GRIMSHAW Stockland

KOGARAH
GOLF CLUB
REDEVELOPMENT

ARCHITECTURAL DESIGN REPORT – MASTERPLAN

KOGARAH GOLF CLUB REDEVELOPMENT (KGCR)

25 — 03 — 2026

PART 01

Acknowledgement of Country

We acknowledge the Aboriginal and Torres Strait Islander peoples as the Traditional Custodians of the land, water and sky throughout Australia on which we do business. We recognise their strength, diversity, resilience and deep connections to Country. We pay our respects to Elders of the past, present and future, as they hold the memories, knowledges and spirit of Australia.

We are committed to pursuing genuine and lasting partnerships with Traditional Owners through learning and understanding of culture and connections to Country in the way we plan for, design, manage and deliver our projects.

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Project Code	23273
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1.1 EXECUTIVE SUMMARY

EXECUTIVE SUMMARY
1.1.1 INTRODUCTION

This Architectural Design Report has been prepared for Stockland Development Pty Limited ('Stockland' or 'the Applicant') to accompany a State Significant Development Application (SSDA) (SSD-84467726) for a Concept Masterplan and Early Works associated with the Kogarah Golf Club Redevelopment located on land identified as 13-19A Marsh Street, Arncliffe (the site).

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 Concept & Early Works SSDA seeks consent for an overarching Concept Masterplan that establishes maximum building envelopes, Gross Floor Area (GFA), land uses, and other parameters through Urban Design Guidelines and technical reporting. It also seeks consent for the carrying out of Early Works to facilitate the initial site preparation and infrastructure works required to support future development and publicly accessible open space.

DEVELOPMENT SUMMARY

182,911 m2
Site Area

343,250 m2
Total Gross Floor Area

133,224 m2
Developable Area

3,250 m2
Block 1

340,000 m2
Block 2, 3A, 3B, 3C



AERIAL VIEW OF THE SITE LOOKING NORTH EAST

EXECUTIVE SUMMARY
SITE DESCRIPTION

The site is identified as 13-19A Marsh 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 6km west of Port Botany and 10km south of the Sydney Central Business District (CBD). It includes frontages to Marsh Street, providing direct access to the M5 Motorway, Sydney Airport and St Peters Interchange (via the Sydney Gateway).

The site comprises land associated with nine (9) allotments and a total area of approximately 32 hectares. The existing uses include the previous Kogarah Golf Club (vacated in March 2025) accessed via Levey Street and the temporary M6 Stage 1 construction compound accessed directly from Marsh Street.

The development area represents Lot 31 DP1231486 and Lot 100 DP1231954, excluding land subject to future dedication to Bayside Council. It comprises an area of approximately 16.7 hectares and is zoned SP4 Enterprise and C2 Environmental Conservation under the Bayside LEP 2021.

LOT / DP	ADDRESS	OWNERSHIP
Lot 31 DP 1231486	19 Marsh Street, Arncliffe	Cook Cove Nominees No 1 Pty Ltd as trustee of Cook Cove Property Trust 1
Lot 100 DP 1231954	19A Marsh Street, Arncliffe	Cook Cove Nominees No 2 Pty Ltd as trustee of Cook Cove Property Trust 2
Lot 60 DP 1301057	13 Marsh Street, Arncliffe	Bayside Council
Lot 61 DP 1301057	19 Marsh Street, Arncliffe	
Lot 62 DP 1301057	Marsh Street, Arncliffe	Transport for New South Wales
Lot 63 DP 1301057	Marsh Street, Arncliffe	
Lot 12 DP 570900	Marsh Street, Arncliffe	
Lot 102 DP 1231954	Marsh Street, Arncliffe	
Lot 103 DP 1231954	Marsh Street, Arncliffe	



SITE PLAN – NTS

PROJECT DESCRIPTION

The Concept & Early Works SSDA seeks consent for the following:

Concept Masterplan to support the staged delivery of the Kogarah Golf Club Redevelopment, including:

- Maximum building envelopes, including maximum building heights and minimum building setbacks;
- Maximum Gross Floor Area (GFA) up to 343,250m2, comprising:
  - 3,250m2 of GFA (FSR of 1.25:1) on Lot 31 DP1231486; and
  - 340,000m2 of GFA on Lot 100 DP1231954.
- Conceptual primary land uses, including:
  - Block 1 – Mixed-use and advertising structures;
  - Block 2 – Logistics and mixed-use;
  - Block 3A – Logistics;
  - Block 3B – Logistics; and
  - Block 3C – Logistics and Data centre.
- Urban Design Guidelines to guide future development of the built form and public domain; and
- Strategies and mitigation measures to manage potential environmental impacts.

Early Works to support the future delivery of built form and publicly accessible open space, including:

- Site preparation works, comprising:
  - Demolition of existing structures;
  - Clearing of existing vegetation;
  - Remediation works; and
  - Bulk earthworks, including ground improvement and flood mitigation works.
- Site servicing and infrastructure works, including:
  - Construction of the Flora Street East extension consistent with Item 3 of the executed Voluntary Planning Agreement with Bayside Council;
  - Construction of stormwater infrastructure; and
  - Construction and augmentation of service and utility infrastructure as necessary.

For a detailed description, refer to the Environmental Impact Statement prepared by Colliers Urban Planning.

Indicative Reference Scheme

The Concept Masterplan is supported by Indicative Reference Schemes that present as 'proof of concepts' within the proposed planning framework. The schemes demonstrate suitable primary land use, built form and public domain outcomes that align with the vision for a world-class precinct that leverages the site's strategic location adjacent to Sydney Airport and strong transport connections.

The Indicative Reference Schemes consider different potential development outcomes enabled by the Concept Masterplan to support the delivery of the highest and best use at the time of redevelopment. This includes a Logistics scheme and Alternative Uses scheme, which facilitate the potential for four (4) different primary land use outcomes across the Site. The alternative land use outcomes enabled by the Concept Masterplan include an alternative mixed-use outcome on Block 2 and alternative data centre outcome on Block 3C.

It is noted that the Indicative Reference Schemes are indicative only and the development of future built form and publicly accessible open space will be subject to future Development Applications. The Indicative Reference Schemes demonstrate the ability to support different potential outcomes, consistent with the proposed framework under the Concept Masterplan including Urban Design Guidelines.

EXECUTIVE SUMMARY
1.1.2 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

This Architectural Design Report addresses the relevant Planning Secretary's Environmental Assessment Requirements (SEARs) for SSD-84467726, as outlined in the table below,

KEY ISSUES		REPORT SECTION
Design Quality	How the development will achieve design excellence in accordance with any relevant EPI provisions	"1.3.3 Demonstrating Future Design Excellence" on page 19
	Identifies design options considered during the iterative design process and demonstrates the proposed development has been optimised to provide an integrated landscape design and minimises amenity impacts by having regard to the relevant evaluation criteria in Better Placed (Government Architect NSW, 2017)	"1.6.4 GANSW Better Placed" on page 45 "2.1.10 Landscape Integration" on page 56 "2.1.27 Landscape Integration" on page 79 "2.1.41 Design Options Considered" on page 117
	Demonstrates that Aboriginal culture and heritage is considered and incorporated holistically in the design proposal consistent with the NSW Government's Connecting with Country Framework	"1.1.3 Connecting with Country" on page 11 "1.6.1 Designing With Country" on page 41
	Demonstrates how the proposal will integrate with Pemulwuy Park	"2.1.10 Landscape Integration" on page 56 "2.1.27 Landscape Integration" on page 79
	~~Where required by an EPI, the development has been subject to a competitive design process, and/or has been reviewed by the State Design Review Panel (SDRP) consistent with the NSW SDRP: Guidelines for Project Teams~~	*Not required at this stage*
	~~That the recommendations of the Design Integrity Panel (where a competitive design process has been held) or the SDRP have been addressed.~~	*Not required at this stage*
Visual	Photomontages and perspectives of the proposed building form	"Logistics Reference Scheme" on page 49 "Alternative Uses Reference Schemes" on page 71
	Details of staging, site coverage, setbacks, open space, landscaping, height, colour, scale	"1.5.11 Indicative Staging" on page 37 "1.5.10 Site Coverage" on page 36 "1.5.2 Road Reserves/Setbacks" on page 28 "1.5.9 Public Open Space" on page 36 "1.5.6 Built Form and Massing" on page 32 "2.1 Masterplan Reference Schemes" on page 47 "2.3 Reference Scheme Details" on page 125
	An assessment of the potential visual impacts of the development on the amenity of the surrounding area, including: → Nearby public and private receivers → Significant vantage points in the broader public domain	*Refer Colliers Urban Planning – Visual and View Impact Assessment*
	Consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks	"2.1.3 Vehicle Site Access Strategy" on page 52 "2.1.5 Active Transport Strategy" on page 53 "2.1.19 Vehicle Access Strategy" on page 74 "2.1.21 Active Transport Strategy" on page 75
	Detailed plans showing suitable landscaping which incorporates endemic species as well as how it maximises opportunities for green infrastructure, consistent with Greener Places (Government Architect NSW, 2020) including clear details on what is being delivered as part of the Stage 1 works.	*Refer Moir Studio – Landscape Design Report*
Airport Safeguarding	Details of how the proposal may impact on the operations of Sydney Airport, including potential intrusion into the obstacle limitation surface and consultation with Sydney Airport and the Australian Government Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts	"1.5.8 Sydney Airport OLS and PANS-OPS" on page 35
Infrastructure Requirements	An assessment of impacts of the development on existing utility infrastructure and service provider assets surrounding the site	*Refer Lucid Consulting*
	A detailed written and/or graphical description of infrastructure required on the site, including any electrical substation/s and on-site switch yard/s	*Refer Lucid Consulting*
	Details of the existing capacity of the site to service the proposed development and any extension or augmentation, property tenure or staging requirements for the provision of utilities, including arrangements for electrical network requirements, drinking water, wastewater and recycled water	*Refer Lucid Consulting*
	Details of interaction with Sydney Desalination Plant's pipeline	"Easements" on page 23
	A description of how any upgrades will be co-ordinated, funded and delivered on time and be maintained to facilitate the development	*Refer Costin Roe Consulting*
	Identification of any existing infrastructure or easements on or off the site which may be impacted by construction or operation of the development and details of measures to be implemented to address any impacts.	*Refer Costin Roe Consulting*
Ecologically Sustainable Development	Identification of how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development	"1.6.2 Sustainability Principles" on page 42
	Demonstration of how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards	"2.1.39 Sustainability Strategy" on page 108

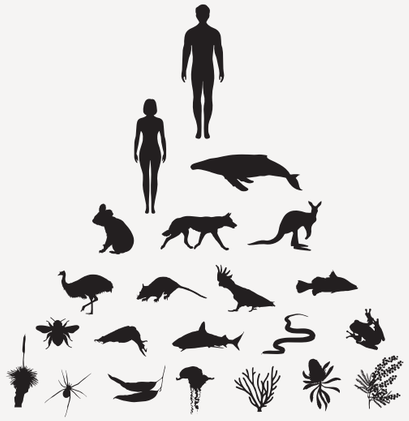
EXECUTIVE SUMMARY
1.1.3 CONNECTING WITH COUNTRY

The Government Architect NSW (GANSW) Connecting with Country Framework is an evolving document that all NSW built environment projects will be developed with a Country centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us.

Five outcomes for a Country-centred approach have been identified as practical indicators of success:

- → Healthy Country
- → Healthy community
- → Protecting Aboriginal cultural heritage
- → Cultural competency
- → Better places

Grimshaw together with the project team are committed to fulfil our commitment to Country in approaching this project.



GANSW Connecting with Country, Figure 6: Human-centred or Country-centred

A Connecting with Country report has been prepared by Ngurra Advisory, outcomes have been incorporated within the following design proposal.

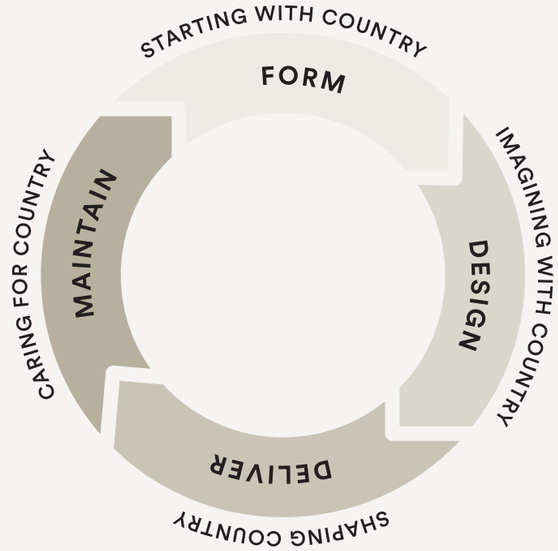
From project inception, meaningful and direct engagement with community and the project design team has been fundamental. Ongoing engagement through all phases of the project is anticipated to continue our commitment to Country. Community engagement to date includes,

Country Visioning Workshop	8 October 2025
Walk on Country	23 October 2025
Validation Workshop	20 November 2025

Key outcomes include,

- → Design for cultural safety and well-being
- → Materials and textures
- → Connection to light, air, and water
- → Naming and language
- → Keeping Country green and breathing
- → Supporting animal life
- → Restoring water systems
- → Regenerating saltwater edges
- → Seasonal and endemic planting
- → Symbolic signage
- → Public art
- → Digital and interpretive storytelling

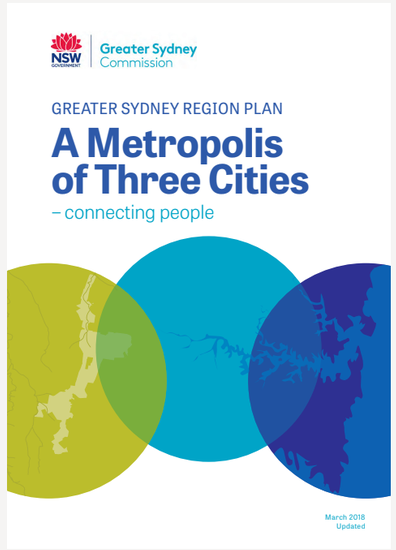
Refer Ngurra Advisory – Design Themes and Considerations Report (Bidjigal Country)



GANSW Connecting with Country, Figure 10: Project life cycle from an Aboriginal perspective

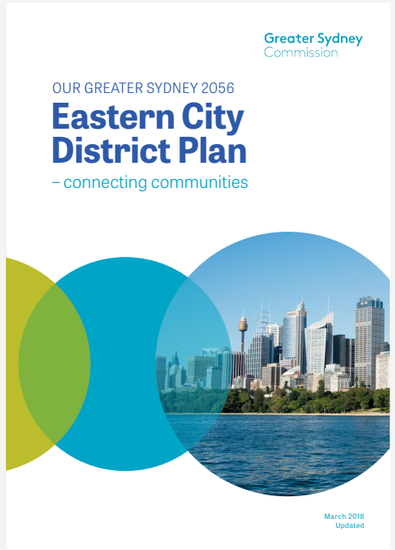
1.2 STRATEGIC FRAMEWORKS

STRATEGIC FRAMEWORKS
1.2.1 GREATER SYDNEY



Greater Sydney Region Plan
KGCR is consistent with the following directions and objectives of the Region Plan:

- → Direction 1 - A city supported by infrastructure
  - → Objective 3 - Infrastructure adapts to meet future needs
  - → Objective 4 - Infrastructure use is optimised
- → Direction 3 - A city for people
  - → Objective 6 - Services and infrastructure meet communities' changing needs
- → Direction 6 - A well-connected city
  - → Objective 15 - The Eastern, GPOP and Western Economic Corridors are better connected and more competitive
  - → Objective 16 - Freight and logistics network is competitive and efficient
- → Direction 7 - Jobs and skills for the city
  - → Objective 22 - Investment and business activity in centres
  - → Objective 23 - Industrial and urban services land is planned, retained and managed
- → Direction 8 - A city in its landscape
  - → Objective 25 - The coast and waterways are protected and healthier
  - → Objective 31 - Public open space is accessible, protected and enhanced



Eastern City District Plan
KGCR is consistent with the following directions and objectives of the District Plan:

- → Direction 1 - A city supported by infrastructure
  - → Planning Priority E1 - Planning for a city supported by infrastructure
- → Direction 3 - A city for people
  - → Planning Priority E3 - Providing services and social infrastructure to meet people's changing needs
- → Direction 7 - Jobs and skills for the city
  - → Planning Priority E9 - Growing International trade gateways
- → 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
  - → Planning Priority E18 - Delivering high quality open space



NSW Freight and Ports Plan 2018-2023
KGCR is consistent with the following objectives of the Plan:

- → Objective 1 - Economic Growth
- → Objective 2 - Efficiency, connectivity and access



Future Transport Strategy
KGCR is consistent with the following directions and objectives of the Strategy:

- → 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
  - → E1.4 - Manage and protect employment lands, key freight and logistics lands and corridors



South East Sydney Transport Strategy
KGCR is consistent with the following objectives of the Strategy:

- → Objective 1 - Liveable
- → Objective 2 - Productive
- → Objective 4 - Sustainable

STRATEGIC FRAMEWORKS

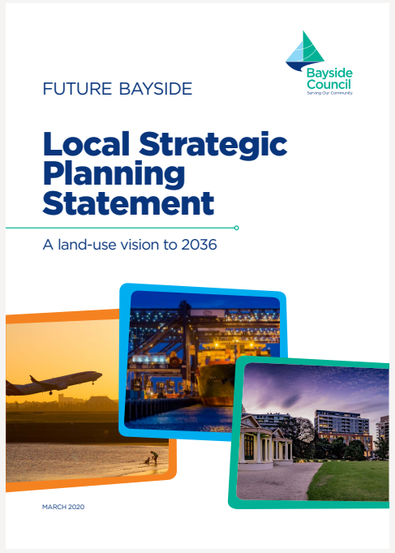
1.2.2 BAYSIDE



Bayside West Precincts 2036

KGCR is consistent with the following objectives of the Precinct Plan for Cooks Cove:

- → Enable the environmental repair of the site and provide for new recreation opportunities.
- → Not compromise future transport links (such as the South-East Mass Transit link identified in Future Transport 2056 and the Greater Sydney Region Plan) that will include the consideration of the preserved surface infrastructure corridor, noting constraints, including the Cooks River, geology, Sydney airport and existing infrastructure will likely necessitate consideration of future sub-surface solutions and potential surface support uses.
- → Create a highly liveable community that provides choice for the needs of residents, workers and visitors to Cooks Cove.
- → Ensure best practice design and a high-quality amenity with reference to the NSW design policy Better Placed.
- → Deliver an enhanced, attractive, connected and publicly accessible foreshore and public open space network and protect and enhance the existing market garden.
- → Safeguard the ongoing operation of Sydney Airport.
- → Enhance walking and cycling connectivity and the use of public transport to encourage and support a healthy and diverse community and help deliver a 30-minute city.
- → Deliver a safe road network that balances movement and place, provides connections to the immediate and surrounding areas, and is cognisant of the traffic conditions in this area.
- → Enhance the environmental attributes of the site, including protected flora and fauna, riparian areas and wetlands and heritage.



Future Bayside

KGCR is consistent with the following objectives of the Local Plan:

- → Productivity
  - → Planning Priority B12 - Delivering an integrated land use and a 30-minute city.
  - → Planning Priority B13 - Contribute to growing a stronger and more competitive Harbour CBD.
  - → Planning Priority B14 - Protect and grow the international trade gateways.
- → Sustainability
  - → Planning Priority B19 - Protect and improve the health of Bayside's waterways and biodiversity.
  - → Planning Priority B20 - Increase urban tree canopy cover and enhance green grid connections.
  - → Planning Priority B21 - Deliver high quality open space.
  - → Planning Priority B23 - Reduce carbon emissions through improved management of energy, water and waste.

1.2.3 SYDNEY AIRPORT



Master Plan 2039

- → 9.7.3 - New freight facilities principles:
  - → Provide sufficient storage buffer and throughput capacity in the vicinity of passenger terminals to support growth in freight volumes (i.e. one million tonnes in 2039)
- → Improve the efficiency of airport land and infrastructure used for freight
- → Minimise the interface between landside freight and passenger traffic for better safety and reduced congestion



Master Plan 2045 Preliminary Draft

- → The development of additional freight facilities will:
  - → Provide sufficient cargo terminal operating facilities in the vicinity of passenger terminals to support growth in freight volumes (i.e. up to 1.4 million tonnes by 2045)
- → Improve airport land and infrastructure efficiency
- → Improve safety and reduce congestion by minimising the interface between landside freight and passenger traffic

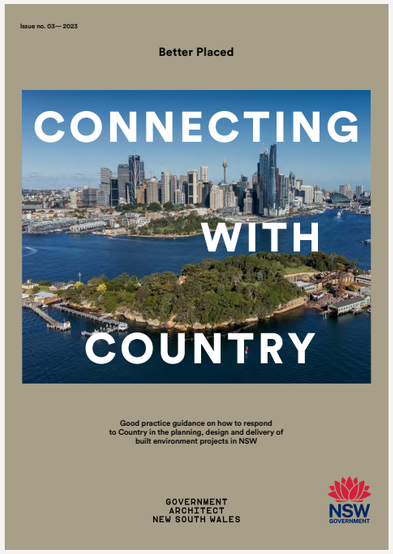
STRATEGIC FRAMEWORKS
1.2.4 GANSW



Better Placed
GANSW Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs.

Seven distinct objectives have been created to define the key considerations in the design of the built environment:

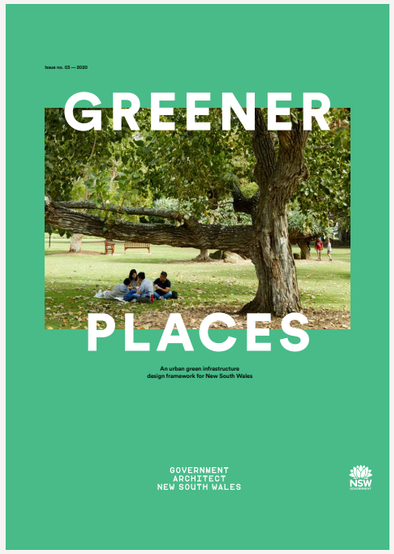
- Objective 1 - Better fit
- Objective 2 - Better performance
- Objective 3 - Better for community
- Objective 4 - Better for people
- Objective 5 - Better working
- Objective 6 - Better value
- Objective 7 - Better look and feel



Connecting with Country
All NSW built environment projects will be developed with a Country-centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us.

Five outcomes for a Country-centred approach have been identified as practical indicators of success:

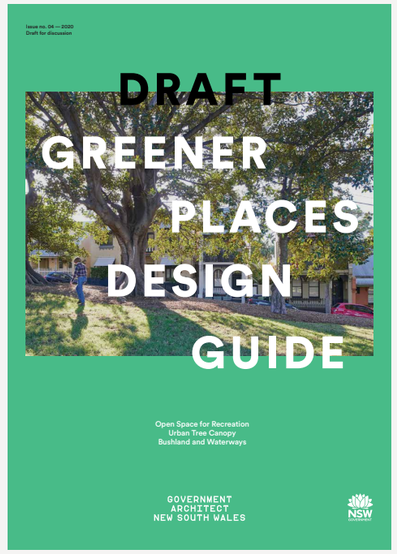
- Healthy Country
- Healthy community
- Protecting Aboriginal cultural heritage
- Cultural competency
- Better places



Greener Places
Greener Places is a design framework produced by GANSW to guide the planning, design, and delivery of green infrastructure in urban areas across NSW.

Four principles that will help deliver green infrastructure in NSW:

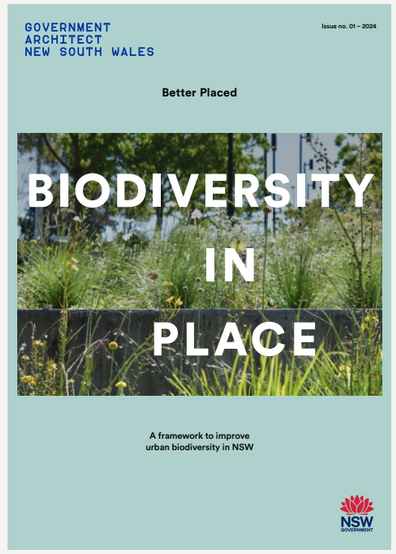
- Principle 1 - Integration
- Principle 2 - Connectivity
- Principle 3 - Multifunctionality
- Principle 4 - Participation



Greener Places Design Guide
Draft Greener Places Design Guide framework provides information on how to design, plan, and implement green infrastructure in urban areas throughout NSW.

The major components that make up the green infrastructure network fall into three categories:

- Open space for recreation
- Urban tree canopy
- Bushland and waterways



Biodiversity in Place
Biodiversity in Place is a call to action to support nature recovery and enhance biodiversity. We must meet the growing demand for housing. But we must also continue 'greening' our cities, bringing the benefits of this and an enhanced biodiversity to our communities. Our cities should be buzzing with both people and pollinators.

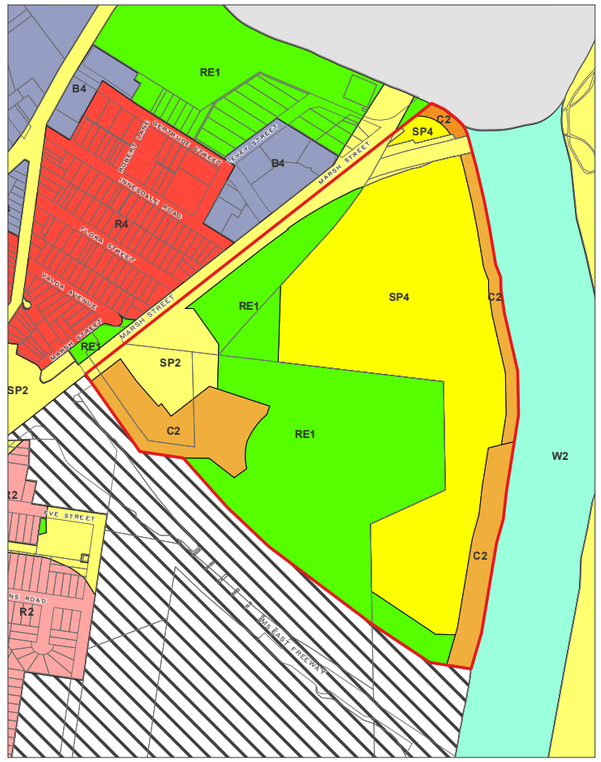
Six key principles that go towards creating Biodiversity in Place:

- Nature as partner
- For humans and non-humans
- Guided by the landscape
- Highly diverse planting
- Sensitive and skilled management
- Connected across scales

1.3 PLANNING FRAMEWORKS

PLANNING FRAMEWORKS

1.3.1 BAYSIDE LOCAL ENVIRONMENTAL PLAN (BLEP) 2021



Land Zoning

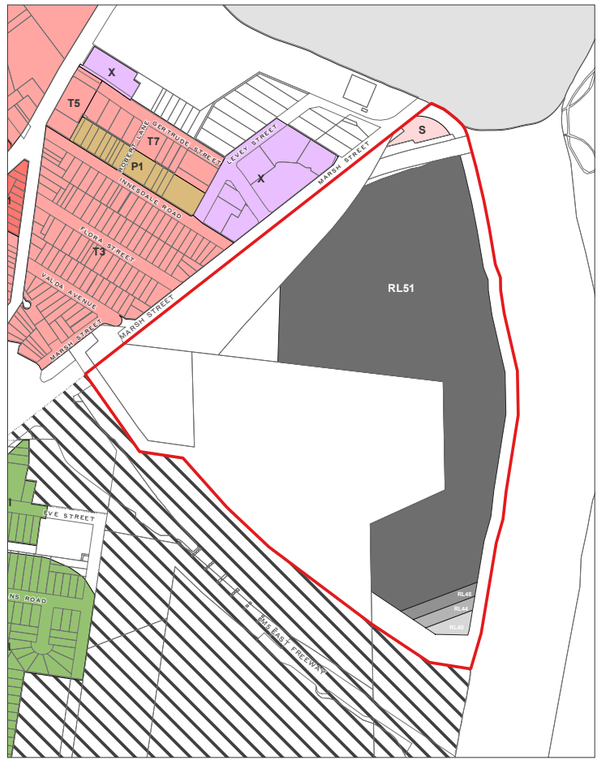
Block 1, 2, 3A, 3B, and 3C are zoned Enterprise (SP4). Cooks River Foreshore is zoned Environmental Conservation (C2).

Land Zoning

B4	Mixed Use	
C2	Environmental Conservation	Site
R2	Low Density Residential	
R4	High Density Residential	
RE1	Public Recreation	
RE2	Private Recreation	
SP2	Infrastructure	
SP4	Enterprise	Site
W2	Recreational Waterways	
	SREP 33 Cooks Cove	

Cadastre

	Cadastre



Height of Building

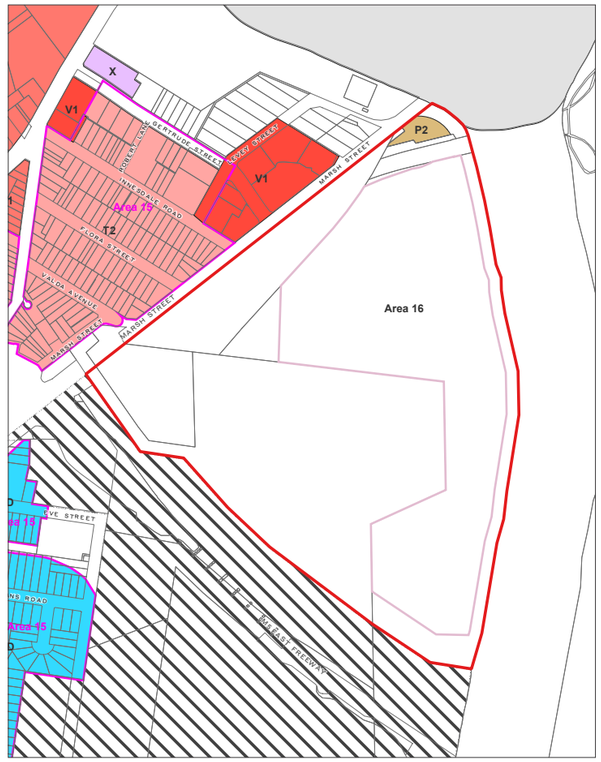
Block 1 maximum building height is 24 metres above natural ground. Block 2, 3A, 3B, and 3C current maximum building height varies from RL 40 to RL 51.

Maximum Building Height (m)

I	8.5	T3	26.5	
M	13	T4	27	
N3	14.5	T5	28	
O1	15	T7	29.5	
O2	16	U1	32	
P1	17.5	V1	36	
R1	21	W1	43	
R2	22	X	46	
S	24	AA1	70	Site

Maximum Building Height (m)

	RL 30	RL 46	
	RL 40	RL 48	Site
	RL 42	RL 50	
	RL 44	RL 51	Site



Floor Space Ratio

Block 1 floor space ratio is 1.25:1 or 3,250 m2.

Block 2, 3A, 3B, and 3C floor space ratio is established by Bayside LEP 2021 Clause 6.18, a maximum GFA up to 300,000 m2.

Maximum Floor Space Ratio (n:1)

D	0.5	
F	0.6	
N	1	
P2	1.25	Site
S4	1.8	
T1	2	
T2	2.2	
U1	2.5	
U2	2.85	
V1	3	
V2	3.1	
W2	3.93	
X	4	
Area 9	Refer to Clause 4.4	
Area 15	Refer to Clause 4.4	
Area 16	Refer to Clause 6.18	Site
	SREP 33 Cooks Cove	



Heritage

No heritage items are located within the site boundary. A State significant heritage item is located immediately south of the site boundary.

Heritage

	SREP 33 Cooks Cove

→ I32 - Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS)—Western Main Carrier (State)

1.3.2 BAYSIDE LEP CLAUSE 6.18 DEVELOPMENT OF CERTAIN LAND AT COOKS COVE

ITEM NUMBER		DESIGN TEAM RESPONSE	REPORT SECTION
(a)	Distribution of land uses, including public open space,	Land uses are distributed throughout the site in the following blocks, → Block 1 – **Mixed Use + Advertising structures** → Block 2 – **Logistics and Mixed Use** → Block 3A – **Logistics** → Block 3B – **Logistics** → Block 3C – **Logistics and Data Centres** Public Open Space is distributed throughout the site in the following locations, → **26,138 m2** new Cooks River Foreshore public open space → **10,967 m2** new Fig Tree Plaza public open space → **4,033 m2** new dedicated public open space, west of Block 3A → **9,203 m2** new dedicated public open space, south of Block 3C	"1.5.4 Block Plan Land Uses" on page 30 "1.5.9 Public Open Space" on page 36 "2.1.1 Masterplan Flexibility" on page 48 "2.1.15 Logistics Masterplan" on page 66 "2.1.29 Hotel, Commercial, Data Centre and Logistics Masterplan" on page 86 "2.1.33 Hotel, Commercial and Logistics Masterplan" on page 93 "2.1.36 Data Centre and Logistics Masterplan" on page 98
(b)	Vehicular and pedestrian access and circulation,	Vehicle access is proposed at three locations, → Existing **Levey Street** entry under the Giovanni Brunetti Bridge for vehicles under 3.1m, → New signalised (four way) **Gertrude Street** / Marsh Street intersection for heavy trucks and passenger vehicles, → Existing signalised **Flora Street** / Marsh Street intersection for heavy trucks and passenger vehicles. Pedestrian access is proposed at the following locations, → Along the new 1 km long Cooks River foreshore walk connecting to the wider Bay to Bay active transport network, → Between Pemulwuy Park and Fig Tree Plaza, → All vehicle entries (Levey Street, Gertrude Street and Flora Street), → Potentially across a new bridge to Sydney Airport.	"2.1.3 Vehicle Site Access Strategy" on page 52 "2.1.5 Active Transport Strategy" on page 53 "2.1.7 Secure Line/Access Control Strategy" on page 54 "2.1.19 Vehicle Access Strategy" on page 74 "2.1.21 Active Transport Strategy" on page 75 "2.1.22 Secure Line/Access Control Strategy" on page 76
(c)	Active transport connections,	The new Cooks River foreshore walk is a new dedicated two way cycle way and pedestrian path, unlocking the missing 1 km of continuous active transport corridor for the wider Bay to Bay network along the Cooks River.	"2.1.5 Active Transport Strategy" on page 53 "2.1.21 Active Transport Strategy" on page 75
(d)	The provision of appropriate parking,	Parking is provided consistent with the Planning Proposal (PP-2022-1748) rates, **Warehouse / Logistics**: 1 space per 300 m2 GFA plus 1 space per 80 m2 ancillary office **Hotel**: 1 space per 4 rooms; 1 taxi pick-up and set-down space / 100 rooms; 2 coach pick-up and set-down spaces **Commercial**: 1 space per 80 m2 GFA **Retail**: 1 space per 40 m2 GFA	"2.1.4 Parking Strategy" on page 52 "2.1.20 Parking Strategy" on page 74
(e)	Vegetation management, tree retention and landscaping,	*Refer Moir Studio – Landscape Design Report for further detail*	*Refer Moir Studio – Landscape Design Report*
(f)	The achievement of appropriate interface between open spaces and buildings,	Interfaces between open space and buildings appropriately respond to the various site conditions including the Cooks River foreshore, site boundary and between buildings.	"2.1.38 Interface Conditions" on page 102
(g)	Built form controls, including the massing and modulation of buildings and the treatment of facades,	Building massing is separated by an internal north-south road for operational efficiency and to minimise noise and visual impact. Building facades are articulated through the expression of activity in offices, stairs, ramps and hardstands.	"1.5.6 Built Form and Massing" on page 32 "2.3 Reference Scheme Details" on page 125
(h)	The application of the principles of ecologically sustainable development,	*Refer Atelier 10 Report*	"1.6.2 Sustainability Principles" on page 42 "2.1.39 Sustainability Strategy" on page 108
(i)	Environmental constraints, including acid sulphate soils, flooding, groundwater, storm-water, aircraft movement and noise, contamination and remediation,	*Refer Costin Roe Consulting – Civil Report, and Strategic Airspace – Aeronautical Impact Assessment for further detail*	"1.5.8 Sydney Airport OLS and PANS-OPS" on page 35 *Refer Costin Roe Consulting – Civil Report* *Strategic Airspace – Aeronautical Impact Assessment*
(j)	Heritage conservation,	*Refer Biosis – Heritage Report for further detail*	*Refer Biosis – Heritage Report*
(k)	Biodiversity.	*Refer Moir Studio – Landscape Design Report for further detail*	*Refer Moir Studio – Landscape Design Report*

PLANNING FRAMEWORKS
1.3.3 DEMONSTRATING FUTURE DESIGN EXCELLENCE

The following Concept Masterplan Design Report, Design Guidelines and Reference Schemes demonstrate the Kogarah Golf Club Redevelopment (KGCR) project is capable of future design excellence.

A waiver under Bayside LEP 2021 Clause 6.10(6)(a) has been requested by Colliers Urban Planning from Department of Planning, Housing and Infrastructure (DPHI) to allow the proponent to undertake a proponent led Design Review Panel.

The process would be consistent with GANSW, *Design Review Panel for a State Significant Development Design Competition exemption (Terms of Reference)*. Future detailed building SSDA applications will be subject to the proponent led Design Review Panel (DRP) to ensure design excellence.



Design Review Panel for a State Significant Development Design Competition Exemption

Terms of Reference

TOR V1.3 May 25

Contents

1. Role of the panel
2. Objectives of the design review process
3. Panel members
4. Role of the applicant's independent consultant
5. Observers
6. Review sessions
7. Panel advice
8. Guidance used for design review
9. NSW protocols for good design review
10. Declaring interests and confidentiality

Alternative Design Excellence Strategies support exemptions from Design Excellence Competitions for housing projects being assessed under State Significant Development (SSD). They enable a project to undertake a design review process which can be provided by the State Design Review Panel (SDRP) or be administered by an independent consultant to the applicant.

This document sets out the terms of reference for a Design Review Panel (DRP) when used as an alternative to the SDRP, and in accordance with an endorsed Alternative Design Excellence Strategy.

The Terms of Reference are defined by the Government Architect NSW (GANSW) ensuring the DRP is administered in line with nationally and internationally recognised best practice guidance for design review.

The applicant is responsible for payment of all costs associated with the design review process.

1. Role of the panel

The role of the panel is to provide independent, expert and consistent design advice on the design quality of a housing project seeking a design excellence competition exemption.

The role of the panel is advisory only. The advice provided does not fetter the independence or role of the Consent Authority.

2. Objectives of the design review process

The objectives of the design review process are to:

— lift the design quality of competition exemption SSD housing projects to meet design excellence requirements
— minimise risks by identifying design quality issues early
— streamline approval processes by providing certainty to decision-makers on design quality matters

GOVERNMENT ARCHITECT NEW SOUTH WALES

NSW

Bayside LEP 2021 Clause 6.10 Design Excellence

- → *(1) The objective of this clause is to deliver the highest standard of architectural, urban and landscape design.*
- → *(2) This clause applies to the following development—*
  - → *(a) development involving the erection of a new building or external alterations to an existing building within the Arncliffe Precinct or the Banksia Precinct,*
  - → *(b) development involving the erection of a new building or external alterations to an existing building on land shown edged heavy black on the Design Excellence Map,*
  - → *(c) development that is the subject of a development application that relies on clause 4.3(2A) (a), (f), (g), (h), (i) or (k).*
- → *(3) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.*
- → *(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—*
  - → *(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
  - → *(b) whether the form, arrangement and external appearance of the development will improve the quality and amenity of the public domain,*
  - → *(c) whether the development detrimentally impacts on view corridors,*
  - → *(d) the requirements of any development control plan made by the Council and as in force at the commencement of this clause,*
  - → *(e) how the development addresses the following matters—*
    - → *(i) the suitability of the land for development,*
    - → *(ii) existing and proposed uses and use mix,*
    - → *(iii) heritage issues and street-scape constraints,*
    - → *(iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
    - → *(v) bulk, massing and modulation of buildings,*
    - → *(vi) street frontage heights,*
    - → *(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,*
    - → *(viii) the achievement of the principles of ecologically sustainable development,*
    - → *(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,*
    - → *(x) the impact on, and any proposed improvements to, the public domain,*
    - → *(xi) achieving appropriate interfaces at ground level between the building and the public domain,*
    - → *(xii) excellence and integration of landscape design.*
- → *(5) Development consent must not be granted to development to which this clause applies unless—*
  - → *(a) if the development is in respect of a building that is, or will be, higher than 12 metres or 3 storeys (or both) but not higher than 40 metres or 12 storeys (or both)—*
    - → *(i) a design review panel has reviewed the development, and*
    - → *(ii) the consent authority takes into account the findings of the design review panel, or*
  - → *(b) if the development is in respect of a building that is, or will be, higher than 40 metres or 12 storeys (or both)—*
    - → *(i) a competitive design process is held in relation to the development, and*
    - → *(ii) the consent authority takes into account the results of the competitive design process.*
- → *(6) Subclause (5)(b) does not apply if—*
  - → *(a) the consent authority certifies in writing that a competitive design process is not required, and*
  - → *(b) a design review panel reviews the development, and*
  - → *(c) the consent authority takes into account the advice of the design review panel.*
- → *(7) In this clause—*
  - → *competitive design process means a design competition held in accordance with the Design Competition Guidelines published by the Department in September 2023.*
  - → *design review panel means a panel of at least 3 persons established by the consent authority.*

1.4 SITE ANALYSIS



LOCATION DIAGRAM

ARNCLIFFE

WOLLI CREEK

TEMPE RECREATION RESERVE

GIOVANNI BRUNETTI BRIDGE

M5 MOTORWAY

COOKS RIVER

SYDNEY AIRPORT

AERIAL VIEW OF THE SITE LOOKING NORTH WEST

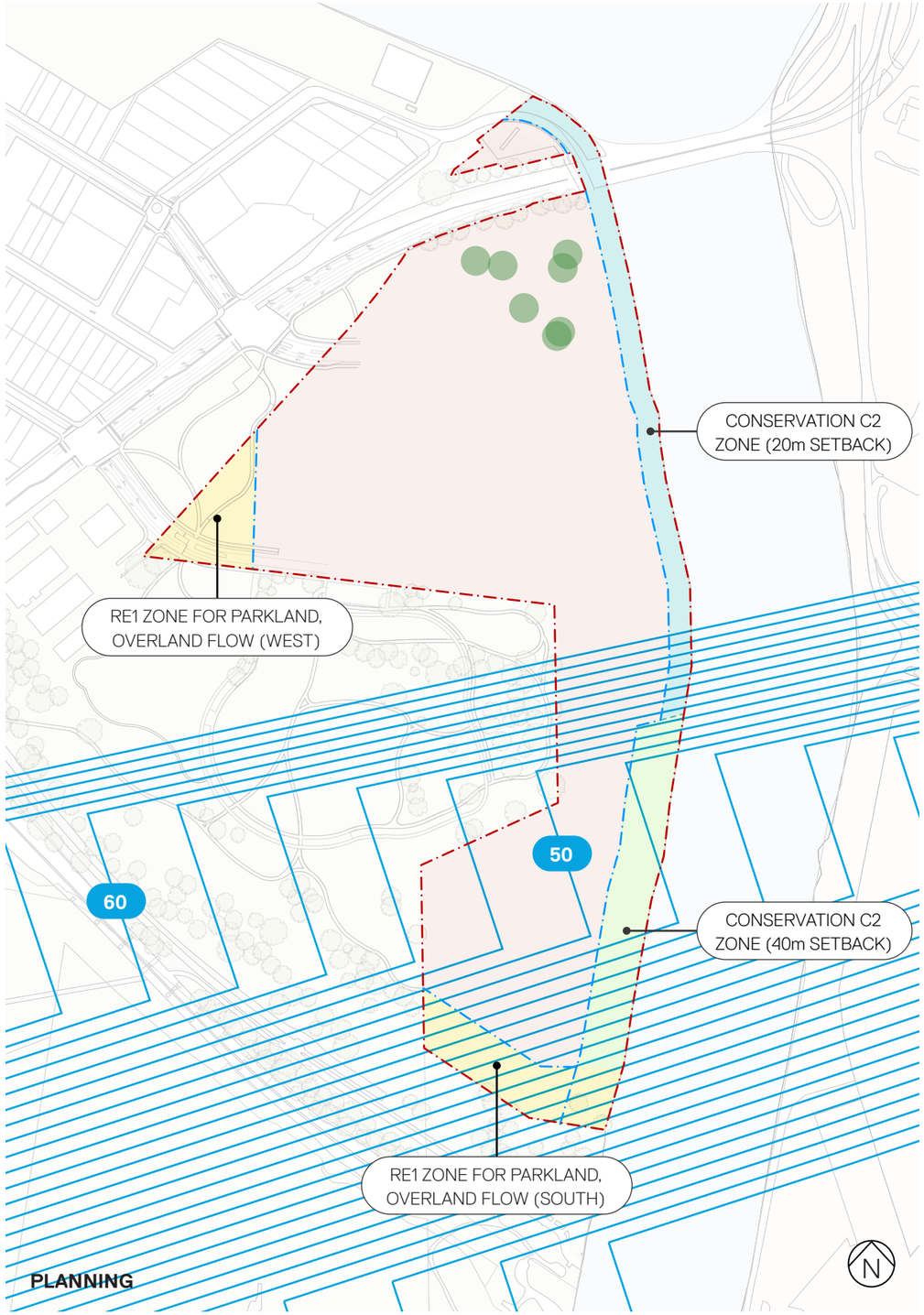
SITE ANALYSIS
1.4.1 SITE CONSTRAINTS

The key constraints shaping the proposed development include:

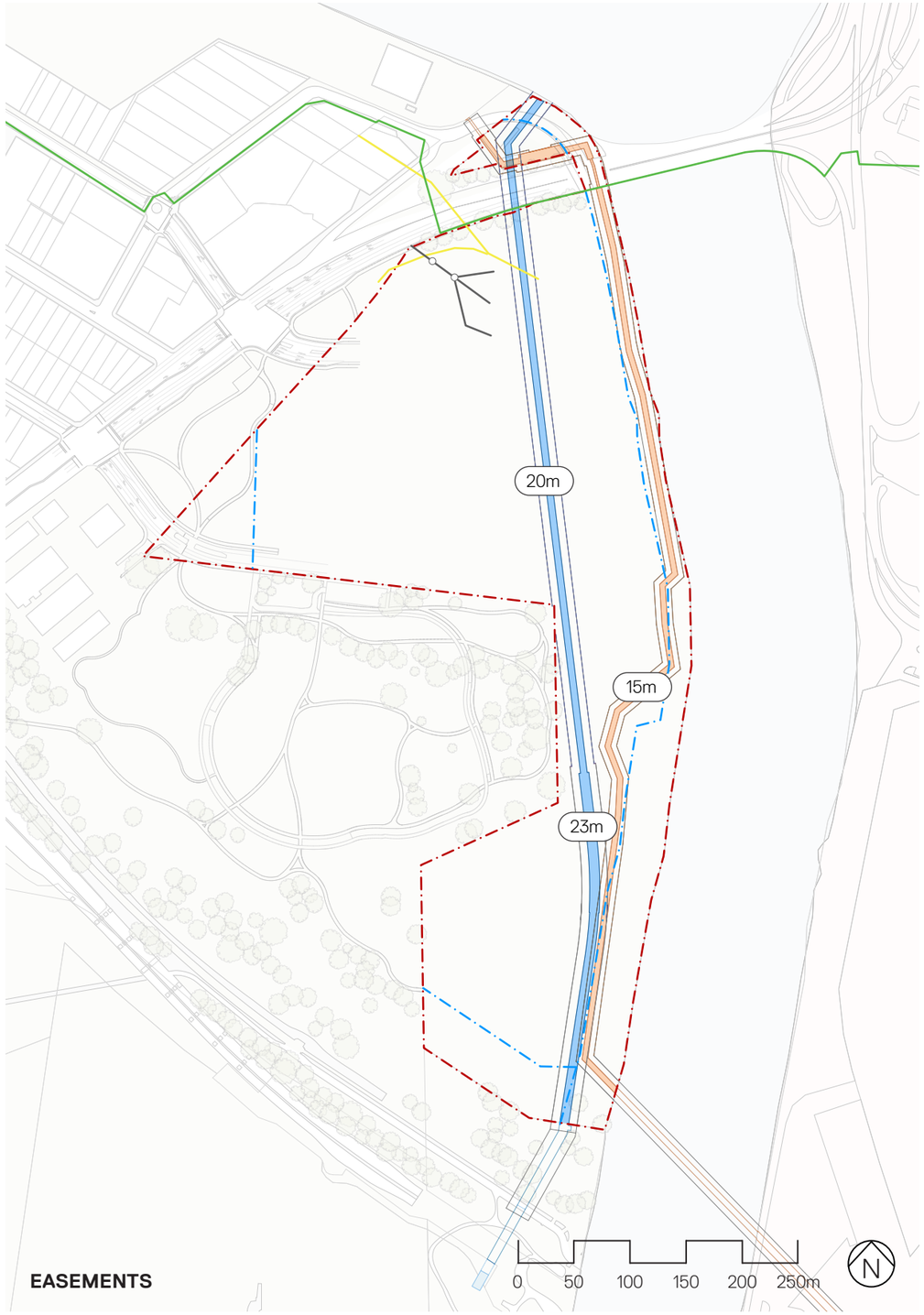
- → Sydney Desalination pipeline and easement running north to south through the site.
- → APA Group Moomba to Sydney high pressure gas pipeline and easement running north to south through the site.
- → Site internal road access and connections to align with the separate executed Voluntary Planning Agreements with Bayside Council and Transport for NSW (SVPA2024-25) Gertrude Street and Flora Street extensions.
- → Existing high priority retention trees including the Moreton Bay Figs to the north east of the site.
- → Sydney Airport PANS-OPS and OLS height controls.
- → Proximity to the Cooks River and the potential for flooding events (5% AEP flood level is approximately RL 1.63m)

KEY

- Sydney Desalination easement
- Sydney Desalination zone of influence
- High Pressure Gas easement
- High Pressure Gas zone of influence
- Net developable area excluding constraints
- Bayside Council dedication RE1 zone for parkland overland flow
- Cooks River foreshore conservation C2 zone (20m setback)
- Cooks River foreshore conservation C2 zone (40m setback)
- Sydney Airport PANS-OPS



PLANNING

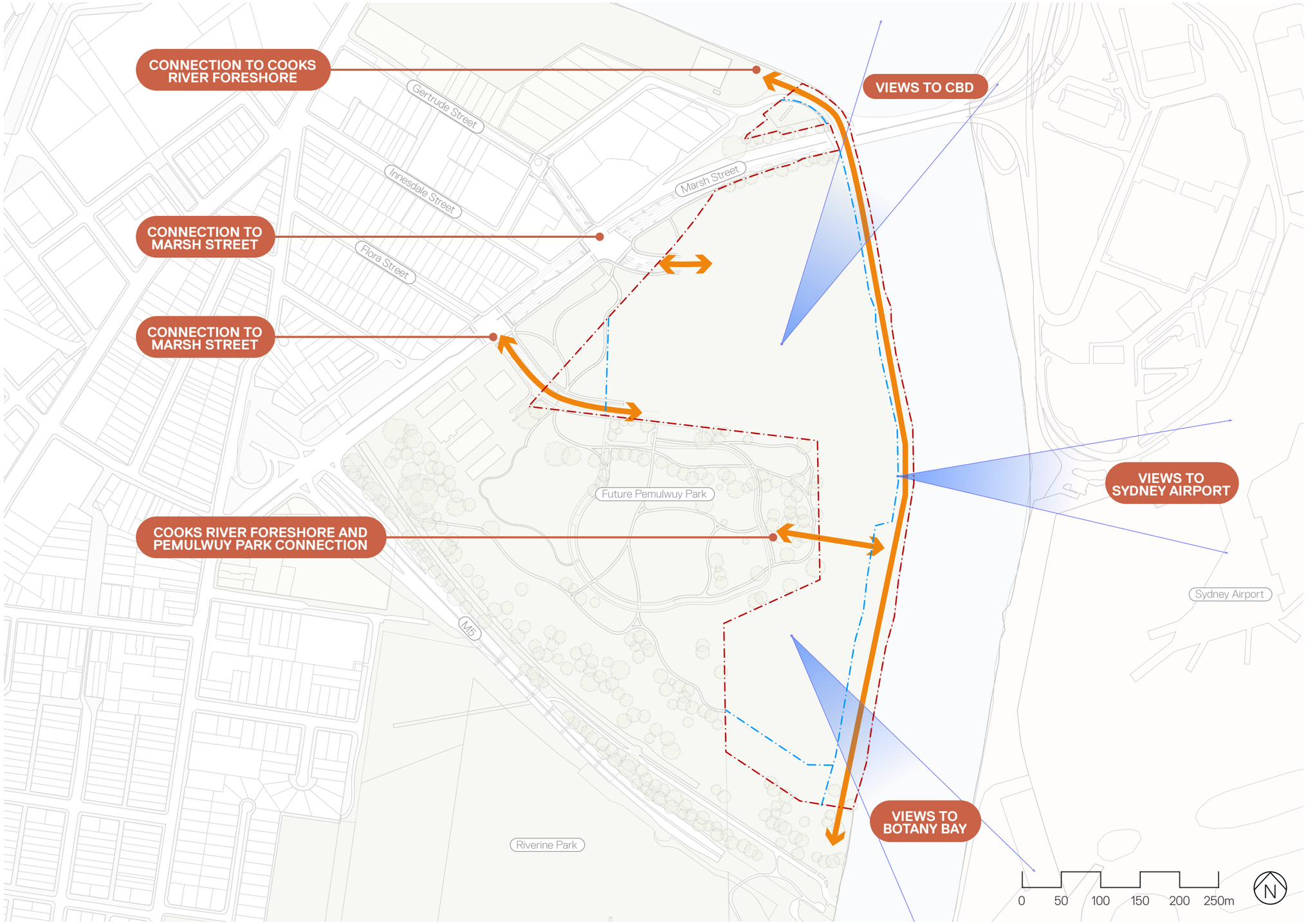


EASEMENTS

SITE ANALYSIS
1.4.2 SITE OPPORTUNITIES

The key opportunities shaping the proposed development include:

- → Legible and clear access from extensions of existing roads into the site from Levey, Gertrude and Flora Street.
- → New public 1 km long Cooks River foreshore walk connecting and unlocking a missing piece of the wider Bay to Bay active transport network.
- → Direct pedestrianised east west public connection from Pemulwuy Park to the Cooks River foreshore.
- → Active building edges at ground level along the foreshore and Pemulwuy Park connection, with opportunities for publicly accessible food + beverage as well as retail.
- → Direct views across the Cooks River to Sydney Airport, and distant views to Botany Bay and the CBD.
- → Located in the green space context of the proposed Bayside Council owned and managed Pemulwuy Park to the south and west.
- → Strategically located in close proximity to major infrastructure including Sydney Airport, Port Botany, M5 motorway, M8 motorway, future M6 motorway, Sydney Gateway and Princes Highway.
- → Within walking distance to Wolli Creek train station.
- → New northbound and southbound bus stops and shelters to the south of Gertrude Street (SVPA2024-25).
- → Potential for a future pedestrian and vehicle bridge connection over the Cooks River to Sydney Airport.



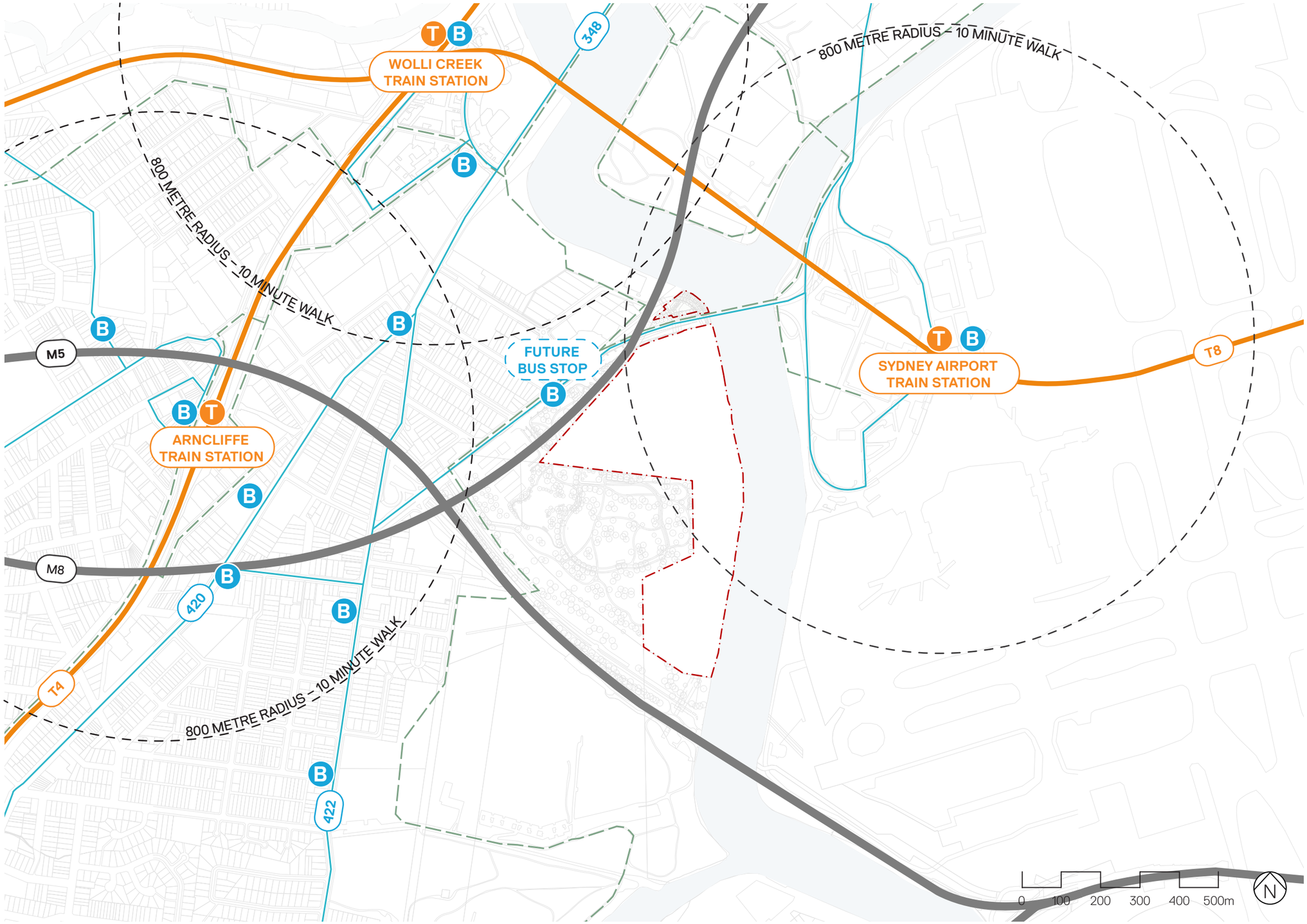
KEY

→	Connections
	Views

SITE ANALYSIS
1.4.3 TRAFFIC AND TRANSPORT

The existing traffic and transport conditions informing the proposed development include:

- → Two train stations are within walking distance, Wolli Creek to the north and Arncliffe Station to the west. Wolli Creek is connected to the T4 Eastern Suburbs line and T8 Airport line. Arncliffe is connected to the T4 Eastern Suburbs line.
- → Four existing bus routes are located in close proximity to the site, 348 from Wolli Creek to Prince of Wales Hospital, 420 from Mascot Station to Burwood, 422 from Kogarah to Central Pitt Street, and 473 from Rockdale to Campsie.
- → A new bus stop will be provided to the south of Marsh Street and Gertrude Street (SVPA2024-25).
- → Cycling paths are to the north of Giovanni Brunnetti Bridge, and new shared paths to the south side of Marsh Street.
- → Major road infrastructure is located in close proximity including the M5 Motorway, Future M6 Motorway, M8 Motorway, Sydney Gateway and Princes Highway linking the site with Greater Sydney.
- → A potential future pedestrian connection over the Cooks River to Sydney Airport will enable quicker access to the Sydney Airport train station and bus stops to the east.



KEY

T	Train Station
	Train Lines
B	Bus Stop
	Bus Routes
	Cycling Path
	Motorways

1.5 MASTERPLAN ENVELOPE

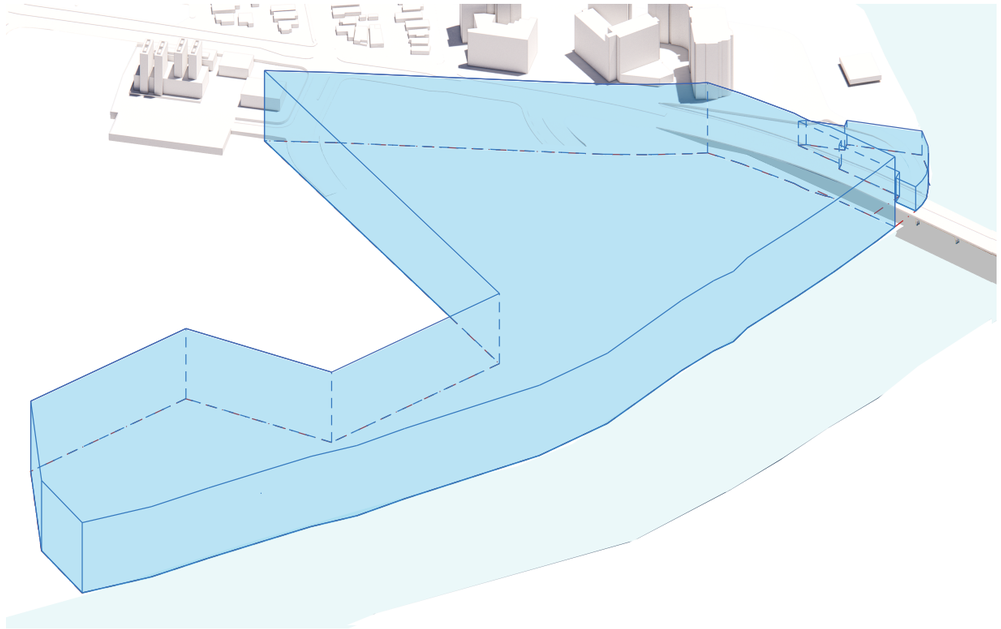
MASTERPLAN ENVELOPE
1.5.1 ENVELOPE STRATEGY – SETBACKS, EASEMENTS, INTERNAL ROADS

The proposed masterplan envelope has been shaped in response to the following site conditions,

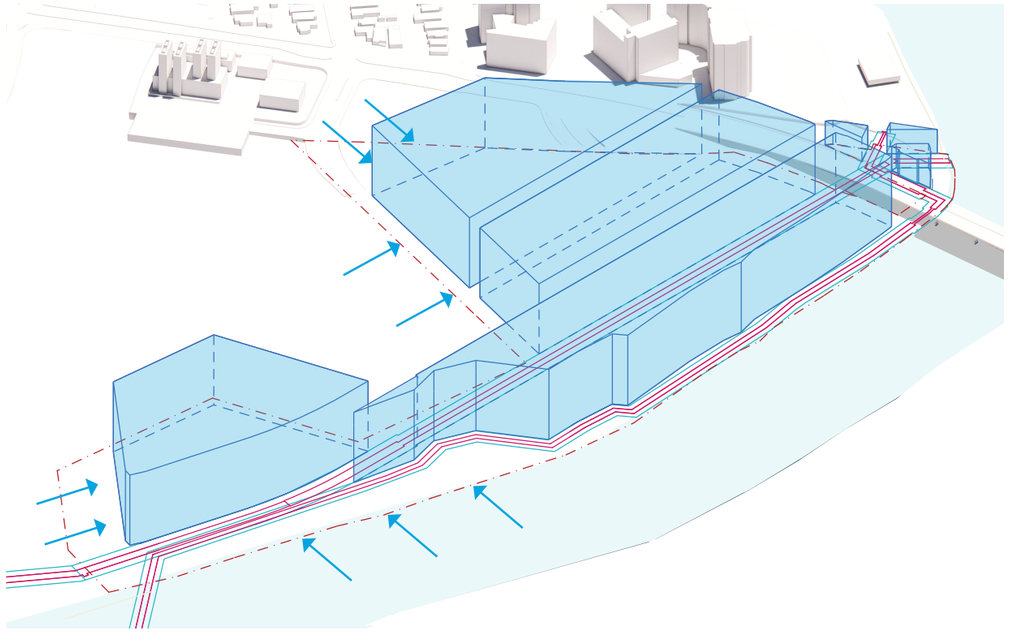
1. Setbacks from the site boundary, *refer* "1.5.2 Road Reserves/Setbacks" on page 28, easements of existing in ground services including the Sydney Desalination pipeline and the APA Moomba to Sydney high pressure gas pipeline, and land dedications for Pemulwuy Park.
2. Sydney Airport PANS-OPS and OLS surface contours over the site.
3. Internal north south road between Block 3A and Block 3B, and logistics truck ramps

The resulting masterplan envelope enables the stage delivery, and flexibility of land uses (logistics, mixed use and data centres).

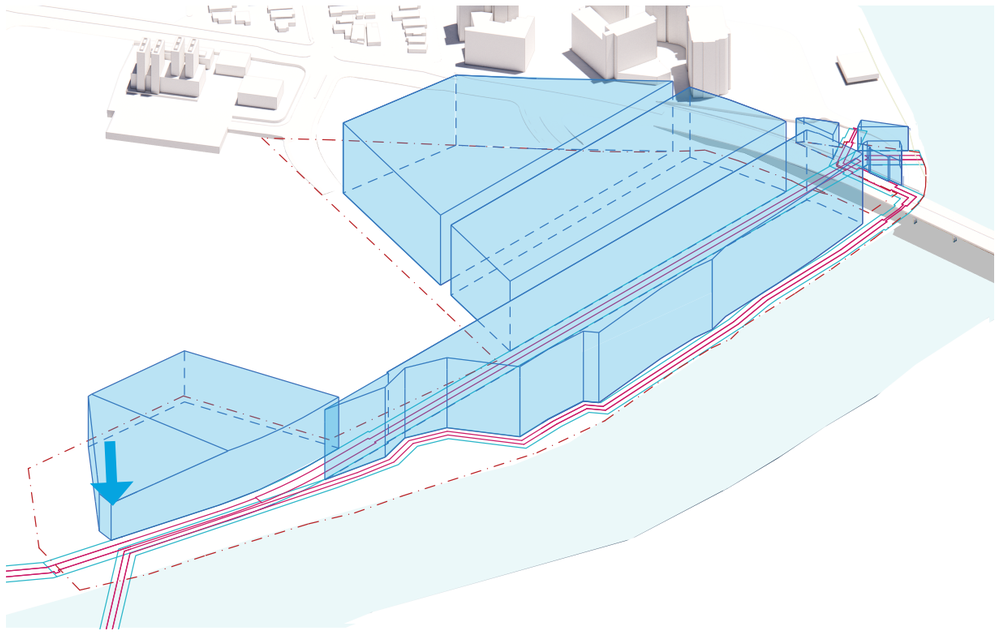
SITE BOUNDARY



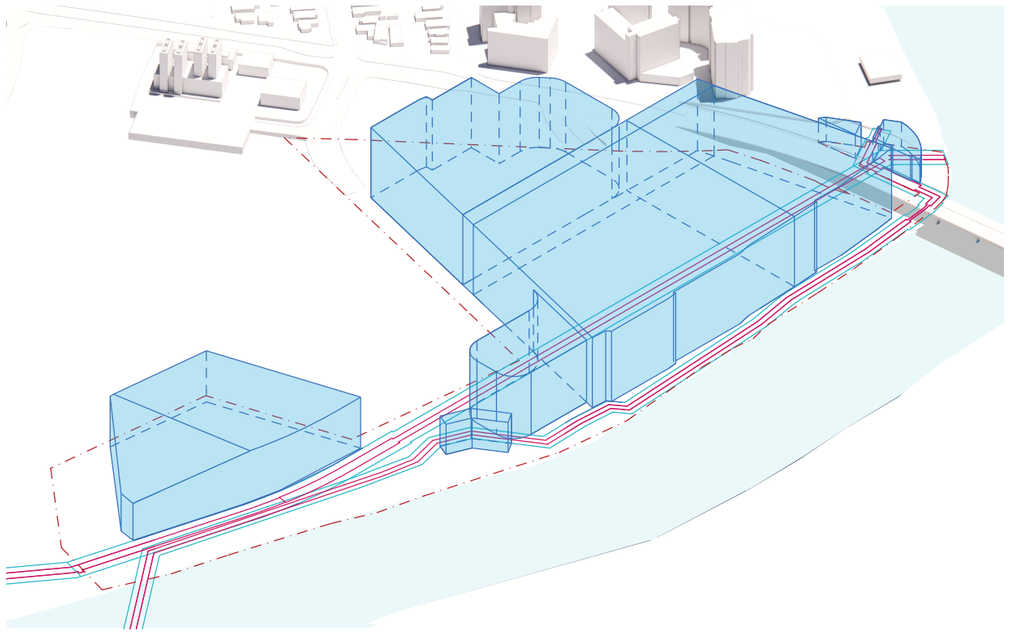
1 – SETBACKS + EASEMENTS



2 – PANS-OPS + OLS



3 – INTERNAL ROADS + RAMPS



MASTERPLAN ENVELOPE
1.5.2 ROAD RESERVES/SETBACKS

The following minimum envelope setbacks and internal road reserves are proposed to interface between open spaces and built form,

Block 1

- → Cooks River foreshore – minimum 20 metres
- → Marsh Street (South boundary) – minimum 9 metres

Block 2

- → Cooks River foreshore – minimum 20 metres
- → Marsh Street (North boundary) – minimum 8 metres
- → West boundary – minimum 11 metres

Block 3A

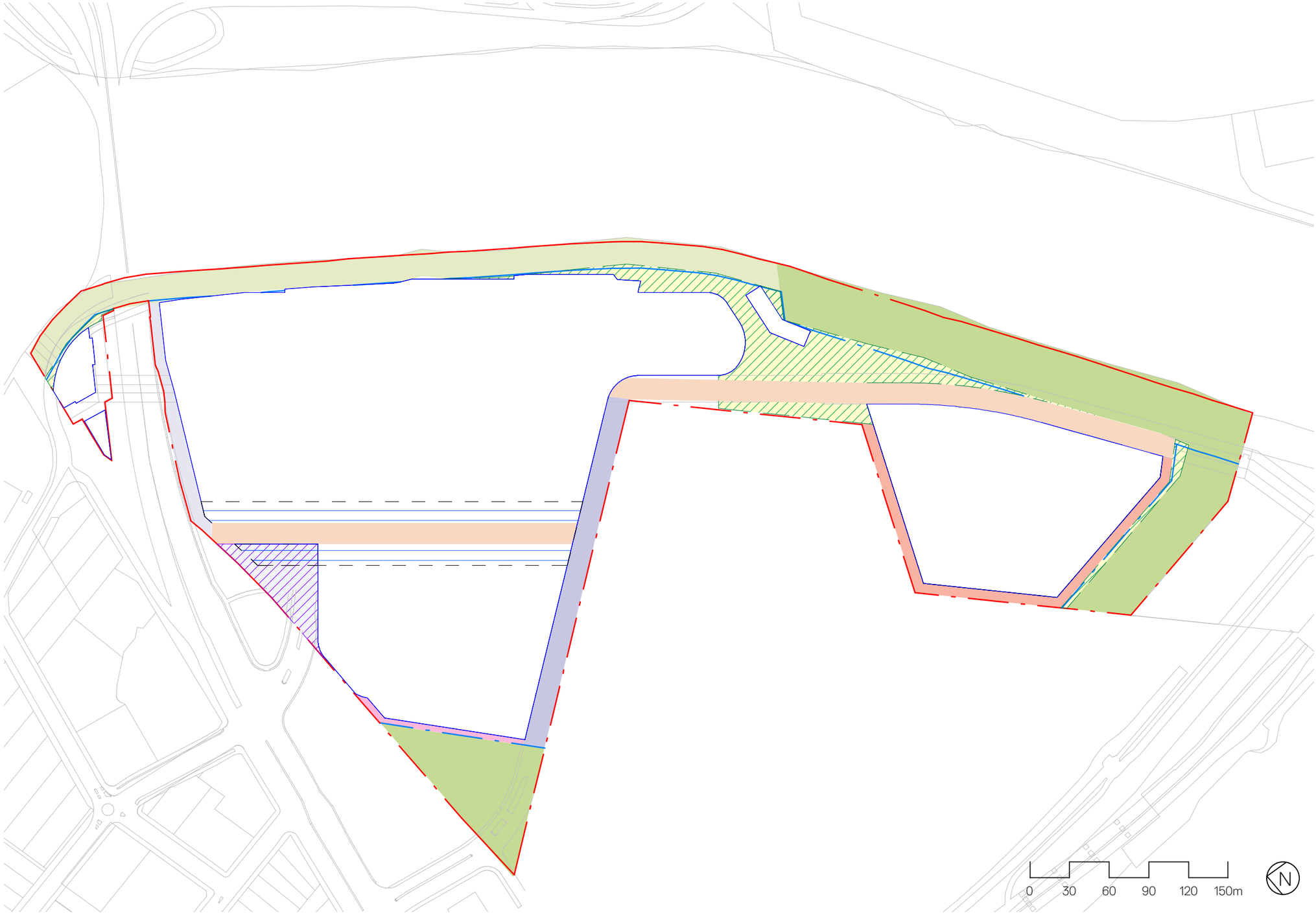
- → Pemulwuy Park (South boundary) – 16 metres
- → West boundary – minimum 4.5 metres

Block 3B

- → Cooks River foreshore – minimum 20 metres
- → Pemulwuy Park (South boundary) – 16 metres

Block 3C

- → Cooks River foreshore – minimum 40 metres
- → South, West and North boundaries – minimum 7.5 metres



KEY

- Minimum 4.5m setback
- Minimum 7.5m setback
- Minimum 15m setback
- Minimum 16m setbacks
- Minimum 20m C2 setback
- Minimum 40m C2 setback
- Internal road zone
- Open space additional setback
- Internal road zone additional setback

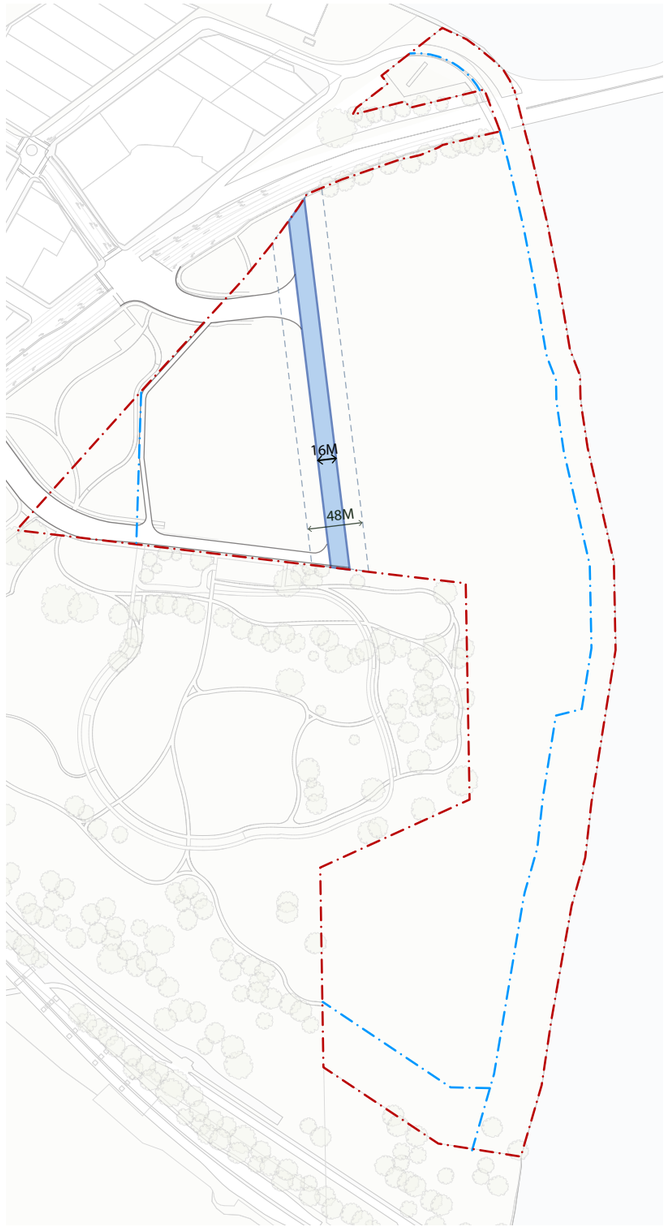
MASTERPLAN ENVELOPE
1.5.3 INTERNAL NORTH SOUTH ROAD

An internal north south road is proposed to connect the two primary vehicle site entries from Marsh Street, the extensions of Gertrude Street and Flora Street, located between Block 3A and Block 3B envelopes.

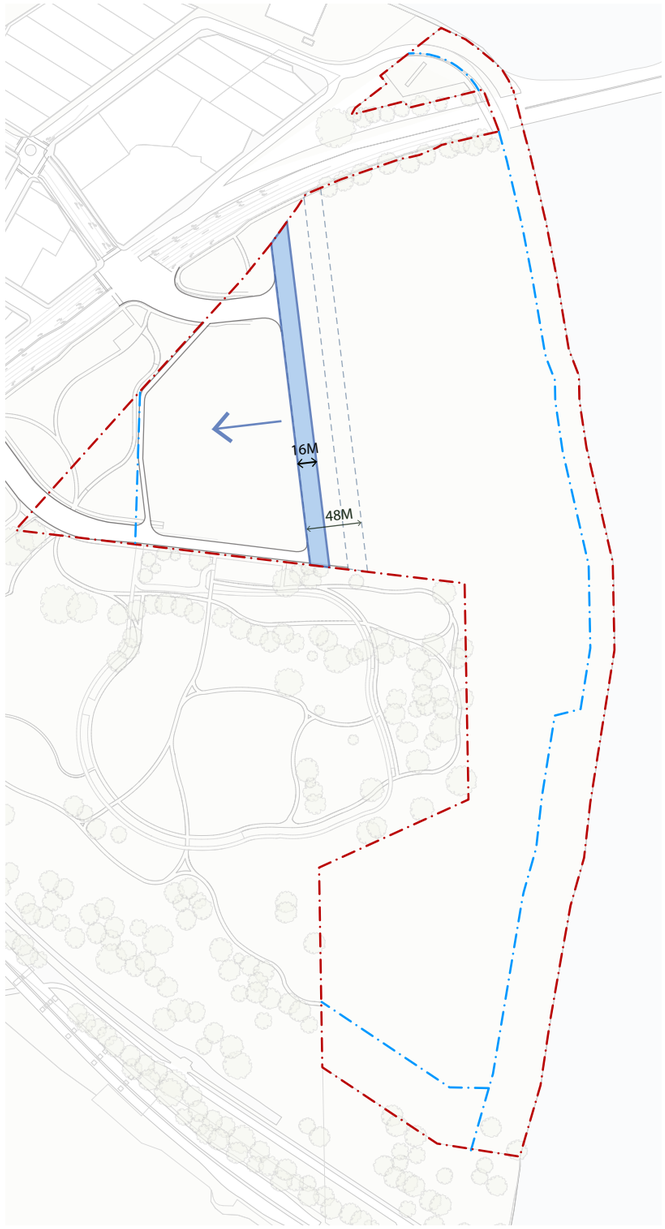
The internal north south road reserve is proposed to be 16 metres wide to accommodate two 4.5 metre wide lanes, 3 metre wide truck parking bay, pedestrian footpaths and planting.

Subject to future approvals and lodgement of subsequent building detailed SSDAs, the internal road can be any 16 metres within the 48 metre internal road zone. Allowing for flexibility in the size of Block 3A and Block 3B, to be determined at a later date based on market demand and requirements.

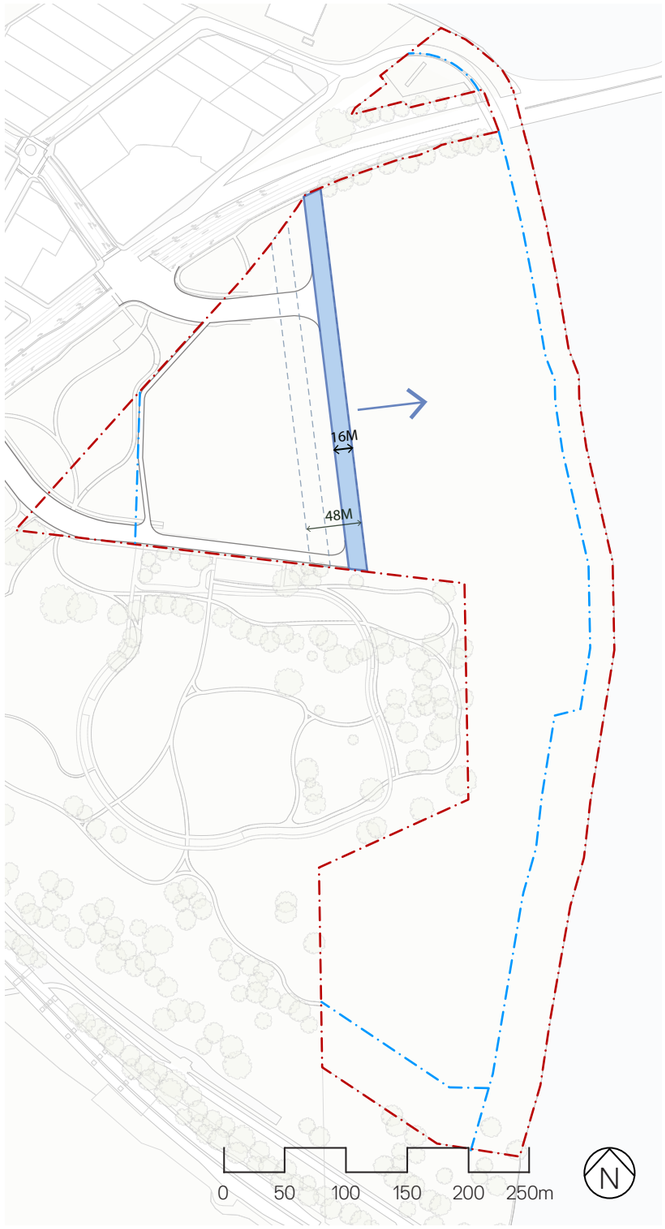
BALANCED 3A / 3B



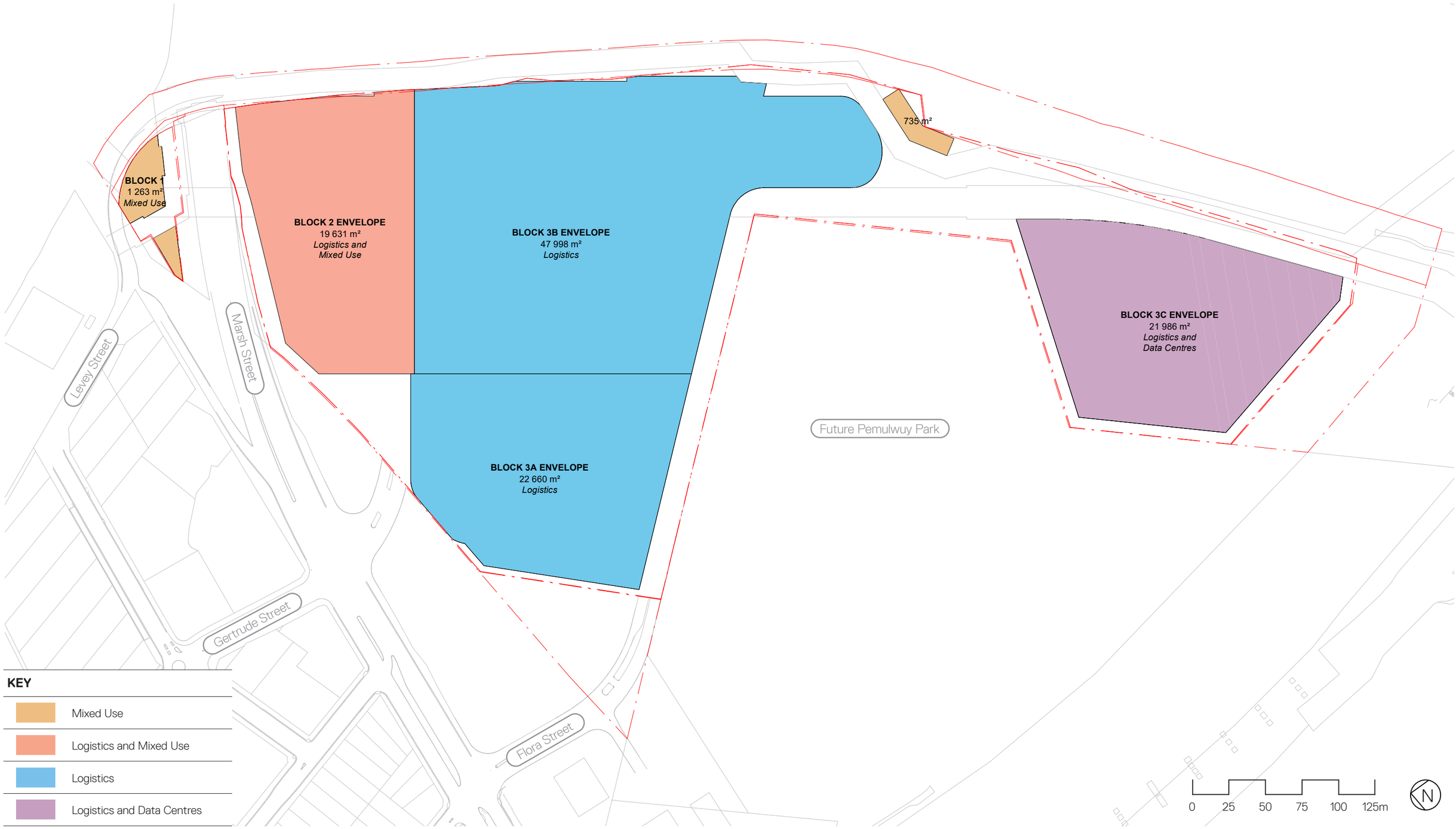
SMALL 3A / LARGE 3B



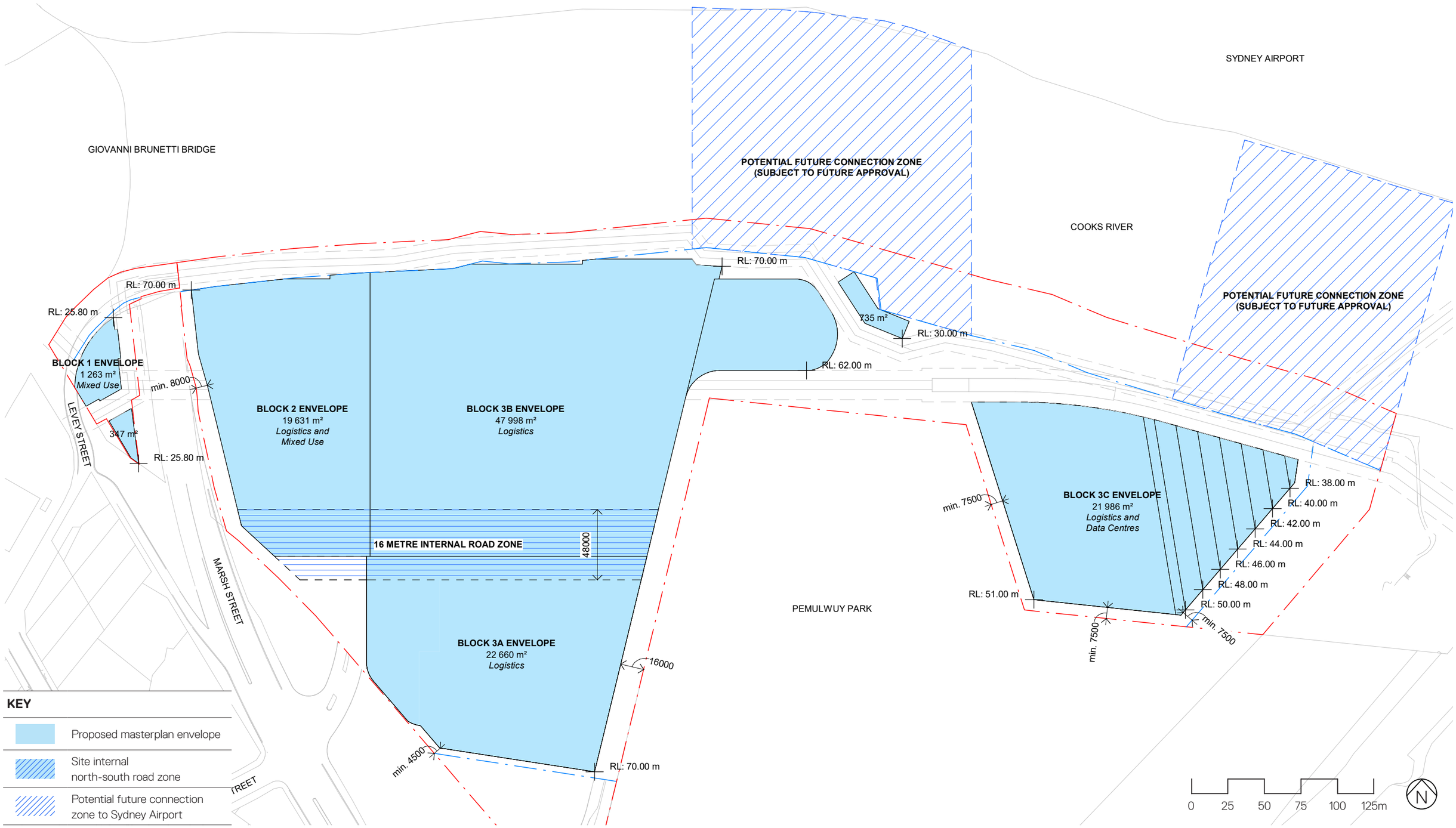
LARGE 3A / SMALL 3B



MASTERPLAN ENVELOPE
1.5.4 BLOCK PLAN LAND USES



MASTERPLAN ENVELOPE
1.5.5 ENVELOPE PLAN



MASTERPLAN ENVELOPE
1.5.6 BUILT FORM AND MASSING

The proposed masterplan envelope creates five building blocks,

→ Block 1, 2, 3A and 3B, to the north

→ Block 3C, to the south

A 16 metre clear north-south internal road is located between Block 3A and Block 3B.

The proposed maximum height of Block 2, 3A and 3B is RL 70.00.

The maximum height of Block 3C is consistent with the planning proposal and Sydney Airport PANS-OPS, from RL 36.77 to RL 51.00.

The maximum height of Block 1 is 24 metres above ground (RL 25.80).

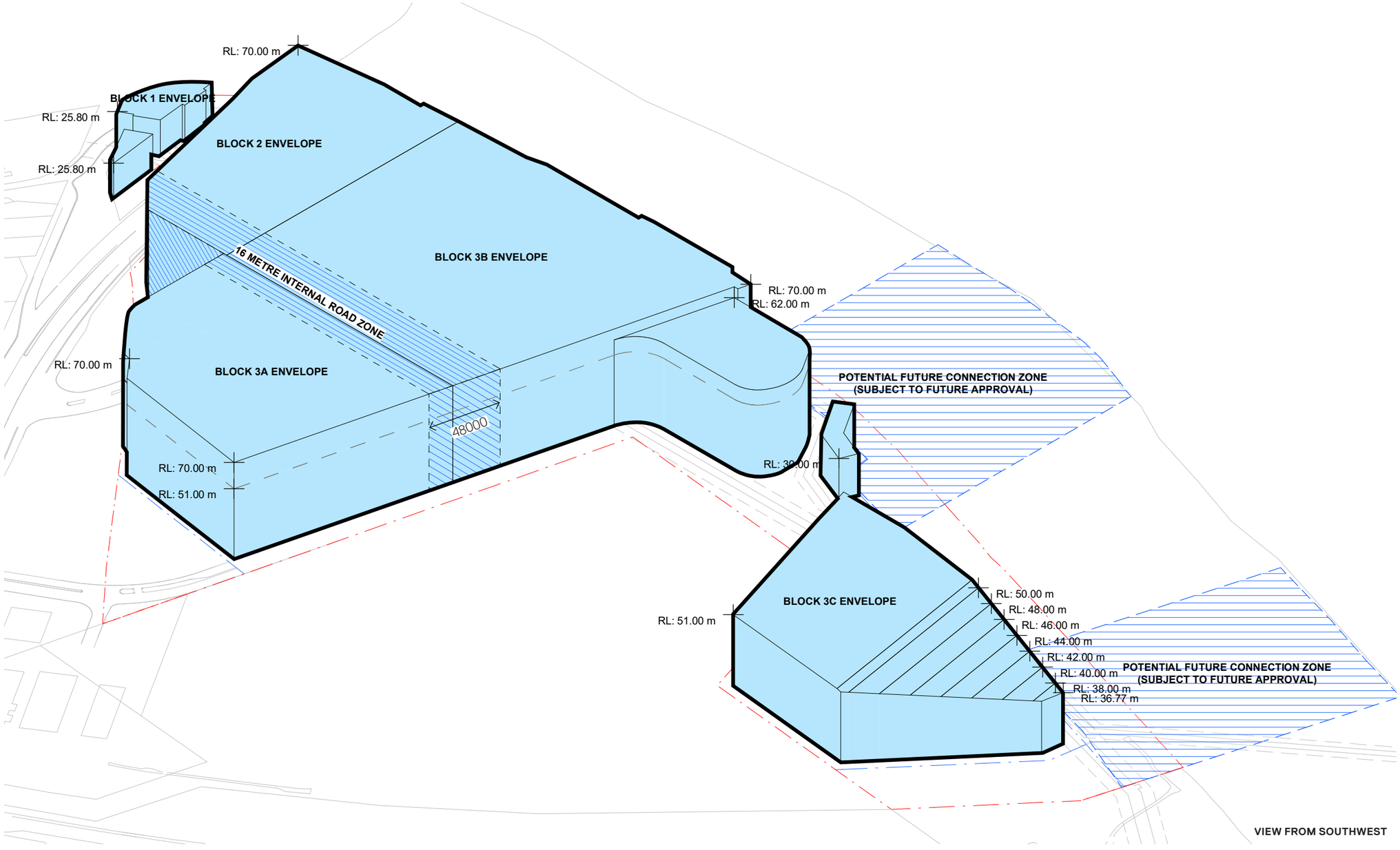
The masterplan envelopes shown are a maximum proposed built form, and not an architectural proposal. The envelopes are required to enable staged delivery and future flexibility of land uses (logistics, mixed use and data centres).

Future buildings must be contained with the proposed building envelopes, to be demonstrated in future Detailed SSDAs. It is noted that building heights of 12 metres or below, wind mitigation elements and awnings are permitted outside of building envelopes (subject to future approval).

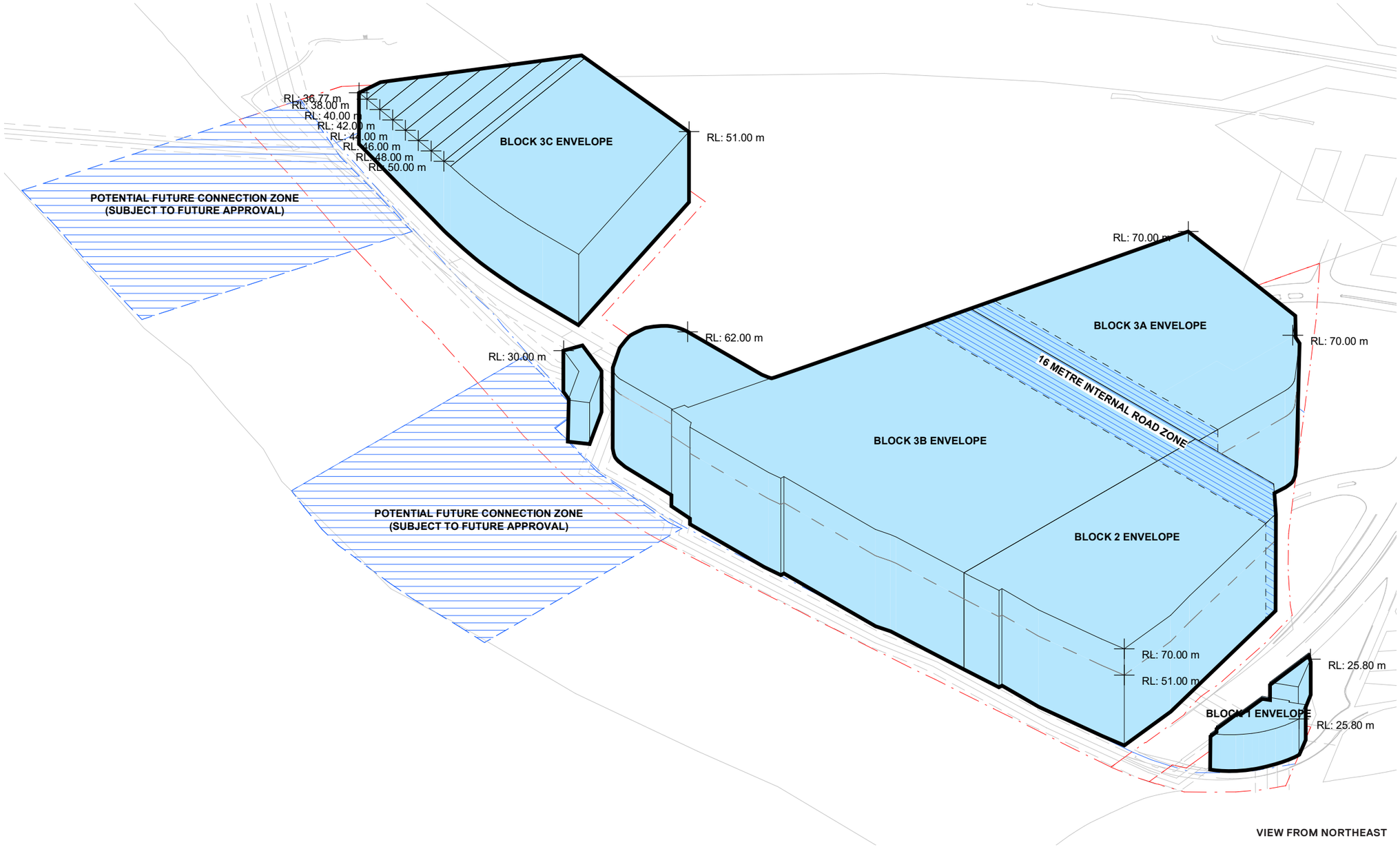
Proposed GFA	343,250 m2
Total envelope area	114,620 m2

KEY

- Proposed masterplan envelope
- Site internal north-south road zone
- Potential future connection zone to Sydney Airport



MASTERPLAN ENVELOPE
BUILT FORM AND MASSING



VIEW FROM NORTHEAST

KEY

- Proposed masterplan envelope
- Site internal north-south road zone
- Potential future connection zone to Sydney Airport

MASTERPLAN ENVELOPE
1.5.7 ADDITIONAL HEIGHT

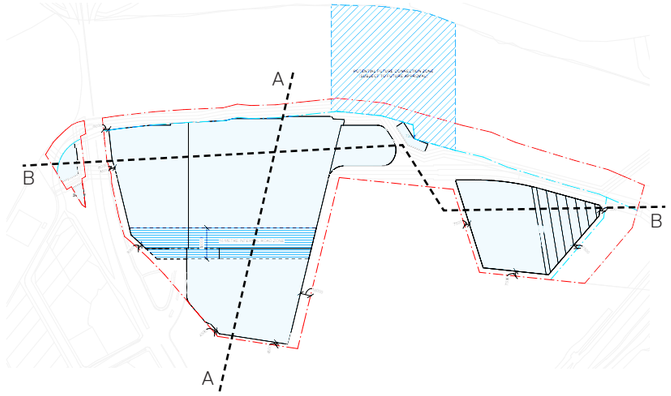
Blocks 2, 3A and 3B comprise a height of buildings development standard of RL 51 under Clause 4.3 of the Bayside LEP 2021. It is consistent with the OLS for Sydney Airport.

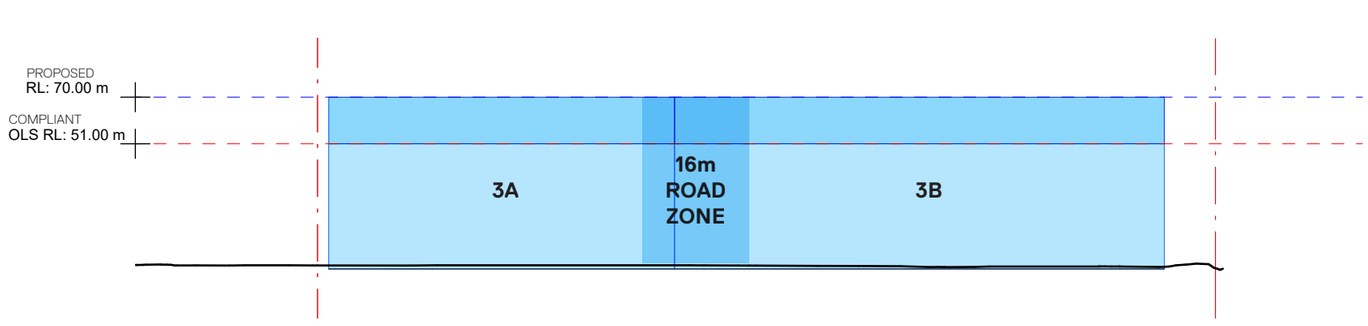
The proposed masterplan envelope has been carefully considered in response to the surrounding site context, adjacent public open spaces, staged delivery, and future flexibility of land uses (logistics, mixed use and data centres).

Blocks 2, 3A, and 3B propose additional height to RL 70.00, the additional height is needed for,

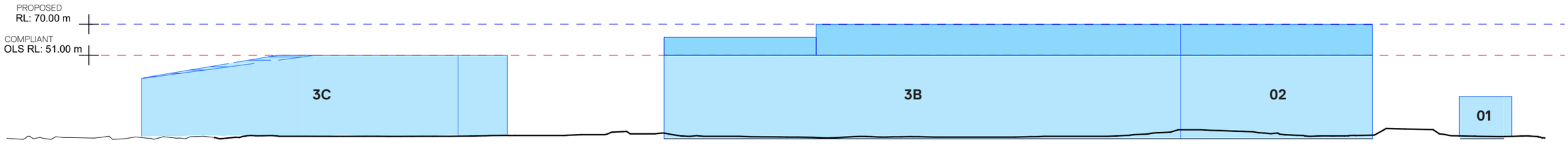
- → The maximum permitted GFA, which requires a 6 storey logistics buildings to reach the threshold.
- → Realistic worst-case racking heights (floor to floors), roof plant, roof pitch, building services, and structure.

Block 3C remains compliant with the height of buildings development standard under Clause 4.3 of the Bayside LEP 2021. It is consistent with the PAN-OPS and OLS for Sydney Airport.

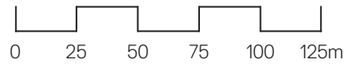




A_EAST-WEST SITE SECTION



B_NORTH-SOUTH SITE SECTION



1.5.8 SYDNEY AIRPORT OLS AND PANS-OPS

OBSTACLE LIMITATION SURFACE (OLS) SURFACE CONTOURS RELATIVE TO PROPOSED ENVELOPE

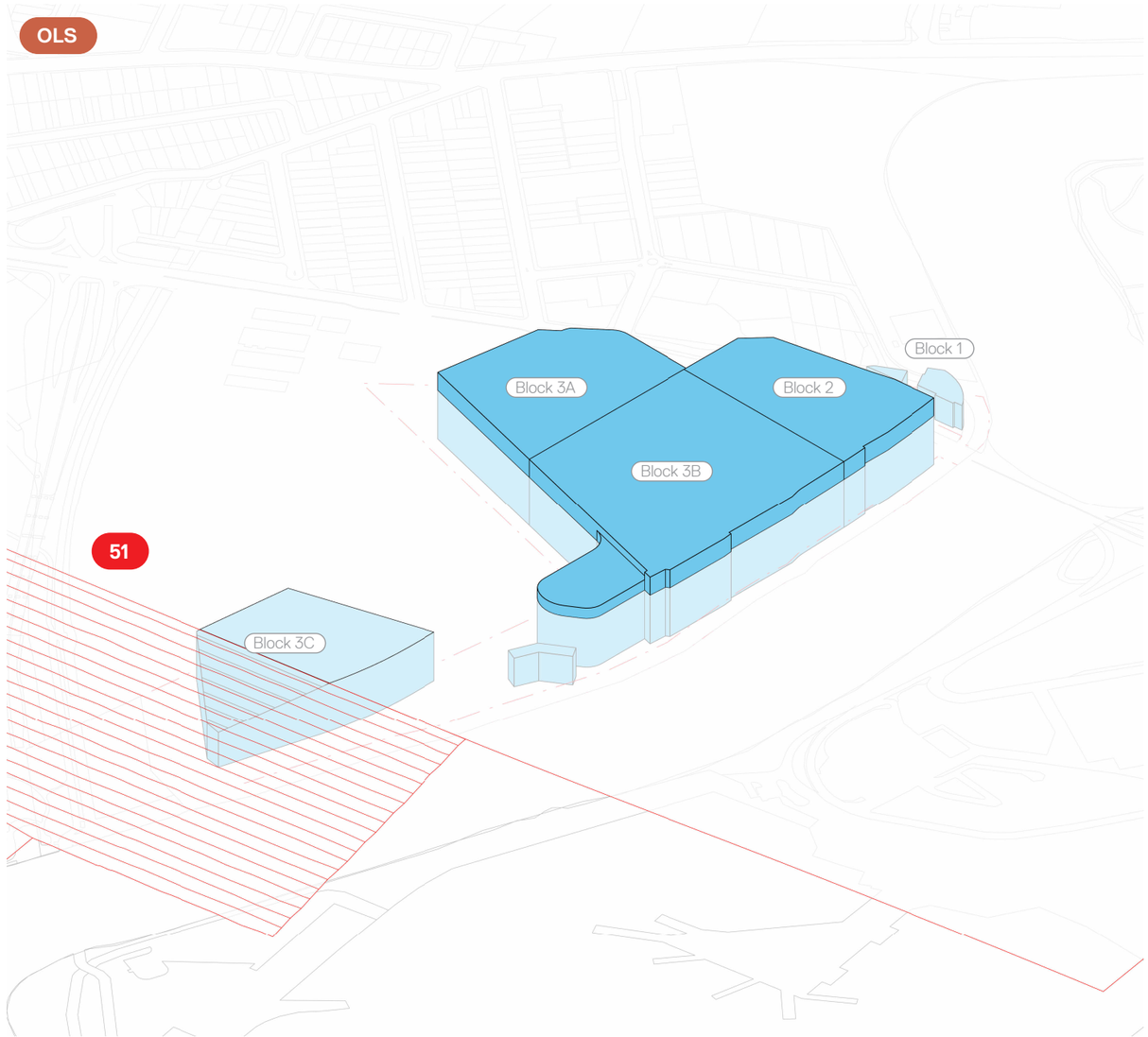
- → Block 2, 3A, and 3B maximum envelope height is proposed 19m above the 51m OLS inner horizontal surface height.
- → Block 3C envelope is height consistent with OLS transitional surface contours.

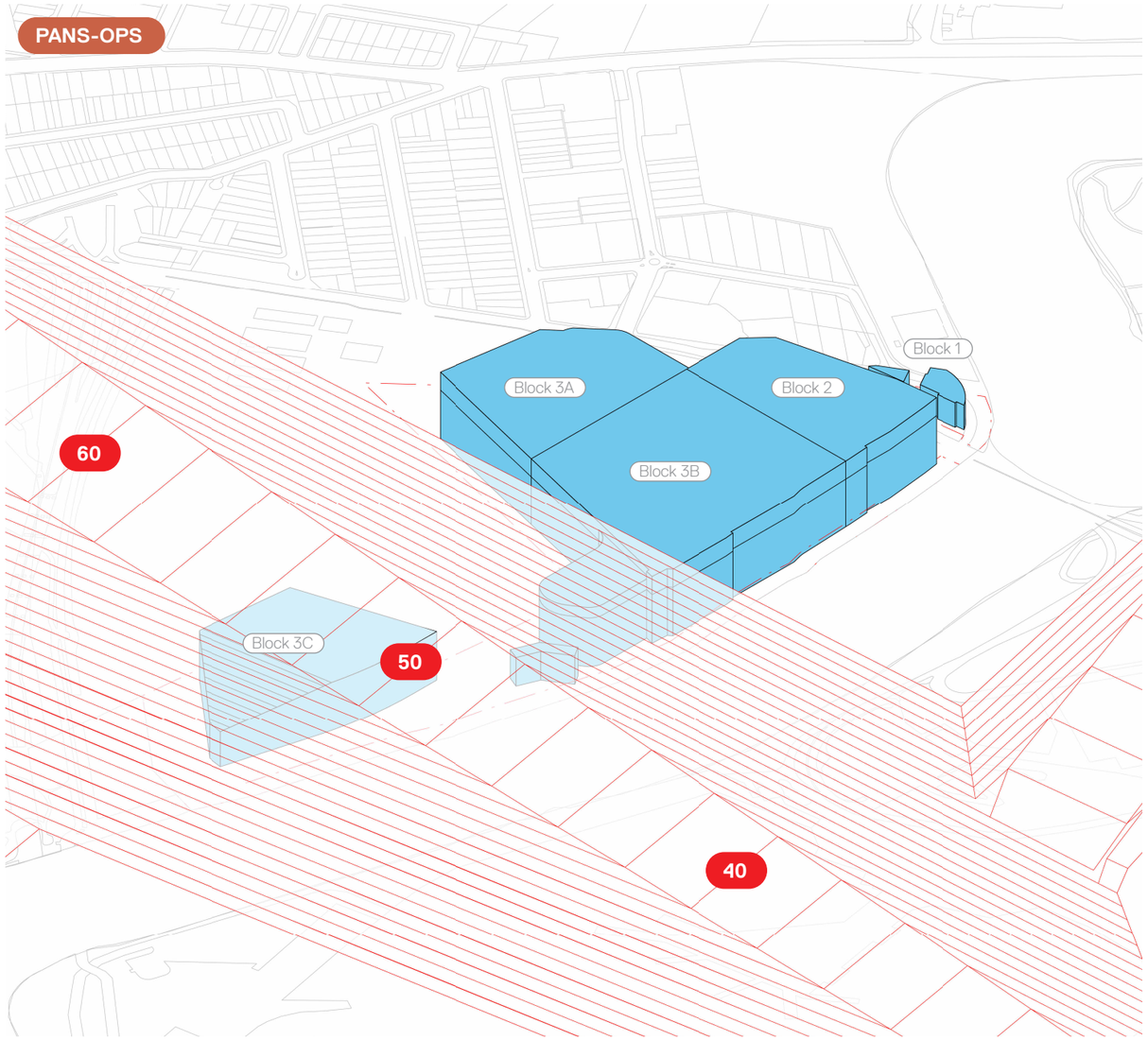
Refer Strategic Airspace – Aeronautical Impact Assessment

PANS-OPS SURFACE CONTOURS RELATIVE TO PROPOSED ENVELOPE

- → Block 3C envelope height is consistent with PANS-OPS surface contours.
- → Other blocks are unaffected by PAN-OPS

Refer Strategic Airspace – Aeronautical Impact Assessment



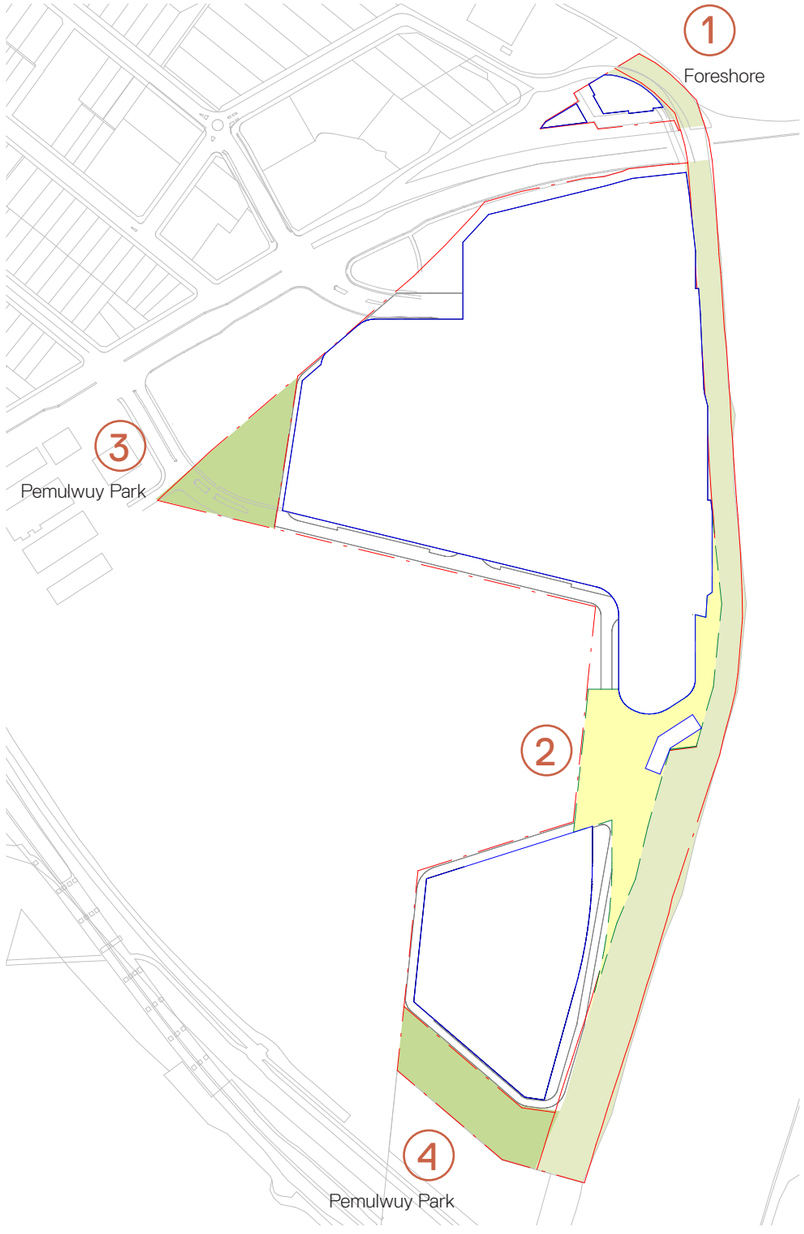


MASTERPLAN ENVELOPE
1.5.9 PUBLIC OPEN SPACE

Extensive new public open space is distributed throughout the 18 hectare site in the following locations,

1. 26,138 sqm new Cooks River foreshore walk, from Block 1 to Block 3C
2. 10,967 sqm reserved connection zone, between Block 3B and 3C. Creating a new intersection between Pemulwuy Park and the Cooks River foreshore. This space contains signalised road between 3B and 3C but is predominantly for public access between the park and the foreshore.
3. 4,033 sqm new additional Pemulwuy Park public open space, west of Block 3A.
4. 9,203 sqm new additional Pemulwuy Park public open space, south of Block 3C.

Up to 50,341 sqm of new public space will be provided within the site boundary.

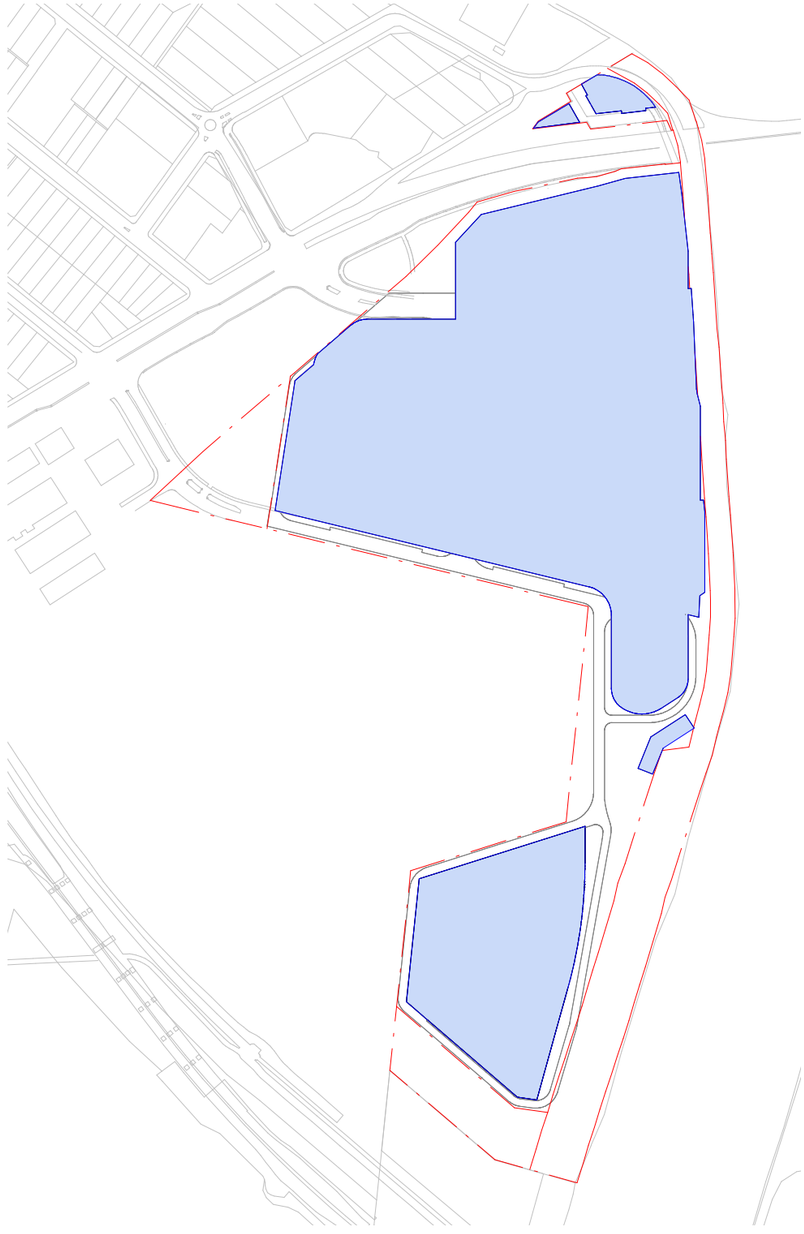


KEY

- Foreshore
- Pemulwuy Park and Foreshore connection zone
- Additional Pemulwuy Park (Bayside Council dedication)

1.5.10 SITE COVERAGE

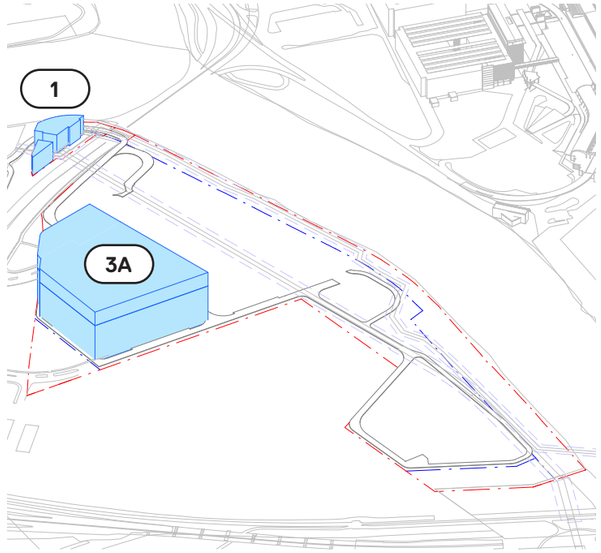
To support the stage delivery, and flexibility of land uses (logistics, mixed use and data centres). The envelope covers only 114,620 sqm, 62.7% of the site.



KEY

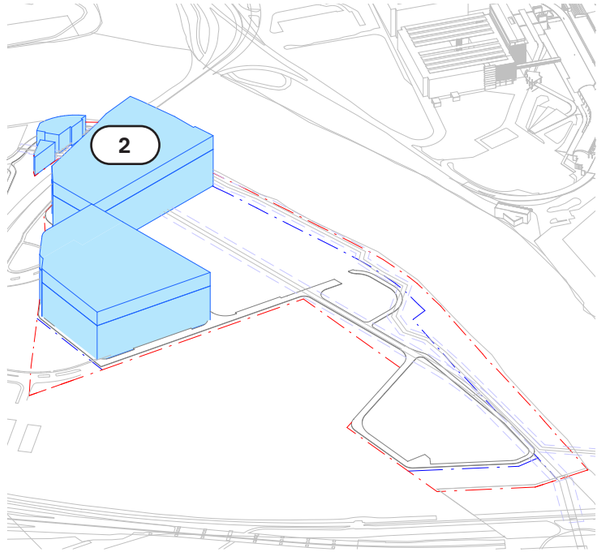
- Site Coverage

MASTERPLAN ENVELOPE
1.5.11 INDICATIVE STAGING



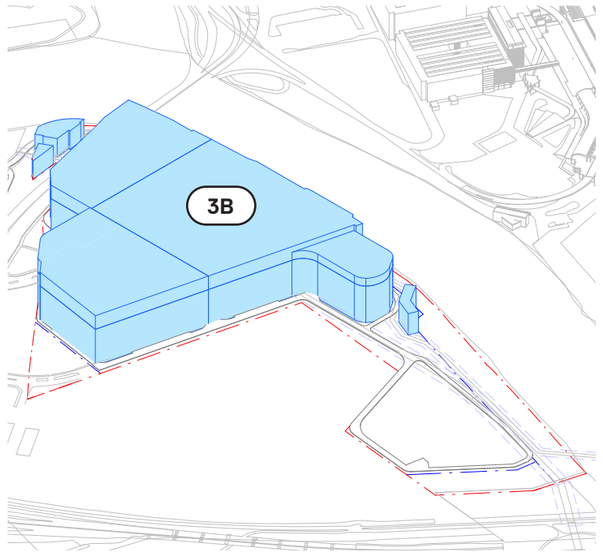
STAGE 1

- → Block 1 (Mixed Use)
- → Block 3A (Logistics)
- → North south internal road connecting the extensions of Gertrude Street and Flora Street.



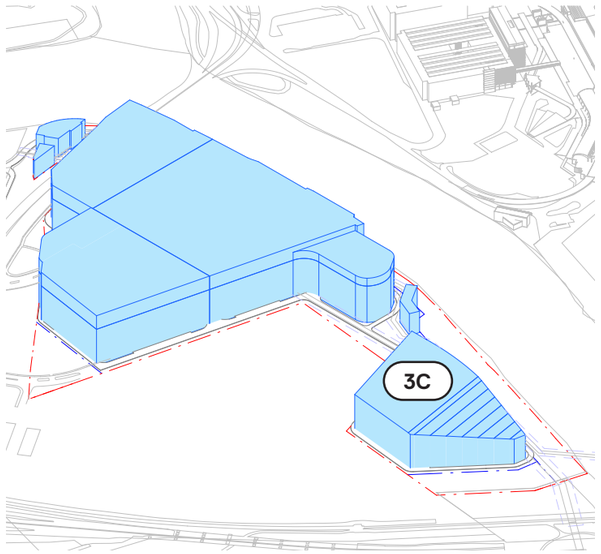
STAGE 2

- → Block 2 (Mixed Use) or Block 3B (Logistics)



STAGE 3

- → Block 3B (Logistics)



STAGE 4

- → Block 3C (Logistics or Data Centre)

MASTERPLAN ENVELOPE
1.5.12 OVERSHADOWING ANALYSIS – JUNE 21

Overshadowing analysis for June 21 (winter solstice) has been completed for the proposed building envelopes to understand the worst-case overshadowing impacts.

It is noted that the building envelopes do not incorporate important building articulation, which will be suitably incorporated through the future Detailed SSDAs.

The future Pemulwuy Park is located to the south-west of Block 2, 3A and 3B and will subsequently experience partial overshadowing in mid-winter.

To assess the additional overshadowing of the future Pemulwuy Park as a result of the proposed additional height, overshadowing analysis for June 21 (winter solstice) is provided in the following table.

Pemulwuy Park Overshadowing Analysis

Time	LEP Compliant Height	Additional Over shadowing
9 am	32.3%	14.4%
10 am	20.4%	9.6%
11 am	14.3%	7.1%
12 pm	12.3%	6.0%
1 pm	11.4%	5.2%
2 pm	11.6%	4.6%
3 pm	12.5%	3.7%
Average	16.4%	7.2%

For respective overshadowing diagram refer to "2.2 Reference Scheme Shadow Diagrams"



JUNE 21 – 9AM



JUNE 21 – 10AM



JUNE 21 – 11AM



JUNE 21 – 12PM



JUNE 21 – 1PM



JUNE 21 – 2PM



JUNE 21 – 3PM

KEY

- LEP Compliant Height
- Reference Scheme 1
- Reference Scheme 4

1.5.13 OVERSHADOWING ANALYSIS – DECEMBER 21

Overshadowing analysis for December 21 (summer solstice) has been completed for the proposed building envelopes to understand the worst-case overshadowing impacts.

It is noted that the building envelopes do not incorporate important building articulation, which will be suitably incorporated through the future Detailed SSDAs.

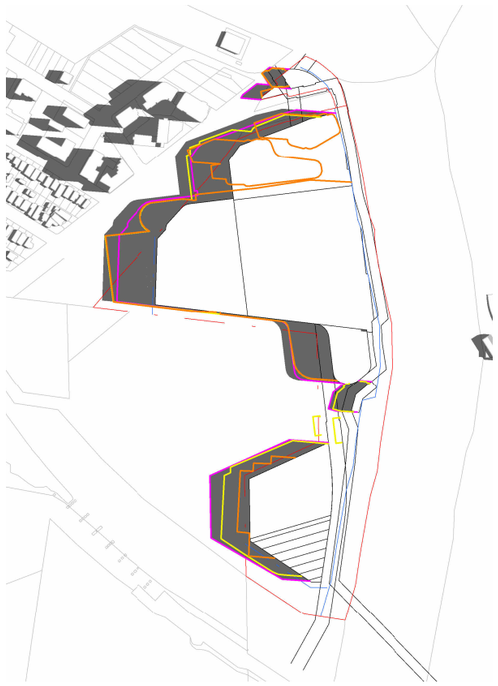
The future Pemulwuy Park is located to the south-west of Block 2, 3A and 3B and will subsequently experience partial overshadowing in mid-winter.

To assess the additional overshadowing of the future Pemulwuy Park as a result of the proposed additional height, overshadowing analysis for December 21 (summer solstice) is provided in the following table.

Pemulwuy Park Overshadowing Analysis

Time	LEP Compliant Height	Additional Over shadowing
9 am	2.3%	0.8%
10 am	1.2%	0.5%
11 am	0.2%	0.3%
12 pm	0%	0%
1 pm	0%	0%
2 pm	0%	0%
3 pm	0%	0%
Average	0.5%	0.2%

For respective overshadowing diagram refer to "2.2 Reference Scheme Shadow Diagrams"



DECEMBER 21 – 9AM



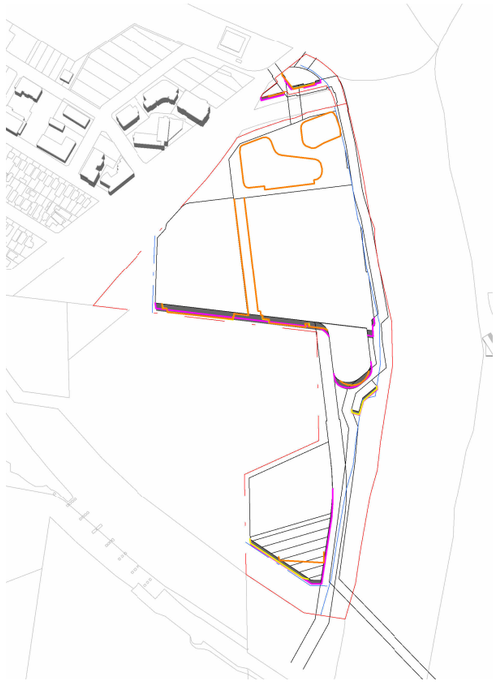
DECEMBER 21 – 10AM



DECEMBER 21 – 11AM



DECEMBER 21 – 12PM



DECEMBER 21 – 1PM



DECEMBER 21 – 2PM



DECEMBER 21 – 3PM

KEY

- LEP Compliant Height
- Reference Scheme 1
- Reference Scheme 4

1.6 DESIGN APPROACH

1.6.1 DESIGNING WITH COUNTRY

Grimshaw, Moir Studio, Ngurra Advisory, John Boyd Properties, and Stockland are committed to fulfil our commitment to Country through meaningful and direct engagement with community and Bidjigal Traditional Custodians including Aunty Barb, Aunty Margie Sims, and Uncle Sonny Sims to date.

Four key design themes have been developed,

- → Middens, Layers of Memory
- → Mangroves and Artefacts, Protecting what sustains Bidjigal people
- → Water Sustaining Life, sea life importance to Bidjigal people
- → Colours of Country, Land, Water, Sky, plant life, and the whale totem

Refer Ngurra Advisory – Design Themes and Considerations Report (Bidjigal Country)

OVERALL THEME

Activation Through the Five Senses Remaining on Country and Continuing Culture

The overarching theme invites people to see, hear, touch, smell, and feel Bidjigal Country in meaningful and culturally grounded ways. It emphasises continuity, that Bidjigal culture is living, present, and activated through sensory connection. Every design theme contributes to this experience, ensuring people remain connected to Country through story, texture, colour, ecology, and place-based knowledge.

DESIGN THEME 1

Middens – Layers of Memory

Design opportunities include,

- → Layered shell-inspired patterns in pavements, walls, seating, and façade detailing.
- → Organic, curved forms echoing the contours of midden mounds.
- → Material finishes reflecting shell, sand, and stone textures (e.g., crushed shell, pale terrazzo, mineral surfaces).
- → Interpretive elements that acknowledge cultural significance while protecting sensitive information.

DESIGN THEME 2

Mangroves and Artefacts – Protecting What Sustains Bidjigal People

Design opportunities include,

- → Patterns inspired by mangrove root networks, branching structures, and tidal flow integrated into screens, pavements, and shading elements.
- → Sculptural and tactile forms referencing boomerangs and other artefacts crafted from mangrove wood.
- → Interpretive artworks that acknowledge the role of mangroves in trade, material culture, and ecosystem support, while protecting sensitive cultural information.

DESIGN THEME 3

Water Sustaining Life – Sea Life Importance to Bidjigal People

Design opportunities include,

- → Flowing tidal patterns incorporated into pavements, façade treatments, and public spaces to reflect the movement of water and marine life.
- → Sculptural references and tactile forms inspired by mullet schooling, octopus tentacles, oyster shells, and reef formations.
- → Water-sensitive design features such as reflective pools, rippled surfaces, or tidal-inspired lighting that engage sight and sound.
- → Interpretive elements that highlight the sustainable harvesting of sea life, traditional knowledge, and the ecological role of coastal waters.

DESIGN THEME 4

Colours of Country – Land, Water, Sky, Plant Life, and the Whale Totem

Design opportunities include,

- → Colour palettes inspired by the whale totem, coastal waters, sunrise, sandy landscapes, and local flora.
- → Planting schemes featuring culturally significant species that engage sight, smell, and touch, reflecting seasonal change and biodiversity.
- → Integrated artworks, lighting, and landscape features that reflect the presence of the whale totem through deep blues, soft greys, and accent tones inspired by whale skin and movement.
- → Use of natural materials (timber, stone, earth-based finishes) that carry and reflect these colours authentically, creating tactile and visual experiences.



VISIONING WORKSHOP



WALK ON COUNTRY



WALK ON COUNTRY



VALIDATION WORKSHOP

DESIGN APPROACH
1.6.2 SUSTAINABILITY PRINCIPLES

BACKGROUND AND CONTEXT

The global logistics market is expected to almost double in size over the next decade. The rise of e-commerce demands faster, more efficient logistics solutions using AI and automation technologies. Concurrent with this growth, the industry is pushing towards ambitious net zero carbon and sustainability targets. The logistics market has become a key focus for de-carbonisation efforts as it is intrinsically connected to the transport industry and the vast supply chain network of e-commerce and manufacturing businesses.

The Environmental, Social and Governance (ESG) investing landscape is rapidly evolving with notable mandatory Climate-related Financial Disclosure coming into effect in Australia in 2025 as well as a growing global interest in nature related business impacts driven by the Taskforce for Nature-related Financial Disclosure (TNFD).

Alignment with global ESG best practice not only delivers on corporate sustainability commitments, but provides opportunities for access to the benefits of green finance in the form of sustainability linked loans or bonds with preferential terms or interest rates.

NSW GOVERNMENT STRATEGY

Through strategy set out in the Greater Sydney Region Plan and Future Transport Strategy 2056 the NSW Government aims to ensure its freight and logistics sector helps deliver economic growth while reducing environmental impact. Key drivers include: transitioning to net-zero emissions through low- and zero-emission vehicles and fuels; improving efficiency via better freight network design and modal shift (e.g. from road to air) to lower costs and emissions; enhancing resilience to climate change and disruptions; deploying technology, data and automation to optimise freight operations; and balancing social, environmental and economic outcomes in decision-making.

STOCKLAND ESG STRATEGY

Stockland's portfolio-wide sustainability strategy is based on a four-pillar ESG strategy focusing on Decarbonisation, Circularity, Social Impact, and Resilience. Key initiatives include a commitment to net-zero emissions, scaling on-site renewable energy generation, reducing waste through circular economy principles, and enhancing social outcomes through programs like those supporting First Nations communities. It is also critical for developments to be resilient to climate change through detailed consideration of the site-specific risks as we as fostering more resilient communities and eco-systems.

In line with Stockland's portfolio strategy the application of a sustainability rating tool such as Green Star Communities or Green Star Buildings should be considered for this project for quality-assured delivery of sustainability outcomes.

A summary of the key sustainability goals that are pursued for this project are set out below while an outline of the key strategies that are considered relevant at the masterplan stage are outlined in the following page.

PRINCIPLE 1

Decarbonisation



- → Target Net Zero Carbon (Scope 1 and 2) emissions
- → Deliver large-scale onsite-renewable energy generation
- → Facilitate customers' transition to renewable energy
- → Target upfront embodied carbon reductions

PRINCIPLE 2

Circularity



- → Embed circularity principles throughout the project design and operations
- → Design out waste, reduce use of virgin materials
- → Consider end-of life deconstruction and re-use rather than demolition (both for existing built works and new industrial works)

PRINCIPLE 3

Resilience



- → Strengthen resilience of project through detailed climate resilience assessment and adaptation strategy
- → Develop flood risk management strategy and design approach
- → Regeneration of Cooks River foreshore through enhancing the sites native ecosystems

PRINCIPLE 4

Social Impact

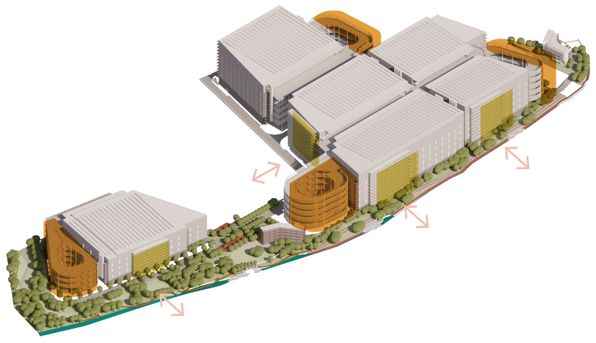


- → First Nations engagement to focus on employment, procurement, and connection to country outcomes
- → Undertake Community Engagement and Social Impact Assessment
- → Target social value creation initiatives and evaluate social value contribution

1.6.3 MASTERPLAN DESIGN PRINCIPLES

PRINCIPLE 1

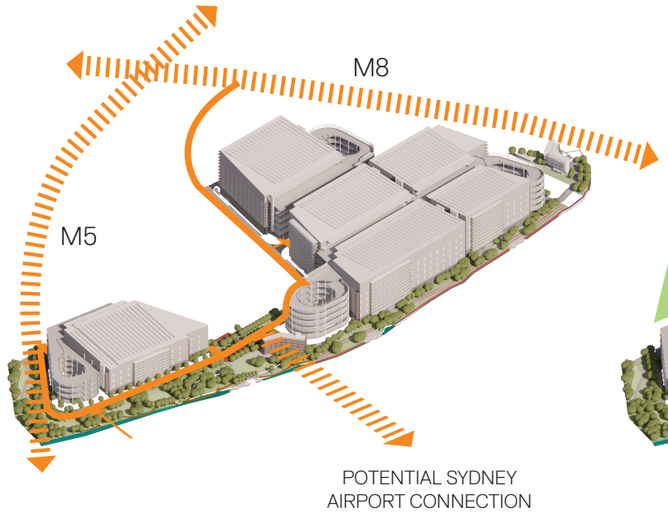
Active Edges



Offices, stairs, ramps and hardstands provide opportunities for architectural expression and to create active facades when viewed from the street-scape, Pemulwuy Park and Cooks River foreshore.

PRINCIPLE 2

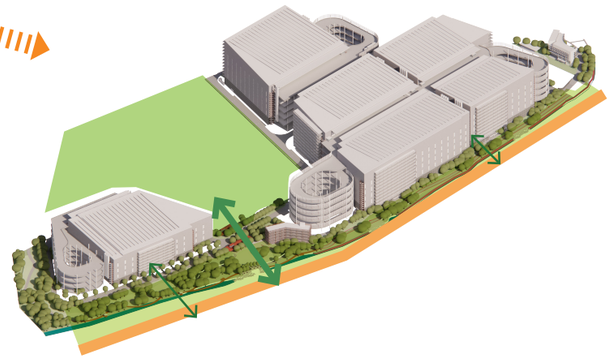
Connectivity and Access



The Cooks River Foreshore landscape and Fig Tree Plaza connects Pemulwuy Park to the greater Bayside open space network, unlocking new publicly accessible open space.

PRINCIPLE 3

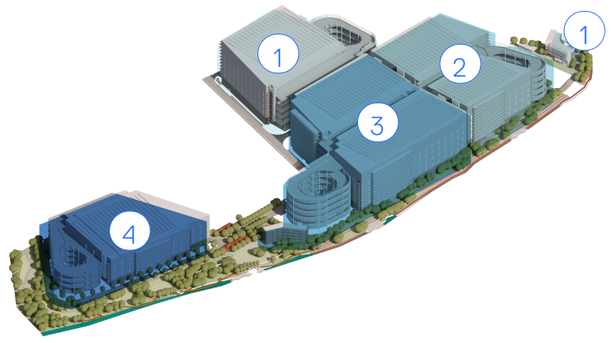
Addressing the Foreshore and Park



Buildings are setback a minimum of 40 metres to the South, a minimum of 20 metres to the North from the Cooks Rover foreshore, and direct access is provided from Pemulwuy Park. The road reserves create functional and safe streetscapes and set the building forms back from their surrounds.

PRINCIPLE 4

Development Staging

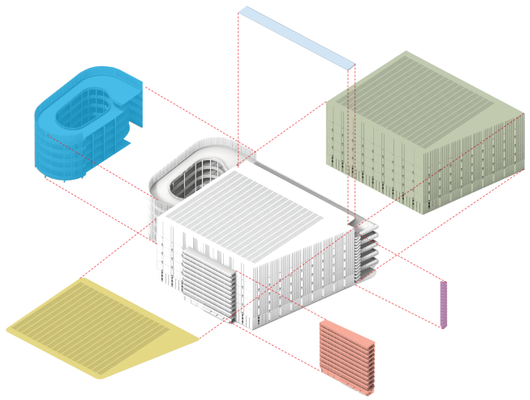


Buildings, open space, internal roads, and site services consider flexible development staging. The scale of the proposal requires progressive completion to be considered in building forms and the road network.

DESIGN APPROACH
MASTERPLAN DESIGN PRINCIPLES

PRINCIPLE 5

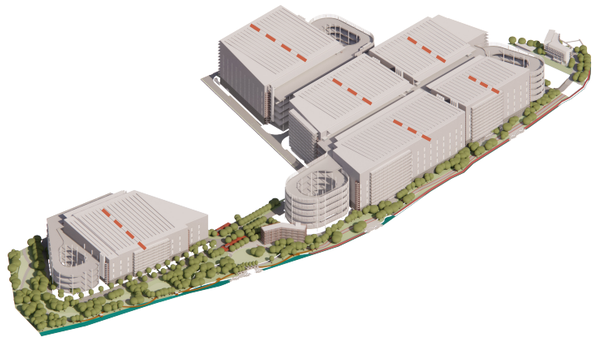
‘Kit of Parts’ Approach



Buildings are designed from the outset as modular and repeatable, to maximise efficiency, cost effectiveness, sustainability, and end of life reuse. Where possible ‘parts’ are shared between building types.

PRINCIPLE 6

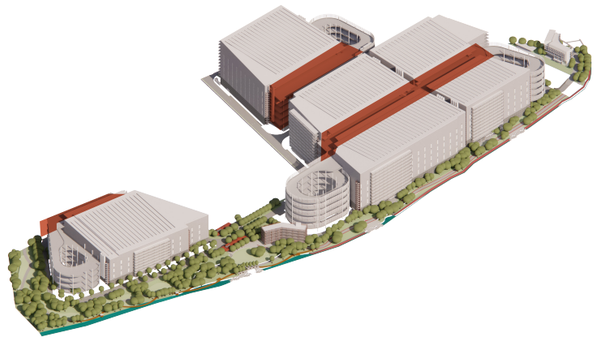
Flexible and Adaptable



Internal spaces are arranged to maximise flexibility. Offices are located along the longer warehouse elevation to maximise possible inter-tenancy partition configurations.

PRINCIPLE 7

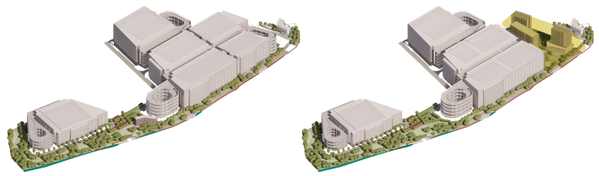
Efficiency and Functionality

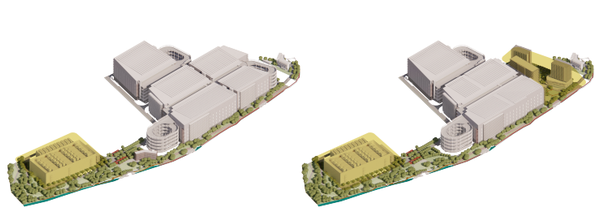


Truck hardstands are typically centralised between buildings for operational efficiency and to minimise noise and visual impact. Truck, car and pedestrian movements are separated. Hardstand widths, ramps sizes, structural layouts are all optimised for efficiency and functionality - within the bounds of carefully considered urban design principles.

PRINCIPLE 8

Adaptability of Future Land Use





The building envelopes allow for interchangeable building uses. For example Block 2 may be Logistics or Mixed Use or, Block 3C may be Logistics or a Data Centre - as required to fulfil its best future use.

DESIGN APPROACH
1.6.4 GANSW BETTER PLACED



OBJECTIVE 1

BETTER FIT
Contextual, local and of its place

The design approach of the Concept Masterplan is fundamentally underpinned by Designing with Country, the immediate site context and Sydney's industrial past, present and future to create a world-class logistics precinct. The proposal is a catalyst for renewal, social and economic growth, making a positive contribution to the street-scape, landscape, and urban context of the previous Kogarah Golf Club.

OBJECTIVE 2

BETTER PERFORMANCE
Sustainable, adaptable and durable

The proposal sets a benchmark for multi-storey logistics. Targeting 5 Star Greenstar, reflecting the project and Stockland and John Boyd Properties' commitment to the environment. Future adaptability and flexibility is embedded into the design and structure with floor to floor height minimums allowing the building to adapt and change in the future.

OBJECTIVE 3

BETTER FOR COMMUNITY
Inclusive, connected and diverse

The proposal fundamentally supports and benefits the community and wider social context. New public open space is prioritised for the community, with a new 1 km long Cooks River foreshore walk, a new dedicated connection between Pemulwuy Park and the Cooks River foreshore, and 13,236 m2 of new additional parkland. All enabling and encouraging diverse social interactions throughout the site.

OBJECTIVE 4

BETTER FOR PEOPLE
Safe, comfortable and liveable

The proposal considers all workers, visitors and the public to provide safe, comfortable and enjoyable spaces. Facilities and amenities are provided for both permanent on-site workers and visiting workers like truck drivers. Natural ventilation and natural light is maximised to provide a high level of occupant comfort. Truck, car and pedestrian movements are separated wherever possible with clear lines of sight.

OBJECTIVE 5

BETTER WORKING
Functional, efficient and fit for purpose

The Concept Masterplan is built on operational efficiency, functionality and flexibility to minimise future redevelopment and maximise the life cycle of the proposal. This is especially critical in a multi-storey logistics context with multiple warehouses and truck ramps. Supporting functions, offices and car parks are dispersed throughout the site and co-located with each warehouse.

OBJECTIVE 6

BETTER VALUE
Creating and adding value

The proposal creates value for the community, tenants, workers, and visitors environmentally, socially and economically with it's close proximity and integration with the Cooks River foreshore, Pemulwuy Park and Sydney Airport. Public space, landscape, and workplace are all cohesively brought together.

OBJECTIVE 7

BETTER LOOK AND FEEL
Engaging, inviting and attractive

The built form establishes a new benchmark for multi-storey logistics in Sydney. Highly functional elements of logistics such as the vertical movement of trucks, and people are expressed to add visual curiosity, engage and activate the immediate surrounding context.