



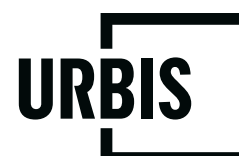
Artist's impression of Potential Concept Design

PLANNING PROPOSAL RAMSGATE VILLAGE

193-199 Rocky Point Road, 66-68 Ramsgate Road
and 2-6 Targo Road, Ramsgate

RESPONSE TO POST-LODGEMENT FEEDBACK

Prepared for
POINT GATE DEVELOPMENTS PTY LTD
14 June 2022



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1. EXECUTIVE SUMMARY

This Planning Proposal request has been prepared by Urbis Pty Ltd (Urbis) on behalf of Point Gate Developments Pty Ltd (the Proponent), a Joint Venture between Australian developer Time & Place and Fabcot Pty Ltd, Woolworths' in-house retail development division.

Since the original submission in October 2021, the Planning Proposal and the submitted reference scheme have been updated to address feedback received from WSP (engaged by Georges River Council to undertake an independent assessment of the Planning Proposal) and TfNSW. Accordingly, this report has been updated to reflect amendments made to the Planning Proposal and the indicative reference scheme since submission in October 2021.

The Proponent seeks to initiate an amendment to the zoning and built form planning controls under the Georges River Local Environmental Plan 2021 (GRLEP 2021) for land at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate (the site).

The Planning Proposal seeks to rezone the site and amend the applicable built form controls to enable the redevelopment of the site to create a vibrant mixed-use development comprising residential and retail uses, as well as a high quality publicly accessible open space on the site. The Planning Proposal also seeks to reclassify Lot 301 DP 1142822, which is a small portion of Council owned land within the site, from community land to operational land to enable the acquisition of the site for future redevelopment.

By consolidating a large number of lots, the Proponent has been able to bring forward a site that presents a rare opportunity to deliver a high-quality mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible open space. The site is strategically located and sized to facilitate the redevelopment, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Council's adopted strategic plans.

The Planning Proposal follows previous planning proposals submitted by others for the site, including the most recent submission in 2019. In their consideration of the previous planning proposal, the South Sydney Planning Panel (SSPP) concluded that the proposal had strategic merit as it would revitalise the local centre, and it had site-specific merit as it would amalgamate sites to enable an integrated mixed-use development to provide a supermarket and a publicly accessible open space, while acknowledging the adjoining heritage buildings.

This Planning Proposal, which is separate from the previous planning proposal maintains the same strategic merit as the previous proposal by including key attributes of site-specific merit that were previously highlighted by the SSPP. However, it is important to note that this submission makes several additional site-specific moves to positively address the key issues raised in the assessment of the previous proposal.

The Proponent has engaged a new project team with experience and a proven track record in high-quality residential mixed-use developments) including an award-winning architecture firm (SJB), traffic engineers with retail traffic expertise (CBRK), community engagement (Urbis) and a suite of other technical consultants.

In developing the Planning Proposal, the Proponent undertook extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community over a period of 12 months, which has been followed by close post-lodgement engagement with Council, WSP and TfNSW since October 2021. The Proponent has a long-term interest in developing the site and seeks to continue engaging in a positive dialogue with Council and various stakeholders during the assessment of the Planning Proposal.

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the Department of Planning, Industry and Environment (DPIE) guidelines '*Planning Proposals: A guide to preparing planning proposals*' dated December 2018. The Planning Proposal has been prepared in consideration of the planning objectives, priorities and actions in relevant strategic planning policies including:

- Greater Sydney Region Plan: A Metropolis of Three Cities
- Our Greater Sydney 2056: South City District Plan and Eastern City District Plan
- Future Transport Strategy 2056
- Georges River Local Strategic Planning Statement (LSPS)

- Georges River Commercial Centres Strategy
- Georges River Local Housing Strategy

The Planning Proposal request has been prepared in accordance with the relevant DPIE guidelines and is considered appropriate for the following reasons:

Strategic Merits

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement. As noted above, the strategic merit of a planning proposal on the site has been endorsed by the SSPP as it would revitalise the local centre consistent with the Sydney Regional Plan and Sydney District Plan.

In addition, the Interim Policy position and the draft Activating our Centres Strategy that Council officers developed to support future development in Ramsgate Centre indicates that the site has strategic merit to warrant an accelerated review of future built form potential on the site ahead of Stage 2 of Council's Centres Strategy.

The Planning Proposal has strategic merit having regard to the following matters:

- The Planning Proposal will revitalise a local centre in accordance with the planning priorities and objectives of the Greater Sydney Region Plan and the South and Eastern City District Plans.
- The Planning Proposal is aligned with the Georges River Local Strategic Planning Statement, which identifies Ramsgate Local Centre as a centre to 'explore Centre expansion for jobs and/or housing'.
- The Planning Proposal is supported by the Georges River Commercial Centres Strategy which identifies Ramsgate for opportunities to grow by more than 15% in commercial floor space to 2036.
- The site is well served by existing and future planned transport infrastructure under the Future Transport Strategy 2056, including being located on an identified corridor for a future train link/mass transit route, and future road or motorway projects.

Following submission of the planning proposal in October 2021, WSP, Council's independent assessment planner noted that the planning proposal has strategic merit as follows:

- The Planning Proposal will revitalise the local centre in accordance with the planning priorities and objectives of the Greater Sydney Region Plan and the South and Eastern City District Plan, specifically:
 - It will support the delivery of a mixed-use development which will enable people to live close to jobs and services.
 - The Proposal includes the provision of publicly accessible open space and high-quality public domain to meet the needs of the community and future residents.
 - The proposed development would increase streetscape activation and social interaction through the provision of a new town square and publicly accessible open space.
- The Planning Proposal is aligned with the Georges River Local Strategic Planning Statement, which identifies Ramsgate Local Centre as a centre to 'explore Centre expansion for jobs and/or housing'.
- The Planning Proposal is generally consistent with Council's Local Housing Strategy, where it provides for a range of housing options, in the form of 1, 2 and 3 bedroom apartments.
- The Planning Proposal will offer a range of public benefits including a publicly accessible open space, public domain improvements, and traffic signal improvements.
- The Planning Proposal is supported by the Georges River Commercial Centres Strategy which identifies Ramsgate for opportunities to grow by more than 15% in commercial floor space to 2036. The Planning Proposal provides a mixed-use development which will activate Ramsgate and allow it to transition into a local centre as envisaged.
- While the site is not located close to major transport links, the Proposal would increase the level of residential development within walking distance of centres with a supermarket, which is a desirable liveability outcome.

Site Specific Merit

The Planning Proposal has been developed through in-depth analysis of the site opportunities and constraints to address the site-specific issues raised by the Local Planning Panel and the SSPP during the assessment of the previous proposal. The Planning Proposal features significant improvements on the previous proposal in terms of building height, bulk and depth, street walls, interface with neighbouring sites, delivery of a protected and activated publicly accessible open space, and a range of public benefits.

The proposed building height and FSR amendments are modest with respect to the existing controls and in the context of the significant positive outcomes it will enable the site to deliver. The tailored and specific built form provisions proposed as part of the Planning Proposals will provide the incentive FSR to enable the delivery of a full-line supermarket below street level in order to open up the ground plane for a publicly accessible open space. The additional height, which will equate to 2-3 finished floor levels on the site, will enable the delivery of an activated publicly accessible open space for the community and ensure adequate building separation and setbacks from neighbouring properties.

The Planning Proposal has site-specific merit having regard to the following matters:

- The Planning Proposal will facilitate the redevelopment of the site that will act as a catalyst for the wider regeneration of the Ramsgate Local Centre.
- The Planning Proposal will enable a built form and urban design outcome of high design quality featuring a transition in scale from the highest point at the corner of Targo Road and Rocky Point Road, and lower elements towards the south and west of the site at the interface with sensitive neighbours.
- The Planning Proposal will reinforce the emerging streetscape character along Rocky Point Road and manage perceptions of enclosure providing a 6-storey street wall with a stepped down approach to 4 storeys and then 1 storey and generous setbacks above the street wall height
- The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous Kogarah Development Control Plan 2013, as well as the Interim Policy and draft Activating our Centres Strategy that Council officers previously presented to Councillors, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road. The Planning Proposal seeks to generally align with the Interim Policy that Council officers had put forward for Ramsgate Centre in terms of height, and above ground FSR will be well within the suggested FSR of 3:1.
- The Planning Proposal will address and mitigate the traffic effects on the adjacent road network with the delivery of traffic improvement works that have been developed through engagement with TfNSW. The intersection upgrade works will provide appropriate access to the site from the main road network and minimise traffic flow on local roads, while delivering positive traffic and parking outcomes for the local area. The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.
- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal will enable a substantial increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.
- The Planning Proposal will deliver significant public benefits to the centre including traffic upgrades, pedestrian through-site links, and public domain improvements along Targo Road and Rocky Point Road.
- The Planning Proposal will not result in unacceptable overshadowing and other amenity or privacy impacts on neighbouring residential properties, and it will enable future development on the site that is capable of satisfying the key ADG criteria for residential amenity.
- The Planning Proposal has been developed through careful analysis of site constraints and opportunities to ensure future development will not impact on the development feasibility of adjoining sites not included within the proposal.

- The Planning Proposal will not result in unacceptable impacts on the neighbouring heritage items.
- The Planning Proposal is supported by a draft site-specific DCP to ensure future redevelopment of the site is designed in accordance with the design excellence and site-specific design principles embodied in the reference scheme that supports the Planning Proposal.

Social and Economic Benefits

The Planning Proposal will result in a range of other economic and social benefits. It will help address the existing undersupply in terms of supermarket floorspace and help address Georges River Council's forecast shortfall in dwelling supply.

The Planning Proposal will enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre, providing greater housing diversity and allowing residents to age in place, while supporting increased job containment within the Georges River LGA, and contributing approximately 307 direct and indirect jobs during construction and around 376 direct and indirect ongoing jobs during operation. It is estimated that the redevelopment of the site enabled by the Planning Proposal would contribute \$96.1 million to the local economy during construction and \$33.6 million in each year of operation.

The main trade area of Ramsgate is currently undersupplied in terms of supermarket floorspace, relative to local, regional and national benchmarks.

An even greater gap in the market exists for full-line supermarket floorspace. There are currently no full-line supermarkets servicing the trade area, indicating a significant gap in the market. Residents are constrained by only having access to small format supermarkets in the local area and must leave the trade area to complete a full grocery shop. The nearest full-line supermarkets are situated within the Hurstville and Rockdale retail centre.

Additionally, relative to the Metro Sydney and Australian benchmarks, the Georges River and Bayside LGAs are currently undersupplied in full-line supermarket floorspace. The introduction of a circa 4,100 sqm full-line supermarket at the subject site equates to approximately 12.7 sqm of full-line supermarket floorspace per 100 residents by 2025. This would bring the trade area and Georges River LGA closer in line with regional and national benchmarks. This would also address the inadequate supply of full-line supermarket floorspace that currently exists within the trade area.

The small format supermarkets currently within the trade area are not an adequate substitute for the comprehensive offering of a full-line supermarket. The absence of a full-line supermarket within the trade area diverts shoppers to seek this beyond the trade area.

The impacts of the proposed supermarket at the subject site will be distributed across a broad area, rather than a single supermarket or retail centre. This includes supermarkets both inside and outside of the trade area. The impact is not expected to be material enough to undermine the viability of any supermarket that would have otherwise been viable in the absence of the proposed supermarket.

The proposed supermarket is expected to have minimal impact on any one existing supermarket frequented by residents of the trade area. This is especially true, given the observed market growth in recent years, as well as future growth, which will increase the market available to all existing operators. In fact, supermarkets within and surrounding the trade area have likely performed highly throughout COVID-19. Retail turnover has traded significantly above pre-pandemic levels since March 2020. As at March 2022, retail turnover was 7% higher than in February 2020, recording \$3.17 billion across NSW. Another consideration of importance is the net effect of a development on the overall role of the centre, and the range of goods and services available to the community. While some supermarkets may experience a transfer of trade, the proposed supermarket will improve the overall range of goods and services available to the community. It will act as an activity generator and anchor that will attract customers to the Ramsgate town centre, benefiting all surrounding businesses.

The Georges River Local Housing Strategy (LHS) sets out the strategic direction for housing in the Georges River LGA over the next 20 years, and identifies the housing demand, gaps and issues as well as establishing housing objectives to manage future growth.

The South District Plan allocates a housing target of 4,800 additional dwellings in the Georges River LGA by 2021. Based on 3,000 dwellings completed from January 2016 to March 2020 (average of 800 dwellings per year), the LHS notes that it will be challenging for Georges River to meet the South District Plan target of 4,800 dwellings for 0-5 years.

To ensure Council delivers an additional 14,000 dwellings by 2036, the LHS states that further work will be conducted in future LEPs to accommodate the shortfall in the 0-5 years and create flexibility for additional take up in the 6-10 year and 10-20 year dwelling targets.

The Planning Proposal is consistent with the LHS because it will help address Georges River Council's forecast shortfall in dwelling supply by providing 176 residential units across a range of types and sizes. The Planning Proposal will therefore provide greater housing diversity and allow residents to age in place.

Summary

The Planning Proposal has responded to the site-specific issues raised by the SSPP in relation to the previous planning proposal. Given the significant strategic and site-specific merits of the Planning Proposal, as well as the many social and economic benefits it has the potential to deliver, it is recommended the Planning Proposal be endorsed by South Sydney Planning Panel to enable a gateway determination by the Department of Planning and Environment.

2. INTRODUCTION

2.1. OVERVIEW

This Planning Proposal request has been prepared by Urbis Pty Ltd (Urbis) on behalf of Point Gate Developments Pty Ltd (the Proponent), a Joint Venture between Australian developer Time & Place and Fabco Pty Ltd, Woolworths' in-house retail development division.

The Proponent seeks to initiate an amendment to the zoning and built form planning controls under the Georges River Local Environmental Plan 2021 (GRLEP 2021) for land at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate (the site).

Since the original submission in October 2021, the Planning Proposal reference scheme has been updated to address feedback received from WSP (Council's independent assessment planners) and TfNSW. Accordingly, this report has been updated to reflect amendments made to the reference scheme since submission in October 2021.

The Planning Proposal seeks to rezone the site and amend the applicable built form controls to enable the redevelopment of the site to create a vibrant mixed-use development comprising residential and retail uses, as well as a high quality publicly accessible open space on the site.

Specifically, the Planning Proposal seeks to amend the GRLEP 2021 as follows:

- Amend the zoning of the site from the existing part R4 High Density Residential and part B2 Local Centre to B2 Local Centre across the site;
- Amend the building height standard on the site from part 15 metres and part 21 metres to part 9 metres, part 15 metres, part 24 metres and part 29 metres.
- Amend the floor space ratio (FSR) standard on the site from part 2.5:1 and part 1.5:1 to 2.76:1 above ground & 0.84:1 below ground (supermarket incentive floorspace);
- Introduce site-specific provisions under Part 6 of GRLEP 2021 relating to the application of the maximum permitted height and FSR controls in order to allow greater flexibility for future development on the site to provide roof top communal open space and end of journey facilities.
- Reclassify Council owned Lot 301 DP 1142822 (76.1 sqm) from 'community land' to 'operational land' to enable future acquisition from Council and eventual redevelopment of the land, and insert details for the land into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.

These amendments are described in detail within **Section 9** of the report.

2.2. PROPONENT'S VISION & OBJECTIVES

By amalgamating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a high-quality mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible plaza. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Council's adopted strategic plans.

The Proponent's vision is to:

- Reposition the Ramsgate Local Centre so it can evolve to meet the needs of the community by delivering better quality local services, aligned with contemporary needs.
- Create a local destination with a community heart space to support greater patronage within the centre and support further development and commercial activity.
- Create a unique place that will accommodate a range of residential housing options that complement the surrounding single residential built fabric, while also delivering local convenience retailing that enables a more localised Ramsgate community.

The key objectives of the Planning Proposal and the outcomes sought to be delivered on the site include:

- To enable the redevelopment of the site to catalyse further investment by lifting the status of the centre and attracting further non-residential land uses that would increase the centre's offer to the broader community and increase employment options.
- To provide a high-quality publicly accessible open space for the community protected from the noise and traffic of Rocky Point Road with high levels of amenity, solar access and character.
- To improve housing diversity through the inclusion of a range housing options within the development to offer an opportunity for existing residents to stay close to family and their community.
- To enable a built form that responds to its context sensitively, providing a transition in height from a taller element in the centre of the site to lower rise elements to the west and south to ensure a more sensitive change in height and built form to neighbouring sites.

2.3. BACKGROUND TO PLANNING PROPOSAL

Since the original submission in October 2021, the project team have engaged in ongoing discussions with Council, WSP and TfNSW regarding the content and merit of the Planning Proposal and the intended outcomes as presented in the reference scheme.

Several meetings have occurred between the proponent's project team and Council, WSP and TfNSW to understand and address the issues raised in response to the original reference scheme submitted with the planning proposal.

During the post-lodgement engagement, the project team has prepared additional documenting contained detailed responses to WSP's feedback including potential adjustments to the reference scheme to address concerns raised.

Throughout the process, the proponent and project team have engaged in a collaborative manner with Council's team to further refine the reference scheme and/or provide further analysis in response to issues raised including matters relating to

2.4. UPDATES TO THE PLANNING PROPOSAL REFERENCE SCHEME

Guided by the ongoing consultation with Council, the following updates have been made to the Planning Proposal reference scheme:

- **Overall built form height** – the original planning proposal (October 2021) proposed a built form of 9 storeys at the corner of Targo Road and Rocky Point Road. In response to feedback from WSP and Council in relation to bulk and scale, this has been further reduced from 9 storeys to 8 storeys.
- **Street wall height** – the original planning proposal (October 2021) proposed a street wall height of 6 storeys along Rocky Point Road. In response to WSP's feedback, the majority of the street wall height has been reduced to 4 storeys whilst maintaining a section of the 6-storey street wall at the corner to Targo and Rocky Point Road to align with the neighbouring building. The draft site-specific DCP has been updated to reflect this change in street wall height.
- **Widened through-site link** – the pedestrian link entrance from Ramsgate Road has been widened from 4.1 m to 6 m to improve sight lines to the publicly accessible open space. The draft site-specific DCP has been updated to reflect this change in design of the through-site link.
- **Improved solar access to plaza** – the width of the publicly accessible open space has been widened from 15.3 m to 16.8 m to increase the amount of space receiving 2 or more hours of solar access from 38% to 50% in mid-winter. This requirement has been included in the draft site specific DCP to ensure future development provides a publicly accessible open space with excellent amenity.
- **Future access to neighbouring site (201-209 Rocky Point Road)** – the reference scheme has been updated to provide a 6 m wide opening (from 4.1 m) by setting back the corner retail facing Ramsgate Road. Vehicle access way to the neighbouring site will be clearly demarcated with bollards and will include a portion of the subject site to accommodate turning circles. This will ensure access is enabled to both MRVs and council waste collection vehicles to the neighbouring site at 201-209 Rocky Point Road, while still providing clear and legible pedestrian access to the site via the through site link. A future easement to ensure the provision of the pedestrian/vehicle shared way if and when the neighbouring property is redeveloped has been addressed as part of the draft VPA letter of offer that accompanies this planning proposal.

- **Western boundary setback** – the western boundary setback has been increased from 1.5 m to 3 m to provide a more significant buffer between the site and the neighbouring uses to the west of the site. The draft site-specific DCP has been updated to reflect the increased setback along the western boundary.
- **Deeper soil planting and green roof areas** - Substantial planting soil volumes to be accommodated along the western boundary setback for significant vegetation to provide an additional buffer between the sites. Extensive green roof areas have been included. The provision requirements for landscaped areas has been revised within draft site-specific DCP to ensure future development provides planting as shown in the updated reference scheme.
- **Upper storey setback to building A (corner of Targo Road and Rocky Point Road)** – The top two levels of Building A have been amended to be set back by 2m to significantly reduce its impact on the street-scape. This setback reduces the majority of visual bulk of the top level from the street so it is not apparent when viewed from street level. The draft site-specific DCP has been updated to reflect this change in the upper storey setback to Building A.
- **Street wall height of Building B along Targo Road to the west of the through-site link** - has been reduced to 4 storeys to further reflect the transition in scale between the site and the neighbouring development to the west of the site along Targo Road. The draft site-specific DCP has been updated to reflect this change in the street wall height of Building B.

2.5. PROPOSED LEP AMENDMENTS

As described in detail in **Section 9**, the Planning Proposal seeks to amend the zoning, building height and FSR maps of the GRLEP 2021 as they apply to the site.

Table 1 – Proposed LEP Amendments

Control	Existing GRLEP2021 Provisions	Proposed Provisions
Land Use Zoning	Part B2 Local Centre Part R4 High Density Residential under the Georges River LEP 2020)	B2 Local Centre
Height of Building	Part 21 metres Part 15 metres	Part 9 metres Part 15 metres Part 24 metres Part 29 metres
Floor Space Ratio	Part 2.5:1 Part 1.5:1	2.76:1 (above ground FSR) 0.84:1 (supermarket incentive floor space/excluded floor space) 3.6:1 (total FSR)

The following amendments are also proposed to the written provisions of GRLEP 2021:

- Introduce an additional site-specific provision relating to the maximum permitted height control in order to allow greater flexibility for future development on the site to provide roof top communal open space and end of journey facilities.
- Lot 301 DP 1142822 is Council owned land that is classified as 'community land' under the Local Government Act 1993 (LG Act). To enable future acquisition from Council and eventual redevelopment of the land, it is proposed that this land be reclassified as 'operational' land as part of this Planning Proposal, and the details for the land (Lot 301 DP 1142822) be inserted into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.

The proposed GRLEP 2021 amendments should be read in conjunction with the draft site-specific Development Control Plan (**Appendix B**) which provides the detailed guidelines and controls for the delivery of the reference scheme. It is anticipated the draft DCP will be further developed in consultation with Council.

2.6. REPORT STRUCTURE

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP& Act)* and the relevant guidelines prepared by the NSW Department of Planning, Industry and Environment (DPIE), including 'A Guide to Preparing Local Environmental Plans' and 'Planning Proposals: A guide to preparing planning proposals'.

The relevant sections of the report are listed below:

- **Section 3:** Description of the site and its context.
- **Section 4:** Project background.
- **Section 5:** Statutory planning framework.
- **Section 6:** The reference scheme.
- **Section 7:** The Planning Proposal Assessment.
- **Section 8:** Objectives and Intended Outcomes.
- **Section 9:** Explanation of Provisions.
- **Section 10:** Justification.
- **Section 11:** Mapping.
- **Section 11:** Community Consultation.
- **Section 12:** Project Timeline.
- **Section 13:** Conclusion.

2.7. SUPPORTING INFORMATION

The Planning Proposal should be read in conjunction with the following specialist inputs and supporting information:

- Urban Design Report (June 2022), SJB (**Appendix A**)
- Draft Site Specific DCP (June 2022), SJB & Urbis (**Appendix B**)
- Survey Plan (**Appendix C**)
- Traffic Report (October 2021), CBRK (**Appendix D**)
- Concept Landscape Plan and Public Domain Report (June 2022), Landform (**Appendix E**)
- Place Vision Document, Right Angle Studio (**Appendix F**)
- Community/Stakeholder Engagement Outcomes Report (June 2022), Urbis (**Appendix G**)
- Strategic Positioning Paper (Economic) (June 2022), Urbis (**Appendix H**)
- Heritage Impact Statement (June 2022), NBR Architecture (**Appendix I**)
- Certificate of Title for Lot 301 DP1142822 (**Appendix J**)
- Addendum Traffic Report (May 2022), CBRK (**Appendix K**)
- Addendum to Strategic Positioning Paper (Economic) (June 2022), Urbis (**Appendix L**)
- Wind Consultant Letter (May 2022), MEL Consultants (**Appendix M**)
- Draft VPA Letter of Offer (June 2022), Point Gate Developments Pty Ltd (**Appendix N**)

3. SITE & CONTEXT

3.1. OVERVIEW

The site represents a rare opportunity in the area for the delivery of a high-quality mixed-use development as it integrates a large number of lots into a consolidated site in a strategic location that is well-connected to the road network and is well-served by public transport and amenities.

The site has three street frontages presenting an opportunity to seamlessly integrate the site into the surrounding pedestrian and traffic network.

The scale of the site will allow future development to accommodate a full-line supermarket to address the current undersupply in the area, deliver a north facing publicly accessible open space with excellent amenity, and accommodate built form on the site that positively responds to its streetscape context and allows a transition in scale to its neighbours to the south and west.

3.2. SITE DESCRIPTION

The site is located at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate and is within the Georges River Local Government Area (LGA).

Figure 1 - Location Plan



The site is located at the eastern edge of the Georges River LGA, with land to the east of Rocky Point Road located within the Bayside LGA.

The site forms an irregular shaped parcel of land measuring 6,881 sqm with frontages to Rocky Point Road, Targo Road and Ramsgate Road. The site is generally flat and is predominantly paved hard stand, with limited landscaping and tree planting associated with the current uses on the land.

The key features of the site are summarised in **Table 2** below.

Table 2 - Site Description

Feature	Description
Street Address & Legal Descriptions	<ul style="list-style-type: none"> 193 Rocky Point Road, Ramsgate - Lot 8 DP653883, Lot A DP311887 & Lot B DP311887 197 Rocky Point Road, Ramsgate - SP 83814 & Lot 301 DP1142822 199 Rocky Point Road, Ramsgate - SP 77494 66 Ramsgate Road, Ramsgate - Lot B DP 371250 68 Ramsgate Road, Beverly Park - Lot 12 DP 455810, Lot 13 DP 455810 & Lot 14 DP 455810 2 Targo Road, Ramsgate - Lot 1 DP 133817, Lot 2 DP 133817 & Lot 1 DP 970852 4 Targo Road, Beverly Park - Lot B DP 347589 6 Targo Road, Beverly Park - Lot A DP 347589
Site Area	6,881 m ²
Site frontages	<ul style="list-style-type: none"> 60 m to Rocky Point Road 90 m to Targo Road 30 m to Ramsgate Road

As detailed in the table above, the site comprises a total of 15 individual lots. Except for Lot 301 DP 1142822, which is Council owned land, the Proponent has consolidated the lots under various option agreements for the purposes of this Planning Proposal.

Figure 2 - Legal description of site



It is noted that Lot 301 DP 1142822 is Council owned land that is classified as 'community land' under the Local Government Act 1993 (LG Act). As part of the Planning Proposal, and as addressed in detail in **Section 9**, it is proposed that this land be reclassified as 'operational' land to enable it to be purchased by the Proponent for redevelopment.

Since the lodgement of the planning proposal, the sale Lot 301 has been subject to a meeting of Council's Finance and Governance Committee meeting on 25 October 2021. A resolution was passed approving the sale of Lot 301, subject to the planning proposal.

Council resolved:

- (a) That the General Manager be authorised to negotiate the disposal of Lot 301 in DP1142822 (197R) Rocky Point Road, Ramsgate on terms as generally detailed within this report.*
- (b) That the General Manager be authorised to negotiate all terms of sale including a sale price that is consistent with the amount stated in the body of this report, sign the Contract for Sale, Transfer document, extinguishment of any easements and covenants on the land and any other documentation to effect the disposal of Lot 301 in DP1142822.*
- (c) That Council resolves to reclassify Lot 301 in DP1142822 from Community to Operational land in accordance with Section 30 and 34 of the Local Government Act 1993.*
- (d) That income from the proceeds of any disposal of Lot 301 in DP1142822 be placed in Council's Commercial Property Reserve for investment in future income generating commercial property assets.*

A conditional contract for sale of Lot 301 has been executed between the proponent and Georges River Council. Settlement is contingent upon the making of the LEP amendment via the planning proposal, successful reclassification of the land and the removal of any caveats.

It is noted that the Council resolution includes the reclassification of Lot 301 from Community to Operational land in accordance with Section 30 and 34 of the Local Government Act 1993. Notwithstanding, the reclassification of Lot 301 has been addressed as part of the planning proposal as requested by Council.

3.3. EXISTING DEVELOPMENT

The existing buildings on the site at 193, 197 and 199 Rocky Point Road are made up of a mix of uses with ground floor retail and commercial/residential uses above, ranging in height from 2-4 storeys. 197 Rocky Point Road is a 4-storey mixed use residential development with ground floor retail.

Along Targo Road, the site is occupied by an at-grade car park associated with 193 Rocky Point Road, as well as 1-3 storey detached dwellings and associated landscaping at 2, 4 and 6 Targo Road.

66 and 68 Ramsgate Road are occupied by single storey detached dwellings and associated landscaping.

Vehicular access to the site is provided off Targo Road and Ramsgate Road, with additional vehicle access points off Rocky Point Road provided for 197 Rocky Point Road and 199 Rocky Point Road.

While there are no heritage items on the site, there are two heritage items located in proximity to the site at 70 Ramsgate Road and 211-219 Rocky Point Road. These are described in further detail in the Heritage Impact Assessment at **Appendix I**. Site photos are provided below.

Figure 3 – Site images



Picture 1 – View of the site looking south along Rocky Point Road showing 193 Rocky Point Road (at the corner) and 197 Rocky Point Road



Picture 2 – View of the site looking west along Targo Road showing the existing low scale residential and retail/commercial development on the site and the neighbouring 6-storey residential development to the north of the site



Picture 3 – View of the site looking north along Rocky Point Road



Picture 4 – View of the site showing the site entrance off Ramsgate Road, the single storey dwelling at 68 Ramsgate Road and the neighbouring heritage item at 70 Ramsgate Road.

3.4. LOCALITY CONTEXT

3.4.1. Regional Context

The site is located in Ramsgate at the eastern edge of the Georges River LGA, immediately adjacent to the Bayside LGA.

The site is located 16 km to the south west of the Sydney CBD. Sydney Kingsford Smith Airport is located at a driving distance of 7 km to the north east of the site.

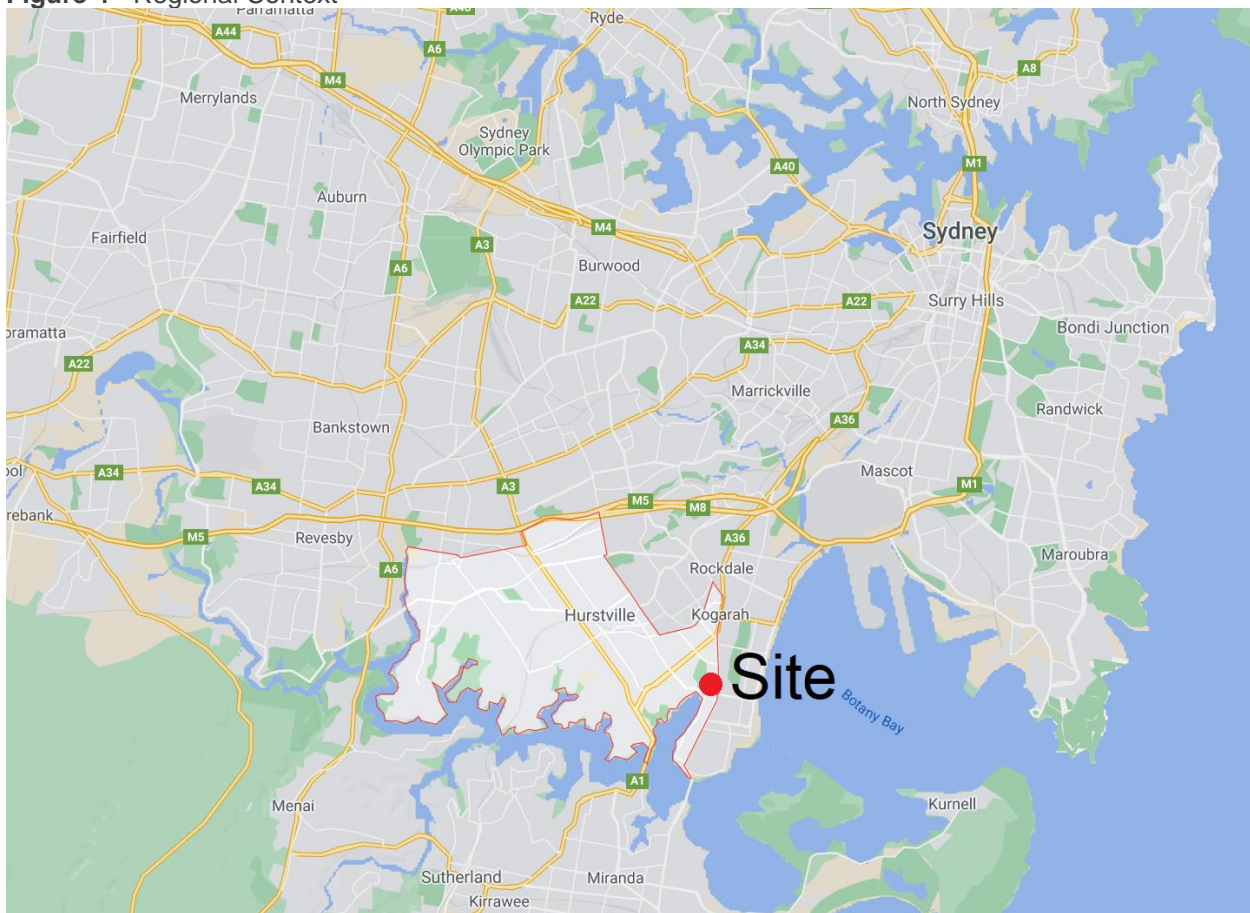
The site is located at the base of the Sans Souci Peninsula and is situated on a ridge line that runs between Kogarah Bay to the west and Botany Bay to the east.

The site is located at the intersection of Rocky Point Road and Ramsgate Road, which are two key roads providing access to the Sydney CBD to the north and Sutherland Shire to the south.

Ramsgate Road also provides access links to greater Sydney via the Princes Highway

The closest strategic centres to the site include Kogarah (2.5 km to the north) and Hurstville (5 km to the north west).

Figure 4 - Regional Context



3.4.2. Local Context

The immediately surrounding development includes:

- **North:** There is a 6-storey mixed use residential development immediately to the north of the site, at the corner of Targo Road and Rocky Point Road (refer to **Figure 5**). Further to the north along Rocky Point Road, development is characterised by a mix of 1-2 storey residential and retail/commercial development, the Ramsgate Community Church, as well as mixed use residential buildings that are typically 4-storeys in height.

- **East:** The development to the east of the site is located on land within the Bayside LGA. The development fronting Rocky Point Road (opposite the site) is predominantly 1-2 storey retail and commercial uses. There is a 4-storey mixed use residential development opposite 197 Rocky Point Road. Further to the east, the existing development is mostly detached dwellings.
- **South:** Immediately to the south of the site are the remaining lots on the block, comprising 201-209 Rocky Point Road and the shops at 211-219 Rocky Point Road, as well as the heritage listed residential flat building 'Roma' at 70 Ramsgate Road (refer to **Figure 5**). These properties are served by an existing vehicle and service access off Ramsgate Road.

To the south of the site across Ramsgate Road, there is a corner pub (Intersection Tavern), associated at-grade car park, and two retail/commercial tenancies. The development to the south of the site along Rocky Point Road is a mix of with 1-2 storey retail and commercial development, with 4-storey mixed use residential building located further to the south.

- **West:** Immediately to the west of the site along Targo Road are 1-2 storey semi-detached and detached townhouses at 8 Targo Road. Further to the west, development is predominantly in the form of 1-2 storey detached dwellings.

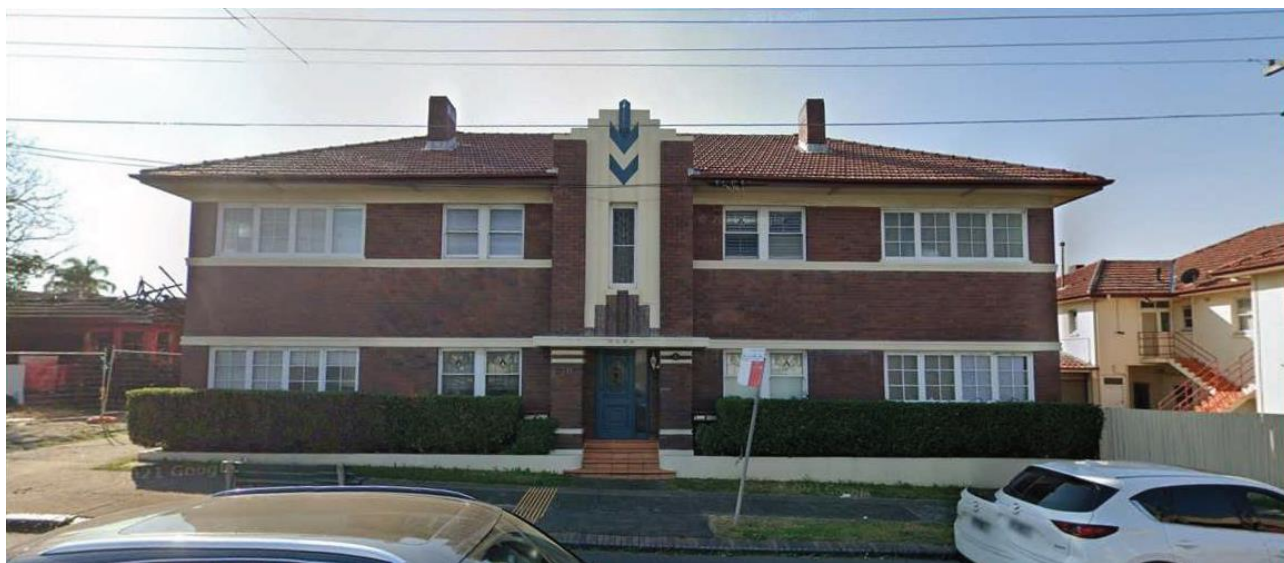
Figure 5 – Neighbouring development



Picture 5 – 6-storey mixed use residential development to the north of the site on Rocky Point Road



Picture 6 – Heritage listed shops at 211-219 Rocky Point Road (foreground) and the heritage listed residential flat building 'Roma' at 70 Ramsgate Road (background)



Picture 7 - Facade of the heritage listed residential flat building known as 'Roma'.



Picture 8 – Development on the block immediately to the south of the site including 201-209 Rocky Point Road and the heritage listed shops at 211-219 Rocky Point Road.

The Urban Design Report at **Appendix A** provides a detailed analysis of the site's context in terms of open space and public domain, the local street network, public transport connections/routes and nearby amenities and services.

In summary:

- **Open space and public domain:** The area is largely serviced by Claydon Reserve in Kogarah Bay and Leo Smith Reserve to the north-east, both of which contain sports fields and playgrounds. To the east is Ramsgate Beach which forms part of Botany Bay and provides opportunity for water-based recreational activities. There are no smaller urban, pocket parks, or mature tree canopy cover within the Ramsgate Local Centre to provide points for community gathering or reprieve from the main roads.
- **Local street network:** Within the immediate vicinity of the site is the intersection of the main street of Rocky Point Road and the main road of Ramsgate Road. There is a clear need for more people centred streets that invite economic activity and support community growth in the Ramsgate Town Centre.
- **Public transport:** The wider area is serviced by the Princes Highway that links to greater Sydney. Public transport connections to the precinct are provided by local bus routes along major roads and local streets. There are no train stations in the immediate vicinity of the site, with the nearest stations being Carlton Station (2 km to the north west) and Kogarah Station (2.3 km to the north west). However, the site is well connected to the road network and there are multiple bus stops in the immediate vicinity of the site which provide easy access to the wider area, including:
 - Route 476 Rockdale to Dolls Point on Rocky Point Road
 - Route 477 Miranda to Rockdale on Rocky Point Road
 - Route 947 Kogarah to Hurstville on Ramsgate Road
- **Amenities and Services:** the existing amenities and services in the local centre include health services, restaurants, cafes and beauty services. While there has been recent mixed-use development with shop top housing, the quality of the development along Rocky Point Road is not of a very high design quality and there is no supermarket within the local centre.

4. BACKGROUND & PRE-LODGE MENT CONSULTATION

4.1. OVERVIEW

As detailed in this section, a number of previous planning proposals have been put forward for the site by the previous landowners. The earlier planning proposals presented to Council were for schemes up to 19 storeys in height with 287 residential apartments. In response to feedback from Council, further iterations of the schemes were put forward featuring an amalgamated site, reduced heights and a publicly accessible plaza.

The most recent planning proposal submitted by the previous landowners was assessed by the Local Planning Panel and subsequently by the Sydney South Planning Panel (SSPP) at a rezoning review.

While the SSPP found that the previous planning proposal had strategic merit and some site-specific merit, it concluded that the planning proposal could not be supported on the basis of certain site-specific issues which needed to be resolved. Importantly, the previous planning proposal did not include detailed built-form controls to provide certainty around the delivery of a publicly accessible open space and to ensure future development on the site would be sensitive to its context and neighbouring uses.

This Planning Proposal, which is independent from the previous planning proposal, has the same strategic merit as the previous proposal and includes the key attributes of site-specific merit that were highlighted by the SSPP for the previous proposal.

In response to the SSPP's assessment, the Planning Proposal submitted in October 2021 made several additional site-specific moves to positively address the key issues raised in the assessment of the previous proposal. The Proponent has engaged a new project team with experience and a proven track record in high-quality residential mixed-use developments, including a top-tier architecture firm (SJB), traffic engineers with retail traffic expertise (CBRK), community engagement (Urbis) and a suite of other technical consultants.

In developing the Planning Proposal, the Proponent undertook extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community as described further below.

4.2. PREVIOUS PLANNING PROPOSALS (PREVIOUS LANDOWNER)

As summarised in the Council Officer's report (dated December 2019) to the Local Planning Panel in relation to the most recent *previous* planning proposal on the site, the site has an extensive planning proposal history which is summarised below.

December 2015 Planning Proposals (previous landowner)

A planning proposal was lodged in December 2015 by Design and Build Group with the former Kogarah City Council. The proposal was for a smaller site that did not include 197 & 199 Rocky Point Road. Owing to the constrained size of the site, the proposed supermarket was smaller than a full-line supermarket and there was no provision of a publicly accessible open space.

The key feedback received was the need to amalgamate more sites within the block to reduce overshadowing and other amenity impacts, concentrate a tower form to the north-eastern corner of the block at the corner of Rocky Point Road and Targo Road, and to allow the provision of a publicly accessible plaza.

Following this, in March 2018, a new preliminary design concept covering a larger site area amalgamating 197 & 199 Rocky Point Road was submitted to Georges River Council at a pre-lodgement meeting.

The scheme presented at the meeting was for a 19-storey mixed use development, with a full-line supermarket of 4,350 sqm, retail floor space of 1,555 sqm, commercial floor space of 935 sqm, and 287 residential apartments.

The feedback received from Council highlighted the excessive height and scale, the need to amalgamate sites, address traffic and pedestrian access, consideration of heritage, and awaiting the completion of the Council's Centres Study before proceeding with the planning proposal.

Following further feedback, a revised scheme was submitted with a reduction in height from 19 storeys to 15 storeys and a stepped building form of 6, 8 and 10 storeys to transition in scale to the surrounding sites.

DRP comments to the revised scheme raised issues with the height, lack of integration of the public plaza with the retail strip along Rocky Point Road and the residential surrounds, the depth and width of the square (and the likelihood of noise, privacy and wind issues), and the interface of the built form with the residential uses to the west.

January 2019 Planning Proposal (previous landowner)

In response to the feedback from Council and DRP, additional sites were amalgamated to form part of the proposal and the built form scheme was revised. The Planning Proposal was lodged in January 2019 by Capital Hill Group and the previous Planning Proposal withdrawn.

The Planning Proposal sought heights ranging from 6 to 13 storeys, retail and commercial space GFA of 7,022 sqm, a total GFA of 24,224 sqm, and approximately 211 apartments.

The Planning Proposal was assessed by WSP on behalf of Council. The key feedback provided to the Proponent related to the bulk and scale of the development, the increased pressure on the road network and public transport, alignment with strategic policies, impact on the surrounding residential and heritage neighbours.

Further amended concept plans were presented at a Councillor briefing by Council Officers, and feedback was received. Councillor feedback indicated support for a supermarket, but within the boundaries of the existing B2 zone. In terms of height, while the Councillors did not support the proposed heights (up to 13 storeys), the feedback noted that Council may consider some increase in height if overshadowing and overlooking impacts could be managed.

Following this, a meeting occurred on 24 June 2019 where Council Officers advised the applicant to formally submit the amended Planning Proposal for consideration and assessment if they wish to proceed to rezoning review.

September 2019 (most recent planning proposal by previous landowner)

In response to the above advice, an amended Planning Proposal was lodged in September 2019. It sought to rezone the site to B2 Local Centre and amend the maximum height up to 35 m and FSR up to 3.2:1.

The Planning Proposal sought:

- Height ranging from 6-10 storeys
- Retail and commercial GFA of 6,847sqm
- Total GFA of 22,627 sqm
- 457 underground carparking spaces
- 197 apartments

The Georges River Local Planning Panel (LPP) considered the Planning Proposal at their meeting on 17 December 2019. The Council Officer report to the LPP recommended the Planning Proposal not progress to DPIE for Gateway Determination.

Table 3 below summarises the Council Officer recommendations to the Local Planning Panel in relation to the previous planning proposal, and provides responses setting out how the current Planning Proposal has addressed them.

Table 3 – Council Officer Recommendations to the LPP

Council Officer recommendations	Comment
<i>It lacks strategic merit where:</i>	
<ul style="list-style-type: none"> ▪ It is inconsistent with Objectives: 2, 10, and 14 of the Greater Sydney Region Plan and respective corresponding Planning Priorities: S1 and E1, S5 and E5 and S12 and E10 of the South District Plan and Eastern City District Plan, which seek to align and integrate growth with infrastructure. 	The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. Therefore, the Planning Proposal is aligned to benefit from the provision of future transport infrastructure in close proximity to the site.

Council Officer recommendations	Comment
	<p>The Planning Proposal will enable the delivery of a range of housing in a well-connected location with access to public transport.</p> <p>The delivery of a mixed-use development will enable people to live close to jobs and services.</p> <p>The Planning Proposal will enable the provision of a supermarket, public plaza and specialty retail on the site, allowing local residents, both on the site and in the neighbourhood to access these services and amenities locally instead of travelling to other centres.</p>
<ul style="list-style-type: none"> It is inconsistent with the objectives and detailed requirements of s.9.1 Ministerial Directions pursuant to the Environmental Planning & Assessment Act 1979, including 3.1 Residential Zones and 3.4 Integrating land use and transport. 	<p>The Planning Proposal will enable the delivery of 176 residential units in a well-connected and serviced location.</p> <p>By providing a range of unit types, the Planning Proposal will increase the variety and choice of housing types in the local area, allowing residents to age in place.</p> <p>As noted above, the subject site is located within close proximity to a 'visionary' mass transit or train link as identified in the District Plans as well as existing public transport.</p>
<ul style="list-style-type: none"> It is inconsistent with the priorities contained within the Georges River draft Local Strategic Planning Statement, including P1 which seeks to connect people with efficient transport and P2 which seeks to provide roads free of congestion. 	<p>The site is identified as being located close to a 'Train Link/Mass Transit Visionary'. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.</p> <p>As noted in the Addendum Traffic Report Appendix K, the site and surrounding road network will have enough service capacity to accommodate the Planning Proposal based on recommended traffic intersection upgrades.</p> <p>The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.</p>
<ul style="list-style-type: none"> It is inconsistent with the strategic directions and key actions contained within the draft Commercial Centres Strategy, which seeks to retain existing height and FSR development standards for Ramsgate Centre. 	<p>As described in Section 10.2.6 of the Planning Proposal, the Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.</p> <p>For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.</p> <p>Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.</p> <p>The <i>Georges River Commercial Economics Study 2019</i>, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.</p>

Council Officer recommendations	Comment
	<p>The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket. The Planning Proposal provides a place-based approach to activating the Ramsgate centre.</p> <p>By amalgamating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a significant mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly plaza. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.</p>
<i>It lacks site specific merit where:</i>	
<ul style="list-style-type: none"> ▪ The bulk and scale of the concept development is vastly out of context with the surrounding locality; 	<p>As discussed in Section 6 and Section 10.3, the height of Building A at the corner of Targo Road and Rocky Point Road has been reduced in height from 10 storeys (previous scheme) to 8 storeys.</p> <p>The street wall height was reduced from 9 storeys to 6-storey as part of the original planning proposal submission (October 2021).</p> <p>Based on feedback from WSP during the post-lodgement engagement, the street wall height has been further revised, to be 6-storeys at the corner along Rocky Point Road, reflecting the 6-storey height of the neighbouring development to the north, stepping down to 4 storeys toward the centre and stepping down to 1-storey to the adjacent lots at 201-209 Rocky Point Road and the heritage item at 211-219 Rocky Point Road beyond.</p> <p>A much more significant step down with generous setbacks has been introduced into the design of Building B and Building C to create a zone of transition in built form and intensity at the interface with the neighbouring residential uses to the west. Following post-lodgement engagement feedback from WSP, this includes a further reduction in the street wall height of Building B along Targo Road to the west of the through-site link to better align with the existing and future development to the west of the site along Targo Road.</p> <p>Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.</p> <p>These key moves have been made so that the Planning Proposal scheme presents a bulk and scale that is much more sensitive to its context and effectively minimises any adverse environmental or amenity impacts on sensitive neighbouring uses.</p>

Council Officer recommendations	Comment
<ul style="list-style-type: none"> The Ramsgate local centre does not currently have, nor is likely to have in the next ten years, the level of road or rail infrastructure required to support a development such as that proposed; 	<p>The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. The planning proposal will accommodate the future forecast growth in the area which aligns with proposed infrastructure funding in close proximity to the site.</p>
<ul style="list-style-type: none"> The proposed development would result in increased pressure on the surrounding road network and public transport (bus) services and infrastructure, due to the development of 197 new dwellings and subsequent increase in population; 	<p>In the Planning Proposal submitted in October 2021, the number of dwellings was reduced to 185 units. This has been further reduced to 176 units in the updated planning proposal reference scheme (June 2022).</p> <p>As noted in the Addendum Traffic Report at Appendix K, the site and surrounding road network will have enough service capacity to accommodate the Planning Proposal based on recommended traffic intersection upgrades. Thorough investigation and assessment has been undertaken to establish traffic upgrades to account for this increased pressure.</p> <p>The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.</p> <p>By providing adequate vehicle/service parking facilities within the basement of the development, the Planning Proposal will help ease pressure off on-street parking in the area.</p>
<ul style="list-style-type: none"> The redevelopment of the site would result in the isolation of the two heritage sites; the residential flat building 'Roma' at 70 Ramsgate Road (I145) and shops at 211-219 Rocky Point Road (I146), which are not included in the total site area the subject of this Planning Proposal; and 	<p>As described in Section 10.3.2 and in the Urban Design Report at Appendix A, several key design moves have been incorporated into the Planning Proposal to ensure that any future redevelopment of the neighbouring site at 201-209 Rocky Point Road is not prejudiced. These include generous setbacks and step downs in Building A above level 1 to ensure adequate separation distances to any future development on 201-209 Rocky Point Road.</p> <p>It is noted that, given the heritage significance of 211-219 Rocky Point Road and 70 Ramsgate Road, it is not anticipated that these sites will be redeveloped in the foreseeable future.</p>
<ul style="list-style-type: none"> The proposed development would result in significant adverse impacts on the adjoining residential properties, including overshadowing and visual impacts. 	<p>As discussed in Section 10.3, the building layout on the site has been carefully designed to ensure overshadowing impacts are minimised on the neighbouring residential uses to the west and adjacent lots to the south. Further setbacks have been provided to alleviate these impacts.</p>
Other matters:	
<ul style="list-style-type: none"> Investigations for increased density as part of a more holistic and place-based planning approach for Ramsgate Centre should inform future Local Environmental Plan reviews, as recommended in the draft Commercial Centres Strategy. This will ensure that redevelopment of the site is consistent with the strategic planning principles envisioned for Ramsgate. 	<p>As described in Section 10.2.6 of the Planning Proposal, the Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.</p> <p>For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing</p>

Council Officer recommendations	Comment
	<p>height and FSR development standards, infrastructure provisions and public domain outcomes.</p> <p>Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.</p> <p>The Georges River Commercial Economics Study 2019, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.</p> <p>The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket. The Planning Proposal provides a place-based approach to activating the Ramsgate Centre.</p> <p>By amalgamating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a high-quality mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible plaza. The site is strategically located and sized to facilitate the redevelopment, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.</p>
<ul style="list-style-type: none"> As the Planning Proposal seeks to amend LEP controls that are less than five years old and does not meet the strategic merit test, pursuant to the Department of Planning, Industry and Environment's A guide to preparing planning proposals, there is a presumption against a Rezoning Review request. 	<p>The DPIE's 'A Guide to Preparing Planning Proposals states that there will be a presumption against a Rezoning Review request that seeks to amend LEP controls that are less than 5 years old, unless the proposal can clearly justify that it meets the strategic merit test.</p> <p>As set out in Section 10.2, the Planning Proposal aligns with the key state and local strategic plans and achieves the strategic merit test.</p>

At the meeting on 19 December 2019, Panel Members voted to defer the Planning Proposal. In deferring the Planning Proposal, it is noted that the LPP did not choose to fully endorse the Council Officer recommendations, instead recommending amendments to a few site-specific elements of the proposal and highlighting the need for some further analysis work to be undertaken to consider a holistic and place-based planning approach for Ramsgate centre.

The LPP recommendations are listed in **Table 4** below along with responses setting out how the current Planning Proposal has addressed them.

Table 4 – LPP recommendations

LPP Recommendations	Comment
<ul style="list-style-type: none"> Lowering of the height of the building located on the corner of Targo Road and Rocky Point Road with the aim to reduce the scale of the built form. 	<p>The previous scheme featured a corner building of 10 storeys. The current Planning Proposal has further reduced the scale of the corner building to 8 storeys.</p>

LPP Recommendations	Comment
	<p>A 6-storey street wall has been provided, with a stepped down approach to 4 storeys and then 1 storey and generous setbacks above the street wall height to reinforce the emerging streetscape character along Rocky Point Road and to manage perceptions of enclosure.</p> <p>Further details are provided at Section 10.3.</p>
<ul style="list-style-type: none"> A review of the proposed Height of Building and Floor Space Ratio of the controls located on the western edge of the site in order to reduce the bulk and scale of the future built form and resulting impact on the amenity of the adjoining residential area. 	<p>Compared to previous schemes, the Planning Proposal scheme steps down significantly to the interface with the adjoining residential areas. The built form at the western boundary of the site will be 1-storey in height, significantly less than the current maximum permissible height of 15 metres.</p> <p>Further details are provided at Section 10.3.</p>
<ul style="list-style-type: none"> Consideration of the proposed built form controls in relation to the sites 203-219 Rocky Point Road Ramsgate (including the siting of the heritage items). 	<p>The site and built form layout have been amended from the previous scheme to provide Building A with larger setbacks and steps downs to the adjoining development to the south of the site along Rocky Point Road.</p> <p>At the interface between the site and the neighbouring sites, the built form will be limited to 1 storey.</p> <p>Site specific DCP controls have been proposed to ensure future development on the site considers the relation to the neighbouring sites.</p> <p>Further details are provided at Section 10.3.</p>
<p>In order to manage the risk of the planning proposal being inconsistent with a future Masterplan for Ramsgate Centre, an analysis be undertaken to consider a holistic and place-based planning approach for the centre, including:</p> <ul style="list-style-type: none"> Consideration of the impact of the planning proposal on the Commercial Centres hierarchy within the LGA. Consideration of the future strategic planning activities on the eastern side of Rocky Point Road within the Bayside Council LGA. Analysis of the impact of the planning proposal in the absence of a Masterplan for the whole of the centre and consideration of the implication of piecemeal development, the provision of services and infrastructure and the impact on the local and regional road networks. 	<p>As discussed in Section 10.2, the Georges River LSPS Structure Plan identifies Ramsgate as a Local Centre on Rocky Point Road at the location of the. The Structure Plan identifies Ramsgate as a Local Centre for expansion investigation for jobs and/or housing.</p> <p>The Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.</p> <p>For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.</p> <p>Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.</p> <p>The Georges River Commercial Economics Study 2019, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.</p>

LPP Recommendations	Comment
	<p>The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket.</p> <p>The Proponent has engaged a Place Maker (Right Angle Studios) to guide the development of the Planning Proposal design to ensure future development on the site creates a sense of place.</p> <p>The Planning Proposal provides a place-based approach to activating the Ramsgate centre and allowing it to transition into a crucial local centre as envisaged in the Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.</p>

4.3. SYDNEY SOUTH PLANNING PANEL DECISION (PREVIOUS PLANNING PROPOSAL BY PREVIOUS LANDOWNER)

A request for a rezoning review by the Sydney South Planning Panel (SSPP) was sought following a lack of decision by the Council within 90 days of lodgement of the previous planning proposal.

On 19 May 2020, the South Sydney Planning Panel (the Panel) determined to not support the Planning Proposal.

The Panel were of the view that the proposal had strategic merit, and noted the following:

“The proposal has strategic merit in that it provides revitalisation of the local centre consistent with the Sydney Regional Plan and Sydney District Plan.”

However, in terms of site-specific merit, the Panel noted the following:

“It has some site-specific merit in terms of the amalgamation of sites to enable an integrated mixed-use development including a supermarket, the provision of a publicly accessible open space, the acknowledgement of the adjoining heritage buildings, however, the planning proposal’s height and bulk and consequent impacts on the current and future contexts needs further interrogation and resolution.”

The site-specific issues raised by the Panel in their decision are listed below in **Table 5** along with responses setting out how the current Planning Proposal has addressed them.

Table 5 – Sydney South Planning Panel – Reasons for decision

SSPP reasons for decision	Comment
<i>The planning proposal is not supported on the basis that the following site-specific issues have not been resolved:</i>	
<ul style="list-style-type: none"> The interface with, and potential impact on the amenity of the neighbouring sites 	<p>Compared to the previous planning proposal, the Planning Proposal reference scheme has been amended to provide more generous setbacks to the neighbour residential uses to the west. Setbacks have been provided along the western boundary of the site which are significantly more generous than the previous planning proposal.</p> <p>Following post-lodgement feedback, setbacks at ground level have been further increased from 1.5 m to 3 m.</p>

SSPP reasons for decision	Comment
	<p>Building separations on the site and with neighbouring development is compliant (Building B) and over-compliant (Building C). A vegetation buffer with deeper soil has also been introduced at the western boundary of the site to further protect the amenity of the neighbouring residential uses to the west.</p> <p>A setback has been provided to the neighbouring heritage building along Ramsgate Road. The 2-storey scale of the neighbouring heritage item will be reflected through materiality on the Ramsgate Road façade.</p> <p>Site specific DCP provisions have been proposed to ensure future development provides the necessary setbacks to maintain the amenity of the neighbouring sites.</p>
<ul style="list-style-type: none"> ▪ The street-wall heights and their impact on the pedestrian scale and amenity 	<p>The Planning Proposal includes a street wall height of 6-storeys at the corner, stepping down to 4 storeys and then 1 storey along Rocky Point Road, to reinforce the emerging streetscape character and to manage perceptions of enclosure.</p>
<ul style="list-style-type: none"> ▪ The size of the supermarket relative to the impacts on traffic and parking 	<p>To address the SSPP's concerns, and mitigate any traffic and parking impacts, the Proponent has prepared the Planning Proposal based on advice from a traffic engineer with retail expertise (Tim Rogers, CBRK).</p> <p>The traffic and parking measures have been significantly remodelled from the previous planning proposal, and has been developed through engagement with TfNSW as discussed in the Addendum Traffic Report at Appendix K.</p> <p>As noted in the Addendum Traffic Report Appendix K, the site and surrounding road network will have enough service capacity to accommodate the Planning Proposal based on recommended traffic intersection upgrades.</p> <p>The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.</p> <p>By providing adequate vehicle/service parking facilities within the basement of the development, the Planning Proposal will help ease pressure off on-street parking in the area.</p>
<ul style="list-style-type: none"> ▪ Certainty regarding the provision of publicly accessible open space in the proposed controls 	<p>The previous planning proposal attributed Building Height and FSR to the publicly accessible open space without proposing any site-specific DCP controls to limit future development over this space.</p> <p>This lack of certainty, and the reliance on a planning proposal concept scheme meant that future development on the site could have potentially eroded the quality and quantum of publicly accessible open space.</p> <p>To address this concern, and to ensure that future development of the site incorporates a high-quality and generous publicly accessible open space with good amenity, further height control provisions and minimum</p>

SSPP reasons for decision	Comment
	<p>open-to-sky area requirements have been included in the draft Site-Specific DCP (Appendix B) that supports this Planning Proposal.</p> <p>The Planning Proposal also includes a much more tailored LEP amendment to the Height of Buildings map, which will ensure the provision of the publicly accessible open space in a similar location/orientation as shown in the reference scheme.</p>
<ul style="list-style-type: none"> RMS confirmation of support of intersection upgrades as presented in the planning proposal 	<p>A preliminary meeting occurred between TfNSW and the Proponent's traffic consultant on 9 July 2021.</p>
<p>The Panel decision also noted the following:</p> <ul style="list-style-type: none"> "It is unclear whether resolution of these issues will not result in a reduction in height and FSR so the Panel cannot recommend this planning proposal proceed to Gateway" 	<p>In light of the Panel's comments in relation to the previous Planning Proposal, the Proponent and project team have undertaken a detailed analysis of the site and its constraints in addressing the site-specific issues that were raised.</p> <p>The key moves as a result of the SSPP's comments are summarised below.</p>

In response to the site-specific issues raised by the SSPP in their assessment of the previous planning proposal, the current Planning Proposal includes several site-specific improvements. These are described in detail within **Section 6.8**, and summarised below:

- **Reduced height and redistributed bulk** – built form at the corner of Targo Road and Rocky Point Road has been reduced in height from 10 storeys to 8 storeys. The upper 2 levels of Building A have been further setback to significantly reduce the impact of the height when viewed from street level.
- **Appropriate street wall along Rocky Point Road** - street wall heights have been reduced from 9 storeys to 6 storeys with a stepped down approach to 4 storeys and then to 1 storey.
- **Bulk moved away from neighbours** - to create better built form transitions at the interface with neighbouring sensitive uses through reduced heights and increased setbacks. A substantial 3 m setback vegetation buffer with deeper soil and carefully chosen species has been included at the interface between the site and the residential neighbours to the west.
- **Reduction in depth of the built form along Rocky Point Road** - to better reflect the scale and depth of surrounding development and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.
- **Delivery of a protected and activated public space** - with high-quality landscaping and a north orientation which is protected from the noise and traffic along Rocky Point Road and Ramsgate Road, accompanied by site-specific DCP controls to ensure future amenity and quality of the space.
- **Remodelled vehicle access and egress** – vehicle/service access to the site has been developed in consultation with TfNSW. Access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry). The service areas will be designed such that all manoeuvring occurs on site (within an enclosed loading dock), with trucks entering and departing the site in forward direction. On exiting the site, trucks would be directed to turn right onto Targo Road. The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal.
- **Public benefit offer** – Intersection upgrade works are proposed as part of the public benefit offer, which will improve the traffic flow on the local road network compared to the existing. The significant cost associated with the delivery of the upgrades will be borne by the Proponent (to be discussed as part of

the VPA offer with Council). The Planning Proposal will deliver a range of other public benefits including a publicly accessible and activated open space, public domain improvements and landscaping along Targo Road and Rocky Point Road.

4.4. PRE-LODGE MENT CONSULTATION

As set out below, the Proponent and project team have undertaken extensive engagement with council officers, Councillors, Transport for NSW and the local community over a period of nearly 12 months prior to lodgement.

Pre-lodgement engagement with Council

Since the signing of the options agreement for the site in September 2020, the Proponent has actively engaged with council officers to develop the Planning Proposal.

A meeting was held with officers on 19 May 2021 to discuss the preliminary scheme. At the meeting, officers recommended that the planning proposal scheme be presented at a Councillor briefing for feedback before formal lodgement.

A further meeting was held with council officers on 28 July 2021 to discuss the work that had been progressed on the Planning Proposal including the proposed amendments to the LEP & DCP planning controls for the site, as well as further refinement of the concept design based on technical advice and inputs from the project team in relation to site constraints and opportunities, landscape, community engagement and consultation, place making consultant, traffic engineer, heritage, and acoustics.

Council officers sought clarification on vehicle access provisions, quantum of retail and supermarket floorspace included, as well as details on the site specific DCP provisions being proposed. This information was provided to Council on 9 August 2021 as part of the presentation pack for the Councillor briefing.

Councillor briefing

Council officers presented the preliminary Planning Proposal scheme to the Councillors at a briefing session on 16 August 2021.

The Proponent's understanding of the feedback following the briefing centred around:

- Height and bulk of the proposal including the FSR
- Traffic and parking impacts on the surrounding community and traffic routes for delivery vehicles
- Transition to the west

Given Stage 2 of the Centre's Strategy is not due to be completed until 2023, Council officers presented a possible interim policy position to Councillors at a briefing in August 2021. The interim policy position, as presented to the Councillors, was intended to assist in the assessment of planning proposals such as the subject planning proposal for the activation of the local centres until Part 2 of the Centres Strategy was commenced.

Council officers suggested to Councillors that the interim policy be developed before commenced of Part 2 of the Centres Strategy and cover:

- Allowing FSR that exceeds the FSR controls where the floor space is below ground level
- Additional floor space below ground level, used for activities such as supermarkets, clubs, gyms, cinemas and pharmacies
- Height and FSR above ground level to comply with controls (base height 22m and FSR 2.5:1 and 28m and 3:1) including affordable housing provisions (based on master planning work in Mortdale Local Centre)
- All development matters such as traffic, interface, loading and parking are compliant.

In relation to Ramsgate and the subject planning proposal, the interim policy would enable:

- Maximum height of 28 m (including affordable housing)

- Maximum FSR of 3:1 above ground but enabling additional FSR underground (supermarket and other suitable non-residential uses)

At the briefing session, Councillors indicated support for the investigation of such a policy.

Following the interim policy position that was presented to Councillors at the briefing session in August 2021, the draft Activating our Centres Policy was developed by Council officers to guide Council's assessment of planning proposals in town centres which propose the provision of community facilities, specialised retail premises, shops, registered clubs, entertainment facilities or recreational facilities (indoor) in the basement of developments as excluded floor space (i.e. the floor space that is not included in the gross floor area and subsequent calculation of the floor space ratio).

At its meeting in November 2021, Council considered the public exhibition of the Activating our Centres Policy, and resolved to defer the matter until February 2022 after the local government elections when the newly elected Councillors could be briefed.

Following the local elections in February, the Activating our Centres Policy was presented by Council officers at the Environment and Planning Committee meeting on 14 March 2022 with the recommendation to adopt the policy for public exhibition, with a further report to be presented to Council following the conclusion of the public exhibition.

Despite the evident and urgent need for the policy as set out in detail within the Council officer's, Councillors voted against the adoption for public exhibition of the draft Activating our Centres Policy 2022, with the recommendations noting:

(a) That Council does not proceed with the Draft Activating Our Centre's Policy 2022.

(b) Council assesses Planning Proposals seeking additional basement commercial floor space exempt from gross floor space on a case-by-case basis having regard to its social, economic, environmental and traffic impacts.

(c) Council notes the increase to the minimum non-residential floor space ratio in our B1 and B2 zones from 0.3:1 to 0.5:1 implemented through Georges River Council's LEP'2021 and monitors the effects of the increase to commercial developments in all our neighbourhood, local and strategic centres over the next 24 months.

(d) Further, Council seeks updates from the Greater Sydney Commission on population projections for the GRC LGA up to 2036 having regard to the effects of the COVID-19 pandemic and the changing demographics on Sydney's population.

Council officers' intention to investigate an Interim Policy for Ramsgate Centre suggests that the site has strategic merit to warrant an accelerated review of future built form potential on the site ahead of Stage 2 of Council's Centres Strategy.

Refer to **Section 10.3** for discussion on how the Planning Proposal has addressed height and bulk, including transition to the west of the site. A limited portion of the site fronting Rocky Point Road will have building heights in excess of what is being investigated under the Interim Policy (29 m versus 28 m), however the remaining development on the site will be at or below the height limit being investigated. The proposed above ground FSR will be well within the suggested FSR of 3:1 (2.76:1 above ground & 0.84:1 below ground) versus 3:1). The built form massing and layout proposed as part of the Planning Proposal has resulted from a careful analysis of the site's local context, with heights focussed along Rocky Point Road and in the central portion of the site away from sensitive neighbours.

It is also noted that, through discussions with Council it was concluded that there is no applicable affordable housing policy to facilitate an affordable housing contribution. As a result, based on Council officer's recommendation, the Proponent will work with Council on a VPA that is in line with the Georges River Planning Agreements Policy (2016) to address other public benefits, monetary contributions and works in kind in place of affordable housing provision on site.

Section 10.3.4 provides a summary of the key traffic and parking improvements that are proposed as part of the Planning Proposal, including traffic intersection upgrade works which form part of the draft VPA letter of offer to Council.

Pre-lodgement engagement with TfNSW

The Proponent and the project traffic engineer (CBRK) met with TfNSW officers on 9 July 2021. The purpose of the meeting was to discuss the TfNSW response to the previous planning proposal (dated 2 October 2020), and obtain early feedback on the proposed access arrangements/road works as part of the current Planning Proposal. The letter from TfNSW is provided as part of the Traffic Report at **Appendix D**.

The following matters were discussed:

- **Ramsgate Road** – TfNSW officers did not object to left-in ingress from Ramsgate Road. Left-out from the site onto Ramsgate Road would not be supported for cars due to proximity to the intersection with Rocky Point Road. However, TfNSW officers noted that left-out access maybe considered for low traffic volumes such as service vehicles or residential traffic only.
- **Intersection of Targo Road/Rocky Point Road** – the need for traffic signals at the intersection of Targo Road and Rocky Point Road was discussed. It was noted that any removal of parking that may be required as part of the traffic signal works would need further discussion and agreement between TfNSW, Georges River Council and Bayside Council.
- **Intersection of Targo Road/Ramsgate Road** – the need for traffic signals at the intersection of Targo Road and Ramsgate Road was discussed. TfNSW officers noted that, in addition to satisfying warrants, the traffic analysis will need to demonstrate that any new signals do not have a major impact on the operation of the classified roads.
- **Intersection of Ramsgate Road/Rocky Point Road** – confirmation was sought from TfNSW whether there were plans to upgrade the intersection. TfNSW officers advised that it was unlikely that TfNSW would require the planning proposal to upgrade the intersection.

TfNSW were advised that an updated traffic assessment was being prepared to support the Planning Proposal, which would address the issues raised with the SIDRA modelling in the TfNSW letter dated 2 October 2020.

In relation to updated traffic counts, the project traffic engineer advised TfNSW officers that no new counts had been undertaken due to the impact of Covid-19 restrictions, but noted that TfNSW concerns with the previous counts had been addressed. On this basis, it was agreed that the updated traffic assessment would be a preliminary assessment with further work to be undertaken at a later date.

As set out in the Traffic Report at **Appendix D** and Addendum Traffic Report **Appendix K**, the traffic access arrangements for the Planning Proposal have been developed to positively address and respond to TfNSW's advice.

Pre-Lodgement Community Engagement

As part of the pre-lodgement community engagement, and as detailed in the Community Outcomes Report at **Appendix G**, Urbis has undertaken a telephone survey (16-21 June 2021), focus groups (22 July 2021) and a Community Information Session (29 September 2021).

The telephone survey was undertaken by an accredited market research provider and involved a random sample of 203 residents in suburbs around the site, incorporating both suburbs in the Georges River and Bayside local government areas (LGA).

Key findings from the community engagement are summarised below:

- 49% of respondents believe the area is old and run down
- 59% of respondents were supportive of mixed use (retail and residential) renewal
- 60% of respondents supported or were neutral on the inclusion of residential apartments
- 67% of respondents would like to see restaurants / cafes / food and beverage spaces in the area.

Survey respondents could then nominate to attend a focus group. In the focus groups, people provided insights about what they enjoy about the area surrounding the site, how it could be improved, and how impacts could be addressed. A total of 23 people participated in the focus group session.

The key recommendations arising from the community engagement included:

- Traffic management and additional parking: Easy parking, controlled traffic and accessibility were identified as key markers of success for the revitalisation of the site.

- Convenience (one-stop-shop): With a large portion of the demographic being downsizers, convenience – apartment living with everything available at your doorstep – was identified as a major drawcard among focus groups participants.
- Open, outdoor space: Outdoor seating, a green landscaped area, playgrounds where children can play and families can relax was a priority.
- Quality apartments: Focus group participants noted that a building that matches the character of Ramsgate, is high quality and fits in with the existing landscape is important.

The community feedback has informed the development of the Planning Proposal in several aspects, including:

- Traffic and parking measures have been developed in consultation with TfNSW, and will include adequate car parking on the site to accommodate the development. Intersection upgrades are also proposed as part of the VPA offer to be discussed with Council to improve the traffic flow on the local road network.
- The Planning Proposal will enable the site to offer a range of apartment sizes and types in a well-serviced and well-connected location close to services and amenities.
- The Planning proposal will enable the provision of high-quality landscaping, including a protected publicly accessible open space with an activated fine-grained retail edge, restaurants, and seating, which will provide a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal seeks to enable the redevelopment of the site for buildings between 6 and 8 storeys. The built form has been carefully designed to ensure the built form steps down in height to its neighbours to the west and south. The transition in scale will ensure the visual impact of the proposal is minimised in relation to the adjacent development. The Planning Proposal scheme includes street walls to the frontages along Rocky Point Road, Targo Road and Ramsgate Road to reflect the scale of the existing development.

During the Community Information Session held on 29 September 2021, the community were invited to ask questions and provide their views on the Proposal. They were also encouraged to submit questions ahead of time via the project email address provided.

A total of 172 questions and comments were submitted during the information session through the Q&A function, and approximately 15 were submitted via email prior to and following the session.

Given the volume of questions, all questions that were not answered during the session were consolidated and responses published on the dedicated project website the week after the session. Members of the community who attended the information session were notified via email that all questions and answers were available on the project website.

Refer to the Community Consultation Outcomes Report at **Appendix G** for further details.

The community feedback has informed the development of the Planning Proposal in several aspects, including:

- Traffic and parking measures have been developed in consultation with TfNSW, and will include adequate car parking on the site to accommodate the development. Intersection upgrades are also proposed to be discussed with Council as part of the VPA to improve the traffic flow on the local road network.
- The Planning Proposal will enable the site to offer a range of apartment sizes and types in a well-serviced and well-connected location close to services and amenities.
- The Planning proposal will enable the provision of high-quality landscaping, including a protected publicly accessible open space with an activated fine-grained retail edge, restaurants, and seating, which will provide a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.

- The Planning Proposal seeks to enable the redevelopment of the site for buildings between 6, 8 and 9 storeys. The built form has been carefully designed to ensure the built form steps down in height to its neighbours to the west and south. The transition in scale will ensure the visual impact of the proposal is minimised in relation to the adjacent development. The Planning Proposal scheme includes street walls to the frontages along Rocky Point Road, Targo Road and Ramsgate Road to reflect the scale of the existing development.

Ongoing engagement

The Proponent has a long-term interest in developing the site and seeks to continue engaging in a positive dialogue with Council, as well as the community, and various stakeholders during the assessment of the Planning Proposal.

Project Benefits/Features

The Proponent has a long-term interest in developing and owning the site and seeks to continue engaging in a positive dialogue with Council, the community, and stakeholders during the assessment of the Planning Proposal. In designing its plans for Ramsgate Town Centre, the Proponent has considered the following:

- Evidence-based analysis of the Proposal's contribution to the local economy
- Community feedback from the survey, focus groups, and online information sessions
- Feedback from conversations with local businesses.

The following section demonstrates how the early feedback the Proponent received from the community has shaped the submission to Georges River Council. Because of this, the Proponent believes plans balance the unique character of Ramsgate and provide a convenient, high-quality location the community want.

Bringing quality to Ramsgate Town Centre

Key community feedback via the statistically valid (200 sample) community survey, which has informed the Proponent's Planning Proposal:

- 70% of survey respondents would like to see public open space or an outdoor plaza in this location.
- 67% of survey respondents would like to see more restaurants, cafes, and food and beverage spaces in this location.
- 59% of survey respondents support mixed use (retail and residential) in this location.
- 46% of survey respondents believe this area of Ramsgate is old and run down.

As a response to this feedback – and as one of the last sites large enough to provide this amenity to Ramsgate – the Planning Proposal includes an outdoor plaza for public use, surrounded by shops and cafes. Overall, the Planning Proposal seeks to create a convenient and welcoming community space. This area of Ramsgate is currently a drive through neighbourhood with limited parking and options for people to stop and shop. Plans will activate this part of Ramsgate with more off-street parking, services and a quality outdoor public space. It will deliver a high-quality destination designed sympathetically, in keeping with the local character of Ramsgate.

Addressing a lack of local fresh food

Key community feedback via the statistically valid (200 sample) community survey, which has informed the Proponent's Planning Proposal:

- 63% of survey respondents support groceries and food retail in this location.

Key findings from evidence-based analysis of the Planning Proposal's contribution to the local economy:

- 41% less retail and supermarket floorspace in Georges River Council than the Australian average (across local, regional and national benchmarks).
- At 20.2 sqm of supermarket floorspace per 100 residents today, Georges River Council has 22% less supermarket floor space than Bayside Council area.

- By 2026, this rate is expected to fall to 19.6 sqm per 100 residents (and the retail floorspace demand will be in excess of 85,000 sqm).

Currently, this area of Ramsgate is losing out on retail spending to surrounding suburbs, including Kogarah, Rockdale, Sylvania, Hurstville and Brighton-Le-Sands. This indicates an outflow of spending that could be retained with high quality, modern retail options. The Planning Proposal seeks to meet residents' needs by offering an additional circa 4,100 sqm of food and grocery floor space, supported by a mix of shops, food and dining options. Specialty shops will be delivered to respond to community demand, creating a local one-stop shop. The proposed 6,880sqm of additional retail floor space will contribute 10% of total retail floorspace demand in the area.

Creating jobs and investing locally

Key findings from evidence-based analysis of the Planning Proposal's contribution to the local economy:

- 77% of Georges River residents leave the area for work.
- 74% of local retail workers leave the area for work (with only 4,600 retail jobs available in the local LGA).
- 11% of Georges River residents work in the retail sector.
- The Planning Proposal seeks to create 307 construction jobs over the two-year construction period
- 299 ongoing jobs through the delivery of a supermarket and specialty shops.

To address this the need for more local employment, the Planning Proposal seeks to create 307 construction jobs over the two-year construction period and 299 ongoing jobs through the delivery of a supermarket and specialty shops. More jobs closer to home means less time commuting, less money spent on petrol, contributing to a better work/life balance and positive home environment. Combined, this will contribute \$96.1 million to the local economy during construction and \$33.6 million in each year of operation.

Providing housing for all ages and stages of life

Key community feedback via the statistically valid (200 sample) community survey, which has informed the Proponent's Planning Proposal:

- 63% of survey participants can see themselves living in an apartment in the next 10 years.
- 60% of survey participants were supportive or neutral about residential apartments in this location.

Key findings from evidence-based analysis of the Planning Proposal's contribution to the local economy:

- Georges River Council predicts 185,346 residents by 2036 (a growth of 31,896 residents from 2016).
- Georges River is targeting 14,000 dwellings across the LGA by 2036 to cater for the growing population.
- Remaining local and ageing in one place is a strong preference for locals (source: ABS Census 2016; Urbis).

To support this local demand and help Council and the State Government to meet the long-term dwelling target, the Planning Proposal includes around 185 one-, two- and three-bedroom homes. The proposed quality, well-planned development would offer residents a greater choice to buy locally while maintaining their location, lifestyle and social connections. The diverse housing types include options suited to buyers from first home buyers and young families to downsizers. The new apartments will suit people wanting a quality home close to shops, services and public transport.

4.5. POST-LODGEEMENT ENGAGEMENT AND FEEDBACK

Since the October 2021 Lodgement of the Planning Proposal, the proponent and project team have been in consultation with Council, WSP and TfNSW on numerous occasions to discuss the detailed assessment of the planning proposal. The planning proposal reference scheme has been updated in response to the feedback received as part of the post-lodgement engagement, which has been summarised in this section.

Preliminary feedback letter – 29 November 2021

Following lodgement of the planning proposal in October 2021, initial post lodgement feedback was provided on 29 November 2021 by WSP.

The feedback noted that the planning proposal had undergone significant change from the previous planning proposal but considered further refinement for the site-specific merit was advised for the height and scale, landscaping, public domain, access and amenity.

WSP noted that the planning proposal has strategic merit as follows

- The Planning Proposal will revitalise the local centre in accordance with the planning priorities and objectives of the Greater Sydney Region Plan and the South and Eastern City District Plan, specifically:
 - It will support the delivery of a mixed-use development which will enable people to live close to jobs and services.
 - The Proposal includes the provision of publicly accessible open space and high-quality public domain to meet the needs of the community and future residents.
 - The proposed development would increase streetscape activation and social interaction through the provision of a new town square and public open space.
- The Planning Proposal is aligned with the Georges River Local Strategic Planning Statement, which identifies Ramsgate Local Centre as a centre to 'explore Centre expansion for jobs and/or housing'.
- The planning proposal is generally consistent with Council's Local Housing Strategy, where it provides for a range of housing options, in the form of 1, 2 and 3 bedroom apartments.
- The Planning Proposal will offer a range of public benefits including a publicly accessible open space, public domain improvements, and traffic improvements.
- The Planning Proposal is supported by the Georges River Commercial Centres Strategy which identifies Ramsgate for opportunities to grow by more than 15% in commercial floor space to 2036. The Planning Proposal provides a mixed-use development which will activate Ramsgate and allow it to transition into a local centre as envisaged.
- While the site is not located close to major transport links, the Proposal would increase the level of residential development within walking distance of centres with a supermarket, which is a desirable liveability outcome.

In relation to site specific merit, WSP provided feedback on height, the public square, vehicle access, deep soil landscaping, traffic and affordable housing.

In response to the feedback, on 1 March 2022 an updated pack of information was submitted to Council for discussion. The key matters raised and the planning proposal responses are summarised below.

Table 6 - Post lodgement preliminary feedback

Matter	Response
Height	
It was noted that the 6-storey street wall height along Rocky Point Road was not appropriate along the entire length of the frontage, and that the Georges River DCP locality statement for Ramsgate recommends a 4-storey street wall height to define the street line.	<p>In response to the recommended 4-storey street wall, the proposal has been amended to drop the majority of the street wall setback along Rocky Point Road and Targo Road from 6 to 4 storeys.</p> <p>There is a neighbouring 6 storey development to the north of the proposal (187 Rocky Point Road). It is appropriate that the existing height and street wall is referenced in the proposed development and that it helps to transition from the 6 storey scale to the north, to the 2 storey scale further down the block. A strong vertical rhythm demarcates these steps to further</p>

Matter	Response
<p>The overall height remains out of context. Specifically, the 9 storey overall height and 6 storey street wall height of the proposed development adjoining the low density</p> <p>Proposed local provision to allow communal open space/lift above maximum permissible height will exacerbate bulk and scale</p> <p>The scale of the building fronting Rocky Point Road should be afforded greater modulation to provide a more harmonious transition in the scale to the adjoining heritage item.</p>	<p>reinforce the changes in height along Rocky Point Road.</p> <p>The Targo Road street wall mirrors this stepping from a strong corner on Rocky Point Road to the lower scale developments to the west.</p> <p>The proposed development seeks a height and density required to support the significant community benefits of a new public plaza, pedestrian links and an underground, large format supermarket, freeing up the ground-plane for finegrain, high quality retail.</p> <p>In response to WSP feedback, the overall height has been reduced from 9 storeys to 8 storeys.</p> <p>To mitigate the impacts of height the street wall has generally been reduced from 6 storeys to 4 storeys which aids in the transition from the 6 storey development to the north to the 2 storey developments to the south. The top level has been amended to be set back by 2m from the upper levels to significantly reduce it's impact on the street-scape. This setback reduces the majority of visual bulk of the top level from the street.</p> <p>It is noted that the Planning Proposal includes a suggested additional local provision which requires plant and other communal structures to be setback from the edges of the building so as not to result in any additional overshadowing impacts.</p> <p>The proposed site interfaces between the existing 6 storey building to the north (187 Rocky Point Road) and the 2 storey developments to the south which terminate with the 2 storey heritage item. The proposed street wall steps from 6 storeys at the corner of Targo and Rocky Point Road down to 4 storeys and finally 1.5 storeys where it adjoins the neighbouring site to the south (201 Rocky Point Road). It is intended that strong vertical articulation at these changes in scale help to further modulate the built form and reinforce the established rhythm of lots along Rocky Point Road.</p> <p>It is important to note that the site of 201-209 Rocky Point Rd sits between the proposed site and the heritage site. This has been earmarked in the GRC DCP for future amalgamation and development (identified as site number 4). The potential future</p>

Matter	Response
	development of this site should be taken into account when considering the transition to the adjacent heritage building.
Public square	
<p>The through-site link is required to be widened and re-positioned to enable direct sight lines to the square and vice-versa.</p> <p>The square also needs to be increased in width to enable greater solar access and visibility</p>	<p>Access to and through the site has been deliberately arranged to create a protected space, minimising external impacts to the public domain and local residents. The square is positioned so that it provides a calm sanctuary from the activity and movement of Rocky Point Road and Ramsgate Road, both of which service a high volume of vehicle movements every day.</p> <p>The square takes advantage of a north facing aperture, allowing good solar access to the space. In response to the feedback, it has been widened from 15.3m to 16.8m to increase the amount of space receiving 2 or more hours of sun in mid-winter from 38% to 50% as shown in the Urban Design Report at Appendix A.</p> <p>The controls in the Draft site-specific DCP have been updated to require 'at least 50% of the publicly accessible open space to receive direct sunlight for 2 or more hours between 9 and 3pm in mid-winter.</p> <p>The pedestrian links are designed to give pedestrians controlled views into the plaza whilst promoting a sense of discovery for the activity that lies beyond.</p> <p>In response to the feedback, the pedestrian link from Ramsgate Road has been widened from 4.1m to 6m at its throat to create a more generous entry.</p> <p>Retail along the edges of the through-site links ensures a high level of activity and good passive surveillance.</p> <p>The new plaza has been designed to offer protection and refuge from traffic and noise whilst being highly connected and accessible from the main road. It operates as a 'pinwheel plaza' which centralises the public space in the site and provides direct pedestrian access from each of the surrounding roads - Targo Road, Rocky Point Road, and Ramsgate Road. Each link has a unique typology with an open-to-sky laneway, covered arcade, plaza and colonnade offering a diversity of spaces and connections.</p> <p>Whilst the square is protected, the proposal does not turn its back to the main road. The frontages will be highly active.</p>

Matter	Response
Vehicle Access	
<p>The Planning Proposal does not adequately address the issue of vehicle access for the 201-209 Rocky Point Road.</p> <p>When these sites are redeveloped as a mixed use development, the existing easement cannot accommodate MRVs required for back of house functions or Council's garbage collection vehicles.</p>	<p>The proposal has been amended to provide a 6m wide opening to the pedestrian through site link from Ramsgate Road to the plaza. This narrows to 4.1m to create a vibrant, intimate retail link reminiscent of Melbourne's laneways.</p> <p>The rear access to the existing properties from 201 – 209 Rocky Point Road currently function through an existing 3m wide laneway. This will be maintained through the proposal to allow the current servicing to continue.</p> <p>In the event that the sites from 201 – 209 Rocky Point Road are amalgamated and developed as per the site amalgamation plan in the GRC DCP, the corner retail facing Ramsgate Road has been set back to enable access to both MRV's and council waste collection vehicles to the potential future development site as demonstrated in</p> <p>the vehicle access plan provided in the Urban Design Report at Appendix A and as discussed in Section 10.3.4 of the report. A future easement is proposed to act as a pedestrian/vehicle shared way. The access easement has been included as part of the draft VPA letter of offer supporting the Planning Proposal. By registering an access easement (in perpetuity) on title in favour of the lots comprising 201-209 Rocky Point Road, the Planning Proposal will ensure that future vehicle access to these lots is not hindered.</p> <p>It is envisaged that the laneway configuration would allow for the future development site to add to and leverage this publicly accessible link as a shared way, further enhancing the quality of the space.</p>
Deep Soil Landscaping	
<p>ADG requires 7% of the site area to be provided as deep soil zones, with a minimum dimension of 6m for sites greater than 1,500sqm.</p> <p>Basement footprint suggested to be reduced, and deep soil landscaping incorporated along the western boundary to meet this minimum requirement.</p> <p>Alternative green infrastructure solutions to be included</p>	<p>The proposal seeks to implement new, high quality housing as well as a full line, underground supermarket on the site. The development provides Ramsgate with a new community heart acting as a catalyst for further investment. In turn this frees up the ground plane for a new public plaza and high quality, finegrain retail which could not be achieved otherwise. The spatial requirements of these functions in an inner city site make the deliver of deep soil very difficult.</p>

Matter	Response
	<p>There are many examples of quality developments which have been delivered with the same constraints to deep soil planting. SJB Architects have delivered significant projects where high amenity is achieved through on-structure planting including East End in Newcastle which also delivered a Woolworths Metro supermarket, and Loftus Lane in the Sydney CBD.</p> <p>A solution has been delivered which responds to the constraints of the site and provides a high quality outcome to the Western boundary interface. The basement requirements of the development impact on the ability to locate any areas of significant deep soil planting across the site.</p> <p>In response to further feedback from WSP (see Section 9 below) the western boundary setback has been increased from 1.5 m to 3 m to provide a substantial buffer between the site and its western neighbours comprising significant planting as shown in the Urban Design Report at Appendix A and the Concept Landscape Plan and Domain Report at Appendix E.</p> <p>Extensive green roof areas have been included as part of the planning proposal. These rooftops will be largely non trafficable areas with low water use native grasses and ground covers suitable to this environment. These areas will also add biodiversity benefits for local flora and fauna, reduce building temperatures and help mitigate the urban heat island effect and provide opportunity for extension rainwater collection and harvesting to support the development.</p> <p>The significant increase in site landscaping has been reflected within the updated DCP controls to reflect the intended outcome of the updated reference scheme.</p>
Western Boundary Interface and Neighbour Amenity	
<p>Development adjoining the low-density residential properties to the west (Building B) is likely to result in adverse amenity impacts, with particular concerns raised for solar access and bulk and scale.</p> <p>It is also necessary to ensure that the occupants of 'Roma' are still afforded a reasonable amount of solar amenity.</p>	<p>The adjacent study illustrates the impact on the indicative built form envelope on the adjacent proper as a result of the development at winter solstice. Units located further away from the property boundary still achieve 2 hours of direct sunlight at winter solstice. Units located closer to the western boundary will be overshadowed by future development on the neighbouring site, built within the permissible envelope.</p> <p>While the proposal does impact these units, it is worth noting that these units are through units and only those</p>

Matter	Response
	<p>rooms facing eastwards are impacted by the development. Those rooms facing westwards would still receive more than three hours of direct solar access at winter solstice.</p> <p>Solar testing has confirmed that the residents will have minimal impact on their current solar amenity. The main windows for the building are located to the south. Small windows are located on the east and west facades.</p>
Traffic	
<p>The proposed development would result in increased pressure on existing road network and public transport (bus) services and infrastructure, due to the development of 185 new dwellings, resulting in a subsequent population increase.</p> <p>TfNSW will need to confirm whether the upgrades that form part of VPA are considered adequate to mitigate any adverse traffic impacts from the Proposal. Given the revitalisation of the local centre it is considered that Proposal has strategic merit subject to TfNSW confirming all traffic measures are appropriate.</p>	<p>Refer to commentary on consultation with TfNSW below.</p>
Affordable Housing	
<p>The proposal seeks to provide circa 185 new dwellings however no provision has been made for affordable housing despite a demonstrated need in the LGA as evidenced by Council's Local Housing Strategy</p> <p>Accordingly, commensurate affordable housing provision (monetary and / or Works in Kind) should form part of any negotiations and letter of offer to ensure sufficient provision for affordable housing in the LGA</p>	<p>Through discussions with Council it was concluded that there is no applicable affordable housing policy to facilitate an affordable housing contribution. As a result, based on Council officer's recommendation, the Proponent will work with Council on a VPA that is in line with the Georges River Planning Agreements Policy (2016) to address other public benefits, monetary contributions and works in kind.</p>

Further feedback letter – 18 March 2022

Following presentation of the amended concept to Council on 4 March 2022, further feedback was received from Council on 18 March 2022.

It is noted that the Council officers and WSP planners that were present at the meeting on 4 March 2022 did not raise significant concerns with updated scheme during the meeting and noted that the planning proposal was generally tracking in the right direction, the letter from WSP dated 18 March raised several matters that had not previously been raised.

The key matters raised and the planning proposal responses are summarised in the table below.

Table 7 - Meeting feedback received 18 March 2022

Matter	Response
Height	
Stepping the proposed street wall of 6 storeys at the corner down to 4 storeys towards the centre of the site has partially resolved previous concerns raised relating to street wall heights.	The street wall height and setbacks have been amended since the original scheme in response to feedback from WSP and are further detailed in Section 10.3 .
Notwithstanding, the overall bulk of the building has not been reduced as the proposal retains a 9 storey tower on Rocky Point Road and along Targo Road. A 3 metre setback is not sufficient for the tower form to be recessed from the perspective of a pedestrian on Rocky Point Road, as illustrated by Figure 1 below. At the theoretical eye height of 1.8m, the entire bulk of the tower element will be visible from the public domain. The minor reduction in the height of the street wall alone is not considered to be an adequate response as the overall bulk and scale of the development has not been reduced. While it is acknowledged the street wall height has been reduced, the setbacks of the upper levels are not considered sufficient to ensure compatibility with the surrounds to reflect the local centre scale.	In response to WSP's feedback, several key moves have been made to the updated reference scheme to address overall bulk and scale, including: <ul style="list-style-type: none"> - Street wall along Rocky Point Road has been reduced to 4 storeys and lower (except for 6-storey corner element at Targo/Rocky Point Road) - Street wall along Targo Road has been reduced to 4 storeys and lower (except for 6 storey corner element at Targo/Rocky Point Road) - Further reduction of overall height from 9 storeys to 8 storeys - The top level of Building A fronting Rocky Point Road have been further setback by 2 m
<i>Note: Any revised set of plans should include height in metres for the proposed scheme in addition to identifying the number of storeys.</i>	As demonstrated in the built form massing comparative analysis undertaken by SJB (refer to Urban Design Report at Appendix A and Section 10.3 of this report), the proposed modulations will significantly reduce the bulk and scale of the building when viewed from Rocky Point Road and Targo Road. This effectively hides the top level from view at ground level.
The revised architectural plans should show the original street wall height proposed to illustrate the extent of reduction proposed.	The Urban Design Report at Appendix A illustrates the reduction from the original street wall height proposed.

Matter	Response
<p>The revised concept does not include an elevation/building envelope diagram along Ramsgate Road and as such it is unclear if the height along this elevation has been altered as a result in changes to the street wall height on Rocky Point Road. Further consideration of the height along this elevation is required.</p>	<p>Other than updates to the street wall height along Rocky Point Road, no further changes to the elevation have been proposed along Ramsgate Road.</p>
Transition of height down to properties to the west	
<p>The transition to properties to the west from building B has been partially resolved. However, the impact of the reduced building envelope on proposed density and FSR is unknown, and no elevation/building envelope diagrams of Ramsgate Road have been provided. Proposed amendments are to be revised by FSR calculations and will be considered in their entirety as part of an amended set of plans.</p>	<p>Transition to properties on the west has been responded to detailed in section 10.3.</p> <p>In response to WSP's comments relating to bulk and scale, the overall height of the reference scheme has been reduced from 9 storeys to 8 storeys. This has resulted in a decrease in FSR to 3.6:1 versus 3.68:1.</p>
<p>The 1.5 metre setback from the western boundary adjoining the car park entrance is not considered adequate and lacks an appropriate transition to lower density properties to the west. The DCP requires a setback of 5 metres and the 1.5 metre setback is not adequate for deep soil landscaping to screen the elevation as well as contribute to other environmental benefits such as infiltration of stormwater and reduction of urban heat island effect</p>	<p>In response, the setback along the western boundary has been amended to a 3 metre setback to accommodate deeper soil planting which will act as an effective privacy screen and visual buffer between the site and the neighbour uses.</p>
<p>Additionally to the above part 7 of the DCP is to be considered as the objectives and controls ensure appropriate transition between business and residential zones. The proposal is not considered to be consistent with Part 7.1.4 as it does not provides transition to the residential properties. Therefore, substantial amendment are needed to provide increased setbacks from the western boundary to ensure an appropriate transition in height to the lower scale residential development to the west.</p>	<p>As above.</p> <p>It is also noted that the street wall height along Targo Road has been reduced from 6 storeys to 4 storeys to better reflect the scale of the existing and future development along Targo Road to the west of the site.</p>
Transition in height down to heritage item	
<p>The overall scale of development when perceived from Rocky Point Road, transitioning down to the heritage item at 211-219 Rocky Point Road remains unresolved.</p> <p>A significant reduction in the tower height is necessary to ensure an appropriate transition to nearby heritage items and provide a compatible scale of development.</p>	<p>Along Rocky Point Road, the planning proposal site interfaces between the existing 6 storey neighbour to the north and several 2-storey developments at 201-209 Rocky Point Road. The intervening development at 201-209 Rocky Point Road form a buffer between the site and the 2-storey heritage item at the southern end of the block along Rocky Point Road.</p>

Matter	Response
	<p>The proposed street wall steps from 6 storeys to 4 storeys and finally 1.5 storeys adjoining the neighbouring sites to the south.</p> <p>Strong vertical articulation helps to further modulate the built form and reinforce the established rhythm of lots along Rocky Point Road.</p> <p>It should also be noted that 201-209 Rocky Point Road has been identified for amalgamation and redevelopment in the GRC DCP, and is likely to be developed in the future up to the permissible built form controls (FSR of 2.5:1 and maximum height of 21 m).</p>
Plaza/Through-site links	
<p>The plaza has been increased in size and its visibility from and presentation to Targo Road has been improved. However, previous concerns regarding the limited visibility from Rocky Point Road remain unaddressed. Reconfiguration of the building footprints is required to ensure the plaza's visual prominence to foot traffic and passing trades.</p>	<p>In response to WSP's previous feedback, the pedestrian link from Ramsgate Road has been widened from 4.1m to 6m at its throat to create a more generous entry.</p> <p>The plaza has also been widened from 15.3m to 16.8m to increase the amount of space receiving 2 or more hours of sun in mid-winter from 38% to 50%.</p> <p>The plaza has been designed as a protected space to service the local community, as opposed to drawing trade from passers-by or a wider catchment area</p> <p>The square is positioned so that it provides a calm sanctuary from the activity and movement of Rocky Point Road and Ramsgate Road,</p> <p>Retail along the edges of the through-site links ensures a high level of activity and good passive surveillance.</p> <p>The new plaza has been designed to offer protection and refuge from traffic and noise whilst being highly connected and accessible from the main road.</p> <p>Whilst the square is protected, the proposal does not turn its back to the main road. The frontages will be highly active.</p> <p>Opening the plaza to Rocky Point Road would expose it to a greater noise impact from passing traffic. This would have an adverse effect on its amenity and result in an inferior outcome given the plaza is intended to be a more intimate space for the local community.</p> <p>The local community that uses the centre will inevitably be aware that it has a ground level plaza space. Having a narrow view of the opening to the plaza from passing</p>

Matter	Response
	<p>traffic is therefore considered to be of less importance compared to creating a space that is inviting and which has a high level of amenity.</p>
<p>Consideration must also be given to the impact of wind tunnelling on the site. As such, a wind impact assessment should be undertaken to demonstrate that the walkways, width of plaza will not result in adverse wind impacts and ensure a usable and inviting public plaza</p>	<p>In response, the proponent has commissioned MEL Consultants to prepare a statement regarding wind impacts, provided at Appendix M.</p> <p>The wind statement notes that it would be expected that the planning proposal reference scheme would increase the wind conditions relative to existing conditions. However, it is expected that a range of wind mitigation strategies (local screen, canopies, built form modifications etc) can be successfully implemented to achieve a solution to any wind issues.</p> <p>The wind statement also notes that further wind tunnel measurements would be more appropriate at the DA stage instead of the planning proposal stage to accurately quantify and compare wind conditions against pedestrian comfort criteria.</p> <p>A new control has been included in the draft site-specific DCP (Appendix B) to address wind impacts, and ensure that any future DA on the site for development over 3 storeys will be supported by a wind tunnel study report.</p>
<p>Consideration must also be given to pedestrian amenity and is to be addressed through the provision of continuous awnings for weather protection (Control 5 in 7.1.2.1 - Streetscape of GRDCP 2021). Awnings must be provided continuously and are to be of the same height and design along the shop frontages to provide weather protection for pedestrians (Control 1 of 7.1.3.3 – Awnings of GRDCP 2021)</p>	<p>In response, a new control has been included in the draft site-specific DCP (Appendix B) to require continuous awnings.</p>
<p>Deep soil landscaping</p>	
<p>The deep soil zones are required to have a minimum dimension of 6m for a site area greater than 1,500sqm to allow for growth of healthy trees and promote management of water and air quality. If it is difficult to achieve this a required 7% of site area is to be provided. The location of the site at the periphery of the business zone presents the opportunity for deep soil to be provided at the western side boundary, albeit it is acknowledged that it may not be possible for the site to provide 7% of its site area as deep soil zones in light of the proposed retail uses.</p>	<p>The proposal seeks to implement new, high-quality housing as well as a full line, underground supermarket on the site. The development provides Ramsgate with a new community heart acting as a catalyst for further investment. In turn this frees up the ground plane for a new public plaza and high quality, finegrain retail which could not be achieved otherwise. The spatial requirements of these functions in an inner-city site make the deliver of deep soil very difficult.</p> <p>There are many examples of quality developments which have been delivered with the same constraints to</p>

Matter	Response
<p>Notwithstanding the above, the complete absence of deep soil landscaping within the concept scheme remains unaddressed and does not result in a positive design outcome for the public domain or surrounding residential properties.</p> <p>Section 6.3.4 Basement Setbacks within the DCP provides objectives and controls to ensure basements within mixed use developments and residential flat buildings are designed to allow for adequate deep soil landscaping.</p> <p>Given the above, the Proposal is to be reconsidered and amended to provide a greater extent of deep soil landscaping. A reduction in the basement in accordance with the setbacks outlined above will be required to ensure deep soil landscaping can be provided on site.</p> <p>The use of planting on structures will only be considered as an alternative to deep soil landscaping if these areas are minimum 6 metres in dimension (i.e. at least 6 x 6 metres) in accordance with the ADG requirement to provide a conducive environment for the growth of mature canopy trees. Planting on structures with extensive soil depths of at least 1-1.5 metres are only acceptable when they are provided in conjunction with genuine deep soil zones on the western boundary.</p>	<p>deeps soil planting. SJB Architects have delivered significant projects where high amenity is achieved through on-structure planting including East End in Newcastle which also delivered a Woolworths Metro supermarket, and Loftus Lane in the Sydney CBD.</p> <p>A solution has been delivered which responds to the constraints of the site and provides a high-quality outcome to the Western boundary interface. The basement requirements of the development impact on the ability to locate any areas of significant deep soil planting across the site.</p> <p>In response to feedback from WSP, the western boundary setback has been increased from 1.5 m to 3 m to provide a substantial buffer between the site and its western neighbours comprising significant planting as shown in the Urban Design Report at Appendix A and the Concept Landscape Plan and Public Domain Report at Appendix E.</p> <p>Extensive green roof areas have been included as part of the planning proposal. These rooftops will be largely non trafficable areas with low water use native grasses and ground covers suitable to this environment. These areas will also add biodiversity benefits for local flora and fauna, reduce building temperatures and help mitigate the urban heat island effect and provide opportunity for extension rainwater collection and harvesting to support the development.</p> <p>The significant increase in site landscaping has been reflected within the updated DCP controls to reflect the intended outcome of the updated reference scheme.</p> <p>As shown in detail within the Concept Landscape Plan and Domain Report at Appendix E and Section 6.5 of the report, significant areas of landscaping have been provided on the site.</p> <p>The western boundary interface, with the expanded 3 m setback will be capable of accommodating raised planters beds providing 1.4 m – 2 m soil depths and consolidated/shared soil volume for long term health of the proposed buffer planting. Further landscaping elements include wall screening with climbers and landscaping on top of the loading dock with a planter depth of 1.5 m to provide substantial planting as an additional landscape amenity and buffer to the site.</p>

Matter	Response
Traffic	
<p><u>Banning of Right turn from Rocky Point Road</u></p> <p>Council acknowledges TfNSW's first preference to ban right-turn movement for southbound traffic on Rocky Point Road into Targo Road and Ramsgate Road 24/7 or banning right-turn movement in the afternoon peak only as a second preference. However, Council requires further traffic analysis and traffic counts to be conducted along Hastings Road, Burgess Street and Targo Road to confirm the impact this will have on local roads. To assist with comparing current data to pre-covid data, Council has existing counts conducted in 2019 on Burgess Street. See the Burgess St spreadsheet attached to the email.</p>	<p>Further traffic analysis and counts have been undertaken in response to the post-lodgement engagement with Council and TfNSW. Refer to the Addendum Traffic Report at Appendix K for further details.</p> <p>We note the suggestion to ban the right turn into Targo Road and suggest that this be implemented only in the weekday PM peak period. At other times the right turn would be permitted. The removal of parking on the eastern side of Rocky Point Road would provide for a through lane of traffic in addition to the shared through/turn lane, thus maintaining at least one lane for through traffic (as per the existing situation).</p>
<p><u>Ramsgate Road vehicle access</u></p> <p>Prevent RT movement for residential access from Ramsgate Road:</p> <p>In regard to residential access from Ramsgate Road (westbound vehicles), Council prefers the construction of a median island (back-to-back kerb – approx. 500mm wide) to be built along Ramsgate Road from the junction of Ramsgate/Rocky Point Road to the intersection of Dalkeith Street/ Ramsgate Road with proposed left in left out traffic manoeuvres from Dalkeith Street. This will prevent illegal right-turn manoeuvres on Ramsgate Road for residential access. This may require Council's Local Traffic Committee approval.</p> <p>However, consultation is to be undertaken with the businesses on the southern side of Ramsgate Road regarding permitting only left in left out of the carpark. This matter is to be discussed further following consultation with businesses.</p>	<p>The suggestion to construct a median in Ramsgate Road opposite the site access to prevent right turns into the site is supported. However, extending the median to restrict access to Dalkeith Street to left turns only is a matter for Council to determine separately to the planning proposal as it would impact on existing road users and there is no nexus between banning right turns to/from Dalkeith Street and the planning proposal.</p>
<p>Potential vehicle detours:</p> <p>Regarding residential access and commercial access for all westbound movement along Ramsgate Road and possible south bound movement from Rocky Point Road, further traffic analysis and traffic counts are to be conducted along Torwood Street, The Promenade, Lloyd Street and Dalkeith Street.</p> <p>Further concerns are raised over the existing intersection of The Promenade/ Torwood Street for potential residential detour in the future. i.e., RT movement from Torwood Street into The Promenade. Further analysis needs to be</p>	<p>Traffic flows in Dalkieth Street, Lloyd Street and Torwood Street are low at some 40 to 100 vehicles per hour (two way), the weekday afternoon and Saturday midday peak hours. Therefore, with development traffic in place, traffic flows in these local streets would remain low. SIDRA analysis found that with development traffic in place, the intersection of Torwood Street/The Promenade would continue to operate at LOS A in the weekday afternoon and Saturday midday peak hours.</p>

Matter	Response
<p>conducted to determine the impact of increased vehicle movement at this intersection and if potential changes to the intersection design are required.</p>	
<p><u>Ramsgate Rd/Targo Rd access out of The Promenade and impact of sight lines at existing pedestrian refuge.</u></p> <p>Council supports the modifications to the intersection of The Promenade/ Targo Rd/ Ramsgate Rd into a signalised intersection to allow all movements out of The Promenade and Targo Road with NRT restrictions from Ramsgate Road into Targo Road.</p> <p>However, further analysis needs to be undertaken regarding the implications on the sight lines for pedestrians at the existing refuge island on Ramsgate Road (approximately 130m away), west of The Promenade; should there be an installation of traffic signals. There could be concerns for pedestrians with misjudging the speed of vehicles while crossing the road with the signals being only 130m away. Options to move the refuge further west on Ramsgate Road should be explored.</p>	<p>SIDRA modelling found that with the proposed signals, in 2032, the maximum queue for the right turn into The Promenade would be some 100 metres. This may impact sight lines at the pedestrian refuge. To address this issue, two options are suggested:</p> <ul style="list-style-type: none"> - relocate the pedestrian refuge some 50 metres to the west; or - remove the pedestrian refuge, noting that the new signals will provide a pedestrian crossing on Ramsgate Road.
<p><u>Relocation of westbound bus stops</u></p> <p>Council has no concerns with the proposed relocation of the bus stop on the northern side of Ramsgate Road as the existing area is signposted 'No Stopping' subject to approval from TfNSW and bus services. The applicant will need to bear the cost of relocating the bus stop and signage, and ensure that it is built to standards; including DDA obligations.</p>	<p>Council has raised no objections to relocating the bus stop subject to approval by TfNSW, the bus operator, and that the applicant bear all costs of the relocation.</p>
<p>Access to neighbouring site</p>	
<p>The concern regarding vehicle access for the future development at 201-209 Rocky Point Road has been partially addressed by widening the opening on Ramsgate Road to allow for a pedestrian/vehicle shared way for future waste vehicle movements in the future. However, the Planning Proposal continues to rely on the existing 3m wide building setback on the adjoining sites to function as vehicle access for these adjoining sites.</p> <p>The widening of the entrance to service 201-209 Rocky Point Road also raises concerns regarding the viability of the active street frontage along Ramsgate Road. A small shopfront is sandwiched between two sets of two-way driveways. Ramsgate Road is a busy local road and</p>	<p>In response to the matters raised by Council, a concept plan has been prepared by SJB, that shows how access could be provided to a future redevelopment of the neighbouring site east. The plan provides for widening of the existing 3 metre-wide driveway to allow access to neighbouring site as well as providing for a separate pedestrian link to the subject site between Ramsgate Road and Targo Road. Vehicle swept paths are provided in within the Urban Design Report at Appendix A, the Addendum Traffic Report at Appendix K and Section 10.3.4 of the report. These show that:</p>

Matter	Response
<p>considered to be a high exposure location. The dominance of driveways in the proposed scheme is inconsistent with the strategic intent of activating the Ramsgate Centre. In addition, the use of a vehicle/pedestrian shared way presents numerous challenges in terms of management and conflicts.</p> <p>A consolidation of vehicle access at the eastern site boundary needs to be explored to create the required access to 201-209 Rocky Point Road.</p> <p>The Access Plan Diagram/swept path analysis will need to be amended for the Service Vehicles with the following provisions:</p> <p>a) Analysis for a 10.5m waste service vehicle (and not an SRV); including the dimensions of the service vehicle as mentioned before and repeated again:</p> <p>b) Applicants should ensure height clearance of 4 metres can be provided, allowing for vehicle length of 10.5 metres and width of 2.5 metres (https://www.georgesriver.nsw.gov.au/Services/Waste/Waste-Management-Planning).</p> <p>c) Outline existing on-street parking space and potential parked vehicles during ingress/egress.</p> <p>d) Outline the travel path/ lane on the roadway.</p> <p>e) Outline swept path analysis in the property internally as well</p>	<ul style="list-style-type: none"> - while part of the access narrows to one lane for a short distance, there is provision for two cars to pass each other within the access either side of the one lane section with sight lines to each side; - a 10.5 metre long truck can enter and depart the site in a forward direction (subject to provision of a turntable); and - a loading area could be provided on the neighbouring site separate to access to a basement car park. <p>The above arrangements are considered appropriate for the low traffic generation of a typical mixed use development that could be developed on the neighbouring site.</p>

Post-lodgement engagement with TfNSW

The traffic matters raised by Council are set out in a letter by WSP on behalf of Council dated 18 March 2022 (discussed above). The traffic matters raised by TfNSW are set out in its letter dated 1 February 2022. These traffic matters were discussed in a meeting with both authorities on 4 March 2022. Refer to the Addendum Traffic Report at **Appendix K** for further details.

To address the matters raised by Council and TfNSW an updated traffic assessment (including new traffic counts) has been undertaken. The SIDRA network modelling has been updated to include the recommendations by TfNSW.

The key matters raised, and the planning proposal response to these matters is summarised in the table below.

Table 8 - Post lodgement matters raised and responses

Matter	Response
Warrants Assessment for traffic signals	
Incomplete warrants assessment has been provided covering only two one-hour periods on separate days.	The warrants for traffic signals is satisfied as provided in the Addendum Traffic Report at Appendix K .

Matter	Response
TfNSW requires warrants to be met for four one-hour periods on a typical day prior to considering proposed traffic signals.	
Rocky Point Road/Targo Road Intersection	
TfNSW does not support proposed traffic signals permitting southbound right-turn movements on Rocky Point Road. TfNSW would require a No Right Turn (NRT) restriction for southbound traffic	With regards to the intersection of Rocky Point Road/Targo Road, the traffic signals were proposed to allow right turns out of Targo Road. Therefore, the option of the existing priority controlled intersection is not supported. We note the suggestion to ban the right turn into Targo Road and suggest that this be implemented only in the weekday PM peak period. At other times the right turn would be permitted. The removal of parking on the eastern side of Rocky Point Road would provide for a through lane of traffic in addition to the shared through/turn lane, thus maintaining at least one lane for through traffic (as per the existing situation);
Ramsgate Rd/Targo Rd/The Promenade Intersection	
TfNSW could consider supporting proposed traffic signals, subject to a satisfactory warrants assessment and SIDRA modelling to demonstrate no impact on the operation of the Rocky Point Rd/Ramsgate Rd intersection.	The SIDRA modelling has found that traffic signals at the Ramsgate Road/Targo Road/The Promenade intersection would operate at a satisfactory LOS;
Ramsgate Rd Left-in site access	
<p>Due to the existing NRT restriction for westbound traffic on Ramsgate Rd at the Rocky Point Rd intersection, concern is raised that some motorists wishing to access the site from the east, may attempt to turn right into the development from the westbound carriageway of Ramsgate Rd. This would block westbound through traffic and could result in queues extending past Rocky Point Rd/Ramsgate Rd traffic signals.</p> <p>The proponent should be requested to investigate the potential for a concrete median of a suitable width and length on Ramsgate Rd to Council's requirements, to physically restrict right-turning movements into the site.</p>	Council has advised that a 500mm median be provided on Ramsgate Road to prevent right turns into the site. However, extending the median to restrict access to Dalkeith Street to left turns only, is a matter for Council to determine separately to the planning proposal as it would impact on existing road users and there is no nexus between banning right turns to/from Dalkeith Street and the planning proposal.
Delivery of Traffic Signals	
If the proposed Rocky Point Rd/Targo Rd traffic signals with NRT restriction for southbound traffic are supported by TfNSW, the proposal must be publicly exhibited. Further, the traffic signals must have the support of both Georges River and Bayside Councils and respective Local Traffic	Consultation has been undertaken with Bayside Council who indicated that it would not object to the removal of the parking on the eastern side of Rocky

Matter	Response
<p>Committees at the planning proposal stage to provide certainty in the future. TfNSW is not supportive of deferral of this matter at the later stage (DA or Works Authorisation Deed).</p>	<p>Point Road subject to it being replaced within the development (which it is proposed).</p> <p>It is anticipated that further discussions will occur at the post-gateway stage with the respective Local Traffic Committees regarding the details of the traffic signals.</p> <p>It is anticipated that the details of the traffic signals will for part of the public exhibition of the Planning Proposal and supporting VPA.</p>
Other matters	
<p>Several matters were raised in relation to the analysis within the traffic report in relation to traffic volumes, directional distribution and SIDRA modelling.</p>	<p>These matters have been addressed within the Addendum Traffic Report (May 2022) at Appendix K.</p>

5. STATUTORY CONTEXT

5.1. GEORGES RIVER LOCAL ENVIRONMENTAL PLAN 2021

Georges River Local Environment Plan 2021 (GRLEP 2021) is the primary environmental planning instrument applying to the site and the proposed development.

The GRLEP 2021 consolidates the provisions of the Kogarah Local Environmental Plan 2012 (KLEP 2012), Hurstville Local Environmental Plan 2012 (HLEP 2012), and Hurstville Local Environmental Plan 1994.

5.1.1. Land Use Zoning

As part the GRLEP 2021, all existing R3 zoned land in both the HLEP 2012 and KLEP 2012, including the site, has been rezoned to an R4 zone where residential flat buildings are currently permitted.

The site is currently zoned:

- 66-68 Ramsgate Road and 2-6 Targo Road – **R4 High Density Residential**
- 193-199 Rocky Point Road - **B2 Local Centre**

Figure 6 - Land Use Zoning Map

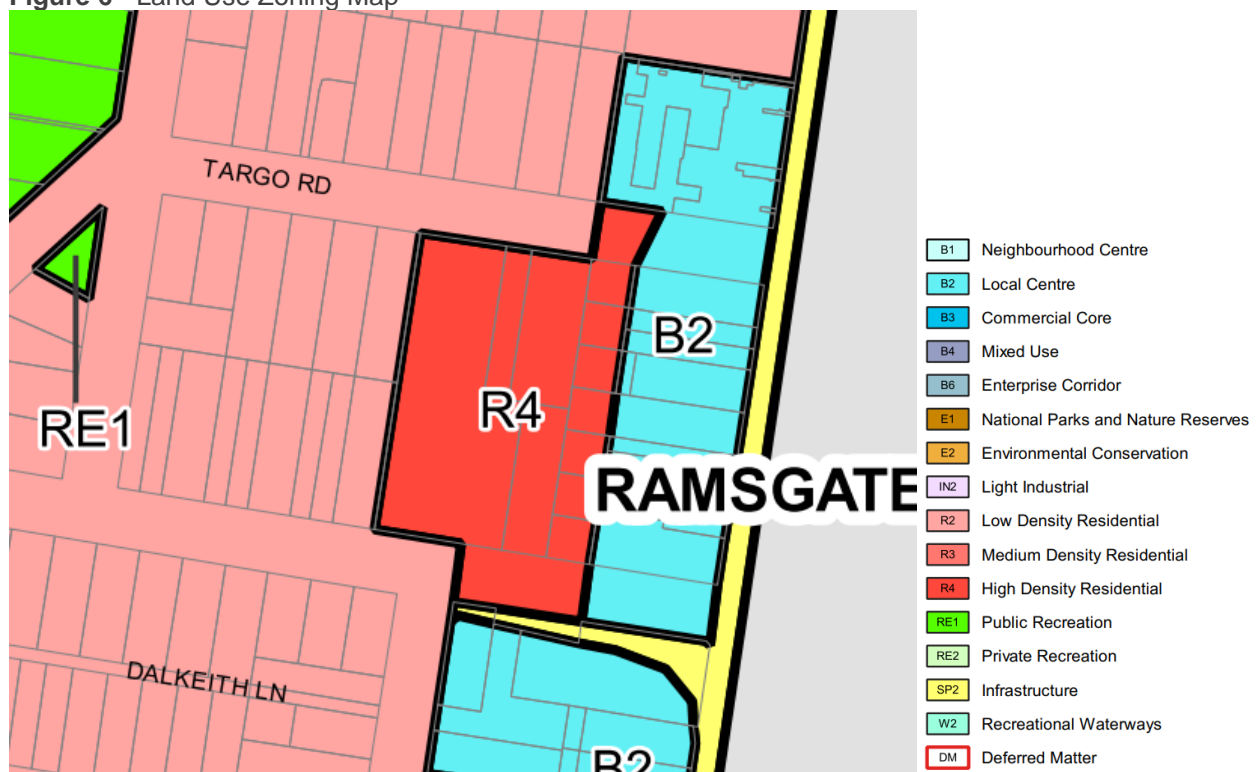


Table 9 – R4 Medium Density Residential zone objectives and permissibility

<p>1. Objectives of zone</p>	<ul style="list-style-type: none"> ▪ To provide for the housing needs of the community within a high density residential environment. ▪ To provide a variety of housing types within a high density residential environment. ▪ To enable other land uses that provide facilities or services to meet the day to day needs of residents. ▪ To enable other land uses that contribute to the vibrancy of the neighbourhood while ensuring that business centres remain the focus for business and retail activity. ▪ To encourage development that maximises public transport patronage and promotes walking and cycling.
-------------------------------------	--

2. Permitted without consent	<i>Home occupations</i>
3. Permitted with consent	<i>Attached dwellings; Bed and breakfast accommodation; Boarding houses; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Early education and care facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Group homes; Health services facilities; Home businesses; Hostels; Hotel or motel accommodation; Jetties; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Residential flat buildings; Respite day care centres; Restaurants or cafes; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Serviced apartments; Shops; Shop top housing; Small bars</i>
4. Prohibited	<i>Pond-based aquaculture; Tank-based aquaculture; Any other development not specified in item 2 or 3</i>

Table 10 – B2 Local Centre zone objectives and permissibility

1. Objectives of zone	<ul style="list-style-type: none"> <i>To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</i> <i>To encourage employment opportunities in accessible locations.</i> <i>To maximise public transport patronage and encourage walking and cycling.</i> <i>To ensure development contributes to the vibrancy and economic viability of the centre.</i> <i>To allow residential development to provide housing that meets the needs of the community.</i>
2. Permitted without consent	<i>Home occupations</i>
3. Permitted with consent	<i>Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Any other development not specified in item 2 or 4</i>
4. Prohibited	<i>Agriculture; Air transport facilities; Airstrips; Attached dwellings; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; General industries; Heavy industrial storage establishments; Heavy industries; Helipads; High technology industries; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Jetties; Marinas; Mooring pens; Moorings; Multi dwelling housing; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential flat buildings; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</i>

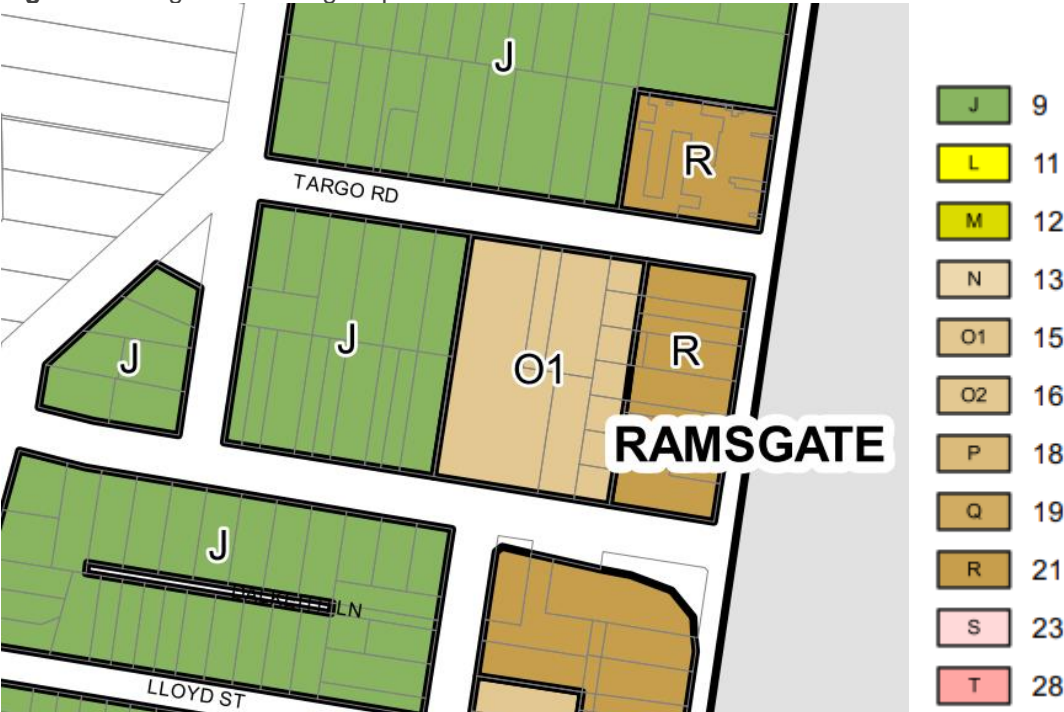
The current zoning of the site as part R4 High Density Residential allows some flexibility of neighbourhood shops and shop top housing on the site. However, the zoning will not permit the development of a full-line supermarket anchor or the mix of commercial and retail uses that the Planning Proposal envisages for the site. As discussed in **Section 9**, The Planning Proposal seeks to rezone the land from part R4 High Density Residential and part B2 Local Centre to B2 Local Centre across the site to enable a mixed-use development incorporating a full-line supermarket anchor below street level, and various retail and commercial uses at street level with residential uses above.

5.1.2. Height of Buildings

The maximum building height controls that apply to the site in accordance with clause 4.3 are as follows:

- 66-68 Ramsgate Road and 2-6 Targo Road – **15 metres**
- 193-199 Rocky Point Road – **21 metres**

Figure 7 - Height of Building Map



The Planning Proposal seeks to amend the applicable maximum building height on the site to **part 9 metres, part 15 metres, part 24 metres and part 29 metres** to permit a mixed-use redevelopment of the site in accordance with the reference scheme at **Appendix A**.

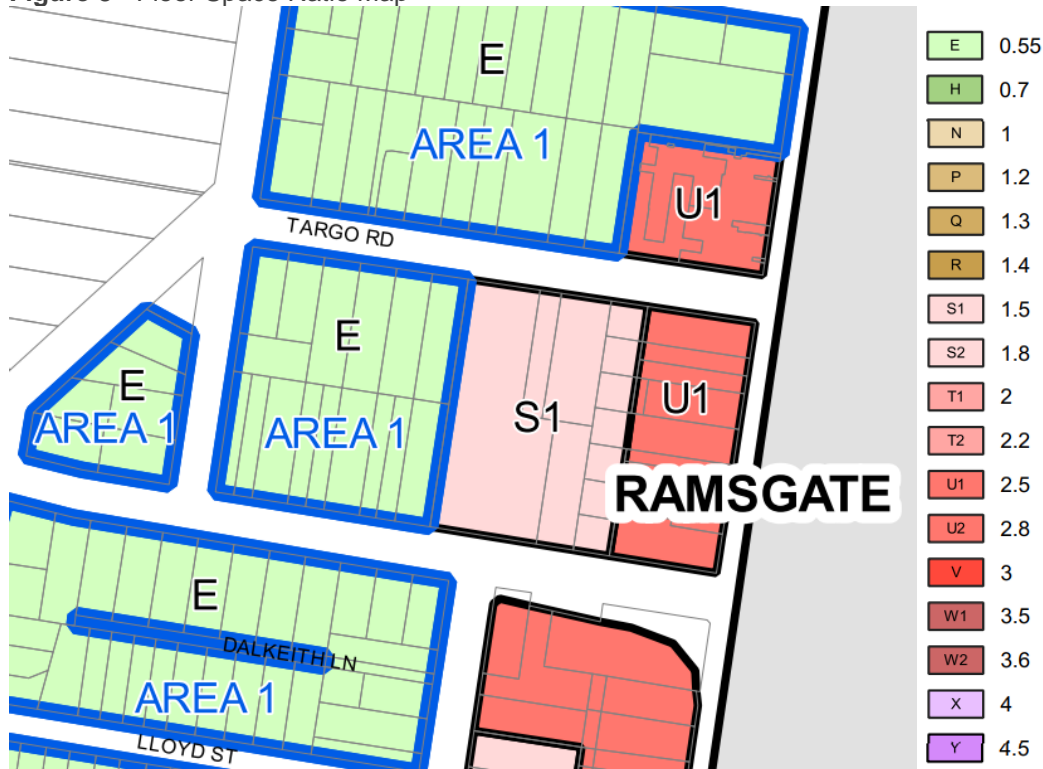
As discussed in **Section 9**, amending the height controls will allow more compact building footprints on the site, enabling the provision of a high quality and well-proportioned landscaped publicly accessible open space, and allow the mass and scale of the built form to be moved away from the sensitive neighbours to the south and west of the site.

5.1.3. Floor Space Ratio

The maximum floor space ratio (FSR) controls that apply to the site in accordance with clause 4.4 are as follows:

- 66-68 Ramsgate Road and 2-6 Targo Road – **1.5:1**
- 193-199 Rocky Point Road – **2.5:1**

Figure 8 - Floor Space Ratio Map



The Planning Proposal seeks to amend the maximum FSR control across the site to enable its redevelopment in accordance with the reference scheme at **Appendix A**.

As discussed in **Section 9**, the proposed maximum FSR control of **3.6:1** is composed of two separate elements:

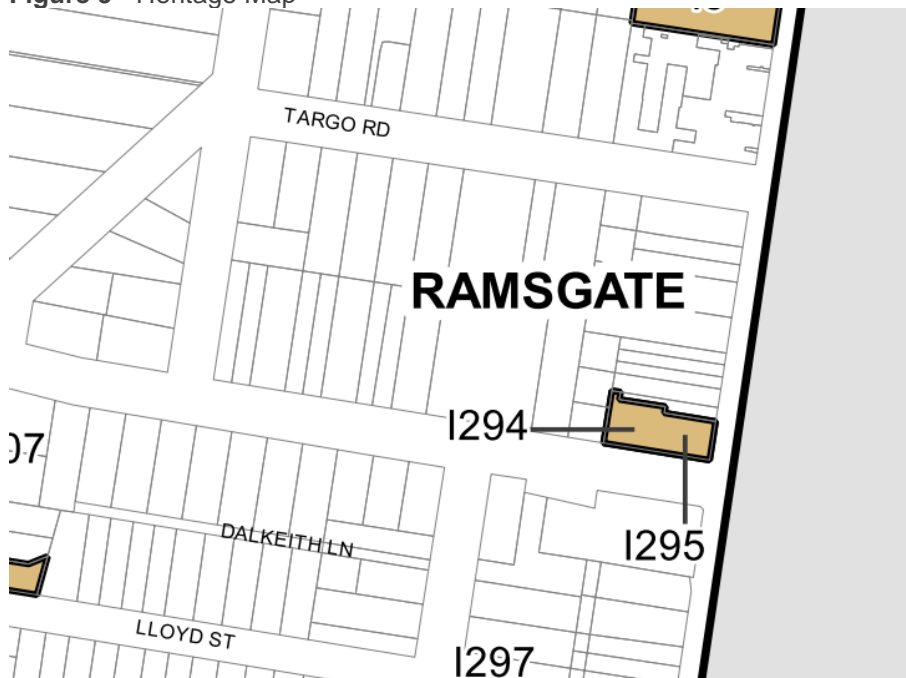
- Above street level FSR - **2.76:1**
- Supermarket incentive floor space/excluded floor space – **0.84:1** (wholly below street level)

5.1.4. Heritage Conservation

The site is not identified as a local heritage item, nor is it located within a heritage conservation area. However, there are local heritage items in close proximity to the site as listed below:

- Item 295 – ‘shops’ at 211-219 Rocky Point Road
- Item 294 – Residential Flat Building ‘Roma’ at 70 Ramsgate Road

Figure 9 - Heritage Map



The Heritage Impact Statement (**Appendix I**) provides an assessment of the heritage value of the neighbouring heritage items as well as any potential impacts on these heritage values from the redevelopment of the site.

As addressed in **Section 9**, the reference scheme has been designed in accordance with the recommendations of the HIS to ensure the interface between the site and the neighbouring heritage items is treated sensitively and to minimise any heritage impacts. The draft site-specific DCP (**Appendix B**) includes setback and street wall height provisions to ensure future development on the site is sensitive to its heritage neighbours.

5.2. GEORGES RIVER DEVELOPMENT CONTROL PLAN 2021

The Georges River DCP 2021 (GRDCP) has been prepared to harmonise controls in the various DCPs that apply to land within the Georges River LGA. In March 2021, the LPP resolved to adopt the GRDCP. The adopted GRDCP is now effective given the GRLEP 2021 has been gazetted.

The GRDCP 2021 provides the detailed development controls which apply to land across the Georges River LGA.

The key controls which are relevant to the site and the Planning Proposal are provided under Part 5 – ‘Residential Locality Statements’ and Part 7 – ‘Business Precincts - 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road)’. An assessment of the Planning Proposal against the relevant provisions of the GRDCP 2021 is provided in **Section 10.3**.

Given the Planning Proposal envisages the consolidated redevelopment of the amalgamated lots based on the architectural reference scheme, a supporting site-specific DCP has been prepared to supplement the GRDCP 2021 and provide site-specific design guidance for the future redevelopment of the site. The draft Site-Specific DCP has been provided at **Appendix B**.

5.3. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS

5.3.1. Planning Agreements

The Georges River Planning Agreements Policy (2016) (VPA Policy) is the current adopted policy which provides guidelines for both the Council and developers to negotiate and prepare Planning Agreements.

For works in kind, the VPA Policy states that unless otherwise agreed, Council will generally value the benefit of works in kind by adopting the valuation method that would ordinarily be adopted by a quantity surveyor. For other material public benefits, the VPA policy anticipates the Council and the developer to negotiate the manner in which the benefit is to be valued for the purpose of the planning agreement.

The proponent has prepared a draft VPA letter of offer to Council for consideration, which includes the funding of the traffic intersection upgrades.

5.3.2. Developer Contributions

Currently, the site is partially covered by the Ramsgate Centre Section 94 Plan. The western portion of the site is covered by:

- Kogarah s94 Plan no. 1 – Roads and Traffic
- Kogarah s94 Plan no. 5 – Open Space
- Kogarah s94 Plan no. 9 – Kogarah Libraries

Council is preparing a Draft Georges River Local Infrastructure Contributions Plan 2021, which is intended to be LGA wide in application and will replace all the other contributions plans that currently apply to the site.

Any subsequent development application (DA) on the site would be subject to the development contributions plan that is current at the time. Based on the monetary value of the public benefits that will be delivered as part of the Planning Proposal, the Proponent seeks to discuss offsets to the applicable section 7.11 contributions as part of the VPA negotiations.

6. REFERENCE SCHEME

This section provides an overview of the reference scheme that has been prepared by SJB in support of the Planning Proposal. Further details are provided in the Urban Design Report at **Appendix A**.

It is noted that, while the previous planning proposal was supported by an architectural concept plan that included a publicly accessible open space and several other design features, it provided little in the way of statutory certainty on the delivery of the benefits as part of future redevelopment. This uncertainty was raised as a key issue in the SSPP's decision on the previous planning proposal.

The current Planning Proposal has addressed this issue raised by the SSPP by enshrining the key design principles and public benefit outcomes included in the reference scheme as LEP and site-specific DCP controls.

Since the original submission in October 2021, the Planning Proposal and the submitted reference scheme have been updated to address feedback received from WSP and TfNSW. Accordingly, this report has been updated to reflect amendments made to the indicative reference scheme since submission in October 2021.

6.1. KEY DESIGN PRINCIPLES

The Planning Proposal seeks to facilitate the redevelopment of the site to create a new mixed-use development to be known as 'Ramsgate Village', anchored by a full-line supermarket below street level, with a publicly accessible open space, pedestrian through-site links, and retail and commercial uses at ground level, and residential uses above.

The key design and development principles that have informed the Planning Proposal and the reference scheme for the site include:

- **Creating a local destination:** Enable the redevelopment of the site into a quality mixed-use centre that meets the needs of the local community. Enable the delivery of a mixed-use destination and an attractive publicly accessible open space, support greater patronage within Ramsgate, and support further development and commercial activity.
- **Catalyse further investment:** Enable the delivery of a high-quality development on the site, and help lift the status of the Ramsgate Local Centre and attract further non-residential land uses that would increase the offer that the centre can provide to the broader community.
- **Releasing the ground plane for people:** Locate the full-line supermarket anchor uses and associated car park below street level to allow the delivery of a publicly accessible open space at ground level that has a distinct sense of place and containment, while maintaining a relationship with surrounding streets via pedestrian through-site links.
- **Transitioning heights:** Develop built forms that transition down from a taller element in the centre of the site towards the west and south through lower rise elements to ensure a more sensitive change in height and built form to neighbouring development and heritage items.
- **Creating an identifier:** Enable development above the existing height limit to give prominence to the site which is located at the key intersection of Rocky Point Road and Ramsgate Road, and utilise the opportunity to visually mark the location as a community retail destination.
- **Reinforcing the street wall:** Develop the built form along Rocky Point Road to reinforce the emerging six storey street wall character and frame the street.
- **Creating a community heart:** Taking advantage of the location of the site in the heart of Ramsgate to create a place that the community can identify with and be proud of.
- **Establishing a new amenity:** Deliver a publicly accessible open space protected from the noise and traffic of Rocky Point Road, to contribute to a more diverse open space offering and provide a high-quality urban space with high levels of amenity, solar access and character.
- **Providing housing choice:** Include a wide range of unit types within the development to diversify the housing offer available in the local area, offering the opportunity for existing residents to stay close to family and their community.

6.2. OVERVIEW OF THE REFERENCE SCHEME

To assist in describing the character of the envisaged redevelopment of the site, an architectural concept plan (reference scheme) for the Planning Proposal has been prepared as part of the Urban Design Report by SJB (**Appendix A**). The reference scheme illustrates the preferred redevelopment option that would be enabled by the Planning Proposal.

The key numerical details of the reference scheme are provided in **Table 11** below.

Table 11 – Numerical overview of the reference scheme

Indicator	Development outcome (October 2021)	Updated Reference Scheme (June 2022)
Site Area	6,881 sqm	No change
Total GFA	25,331 sqm	24,772 sqm
Below street retail GFA	5,652 sqm	5,780 sqm
Ground level retail GFA	2,434 sqm	2,405 sqm
Residential GFA	16,945 sqm	16,587 sqm
FSR	<ul style="list-style-type: none"> Above street level (visible bulk and scale): 2.84:1 Below street level: 0.84:1 (refer to Section 9 for further details on the proposed supermarket incentive floorspace/excluded floor space) Combined: 3.68:1 	<ul style="list-style-type: none"> Above street level (visible bulk and scale): 2.76:1 Below street level: 0.84:1 (refer to Section 9 for further details on the proposed supermarket incentive floorspace/excluded floor space) Combined: 3.6:1
Overall maximum height	32 metres Excluding roof top elements associated with communal open space, including lifts and lift lobbies to service the communal open space, awnings etc. Refer to Section 9 for further details on a separate LEP clause to allow greater flexibility for future development on the site to provide roof top communal open space.	29 metres Excluding roof top elements associated with communal open space, including lifts and lift lobbies to service the communal open space, awnings etc. Refer to Section 9 for further details on a separate LEP clause to allow greater flexibility for future development on the site to provide roof top communal open space.
Building A	9 storeys	8 storeys
Building B	8 storeys	No change
Building C	6 storeys	No change
Number of units	185 units	176 units
Car parking	Will be provided, as a minimum, in accordance with the requirements under the GRDCP 2021	No change
publicly accessible open space	750 sqm	No change

6.3. LAND USES AND DISTRIBUTION

As shown in the reference scheme within the Urban Design Report at **Appendix A**, the Planning Proposal seeks to deliver a vibrant mixed-use development at the heart of Ramsgate, anchored by a full-line supermarket below street level, with fine grain retail and commercial uses at ground level set around a high-quality publicly accessible open space with landscaping, and a range of residential uses above within 3 separate buildings.

Figure 10 – Proposed land uses on the site

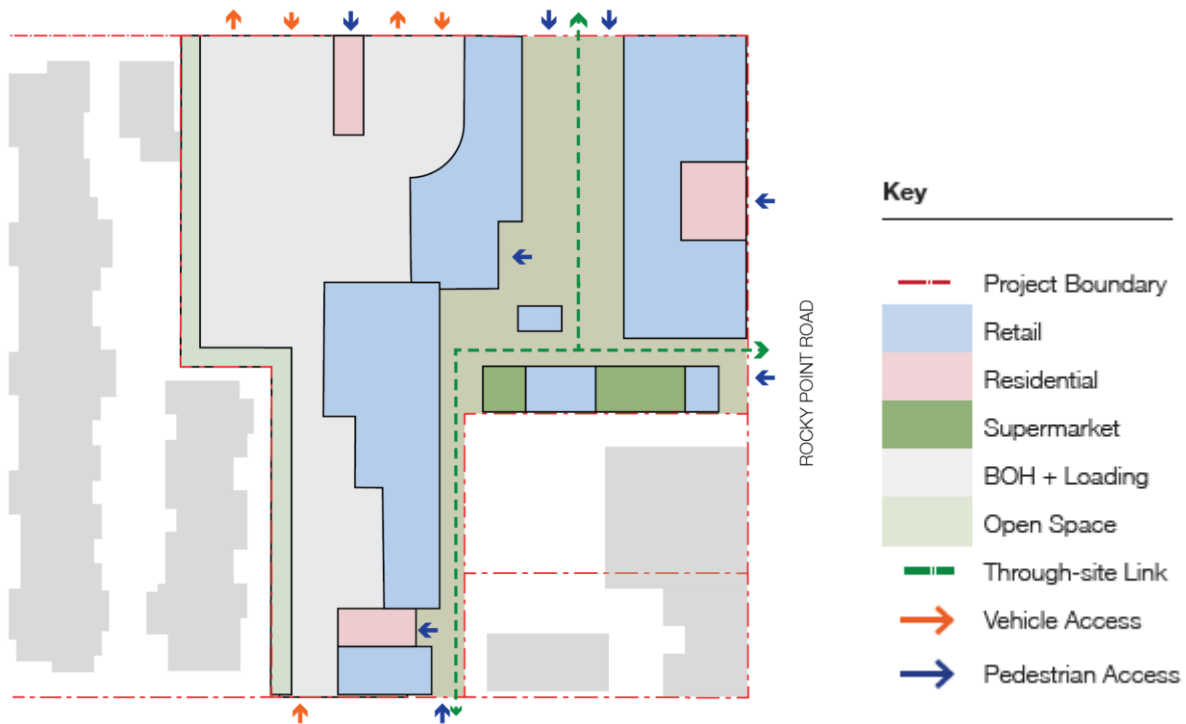
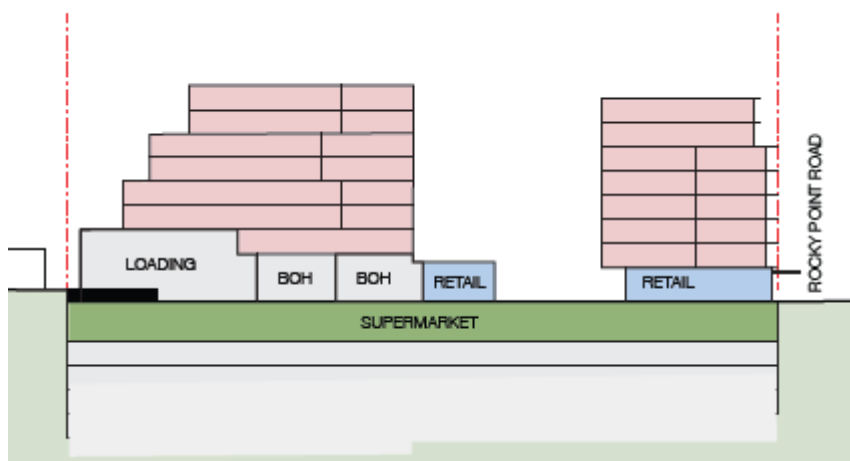


Figure 11 - Land use and layout – section



(Source: SJB)

The key land use elements of the reference scheme and their spatial distribution on the site are summarised below.

Full-line supermarket anchor

The Planning Proposal seeks to enable the redevelopment of the site to include an integrated plaza with a full-line supermarket anchor below street level, and a publicly accessible open space with an activated perimeter of retail and commercial uses at street level, with residential uses above ground level.

A full-line supermarket anchor and associated retail uses are proposed below street level with access from ground level. By locating the supermarket below street level, the proposal seeks to open up the ground plane to provide a vibrant and activated outdoor plaza for the community as detailed below.

Part E3 – Ramsgate Centre of the Kogarah DCP 2013 (KDCP 2013) contained supermarket incentive floorspace provisions in relation to 183-191 Rocky Point Road and 1A Targo Road (immediately to the north of the site). However, 183-191 Rocky Point Road and 1A Targo Road have been redeveloped as a 6-storey mixed use residential development, with ground floor retail, but no supermarket. Refer to **Section 9.3** for further details.

The planning proposal will also be in line with the Interim Policy Position put forward by Council officers to Councillors in August 2021 and the draft Activating our Centres Policy that was presented to Council by officers first in November 2021 and then again in March 2022 (refer to **Section 4.4** for further details).

The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous DCP for the local area, as well as the Interim Policy and the draft Activating our Centres Policy that was presented to Council, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road (2.872:1 vs 2.5:1).

It is also highlighted that the Interim Policy position put forward by Council officers envisaged an above ground FSR of 3:1, which is significantly over the 2.76:1 above ground FSR proposed as part of the planning proposal.

Publicly accessible open space

A publicly accessible open space will be located at the centre of the site as a community focal meeting that is protected from the noise and traffic along Rocky Point Road and Ramsgate Road. The publicly accessible open space, also referred to as an outdoor plaza, has been designed with a north orientation to ensure good solar access and will feature a high level of amenity including landscaping, seating and shading.

In response to post lodgement feedback, the plaza has been widened from 15.3m to 16.8m to increase the amount of space receiving 2 or more hours of sun in mid-winter from 38% to 50% as shown in the Urban Design Report at **Appendix A**.

The controls in the Draft site-specific DCP have been updated to require 'at least 50% of the publicly accessible open space to receive direct sunlight for 2 or more hours between 9 and 3pm in mid-winter.

It is envisaged that the publicly accessible open space will perform an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events.

Fine grain retail uses are proposed within the ground level of the buildings to activate the edges of the outdoor plaza and offer specialty retail options for the local community. Limited retail floorspace in the form of a standalone tenancy space is also proposed within the publicly accessible open space, as shown in **Figure 11** above.

The street frontages of the site along Targo Road, Rocky Point Road, and Ramsgate Road will also be activated with fine grain retail tenancies featuring a range of specialty retail, food and drink and other commercial uses.

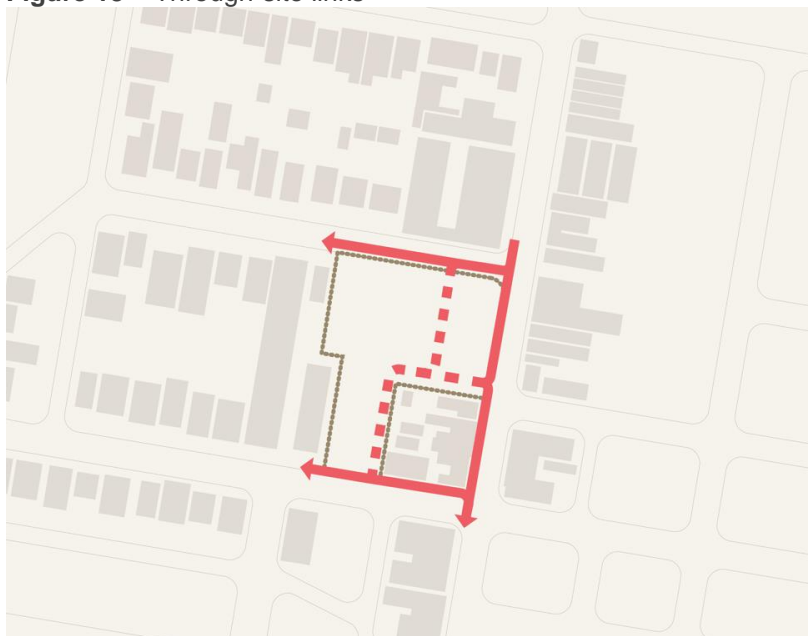
Figure 12 - Reference scheme publicly accessible open space



Access to and through the site has been deliberately arranged to create a protected space, minimising external impacts to the public domain and local residents. The square is positioned so that it provides a calm sanctuary from the activity and movement of Rocky Point Road and Ramsgate Road, both of which service a high volume of vehicle movements every day

Through-site links are provided between Ramsgate Road and Targo Road and from Rocky Point Road into the publicly accessible open space to provide pedestrian links and connection to the wider street network.

Figure 13 – Through-site links



In response to post-lodgement feedback, the pedestrian link from Ramsgate Road has been widened from 4.1m to 6m at its throat to create a more generous entry.

The pedestrian links are designed to give pedestrians controlled views into the plaza whilst promoting a sense of discovery for the activity that lies beyond.

In response to the feedback, the pedestrian link from Ramsgate Road has been widened from 4.1m to 6m at its throat to create a more generous entry.

Retail along the edges of the through-site links ensures a high level of activity and good passive surveillance.

The new plaza has been designed to offer protection and refuge from traffic and noise whilst being highly connected and accessible from the main road. It operates as a 'pinwheel plaza' which centralises the public space in the site and provides direct pedestrian access from each of the surrounding roads - Targo Road, Rocky Point Road, and Ramsgate Road. Each link has a unique typology with an open-to-sky laneway, covered arcade, plaza and colonnade offering a diversity of spaces and connections.

Whilst the square is protected, the proposal does not turn its back to the main road. The frontages will be highly active.

Loading and back of house facilities will be enclosed and provided at ground level, separated from the publicly accessible open space.

Residential uses

Residential uses will be distributed across Building A, Building B, Building C. The reference scheme has been designed to suit the available market and needs of the surrounding area and incorporate a variety of apartment types, size and affordability, while being compliant with the provisions of *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* (SEPP 65).

Rooftop communal open space

Roof top communal open spaces, has been included on Building B for use by residents on the site. In addition to the publicly accessible open space, the roof top communal open space will provide a separate space with high quality landscaping for residents to socialise and relax.

Basement car park

The reference scheme will provide basement car parking in accordance with GRDCP 2021 for both retail and residential uses, as a minimum.

6.4. BUILT FORM AND SITE LAYOUT

The reference scheme envisages the above ground development distributed over three (3) distinct building footprints ranging in height from 6-8 storeys, comprising:

- Building A – 8 storeys
- Building B – 8 storeys
- Building C – 6 storeys

The proposed heights on the site will:

- allow built forms that are pulled away from neighbours to the west of the site and ensure future development on the site can achieve quality residential dwellings that meet SEPP 65 requirements;
- higher floor to ceiling heights for the ground floor retailers – which will help attract and retain high quality retail offerings on the site, activating the public domain;
- allow a well-designed publicly accessible open space and provide pedestrian through-site connections
- As detailed in **Section 10** of the Planning Proposal, the reference scheme has been designed with generous setbacks to provide adequate separation from neighbouring sites to maintain privacy and amenity. The built form steps down to the more sensitive residential uses to the west to ensure their access to sunlight in the middle of winter is protected.

The scheme steps down to the south, to providing a transition in height from the Ramsgate Village development to the two-storey heritage items on Ramsgate Road. The proposed massing has been designed to step up away from the heritage items in order to reduce any visual dominance over the 2 storey Art Deco buildings.

The Height and FSR for the Planning Proposal have been informed by their ability to appropriately manage environmental impacts such as bulk, scale, overshadowing, privacy, and streetscape in line with the provisions of SEPP 65 and the ADG. Refer to **Section 10** of for further details.

In relation to the Interim Policy that Council officers put forward to Councillors for Ramsgate Centre, it is noted that while a limited portion of the site fronting Rocky Point Road will have building heights in excess of what is being investigated as part of the Interim Policy (29 m versus 28 m), the remaining development on the site will be at or below suggested height limit. The proposed above ground FSR will be well within the suggested FSR of 3:1 (2.76:1 versus 3:1).

6.5. LANDSCAPING AND PUBLIC DOMAIN

As shown in the Concept Landscape Plan & Public Domain Report at **Appendix E**, landscaping and tree planting is proposed on the site.

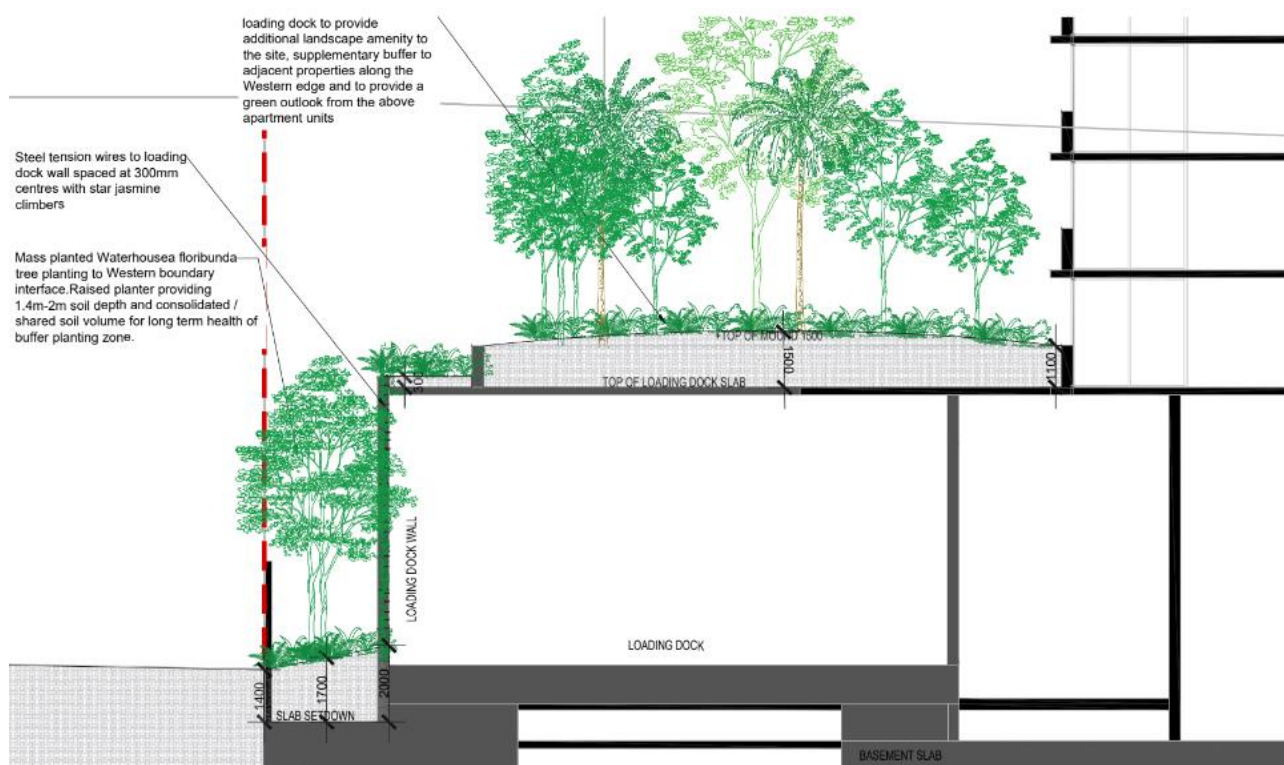
This includes palm trees in planter beds with seating edges around the planter, as well as other embellishments to the publicly accessible open space.

Mass planting is also proposed along the western boundary interface of the site with the neighbouring residential uses. Building separations on the site and with neighbouring development is generally compliant and over-compliant. These setbacks are significantly more generous than the previous planning proposal with an increase from 1.5m to 3m. This setback will allow for substantial planting soil volumes to be accommodated along this boundary, providing an additional vegetation buffer.

Landscaping will also be provided to create extensive green roof areas.

Provision of landscaping has been revised within the draft site-specific DCP to ensure future development provides planting as shown in the updated reference scheme.

Figure 14 - Landscaping along the Western Boundary Interface



Source: Landform Studios

6.6. TRANSPORT AND ACCESS

Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 15** below, access is proposed from Targo Road and Ramsgate Road.

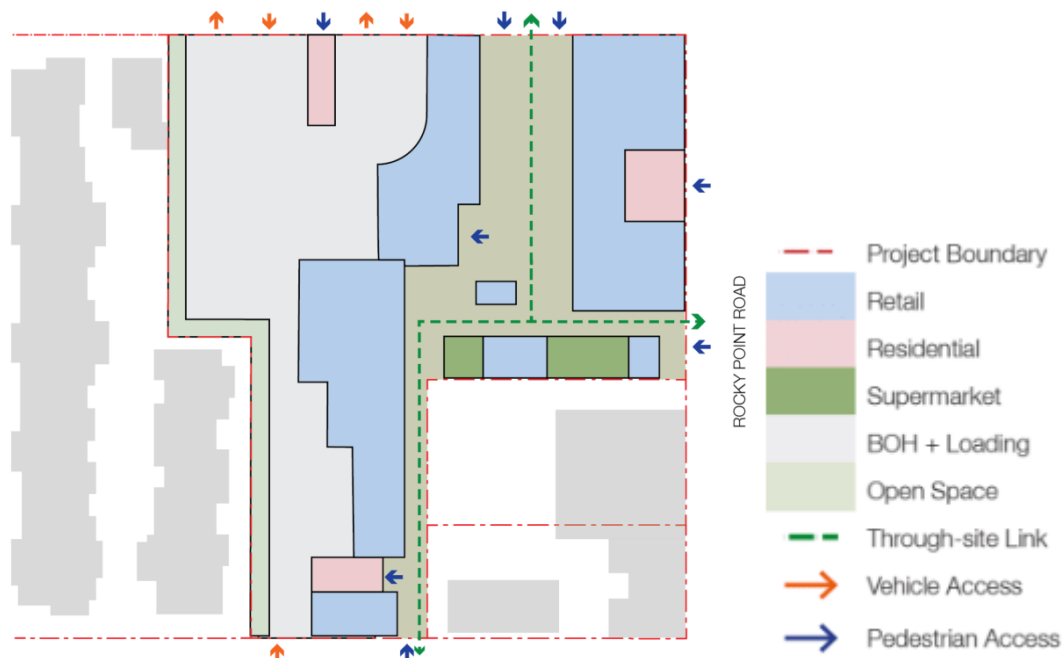
The service areas will be designed such that all manoeuvring occurs on site, with trucks entering and departing the site in forward direction.

The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal, including:

- install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and the through movement from The Promenade into Targo Road (the right turn out of The Promenade would remain banned), retain the existing right turn into The Promenade and retain banning the right turn into Targo Road;
- install traffic signals at the intersection of Rocky Point Road/Targo Road. During the Weekday afternoon peak period (3pm to 7pm), the right turn into Targo Road would be banned. All movements would be retained at this intersection at other times. The provision of traffic signals would provide capacity for right turns out of Targo Road;
- remove the existing pedestrian signals on Rocky Point Road (located some 30 metres north of Targo Road). Pedestrian access across Rocky Point Road would be provided at the new signals at Targo Road; and
- removal of parking (total some 10 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) to accommodate the new traffic signals at Targo Road. This loss of parking will be mitigated by the below ground retail parking to be provided on the site.

The Proponent has addressed the intersection upgrade works as part of a VPA to be discussed with Council.

Figure 15 – Vehicular and pedestrian access



(Source: SJB)

It is anticipated that further detailed analysis and assessment of the traffic and service vehicle access will occur as part of any future DA for the site to refine the traffic arrangements.

6.7. PUBLIC BENEFIT OFFER

Under Section 7.4 of the EP&A Act, a Proponent may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land, pay a monetary contribution, and/or provide any other material public benefit in association with the change to the environmental planning instrument.

The Proponent seeks the opportunity to discuss a VPA with Georges River Council to facilitate the delivery of public benefits associated with the Planning Proposal.

Should the Proponent and Council agree to an offer of public benefit, it is anticipated that a draft VPA would be separately placed on public exhibition along with the Planning Proposal.

6.8. UPDATES TO THE PLANNING PROPOSAL REFERENCE SCHEME

Guided by the ongoing consultation with Council, the following updates have been made to the Planning Proposal reference scheme since submission in October 2021.

- **Overall built form height** – the original planning proposal (October 2021) proposed a built form of 9 storeys at the corner of Targo Road and Rocky Point Road. In response to feedback from WSP and Council in relation to bulk and scale, this has been further reduced from 9 storeys to 8 storeys.
- **Street wall height** – the original planning proposal (October 2021) proposed a street wall height of 6 storeys along Rocky Point Road. In response to WSP's feedback, the majority of the street wall height has been reduced to 4 storeys whilst maintaining a section of the 6 storey street wall at the corner to Targo and Rocky Point Road to align with the neighbouring building. The draft site-specific DCP has been updated to reflect this change in street wall height.
- **Widened through-site link** – the pedestrian link entrance from Ramsgate Road has been widened from 4.1 m to 6 m to improve sight lines to the publicly accessible open space. The draft site-specific DCP has been updated to reflect this change in design of the through-site link.
- **Improved solar access to plaza** – the width of the publicly accessible open space has been widened from 15.3 m to 16.8 m to increase the amount of space receiving 2 or more hours of solar access from 38% to 50% in mid-winter. This requirement has been included in the draft site specific DCP to ensure future development provides a publicly accessible open space with excellent amenity.
- **Future access to neighbouring site (201-209 Rocky Point Road)** – the reference scheme has been updated to provide a 6 m wide opening (from 4.1 m) by setting back the corner retail facing Ramsgate Road. Vehicle access way to the neighbouring site will be clearly demarcated with bollards and will include a portion of the subject site to accommodate turning circles. This will ensure access is enabled to both MRVs and council waste collection vehicles to the neighbouring site at 201-209 Rocky Point Road, while still providing clear and legible pedestrian access to the site via the through site link. A future easement to ensure the provision of the pedestrian/vehicle shared way if and when the neighbouring property is redeveloped has been addressed as part of the draft VPA letter of offer that accompanies this planning proposal.
- **Western boundary setback** – the western boundary setback has been increased from 1.5 m to 3 m to provide a more significant buffer between the site and the neighbouring uses to the west of the site. The draft site-specific DCP has been updated to reflect the increased setback along the western boundary.
- **Deeper soil planting and green roof areas** - Substantial planting soil volumes to be accommodated along the western boundary setback for significant vegetation to provide an additional buffer between the sites. Extensive green roof areas have been included. The provision requirements for landscaped areas have been revised within draft site-specific DCP to ensure future development provides planting as shown in the updated reference scheme.
- **Upper storey setback to building A (corner of Targo Road and Rocky Point Road)** – The top two levels of Building A have been amended to be set back by 2m from to significantly reduce its impact on the street-scape. This setback reduces the majority of visual bulk of the top level from the street so it is not apparent when viewed from street level.. The draft site-specific DCP has been updated to reflect this change in the upper storey setback to Building A.
- **Street wall height of Building B along Targo Road to the west of the through-site link** - has been reduced to 4 storeys to further reflect the transition in scale between the site and the neighbouring

development to the west of the site along Targo Road. The draft site-specific DCP has been updated to reflect this change in the street wall height of Building B.

- **Overall Height** – Reduction in the overall height from 9 storeys to 8 storeys to lower the height limit and reduce the overall bulk and scale of the proposal.

6.9. KEY IMPROVEMENTS FROM PREVIOUS SCHEME

The following key moves have been made in the current Planning Proposal scheme (May 2022) compared to the previous scheme submitted by the previous landowner:

- **Reduce height and redistribute bulk** – Building A at the corner of Targo Road and Rocky Point Road has been reduced in height from 10 storeys to 8 storeys, reducing the overall height of the proposal to a maximum of 8 storeys. The two upper levels of Building A have been further setback by 2 metres to limit the apparent bulk of the building when viewed from street level.
- **Create an appropriate street wall** – the street wall heights have been reduced from 8 storeys to part 6, part 4 storeys along Rocky Point Road, reflecting the neighbouring development to the north, stepping down to the adjacent lots at 201-209 Rocky Point Road and the heritage item at 211-219 Rocky Point Road beyond. Street wall heights along Targo Road have also been reduced from 6 storeys to 4 storeys so development on the site better reflects the existing and future development on the neighbouring sites to the west along Targo Road.
- **Move bulk away from neighbours to create better zone transitions** – a much more significant step down with generous upper storey setbacks has been introduced into the design of Building B and Building C to create a zone of transition in built form and intensity at the interface with the neighbouring residential uses to the west. The generous 3 m western boundary setback has been provided, capable of accommodating a substantial landscaped buffer to protect the amenity of the neighbouring residential uses.
- **Reduction in building depth** – Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.
- **Deliver a protected and activated public space** – the focal point of the Planning Proposal is a protected and activated publicly accessible open space, with high-quality landscaping, public domain embellishments. The space has been oriented to the north to collect sun, and is protected from the noise and traffic along Rocky Point Road and Ramsgate Road so that it is a pleasant refuge with a distinct sense of place.
- **Remodelled vehicle access and egress** – Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 15** above, access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry).

The service areas will be designed such that all manoeuvring occurs on site, with trucks entering and departing the site in forward direction. On exiting the site, trucks would be directed to turn right onto Targo Road.

The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal.

- **Public benefit offer** – Intersection upgrade works are proposed as part of the public benefit offer, which will improve the traffic flow on the local road network compared to the existing. The significant cost associated with the delivery of the upgrades will be borne by the Proponent (and have been addressed as part of the VPA offer to Council). The Planning Proposal will deliver a range of other public benefits including a publicly accessible and activated open space, public domain improvements and landscaping along Targo Road.

Section 10 provides an overview of how the key moves will minimise adverse environmental impacts and enhance the site and surrounds.

The draft Site-Specific DCP at **Appendix B** provides proposed local provisions to ensure future development on the site achieves the key design principles embodied in the reference scheme described above.

7. PLANNING PROPOSAL ASSESSMENT

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the Department of Planning, Industry and Environment guidelines '*Planning Proposals: A guide to preparing planning proposals*' dated December 2018.

This section addresses each of the matters to be addressed as outlined in the guidelines, including:

- Part 1: Statement of the objectives or intended outcomes of the proposed amendment;
- Part 2: Explanation of the provisions that are to be included in the proposed amendment;
- Part 3: Justification for those objectives, outcomes and the process for their implementation;
- Part 4: Supporting maps which identify the aspects of the Planning Proposal; and
- Part 5: Details of community consultation that is to be undertaken for the Planning Proposal.

8. PART 1 - OBJECTIVES AND INTENDED OUTCOMES

8.1. OBJECTIVES

The objective of the Planning Proposal is to amend the land use zoning, building height and FSR controls that apply to the site, to facilitate the redevelopment of the site for a vibrant mixed-use development incorporating a diverse mix of residential, retail, food and beverage and commercial uses as well as a publicly accessible open space.

The key objectives of the Planning Proposal are:

- To enable the redevelopment of the site to catalyse further investment by lifting the status of the centre and attracting further non-residential land uses that would increase the centre's offer to the broader community and increase employment options.
- To provide a high-quality publicly accessible open space for the community protected from the noise and traffic of Rocky Point Road with high levels of amenity, solar access and character.
- To enable the provision of a full-line supermarket below street level to serve as an anchor for the site and address the existing lack of supermarkets in the main trade area of Ramsgate, leveraging off the existing provisions set out in Council's DCP that seek to incentivise the provision of a below-ground supermarket in the local area.
- To improve housing diversity through the delivery of apartment stock across a range of unit types in an area that is predominantly made up of detached dwellings, offering an opportunity for existing residents to stay close to family and their community.
- To enable a built form that responds to its context sensitively, providing a transition in height from a taller element in the centre of the site to lower rise elements to the west and south to ensure a more sensitive change in height and built form to neighbouring sites.

8.2. INTENDED OUTCOMES

The intended outcome of this Planning Proposal is to amend the planning controls that apply to the site to achieve the following:

- Amend the land use zoning that applies to the land to B2 Local Centre across the site;
- Establish a site-specific maximum height of building control of part 9 metres, part 15 metres, part 24 metres and part 29 metres
- Establish a site-specific maximum FSR control of 3.6:1 composed of two separate components:
 - above ground maximum FSR of 2.76:1
 - below street level supermarket incentive floorspace of 0.84:1
- Introduce additional site-specific provisions relating to the maximum permitted height and FSR in order to allow greater flexibility for future development on the site;
- Reclassify Lot 301 DP 1142822 from 'community land' to 'operational land' and insert details for the land (Lot 301 DP 1142822) into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.
- The intended outcome of the proposed amendments is to enable the redevelopment of the site in line with the reference scheme shown in the Urban Design Report at **Appendix A**.

9. PART 2 - EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be achieved by amending the land zoning, building height and FSR maps of the GRLEP 2012 as they apply to the site as summarised in **Table 12** below and explained in detail in this section.

Table 12 – Proposed LEP Amendments

Control	Existing GRLEP 2021 Provisions	Proposed Provisions
Land Use Zoning	Part B2 Local Centre Part R4 High Density Residential	B2 Local Centre
Height of Building	Part 21 metres Part 15 metres	Part 9 metres Part 15 metres Part 24 metres Part 29 metres
Floor Space Ratio	Part 2.5:1 Part 1.5:1	Above street level FSR - 2.76:1 Supermarket incentive floorspace/excluded floor space – 0.84:1 Total FSR - 3.6:1

The following amendments are also proposed to the written provisions of GRLEP 2021:

- It is also proposed to introduce additional site-specific provisions relating to the maximum permitted height controls in order to allow greater flexibility for future development on the site to provide roof top communal open space.
- Lot 301 DP 1142822 is Council owned land that is classified as 'community land' under the Local Government Act 1993 (LG Act). To enable future acquisition from Council and eventual redevelopment of the land, it is proposed that this land be reclassified as 'operational' land as part of this Planning Proposal, and the details for the land (Lot 301 DP 1142822) be inserted into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.
- The proposed GRLEP 2021 amendments should be read in conjunction with the draft site-specific Development Control Plan which provides the detailed guidelines and controls for the delivery of the reference scheme. It is anticipated the draft DCP will be further developed in consultation with Council.

9.1. PROPOSED AMENDMENT TO LAND USE ZONING

It is proposed to amend the land use zoning control on the site from part B2 Local Centre and part R4 High Density Residential to B2 Local Centre across the site.

The proposed amendment to the GRLEP 2021 Land Zoning Map is shown in **Figure 16** below.

Figure 16 – Existing (left) and Proposed (right) Land Use Zoning Map



The proposed rezoning to B2 Local Centre across the site will enable a mixed-use development incorporating a full-line supermarket anchor below street level, and various retail and commercial uses at street level with residential uses above as per the reference scheme shown in the Urban Design Report at **Appendix A**.

The Planning Proposal seeks to enable the redevelopment of the site to include a full-line supermarket anchor below street level, and a publicly accessible open space with an activated perimeter of retail and commercial uses at street level, with residential uses above ground level.

The floorspace requirements for the full-line supermarket anchor as well as the provision of retail and commercial uses at ground level surrounding the publicly access open space will necessitate the zoning across the entire site to be amended to B2 Local Centre.

A key component of the Planning Proposal is the full-line supermarket to anchor the development. A majority of the supermarket will be limited to the current B2 Local Centre zoned land. However, owing to the space and configuration requirements of a full-line supermarket, including servicing, loading dock and vehicle access requirements, it will need to occupy a larger portion of the site than currently within the B2 Local Centre zone.

By locating the supermarket entirely below street level, the Planning Proposal will be able to release the ground plane to provide a publicly accessible open space with a fine grain retail edge.

To enable the supermarket to be located below street-level and open up the ground plane to the publicly accessible open space, the zone boundaries will need to be adjusted from a practical point of view to allow vehicle access away from the intersections with Rocky Point Road, and to allow the co-location of residential and retail uses on the site while maintaining generous setbacks to minimise impacts on neighbouring residential uses.

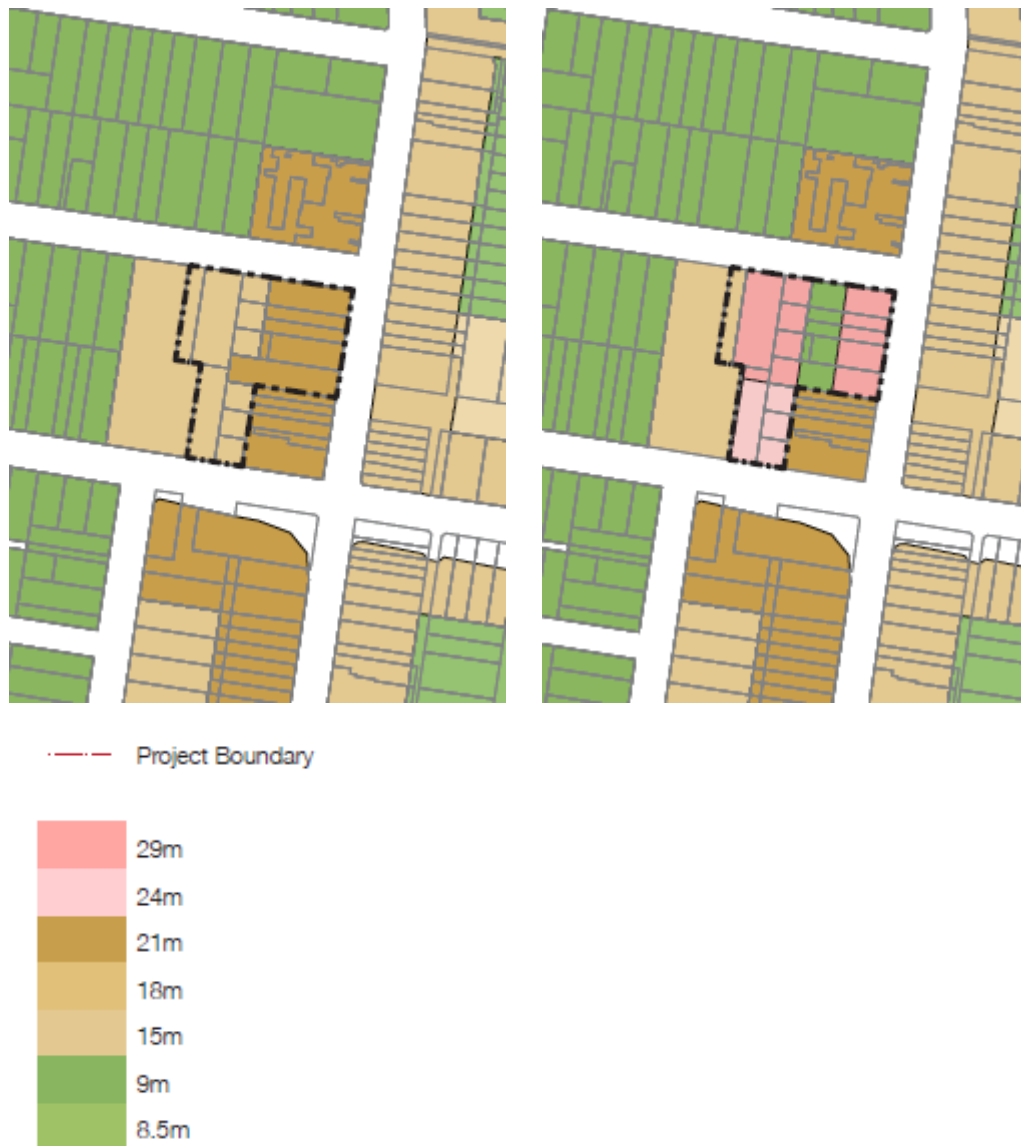
This positive public benefit outcome would not be possible if the supermarket space were to be limited to the current B2 Local Centre zoned land. It is also noted that the SSPP was generally supporting of the proposed rezoning of the site to B2 Local Centre in their assessment of the previous planning proposal.

Given the above, the Planning Proposal seeks to rezone the land from part R4 High Density Residential and part B2 Local Centre to B2 Local Centre across the site to enable a mixed-use development incorporating a full-line supermarket anchor below street level, and various retail and commercial uses at street level with residential uses above.

9.2. PROPOSED AMENDMENT TO HEIGHT OF BUILDINGS

It is proposed to amend the applicable maximum building height on the site from part 15 metres and part 21 metres to part 9 metres, part 29 metres, part 24 metres and part 15 metres, as shown in **Figure 17**.

Figure 17 – Existing (left) and Proposed (right) Height of Buildings Map



Amending the height controls will allow more compact building footprints on the site, enabling the provision of a high quality and well-proportioned landscaped publicly accessible open space, and allow the mass and scale of the built form to be moved away from the sensitive neighbours to the south and west of the site.

The proposed LEP Height of Building amendments provide a level of prescriptiveness to the height controls on the site. It is anticipated that further discussion will need to occur with Council and DPIE to ensure the right balance between prescriptiveness and intent of the provisions (i.e. to ensure positive built form outcomes including a transition in height to sensitive neighbours and the provision of a publicly accessible open space with good amenity).

It is also noted that the draft site-specific DCP provides additional height, setback and street wall height controls to guide future development. The proposed LEP height provisions will need to be considered in conjunction with the site-specific DCP provisions.

In order to allow flexibility and encourage the provision of high-quality roof top communal open space as part of any future development on the site, site-specific provisions are proposed for inclusion under Part 6 of the of GRLEP 2021 as discussed under **Section 9.4** below.

9.3. PROPOSED AMENDMENT TO FLOOR SPACE RATIO

The Planning Proposal seeks to amend the maximum FSR control from part 2.5:1 and part 1.5:1 to 3.6:1 across the site as shown in **Figure 18** below.

The maximum FSR control is to be composed of two separate elements:

- Above ground FSR – 2.72:1
- Below street-level supermarket incentive floor space/excluded floor space – 0.84:1

Figure 18 – Existing (left) and Proposed (right) FSR Map



By providing a supermarket incentive floor space and limiting above ground FSR to 2.72:1, the Planning Proposal will enable the delivery of a well-proportioned publicly accessible open space while creating the right incentives to deliver a supermarket in Ramsgate to address the current undersupply.

This approach is based on provisions within Part E3 – Ramsgate Centre of the Kogarah DCP 2013 (KDCP 2013), which contained the following supermarket incentive floorspace provisions in relation to 183-191 Rocky Point Road and 1A Targo Road (immediately to the north of the site):

“Maximum 2.5:1 as an amalgamated site. In circumstances where it is proposed that a supermarket be provided as part of the development, Council has the discretion to permit additional floor space for the supermarket use that is located in basement areas, as long as they do not project more than 1m above natural ground level.”

183-191 Rocky Point Road and 1A Targo Road have since been redeveloped without a supermarket. A 6-storey mixed use residential development, with ground floor retail now exists on the site.

The planning proposal will also be in line with the Interim Policy Position put forward by Council officers to Councillors in August 2021 and the draft Activating our Centres Policy that was presented to Council by officers first in November 2021 and then again in March 2022 (refer to **Section 4.4** for further details).

The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous DCP for the local area, as well as the Interim Policy and the draft Activating our Centres Policy that was presented to Council, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road (2.72:1 vs 2.5:1).

It is also highlighted that the Interim Policy position put forward by Council officers envisaged an above ground FSR of 3:1, which is significantly over the 2.72:1 above ground FSR proposed as part of the planning proposal.

The proposed amendment to the maximum permitted FSR control will enable its redevelopment in accordance with the reference scheme shown in the Urban Design Report at **Appendix A**.

9.4. ADDITIONAL LOCAL PROVISIONS – BUILDING HEIGHT

Part 6 of the Standard Instrument LEP provides the opportunity for additional specialised provisions to be inserted to address local issues.

In order to allow greater flexibility for future development on the site to provide roof top communal open space and end of journey facilities, the following site-specific provisions are proposed for inclusion under Part 6 of the of GRLEP 2021:

“Ramsgate Village

(1) this clause applies to the Ramsgate Village site at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate

(2) despite clause 4.3, development consent may be granted to the erection or use of a building with a maximum height that exceeds the maximum permitted, where the additional height is for the provision of roof top communal open space and associated built form elements, including lifts and lift lobbies to provide access to the communal open space, as well as lift overruns, plant and services.

(Alternative wording)

Despite clause 4.3, development consent may be granted for roof top communal open space and associated built form elements, including lifts and lift lobbies to provide access to the communal open space, as well as lift overruns, plant and services on any building on the site can exceed the maximum permitted height control.

(3) except for lifts, lift lobbies and lift overruns, the other elements of the building above the maximum permitted height control under clause 4.3 should be set back from the edges of the buildings so as not to result in any additional overshadowing impacts between 10 am to 2 pm in mid-winter.

9.5. RECLASSIFICATION OF PUBLIC LAND

Lot 301 DP 1142822 is a 76.1 sqm lot that is Council owned land, classified as 'community land' under the Local Government Act 1993 (LG Act).

As set out in DPIE's 'LEP Practice Note PN 16-001' (October 2016), community land must not be sold, exchanged or otherwise disposed of by a council. It can be leased but there are restrictions on the grant of leases and licences, and also in the way community land can be used. There are no special restrictions on council powers to manage, develop, dispose, or change the nature and use of operational land.

'Clause 5.2 Classification and reclassification of public land' in Standard Instrument LEPs enables councils to classify or reclassify public land as operational land or community land in accordance with the Local Government Act 1993. The land to be reclassified or classified is described in Schedule 4 of the LEP.

Therefore, to enable future acquisition from Council and eventual redevelopment of the land, it is proposed that this land be reclassified as 'operational' land, and the details for the land (Lot 301 DP1142822) be inserted into Part 1 of Schedule 4 'Classification and reclassification of public land' of GRLEP 2021.

It is understood that Lot 301 DP 1142822 was created when 197 Rocky Point Road was developed (DA 46/2007) and is the first, and currently only, lot to be owned by Council on the block to be dedicated in the future to enable a rear lane access between Targo Road and Ramsgate Road as envisaged in the GRDCP 2021. The relevant provisions of the GRDCP 2021 are addressed in **Section 10.3.1**, but in summary, the block controls for the site envisage a rear lane access to service the properties fronting Rocky Point Road so that vehicle access off Rocky Point Road is avoided.

The Planning Proposal seeks to consolidate a significant proportion of the lots within the block to enable a whole-site redevelopment incorporating a publicly accessible open space as a public benefit in the central portion of the site (where Lot 301 DP 1142822 is located). The Planning Proposal will satisfy the planning intent of the GRDCP 2021 in relation the rear lane access for the following reasons:

- As envisaged in the DCP, a through-site link will be provided on the site, connecting Targo Road and Ramsgate Road.
- The Proponent has engaged with TfNSW to develop vehicle access arrangements that will mitigate traffic impacts on the surrounding road network. A substantial amount of parking will be provided on the site as basement parking to ensure adequate provision for the residential and commercial uses on the site, and to minimise off-site parking impacts.
- For the neighbouring sites fronting Rocky Point Road which are not part of the Planning Proposal (201-209 Rocky Point Road), as addressed in **Section 10.3**, the existing condition of the rear lane vehicle and servicing access will not be impacted by the Planning Proposal, allowing future development on 201-209 Rocky Point Road the flexibility to maintain rear lane vehicular/servicing access as per current arrangements.
- The Planning Proposal will be supported by a site-specific DCP that sets out provisions in relation to the through-site link and vehicle access to capture the planning intent of the GRDCP 2021 as they relate to the site and the rear lane access.

In addition, the consolidation of Lot 301 DP 1142822 with the remaining lots on the site as part of the Planning Proposal will enable the provision of a high-quality outdoor plaza on the site with pedestrian through site links – this public asset will be over-and-above what is envisaged in the DCP.

By amalgamating a significant portion of the block, and providing adequate vehicle/service access and parking to support the redevelopment of the site, the Planning Proposal will allow Council to achieve the intent of the GRDCP 2021 without the requirement for each individual site along Rocky Point Road to redevelop over time and dedicate a portion of their site for the rear lane access (which would likely take several years with no guarantee of success).

Section 10.2.10 addresses the matters set out in the LEP Practice Note (PN 16-001), which all planning proposals classifying or reclassifying public land must address for gateway consideration.

Since the lodgement of the planning proposal, the sale Lot 301 has been subject to a meeting of Council's Finance and Governance Committee meeting on 25 October 2021. A resolution was passed approving the sale of Lot 301, subject to the planning proposal.

Council resolved:

- (a) That the General Manager be authorised to negotiate the disposal of Lot 301 in DP1142822 (197R) Rocky Point Road, Ramsgate on terms as generally detailed within this report.*
- (b) That the General Manager be authorised to negotiate all terms of sale including a sale price that is consistent with the amount stated in the body of this report, sign the Contract for Sale, Transfer document, extinguishment of any easements and covenants on the land and any other documentation to effect the disposal of Lot 301 in DP1142822.*
- (c) That Council resolves to reclassify Lot 301 in DP1142822 from Community to Operational land in accordance with Section 30 and 34 of the Local Government Act 1993.*
- (d) That income from the proceeds of any disposal of Lot 301 in DP1142822 be placed in Council's Commercial Property Reserve for investment in future income generating commercial property assets.*

A conditional contract for sale of Lot 301 has been executed between the proponent and Georges River Council. Settlement is contingent upon the making of the LEP amendment via the planning proposal, successful reclassification of the land and the removal of any caveats.

It is noted that the Council resolution includes the reclassification of Lot 301 from Community to Operational land in accordance with Section 30 and 34 of the Local Government Act 1993. Notwithstanding, the reclassification of Lot 301 has been addressed as part of the planning proposal as requested by Council.

10. PART 3 - JUSTIFICATION

10.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

Q1. *Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

Yes – the Planning Proposal has been prepared in accordance with the applicable strategic planning policies including:

- Greater Sydney Region Plan
- South District Plan and Eastern City District Plan
- Future Transport Strategy 2056
- Georges River Local Strategic Planning Statement (LSPS)
- Georges River Commercial Centres Strategy
- Georges River Local Housing Strategy
- Ramsgate Centre Masterplan (under KDCP 2013)

Refer to **Section 10.2** below for detailed responses to the relevant objectives and actions set out in these strategic plans.

The Planning Proposal has also specifically been developed and informed by more detailed strategic studies, including a Strategic Positioning Paper and Economic Impact Assessment, A Traffic Impact Assessment, and a Place Vision Document.

Q2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes – The proposed amendments to zoning, height and FSR controls proposed in this Planning Proposal are the best means of achieving the objectives of the redevelopment of the site.

Without an amendment to the statutory planning controls, the proposed reference scheme cannot be achieved, and the associated public, community, and economic benefits would be lost. With the current zoning of part of the site as R4 Medium Density Residential, the site would not be able to accommodate a full-line supermarket. The current height and FSR controls would also limit the flexibility to open up the ground plane for the publicly accessible open space as shown in the reference scheme.

10.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK.

Q3. *Will the planning proposal give effect to the objectives and actions of the applicable regional, of district plan or strategy (including any exhibited draft plans or strategies)?*

Yes – As discussed in this section, the Planning Proposal is consistent with the provisions of the following regional and district planning policies and strategies:

- Greater Sydney Region Plan
- South District Plan and Eastern City District Plan
- Future Transport Strategy 2056

10.2.1. Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges

facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability.

This section provides a summary of the *Greater Sydney Region Plan* (GSRP) and demonstrates how the Planning Proposal is consistent with the relevant objectives and actions therein.

The GSRP sets out policy directions to achieve the identified goals and principles, with each direction underpinned by a number of actions. **Table 13** below sets out some of the relevant directions and actions of the GSRP and explains how the Planning Proposal responds and aligns to these.

Table 13 – Consistency with the Greater Sydney Region Plan

Greater Sydney Region Plan Objectives	Comment
Direction 1: A city supported by infrastructure	
Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact. Objective 3: Infrastructure adapts to meet future needs	The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. The planning proposal will accommodate the future forecast growth in the area which aligns with proposed infrastructure funding in close proximity to the site.
Direction 3: A city for people	
Objective 6: Services and infrastructure meet communities' changing needs Objective 7: Communities are healthy, resilient and socially connected	The Planning Proposal will enable the provision of a publicly accessible open space as a focal point for the Ramsgate community to foster social interaction and function as a meeting point and event/market space. The provision of a full-line supermarket on the site will meet an identified demand for this facility in the local area.
Direction 4: Housing the city	
Objective 10: Greater housing supply Objective 11: Housing is more diverse and affordable	The Planning Proposal will provide 176 new residential units across a range of unit types and sizes to respond to the market requirements and generally comply with the ADG. Ramsgate, in particular, is predominantly made up of detached dwellings. The delivery of 176 apartments provides an opportunity for future home buyers to stay in the local area close to their communities.
Direction 5: A city of great places	
Objective 12: Great places that bring people together Objective 13: Environmental heritage is identified, conserved and enhanced	The Planning Proposal will enable the provision of a publicly accessible open space as a focal point for the Ramsgate community to foster social interaction and function as a meeting point and event/market space. High-quality landscaping is proposed as part of the Planning Proposal, within the publicly accessible open space, within communal open spaces, the western boundary of the site, and in the public domain along Targo Road. The Planning Proposal will therefore enhance the tree cover and general environmental quality of Ramsgate.
Direction 6: A well-connected city	
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	The provision of a full-line supermarket, fine grain retail and a publicly accessible open space as part of the Planning Proposal will help deliver much needed retail and services for the local residents, reducing the need for these residents to leave the local area. The provision of residential uses on the site as part of a mixed-use development will allow more residents to access the amenities and services to be provided on site.

Greater Sydney Region Plan Objectives	Comment
Direction 7: Jobs and skills for the city	
Objective 22: Investment and business activity in centres	<p>The Planning Proposal will provide a place-based approach to activating the Ramsgate centre and allow it to transition into a crucial local centre as described in Section 10.2.6 below.</p> <p>The Planning Proposal will provide around 300 direct and indirect jobs during construction and around 350 direct and indirect ongoing jobs during operation.</p>
Direction 8: A city in its landscape	
Objective 30: Urban tree canopy cover is increased	<p>The Planning Proposal is supported by a detailed landscape analysis and a Concept Landscape Plan and Domain Report (Appendix E). The Planning Proposal will enable a substantial increase in landscaping and tree cover on the site and along Targo Road.</p> <p>The Planning Proposal will provide a publicly accessible open space which will function as a new community heart for Ramsgate centre.</p>
Objective 31: Public open space is accessible, protected and enhanced	

10.2.2. South District Plan and Eastern City District Plan

The District Plans are 20-year plans to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plans is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plans contain strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan within each District Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The site is located within the South District, but it is immediately adjacent to the boundary of the Eastern City District.

The Eastern City District Plan identifies Ramsgate as a Local Centre. However, the location of the Ramsgate Local Centre is identified further to the east of the site at Ramsgate Beach instead of at Ramsgate.

Despite this, both the South District Plan and Eastern City District Plan identify the site as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors.

The housing targets in the District Plans are:

- South District Plan - an additional 83,500 dwellings by 2036, equating to an average annual supply of 4,175 dwellings over 20 years.
- Eastern City District Plan – an additional 157,700 dwellings by 2036, equating to an average supply of 7,875 dwellings over 20 years.

A description of how this Planning Proposal directly aligns with the relevant priorities of the South District Plan and Eastern City District Plan, is set out in **Table 14** below.

Table 14 – Consistency with the South District Plan & Eastern City District Plan priorities

South District Plan & Eastern City District Plan	Comment
Infrastructure and collaboration	
S1 & E1- Planning for a city supported by infrastructure	The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. This demonstrates that the site and Planning Proposal are aligned to benefit from the provision of future transport infrastructure.
Liveability	
S3 & E3- Providing services and social infrastructure to meet people's changing needs	The Planning Proposal will provide a full-line supermarket and a publicly accessible open space and specialty retail to meet the changing needs of the community.
S4 & E4 - Fostering healthy, creative, culturally rich and socially connected communities	The proposed publicly accessible open space will function as a community heart – a meeting place for local residents to socialise, shop and attend events/markets. The Planning Proposal presents an opportunity for the site to become a focal point for the local community.
S5 & E5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport	The Planning Proposal will enable the delivery of a range of housing, in a well-connected location with access to public transport. The delivery of a mixed-use development will enable people to live close to jobs and services.
Productivity	
S6 & E6- Creating and renewing great places and local centres and respecting the District's heritage.	By consolidating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a significant mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible plaza. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in <i>Georges River Commercial Centres Strategy</i> and the supporting <i>Georges River Commercial Economics Study 2019</i> , as addressed in Section 10.2.6 below.
S12 & E10 - Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal will enable the provision of a supermarket, public plaza, specialty retail and residential units on the site, allowing local residents, both on the site and in the neighbourhood to access these services and amenities locally instead of travelling to other centres.
Sustainability	
S15 & E17 - Increasing urban tree canopy cover and delivering Green Grid connections	The Planning Proposal will enable the delivery of a landscaped publicly accessible open space on the site, public domain improvements including tree planting along Targo Road, and other site wide landscaping.
S16 & E18 - Delivering high quality open space	

10.2.3. Future Transport Strategy 2056

The *Future Transport Strategy 2056* (2018) is the NSW Government's overarching strategy that outlines the 40-year vision for the Greater Sydney mass transit network.

The Future Transport vision sets six state-wide outcomes to guide investment, policy and reform. They provide a framework for network planning and investment aimed at supporting transport infrastructure.

The strategy has been developed to ensure NSW's overarching strategies for transport and land use planning align and complement each other, delivering an integrated vision for the State.

As stated in the District Plans, *Future Transport 2056* identifies city-shaping transport projects that will, in the long term, improve accessibility to jobs and services, and act as a stimulus for additional housing supply. To deliver the 20-year strategic housing target, councils should, in local housing strategies, investigate and recognise opportunities for long-term housing supply associated with city-shaping transport corridors; growing, emerging and new centres; and other areas with high accessibility.

As outlined in *Future Transport 2056*, Greater Sydney Region Plan and the South and Eastern City District Plans, the site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. This demonstrates that the site and Planning Proposal are aligned to benefit from the provision of future transport infrastructure.

In the meantime, the site is well-served by existing public transport and road infrastructure to support the Planning Proposal, with high frequency bus services located within walking distance of the site which will connect residents to nearby centres and the wider area.

Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 15**, access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry).

The service areas will be designed such that all manoeuvring occurs on site, with trucks entering and departing the site in forward direction. On exiting the site, trucks would be directed to turn right onto Targo Road.

The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal.

10.2.4. Assessment Criteria – Strategic Merit and Site-Specific Merit

The Planning Proposal addresses the Assessment Criteria within the DPIE guidelines as summarised below:

(a) Does the proposal have strategic merit?

Yes – the Planning Proposal will give effect to the South District Plan as outlined in **Table 14** above and the Georges River Local Strategic Planning Statement as outlined in response to **Question 4** below.

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement. The strategic merit of a planning proposal on the site has been endorsed by the SSPP as it would revitalise the local centre consistent with the Sydney Regional Plan and Sydney District Plan.

The Planning Proposal has strategic merit having regard to the following matters:

- The Planning Proposal will revitalise a local centre in accordance with the planning priorities and objectives of the Greater Sydney Region Plan and the South and Eastern City District Plans.
- The Planning Proposal is aligned with the Georges River Local Strategic Planning Statement, which identifies Ramsgate Local Centre as a centre to 'explore Centre expansion for jobs and/or housing'.
- The Planning Proposal is supported by the Georges River Commercial Centres Strategy which identifies Ramsgate for opportunities to grow by more than 15% in commercial floor space to 2036.

- The site is well served by existing and future planned transport infrastructure under the Future Transport Strategy 2056, including being located on an identified corridor for a future train link/mass transit route, and future road or motorway projects.

Site Specific Merit

(b) *Does the proposal have site-specific merit?*

Yes – The Planning Proposal has been developed through in-depth analysis of the site opportunities and constraints to address the site-specific issues raised by the Local Planning Panel and the SSPP during the assessment of the previous proposal. The Planning Proposal features significant improvements on the previous proposal in terms of building height, bulk and depth, street walls, interface with neighbouring sites, delivery of a protected and activated public space, and other public benefits.

The proposed building height and FSR amendments are modest with respect to the existing controls and in the context of the significant positive outcomes it will enable the site to deliver. The tailored and specific built form provisions proposed as part of the Planning Proposals will provide the incentive FSR to enable the delivery of a full-line supermarket below street level and open up the ground plane for a publicly accessible open space. The additional height, which will equate to 2-3 finished floor levels on the site, will enable the delivery of the publicly accessible open space, ensure adequate building separation and setbacks from neighbouring properties.

The Planning Proposal has site-specific merit having regard to the following matters:

- The Planning Proposal will facilitate the redevelopment of the site that will act as a catalyst for the wider regeneration of the Ramsgate Local Centre.
- The Planning Proposal will enable a built form and urban design outcome of high design quality featuring a transition in scale from the highest point at the corner of Targo Road and Rocky Point Road, and lower elements towards the south and west of the site at the interface with sensitive neighbours.
- The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous Kogarah Development Control Plan 2013, as well as the Interim Policy and draft Activating our Centres Strategy that Council officers previously presented to Councillors, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road. The Planning Proposal seeks to generally align with the Interim Policy that Council officers had put forward for Ramsgate Centre in terms of height, and above ground FSR will be well within the suggested FSR of 3:1.
- The Planning Proposal will address and mitigate the traffic effects on the adjacent road network with the delivery of traffic improvement works that have been developed through engagement with TfNSW. The intersection upgrade works will provide appropriate access to the site from the main road network and minimise traffic flow on local roads. The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.
- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road and Targo Road will also be activated.
- The Planning Proposal will enable an increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.
- The Planning Proposal will deliver significant public benefits to the centre including traffic upgrades, through-site links, and public domain improvements along Targo Road and Rocky Point Road.
- The Planning Proposal will not result in unacceptable overshadowing and other amenity or privacy impacts on neighbouring residential properties, and it will enable future development on the site that is capable of satisfying the key ADG criteria for residential amenity.
- The Planning Proposal has been developed through careful analysis of site constraints and opportunities to ensure future development will not impact on the development feasibility of adjoining sites not included within the proposal.

- The Planning Proposal will not result in unacceptable impacts on the neighbouring heritage items.
- The Planning Proposal is supported by a draft site-specific DCP to ensure future redevelopment of the site is designed in accordance with the design excellence and site-specific design principles embodied in the reference scheme that supports the Planning Proposal.

Table 15 – Assessment criteria – strategic merit and site-specific merit

Assessment Criteria	Report Section Addressing Criteria
a) Does the proposal have <u>strategic merit</u>? Will it:	
<i>give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or</i>	Yes. Refer to response to Question 3.
<i>give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement; or</i>	Yes. Refer to response to Question 4.
<i>responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans.</i>	Yes.
b) Does the proposal have <u>site-specific merit</u>, having regard to the following?	
<i>the natural environment (including known significant environmental values, resources or hazards) and</i>	Yes. Refer to response to Question 7.
<i>the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and</i>	Yes. Refer to Section 10.3 .
<i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</i>	Yes. Refer to response in Question 10.

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Yes – the Planning Proposal is consistent with the following local planning strategies and plans:

- Georges River Local Strategic Planning Statement (LSPS)
- Georges River Commercial Centres Strategy
- Georges River Local Housing Strategy

10.2.5. Georges River Local Strategic Planning Statement (LSPS)

The LSPS sets out Council's land use vision, planning principles, priorities, and actions for the next 20 years. It outlines the desired future direction for housing, employment, transport, recreation, environment and infrastructure for Georges River LGA.

The Georges River Local Strategic Planning Statement (LSPS) guides the content of Council's Local Environmental Plan (LEP) and Development Control Plan (DCP) and supports Council's consideration and

determination of any proposed changes to the development standards under the LEP (via Planning Proposals).

As shown in **Figure 19** below, the LSPS Structure Plan identifies Ramsgate as a Local Centre on Rocky Point Road at the location of the site (and not further to the east as identified in the Eastern City District Plan). The Structure Plan identifies Ramsgate as a Local Centre for expansion investigation for jobs and/or housing.

As per the *Future Transport Strategy 2056*, the LSPS also identifies the following future transport corridor investigations in close proximity to the site - 'Future Mass Transit/Train Link', 'Road Visionary (Central City Strategic Road Corridor)' and 'Future F6 Extension 0-19 years'.

- 0-5 year (2016 to 2021): 4,800 dwellings as specified by the *South District Plan*
- 6-10 year (2021 to 2026): additional 3,450 dwellings
- 10-20 year (2026 to 2036): additional 5,750 dwelling

Figure 19 – Georges River LSPS Structure Plan

The Planning Proposal is consistent with the relevant local planning priorities outlined in the LSPS as set out in **Table 16** below.

Table 16 – Consistency with the Georges River LSPS

Planning Priorities	Comment
Access and Movement	
<i>P1 – We have a range of frequent, efficient transport options to connect people, goods, services, businesses and educational facilities</i>	The site is identified as being located close to a ‘Train Link/Mass Transit Visionary’. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.
Infrastructure and Community	
<i>P4 – Collaboration supports innovation and delivers infrastructure, services and facilities</i>	The Planning Proposal will offer a range of public benefits including a publicly accessible open space, public domain improvements, and traffic improvements.
Housing and Neighbourhoods	
<i>P7 – Residential suburbs will be protected and retained unless identified as areas of change or investigation</i>	The Planning Proposal site is located within the Ramsgate Centre, which is identified in the Georges River Commercial Centres Strategy (Section 10.2.6 below) for growth into a crucial centre. The site is identified as being located close to a ‘Train Link/Mass Transit Visionary’. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.
<i>P8 – Place-based development, quality building design and public art deliver liveable places</i>	The Planning Proposal provides a place-based approach to activating the Ramsgate centre. The Planning Proposal will enable the redevelopment of the site to provide a high-quality development including a publicly accessible open space. A draft Site-Specific DCP (Appendix B) has been prepared to ensure any future redevelopment of the site embodies the design excellence principles of the reference scheme developed to support of the Planning Proposal.
<i>P9 – A mix of well-designed housing for all stages caters for a range of lifestyle needs and incomes</i>	The Planning Proposal will include a range of housing to enable local residents to stay close to their communities and age in place.
<i>P10 – Homes are supported by safe, accessible, green, clean, creative and diverse facilities, services and spaces</i>	The Planning Proposal is supported by a site-specific DCP to ensure future redevelopment of the site will deliver the publicly open space and landscaping to the quality and extent envisaged in the reference scheme.
Economy and Centres	
<i>P12 – Land is appropriately zoned for ongoing employment growth</i>	The site represents one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre The Planning Proposal will support increased job containment in Georges River LGA, contributing around 300 direct and indirect jobs during construction and around 350 direct and indirect jobs during ongoing operation.
<i>P15 – All local centres are supported to evolve for long-term viability</i>	The Planning Proposal will deliver a significant mixed-use development within Ramsgate centre. The site is strategically located and sized to facilitate large scale development, allowing the Ramsgate to seamlessly transition into a crucial local centre as

Planning Priorities	Comment
	envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.
Environment and Open Space	
<i>P17 – Tree canopy, bushland, landscaped settings, and biodiversity are protected, enhanced and promoted</i>	The Planning Proposal enable the delivery of a landscaped publicly accessible open space on the site, public domain improvements including tree planting along Targo Road, and other site wide landscaping.
<i>P18 - An environmentally friendly approach is applied to all development</i>	The Planning Proposal will enable the redevelopment of a run-down site to incorporate modern construction techniques and ESD principles.
<i>P19 - Everyone has access to quality, clean, useable, passive and active open and green spaces and recreation places</i>	As above, the Planning Proposal enable the delivery of a landscaped publicly accessible open space on the site, public domain improvements including tree planting along Targo Road, and other site wide landscaping.

10.2.6. Georges River Commercial Centres Strategy

Council is currently preparing a Commercial Centres Strategy to support the Georges River LEP 2020. Part 1 of the Commercial Centres Strategy (CCS) was adopted by Council on 24 February 2020. The primary purpose of CCS was to inform the preparation of GRLEP 2020 and GRDCP 2021.

It provides a detailed review of all 48 centres in the LGA, classifying them based on the existing centres hierarchy comprising a six-tiered classification system based on the existing retail floor space provided:

- **Strategic centre** – regionally significant commercial centres as nominated by the Greater Sydney Region Plan and South District Plan.
- **Local centre** – provide essential access to day-to-day goods and services close to where people live with over 5,000sqm of retail floor space and anchored by at least one supermarket larger than 1,000sqm.
- **Village** – supports a local resident and worker population with 3,000 to 5,000sqm of retail floor space and typically includes a small supermarket or convenience store.
- **Small village** – supports a local resident and worker population with 1,000 to 3,000sqm of retail floor space and typically serves a local walking catchment.
- **Neighbourhood centre** – provides under 1,000sqm of retail floor space and typically serves a local walking catchment within a 5 to 10 minute radius.
- **Enterprise corridor** – a specialised centre that is limited to the B6 Enterprise Corridor zoned land on Princes Highway, Carlton.

Ramsgate has been identified as a 'village', which is different from its classification as a Local Centre under the LSPS.

The CCS identifies an increased demand of an additional 15% or 21,310sqm of employment floor space across the 39 centres with the "village", "small village", "neighbourhood centre" and "enterprise corridor" classifications, which equates to an average of two small specialty stores per centre. However, it notes that this demand is not distributed equally amongst the 39 centres, with some centres experiencing a greater demand for additional employment floor space.

The CCS identifies Ramsgate as suitable for a greater share of increase in employment floor space due to the greater demand generated by:

- The "village" classification in the centres hierarchy
- Location within an area of high forecast population growth

- Having good visibility from passing trade
- Having access to car parking provisions
- Evenly distributed spatially from similar and higher ordered centres

While the recommendations of the CCS for GRLEP 2020 is to retain the existing B2 Local Centre zoning and the existing height and FSR controls, for LEP 2022, it recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.

Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.

The *Georges River Commercial Centres Study 2019*, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.

The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket. The Planning Proposal provides a place-based approach to activating Ramsgate and allowing it to transition into a crucial local centre as envisaged in the *Georges River Commercial Centres Strategy* and the supporting *Georges River Commercial Economics Study 2019*.

10.2.7. Georges River Local Housing Strategy

The Georges River Local Housing Strategy (LHS) was adopted in August 2020. It sets out the strategic direction for housing in the Georges River LGA over the next 20 years, and identifies the housing demand, gaps and issues as well as establishing housing objectives to manage future growth.

The South District Plan allocates a housing target of 4,800 additional dwellings in the Georges River LGA by 2021. For 6-10 years and 10-20 years, the LSPS identifies the following housing targets for the LGA:

- 6-10 year (2021 to 2026): additional 3,450 dwellings
- 10-20 year (2026 to 2036): additional 5,750 dwelling

Based on 3,000 dwellings completed from January 2016 to March 2020 (average of 800 dwellings per year), the LHS notes that it will be challenging for Georges River to meet the South District Plan target of 4,800 dwellings for 0-5 years.

To ensure Council delivers an additional 14,000 dwellings by 2036, the LHS states that further work will be conducted in future LEPs to accommodate the shortfall in the 0-5 years and create flexibility for additional take up in the 6-10 year and 10-20 year dwelling targets.

Council intends to achieve the 6-10 year housing target through the following:

- Up-zoning of five potential Housing Investigation Areas
- New consistent LEP controls across the LGA
- Existing major development and planning proposal sites (see **Figure 20** below)
- Potential dwellings that are currently under DA assessment

Figure 20 – Dwelling supply pipeline – Major DAs and Planning Proposals



(Source: Georges River Local Housing Strategy)

The Planning Proposal is consistent with the LHS because it will help address Georges River Council's forecast shortfall in dwelling supply by providing 176 residential units across a range of types and sizes. The Planning Proposal will therefore provide greater housing diversity and allow residents to age in place.

10.2.8. State Environmental Planning Policies

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes – the Planning Proposal is consistent with relevant SEPPs as identified and discussed in the following table.

Table 17 - Consistency with SEPPs

SEPP	Consistency
SEPP (Urban Renewal) 2010	<p>The reference scheme aligns with the objectives of SEPP (Urban Renewal) 2010 as it facilitates the orderly and economic redevelopment of an urban site that is accessible by public transport.</p> <p>Moreover, the Planning Proposal facilitates the delivery of the objectives of the relevant State and district planning policies, which seeks to increase densities within walking distance of existing and planned infrastructure, employment nodes and educational establishments.</p>
SEPP 55 – Remediation of Land	<p>SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by specifying considerations that are relevant in rezoning land and in determining development applications, and by requiring remediation work to meet certain standards and notification requirements.</p> <p>The site has a long history of being occupied by commercial and residential uses and it is unlikely that contaminating activities have occurred on the site.</p> <p>Further, it is proposed to rezone R4 High Density Residential land to B2 Local Centre. Given residential uses are already permitted on the site, and no further sensitive uses are proposed to be introduced onto the site, a contamination assessment is not considered necessary at the Planning Proposal stage.</p>

SEPP	Consistency
SEPP 65 – Design Quality of Residential Apartment Development	The Planning Proposal and accompanying reference scheme have been prepared to ensure future development on the site is capable of complying with the provisions of SEPP 65 and the Apartment Design Guide.
SEPP (Infrastructure) 2007	<p>The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by, inter alia, identifying matters to be considered in the assessment of development adjacent to particular types of development.</p> <p>The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.</p>
SEPP (Building Sustainability Index: BASIX) 2004	<p>The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency.</p> <p>The reference scheme has been designed and orientation to facilitate future BASIX compliance, which will be documented at the development application stage.</p>

10.2.9. Ministerial Directions

Q6. *Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?*

Yes – the Planning Proposal is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and summarised in the following table.

Table 18 - Consistency with Section 9.1 Directions

Direction	Consistency
1. Employment and Resources	
<p>1.1 Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified strategic centres.</p>	The Planning Proposal will contribute around 300 direct and indirect jobs during construction and around 350 direct and indirect ongoing operational jobs. It will contribute \$96.1 million to the local economy during construction and \$33.6 million in each year of operation. The site represents one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre.
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
2. Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Management	Not applicable.
2.3 Heritage Conservation	<p>The site has no identified or known items of European or Aboriginal significance, as such this provision is not applicable.</p> <p>The Planning Proposal and reference schemes have been informed by specialist heritage advice to respect and mitigate any adverse impacts on the heritage items to the west, south, east and north-east.</p>

Direction	Consistency
	A Heritage Impact Statement has been prepared and is contained within Appendix I which confirms that the proposal is sympathetic to the heritage curtilage and has been designed to mitigate adverse impacts on the surrounding heritage items.
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6 Remediation of Contaminated Land	The site is unlikely to be contaminated. It is anticipated that a preliminary site investigation would be required as part of any future DA for the site.
3. Housing, Infrastructure and Urban Development	
<p>3.1 Residential Zones</p> <p>(1) The objectives of this direction are:</p> <p>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</p> <p>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</p> <p>(c) to minimise the impact of residential development on the environment and resource lands.</p>	<p>The Planning Proposal will enable the delivery of 176 residential units in a well-connected and serviced location.</p> <p>By providing a range of unit types, the Planning Proposal will increase the variety and choice of housing types in the local area, allowing residents to age in place.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Not applicable.
<p>3.4 Integrating Land Use and Transport</p> <p>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	The subject site is located within close proximity to a 'visionary' mass transit or train link as identified in the District Plans. It is also located within direct proximity to bus stops connecting to Miranda, Rockdale, Hurstville and Kogarah.
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable.
3.6 Shooting Ranges	Not applicable.

Direction	Consistency
3.7 Reduction in non-hosted short term rental accommodation period	Not applicable.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The site is not affected by acid sulfate soils.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	Not applicable. The site is not identified as flood prone land.
4.4 Planning for Bushfire Protection	Not applicable. The site is not identified as bushfire prone land.
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
(5.5-5.8 – revoked)	-
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The Planning Proposal is consistent with this Direction, as discussed within Question 3.
5.11 Development of Aboriginal Land Council land	Not applicable.
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for the PPA.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for the PPA.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the GRLEP 2021.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	The Planning Proposal gives effect to the <i>Greater Sydney Region Plan</i> , the <i>South District Plan</i> , and the <i>Eastern City District Plan</i> . The Planning Proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in the <i>Greater Sydney Region Plan</i> . This is further discussed in Table 13 .
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.

Direction	Consistency
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

10.2.10. Information Checklist for Reclassification of Public Land

As set out in the LEP Practice Note (PN 16-001), all planning proposals classifying or reclassifying public land must address the following matters for Gateway consideration.

Table 19 – Information checklist for reclassification of public land

Matters to address	Comment
The current and proposed classification of the land	Lot 301 DP 1142822 is currently classified as 'community land'. The Planning Proposal seeks the reclassification of the land to 'operational land'.
Whether the land is a 'public reserve' (defined in the LG Act)	Lot 301 DP 1142822 is not a 'public reserve'.
The strategic and site specific merits of the reclassification and evidence to support this	Lot 301 DP 1142822 is a small portion of land (76.1sqm) that is located within the Planning Proposal site. The consolidation of this lot with the remaining lots on the site will enable the redevelopment of the site as part the Planning Proposal. The strategic and site-specific merits of the Planning Proposal are discussed in Section 10.2.4 .
Whether the planning proposal is the result of a strategic study or report	The Planning Proposal has been prepared in accordance with the applicable strategic planning policies. The Planning Proposal has also specifically been developed and informed by more detailed strategic studies, including a Strategic Positioning Paper and Economic Impact Assessment, A Traffic Impact Assessment, and a Place Vision Document.
Whether the planning proposal is consistent with council's community plan or other local strategic plan	The Planning Proposal is consistent with the following local planning strategies and plans as set out in Section 10.2 .
A summary of council's interests in the land, including: - how and when the land was first acquired (e.g. was it dedicated, donated, provided as part of a subdivision for	It is understood that Lot 301 DP 1142822 was created when 197 Rocky Point Road was developed (DA 46/2007) and is the first, and currently only, lot owned by Council on the block to be dedicated in the future to

Matters to address	Comment
<p>public open space or other purpose, or a developer contribution)</p> <ul style="list-style-type: none"> - if council does not own the land, the land owner's consent; - the nature of any trusts, dedications etc; 	<p>enable a rear lane access between Targo Road and Ramsgate Road as envisaged in the GRDCP 2021.</p>
<p>Whether an interest in land is proposed to be discharged, and if so, an explanation of the reasons why</p>	<p>A conditional contract for has been executed between the proponent and Georges River Council. Settlement is contingent on a positive planning outcome, successful reclassification of the land and the removal of any caveat.</p>
<p>The effect of the reclassification (including, the loss of public open space, the land ceases to be a public reserve or particular interests will be discharged)</p>	<p>It is understood there is a Restriction over Lot 301 – that the owners of Lot 300 shall have the use of Lot 301 for the provision of vehicle manoeuvring subject to adequate maintenance of the lot until such time as Council dedicates the land to the public as road and constructs the laneway in accordance with the DCP and Council DA No. 46/2007</p>
<p>Evidence of public reserve status or relevant interests, or lack thereof applying to the land (e.g. electronic title searches, notice in a Government Gazette, trust documents)</p>	<p>Refer to the Certificates of Title provided at Appendix J which does not highlight any public reserve status or relevant interests on the land.</p>
<p>Current use(s) of the land, and whether uses are authorised or unauthorised</p>	<p>As stated above, Lot 301 is currently used for the provision of vehicle manoeuvring subject to adequate maintenance of the lot until such time as Council dedicates the land to the public as road and constructs a laneway in accordance with the DCP and Council DA 46/2007.</p>
<p>Current or proposed lease or agreements applying to the land, together with their duration, terms and controls</p>	<p>Same as above</p>
<p>Current or proposed business dealings (e.g. agreement for the sale or lease of the land, the basic details of any such agreement and if relevant, when council intends to realise its asset, either immediately after rezoning/reclassification or at a later time)</p>	<p>A conditional contract for has been executed between the proponent and Georges River Council. Settlement is contingent on a positive planning outcome, successful reclassification of the land and the removal of any caveat.</p>
<p>Any rezoning associated with the reclassification (if yes, need to demonstrate consistency with an endorsed Plan of Management or strategy)</p>	<p>The lot is currently zoned B2 Local Centre. No change to the zoning of the site is proposed as part of the Planning Proposal.</p> <p>Changes to the built form controls (height and FSR) are proposed, which will also affect Lot 301 DP 1142822, as set out in Section 9.</p>
<p>How council may or will benefit financially, and how these funds will be used</p>	<p>As noted in Council's resolution from the meeting on 25 October 2021, Council intends the income from the proceeds of any disposal of Lot 301 in DP1142822 be placed in Council's Commercial Property Reserve for investment in future income generating commercial property assets.</p>
<p>How council will ensure funds remain available to fund proposed open space sites or improvements referred to in justifying the reclassification, if relevant to the proposal</p>	<p>not applicable.</p>
<p>A Land Reclassification (part lots) Map, in accordance with any standard technical requirements for spatial</p>	<p>Not applicable.</p>

Matters to address	Comment
datasets and maps, if land to be reclassified does not apply to the whole lot	
Preliminary comments by a relevant government agency, including an agency that dedicated the land to council, if applicable.	Not applicable.

10.3. SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

No. The site is fully developed for urban purposes and comprises little vegetation. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts will be minimal.

Q8. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

The site is free from any major constraints that would render the land unsuitable for future redevelopment. The reference scheme has been prepared with a specific focus on minimising environmental and amenity impacts associated with development and to ensure the Planning Proposal responds to its context.

Urban design analysis and technical investigations have been undertaken to identify and address any potential site-specific environmental effects as summarised in the following sections.

10.3.1. Built Form

As detailed in **Section 3**, this Planning Proposal follows a history of planning proposals that have been submitted by the previous landowners.

Previous Planning Proposals (previous landowner)

The earliest Planning Proposal in 2015 was for a smaller site that did not include 197 & 199 Rocky Point Road. Owing to the constrained size of the site, the proposed supermarket was smaller than a full-line supermarket and there was no provision of a publicly accessible open space.

The key feedback received was the need to amalgamate more sites within the block to reduce overshadowing and other amenity impacts, concentrate a tower form to the north-eastern corner of the block at the corner of Rocky Point Road and Targo Road, and to allow the provision of a publicly accessible plaza.

Following amalgamation of 197 & 199 Rocky Point Road, a revised scheme was submitted for 19 storeys at the corner of Targo Road and Rocky Point Road, a full-line supermarket and a publicly accessible open space fronting Targo Road.

Following further feedback, a revised scheme was submitted with a reduction in height from 19 storeys to 15 storeys and a stepped building form of 6, 8 and 10 storeys to transition in scale to the surrounding sites.

DRP comments to the revised scheme raised issues with the height, lack of integration of the public plaza with the retail strip along Rocky Point Road and the residential surrounds, the depth and width of the square (and the likelihood of noise, privacy and wind issues), and the interface of the built form with the residential uses to the west.

Following this, a further revised scheme was submitted with the following changes:

- a reduction in height from 15 to 13 storeys
- reoriented building layouts to improve the relationship of the proposed square with Rocky Point Road and Targo Road
- shifting of mass and bulk with stepped elements to create a better transition to residential uses to the west
- realigned western façade of the corner building to improve sun access to the square.
- Following feedback received on the above scheme, a further scheme was submitted in September 2019 which reduced the height of the corner building from 13 storeys to 10 storeys. This scheme is shown in **Figure 21** along with the current Planning Proposal scheme for reference.

- **Reduction in building depth** – Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.
- **Deliver a protected and activated public space** – the focal point of the Planning Proposal is a protected and activated publicly accessible open space, with high-quality landscaping, public domain embellishments. The space has been oriented to the north to collect sun, and is protected from the noise and traffic along Rocky Point Road and Ramsgate Road so that it is a pleasant refuge with a distinct sense of place.
- **Remodelled vehicle access and egress** – Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 15** above, access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry).

The service areas will be designed such that all manoeuvring occurs on site, with trucks entering and departing the site in forward direction. On exiting the site, trucks would be directed to turn right onto Targo Road.

The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal.

- **Public benefit offer** – Intersection upgrade works are proposed as part of the public benefit offer, which will improve the traffic flow on the local road network compared to the existing. The significant cost associated with the delivery of the upgrades will be borne by the Proponent (and have been addressed as part of the VPA offer to Council). The Planning Proposal will deliver a range of other public benefits including a publicly accessible and activated open space, public domain improvements and landscaping along Targo Road and Rocky Point Road.

Guided by the ongoing consultation with Council, the following updates have been made to the Planning Proposal reference scheme since submission in October 2021.

- **Overall built form height** – the original planning proposal (October 2021) proposed a built form of 9 storeys at the corner of Targo Road and Rocky Point Road. In response to feedback from WSP and Council in relation to bulk and scale, this has been further reduced from 9 storeys to 8 storeys.
- **Street wall height** – the original planning proposal (October 2021) proposed a street wall height of 6 storeys along Rocky Point Road. In response to WSP's feedback, the majority of the street wall height has been reduced to 4 storeys whilst maintaining a section of the 6 storey street wall at the corner to Targo and Rocky Point Road to align with the neighbouring building. The draft site-specific DCP has been updated to reflect this change in street wall height.
- **Widened through-site link** – the pedestrian link entrance from Ramsgate Road has been widened from 4.1 m to 6 m to improve sight lines to the publicly accessible open space. The draft site-specific DCP has been updated to reflect this change in design of the through-site link.
- **Improved solar access to plaza** – the width of the publicly accessible open space has been widened from 15.3 m to 16.8 m to increase the amount of space receiving 2 or more hours of solar access from 38% to 50% in mid-winter. This requirement has been included in the draft site specific DCP to ensure future development provides a publicly accessible open space with excellent amenity.
- **Future access to neighbouring site (201-209 Rocky Point Road)** – the reference scheme has been updated to provide a 6 m wide opening (from 4.1 m) by setting back the corner retail facing Ramsgate Road. Vehicle access way to the neighbouring site will be clearly demarcated with bollards and will include a portion of the subject site to accommodate turning circles. This will ensure access is enabled to both MRVs and council waste collection vehicles to the neighbouring site at 201-209 Rocky Point Road, while still providing clear and legible pedestrian access to the site via the through site link. A future easement to ensure the provision of the pedestrian/vehicle shared way if and when the neighbouring property is redeveloped has been addressed as part of the draft VPA letter of offer that accompanies this planning proposal.

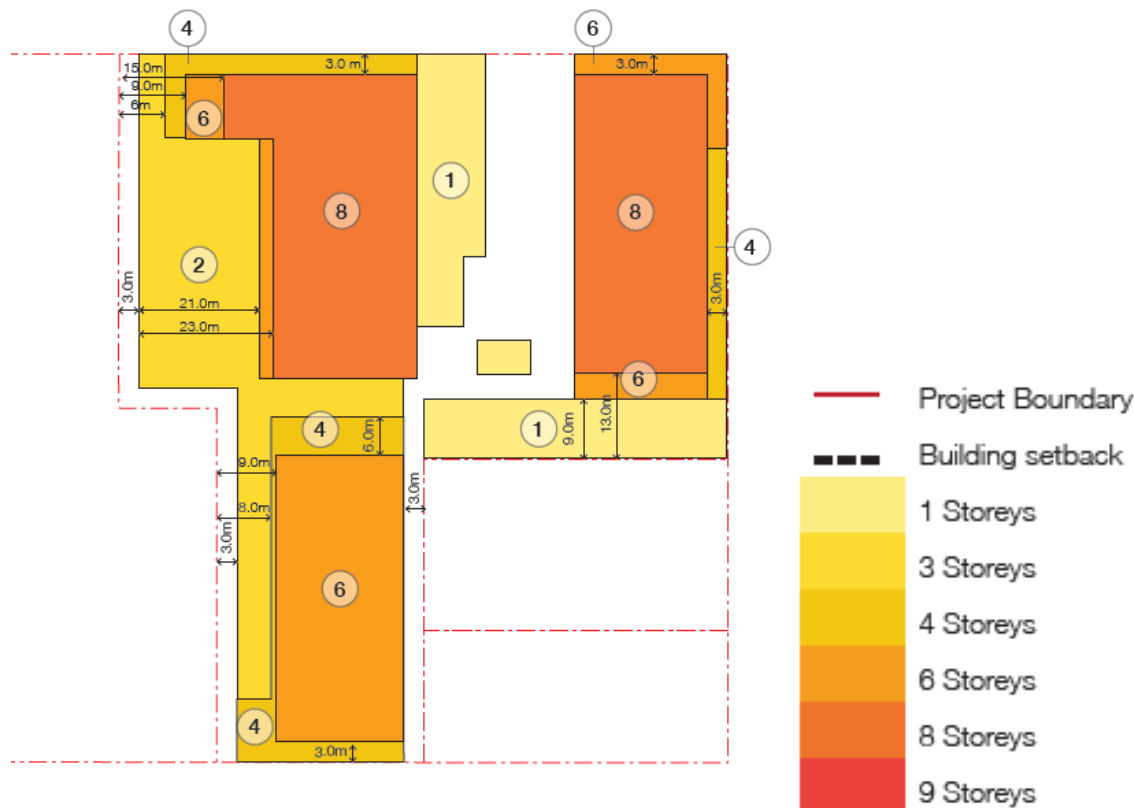
- **Western boundary setback** – the western boundary setback has been increased from 1.5 m to 3 m to provide a more significant buffer between the site and the neighbouring uses to the west of the site. The draft site-specific DCP has been updated to reflect the increased setback along the western boundary.
- **Deeper soil planting and green roof areas** - Substantial planting soil volumes to be accommodated along the western boundary setback for significant vegetation to provide an additional buffer between the sites. Extensive green roof areas have been included. The provision requirements for landscaped areas have been revised within draft site-specific DCP to ensure future development provides planting as shown in the updated reference scheme.
- **Upper storey setback to building A (corner of Targo Road and Rocky Point Road)** – The top two levels of Building A have been amended to be set back by 2m from to significantly reduce its impact on the street-scape. This setback reduces the majority of visual bulk of the top level from the street so it is not apparent when viewed from street level. The draft site-specific DCP has been updated to reflect this change in the upper storey setback to Building A.
- **Street wall height of Building B along Targo Road to the west of the through-site link** - has been reduced to 4 storeys to further reflect the transition in scale between the site and the neighbouring development to the west of the site along Targo Road. The draft site-specific DCP has been updated to reflect this change in the street wall height of Building B.

The sections below detail how the key moves will minimise adverse environmental impacts and enhance the site and surrounds.

Building heights, transition, and interface with neighbours

As shown in **Figure 22** below and as detailed in the Urban Design Report at **Appendix A**, the built form on the site has been stepped away from the neighbouring sensitive users to the west and south with generous upper storey setbacks. The tallest element of the built form (Building A) is located at the corner of Targo Road and Rocky Point Road, and will serve as an identifier to the site with its supermarket anchor, specialty retail offering and the publicly accessible open space.

Figure 22 – Site setbacks



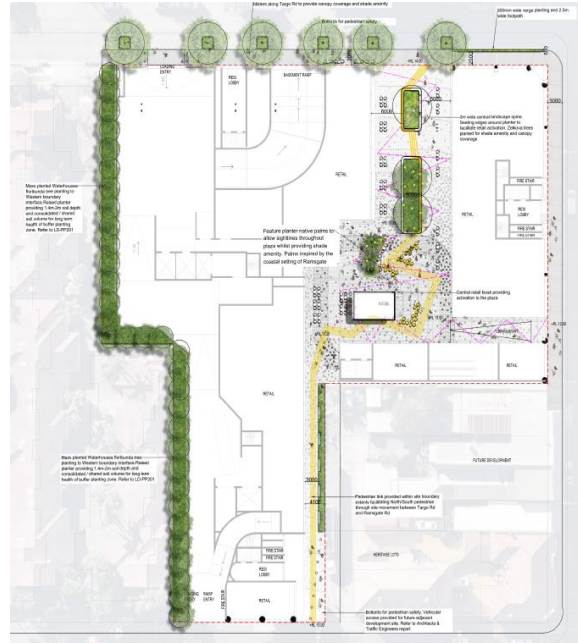
(Source: SJB Architects)

As shown in **Figure 23** below, the reference scheme includes extensive landscaping on the site, including a vegetation buffer along the western boundary of the site to protect the amenity of the neighbouring residential uses. This vegetation buffer has been included in response to feedback received the LPP and the Sydney South Planning Panel in relation to the previous Planning Proposal, which did not include a vegetation buffer.

Figure 23 – Proposed Landscaping (ground level)



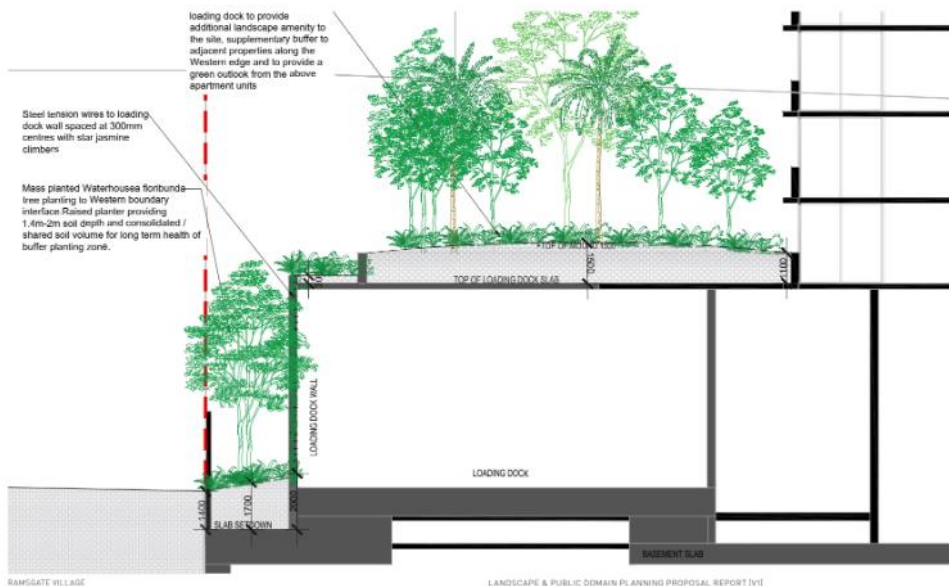
Picture 9 – Previous Planning Proposal scheme – ground level landscaping



Picture 10 – Planning Proposal scheme (June 2022) – ground level landscaping including 3 m vegetation buffer at western boundary

Based on further post-lodgement feedback, the vegetation buffer setback has been increased from 1.5 m to 3 m along the western boundary and will enable planters providing 1.4-2 m soil depth and consolidated/shared soil volume for long term health of buffer planting. Additional planting, as shown in **Figure 24** below and included as a requirement within the draft site-specific DCP will ensure future development provides adequate visual separation and amenity to the neighbouring uses.

Figure 24 – Detailed section of the western boundary interface



Bulk and scale

A key feature of the Planning Proposal is the introduction of the full-line supermarket below street level as an anchor tenant to meet an identified demand for this facility in the local area.

A significant proportion of the GFA (and consequently FSR) on the site will relate to the below ground supermarket (0.84:1), with above-ground built form accounting for an FSR of only 2.72:1. By locating the supermarket below street level, the Planning Proposal will open up the ground plane for a community heart space in the form of a landscaped publicly accessible open space.

Figure 25 – Bulk and scale comparison of previous scheme (left) and current scheme (June 2022) (right)



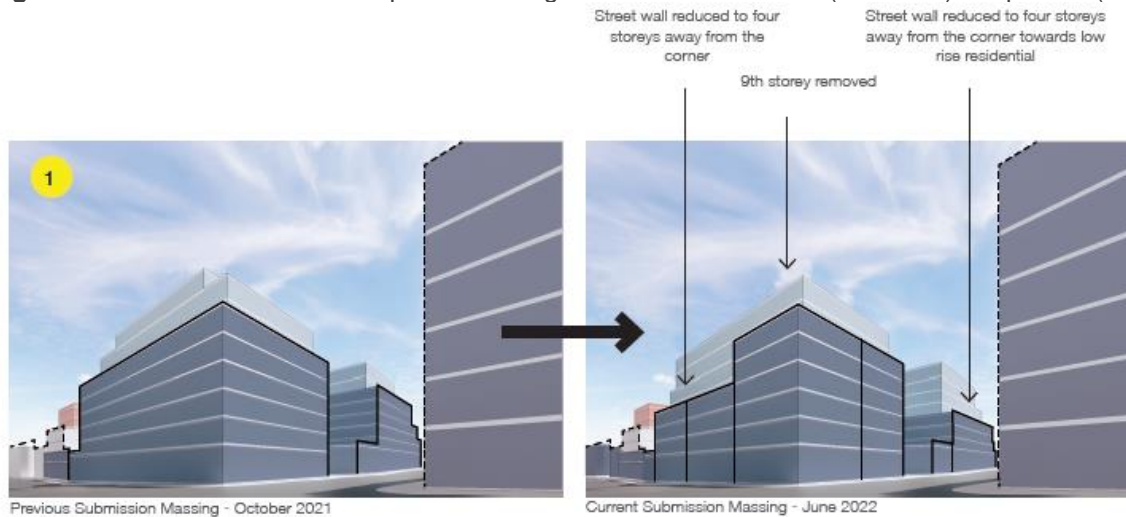
As shown in **Figure 21** further above and **Figure 25** above, compared to the previous planning proposal scheme submitted by the previous landowner, the current planning proposal scheme provides a significantly more modulated built form outcome with setbacks above street walls and upper level setbacks to Rocky Point Road and sensitive neighbours to the south and west of the site.

Since submission of the planning proposal in October 2021 and receipt of post-lodgement feedback, key moves that have been made to address concerns regarding bulk and scale include:

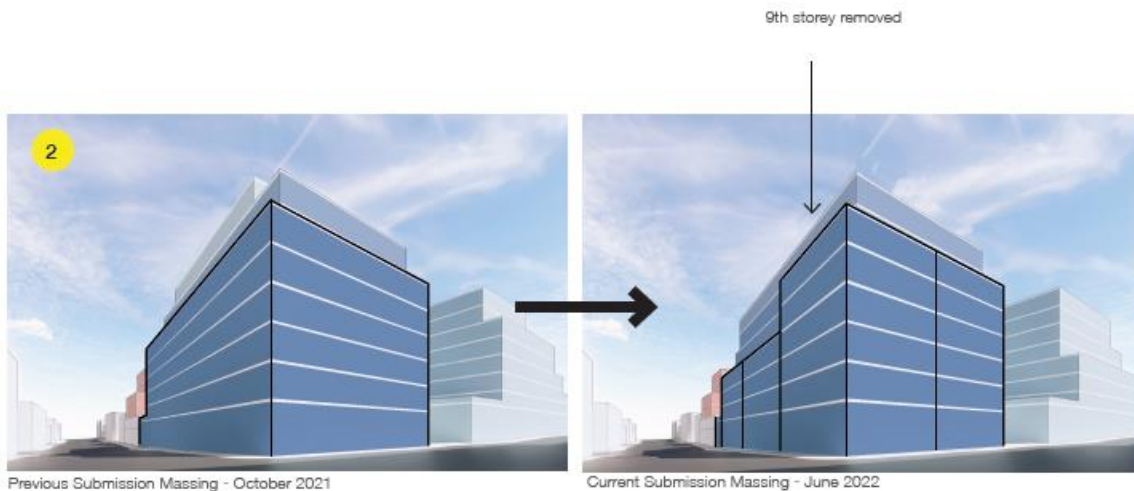
- Setting back by 2 metres the upper 2 levels of Building A fronting Rocky Point Road and Targo Road
- Reducing the street wall heights along Rocky Point Road and Targo Road from 6 metres to 4 metres to reflect the transition to neighbouring sites (except for a 6-storey street wall at the corner of Rocky Point Road and Targo Road to reflect the scale of the neighbouring development to the north).

As illustrated in **Figure 26**, these key moves will significantly reduce the apparent bulk and scale of the proposal. In particular, the upper level setback on Building A reduces the majority of visual bulk of the top levels from the street so it is not apparent when viewed from street level..

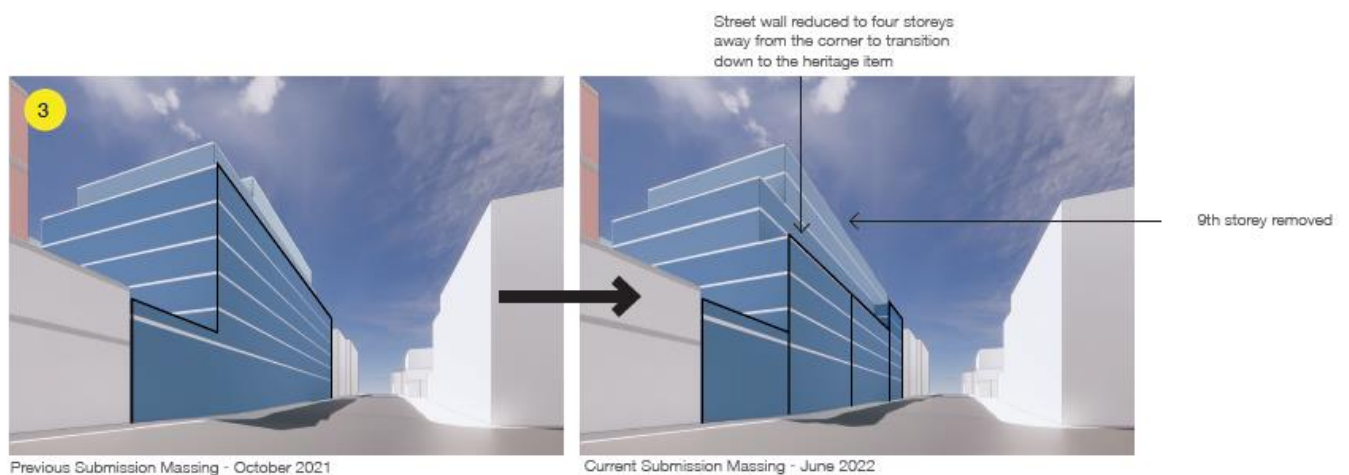
Figure 26 – Bulk and scale - Comparison of original reference scheme (Oct 2021) to updated (June 2022)



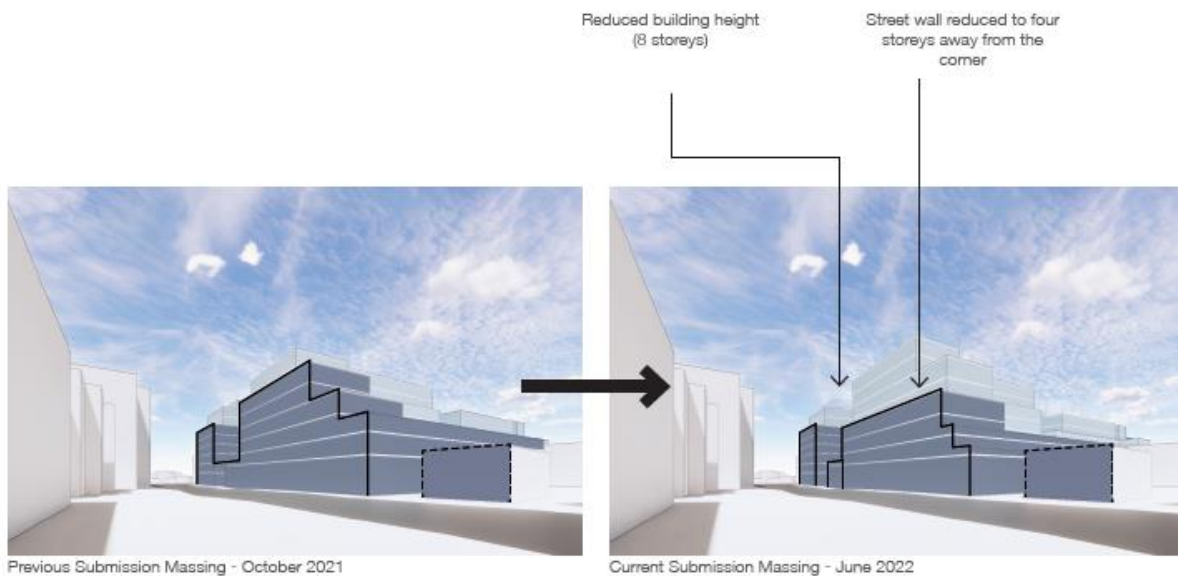
Picture 11 – Rocky Point Road looking south west



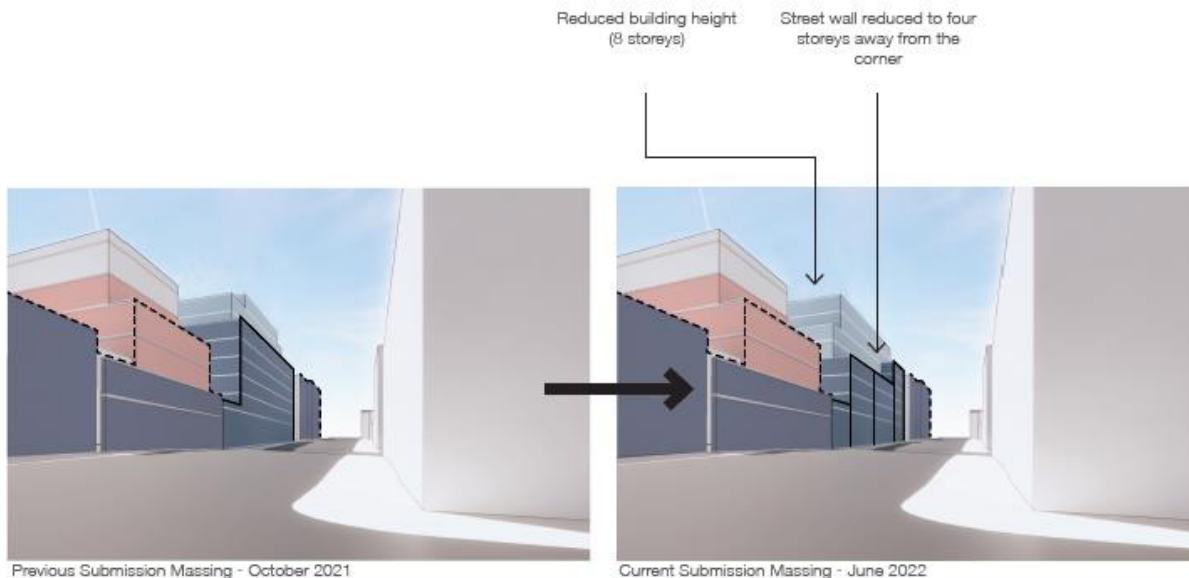
Picture 12 – Rocky Point Road looking south west



Picture 13 – Rocky Point Road looking north west



Picture 14 – Targo Road looking east



Picture 15 – Corner of Rocky Point Road and Ramsgate Road

Streetscape

The Planning Proposal reference scheme includes defined street wall heights at the Targo Road, Rocky Point Road and Ramsgate Road frontages to reflect the scale of the surrounding development and to manage perception of enclosure and bulk and to frame the streets.

As noted above, based on post-lodgement feedback, the street wall heights of reference scheme have been amended.

Along Rocky Point Road, a street wall height of 4-storeys has been included with a corner element of 6-storeys (**Figure 27**), to reflect the neighbouring 6-storey development to the north. The built form along Rocky Point Road steps down to 1-storey at the interface with the adjacent lots to the north of the site.

The street wall along Rocky Point Road will help reduce perceptions of enclosure and bulk and reinforce the emerging character of the Rocky Point Road streetscape in the vicinity.

Figure 27 – Street frontage along Rocky Point Road



A street wall height of 4-storeys has been included along Ramsgate Road (**Figure 28**) to reflect the lower scale of development along this street. A 2-storey visual street wall is also included through the use of materiality to reflect the scale of the adjacent heritage item at 70 Ramsgate Road.

Except for a 6-storey street wall at the corner with Rocky Point Road, the built form along Targo Road includes a 4-storey street wall (**Figure 29**) stepping down to 3-storeys and 1-storey adjacent to the neighbouring residential uses to the west.

Figure 28 – Street frontage along Ramsgate Road

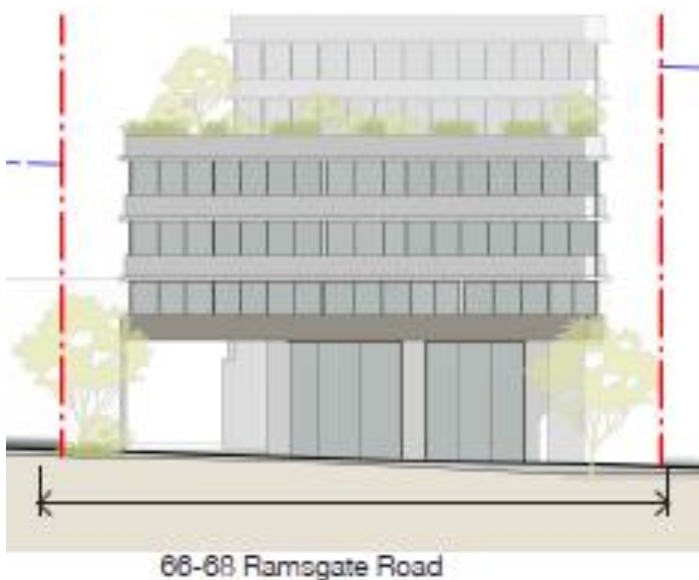


Figure 29 – Street frontage along Targo Road



10.3.2. Site Isolation

Any future redevelopment of the site will need to avoid isolating neighbouring sites and preventing future development on these sites.

As part of the Planning Proposal, a significant number of sites have been amalgamated into a single site. The Planning Proposal site includes amalgamated Lots 2 and 3 as identified in the GRDCP 2021 as well as lots to the west (refer to **Figure 30** below). This means that the Planning Proposal provides an even larger amalgamation of lots that envisaged in Part 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road) of GRDCP 2021 enabling the site to provide a high-quality mixed-use development and deliver a significant public benefit in the form of the publicly accessible open space.

Figure 30 – GRDCP 2021 – Amalgamated Lots compared to Planning Proposal site



Amalgamated Lot 4 does not form part of the Planning Proposal site. A site isolation study has been undertaken, which is provided within SJB's Urban Design Report (**Appendix A**). As demonstrated in the site isolation study, the Planning Proposal will not prejudice the redevelopment of amalgamated Lot 4 based on the current controls applicable to the site (FSR of 2.5:1 and maximum height of 21 m).

In order to ensure the future development on the site does not prevent future redevelopment of amalgamated Lot 4, the Planning Proposal reference scheme provide generous setbacks to ensure adequate building separation as summarised below:

- 9 m setback above ground level from the northern boundary of amalgamated Lot 4;

- 13 m setback above 6 storeys from the northern boundary of amalgamated Lot 4; and
- 3 m setback from the western boundary of amalgamated Lot 4.

As demonstrated in SJB's site isolation study, the Planning Proposal will not hinder the adjacent site's ability to meet ADG solar access requirements.

In terms of vehicle and service access to the remaining lots on the block fronting Rocky Point Road (201-209 Rocky Point Road and 211-219 Rocky Point Road), currently none of the properties have access from Rocky Point Road with access provided by an access laneway from Ramsgate Road as shown in **Figure 31** below.

Figure 31 – Existing laneway access to neighbouring properties



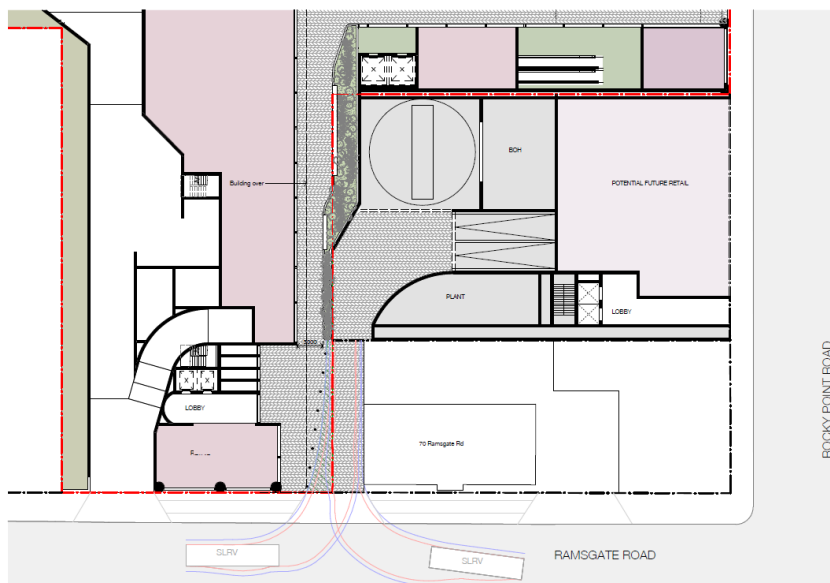
While the Planning Proposal does not include a service lane connecting Targo Road and Ramsgate Road as envisaged in the GRDCP 2021, the planning proposal reference scheme has been designed to ensure unhindered service and vehicle access to future development on this neighbouring site.

The reference scheme has been updated to provide a 6 m wide opening (from 4.1 m) by setting back the corner retail facing Ramsgate Road. Vehicle access way to the neighbouring site will be clearly demarcated with bollards and will include a portion of the subject site to accommodate turning circles. This will ensure access is enabled to both MRVs and council waste collection vehicles to the neighbouring site at 201-209 Rocky Point Road, while still providing clear and legible pedestrian access to the site via the through site link. A future easement to ensure the provision of the pedestrian/vehicle shared way if and when the neighbouring property is redeveloped has been addressed as part of the draft VPA letter of offer that accompanies this planning proposal.

As shown in **Figure 32**, swept path analysis has been undertaken of the potential future development on the neighbouring site to show that:

- while part of the access narrows to one lane for a short distance, there is provision for two cars to pass each other within the access either side of the one lane section with sight lines to each side;
- a 10.5 metre long truck can enter and depart the site in a forward direction (subject to provision of a turntable); and
- a loading area could be provided on the neighbouring site separate to access to a basement car park.

Figure 32 – potential design of the service vehicle access to neighbouring site



Urban Design

Part E3 – Ramsgate Centre of the Kogarah DCP 2013 (KDCP 2013) contained the following density provisions in relation to 183-191 Rocky Point Road and 1A Targo Road (immediately to the north of the site):

“Maximum 2.5:1 as an amalgamated site. In circumstances where it is proposed that a supermarket be provided as part of the development, Council has the discretion to permit additional floor space for the supermarket use that is located in basement areas, as long as they do not project more than 1m above natural ground level.”

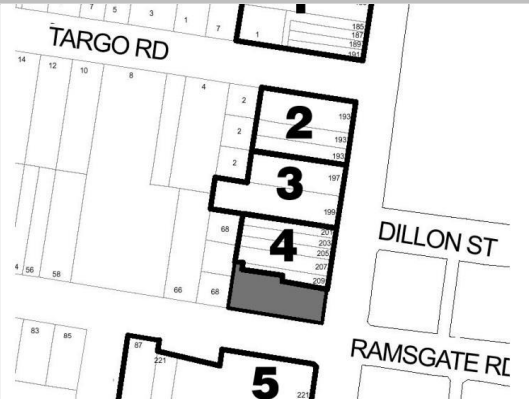
183-191 Rocky Point Road and 1A Targo Road have since been redeveloped as a 6-storey mixed use residential development, with ground floor retail, but no supermarket.

The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road (272:1 vs 2.5:1)

The current DCP that applies to the site is GRDCP 2021. The table below provides an assessment of the Planning Proposal against the relevant provisions of the GRDCP 2021.

Table 20 – Consistency with GRDCP 2021

Georges River DCP 2021 Provision	Comment
Part 7.1.9 Site isolation	As discussed above in Section 10.3.2 , the Planning Proposal will not prejudice the redevelopment of amalgamated Lot 4 based on the current controls applicable to the site (FSR of 2.5:1 and maximum height of 21 m).
Part 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road)	
Amalgamation	<p>As noted above, The Planning Proposal is for a site area that is larger than envisaged by Council as shown in the amalgamation plan under this part (extract below) and includes all of Lots 2 and 3, as well as additional lots.</p> <p>The amalgamation pattern sought as part of the Planning Proposal will enable the delivery of the below ground full-line supermarket as well as a well-proportioned publicly accessible open space while satisfying the intent of the DCP in relation to adequate vehicle and service access.</p>

Georges River DCP 2021 Provision	Comment
	
<p>Temporary Access Ways and Rear Lanes</p>	<p>Rear lanes and/or temporary access ways are not proposed as part of the Planning Proposal. Instead, as envisaged in the DCP, a through-site link will be provided on the site, connecting Targo Road and Ramsgate Road.</p> <p>The Proponent has engaged with TfNSW to develop vehicle access arrangements that will mitigate traffic impacts on the surrounding road network. A substantial amount of parking will be provided on the site as basement parking to ensure adequate provision for the residential and commercial uses on the site, and to minimise off-site parking impacts.</p> <p>No new vehicle/service access is proposed off Rocky Point Road. The redevelopment of the site as part of the Planning Proposal will in fact remove an existing vehicle access (servicing 197 Rocky Point Road).</p> <p>Refer to the Addendum Traffic Report Appendix K for further details on the vehicle and servicing arrangements for the site.</p> <p>For the neighbouring sites fronting Rocky Point Road which are not part of the Planning Proposal (201-209 Rocky Point Road), the current rear lane vehicle and servicing access will not be impacted by the planning proposal. Any future development on 201-209 Rocky Point Road will have the flexibility to maintain rear lane vehicular/servicing access as per current arrangements.</p> <p>The planning proposal will be supported by a site-specific DCP that sets out provisions in relation to the through-site link and vehicle access to capture the planning intent of the GRDCP 2021 as they relate to the site and the rear lane access.</p> <p>By consolidating a significant portion of the block, and providing adequate vehicle/service access and parking to support the redevelopment of the site, the Planning Proposal will allow Council to achieve the intent of the GRDCP 2021 without the requirement for each individual site along Rocky Point Road to redevelop over time and dedicate a portion of the site for the rear lane access (which would likely take several years with no guarantee of success).</p>
<p>Parking and vehicular access</p>	<p>Refer to Section 10.3.4.</p>
<p>Site specific – drainage easement requirements for 197-199 Rocky Point Road</p>	<p>The Planning Proposal envisages a complete redevelopment of the site. The detailed design of the landscaping and public domain will ensure adequate stormwater drainage is provided. This will be a matter for assessment as part of any future DA.</p>

Georges River DCP 2021 Provision	Comment
<p>Section 2.2.2 (Appendix 2) - 211-217 Rocky Point Road</p> <p>Development adjacent to the heritage listed buildings at Nos. 211-217 Rocky Point Road, Ramsgate is to step down to a maximum of two (2) levels to reduce the impact on the heritage listed building</p>	<p>The Planning Proposal site is note directly adjacent to 211-217 Rocky Point Road along Rocky Point Road. However, the built form has been designed to step down to the adjacent site (201-209 Rocky Point Road).</p> <p>Similarly, the Ramsgate Road frontage has been designed to ensure setbacks above street frontage heights to ensure a sensitive interface with the nearby heritage items.</p>

10.3.3. Residential amenity

The Urban Design Report at **Appendix A** provides an assessment of the Planning Proposal reference scheme against the relevant provisions of SEPP 65 and the ADG.

A summary of the key criteria is provided below:

- **Solar access** – the ADG requires 70% of units to achieve a minimum of 2 hours of sunlight between 9 am and 3 pm in midwinter. 89% of the units in the reference scheme will achieve 2 hours of sunlight between 8:45 am – 3 pm, with 72% achieving a minimum of 2 hours of sunlight between 9 am and 3 pm in midwinter.
- **Cross-ventilation** - a total of 108 units (61.3%) will achieve cross ventilation, which is above the minimum requirement of 60%.
- **Building separation** – adequate building separation has been provided between buildings on the site and from neighbouring development in accordance with the ADG requirements. As noted in the Urban Design Report, the reference scheme design will achieve the ADG building separation requirements.

Setbacks have been provided along the western boundary of the site which are significantly more generous than the previous planning proposal. Building separations on the site and with neighbouring development is generally compliant and over-compliant.

As demonstrated in the site isolation study by SJB, Building C provides a 3 m setback to the site's eastern boundary, and any future redevelopment on the neighbouring site will be able to redevelop to its full potential (under current controls) and provide adequate building separation distances as required under the ADG.

Any potential impacts on privacy and acoustic privacy can be addressed at the DA stage through screening and privacy measures.

- **Communal open space** –The proposal envisages communal open space to be provided on the rooftops of buildings A, B and C. Although the area provided in these spaces will fall short of the required 25% communal open space provision under the ADG, the public plaza at ground will act as a significant open space for the residents and the wider community. The provision of the publicly accessible open space on the site will limit opportunities for more traditional areas of communal open space – such as on a podium rooftop.
- **Deep soil** – the ADG notes that achieving the criteria of 15% deep soil on sites greater than 1,500 sqm is not always possible, especially on sites with non-residential uses at ground floor. Accordingly, given the below ground supermarket and basement car parking, no deep soil is provided on the site. Instead 15% of the site area has been provided as significant landscaping with substantial soil depth. The significant landscaped areas are provided with as shown in the Concept Landscape Plan and Public Domain Report at **Appendix E**.
- **Overshadowing** – as shown in the shadow diagrams within the Urban Design Report at **Appendix A**, the building layout on the site has been carefully designed to ensure overshadowing impacts are minimised on the neighbouring residential uses to the west and adjacent lots to the south.

As described within the Urban Design Report at **Appendix A**, SJB has undertaken a study of the shadowing impacts of the proposal on the neighbouring developments to the west. It illustrates that the east facing facades are overshadowed by the development. Those units located further away from the

property boundary still achieve 2 hours of direct sunlight at winter solstice, however those units located closer to the western boundary would be impacted in the morning and would receive less than two hours.

Notwithstanding the above these properties would have been overshadowed by a development on the site built within the permissible envelope. It is worth noting that these units are through units and only those rooms facing eastwards are impacted by the development. Those rooms facing westwards would still receive more than three hours of direct solar access at winter solstice.

10.3.4. Access, parking and traffic

Currently, car parking within Ramsgate centre comprises street parking along Rocky Point Road and along nearby residential streets, and an at grade unrestricted car park on Ramsgate Road with 72 spaces.

Given that the car park is unrestricted, there are high occupancy levels on weekdays, as it is likely being occupied by local workers.

Sufficient car parking is crucial to ensure activate the existing retail strip and attract additional footfall.

The planning proposal will enable adequate car parking provision in accordance with the GRDCP 2021 requirements, which will improve the overall accessibility of the Village Centre and will encourage cross shopping across both the proposed development and existing strip retail facilities.

The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal, including:

- install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and the through movement from The Promenade into Targo Road (the right turn out of The Promenade would remain banned), retain the existing right turn into The Promenade and retain banning the right turn into Targo Road;
- install traffic signals at the intersection of Rocky Point Road/Targo Road. During the Weekday afternoon peak period (3pm to 7pm), the right turn into Targo Road would be banned. All movements would be retained at this intersection at other times. The provision of traffic signals would provide capacity for right turns out of Targo Road;
- remove the existing pedestrian signals on Rocky Point Road (located some 30 metres north of Targo Road). Pedestrian access across Rocky Point Road would be provided at the new signals at Targo Road; and
- removal of parking (total some 10 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) to accommodate the new traffic signals at Targo Road. This loss of parking will be mitigated by the below ground retail parking to be provided on the site.

Following submission of the Planning Proposal in October 2021, extensive engagement has been undertaken with council and TfNSW to discuss and address issues relating to traffic. The traffic matters raised by Council were set out in a letter by WSP on behalf of Council dated 18 March 2022. The traffic matters raised by TfNSW were set out in its letter dated 1 February 2022. These traffic matters were discussed in a meeting with both authorities on 4 March 2022. Refer to the Addendum Traffic Report at **Appendix K** for further details.

To address the matters raised by Council and TfNSW an updated traffic assessment (including new traffic counts) has been undertaken. The SIDRA network modelling has been updated to include the recommendations by TfNSW.

Refer to the Addendum Traffic Report at **Appendix K** for further details.

The Proponent intends to address the intersection upgrade works as part of a VPA to be discussed with Council.

10.3.5. Contamination

Given the continued use of the site for low impact commercial premises and residential purposes, it is unlikely to have seen any contaminating activities. The Planning Proposal seeks to amend the land use zoning from R4 High Density Residential to B2 Local Centre (i.e. a less sensitive land use).

Therefore, a contamination assessment is considered unnecessary at this stage. A Phase 1 Assessment is anticipated to support any future development application.

Q9. *Has the planning proposal adequately addressed any social and economic effects?*

10.3.6. Heritage impacts

A Heritage Impact Assessment has been undertaken to address any likely heritage impacts of the Planning Proposal and the reference scheme.

In terms of design, the HIA concludes that the massing of buildings has been carefully considered and is designed to step up away from the heritage items to diminish the dominance of the buildings over the corner heritage building. The HIA also notes that all existing views to and from the heritage items in the vicinity will be retained and conserved.

The HIA provides the following recommendations:

- The detailed architectural response for a future development should include materials and colours that are sympathetic to the adjacent heritage items.
- That a detailed vibration monitoring protocol for the heritage buildings be included in any Construction Management Plan for the site. It is to be prepared and implemented by a suitably qualified structural engineer.

The HIA concludes that the Planning Proposal is acceptable in heritage terms based on the Reference Scheme for the Ramsgate Village development and assessment of any potential heritage impacts on 'Roma', 70 Ramsgate Road and the 'Shops' located at 211-219 Rocky Point Road.

10.3.7. Economic and Social Impacts

As described in **Section 10.2.6** of the Planning Proposal, the Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.

For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.

Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.

The *Georges River Commercial Economics Study 2019*, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.

The Planning Proposal site area is 6,881 sqm and will enable future development on the site to be anchored by a full-line supermarket. The Planning Proposal provides a place-based approach to activating the Ramsgate centre and allowing it to transition into a crucial local centre as envisaged in the *Georges River Commercial Centres Strategy* and the supporting *Georges River Commercial Economics Study 2019*.

As described in the Economic Strategic Positioning Paper (June 2022) prepared by Urbis at **Appendix H**, the main trade area of Ramsgate is currently undersupplied in terms of supermarket floorspace, relative to local, regional and national benchmarks. The Planning Proposal will help address this undersupply. In addition, the retail impact assessment undertaken by Urbis confirms that the proposed retail uses on the site will not undermine the commercial viability of existing centres.

The SSP & EIA October 2021 highlighted an under provision of supermarket floorspace within the trade area. however, an even greater gap in the market exists for full-line supermarket floorspace. This is

described within the Addendum to Strategic Positioning Paper (Economic) (June 2022) provided at **Appendix L**, which notes that there are currently no full-line supermarkets servicing the trade area, indicating a significant gap in the market. Residents are constrained by only having access to small format supermarkets in the local area and must leave the trade area to complete a full grocery shop. The nearest full-line supermarkets are situated within the Hurstville and Rockdale retail centre.

Additionally, relative to the Metro Sydney and Australian benchmarks, the Georges River and Bayside LGAs are currently undersupplied in full-line supermarket floorspace. Specifically, the Georges River LGA provides 8.5 sq.m of full-line supermarket floorspace per 100 residents, which is 41% lower than the Metro Sydney average and 54% lower than the Australian average. The introduction of a circa 4,100 sq.m full-line supermarket at the subject site equates to approximately 12.7 sq.m of full-line supermarket floorspace per 100 residents by 2025. This would bring the trade area and Georges River LGA closer in line with regional and national benchmarks. This would also address the inadequate supply of full-line supermarket floorspace that currently exists within the trade area.

Small format supermarkets can cater for the top up convenience shopping needs of trade area residents. However, Human Movement Data (HMD) shows that shoppers still leave the trade area to complete their full grocery shop. Full-line supermarkets are able to stock a wider array of grocery items than small format supermarkets. Thereby, a gap in the market exists for this more comprehensive offering within the trade area.

The small format supermarkets currently within the trade area are not an adequate substitute for the comprehensive offering of a full-line supermarket. The absence of a full-line supermarket within the trade area diverts shoppers to seek this beyond the trade area.

The Addendum to Strategic Position Paper (May 2022) also notes that the impacts of the proposed supermarket at the subject site will be distributed across a broad area, rather than a single supermarket or retail centre. This includes supermarkets both inside and outside of the trade area. The impact is not expected to be material enough to undermine the viability of any supermarket that would have otherwise been viable in the absence of the proposed supermarket.

The proposed supermarket is expected to have minimal impact on any one existing supermarket requested by residents of the trade area. This is especially true, given the observed market growth in recent years, as well as future growth, which will increase the market available to all existing operators. In fact, supermarkets within and surrounding the trade area have likely performed highly throughout COVID-19. Retail turnover has traded significantly above pre-pandemic levels since March 2020. As at March 2022, retail turnover was 7% higher than in February 2020, recording \$3.17 billion across NSW. Another consideration of importance is the net effect of a development on the overall role of the centre, and the range of goods and services available to the community. While some supermarkets may experience a transfer of trade, the proposed supermarket will improve the overall range of goods and services available to the community. It will act as an activity generator and anchor that will attract customers to the Ramsgate town centre, benefiting all surrounding businesses.

The Georges River Local Housing Strategy (LHS) sets out the strategic direction for housing in the Georges River LGA over the next 20 years, and identifies the housing demand, gaps and issues as well as establishing housing objectives to manage future growth.

The South District Plan allocates a housing target of 4,800 additional dwellings in the Georges River LGA by 2021. Based on 3,000 dwellings completed from January 2016 to March 2020 (average of 800 dwellings per year), the LHS notes that it will be challenging for Georges River to meet the South District Plan target of 4,800 dwellings for 0-5 years.

To ensure Council delivers an additional 14,000 dwellings by 2036, the LHS states that further work will be conducted in future LEPs to accommodate the shortfall in the 0-5 years and create flexibility for additional take up in the 6-10 year and 10-20 year dwelling targets.

The Planning Proposal is consistent with the LHS because it will help address Georges River Council's forecast shortfall in dwelling supply by providing 1876 residential units across a range of types and sizes. The Planning Proposal will therefore provide greater housing diversity and allow residents to age in place.

In addition, the Planning Proposal will result in a range of other economic and social benefits summarised below. The Planning Proposal will:

- help address Georges River Council's forecast shortfall in dwelling supply;

- provide greater housing diversity and allow residents to age in place;
- enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre;
- support increased job containment within the Georges River LGA;
- contribute 307 direct and indirect jobs during construction and 376 direct and indirect ongoing jobs during operation.
- contribute \$96.1million to the local economy during construction and \$33.6million in each year of operation;
- increase residential uses on the site compared to the existing uses, which will generate additional spending that will support local businesses;
- deliver retail and services that will reduce the need for Georges River LGA residents to leave the LGA each day; and
- deliver high quality retail, services and amenity that are currently lacking in the local area.

10.4. SECTION D – STATE AND COMMONWEALTH INTERESTS

Q10. *Is there adequate public infrastructure for the planning proposal?*

The site is located in an established urban area with adequate urban services to cater for the Planning Proposal. Any upgrading of service facilities such as water, electricity or sewer to cater for the proposed redevelopment can be addressed as part of a future DA.

The site and wider area are serviced by the Princes Highway that links to greater Sydney. Public transport connections to the precinct are provided by local bus routes along major roads and local streets. There are no train stations in the immediate vicinity of the site, with the nearest stations being Carlton Station (2 km to the north west) and Kogarah Station (2.3 km to the north west). However, the site is well connected to the road network and there are multiple bus stops in the immediate vicinity of the site which provide easy access to the wider area.

The Planning Proposal will have enhance the regional open space and green network by introducing a new publicly accessible open space into the local area.

The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal, including:

- install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and the through movement from The Promenade into Targo Road (the right turn out of The Promenade would remain banned), retain the existing right turn into The Promenade and retain banning the right turn into Targo Road;
- install traffic signals at the intersection of Rocky Point Road/Targo Road. During the Weekday afternoon peak period (3pm to 7pm), the right turn into Targo Road would be banned. All movements would be retained at this intersection at other times. The provision of traffic signals would provide capacity for right turns out of Targo Road;
- remove the existing pedestrian signals on Rocky Point Road (located some 30 metres north of Targo Road). Pedestrian access across Rocky Point Road would be provided at the new signals at Targo Road; and
- removal of parking (total some 10 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) to accommodate the new traffic signals at Targo Road. This loss of parking will be mitigated by the below ground retail parking to be provided on the site.

The Proponent has addressed the intersection upgrade works as part of a draft VPA Letter of offer to Council.

Q11. *What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?*

It is anticipated that relevant State and Commonwealth public authorities will be consulted in accordance with the Gateway Determination of the Planning Proposal.

11. PART 4 - MAPPING

Maps have been prepared which show the current and proposed Land Use Zoning, Height and FSR controls for the site (refer to **Figure 6**, **Figure 7** and **Figure 8** in **Section 9**). The proposed maps are consistent with the intended outcomes for the Planning Proposal as identified in **Section 8**.

12. PART 5 - COMMUNITY CONSULTATION

12.1. PRE-LODGEEMENT COMMUNITY ENGAGEMENT

As part of the pre-lodgement community engagement, and as detailed in the Community Outcomes Report at **Appendix G**, Urbis has undertaken a telephone survey (16-21 June 2021), focus groups (22 July 2021) and a Community Information Session (29 September 2021).

The community feedback has informed the development of the Planning Proposal in several aspects, including:

- Traffic and parking measures have been developed in consultation with TfNSW, and will include adequate car parking on the site to accommodate the development. The Proponent has addressed the intersection upgrade works as part of a draft VPA Letter of offer to Council to improve the traffic flow on the local road network.
- The Planning Proposal will enable the site to offer a range of apartment sizes and types in a well-serviced and well-connected location close to services and amenities.
- The Planning proposal will enable the provision of extensive site wide landscaping, including a high-quality publicly accessible open space with an activated fine-grained retail edge, restaurants, and seating, which will provide a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events.
- The Planning Proposal seeks to enable the redevelopment of the site for buildings between 6, 8 and 9 storeys. The built form has been carefully designed to ensure the built form steps down in height to its neighbours to the west and south. The transition in scale will ensure the visual impact of the proposal is minimised in relation to the adjacent development. The Planning Proposal scheme includes street walls to the frontages along Rocky Point Road, Targo Road and Ramsgate Road to reflect the scale of the existing development.

12.2. PUBLIC CONSULTATION

Section 3.34 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination.

The Planning Proposal will be required to be publicly exhibited. It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the Georges River Council website.
- Written correspondence to adjoining and surrounding landowners.

As part of the public consultation process, the Proponent will review all submissions, discuss with Council and DPE as required, and provide a response to submission during the assessment of the Planning Proposal.

13. PROJECT TIMELINE

The following table sets out the anticipated project timeline in accordance with the DPIE guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPIE.

Table 21 – Indicative Project timeline

Process	Indicative Timeframe
Planning Proposal submitted to Georges River Council	October 2021
Consideration by Georges River Council, Local Planning Panel meeting, and Council resolution for Planning Proposal to be submitted to DPIE for Gateway Determination	October 2021 – February 2022
Planning Proposal referred to DPIE for Gateway Determination	June 2022
DPIE issue Gateway Determination	September 2022
Applicant response to matters in Gateway Determination (eg updated reports)	November 2022
Public exhibition and agency consultation	Dates are dependent on Gateway Determination. Anticipated timeframe for public exhibition is 28 days
Post exhibition review of submissions	6 weeks
Submission to DPIE for finalisation	6 weeks
Legal drafting of LEP	March 2023
Gazettal of LEP	June 2023

14. CONCLUSION

The Planning Proposal has been developed through extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community.

By amalgamating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a high-quality mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible open space. The site is strategically located and sized to facilitate the redevelopment, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Council's adopted strategic plans.

Since the original submission in October 2021, the Planning Proposal and the submitted reference scheme have been updated to address feedback received from WSP (engaged by Georges River Council to undertake an independent assessment of the Planning Proposal) and TfNSW. Accordingly, this report has been updated to reflect amendments made to the Planning Proposal and the indicative reference scheme since submission in October 2021.

The Planning Proposal request has prepared in accordance with DPIE guidelines and is considered appropriate for the following reasons:

Strategic Merits

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement. As noted above, the strategic merit of a planning proposal on the site has been endorsed by the SSPP as it would revitalise the local centre consistent with the Sydney Regional Plan and Sydney District Plan.

In addition, the Interim Policy position and the draft Activating our Centres Strategy that Council officers developed to support future development in Ramsgate Centre indicates that the site has strategic merit to warrant an accelerated review of future built form potential on the site ahead of Stage 2 of Council's Centres Strategy.

The Planning Proposal has strategic merit having regard to the following matters:

- The Planning Proposal will revitalise a local centre in accordance with the planning priorities and objectives of the Greater Sydney Region Plan and the South and Eastern City District Plans.
- The Planning Proposal is aligned with the Georges River Local Strategic Planning Statement, which identifies Ramsgate Local Centre as a centre to 'explore Centre expansion for jobs and/or housing'.
- The Planning Proposal is supported by the Georges River Commercial Centres Strategy which identifies Ramsgate for opportunities to grow by more than 15% in commercial floor space to 2036.
- The site is well served by existing and future planned transport infrastructure under the Future Transport Strategy 2056, including being located on an identified corridor for a future train link/mass transit route, and future road or motorway projects.

Following submission of the planning proposal in October 2021, WSP, Council's independent assessment planner noted that the planning proposal has strategic merit as follows:

- The Planning Proposal will revitalise the local centre in accordance with the planning priorities and objectives of the Greater Sydney Region Plan and the South and Eastern City District Plan, specifically:
 - It will support the delivery of a mixed-use development which will enable people to live close to jobs and services.
 - The Proposal includes the provision of publicly accessible open space and high-quality public domain to meet the needs of the community and future residents.
 - The proposed development would increase streetscape activation and social interaction through the provision of a new town square and public open space.
- The Planning Proposal is aligned with the Georges River Local Strategic Planning Statement, which identifies Ramsgate Local Centre as a centre to 'explore Centre expansion for jobs and/or housing'.

- The planning proposal is generally consistent with Council's Local Housing Strategy, where it provides for a range of housing options, in the form of 1, 2 and 3 bedroom apartments.
- The Planning Proposal will offer a range of public benefits including a publicly accessible open space, public domain improvements, and traffic improvements.
- The Planning Proposal is supported by the Georges River Commercial Centres Strategy which identifies Ramsgate for opportunities to grow by more than 15% in commercial floor space to 2036. The Planning Proposal provides a mixed-use development which will activate Ramsgate and allow it to transition into a local centre as envisaged.
- While the site is not located close to major transport links, the Proposal would increase the level of residential development within walking distance of centres with a supermarket, which is a desirable liveability outcome.

Site Specific Merit

The Planning Proposal has been developed through in-depth analysis of the site opportunities and constraints to address the site-specific issues raised by the Local Planning Panel and the SSPP during the assessment of the previous proposal. The Planning Proposal features significant improvements on the previous proposal in terms of building height, bulk and depth, street walls, interface with neighbouring sites, delivery of a protected and activated public space, and a range of public benefits.

The tailored and specific built form provisions proposed as part of the Planning Proposals will provide the incentive FSR to enable the delivery of a full-line supermarket below street level and open up the ground plane for a publicly accessible open space. The additional height, which will equate to 2-3 finished floor levels on the site, will enable the delivery of the publicly accessible open space, ensure adequate building separation and setbacks from neighbouring properties.

The Planning Proposal has site-specific merit having regard to the following matters:

- The Planning Proposal will facilitate the redevelopment of the site that will act as a catalyst for the wider regeneration of the Ramsgate Local Centre.
- The Planning Proposal will enable a built form and urban design outcome of high design quality featuring a transition in scale from the highest point at the corner of Targo Road and Rocky Point Road, and lower elements towards the south and west of the site at the interface with sensitive neighbours.
- The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous Kogarah Development Control Plan 2013, as well as the Interim Policy and draft Activating our Centres Strategy that Council officers previously presented to Councillors, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road. The Planning Proposal seeks to generally align with the Interim Policy that Council officers had put forward for Ramsgate Centre in terms of height, and above ground FSR will be well within the suggested FSR of 3:1.
- The Planning Proposal will address and mitigate the traffic effects on the adjacent road network with the delivery of traffic improvement works that have been developed through engagement with TfNSW. The intersection upgrade works will provide appropriate access to the site from the main road network and minimise traffic flow on local roads, while delivering positive traffic and parking outcomes for the local area. The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.
- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal will enable an increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.
- The Planning Proposal will deliver significant public benefits to the centre including traffic upgrades, through-site links, and public domain improvements along Targo Road and Rocky Point Road.

- The Planning Proposal will not result in unacceptable overshadowing and other amenity or privacy impacts on neighbouring residential properties, and it will enable future development on the site that is capable of satisfying the key ADG criteria for residential amenity.
- The Planning Proposal has been developed through careful analysis of site constraints and opportunities to ensure future development will not impact on the development feasibility of adjoining sites not included within the proposal.
- The Planning Proposal will not result in unacceptable impacts on the neighbouring heritage items.
- The Planning Proposal is supported by a draft site-specific DCP to ensure future redevelopment of the site is designed in accordance with the design excellence and site-specific design principles embodied in the reference scheme that supports the Planning Proposal.

Social and Economic Benefits

The Planning Proposal will result in a range of other economic and social benefits. It will help address the existing undersupply in terms of supermarket floorspace and help address Georges River Council's forecast shortfall in dwelling supply.

The Planning Proposal will enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre, providing greater housing diversity and allowing residents to age in place, while supporting increased job containment within the Georges River LGA, and contributing approximately 307 direct and indirect jobs during construction and around 376 direct and indirect ongoing jobs during operation. It is estimated that the redevelopment of the site enabled by the Planning Proposal would contribute \$96.1 million to the local economy during construction and \$33.6 million in each year of operation.

The main trade area of Ramsgate is currently undersupplied in terms of supermarket floorspace, relative to local, regional and national benchmarks.

An even greater gap in the market exists for full-line supermarket floorspace. There are currently no full-line supermarkets servicing the trade area, indicating a significant gap in the market. Residents are constrained by only having access to small format supermarkets in the local area and must leave the trade area to complete a full grocery shop. The nearest full-line supermarkets are situated within the Hurstville and Rockdale retail centre.

Additionally, relative to the Metro Sydney and Australian benchmarks, the Georges River and Bayside LGAs are currently undersupplied in full-line supermarket floorspace. The introduction of a circa 4,100 sq.m full-line supermarket at the subject site equates to approximately 12.7 sq.m of full-line supermarket floorspace per 100 residents by 2025. This would bring the trade area and Georges River LGA closer in line with regional and national benchmarks. This would also address the inadequate supply of full-line supermarket floorspace that currently exists within the trade area.

The small format supermarkets currently within the trade area are not an adequate substitute for the comprehensive offering of a full-line supermarket. The absence of a full-line supermarket within the trade area diverts shoppers to seek this beyond the trade area.

The impacts of the proposed supermarket at the subject site will be distributed across a broad area, rather than a single supermarket or retail centre. This includes supermarkets both inside and outside of the trade area. The impact is not expected to be material enough to undermine the viability of any supermarket that would have otherwise been viable in the absence of the proposed supermarket.

The proposed supermarket is expected to have minimal impact on any one existing supermarket requested by residents of the trade area. This is especially true, given the observed market growth in recent years, as well as future growth, which will increase the market available to all existing operators. In fact, supermarkets within and surrounding the trade area have likely performed highly throughout COVID-19. Retail turnover has traded significantly above pre-pandemic levels since March 2020. As at March 2022, retail turnover was 7% higher than in February 2020, recording \$3.17 billion across NSW. Another consideration of importance is the net effect of a development on the overall role of the centre, and the range of goods and services available to the community. While some supermarkets may experience a transfer of trade, the proposed supermarket will improve the overall range of goods and services available to the community. It will act as an activity generator and anchor that will attract customers to the Ramsgate town centre, benefiting all surrounding businesses.

The Georges River Local Housing Strategy (LHS) sets out the strategic direction for housing in the Georges River LGA over the next 20 years, and identifies the housing demand, gaps and issues as well as establishing housing objectives to manage future growth.

The South District Plan allocates a housing target of 4,800 additional dwellings in the Georges River LGA by 2021. Based on 3,000 dwellings completed from January 2016 to March 2020 (average of 800 dwellings per year), the LHS notes that it will be challenging for Georges River to meet the South District Plan target of 4,800 dwellings for 0-5 years.

To ensure Council delivers an additional 14,000 dwellings by 2036, the LHS states that further work will be conducted in future LEPs to accommodate the shortfall in the 0-5 years and create flexibility for additional take up in the 6-10 year and 10-20 year dwelling targets.

The Planning Proposal is consistent with the LHS because it will help address Georges River Council's forecast shortfall in dwelling supply by providing 176 residential units across a range of types and sizes. The Planning Proposal will therefore provide greater housing diversity and allow residents to age in place.

Conclusion

As discussed above, the Planning Proposal has responded to the site-specific issues raised by the SSPP in relation to the previous planning proposal. Given the significant strategic and site-specific merits of the Planning Proposal, as well as the many social and economic benefits it has the potential to deliver, it is recommended the Planning Proposal be endorsed by Council to enable a gateway determination by the Department of Planning, Industry and Environment.

15. DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

URBAN DESIGN REPORT

APPENDIX B

DRAFT SITE SPECIFIC DCP

APPENDIX C

SURVEY PLAN

APPENDIX D

TRAFFIC REPORT

APPENDIX E

CONCEPT LANDSCAPE PLAN AND PUBLIC DOMAIN REPORT

APPENDIX F

PLACE VISION DOCUMENT

APPENDIX G

COMMUNITY AND STAKEHOLDER ENGAGEMENT OUTCOMES REPORT

APPENDIX H

STRATEGIC POSITIONING PAPER (ECONOMIC)

APPENDIX I

HERITAGE IMPACT ASSESSMENT

APPENDIX J

CERTIFICATE OF TITLE FOR LOT 301 DP1142822

APPENDIX K

ADDENDUM TRAFFIC REPORT

APPENDIX L

ADDENDUM TO STRATEGIC POSITIONING PAPER (ECONOMIC)

APPENDIX M

WIND CONSULTANT LETTER

APPENDIX N

DRAFT VPA LETTER OF OFFER

