 Advertising Structure Detail

Source: Grimshaw

4. Lighting and/or digital displays may be installed but must not adversely affect existing nearby dwellings.
5. Advertising structures must not result in a pedestrian or driver being confused with messages contained within road traffic signs, signals or other traffic information devices. It must not obscure a road hazard, traffic warning or directional sign or signal, oncoming vehicles or pedestrians.