

Planning Proposal

193-201 Rocky Point Road, 66-68 Ramsgate
Road and 2-6 Targo Road, Ramsgate
'Ramsgate Village'

Submitted to Georges River Council
On behalf of Capital Hill Group Pty Ltd

3 September 2019 | 281111



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Executive Summary

This Planning Proposal to amend the Kogarah Local Environmental Plan 2012 (KLEP 2012) has been prepared by Ethos Urban on behalf of Capital Hill Group Pty Ltd and relates to 193-201 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate.

This Planning Proposal seeks to amend the KLEP 2012 planning controls as they apply to the site to allow for a mixed-use development to be known as 'Ramsgate Village', comprising a village square, lower ground and ground floor retail premises, commercial floor space and residential buildings above ranging from six storeys to 10 storeys. It follows the ongoing amalgamation of key lots on a prominent block within Ramsgate to allow for the scale of the proposed project.

The precinct intends to become the focal point and heart of the Ramsgate Centre, anchored by a full-line supermarket and community facilities set around a new high quality public square (refer to **Figure 1**). Based on the indicative development concept (**Appendix A**), the future development will include approximately 197 apartments, 6,847m² GFA of retail and commercial space, within a total of 22,627m² of gross floor area (GFA) and 561 underground carparking spaces. The proponent has a commercial arrangement with Coles supermarkets to be the anchor tenant which intends to provide a catalyst for retail development within Ramsgate.



Figure 1 Proposed public square and development enabled under this Planning Proposal

Source: Turner Architects

The proposed amendments to the built form controls include:

- Rezoning the entire site to B2 Local Centre (from part B2 Local Centre, part R3 Medium Density Residential);
- Increasing the Floor Space Ratio control to 3.2:1¹ for the entire site (from part 2.5:1 and part 1.5:1); and
- Increasing the height limit to various heights up to a maximum of 35m (from part 21m and part 15m).

¹ Noting that only 2.5:1 will be above ground.

An initial Planning Proposal was lodged for the site in July 2016. Following feedback from Council, additional sites were amalgamated to form part of the proposal and the built form scheme was revised. Ongoing amendments were made to the original proposal, resulting in a formal withdrawal of that application prior to the lodgement of a revised Planning Proposal in January 2019. Further detailed feedback was provided by Council and the scheme has been revised in light of these comments, with particular regard given to reducing the bulk and scale of the development and otherwise mitigating its impacts on neighbouring landholdings. The updated scheme responds to the feedback from Council, the community and other agencies including RMS.

As per the Department of Planning and Environment's (DPE) '*A Guide to Preparing Planning Proposals*', the Planning Proposal is considered to satisfy the relevant assessment criteria of strategic merit, site specific merit and other relevant matters for consideration outlined below.

Strategic Merit

Strategic merit refers to the consistency of the proposal with state and local strategic planning documents. The site has strategic merit for the following reasons:

- the proposal is aligned with the objectives of the Greater Sydney Region Plan Metropolis of Three Cities (refer to **Section 6.1.1**);
- the site, whilst located away from the annotated centre of Ramsgate on the Eastern City District Plan, is aligned with the planning priorities of the Southern District Plan (refer to **Section 6.1.2**);
- the site is located within the Ramsgate Local Centre as noted in the draft Georges River Local Strategic Planning Statement, whereby Council foresees opportunities to 'explore Centre expansion for jobs and/or housing' within the Centre (refer to **Section 6.1.3**);
- Ramsgate is identified for opportunities to grow by more than 15% in commercial floor space to 2036 under the Georges River Draft Commercial Centres Strategy (refer to **Section 6.1.4**);
- 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 (refer to **Section 6.1.5**);
- the proposal is consistent with the NSW Planning Guidelines for Walking and Cycling (refer to **Section 6.1.6**), Better Placed (refer to **Section 6.1.7**) and Draft Greener Places (refer to **Section 6.1.8**);
- the proposal is consistent with the Ramsgate Centre Masterplan and specific controls of the Kogarah Development Control Plan 2013 (refer to **Section 6.1.9**); and
- the proposal is responsive to changing demographic trends in the area, including via the introduction of additional apartments in the area, including at the former Darrell Lea site (400m to the north), which represent a growing appetite from the market for apartment living and increased demand for local retail.

Site Specific Merit

Site specific merit refers to the characteristics of the Ramsgate Village site that make it appropriate to be rezoned. The site has site specific merit for the following reasons:

- the built form and urban design of the indicative proposal prepared by Turner has been peer reviewed by Architectus and has demonstrated high design quality (refer to **Section 8.1**);
- with regard to visual impact, the proposal is intended to create a visual marker for the public square at Building A, with other buildings appropriately transitioning from lower scale surrounding development to this highest point (refer to **Section 8.2**);
- the proposal does not impact on the development feasibility of adjoining sites not included within the proposal (refer to **Section 8.3**);
- the site has a long history of use for low impact commercial premises and residential purposes and therefore it is unlikely that there have been any contaminating activities conducted on the site (refer to **Section 8.4**);
- the proposal will not result in unacceptable overshadowing impacts on neighbouring residential properties, whilst solar access to the proposed public space is maximised (refer to **Section 8.5**);

- the development concept is capable of achieving the key criteria outlined in the ADG to provide for internal residential amenity (refer to **Section 8.6**);
- the indicative development concept enabled by the Planning Proposal will have an acceptable impact on the heritage items in the vicinity (refer to **Section 8.7**);
- the traffic and parking impacts of the proposed development are expected to be satisfactory subject to modification of the signalised intersection at Rocky Point Road and Ramsgate Road, the relocation of existing signals on Rocky Point Road to its intersection with Targo Road the future signalisation of the intersection at Ramsgate Road with Targo Road (refer to **Section 8.8**);
- the proposal will not result in any unacceptable amenity or privacy impacts on the adjacent residential properties (refer to **Section 8.9**);
- will facilitate redevelopment of the site that will act as a catalyst for the wider regeneration of the centre; and
- will deliver significant public benefits to the centre and local area, including but not limited to:
 - Community Facility;
 - Public Square;
 - Public Wi-fi;
 - Through Site Links / Laneways;
 - Public Domain Improvements and Landscaping;
 - Public Art;
 - Funds for Traffic Improvements; and
 - Assistance with local sporting clubs.

Other Matters for Consideration

The proposal is consistent with other matters for consideration listed in ‘*A Guide to Preparing Planning Proposals*’ in that:

- it is consistent with council’s local strategy in the Ramsgate Centre Masterplan (refer to **Section 6.1.7**);
- it is consistent with applicable State Environmental Planning Policies (refer to **Section 7.2**);
- it is consistent with applicable Ministerial Directions (refer to **Section 7.1.1**);
- there is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal considering the site’s existing urban use;
- other likely environmental effects of the planning proposal have been well considered in **Section 8** with management of these effects proposed if required;
- social and economic effects of the proposal have been addressed in **Section 8.10** and in the Social and Economic Benefits Analysis at **Appendix F**;
- there is adequate public infrastructure except for required road upgrades as detailed in **Section 8.8**, whilst the development is also in proximity to the NSW Government’s commitment to the F6 extension and current detailed design for the Stage 2 extension to Captain Cook Bridge; and
- the views of state and Commonwealth public authorities will be known following the standard period of public consultation in accordance with the Gateway determination.

Conclusion

Considering the significant benefits arising from the proposal in addition to the strategic and site-specific merit, we have no hesitation in recommending that the Planning Proposal proceed through the Gateway to public exhibition.

1.0 Introduction

This report has been prepared by Ethos Urban in support of a Planning Proposal to amend the Kogarah Local Environmental Plan 2012 (KLEP 2012). This report has been prepared on behalf of Capital Hill Group Pty Ltd and relates to 193-201 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate.

The objective of this Planning Proposal is to amend the existing controls in relation to:

- Land Use Zoning;
- Floor Space Ratio; and
- Height of Buildings.

The amended controls are intended to enable a mixed-use precinct to be known as 'Ramsgate Village', comprising a village square, ground floor retail premises, commercial floor space and residential buildings above ranging from four storeys to 10 storeys as illustrated within the Urban Design Report prepared by Turner at **Appendix A**.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment. **Section 6.0** of this report sets out the strategic justification for the Planning Proposal and provides an assessment of the relevant strategic plans, state environmental planning policies, ministerial directions and the environmental, social and economic impacts of the proposed amendment. This report should be read in conjunction with the relevant expert consultant reports appended (see Table of Contents).

1.1 Project Vision

This Planning Proposal is the realisation of a vision for the Ramsgate town centre, which has involved the amalgamation of land within the prominent block of Rocky Point Road, Ramsgate Road and Targo Road, to create a new and clearly defined focal point for the centre. The driving force behind the project is the desire to deliver a full-line supermarket, active retail opportunities and a public plaza which will significantly change the functionality and ability of the centre to serve the community's needs and revitalise the Ramsgate town centre through investment.

In order to deliver the substantial public benefits foreshadowed by the project vision, changes to the planning controls are required, as the planning controls for the site do not anticipate the opportunity provided by this significant amalgamated site of 7,116m². The provision of a public plaza, the delivery of a supermarket, and the provision of substantial retail parking on the site can only feasibly occur through changes to the planning framework for the site.

Other key components of the project vision involve the delivery of new housing in the form of high quality, well designed apartments to respond to evolving local demand, and to deliver an overall project which achieves design excellence, setting a benchmark for future development within the centre.



Figure 2 Proposed development as viewed from Targo Road

Source: Turner Architects



Figure 3 Proposed development as viewed from the public square, including entrance to supermarket

Source: Turner Architects

2.0 Background

2.1 Previous Planning Proposals

This Planning Proposal follows the lodgement of previous versions of the Planning Proposal which were submitted in July 2016 and January 2019 respectively. Details of these lodgements are provided below.

2.1.1 July 2016 Planning Proposal

The lodgement of the initial Planning Proposal occurred in July 2016, which was a proposal applying to a smaller overall site. The concept was prepared and submitted in response to the results of the Ramsgate Centre Study carried out in 2015. The concept proposed at the time did not contemplate the same amount of land to which this proposal applies. That Planning Proposal was prepared prior to the implementation of amendment no. 2 of the KLEP 2012 (also known as the 'New City Plan'). That proposal sought to:

- apply Zone B2 Local Centre to the entire site;
- increase the height of buildings control to 33m (9 storeys) on the northern portion of the site with a transition in height down to 21m in the centre of the site and 15m along the southern portion of the site;
- apply either a floor space ratio of 3.2:1 or alternatively no floor space ratio subject to building envelope provisions; and
- three-dimensional built form defined by building separation and setback requirements.

During the assessment of the proposal, the Draft LEP was gazetted, resulting in uplift on the site (and the current controls contained within the LEP and DCP). However, the uplift granted and accommodated within the current controls cannot feasibly accommodate the development of a full-line supermarket in the town centre. This is one of the primary aims of the project and a clearly stated desire of the community as expressed in feedback received by Council during consultation surrounding the 2015 Centre Study. Of relevance, following that particular consultation, it is noted that Council officers recommended to Council in the finalisation of the KLEP 2012 that either further investigations be undertaken for the site given the proponent's intentions as flagged during the exhibition period, or, that the owner be advised to lodge a Planning Proposal.

It is understood that during the continued assessment of the proposal, feedback was provided to the proponent which requested the consideration of the following:

- amalgamating more sites within the block to reduce overshadowing and other amenity impacts likely to follow from increased heights and density;
- concentrating a tower form to the north-eastern corner of the block (corner of Rocky Point Road and Targo Road) to minimise bulk and scale impacts; and
- allowing the provision of a publicly accessible plaza within the development site to provide a public benefit for patrons of the town centre of Ramsgate, again a stated desire of the community in response to Kogarah Council's 2015 Centre Study.

2.1.2 January 2019 Planning Proposal

Following an extensive period of negotiation required to put in place arrangements to acquire the recommended adjoining parcels, a new Planning Proposal was prepared and submitted to Council in January 2019 responding to the feedback described above. The Planning Proposal included an indicative development concept which would enable a future development of approximately 211 apartments, 7,022m² GFA of retail and commercial space, within a total of 24,224m² of GFA and 553 underground carparking spaces. The development enabled by the lodgement of this Planning Proposal allowed for development ranging from six storeys to 13 storeys.

The Planning Proposal was assessed by Elton Consulting on behalf of Council. Comments made by Elton Consulting and the response by the project team are set out in **Table 1** below.

Table 1 Response to feedback from Elton Consulting/Council following January 2019 Planning Proposal

Issue	
<p><i>The bulk and scale of the development is vastly out of context with its surroundings, with the tallest building in Ramsgate currently standing at 6 storeys. The proposed development, comprising 13 storeys, would be over double this height.</i></p> <p><i>The proposed development would result in increased pressure on existing road network and public transport (bus) services and infrastructure.</i></p> <p><i>The assessment of the strategic merit of the site has resulted in the conclusion that there is no definitive strategic study or report which justifies the need for the Planning Proposal.</i></p>	<p>The development has been reduced in scale in response to these comments to a maximum height of 35m, or 10 storeys. Whilst the tallest component will reach 10 storeys, this will be set back from the main bulk of the building ensuring that it reads from the street as a 9-storey building. An existing 6-storey building is directly across Targo Road from the subject site, allowing for an effective height transition and delivering a built form outcome that is appropriate to its centre location and surrounding context, particularly considering its landmark location next to a proposed new village square.</p> <p>Further information about the revised scheme is presented in the Urban Design Report at Appendix A.</p> <p>The impacts of the proposed development on the existing road network have been assessed in the Traffic Impact Assessment at Appendix E, with a summary presented in Section 8.8. The assessment concludes that the traffic and parking impacts of the proposed development are expected to be satisfactory subject to the future signalisation of the intersection at Rocky Point Road and Ramsgate Road with Targo Road and the modification of signals at the intersection of Ramsgate and Rocky Point Roads.</p> <p>The public transport infrastructure available includes bus services operating every 15-30 minutes during peak periods. The off peak services are half hourly for the two routes (Route 477 and 476) which operate from the bus stop on Rocky Point Road near Ramsgate Road. Should additional bus services be required, this can be negotiated with Transport for NSW up until a future point in time that a train link/mass transit visionary is provided as envisaged under the District Plan.</p> <p>Since the lodgement of the January 2019 Planning Proposal, Georges River Council has released its Draft Local Strategic Planning Statement. Under the draft LSPS, Ramsgate is designated as a 'Local Centre' with opportunities to 'explore Centre expansion for jobs and/or housing'. The new mass transit / train link and F6 extension (Stage 1) identified within the District Plan have been replicated in the LSPS in addition to a road visionary corridor (Central City Strategic Road Corridor).</p> <p>Council has also released its Draft Commercial Centres Strategy, which identifies Ramsgate as a 'Village' in the hierarchy of the current commercial role and development capacity of each centre. This Planning Proposal is consistent with the recommendations of the draft Strategy which notes that:</p> <ul style="list-style-type: none"> • Council should 'consider opportunities for neighbourhood supermarkets in appropriate locations in accordance with the existing and future centres hierarchy', and • B2 Local centres, such as Ramsgate, should allow for neighbourhood supermarkets. <p>Further information is set out in the Strategic Justification for the development set out in Section 6.</p>
<p><i>The 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 such a development.</i></p>	<p>It is noted that rail infrastructure has not been committed by the NSW Government, other than to annotate a future transit link at an unidentified point of time in the future. Notwithstanding, the impacts of the proposed development on the existing road network have been assessed in the Traffic Impact Assessment at Appendix E, with a summary presented in Section 8.8. The assessment concludes that the traffic and parking impacts of the proposed development are expected to be satisfactory subject to the future signalisation of the intersection at Rocky Point Road with Targo Road.</p> <p>The Planning Proposal is also made following public exhibition of the Environmental Impact Statement for the F6 Extension Stage 1 from the New M5 Motorway at Arncliffe to President Avenue at Kogarah. The NSW Government has also committed to detailed design of Stage 2 to Captain Cook Bridge. Stage 2 in particular will have a significant impact in improving capacity and the operation of the local road network.</p>

Issue	
	Therefore, it is considered that the level of road infrastructure is acceptable (pending signalling upgrades) to support the development until a future point in time where rail infrastructure is provided in accordance with the District Plan.
<i>The proposed development would result in significant adverse impacts on the adjoining residential properties and heritage items and therefore cannot be supported in its current form.</i>	<p>The impacts on adjoining residential developments and heritage items have been reassessed following comments received from Elton Consulting, with the following changes made in the revised submission:</p> <ul style="list-style-type: none"> • Building B: <ul style="list-style-type: none"> – Reduction in height of podium component within 12m of western property boundary from five (5) storeys to four (4) storeys, providing a more appropriate transition to 6-8 Targo Road; and – Inclusion of additional landscaping at the roof garden at the property boundary to reduce the privacy impact on adjoining townhouses. • Building C: <ul style="list-style-type: none"> – Additional 3m setback provided for the 1 storey component immediately adjacent to the western property boundary; – Increase in setback for the six (6) storey component from 9m from the site boundary to 14m; and – Inclusion of a transitional four (4) storey component between the one (1) storey podium and six (6) storey + roof garden. <p>Matters in relation to the proximity to the heritage buildings are addressed below.</p>
<i>The Planning Proposal requires a substantial redesign and thus should be withdrawn by the Applicant to enable sufficient time to address the above matters.</i>	Following the receipt of comments by Elton Consulting, the Planning Proposal has undergone a substantial redesign and is now resubmitted to Council to address all issues raised.
<i>The Planning Proposal should not be resubmitted until the completion of the Commercial Centres Strategy. This will ensure that redevelopment of the site is consistent with the strategic planning principles for the local centre.</i>	The draft Commercial Centres Strategy has been released by Georges River Council. The consistency of the Proposal against the draft Strategy is assessed in Section 6.1.4 .
<i>The following matters were made by Council's heritage advisor in relation to heritage:</i>	
<p><i>The proposed tower structure fronting Ramsgate Road does not provide sufficient transition in the scale and has a visually dominating relationship to the adjoining two storey heritage item, with an abrupt transition in height and scale.</i></p> <p><i>The proposal needs to consider greater setbacks to the heritage items to address issues of solar access, amenity and privacy for the occupants of the heritage items.</i></p>	<p>The proposed height of Building A has been reduced from a maximum 13 storey building to maximum ten (10) storeys (reading from the street as a 9 storey building). This transitions down to a seven (7) storey component (reduced from 8 storeys) at the southern end of Building A.</p> <p>Building D, referenced in the Urban Design Report at Appendix A, represents a possible future development of the site at 201-209 Rocky Point Road, between Building A and the heritage buildings. It does not form part of the site proposed for changes in built form controls under this Planning Proposal. Notwithstanding, a potential development up to six (6) storeys is envisaged for this site under the analysis.</p> <p>This proposed reduced height of Building A is intended to address this comment and ensure that the transition in height and scale is appropriate and does not dominate the relationship with the heritage building. There is proposed to be no change to the 21m height control for the heritage item and future development site at Building D, resulting in no change to heritage impact at the direct interface with adjoining development to the north.</p> <p>The separation to the anticipated future development of the site at 201-209 Rocky Point (shown indicatively as Building D) from Building C has been increased from 6.6m to 14.3m to allow for additional solar access to the heritage items. An increased 6m separation is provided between the H1 heritage building and the six (6) storey component of Building D. A 7m separation has been provided between Building C and the two (2) storey heritage building ('H2').</p> <p>Further analysis relating to ensuring adequate solar access to these residential dwellings will be provided at the Development Application stage.</p>

Issue	
<i>The proposal should be sympathetically designed so that it does not result in a loss of amenity to the heritage item, as such a loss of amenity will increase pressure for change to the heritage item, including systemic longer term conservation issues.</i>	A redesign of the scheme has been made in accordance with the comments above. Further analysis relating to ensuring sympathetic design will be provided at Development Application stage. The primary impact on the heritage items will come from any potential future development at 201-209 Rocky Point Road (identified as 'Building D' on the indicative concept plans), which does not form part of the subject site. No changes are proposed to the planning controls for this site. The indicative scheme for the site demonstrates that the proposed heritage buildings can be enhanced by improving the open space an access immediately surrounding the buildings and integrating them within the new public realm.

Accordingly, this proposal has been prepared to incorporate previous feedback provided to Council above. Pre-lodgement consultation has occurred with Council staff on the updated proposal, as discussed below.

2.2 Pre-lodgement Consultation

A pre-lodgement meeting was held with Georges River Council on 21 March 2018. The meeting was informed by an early urban design scheme seeking a 19 storey mixed use development including the following:

- Three (3) levels of basement car parking;
- Supermarket floor space of 4,350m²;
- Retail floor space of 1,555m²;
- Commercial floor space of 935m²; and
- 287 residential apartments.

Council informed the applicant that the site could play a role for the centre and recommended further work be done for Council's future consideration. The following comments were made on the design proposal discussed with Council at that time:

- **Height and scale:** the proposal was considered excessive in regard to the strategic nature of the site, and is incompatible with the surrounding area;
- **Amalgamation:** Council recommended reasonable attempts be made to acquire 203-219 Rocky Point Road, Ramsgate;
- **Traffic and pedestrian access:** A rear laneway should be provided as per the Kogarah Development Control Plan 2013 (KDCP 2013), street activation needs to be improved and further traffic studies are required;
- **Heritage:** The proposal is not sympathetic to two adjacent heritage items and could be improved by adjacent site acquisition and more appropriate built form;
- **Business lands study:** Council recommended that consideration be given to putting the proposal on hold until the completion of a Centres Study which Council is in the early stages of commencing.

Council were also consulted post-lodgement of the January 2019 Planning Proposal. On 20 May 2019, Council were consulted about what revisions to the scheme would be supportable. On this basis, revisions to enable a tower that would be visible up to nine (9) storeys from the streetscape received in-principle support.

Overall, the proposal has been the subject of extensive consultation with Council over a number of years, and has been consistently revised and is now submitted in response to Council's comments. Detailed consideration has been made with regard to Council's and Elton Consulting's comments in **Table 1** and the updated proposal includes amendments that are considered to address the concerns raised.

2.3 Georges River Council Design Review Panel

The proposal has been reviewed by the Georges River Council Design Review Panel (DRP) on two occasions.

On 16 February 2016, the proponent presented a concept scheme to the DRP. This presentation was prior to the lodgement of the original Planning Proposal detailed in **Section 2.1** above.

On 2 August 2018, a revised scheme was presented to the DRP. This scheme included a maximum building of 15 storeys, basement supermarket, village square and rear lane/pedestrian link. The response from the DRP included:

- development of up to 15 storeys was too high and site coverage too dense;
- reference to the proposed train line shown in the 'Town Centre Focus Plan' was questioned as a rationale to provide density;
- the Village Square did not integrate with Rocky Point Road and existing residential;
- the dimensions of the proposed square would create poor amenity for residents (wind, noise, privacy), and the square reads as an entry to the supermarket and retail instead of public space; and
- issues with the transition of proposed heights with existing adjacent 1-2 storey buildings were raised.

Following the feedback from the DRP, the proponent engaged Architectus to inform the design by Turner and prepare a peer review of the scheme which is presented in this Planning Proposal (refer to **Appendix E**). Each of the DRP's comments has been considered and responded to in the revised scheme presented in **Section 4**.

3.0 The Site

3.1 Site Location and Context

The site is located at 193-201 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate. It is located within the Georges River Local Government Area (LGA). The site is on the eastern edge of the LGA being west of Rocky Point Road, with areas east of Rocky Point Road being within the Bayside LGA. Parts of the site (including 66 Ramsgate Road and 4-6 Targo Road) are located across the suburb boundary in Beverley Park.

Ramsgate is located 16km south of the Sydney Central Business District (CBD) and 5km south west of Sydney Airport. It is between Botany Bay (1.1km to the east of the site) and Kogarah Bay (400m to the southwest of the site), near the mouth of the Georges River. Ramsgate is surrounded by the suburbs of Beverley Park, Monterey, Ramsgate Beach, Kogarah, Dolls Point and San Souci.

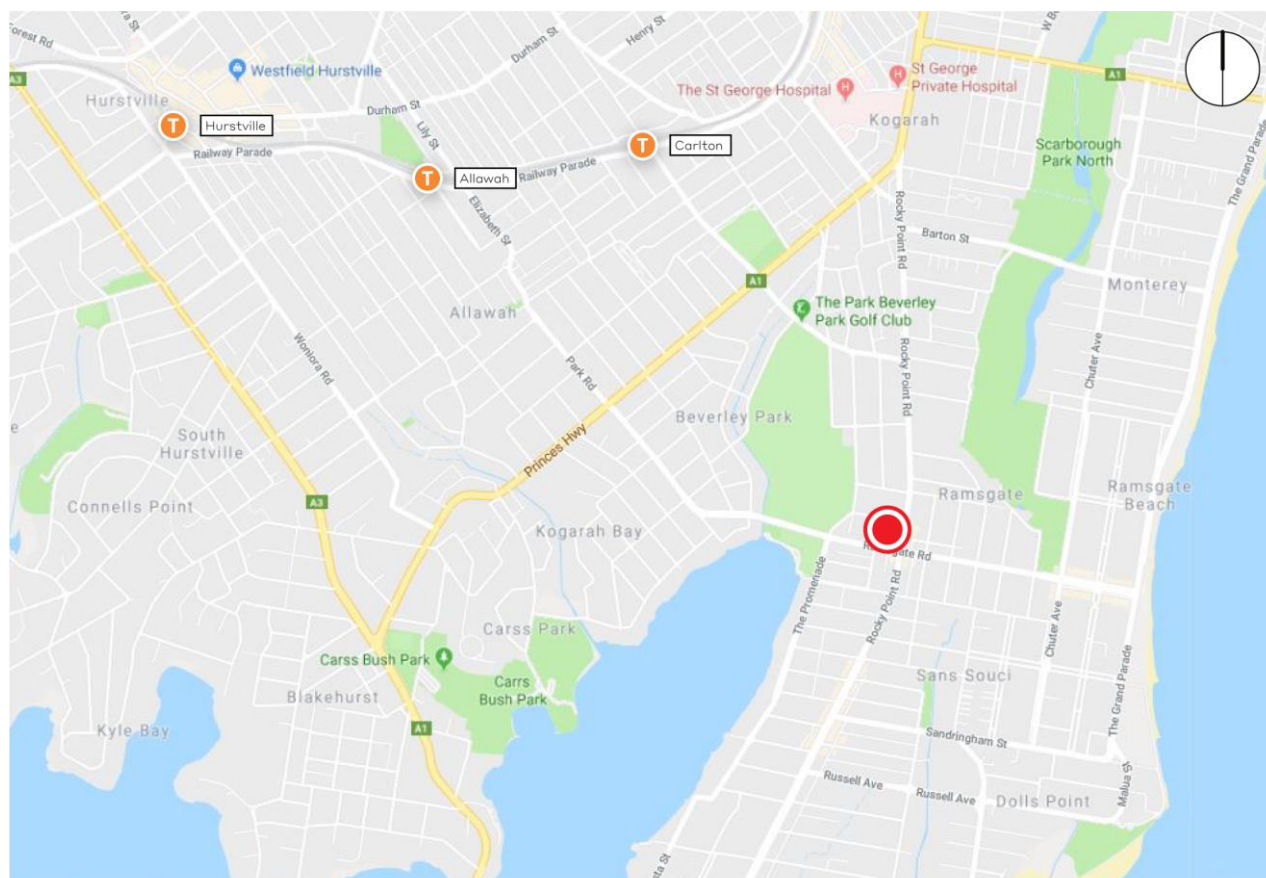
Rocky Point Road is the primary thoroughfare through the suburb, connecting the Princes Highway to the north across the Captain Cook Bridge through to the Sutherland Shire to the south. Rocky Point Road in the centre of Ramsgate is generally comprised of ground floor retail, with various developments above including residential developments up to six storeys.

Ramsgate is surrounded by large recreational areas including Leo Smith Reserve (600m to the east of the site) and the Beverley Park Golf Club (300m to the west of the site).

The closest railway station to the site is Carlton, 2km to the northwest. There are bus stops immediately adjacent the site on both Ramsgate Road and Rocky Point Road which service the following routes:

- 476: Rockdale to Dolls Point (loop service);
- 477: Miranda to Rockdale; and
- 947: Kogarah to Hurstville via Dolls Point.

Refer to the site context at **Figure 4**.



The Site

Figure 4 Site Context

3.2 Site Description

The legal description of the lots on the site under the ownership (or options to own) of the proponent is captured in **Table 2**.

Table 2 Site address, legal description and ownership.

Address	Lot and DP	Ownership
193 Rocky Point Road, Ramsgate	Lot 8 DP653883 Lot A DP311887 Lot B DP311887	Capital Hill Group Pty Ltd
197 Rocky Point Road, Ramsgate	SP83814 Lot 301 DP1142822	Various options to purchase granted to Capital Hill Group Pty Ltd
199 Rocky Point Road, Ramsgate	SP77494	Various options to purchase granted to Capital Hill Group Pty Ltd
201 Rocky Point Road, Ramsgate	Lot 3 DP213885	Currently registering acquisition to Capital Hill Group Pty Ltd
66 Ramsgate Road, Beverley Park	Lot B DP371250	Capital Hill Group Pty Ltd
68 Ramsgate Road, Ramsgate	Lot 12 DP455810 Lot 13 DP455810 Lot 14 DP455810	Capital Hill Group Pty Ltd
2 Targo Road, Ramsgate	Lot 1 DP133817 Lot 2 DP133817 Lot 1 DP970852	Capital Hill Group Pty Ltd
4 Targo Road, Beverley Park	Lot B DP347589	Capital Hill Group Pty Ltd
6 Targo Road, Beverley Park	Lot A DP347589	G & J Paffas with option to purchase granted to Capital Hill Group Pty Ltd

The site has an area of approximately 7,116m² and has street frontages of:

- 65m to Rocky Point Road;
- 90m to Targo Road; and
- 30m to Ramsgate Road.

The site is irregular in shape, as it does not include properties at 203-219 Rocky Point Road, which complete land bounded by the site to the corner of Rocky Point Road and Ramsgate Road. The site is generally flat with a very slight decline running from west to east. A survey plan is located at **Appendix B**. An aerial photo of the site (site plan) is shown at **Figure 5**.



Figure 5 **Site Plan**

3.3 Existing Development

Along Rocky Point Road, the site is currently occupied by ground floor retail tenancies. At 197 Rocky Point Road, three storeys of residential development sit above the ground floor retail. 2-6 Targo Road is occupied by three separate detached residential dwellings, each at two storeys. 66-68 Targo Road is occupied by two separate detached residential dwellings, each at one storey. 211-219 and 70 Ramsgate Road are heritage listed residential buildings as listed below.

3.4 Heritage

There are no heritage items listed on the site. However, there are two heritage items located at 211-219 Rocky Point Road and 70 Ramsgate Road which are part of the properties which complete land bounded by the site to the corner of Rocky Point Road and Ramsgate Road. These items are listed as being of local heritage significance under the KLEP 2012:

- I145: Residential flat building, “Roma”, 70 Ramsgate Road; and
- I146: Shops, 211-219 Rocky Point Road.

3.5 Site Contamination

The site has a long history of use for low impact commercial premises and residential purposes. It is unlikely that there have been any contaminating activities conducted on the site. As this application seeks to apply a local centre zone to that part of the site currently zoned residential, the nature and character of the most sensitive land uses is not proposed to intensify. Therefore, a contamination assessment is considered unnecessary at this stage. A Phase 1 Assessment is anticipated to support any future development application.

The site is identified as being within 100m of land in Class 5 Acid Sulfate Soils category and is within 400m of land in Class 2 (being land near the foreshore of Kogarah Bay). This Planning Proposal does not seek to change the LEP provisions regarding Acid Sulfate Soils. Therefore, no investigations regarding acid sulphate soils and groundwater are required for a Planning Proposal. Such matters will be covered by development-specific investigations with any future development application.

3.6 Surrounding Development

Generally, development surrounding the site is characterised by retail and mixed-use development along the north/south alignment of Rocky Point Road, with residential areas further to the east and west. More specifically, the development surrounding the site in each direction is further described below.

North

Across Targo Road to the site’s north, a six-storey mixed-use development occupies the site between the corner of Targo Road and Rocky Point Road and Ramsgate Community Church further to the north. This development is currently the tallest in Ramsgate. The remainder of the block to the north is occupied by detached residential dwellings.



Figure 6 View of six-storey development opposite the site fronting Targo Road and Rocky Point Road

South

Immediately to the south of the site are the properties that comprise the remainder of the block at the corner of Rocky Point Road and Ramsgate Road, being properties at 201-209 Rocky Point Road, and including the heritage items at 211-219 Rocky Point Road and 70 Ramsgate Road. The properties in this remaining segment include one-two storey retail developments and a residential unit block. The two-storey heritage listed residential block at 70 Ramsgate Road has outlooks on all four sides of the building, however, has no verandahs or communal open space.

The block further to the south across Ramsgate Road is primarily comprised of a pub known as the 'Intersection Tavern' with an at-grade carpark and standalone TAB and post office. Retail developments continue along the length of Rocky Point Road, with detached residential buildings behind.



Figure 7 View of buildings which make up the remainder of the block at the corner of Ramsgate Road and Rocky Point Road

East

To the east of the site across Rocky Point Road, retail developments front the western frontage to the road, with detached residential dwellings further to the east. A small number of shop-top housing buildings comprise the western frontage to Rocky Point Road. Land to the east of the site is located in the Bayside LGA.



Figure 8 View of buildings to the east of the site fronting the eastern side of Rocky Point Road

West

To the west of the site are a number of one-two storey semi-detached and detached residential dwellings prior to transitioning to the golf course 300m to the west.



Figure 9 View of residential properties along Targo Road to the west of the site



Figure 10 View of residential properties along Ramsgate Road to the west of the site

3.7 Current Planning Controls

3.7.1 Kogarah Local Environmental Plan 2012

The KLEP 2012 is the primary Environmental Planning Instrument that applies to the site. The existing planning controls that apply to the site are outlined below in **Table 3**.

Table 3 Existing Provisions for the site under KLEP 2012

Provision	Existing (KLEP 2012)
Land Use Zoning	B2 Local Centre: <ul style="list-style-type: none"> • 193-201 Rocky Point Road R3 Medium Density Residential <ul style="list-style-type: none"> • 66-68 Ramsgate Road; and • 2-6 Targo Road
Floor Space Ratio	2.5:1: <ul style="list-style-type: none"> • 193-201 Rocky Point Road 1.5:1: <ul style="list-style-type: none"> • 66-68 Ramsgate Road; and • 2-6 Targo Road
Height of Buildings	21m: <ul style="list-style-type: none"> • 193-201 Rocky Point Road 15m: <ul style="list-style-type: none"> • 66-68 Ramsgate Road; and • 2-6 Targo Road
Heritage	There are no heritage items listed on the site. However, there are two heritage items located at 211-219 Rocky Point Road and 70 Ramsgate Road which are part of the properties which complete land bounded by the site to the corner of Rocky Point Road and Ramsgate Road. These items are listed as being of local heritage significance under the KLEP 2012:

Provision	Existing (KLEP 2012)
	<ul style="list-style-type: none"> • I145: Residential flat building, "Roma", 70 Ramsgate Road; and • I146: Shops, 211-219 Rocky Point Road.
Acid Sulfate Soils	The site is not mapped as being affected by Acid Sulfate Soils.
Flood Planning	The site is not mapped as being in a flood planning area, nor is it mapped as being affected by a 1 in 100 year flood event.
Land Reservation Acquisition	The site is not mapped as being affected by a classified road. However, the southern side of Ramsgate Road between Rocky Point Road and Dalkeith Road is identified as a classified road.

3.7.2 Kogarah Development Control Plan 2013

The KDCP 2013 includes a range of requirements affecting the site in its controls for Ramsgate Centre under Section E3. This includes provisions relating to:

- amalgamation and site isolation requirements;
- general Objectives and Design Principles;
- general Requirements; and
- block controls.

The provisions relating to Ramsgate Centre in the KDCP 2013 were informed by the Ramsgate Centre Master Plan. A detailed analysis of the proposal against the provisions of KDCP 2013 relating to Ramsgate Centre are provided in **Section 6.1.7**.

4.0 Development Concept

The following section outlines the indicative development concept for the site. Further details are provided in the Urban Design Report prepared by Turner (**Appendix A**) and the Landscape Concept Plan prepared by Turf (**Appendix C**).

4.1 Overview

This planning proposal aims to facilitate the future redevelopment of the site to create a focal point for the Ramsgate town centre to be known as 'Ramsgate Village', which is to comprise:

- a publicly accessible village square and through-site link with landscaped elements;
- three mixed-use buildings up to a maximum of 10 storeys;
- ground floor retail including a subterranean supermarket;
- space for community facilities; and
- four (4) levels of basement accommodating the supermarket and underground car parking.

An isometric view of the proposed indicative development concept that accompanies the Planning Proposal is provided in **Figure 11** below. For the purposes of descriptions in this section, the buildings in this figure are labelled 'A, B, C'.

An indicative concept which complies with the planning controls in the KLEP 2012 is shown for the land at 201-209 Rocky Point Road, **but does not form part of the site or proposal**. The indicative concept is shown only to demonstrate the relationship of potential future built form on the site. This potential concept is shown as 'Building D'. Adjoining heritage items (also not in the site area) are labelled Building H1 and H2 respectively.

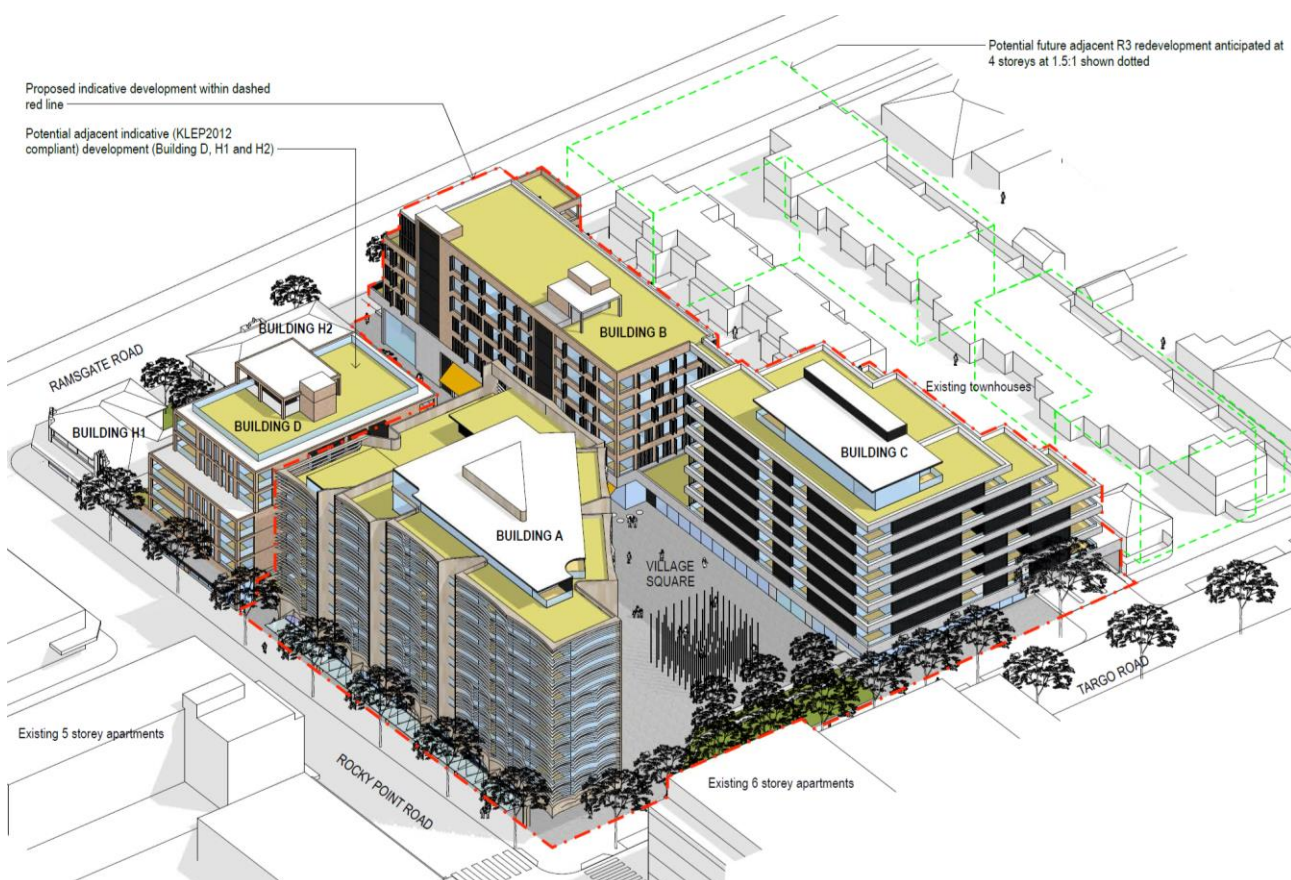


Figure 11 Isometric View of Indicative Development from North East

Source: Turner

A numerical overview of the indicative development concept is provided in **Table 4** below. This table excludes indicative development not included in the subject site (Building D, H1 and H2).

Table 4 Numerical Overview of Development Concept

Component	Development Concept
Site Area	7,116m ²
Maximum overall height (storeys) <ul style="list-style-type: none"> • Building A • Building B • Building C 	<ul style="list-style-type: none"> • 10 storeys • 6 storeys • 8 storeys
Maximum overall height (metres) <ul style="list-style-type: none"> • Building A • Building B • Building C 	<ul style="list-style-type: none"> • 35m • 25m • 25m
Apartments (total) <ul style="list-style-type: none"> • Studio (40m²) • 1 bed (52m²) • 1 bed+ (56m²) • 2 bed (76m²) • 2 bed+ (80m²) • 3 bed (100m²) 	<ul style="list-style-type: none"> • 197 • 0 • 76 • 4 • 91 • 8 • 18
Gross floor Area (total) <ul style="list-style-type: none"> • Residential GFA • Non-Residential GFA 	<ul style="list-style-type: none"> • 22,627m² • 15,780m² • 6,847m²
Floor Space Ratio	3.2:1 (NB: 2.5:1 above ground; 0.7:1 below ground in supermarket and other retail)
Carparking <ul style="list-style-type: none"> • Retail spaces • Residential spaces 	<ul style="list-style-type: none"> • 561 • 304 • 257

4.2 Design Principles

The Indicative Development Concept prepared by Turner (**Appendix A**) is based on the following design principles:

- Create a new clearly defined focal point for Ramsgate town centre;
- Deliver a supermarket to service community needs, supported by specialty retail;
- Activate Rocky Point Road with high quality retail space;
- Provide a civic place that is of a sufficient size and quality to host day markets and other community events and activities which will act as the focal point of a revitalised Ramsgate Town Centre;
- Deliver housing to suit evolving demands;
- Improve the quality of the public domain within the town centre; and
- Deliver a design outcome that catalyses the centres regeneration, but which also recognises and responds to the current and future context of the centre.

The design principles listed above have also been informed by the principles developed by Architectus during their peer review of the scheme (refer to **Appendix E**).

4.3 Built Form and Streetscape

Benchmarking of successful public squares surrounded by mixed use development has informed the proposed built form and streetscape of the indicative scheme, including Lighthouse Dee Why, Stockland Cammeray and St

Margaret's Surry Hills (among others). The key built form elements of the respective buildings are described in further detail below.

Building A

The proposal for Building A includes two distinct elements including a 10-storey northern tower and a 7/8-storey southern component. A communal garden is provided on the rooftop of the 7/8-storey element. At the southern edge of the building, a 1 storey podium 5m in depth is provided at ground level. This design enables the building to transition to the existing development to the south and also to ensure that a 9m setback is provided above the first storey to allow adequate separation distances to any future redevelopment of the southern neighbour.

The two elements wrap around a light well void in the centre of the building that connects down to the first-floor retail. The corner of the site adjacent to the Targo Road / Rocky Point Road intersection has a narrow tower footprint to allow for more sunlight into the village square.

100 residential apartments are provided in Building A between level 1 and level 9. Two specialty retail tenancies are provided at the ground floor, with escalators and a void to the supermarket below. An indicative concept of Building A is shown in **Figure 12** below.



Figure 12 Indicative Concept Design of Building A

Source: Turner

Building B

Under the Indicative Development Concept Building B includes a six (6) storey structure interfacing with the south-western edge of the Village Square. To provide appropriate transition to the residential development to the west, the six (6) storey component reduces to a four storey and one storey component where it abuts the site's western boundary. A 12m separation distance is between the six (6) storey component and the western site boundary. A roof garden is proposed above the sixth floor. A total of 39 residential apartments are provided in Building B between level 1 and level 5

A car park entry is provided off Ramsgate Road, with opportunities for an artwork zone interfacing with the street front as shown in the indicative concept design in **Figure 13** below.

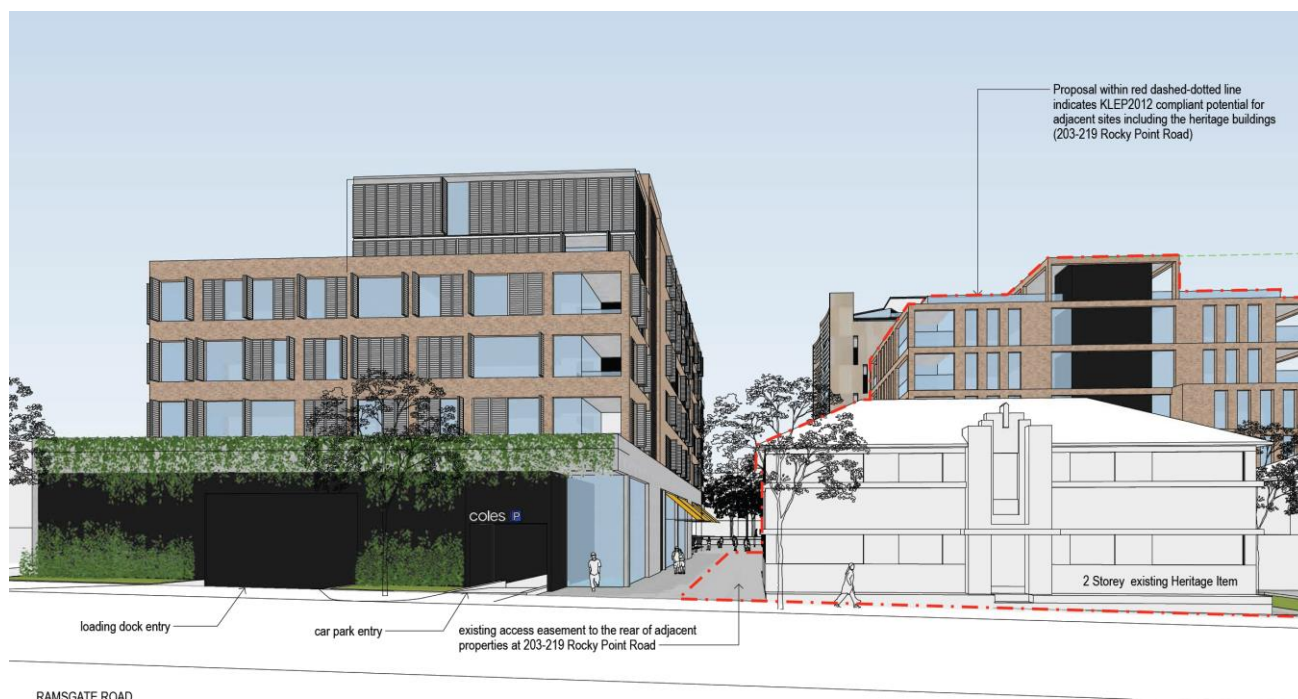


Figure 13 Indicative Concept Design for Building B

Source: Turner

Building C

The Indicative Development Concept Building C incorporates a multi-level building up to eight (8) storeys in height is proposed in the north west corner of the site. The eight (8) storey component transitions down to separate seven (7) storey, six (6) storey, four (4) storey and one (1) storey components up to the site's western boundary. A roof garden is proposed to be provided above the sixth floor.

A total of 58 residential apartments are proposed to be provided in Building C between levels one (1) and seven (7). The indicative concept design of Building C is shown in **Figure 14** below.



Figure 14 Indicative Concept Design for Building C

Source: Turner

4.3.1 Orderly Development of Adjacent Sites

This section illustrates the orderly development that is capable of being constructed on the remaining lots on the block leading to the corner of Rocky Point Road and Ramsgate Road. These sites are not included within the Planning Proposal. Notwithstanding, the indicative development that accompanies the Planning Proposal includes these sites in order to demonstrate that the proposed rezoning and subsequent future development of the subject land will not preclude the future redevelopment of these adjacent sites.

201-209 Rocky Point Road (Indicatively shown as 'Building D')

As demonstrated by the indicative development concept and shown in **Figure 11**, a six storey building with a frontage of 25m to Rocky Point Road could still be achieved on land at 201-209 Rocky Point Road. The Indicative Development Concept illustrates that the possible future redevelopment of the site, identified as Building D, would be able to be designed in a manner that gives suitable consideration to the site's interface with the existing heritage buildings to the south. The height and scale of the building would also ensure an appropriate transition in building mass and height from the proposed ten (10) storey marker building on the corner of Rocky Point Road and Targo Road.

The indicative development concept for this site would result in the provision of two specialty retail stores at ground level and 20 residential apartments between levels 1 to 5. It would also support the creation of the proposed laneway from Rocky Point Road and provide a podium form and awning structure that integrates with and positively responds to the adjacent heritage building at 211-219 Rocky Point Road.



Figure 15 Indicative Concept Design for possible future redevelopment of 201-209 Rocky Point Road

Source: Turner

Building H1 and H2

The heritage significance of the two remaining buildings at the corner of Rocky Point Road and Ramsgate Road has meant that no additional changes to the existing buildings are proposed as part of the indicative development concept.

4.4 Supermarket

A supermarket is proposed to be located wholly within basement level 1. This fully subterranean supermarket will free up the ground plane, allowing the significant opportunity for a public plaza above.

The supermarket will be accessible from ground level through travelators providing access directly from the public plaza, and the car parking levels below. Loading for the supermarket will occur from the proposed loading dock accessed via Ramsgate Road.

The size of the supermarket has been tailored to ensure it is sufficient to act as a suitable anchor for the Ramsgate centre, whilst simultaneously not competing with other higher order centres within the LGA.

4.5 Site Access and Parking

The proposal seeks to significantly increase the pedestrian permeability of the site compared to the existing conditions. The public square will open up directly onto Targo Road and will have through site links connecting to both Rocky Point Road and Ramsgate Road.

Vehicular access to the site is provided at three main entries:

- Targo Road: enter/exit to the basement car parking in the north-west corner of the site;

- Ramsgate Road: left in entry only into the basement car parking adjacent to the service entry at the southern edge of the site;
- Ramsgate Road: left in-left out entry/exit for service vehicles into the loading dock area adjacent to the carpark entrance at the southern edge of the site.

The servicing requirements allow up to four trucks to be aligned adjacently, supported by a turntable which will allow forward in/forward out access to the loading dock.

The proposed car park will allow for 475 car parking spaces, 171 of which are dedicated for non-residential use and the remaining 304 spaces dedicated for residential use.

The proposed development is anticipated to require upgrades to the following intersections:

- Targo Road / Rocky Point Road: New proposed traffic lights (relocated from pedestrian crossing between Rocky Point Road and Hastings Road);
- Rocky Point Road and Ramsgate Road, modification / re-sequencing of existing signals; and
- Targo Road / Ramsgate Road / The Promenade: New proposed traffic lights.

4.6 Public Open Space

A new civic space is proposed at the centre of the redevelopment, the opportunity of which arises as a result of the subterranean supermarket location. The civic space will be irregular in shape with dimensions of 66m by 30m in the central area. Laneway connections will be provided to Rocky Point Road and Ramsgate Road in the eastern and southern connections of the square. The total amount of open space equates to more than 40% of the total site area.

The Landscape Concept Plan (**Appendix C**) prepared for the site currently proposes street trees and a terraced and shaded lawn area on the square's northern edge to Targo Road. A central, vertical art and water play element is proposed within the centre of the square, known as the 'bamboo mist forest'. All edges of the square including the laneways are to include active retail frontages. In event mode, the square is able to cater for pop-up market stalls throughout the centre and provide the setting for a variety of community events and activities.

An indicative photomontage of the public open space is shown in **Figure 16**.



Figure 16 Proposed Public Space

Source: Turner

4.7 Community Facilities and Public Benefits

A preliminary public benefit offer has been prepared by Capital Hill Group and is available at **Appendix H**. The items outlined in the offer equate to a total estimated contribution value of approximately \$29.5 million and include:

- **Community Facility:** the provision of a community facility on the site of approximately 100sqm;
- **Public Square:** the provision of a new publicly accessible open space comprising approximately 2,850sqm of paved and landscaped area for public recreation, events and cultural activities;
- **Public Wi-fi:** the provision of a new publicly available free wi-fi service within Ramsgate Village and the broader Ramsgate Centre;
- **Through Site Link / Laneway:** the provision of an extension to the existing laneway network linking Ramsgate and Targo Roads;
- **Public Domain Improvements and Landscaping:** the provision of paving upgrades to the footpaths surrounding the development, including new street trees, street furniture and public parking bays adjacent to the development on Targo Road;
- **Public Art:** the provision of a public art programme for the Ramsgate Centre to brief, select and commission a variety of public art installations within the centre;
- **Funds for Traffic Improvements:** the provision of funds to create controlled intersections at the Ramsgate and Rocky Point Road intersections with Targo Road proposed in association with the development; and
- **Assistance with local sporting clubs:** the provision of funding to be allocated to local sporting clubs for a period of 5 years post completion of the development.

5.0 Planning Proposal

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment, which requires the following matters to be addressed:

- objectives and intended outcomes of the proposed LEP amendment;
- explanation of provisions;
- justification;
- relationship to strategic planning frameworks;
- environmental, social and economic impact;
- State and Commonwealth interests; and
- community consultation.

The following Section outlines the objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in **Section 6** of this report.

5.1 Objectives and Intended Outcomes

The objective of this Planning Proposal is to seek amendments to the land use zoning, FSR and height of building controls that apply to the site at 193-201 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate, in order to facilitate redevelopment of the site for a future high-quality mixed-use development, incorporating a full line subterranean supermarket, community facilities, speciality retail, basement level parking and a civic plaza to be achieved on site.



A summary of the key objectives raised in this Planning Proposal is provided below:

- allow the site to become the focal point for the Ramsgate town centre through the provision of a new public plaza with suitable solar access and active frontages;
- increase and improve the quality of the retail offer for the area, including through the provision of a full-line supermarket and additional specialty retail;
- increase supply of residential accommodation in the area to meet local housing targets;
- provide public benefits and community infrastructure, including a community space fronting onto the new public plaza and childcare centre;
- increase pedestrian permeability throughout the site by providing through-site links; and
- accommodate car parking below ground.

5.2 Explanation of Provisions

A summary of the existing and proposed provisions of the Planning Proposal are outlined in **Table 5**. These provisions are detailed further below.

Table 5 Existing and Proposed Provisions

Provision	Existing (KLEP 2012)	Proposed
Land Use Zoning	<p>B2 Local Centre:</p> <ul style="list-style-type: none"> 193-201 Rocky Point Road <p>R3 Medium Density Residential</p> <ul style="list-style-type: none"> 66-68 Ramsgate Road; and 2-6 Targo Road 	<p>B2 Local Centre (entire site)</p> 
Floor Space Ratio	<p>2.5:1:</p> <ul style="list-style-type: none"> 193-201 Rocky Point Road <p>1.5:1:</p> <ul style="list-style-type: none"> 66-68 Ramsgate Road; and 2-6 Targo Road 	<p>3.2:1 (entire site)</p> <p>*noting 2.5:1 above ground</p> 
Height of Buildings	<p>21m:</p> <ul style="list-style-type: none"> 193-201 Rocky Point Road <p>15m:</p> <ul style="list-style-type: none"> 66-68 Ramsgate Road; and 2-6 Targo Road 	<p>Variable height limits, including:</p> <ul style="list-style-type: none"> 16m 25m; 29m; 31m; and 35m. 

5.2.1 Land Use Zoning

It is proposed to rezone the site from part B2 Local Centre and part R3 Medium Density Residential to entirely B2 Local Centre. The intent behind this change is to allow the site to meet the objective of becoming the focal point of the Ramsgate town centre. This objective is met through the indicative design by providing an active retail ground floor with residential development above, which cannot be enabled in the R3 zone.

5.2.2 Floor Space Ratio

It is proposed to increase the FSR control for the site from part 2.5:1 and part 1.5:1 to 3.2:1 across the entire site. The proposed increase is required to accommodate the changes in built form envisaged under the indicative scheme. It is noted that the supermarket, which represents a key component of the scheme, will occupy 0.7:1 of the proposed floorspace (meaning that the site will have an FSR of 2.5:1 without the supermarket). Accordingly, and importantly only 2.4:1 of the proposed floorspace will be visible above ground.

5.2.3 Height of Buildings

It is proposed to increase the height of building control for the site from part 15m and part 21m to variable height limits including 16m, 25m, 29m, 31m and 35m. The intent behind the proposed height of building controls is to concentrate height in the north-east corner of the site to minimise impacts on the adjacent neighbours to the west and south. Part of the site is only 1m above the adjoining 15m height limit of the site to the west to ensure an appropriate transition to the neighbouring development. The 35m height limit is intended to allow for the ability to create a landmark building for the town centre, located in the north east of the site.

5.3 Mapping

This Planning Proposal seeks to amend the following maps of the KLEP 2012:

- Land Zoning Map Sheet LZN_007;
- Floor Space Ratio Map FSR_007; and
- Height of Buildings Map Sheet HOB_007.

The proposed maps are shown in the Urban Design Report in **Appendix A** (extracts produced in **Table 5** above)

6.0 Strategic Justification

This section of the Planning Proposal demonstrates the strategic and site-specific merit of the Proposal. It does this by assessing the Proposal against the strategic plans and policies applicable for consideration and explores alternative potential options to deliver on the objectives of the Proposal.

6.1 Alignment with Strategic Plans and Policies

6.1.1 Greater Sydney Region Plan Metropolis of Three Cities

The Greater Sydney Region Plan, released in March 2018, establishes a 40-year vision (up to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of economic, social and environmental matters. At the core of the plan is the 'metropolis of three cities' concept that will transform land use and transport patterns and boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth to all its residents. The plan includes 40 separate objectives to achieve this vision across the following themes:

- Infrastructure and collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The key objectives of the Greater Sydney Region Plan relevant to this Planning Proposal, and how they relate to the proposed development are captured in the table below.

Table 6 Assessment of the Planning Proposal against the objectives of the Greater Sydney Region Plan

Objectives	Proposal
Infrastructure and collaboration	
Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact.	The site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary'. The planning proposal allows for future forecast growth on the site, which aligns with the proposed future infrastructure in the vicinity to align with this objective.
Liveability	
Objective 6: Services and infrastructure to meet communities' changing needs	The planning proposal includes significant public benefits and infrastructure to meet the changing needs of the community, including a large new public space, community facilities and the provision of other services not yet provided in Ramsgate including a full line supermarket.
Objective 7: Communities are healthy, resilient and socially connected	The planning proposal will allow for infrastructure and services to increase the health, resilience and social connection of the local community. It envisages a new public 'heart' of Ramsgate which will allow for social interaction and public events including markets. The indicative development proposal includes medical suites to support the local health needs of the community.
Objective 10: Greater Housing Supply	The indicative development scheme includes 197 residential apartments to meet the housing targets of the LGA under the District Plans.
Objective 11: Housing is more diverse and affordable	The indicative development scheme includes provision for a range of 1, 2 and 3 bed apartments to increase the housing diversity in the local area. A greater supply of housing types will assist in making housing more affordable in the local area. Being co-located with other retail and medical facilities also allows the local areas aging demographic the ability to more easily "age in place" and reduce strain on local health infrastructure.
Objective 12: Great Places that bring people together	Key improvements to the public domain envisaged under this proposal include a major public space, with significant landscaping elements as shown in the Landscape Concept Plan at Appendix C . It is envisaged that this space will bring people together through community events such as markets and everyday use and activation.
Objective 13: Environmental heritage is identified, conserved and enhanced	Whilst there are no heritage items on the subject site, the impact of the planning proposal on adjacent heritage items has been assessed in the Statement of Heritage Impact at Appendix D , and further assessed in Section 8.7 . The assessment concludes that the

Objectives	Proposal
	planning proposal will have an acceptable impact on the heritage significance of the heritage items in the vicinity.
Productivity	
Objective 14: <i>A Metropolis of Three Cities</i> – integrated land use and transport creates walkable and 30-minute cities	The planning proposal intends to enable a mixed use development which will allow residents direct access to retail uses that support everyday living. Notwithstanding the existing bus services available on the site, the site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary' which will further increase the ability of the site to meet this objective.
Objective 22: Investment and business activity in centres	The location of the 'Ramsgate' local centre under the Eastern District Plan is between the existing Ramsgate Beach and Ramsgate Village. The merits of accommodating investment and business activity in Ramsgate Village are articulated in Section 6.1.2 . On this basis in addition to the site specific merits of the proposal, further investment and business activity in Ramsgate will be enabled by this application which will meet this objective.
Sustainability	
Objective 30: Urban tree canopy cover is increased	As demonstrated by the Landscape Concept Plan at Appendix C , an increase in the tree canopy on site is proposed to meet this objective.
Objective 31: Public open space is accessible, protected and enhanced	A significant new public space of a scale not currently existing in Ramsgate is proposed under this Planning Proposal. It connects to all adjacent streets, with surrounding buildings oriented to ensure maximum amenity.
Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths	The site is nearby to parts of the Green Grid corridor identified in the District Plans five blocks to the east. The development ultimately enabled by this Planning Proposal will greatly benefit from access to these linked spaces.

6.1.2 Eastern and Southern City District Plan

The District Plans were formally released in March 2018. They aim to guide the transition of the Districts (Western, Central, Eastern, North and South) within the context of Greater Sydney's three cities to improve social, economic and environmental assets.

The site is located on the immediate boundary of the Eastern and Southern City District. Whilst technically located in the Southern City District, Ramsgate is identified as a local centre under the Eastern City District. Refer to **Figure 17**.

Whilst the site is located within the centre of Ramsgate, the location of the Ramsgate local centre under the Eastern City District Plan is located further to the east, closer to the suburb of Ramsgate Beach. This is despite Ramsgate being a larger retail centre than Ramsgate Beach, and despite the District Plan showing both a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary' being located immediately adjacent to Ramsgate as opposed to Ramsgate Beach.

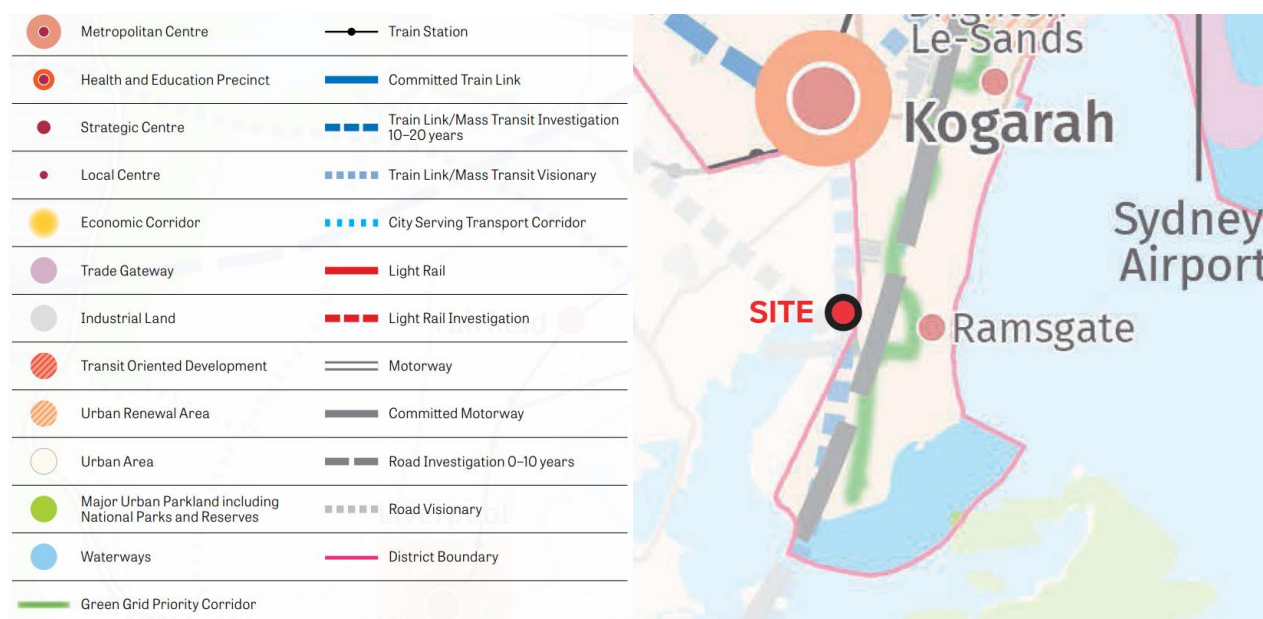


Figure 17 Location of the site outside the boundary of the Eastern City District Plan (outlined in red)

Source: Eastern City District Plan.

The Georges River LGA has a 5-year housing target (2016-2021) of 4,800 dwellings. It is noted that Bayside LGA, which is located immediately across Rocky Point Road, has a 5-year housing target for the same period of 10,150. The 20 year housing target (2016-2036) for the eastern city is 157,500 dwellings, whilst the target for the southern city is 83,500 dwellings. This represents a significant difference between the targets for the districts, however, both are required to house significant increases over the forthcoming period to which the Planning Proposal will contribute to.

Relevant priorities of the South District Plan are assessed in relation to the provisions of the Planning Proposal in Table 7.

Table 7 Assessment of the Planning Proposal against the Planning Priorities in the South District Plan

Planning Priority	Proposal
Infrastructure and collaboration	
S1: Planning for a city supported by infrastructure	The site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary'. The planning proposal allows for future forecast growth on the site, which aligns with the proposed future infrastructure in the vicinity to align with this objective.
Liveability	
S3: Providing services and social infrastructure to meet people's changing needs	The planning proposal includes significant public benefits and infrastructure to meet the changing needs of the community, including a large new public space, community facilities and the provision of other services not yet provided in Ramsgate including a full line supermarket.
S4: Fostering healthy, creative, culturally rich and socially connected communities	The planning proposal will allow for infrastructure and services to increase the health, resilience and social connection of the local community. It envisages a new public 'heart' of Ramsgate which will allow for social interaction and public events including markets. The indicative development proposal includes medical suites to support the local health needs of the community. The co-location of residential, retail and health facilities is particularly attractive to older residents providing access to amenities allowing for "aging in place" and a more diverse range of residents.
S5: Providing housing supply, choice and affordability, with access to jobs, services and public transport	The indicative development scheme includes 197 residential apartments to meet the housing targets of the LGA under the District Plans. The indicative development scheme includes provision for a range of 1, 2 and 3 bed apartments to increase the housing diversity in the local area. A greater supply of housing types will assist in making housing more affordable in the local area.

Planning Priority	Proposal
S6: Creating and renewing great places and local centres, and respecting the District's heritage.	<p>This Planning proposal intends to create a great new place in the centre of Ramsgate. No public plaza of the scale and quality currently proposed to be enabled by this Planning Proposal is currently present within Ramsgate. This place-driven approach is in alignment with the objectives of the District Plan.</p> <p>Whilst there are no heritage items on the subject site, the impact of the planning proposal on adjacent heritage items has been assessed in the Statement of Heritage Impact at Appendix D, and further assessed in Section 8.7. The assessment concludes that the planning proposal will have an acceptable impact on the heritage significance of the heritage items in the vicinity.</p>
Productivity	
S12: Delivering integrated land use and transport planning and a 30-minute city	The planning proposal intends to enable a mixed use development which will allow residents direct access to retail uses that support everyday living. Notwithstanding the existing bus services available on the site, the site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary' which will further increase the ability of the site to meet this objective.
Sustainability	
S3: Increasing urban tree canopy cover and delivering Green Grid connections	As demonstrated by the Landscape Concept Plan at Appendix C , an increase in the tree canopy on site is proposed to meet this objective.
S4: Delivering high quality open space	This Planning proposal intends to create a great new place in the centre of Ramsgate. No public plaza of the scale and quality currently proposed to be enabled by this Planning Proposal is currently present within Ramsgate. This place-driven approach is in alignment with the objectives of the District Plan.

6.1.3 Georges River Draft Local Strategic Planning Statement (LSPS)

The draft LSPS for Georges River has been released for public comment, with submissions to be received up until 7 August 2019. The draft LSPS will guide the land use planning and the delivery of significant infrastructure for the Georges River LGA until 2040.

Discrepancy regarding the location of the Ramsgate centre in the District Plan (refer to **Figure 17**) has been resolved in the draft LSPS, with the document clearly expressing that the centre is located on Rocky Point Road. Ramsgate is designated as a 'Local Centre' with opportunities to 'explore Centre expansion for jobs and/or housing'. The new mass transit / train link and F6 extension (Stage 1) identified within the District Plan have been replicated in the LSPS in addition to a road visionary corridor (Central City Strategic Road Corridor).

The changes proposed under this Planning Proposal will provide early activation of the Ramsgate Local Centre, from where future expansion of jobs and/or housing can be anchored. Whilst the desire of Council to defer any changes within Ramsgate to the LEP 2025 and beyond is noted, the significant public benefits associated with this proposal can be realised within a shorter time period for which discussions about future growth after this period can be based (refer to **Section 6.4** 'Option 3' for further detail).

It is noted that the proponent has gone to great length to amalgamate a large consolidated parcel of land capable of providing a critical mass of retail, commercial and residential uses. This together with the proposed new public square and through site links/laneways will deliver a step change to Ramsgate and catalyse further investment and improvement to the centre, in turn enhancing its ability of the Ramsgate centre to serve the local community. Key to delivering this is the proponent's agreement with a major retail anchor.

Accordingly, while the proposal may be sooner than the proposed 5 year timeframe in the LSPS, it nonetheless provides an outcome that aligns with the strategic intention for the Ramsgate local centre and in this regard should be progressed to take advantage of the opportunity provided by a landowner that has amalgamated such a large landholding and who has arranged for such an important retail tenant to anchor the centre. C.

6.1.4 Georges River Draft Commercial Centres Strategy

The draft Commercial Centres Strategy for Georges River has been prepared to inform the incremental approach to strategic planning throughout the LGA. To do this an audit of all 48 centres in the LGA was undertaken as part of a holistic approach with the intention of harmonising the existing planning frameworks that govern the future development of these centres, and identifying any impediments to the provision of employment floor space to support the growth of local jobs and businesses.

The Strategy has established a hierarchy of centres comprising a six-tiered classification system based on the existing retail floor space provided. The classification considers the number and size of supermarkets and the essential retail and services provided, including:

- **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 large 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 3,000 sqm 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 is identified under the strategy as a 'village'. This is based upon the centres classification system adopted by the report which considers the commercial and retail capacity of the centre and the size of the population it can support, which we note, differs from the classification system of Ramsgate as a 'local centre' under the draft LSPS. Future employment floorspace to 2036 is anticipated to result in an increased demand of an additional 15% or 21,310sqm across the 39 centres with the 'village', 'small village', 'neighbourhood centre' and 'enterprise corridor' classifications, equating to an average of two small specialty stores per centre. However, it is acknowledged that growth will not be distributed equally amongst the 39 centres and Ramsgate is identified as being a suitable location to provide a greater share of employment floorspace than the average 15% increase.

An important observation of the Centres Strategy is the role and function of supermarkets. The report notes that medium-sized to full line supermarkets are increasingly anchoring smaller centres. This would imply that if Council seek to improve Ramsgate's economic role and function as a commercial centre, a supermarket of appropriate scale is required.

This Planning Proposal is consistent with the draft Centres Strategy as the proposed retail is generally consistent with the scale of Ramsgate and its position within the retail hierarchy. Retail proposed under the indicative concept scheme represents growth greater than the average, whilst this is the case this is considered acceptable given the fact that Ramsgate is expected to have a greater share of future retail, and the fact that the proposed employment is commensurate with providing a new focal heart to Ramsgate, centred around an activated public square..

6.1.5 Future Transport Strategy 2056

Future Transport 2056 (2018) is the overarching strategy guiding the NSW Government's 40-year vision for the transport system to be an enabler of economic and social activity, and to contribute to positive long term economic, social and environmental outcomes.

The Strategy builds on the fundamental improvements to the transport system resulting from the NSW Long Term Masterplan 2012, including Sydney Metro, and seeks to incorporate rapidly evolving technology and new service models to support a modern, innovative transport system that serves the community and economy well into the 21st century. Importantly, the Strategy seeks to align strategic transport policy with planning policy with the intention of aligning future strategic locations for new development near transport.

The site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary' under the Greater Sydney Region Plan and District Plans (refer to **Figure 17**). In the longer term, development of the site is planned to align with the provision of future transport infrastructure. The proposed development of the site which will be enabled by the Planning Proposal is appropriate for the interim period between the present day and the eventual delivery of the transport infrastructure as:

- the site is adequately supported by existing bus services as detailed in **Section 3.1**;
- the proposal will support the interim growth of Ramsgate by providing services that are in demand currently, including a supermarket; and
- the proposal will provide significant public benefits including a large open space and community facilities, which will support the ongoing growth of the centre.

6.1.6 NSW Planning Guidelines for Walking and Cycling

The NSW Planning Guidelines for Walking and Cycling assist land-use planners and urban professionals in encouraging opportunities for walking and cycling when planning and assessing development. The vision for Ramsgate Village is consistent with the Guidelines for the following reasons:

- it will provide for increased quality and quantity of public realm through the provision of a car-free public plaza encouraging pedestrian activity;
- it will capitalise on existing bus public transport availability and be well-positioned for long-term visionary mass transit projects; and
- all car parking will be provided underground, reducing any conflict with pedestrians or cyclists at street level.

6.1.7 Better Placed: An Integrated Design Policy for Built Environment of NSW

Better Placed was released in September 2017, as a strategic document to guide the future of urban environmental planning such that it works towards the creation of better designed places throughout NSW. Better Placed comprises seven key objectives, which are considered at **Table 8** below.

Table 8 Alignment with Better Placed

Objective	Comment
Objective 1 – Better Fit Contextual, local and of its place	Ramsgate Village has been strongly influenced by its context, ensuring that various constraints and opportunities provided by the site's surroundings are adequately responded to in the proposed planning controls. Ways in which the planning proposal does this include: <ul style="list-style-type: none"> • transitioning appropriately to neighbouring residential areas and heritage items; • orienting the public space to ensure maximum solar access and amenity; and • respecting neighbouring items of environmental heritage.
Objective 2 – Better Performance Sustainable, adaptable and durable	This Planning Proposal seeks amendments to the KLEP 2012. Matters relating to better performance are more a matter for the development application stage.
Objective 3 – Better for community Inclusive, connected and diverse	This Planning Proposal has made significant provision for community benefits, including a new public space (a scale of which is not currently provided in Ramsgate) and other community facilities to be defined in ongoing negotiation with Council. It is intended that these facilities and public spaces will assist in fostering positive community relationships, ensuring that they are inclusive, connected and diverse.
Objective 4 – Better for people Safe, comfortable and liveable	The indicative design proposed by Turner (Appendix A) has been designed around a generous public space, with good surveillance on all sides. Safety in Design principles will be a matter for consideration at the development application stage.
Objective 5 – Better working Functional, efficient and fit for purpose	This Planning Proposal has demonstrated that future development on the site is capable of meeting the requirements of the Apartment Design Guide and would create excellent value and quality of life for future residents, visitors and workers at the site.
Objective 6 – Better look and feel Engaging, inviting and attractive	An indicative design prepared by Turner (Appendix A) has demonstrated that an engaging, inviting and attractive design is capable of being achieved on the site. Further detail can be provided at development application stage.

6.1.8 Draft Greener Places: Establishing an urban Green Infrastructure Policy for New South Wales

Greener Places is a draft Green Infrastructure policy released by the Government Architect NSW in October 2017. It aims to create a healthier, more liveable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

Greener Places is structured around four key principles of Green Infrastructure, which are considered with respect to this Planning Proposal in **Table 9** below.

Table 9 Alignment with draft Greener Places

Principle	Comment
Principle 1 – Integration Combine Green Infrastructure with urban development and grey infrastructure	The proposal seeks to implement increased tree cover at ground level, with the indicative scheme also including many roof gardens at different levels throughout the site. Refer to the indicative design prepared by Turner at Appendix A and the Landscape Concept Plan prepared by Turf at Appendix B .
Principle 2 – Connectivity Create an interconnected network of open space	The Planning Proposal is accessible from all surrounding streets to enhance pedestrian and cyclist permeability in and around the site.
Principle 3 – Multifunctionality Deliver multiple ecosystem services simultaneously	A range of green spaces are provided throughout the site, including landscaped areas at ground level and roof gardens at different levels throughout the site, which offer different spaces for different times, audiences and purposes.
Principle 4 – Participation Involve stakeholders in development and implementation	Community consultation will be conducted in accordance with Schedule 1, Part 1, Division 1 (4) of the EP&A Act and <i>A Guide to Preparing Planning Proposals</i> . This will allow further opportunity in involve stakeholders in development and implementation.

6.1.9 Kogarah Development Control Plan 2013

Of relevance from the Ramsgate Centre Masterplan under the 2013 Development Control Plan is the vision for Ramsgate's economic role and function. Overall, the DCP is supportive of the planning proposal. The planning proposal is both consistent with the vision of the Ramsgate Centre masterplan, and helps enhance the vision for Ramsgate Centre.

The Ramsgate Centre masterplan identifies Ramsgate as a place that has undergone significant change over the last three decades. Previously, its role and function was limited to that of a small strip shopping centre, and now it has become a centre that provides a wider variety of services for not only the local community but for others visiting the area.


In this context, the planning proposal is consistent with and will enhance Ramsgate's growing role and function. It will provide a full line supermarket, a range of new high-quality retail offerings, a childcare centre and medical services.

The planning proposal is consistent with a whole range of planning and urban design principles identified in the masterplan. In particular, it will provide a viable, strong and integrated commercial core. The planning proposal has secured a tenant for its full line supermarket, which will be a significant anchor for the centre and play a key role in supporting other retail and non-residential uses in the centre. It will also provide a public space that will promote a safe and healthy living environment, whilst also improving the overall amenity and walkability of the site and its surrounds.

Specific provisions for the Ramsgate Centre are provided in Section E3 of the KDCP 2013. The consistency of the Planning Proposal against these provisions of Section E3 are addressed in **Table 10** below. In summary, the planning proposal is generally consistent with the provisions of Section E3.

Table 10 Consistency of the Planning Proposal with Section E3 of the KDCP 2013

DCP Provision	DCP Requirement	Planning Proposal	Consistency
2.1 Amalgamation Requirements	Site amalgamations are encouraged to facilitate appropriate development within the Ramsgate Centre. Where sites are not amalgamated in accordance with the site amalgamation requirements shown below, the	The proponent has amalgamated sites to be larger than that envisaged by Council, including amalgamated lots 2 and 3 plus	✓

DCP Provision	DCP Requirement	Planning Proposal	Consistency
	<p>permitted floorspace will be reduced by 0.5:1. Applications for development should conform to the site amalgamations shown below. Council may allow variations to these amalgamation patterns, but only where the objectives and design principles of this part can be achieved.</p> 	<p>additional lots as described in Section 3.2. This leads to a superior outcome in that the proposal can deliver the significant public space and other associated benefits afforded under this Planning Proposal.</p>	
2.2 Site Isolation Requirements	<p>In considering an application for multi-unit development, Council will consider the impact of the proposed development on adjoining allotments of land that will be left as isolated sites and their future development capacity.</p>	Refer to Section 8.3 .	✓
2.3 Temporary Access Ways	<p>A key feature of ensuring the success of the centre is the creation of laneways to provide service access to the rear of the Rocky Point Road frontage. Because of the multiple land ownerships involved, it will be difficult to facilitate an appropriately phased implementation process. Developments must therefore be able to go ahead without the completion of the full laneway.</p>	<p>No vehicular access point is proposed from Rocky Point Road. Vehicular access is provided from Ramsgate Road and Targo Road whilst maintaining laneway access to the rear of the remaining lots fronting Rocky Point Road.</p>	✓
3.1 Urban Framework	<p>The Ramsgate Master Plan provides an Urban Framework for the Ramsgate Centre, which includes the following main elements:</p> <ul style="list-style-type: none"> (a) The retention of the existing business zoned land. (b) The retention and expansion of areas of medium density residential around the business zoned lands. (c) The creation of potential underground parking areas within the special sites identified at the intersection of Rocky Point Road and Ramsgate Road. (d) The creation of laneways along the rear of all business zoned land. (e) The potential creation of temporary accessways to link Rocky Point Road with the existing/proposed rear laneways. (f) Introduce traffic calming within Targo Road and Torwood Street. (g) Closure and landscaping of Dillon Street as a public square. 	<ul style="list-style-type: none"> a) The business zoning is expanded under this proposal b) Medium density residential zoning is reduced under this planning proposal due to the expansion of the business zoning described in (a) above. Notwithstanding this, mixed use development is provided in the business zone. c) Underground parking areas are proposed under the indicative development scheme. d) Laneways are not required for the subject site due to the service arrangements described in Section 4.5. Pedestrianised laneways are facilitated through the site. Vehicular access is possible as on the advice of Council, this would be of great utility. e) Temporary accessways to Rocky Point Road are not required under this Planning Proposal. f) The proponent is supportive of traffic calming measures in Targo Road g) Whilst the closure of Dillon Street as a public square is unrelated to this proposal, a 	✓

DCP Provision	DCP Requirement	Planning Proposal	Consistency
		significant public square is proposed to meet the requirements of Council	
3.2 Land Uses	<ol style="list-style-type: none"> 1. Encourage mixed use developments with active uses at the ground floor (commercial/retail), commercial or retail at the first floor and residential above 2. Encourage low scale residential development at the rear of development sites, fronting onto the rear lanes. 3. Protect the existing amenity of neighbouring low density residential areas (privacy, overlooking, the avoidance of undue overshadowing) by encouraging an appropriate transition, consistent with adjoining development. 	<ol style="list-style-type: none"> 1. The indicative development concept involves a mixed use development with active ground floor and commercial uses at part of the first floor level. 2. Rear lanes are not required for the subject site due to the service arrangements described in Section 4.5. Pedestrianised laneways are facilitated through the site. Vehicular access is possible as on the advice of Council, this would be of great utility. 3. The amenity of neighbouring properties is assessed below in relation to privacy (Section 8.9) and overshadowing (Section 8.5) 	✓
3.3 Urban Form 3.3.1 Building Heights	<ol style="list-style-type: none"> 1. Permit building heights generally of three (3) storeys along Rocky Point road to define the street edge, with a fourth (4) storey setback from the Rocky Point Road frontage. 2. Allow greater heights at the junction of Rocky Point Road and Ramsgate Road and on gateway or special sites to delineate the entrance and exit to the Ramsgate Centre. 3. Provide an appropriate transition between new development and existing development in the lower density areas by permitting a maximum building height of two (2) storeys. 	<ol style="list-style-type: none"> 1. Refer to Point 2 below 2. Due to the location of the site at the junction of Rocky Point Road and Ramsgate Road and the Gateway location at the corner of Targo Road, higher heights than those prescribed in Point 1 are proposed under this Planning Proposal 3. The site is not adjacent to lower density residential areas. Adjacent sites have future development capacity under the existing controls. 	✓
3.3.2 Densities	<ol style="list-style-type: none"> 1. Provide appropriate densities that are consistent with the character the centre and provide viable commercial development opportunities. 2. Provide floor space bonuses where community benefits are provided (eg. creation of a rear lane access and arcades) within developments. 	The density of the site has been subject to ongoing design refinement following consultation with Council. The existing design has been peer reviewed by Architectus (see Appendix G) which states that <i>'the additional height on the corner of Rocky Point Road and Targo Road is justified as a trade-off for the Village Square, laneway/pedestrian link and basement supermarket. The tower will be prominent in the skyline and so must be designed to a high architectural standard.'</i> Considering these community benefits (detailed in full at Section 4.7 and Section 8.10), additional density on the site is considered justified.	✓
3.3.3 Built Form	<ol style="list-style-type: none"> 1. Ensure adequate building separation between built elements, to provide opportunities for sun penetration and landscaping. 2. Optimise residential amenity through building orientation, setbacks and apartment design. 3. On corner sites, buildings are to address both street frontages. 	<ol style="list-style-type: none"> 1. Separation distances between buildings are provided in accordance with the principles of the ADG. 2. Internal residential amenity is able to be provided under the indicative scheme. Refer to Section 8.6. 	✓

DCP Provision	DCP Requirement	Planning Proposal	Consistency
	4. Provide awnings to the return corners and along Rocky Point Road frontages to provide pedestrian amenity.	3. Buildings address all street frontages under the indicative scheme. 4. Awnings are more a matter for DA stage, however, there is nothing under this Planning Proposal which will prohibit the provision of awnings.	
3.4 Heritage	1. Design new development adjacent to heritage items to make an appropriate transition in scale	Refer to Section 8.7	✓
3.5 Transport / Traffic	1. The design framework responds to the existing street hierarchy by enabling more diverse uses and greater building height on Rocky Point Road and Ramsgate Road. 2. New rear lanes should be introduced where appropriate to buffer existing low scale residential development from higher, denser mixed use developments. In particular, there is potential for: <ul style="list-style-type: none"> a. Providing rear lane access for the properties fronting Rocky Point Road, between Targo Road and Ramsgate Road and continuing the rear lane access between Ramsgate Road and Torwood Street b. Rear lane access between Targo Road and Ramsgate Road and Torwood Street is to be a one-way movement (southern direction) to facilitate easy movement onto Rocky Point Road and discourage movement back onto the residential (side) streets. This will be supported with traffic calming measures. 3. Provide vehicular access from residential (side) streets or rear lanes where possible. Where rear lane access cannot be achieved in the short term, temporary vehicular access may be provided from Rocky Point Road but should be consolidated and minimised. 4. Provide an appropriate level of parking facilities, both public and private, within new developments with full retention or replacement of existing publicly owned car spaces on any redevelopment.	1. Greater building height is provided on Rocky Point Road in accordance with this provision. 2. Rear lanes are not required for the subject site due to the service arrangements described in Section 4.5 . Pedestrianised laneways are facilitated through the site. Vehicular access is possible as on the advice of Council, this would be of great utility. 3. Vehicular access is provided on the site from Ramsgate Road and Targo Road. No vehicular access is proposed from Rocky Point Road. 4. Refer to Section 8.8.2 .	✓
3.6 Pedestrian and Bicycle Movement	1. Consider pedestrian movement when designing major building entries and through block links 2. Design pedestrian routes which benefit from high levels of casual surveillance and are clear and direct.	1. Through block links are provided at the site connecting all street frontages to the proposed public square. 2. Pedestrian routes will be designed in accordance with Safety in Design principles at DA stage.	✓
3.7 Public Domain	1. Development is to be integrated with the surrounding environment by considering pedestrian, bicycle, vehicular and visual links to the street, rear laneways and open spaces. 2. Developments are encouraged to make provision for useable private open space for residential occupants either at ground level or adjacent to dwellings. 3. Where appropriate, retain and supplement existing vegetation on development sites and in side streets. Select tree species appropriate to soil and	1. The indicative scheme is strongly integrated with the surrounding environment – particularly through the use of through site links connecting all street frontages to the proposed public square. 2. Communal gardens are proposed on rooftops under the indicative scheme.	✓

DCP Provision	DCP Requirement	Planning Proposal	Consistency
	<p>microclimate. In particular select local indigenous or Australian native plant species.</p> <p>4. Where appropriate, incorporate deep soil landscaping within the development to accommodate large trees and provide for infiltration.</p> <p>5. Design of new development should consider and respond to the amenity of the public domain, including pedestrian areas, in terms of safety, sunlight and retention of distant views.</p> <p>6. Creation of through site links and public forecourt areas should refer to the Public Domain Improvements Strategy to improve legibility of these spaces as 'public' space.</p>	<p>3. Improvement of landscaping is assured under the Planning Proposal through the public benefits offer detailed at Section 4.7.</p> <p>4. As the supermarket and basement carparking occupied all of the available footprint, no deep soil zone is provided on site. However, allowance for structural mature planting within the square has been provided for within the floor structure.</p> <p>5. A major new public square is proposed, which has been oriented to ensure maximum solar access.</p> <p>6. Through block links are provided at the site connecting all street frontages to the proposed public square.</p>	
3.8 Housing Choice	<p>1. Design of new development should consider accommodating the changing needs of the resident population by designing flexible apartment layouts</p> <p>2. Provide accessible working and living environments.</p>	<p>1. The indicative scheme demonstrates that a range of apartment types are able to be provided on the site.</p> <p>2. Accessibility in this regard is more a matter for DA stage.</p>	✓
Section 4	Various controls relating to General Requirements for development	It is noted that the controls in this section are more a matter for DA stage. Notwithstanding this, generally there is nothing in the Planning Proposal which will prohibit meeting of these various controls.	✓
Section 5	Various controls relating specifically to the block.	It is noted that the controls in this section are more a matter for DA stage. Notwithstanding this, generally there is nothing in the Planning Proposal which will prohibit meeting of these various controls.	✓

6.2 Site Specific Merit

Site specific merit refers to the characteristics of the Ramsgate Village site that make it appropriate to be rezoned. The site has site specific merit for the following reasons:

- the built form and urban design of the indicative proposal prepared by Turner has been peer reviewed by Architectus which has demonstrated high design quality (refer to **Section 8.1**);
- the visual impact of the proposal is considered acceptable and does not represent a dramatic increase in the density of the Ramsgate centre (refer to **Section 8.2**);
- the proposal does not impact on the development feasibility of adjoining sites not included within the proposal (refer to **Section 8.3**);
- the site has a long history of use for low impact commercial premises and residential purposes and therefore it is unlikely that there have been any contaminating activities conducted on the site (refer to **Section 8.4**);
- the proposal will not result in unacceptable overshadowing impacts on neighbouring residential properties, whilst solar access to the proposed public space is maximised (refer to **Section 8.5**);

- the development concept is capable of achieving the key criteria outlined in the ADG to provide for internal residential amenity (refer to **Section 8.6**);
- the indicative development concept enabled by the Planning Proposal will have an acceptable impact on the heritage items in the vicinity (refer to **Section 8.7**);
- the traffic and parking impacts of the proposed development are expected to be satisfactory subject to the future signalisation of the intersections at Rocky Point Road and Ramsgate Road with Targo Road (refer to **Section 8.8**);
- the proposal will not have any adverse impacts on the privacy of adjacent residential properties (refer to **Section 8.9**) and
- the proposal will result in a wide range of social and economic benefits should it be progressed (refer to **Section 8.10**).

6.3 State and Commonwealth Interests

The views of State and Commonwealth public authorities will be known once consultation has occurred in accordance with the Gateway Determination of the Planning Proposal.

Community consultation will be conducted in accordance with Schedule 1, Part 1, Division 1 (4) of the EP&A Act and *A Guide to Preparing Planning Proposals*.

6.4 Alternative means for achieving the objectives and intended outcomes

In preparing this Planning Proposal, five options were considered to facilitate the intended outcomes as set out in **Section 5.1**. These are listed and discussed below:

- Option 1: (this Planning Proposal);
- Option 2: Do nothing;
- Option 3: Develop the site via the existing controls;
- Option 4: Await further definitive information from Council regarding the Business Lands Study; and
- Option 5: Alternative zoning and built form options.

Option 1 – This Planning Proposal

This Planning Proposal is considered to be the most appropriate means of achieving the objectives and intended outcomes for the site, as demonstrated by consideration of other possible options detailed below.

Option 2 – Do Nothing

To do nothing on this site would retain the existing development on site and forego the significant social and economic benefits arising from the proposal as described in further detail at **Section 8.10**.

Option 2 – Develop the site via the existing controls

The existing controls will not enable a development which will meet the objectives for the site as set out in **Section 5.1**. Most notably:

- the existing R3 zoning present throughout much of the site does not allow for active ground floor retail frontages throughout the entire site;
- there is an inability to accommodate the supermarket footprint within the existing B2 zone; and
- the height and floor space controls do not allow for the feasible delivery of public space and community facilities envisaged.

Option 3 – Await future LEP amendments in accordance with the draft LSPS

The current proposal is the result of more than 2 ½ years of consultation with Council and consideration of the objectives of the Ramsgate Centre Study carried out in 2015.

During pre-lodgement consultation for the Planning Proposal, Council has recommended that consideration be given to putting the proposal on hold until the completion of the draft Centres Study which has recently been released (refer to **Section 6.1.4**). This Centres Strategy has informed the draft LSPS, which has recommended that growth within the Ramsgate local centre be deferred until LEP amendments are made in 2025 or beyond (refer to **Section 6.1.3**).

There are significant commercial and other reasons why the scheme should be progressed prior to LEP 2025 or beyond. This includes the term of options over sites that form part of the site area for which Council has recommended areas be amalgamated. There is also an agreement in place with a major supermarket vendor that requires the scheme to be progressed within a set timeframe in order to secure the operator as an anchor tenant. Further, there is significant strategic and site specific merit associated with the proposal as detailed in this report which substantiate the intent to progress the scheme prior to LEP 2025.

As an adjunct to previous Council studies for Ramsgate and in lieu of the finalisation of Council's LSPS and Centre's Strategy, the proponent has prepared a Social and Economic Benefits Analysis (refer to **Appendix F**). The aim of the analysis is to provide an assessment of the economic and social outcomes associated with the indicative development concept that accompanies the planning proposal, with an emphasis on understanding the impacts to the local area. The findings include that at conclusion of the project, approximately 233 jobs will be located on the site and around 510 jobs will be created during the construction phase of the project. This is a significant increase from the current condition of the site.

It is considered that this analysis and the outcomes of this Planning Proposal can help inform Council's ongoing work in informing the future direction for Ramsgate.

Option 4 – Alternative zoning and built form options

As outlined in **Section 2**, alternative schemes have previously been presented to Council for the site. The controls proposed under this Planning Proposal have been informed by consultation with and feedback from Council regarding previous iterations of the scheme. The indicative scheme prepared by Turner (**Appendix A**) has sought a third party external review by Architectus (**Appendix G**) which has confirmed the following:

The PP design concept has evolved and responded positively to the above urban design principles. Architectus supports the PP and accompanying design concept as a worthy addition to the Rocky Point Rd Centre and the significant benefits it offers in the form of a village square, full service supermarket (in a basement), active uses and shops fronting the Village Square with a child care centre above and through laneway that can be a shared pedestrian/vehicle place in part. The interface with neighbours is carefully considered in regard to amenity, solar access and privacy – and the relationship with the adjacent heritage building on Ramsgate Rd is well considered.

Further analysis on the appropriateness of the built form and urban design which will be enabled by the Planning Proposal is provided in **Section 8.1**.

7.0 State and Local Legislation and Planning Policies

This section summarises the consistency of the proposal with the relevant state and local legislation and planning policies.

7.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the *Environmental Planning and Assessment Regulation 2000* (EP&A Reg) set out, amongst other things, the:

- requirements for rezoning land;
- requirements regarding the preparation of a local environmental study as part of the rezoning process;
- matters for consideration when determining a development application; and
- approval permits and/or licenses required from other authorities under other legislation.

This Planning Proposal has been prepared in accordance with the requirements set out in Section 3.33 of the EP&A Act in that it explains the intended outcomes of the proposed instrument. It also provides justification and an environmental analysis of the proposal.

7.1.1 Section 9.1 Directions

Ministerial directions under Section 9.1 (formerly Section 117) of the EP&A Act require Councils to address a range of matters when seeking to rezone land. The Planning Proposal is consistent with, and implements requirements where necessary, of the relevant section 9.1 Directions.

Table 11 Section 9.1 Directions

Section 8.7 - Directions				
Direction	Consistency		N/A	Comment
	Yes	No		
1. Employment and Resources				
1.1 Business and Industrial Zones	✓			This Planning Proposal will result in an increase in employment floor space and growth in a business zone.
1.2 Rural Zones			✓	Not applicable. The proposal does not affect land within an existing or proposed rural zone.
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not applicable. The proposal does not prohibit the mining of coal or other materials.
1.4 Oyster Aquaculture			✓	Not applicable. The Ramsgate Village site is not a Priority Oyster Aquaculture Area.
1.5 Rural Lands			✓	Not applicable. This direction does not apply to land within the Kogarah LGA.
2 Environment and Heritage				
2.1 Environmental Protection Zones			✓	Not applicable. The subject site is not part of an Environmental Protection Zone.
2.2 Coastal Protection			✓	Not applicable. The site is not located within a coastal zone.
2.3 Heritage Conservation	✓			Whilst no heritage items are located on the subject site, the proposed redevelopment will have no adverse impact on the conservation of adjacent heritage items. Refer to Section 8.7 for further discussion.
2.4 Recreational Vehicle Area			✓	Not applicable. The planning proposal does not enable land to be developed for the purpose of a recreation vehicle area.

Direction	Consistency	N/A	Comment
3. Housing, Infrastructure and Urban Development			
3.1 Residential Zones	✓		This planning proposal includes provisions that broaden the choice of building types by providing a mixture of apartment sizes. The development is sited well within the urban fringe, makes efficient use of existing infrastructure and services and is capable of being of a good design, as shown in the indicative scheme.
3.2 Caravan Parks and Manufactured Home Estates		✓	Not applicable. This Planning Proposal will not result in caravan parks or manufactured home estates.
3.3 Home Occupations	✓		This Planning Proposal will not inhibit home occupations being carried out in dwelling houses without the need for development consent.
3.4 Integrating Land Use and Transport	✓		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 Licensed Aerodromes	✓		The subject site is not located within any ANEF contours which would have a bearing on the suitability of residential development. The proposed building heights will not impact or compromise the safety of flight paths.
3.6 Shooting Ranges		✓	Not applicable. The proposal will not affect, create, alter or remove a zone or a provision relating to land adjacent and/or adjoining an existing shooting range.
4. Hazard and Risk			
4.1 Acid Sulfate Soil		✓	The site is not identified as being affected by Acid Sulfate Soils under the KLEP 2012.
4.2 Mine Subsidence and Unstable Land		✓	Not applicable. The site is not identified as mine subsidence or unstable land.
4.3 Flood Prone Land		✓	The site is not identified as being within a flood planning area or affected by 1 in 100 year flood events under the KLEP 2012.
4.4 Planning for Bushfire Protection		✓	The site is not identified as being bushfire prone land.
5. Regional Planning		✓	Regional strategies identified under this direction are not made in relation to the subject site.
6. Local Plan Making			
6.1 Approval and Referral Requirements	✓		This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral.
6.2 Reserving Land for Public Purposes	✓		This Planning Proposal is consistent with this Direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provision		✓	No site specific provisions are proposed under this planning proposal
7. Metropolitan Planning			
7.1 Implementation of A Plan for Growing Sydney	✓		A Plan for Growing Sydney has been superseded by the Greater Sydney Region Plan. The Planning Proposal is consistent with the directions of this region plan, as assessed in Section 6.1.1 .

7.2 State Environmental Planning Policies

The consistency of the Planning Proposal with the relevant State Environmental Planning Policies (SEPPs) is addressed in the table below. In summary, the Planning Proposal is consistent with, or will not hinder the application of all relevant SEPPs.

Table 12 State Environmental Planning Policies

SEPP	Consistency		N/A	Comment
	Yes	No		
SEPP No. 1 Development Standards			✓	The provisions of SEPP 1 are replaced with Clause 4.6 of the KLEP 2012 and it does not apply to the Planning Proposal.
SEPP (State and Regional Development) 2011			✓	Not relevant to proposed LEP amendment
SEPP (Affordable Rental Housing)			✓	Not relevant to proposed LEP amendment
SEPP (Exempt and Complying Development Codes)			✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
SEPP No. 55 Remediation of Land	✓			<p>SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing risk and harm to human health or any other aspects of the environment. In particular, it requires the consent authority to consider if remediation work is required for rezoning or building works, and ensure that the subsequent remediation works are satisfactory with respect to standards and notification requirements.</p> <p>The site has a long history of use for low impact commercial premises and residential purposes. It is unlikely that there have been any contaminating activities conducted on the site. As this application seeks to apply a local centre zone to that part of the site currently zoned residential, the nature and character of the most sensitive land uses is not proposed to intensify. Therefore a contamination assessment is considered unnecessary at this stage. A Phase 1 Assessment is anticipated to support any future development application.</p>
SEPP No. 64 Advertising and Signage	✓			The Planning Proposal is consistent with SEPP 64 as no additional provisions relating to signage are proposed.
SEPP No. 65 Design Quality of Residential Apartment Development	✓			Nothing within this amendment will prevent a future DA's ability to comply with SEPP 65. The indicative scheme demonstrates that design solutions are possible on the site that are capable of complying with SEPP 65 and the Apartment Design Guide. Refer to Section 8.6 .
SEPP (Building Sustainability Index) BASIX 2004	✓			Future residential DA's would be subject to the requirements of the BASIX SEPP.
SEPP (Infrastructure) 2007	✓			The Planning Proposal will not contain provisions that will contradict or would hinder application of the SEPP.
SEPP (Housing for Seniors or People with a Disability)	✓			The Planning Proposal will not contain provisions that will contradict or hinder application of this SEPP.
Sydney Regional Environmental Plan No 24 – Homebush Bay Area			✓	This REP is not applicable to the subject site.

8.1 Built Form and Urban Design

8.1.1 Evolution from Previous Proposal

The proponent, having considered this feedback, commenced a process of amalgamating sites within the block to form the site as identified in **Section 3.0** of this report. A comparison of the site areas associated with the previous and current proposals is shown below. The result has been a fresh look at the site, its context and the potential for a future proposal on the site presented by the larger amalgamated site which now takes up a significant portion of the corner of this prominent block in the Ramsgate town centre.





Figure 15 Original Proposal (2016) (CE and typical roof plane above; CE below)

Having considered the feedback from Council on the previous proposal, the proponent engaged Turner Architects to

of the sites known as 197 and 199 Rocky Point Road, shifting mass on the site into a tower form and separating buildings, and the resultant opportunity to provide a public square within the site. That proposal contemplated a 19 storey tower at the corner of Targo Road and Rocky Point Road, with buildings transitioning down to the south and west, accommodating a full-line subterranean supermarket and a significant civic square primarily fronting Targo Road. **Figure 26** demonstrates the initial revised scheme.



Figure 20 Initial revised concept scheme considered by Council (19 storey maximum)

Feedback on built form and urban design was provided by Council officers relating in particular to scale, transition, tower placement and orientation, the design of the plaza and its relationship to built form, as follows:

- The height and scale of the proposal at 19 storeys is excessive and not compatible in the context;
- Council envisages lower height limits to the rear of development sites along Rocky Point Road (western side of subject site) so as to provide an appropriate transition to the adjoining low and medium density residential development;
- The proposal does not provide adequate transition to surrounding dwellings.

In response to this, the proponent revised the scheme, which involved amending the built form, including a reduction in the tower height from 19 storeys to 15 storeys and a reduction in the height of the perimeter buildings from 11 storeys to a stepped building form of 6, 8 and 10 storeys. The stepped form was introduced to facilitate a transition in scale to the surrounding sites. This scheme was provided to the Georges River DRP, who made the following general comments:

- The proposed public plaza required more integration with the retail strip along Rocky Point Road and the residential surrounds;
- The height of the tower at 15 storeys dominated the square;
- The depth and width of the square would result in impacts to future residents and the public in relation to noise, privacy, wind and the like);

- The square layout reads as an entrance to a supermarket and other retail/commercial tenancies and not as a viable lively space in public ownership;
- Concerns regarding the impact of proposed buildings on residential buildings to the west of the site.

A visual representation of the amended scheme provided to the DRP is shown below.

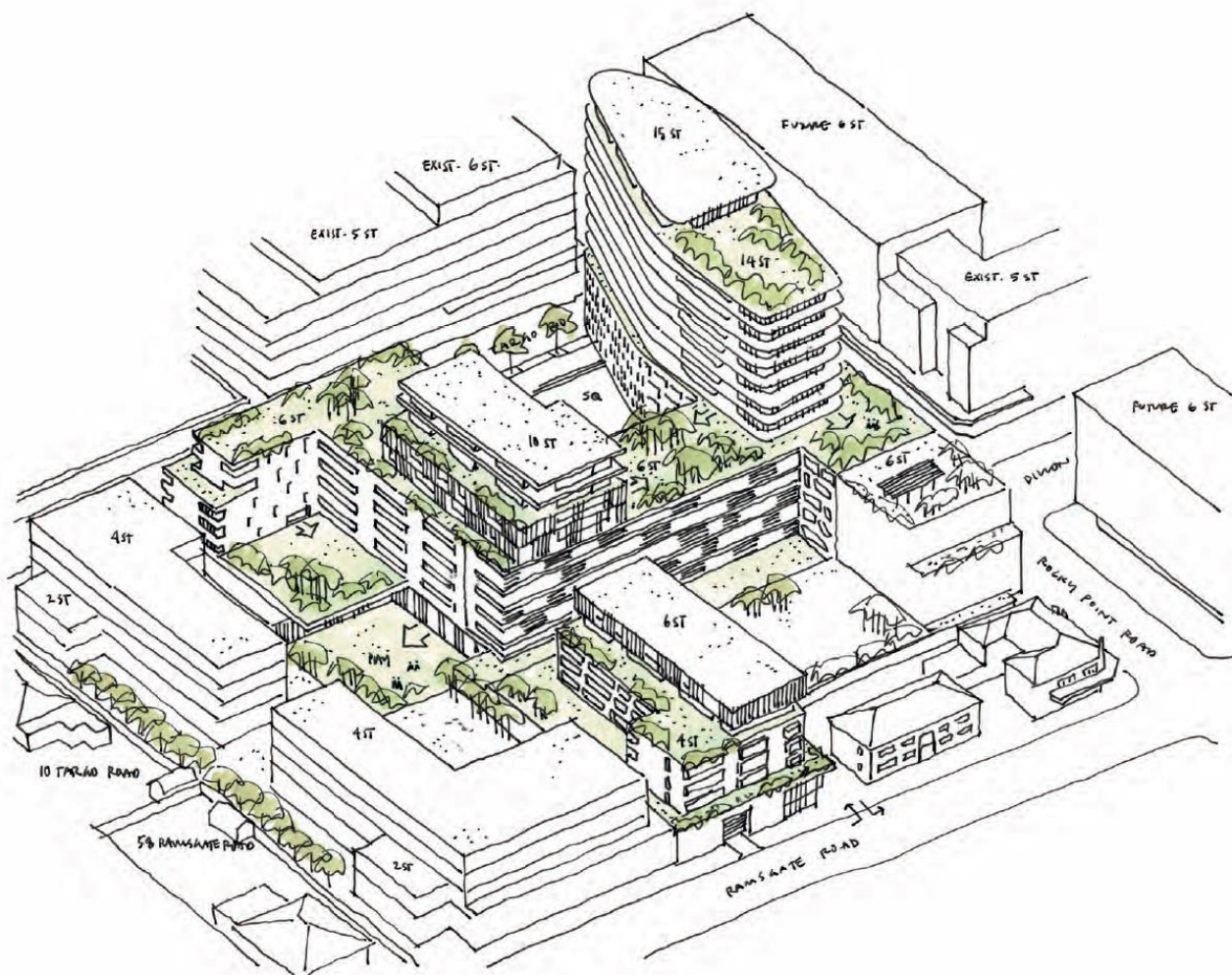


Figure 21 Further revised scheme considered by the Georges River DRP (15 storey maximum)

8.1.3 Further revision of proposal

Having considered the feedback provided by the Council and DRP, the proponent engaged the services of a reputable and independent urban designer (Michael Harrison of Architectus) to provide an independent opinion and to provide urban design guidance on the further development of a scheme for the site. Initial comments were formally provided by Architectus, and these are included in **Appendix E** of this report. These comments considered the scheme prepared at that time, with the primary advice and critique centred on the following comments:

- *There are many positives with the current planning proposal with the inclusion of a Village Square, a pedestrian prioritised laneway and the provision of a basement supermarket as an anchor for the development.*
- *There are a few issues with the scheme that this review has highlighted, for example, the impact of the proposed height and density on the adjacent residential and public domain.*
- *Refining the design with the few recommendations mentioned e.g. reduced heights, breaking up of the building mass, reviewing the location of building use and entries will improve the scheme.*

- The additional height on the corner of Rocky Point Road and Targo Road is justified as a trade-off for the Village Square, laneway/pedestrian link and basement supermarket. The tower will be prominent in the skyline and so must be designed to a very high architectural standard.

Those key recommendations are summarised in **Figure 29** below which shows a block plan suggesting indicative heights and a spatial arrangement for the site, prepared by Architectus.

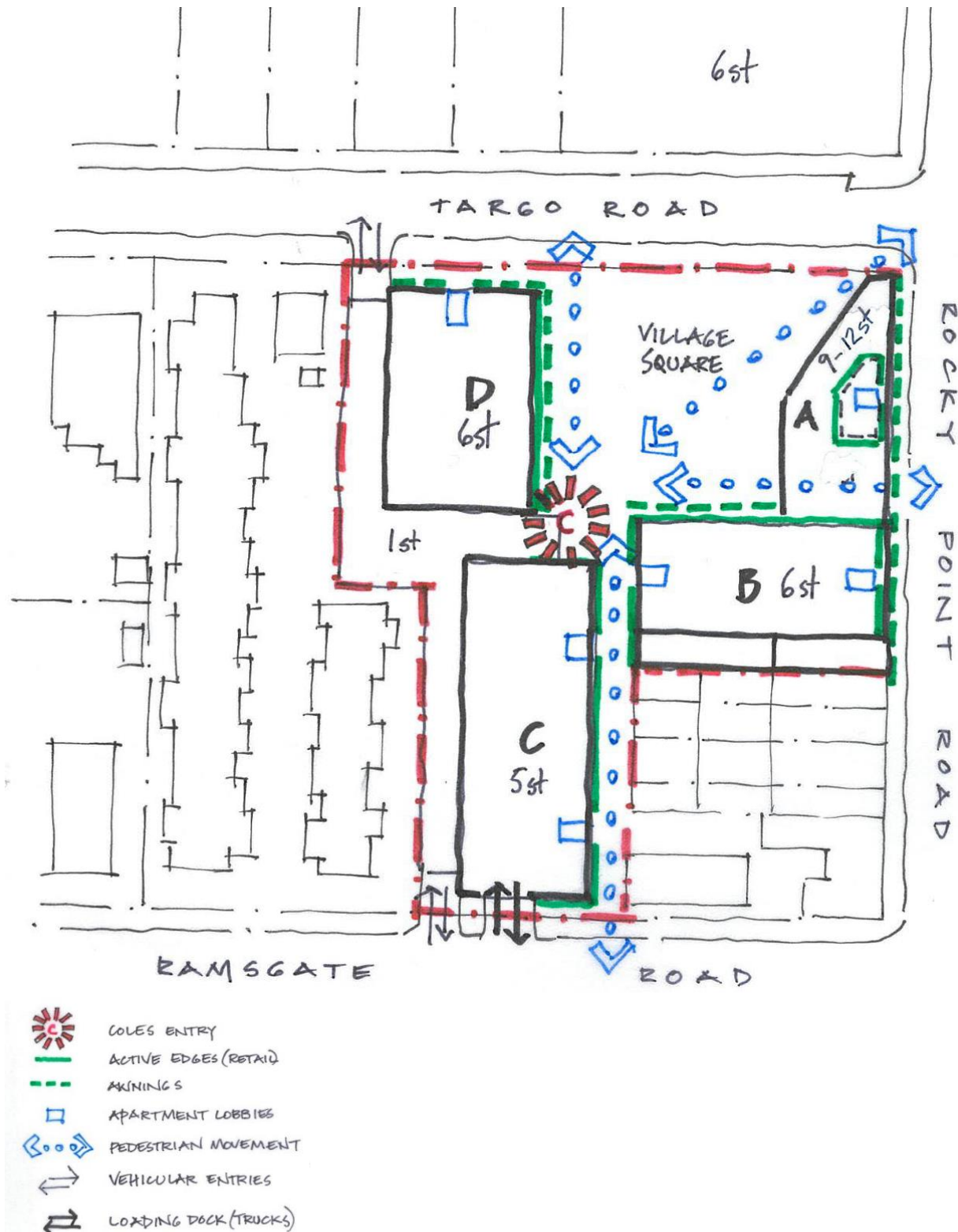


Figure 22 Block plan representing suggested massing for the site (Architectus)

From there, an iterative process commenced with the proponent and Turner Architects further developing a scheme with the intention of addressing comments received by Council and the DRP as well as the guidance provided by Architectus. This process involved the study of other successful (similar) projects / precedents with a public plaza/square type arrangement, and refining the project vision as discussed in **Section 1.0**, involving the development of a built form marker and a ground up design of the civic plaza space interspersed with pedestrian connections.

In response, the following design changes were made, as illustrated in the figures of the previously revised proposal below.

- Reduction in height of the tower from 15 storeys to 13 storeys and re-orientation of the tower associated with main block to improve the relationship of the village square to Rocky Point Road and Targo Road;
- Increased permeability of the proposal through the provision of laneways to Ramsgate Road and Rocky Point Road;
- Shifting of mass and bulk with stepped elements to create a better transition to residential properties to the west; and
- Realignment of the western façade of the tower (Building A) to improve solar access to the village square.

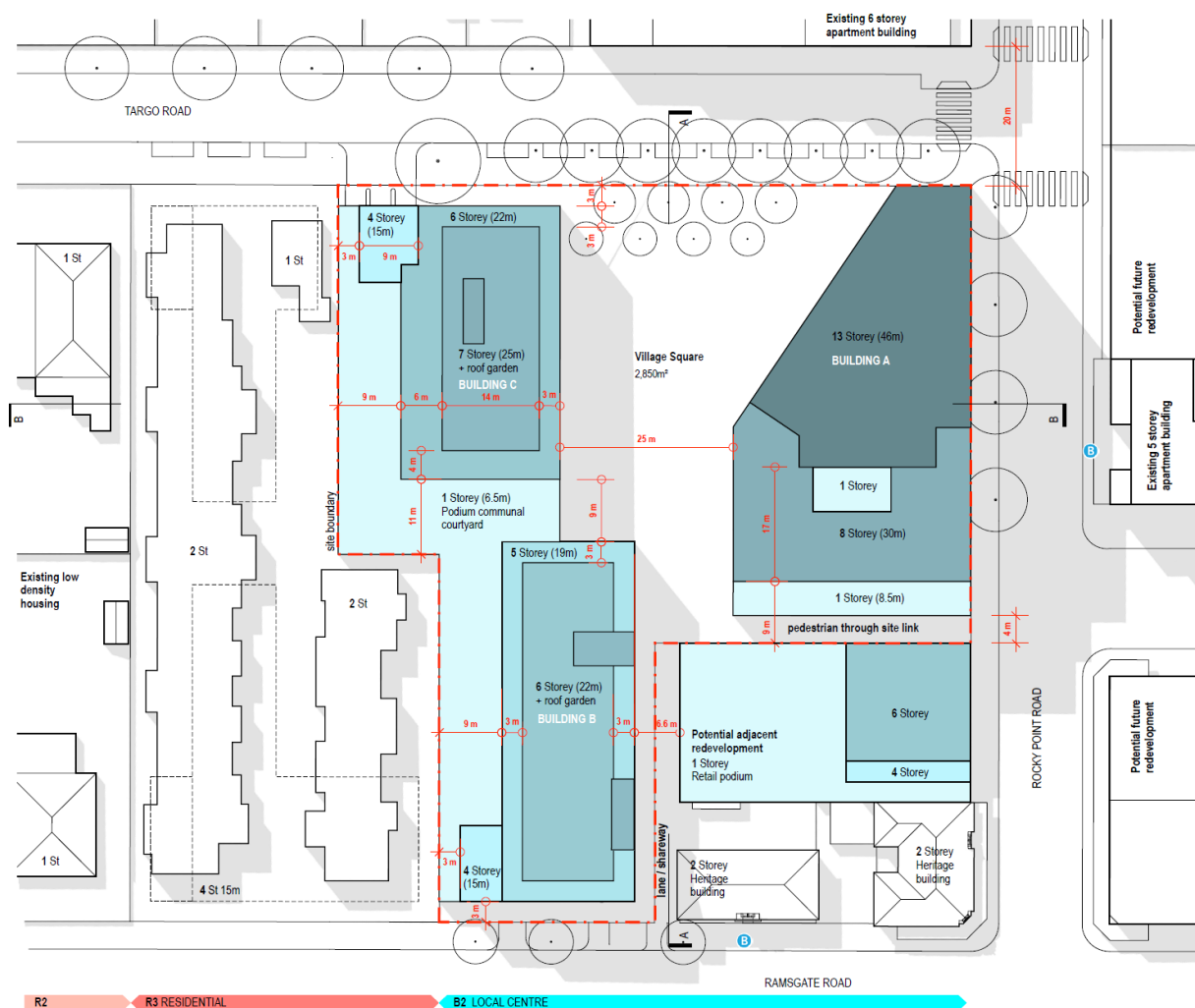


Figure 23 Building Envelope Plan of previously revised proposal (January 2019 lodgement)

Source: Turner

Finally, following the comments received by Council as a result of the January 2019 lodgement of the Planning Proposal have resulted in a further reduction of the scale of development, with a particular focus on reducing the height of Building A from 13 storeys down to 10 storeys. This revision has reflected Ramsgate's designation as a local centre within the strategic planning framework, whereby the proposed building heights are commensurate with its position within the hierarchy (as the previous proposal exceeded the height limits allowable in Kogarah, an identified strategic centre). As shown in **Figure 24**, the revised proposal significantly reduces the scale of the proposed development as viewed from the public domain.

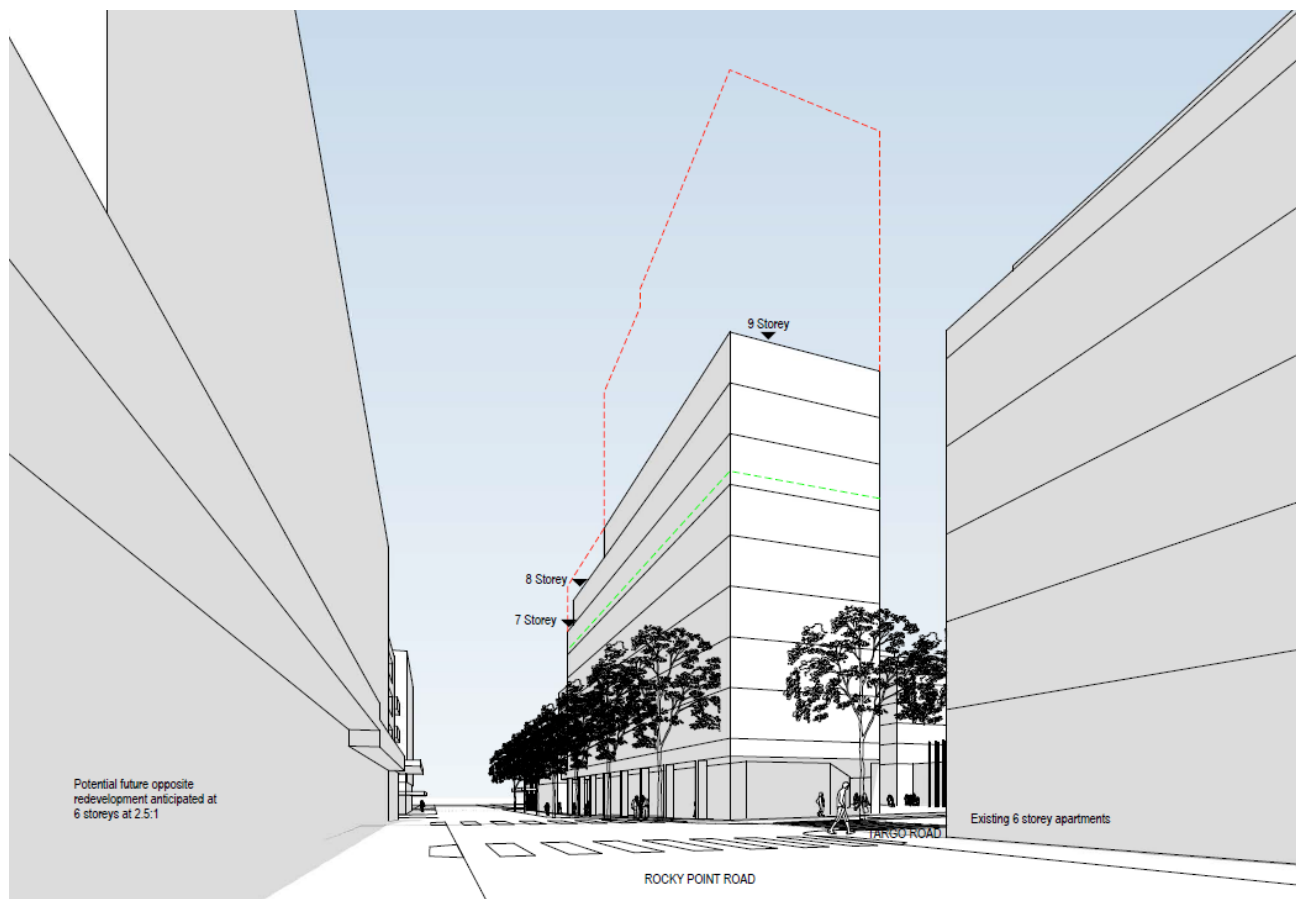


Figure 24 Comparison of proposed height of Building A with previous proposal (red outline)

Source: Turner Architects

An assessment of the key elements of the built form of the proposal including the proposal's height, bulk and scale, and relationship to neighbouring properties is provided in the section below.

8.1.4 Assessment of built form

Height

This Planning Proposal seeks to increase the height controls from a maximum of 21m to a maximum of 35m. However, the tallest element of this proposal (being the 10 storey Building A) is only proposed to occupy the north-eastern portion of the site. A range of other heights including 31m, 29m, 25m and 16m are proposed to provide an appropriate transition to the neighbouring properties as described below.

The tallest existing building on the site is four storeys. Within the Ramsgate local centre, the tallest building is currently a six storey residential development on the corner of Targo Road and Rocky Point Road. The height of Building A has been carefully considered and is considered appropriate for the following reasons:

- it is directly opposite the existing tallest building in Ramsgate, therefore concentrating height within a central area of Ramsgate;
- it is intended to act as a visual marker to the public open space and to identify the new central heart of Ramsgate;
- existing and proposed development adequately transitions up to the height of Building A;
- it occupies a part of the site which is the furthest distance away from lower-density neighbouring properties;
- on the recommendation of Architectus, the building could be subject to an architectural design competition to ensure excellent design;
- it will not result in adverse environmental impacts with respect to visual impact (refer to **Section 8.2**) and overshadowing (refer to **Section 8.5**); and
- the primary reason for the building being tall is to allow for the creation of a public square, which occupies 40% of the site area.

Bulk and Scale

The indicative scheme at **Appendix A** includes buildings which are generally long and slim to reduce perceived bulk and scale. In terms of floor space, the above ground component of the indicative scheme is less than with the existing FSR control of 2.5:1 (being 2.4:1). This is because 0.5:1 of the proposed floorspace is to be below ground, with no impact on perceived bulk and scale from street level.

The generous public plaza restricts the building footprint of Buildings B and C to a maximum width of 16m. The width of Building A at approximately 34m between the village square and Rocky Point Road at its widest section incorporates a void/light well through to a courtyard on level 1 to allow for suitable natural cross ventilation of apartments.

Relationship to neighbouring properties

The relationship of the proposal to neighbouring properties has been a key consideration in the development of the built form of the indicative architectural scheme at **Appendix A**. This relationship has been considered for existing and potential future development of neighbouring properties.

Properties along the western boundary of the site are primarily one to two storeys in height, with development potential for up to four storey buildings under existing controls. Buildings B and C are proposed to be six and eight storeys respectively. This represents an adequate transition in height from the western boundary up to the 10 storey proposed Building A. Further to this, Buildings B and C are setback by 9m at the lower levels to provide adequate separation in accordance with the principles of the Apartment Design Guide. This setback is proposed within the height control, which preserves a section of the existing 15m height control along the western boundary to provide further assurance to neighbouring properties. This will allow future development for neighbouring properties to attain suitable internal residential amenity.

At the site's south eastern corner, existing development includes heritage buildings of one to two storeys in height. The southern portion of Building A is proposed to be seven storeys, which will facilitate an adequate transition from the future development to the south up to the 10-storey building at the northern portion of Building A.

Further assessment on environmental impacts associated with neighbouring properties is provided with regard to visual impact (**Section 8.2**), site isolation (**Section 8.3**), overshadowing (**Section 8.5**) and privacy (**Section 8.9**) below.

Village Square

A significant public village square is proposed to occupy the centre of the site. The village square will be 2,850m² in area, occupying 40% of the site area. In terms of the quantum of public space proportionate to site area, this represents a high proportion relative to precedent developments centred on a public open space as detailed in **Table 13** below.

Table 13 Precedent developments – comparison of sizes of public open space

Development	Site Area	Size of Open Space	Proportion of Open Space to Site Area
Ramsgate Village	7,116m²	2,850m²	40%
Stockland Cammeray	6,750m ²	2,230m ²	33%
St Margarets Surry Hills	7,750m ²	2,480m ²	32%
Liberty Place (Castlereagh Street)	4,685m ²	1,500m ²	32%
Casba Waterloo	5,060m ²	860m ²	17%
Lighthouse Dee Why	16,530m ²	2,480m ²	15%
Adina Arcade, Bondi	3,500m ²	280m ²	8%

Source: Turner

Whilst the final design of the plaza will be the subject of a future development application(s), the indicative landscape scheme at **Appendix C** demonstrates that the plaza is capable of being activated by outdoor seating, active retail frontages and public art. In addition, with the residential areas above, consistent passive surveillance and activity will ensure that the plaza is capable of meeting Safety by Design standards. Generous landscaping will also improve the amenity of the plaza and assist with stormwater runoff. The village square is capable of being used for pop-up market stalls in event mode to ensure that the plaza remains an important public space for community use.

Ground Plane

The ground plane is centred on the large north facing public village square described above. The RL of the proposed ground plane has been reduced to ensure level access from the corner of Rocky Point Road and Targo Road to provide universal access from the existing footpaths. The indicative development concept (**Appendix A**) includes retail frontages at ground level to activate the square on all sides. Awnings are also proposed along the length of Building A on Rocky Point Road to provide suitable weather protection for pedestrians.

The pedestrian laneways will allow for high pedestrian permeability throughout the site. Overall, the site will create a highly amenable pedestrian environment, secluded from the traffic noise and impact of Rocky Point Road and Ramsgate Road. The ground plane will be an engaging place, anchored by core retail, and activated by community uses.

8.1.5 Independent Review Findings

The built form and urban design of the indicative development concept prepared by Turner (**Appendix A**) has been peer reviewed by Architectus (**Appendix G**) to provide further assurance to Council of the design quality of the indicative scheme. Following their peer review, Architectus conclude that:

- *the scheme responds positively to urban design principles applying to the site under strategic planning documents;*
- *the interface with neighbours is carefully considered in regard to amenity, solar access and privacy and the relationship with the adjacent heritage building on Ramsgate Road is well considered;*
- *the Village Square and laneway are capable of being delivered as high-quality spaces; and*
- *the additional height on the corner of Rocky Point Road and Targo Road is justified as a trade-off for the Village Square, laneway/pedestrian link and basement supermarket. The tower will be prominent in the skyline and so must be designed to a very high architectural standard.*

8.2 Visual Impact

Visual impacts need to be considered in the context of the scheme being designed to act as the centre of Ramsgate Town Centre. In this regard, Building A is intended to be a visual marker for the centre.

Turner have modelled the massing of the indicative scheme from key locations surrounding the site. An assessment of the visual impact from each orientation is provided below.

From the north, the indicative scheme is primarily viewed with reference to the landmark building (Building A) in the northeast of the site as shown in **Figure 25**. The view of this building is reduced by the six-storey development at the corner of Rocky Point Road and Targo Road. The view of proposed Building B and Building C are largely obscured by this development up and until just north of Targo Road.

From the south, the indicative scheme is highly visible (as shown in **Figure 26**) primarily as development within Ramsgate between the subject site and the southern gateway largely comprises one to two storey development. This impact is likely to be significantly reduced when future development builds up to the existing height limit of 21m for the block between Torwood Street and Ramsgate Road. This impact is further reduced by the transition in height up from the south (at 30m) to the north (at 46m) along the length of Building A.

From the east, the indicative scheme is primarily viewed with reference to the landmark building (Building A) as shown in **Figure 27**. Other buildings on the site are largely obscured by the existing tree line and residential development up and until the Ramsgate centre is reached.

From the west, the indicative scheme transitions from a lower massing on Building B and Building C up to the higher densities of Building A, as shown in **Figure 28**. The visual impact from this orientation is increased as the topography to the west is slightly lower, meaning that the massing will have more prominence.

Overall, the visual impact of the proposal is considered acceptable as whilst Building A is intended to be a landmark building that does have prominence within the local context, the massing of the buildings increase up to the proposed landmark building, reducing the visual impact of the proposal.



Figure 25 Massing of indicative scheme, looking south along Rocky Point Road

Source: Turner



Figure 26 Massing of indicative scheme, looking north along Rocky Point Road

Source: Turner



Figure 27 Massing of indicative scheme, looking west along Ramsgate Road

Source: Turner



Figure 28 Massing of indicative scheme, looking east along Ramsgate Road

Source: Turner

8.3 Site Isolation

The proponent has actively sought to increase the number of properties included within the Planning Proposal on the basis of Council feedback. As detailed in **Section 8.1.1**, this has resulted in an amendment to the site area with the inclusion of SP83814, Lot 301 DP1142822 and SP77494 within the site area in 2017.

Whilst development at 203-219 Rocky Point Road is not under the ownership of the proponent, the Urban Design report (**Appendix A**) has demonstrated that any future development on the those sites will not preclude these properties realising their full development potential at a future point in time.

8.4 Contamination

As indicated in **Section 3.5**, the site has a long history of use for low impact commercial premises and residential purposes. It is unlikely that there have been any contaminating activities conducted on the site. As this application seeks to apply a local centre zone to that part of the site currently zoned residential, the nature and character of the most sensitive land uses is not proposed to intensify. Therefore, a contamination assessment is considered unnecessary at this stage. A Phase 1 Assessment is anticipated to support any future development application.

8.5 Overshadowing

Key matters for consideration when assessing the impacts of overshadowing caused by the proposed development enabled by the changes to the planning controls include the solar access to the new proposed public space and the overshadowing of neighbouring residential properties. Overshadowing diagrams have been prepared by Turner and are shown in **Figure 29** below, with analysis for additional times of day at the winter solstice shown at **Appendix A**. This analysis has included the potential redevelopment of adjacent sites within the current controls. The results of the shadow analysis illustrate that:

- the central public space benefits from near complete solar access in the middle of the day;
- residential developments to the west of the site are unaffected by shadow caused by the proposed development prior to 12pm;
- there are no current residential developments to the south or east of the site that are adversely affected by shadow caused by the proposed development; and
- the analysis shows that future development on land opposite the subject site (within the Bayside LGA) conforming to the Bayside planning controls will not be adversely affected, and will be able to comply with solar access requirements.

On the basis of this analysis, the proposed development is anticipated to meet the shadow requirements of the Apartment Design Guide, which will be assessed in greater detail at development application stage.

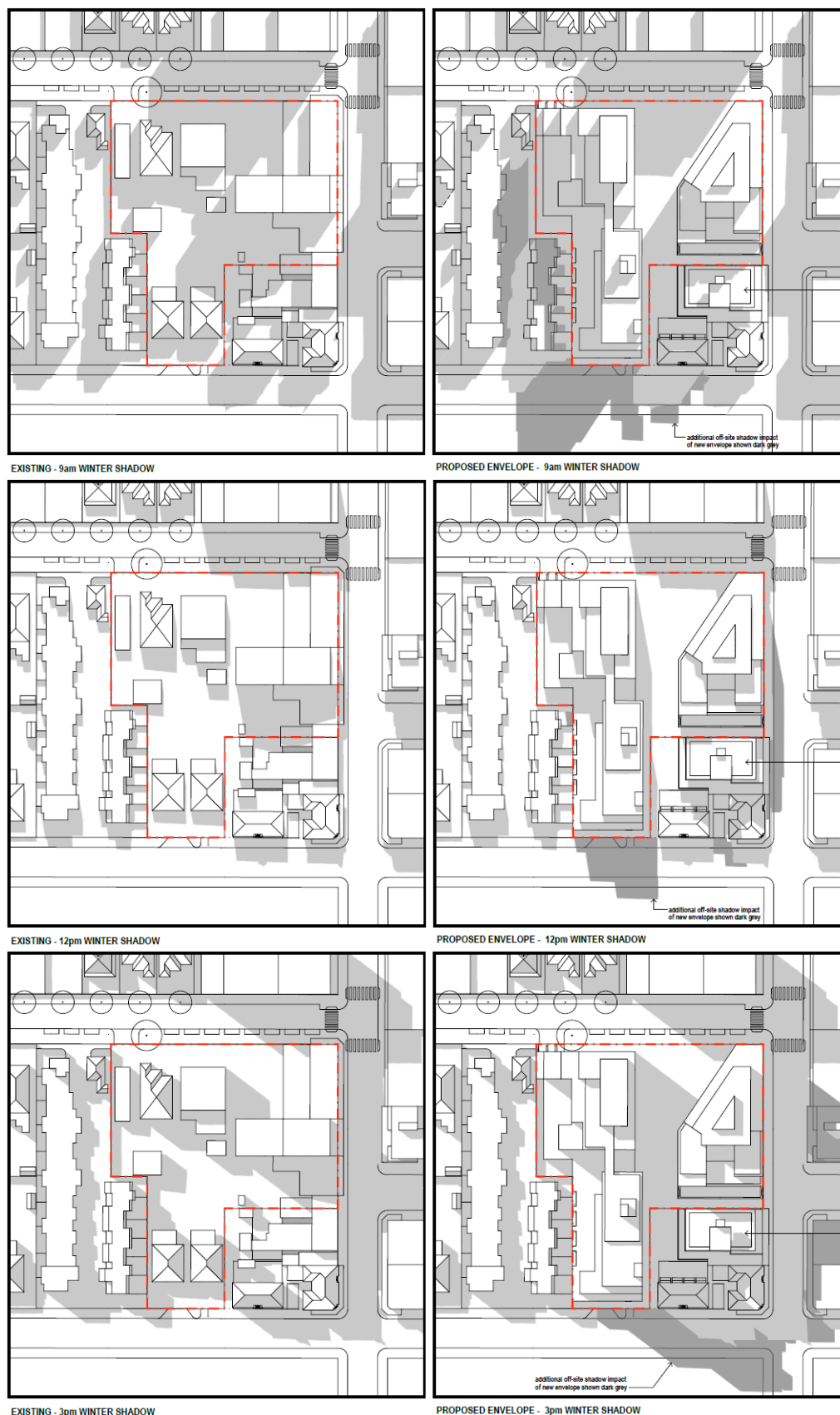


Figure 29 Solar and shadow study

Source: Turner

*Note: Analysis for additional hours of the day at the winter solstice are shown in the Urban Design Report (**Appendix A**)

8.6 Internal Residential Amenity

The development concept is capable of achieving the key criteria outlined in the Apartment Design Guide (ADG) to provide for internal residential amenity, as indicated in the Urban Design Report prepared by Turner at **Appendix A**. A summary of this key criteria is provided in **Table 14** below.

Table 14 Key ADG Requirements

ADG Category	ADG Criteria	Indicative Scheme	Compliance
Cross Ventilation	Minimum 60% of apartments naturally cross-ventilated	119 / 197 apartments (61.3%)	✓
Winter Solar Access	Minimum 70% of apartments with minimum 3 hours direct sunlight between 9am and 3pm midwinter	160 / 197 apartments (81.2%)	✓
No Winter Solar Access	Maximum 15% of apartments receiving no direct sunlight between 9am and 3pm midwinter	9 / 197 apartments (4.6%)	✓
Communal Open Space	Communal open space has a minimum area equal to 25% of the site	2,520m ² (communal rooftop only, not including public space) (35.4%)	✓

One element of the ADG which the indicative development concept does not comply with is deep soil zones, for which 7% of the site is recommended as a deep soil zone under the ADG. As the supermarket and basement carparking occupied all of the available footprint, no deep soil zone is provided on site. However, allowance for structural mature planting within the square has been provided for within the floor structure. The ADG recommends that where a proposal does not achieve deep soil requirements, acceptable stormwater management should be achieved and alternative forms of planting provided such as on structure.

8.7 Heritage

A Statement of Heritage Impact has been prepared by NBRS Architecture and is available at **Appendix D**. As detailed in **Section 3.4**, there are no items of local heritage significance located on the site, however, the site is located adjacent to two heritage listed items including the residential flat building 'Roma' and shops at 211-219 Rocky Point Road.

The Statement concludes that the indicative development concept enabled by the Planning Proposal will have an acceptable impact on the heritage items in the vicinity. This conclusion is made on the basis that:

- the massing of the 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 buildings;
- all existing views to and from the heritage items in the vicinity will be retained and conserved; and
- the planning proposal is consistent with the heritage objectives of the KLEP 2012 and the KDCP 2013.

8.8 Traffic and Parking

A Traffic and Parking Impact Assessment Report has been prepared by TTPP and is available at **Appendix E**. The Report assesses the traffic and parking effects arising from the proposed development. In summary, the assessment of the indicative development scheme concludes that the traffic and parking impacts of the proposed development are expected to be satisfactory subject to the future signalisation of the intersections at Rocky Point Road with Targo Road, as described below.

8.8.1 Traffic

The indicative development scheme is estimated to generate 673 and 735 vehicles per hour during the Thursday and Saturday peak periods respectively. These periods are selected as they are commonly peak periods for retail trade.

Based on these traffic generation rates in addition to future background traffic modelling, the traffic capacity of nearby roads and intersections has been modelled. The analysis of the future case indicates that with the inclusion

of the proposed development, the Rocky Point Road and Ramsgate Road intersection would operate poorly at Level of Service (LoS) 'F', which indicates that the intersection is operating at overcapacity and requires to be upgraded. In relation to the Rocky Point Road intersection with Targo Road, this would operate at LoS D with long delays if it continues to operate under priority control. It is noted, however, that these intersections would operate at this LoS with or without the proposed development.

Intersection upgrade works would be required to address the above intersection deficiency expected in the future. This includes:

- signalise intersections of Targo Road with Rocky Point Road;
- remove kerbside parking along both sides of Rocky Point Road; and
- remove existing mid-block pedestrian crossing at Rocky Point Road at 40m to the north of Targo Road (as signalised crossings proposed to be provided).

With the proposed improvement works describes above, the Rocky Point Road and Ramsgate Road intersection would operate satisfactorily at LoS D, while the Rocky Point Road and Targo Road intersection is expected to continue to operate satisfactorily at LoS D without signalisation. Signalisation of the intersection of Rocky Point Road and Targo Road has been assessed to perform worse with future signalisation compared to no signalisation. The future traffic volumes would meet the traffic signals warrant specified in the Roads and Maritime's Guide to Traffic Signals Design for the signalisation of the intersection of Rocky Point Road and Targo Road.

8.8.2 Parking

The parking requirements for the site are stipulated under the KDCP 2013. Applying these rates requires a minimum of 475 car parking spaces including 265 spaces for residential car parking spaces, 39 residential visitor car parking spaces and 171 retail customer car parking spaces. This includes the provision for accessible parking spaces.

The proposed indicative mix will also require a minimum of 86 bicycle parking spaces for residents and residential visitors plus an additional 34 retail visitor bicycle parking spaces under the KDCP 2013.

Whilst the compliance of the KDCP 2013 requirements are more a matter for DA stage, the indicative concept scheme includes 571 car parking spaces, including 304 retail and 257 residential spaces. This proposal meets the parking requirements of the KDCP 2013.

8.9 Privacy

The protection of privacy of neighbouring residential areas has been assessed within the context of future development under the existing controls. The analysis shows that residences to be potentially affected, including 10 Targo Road and 58 Ramsgate Road, will be almost completely obscured from the development by potential future developments. In the absence of future development on these sites, views into these areas may be seen from the upper two levels of Building B which represent a very small proportion of the overall dwelling yield. Refer to **Figure 30** and **Figure 31**.

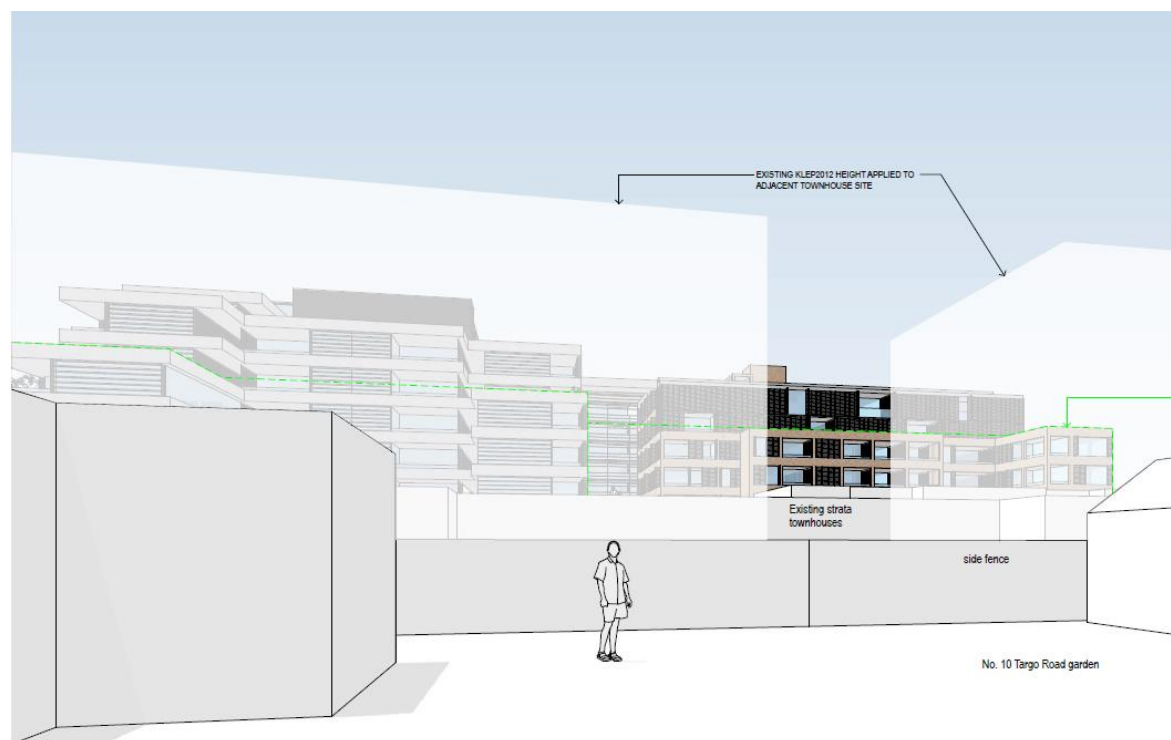


Figure 30 View from No. 10 Targo Road Private Outdoor Space

Source: Turner

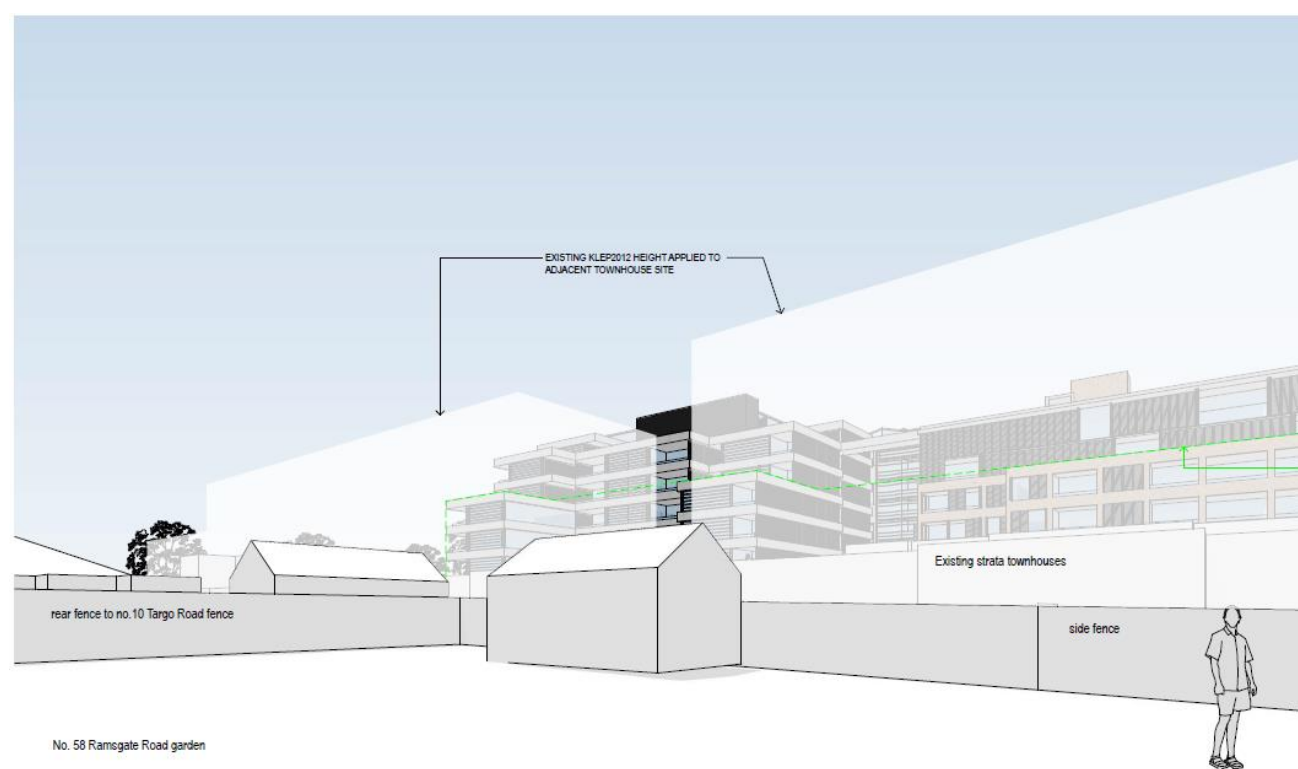


Figure 31 View from No. 58 Ramsgate Road Private Outdoor Space

Source: Turner

8.10 Social and Economic Benefits

A Social and Economic Benefits Analysis Statement has been prepared by Ethos Urban and is available at **Appendix F**. The aim of the Statement is to provide an assessment of the economic and social outcomes associated with the indicative development concept that accompanies the Planning Proposal, with an emphasis on understanding the impacts to the local area.

A significant benefit that has been identified in the Statement is that the Planning Proposal will help establish the vision of Ramsgate as a local centre. As described in **Section 6.1.2**, the location of the Ramsgate Local Centre under the Eastern City District Plan is located to the east of Ramsgate, closer to the suburb of Ramsgate Beach, despite Ramsgate being more strategically located for a Local Centre. The indicative development outlined in this Planning Proposal supports the creation of Ramsgate as a local centre, which the Greater Sydney Commission states that *'larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood'*. As this Planning Proposal will deliver the vision of a local centre, this planning proposal can act as a catalyst to align strategic narratives for the future of Ramsgate.

Additional social and economic benefits associated with the Planning Proposal identified in the Statement include:

- it is expected that at the conclusion of the project approximately 310 jobs will be located on the site;
- it is expected that around 510 jobs will be created during the construction phase of the project;
- an increase in expenditure on local retail of \$3.27 million per year is expected to occur as a result of the new development;
- an increase in the availability of goods and services for local residents will be achieved through the provision of a full line supermarket, increase in retail GFA, and through enhancing retail improving and viability of existing retail;
- a secure undercover car park located centrally within Ramsgate will greatly improve the centre's convenience and accessibility;
- the provision of a supermarket at the site in conjunction with residential apartments will help improve the liveability of the site and surrounding area by providing a full line supermarket within walking distance;
- the availability of medical support services will have a direct positive impact on community well-being;
- there will be new business opportunities that will arise due to the expected improvement to the local economy;
- overall, the redevelopment of the site consistent with the indicative development concept is expected to improve the general wellbeing of the local community;
- the redevelopment of the site consistent with the indicative development concept is consistent with and will assist in the objectives of strategic planning policy documents for the area; and
- The indicative development concept will provide an opportunity for older residents to locate at the site while having access to a range of essential services. This will provide a high quality environment for older residents who wishing to maintain independence as they age.

9.0 Conclusion

This Planning Proposal seeks an amendment to the Kogarah Local Environmental Plan 2012 in relation to land use zoning, height of buildings and floor space ratio.

This Planning Proposal is justified for the following reasons:

- the proposal is consistent with the objects of the EP&A Act, in that it promotes the orderly and economic use and development of land;
- the proposal has strategic merit in that it is consistent with the strategic planning framework for the site, in particular:
 - the Greater Sydney Region Plan Metropolis of Three Cities;
 - Eastern and Southern City District Plan;
 - Future Transport Strategy 2056;
 - NSW Planning Guidelines for Walking and Cycling;
 - Better Placed: An Integrated Design Policy for Built Environment of NSW;
 - Draft Greener Places: Establishing an urban Green Infrastructure Policy for NSW; and
 - Draft Georges River Local Strategic Planning Statement;
 - Draft Georges River Commercial Centres Strategy
 - Kogarah Development Control Plan 2013.
- the proposal has site specific merit as it has been demonstrated that the development concept which the Planning Proposal aims to facilitate is suitable for the site with limited planning issues as follows:
 - the built form and urban design of the indicative proposal prepared by Turner has been peer reviewed by Architectus which has demonstrated high design quality;
 - the visual impact of the proposal is considered acceptable as whilst Building A is intended to be a landmark building that does have prominence within the local context, the massing of the buildings increase up to the proposed landmark building, reducing the visual impact of the proposal.
 - the proposal does not impact on the development feasibility of adjoining sites not included within the proposal;
 - the site has a long history of use for low impact commercial premises and residential purposes and therefore it is unlikely that there have been any contaminating activities conducted on the site;
 - the proposal will not result in unacceptable overshadowing impacts on neighbouring residential properties, whilst solar access to the proposed public space is maximised;
 - the development concept is capable of achieving the key criteria outlined in the ADG to provide for internal residential amenity;
 - the indicative development concept enabled by the Planning Proposal will have an acceptable impact on the heritage items in the vicinity;
 - the traffic and parking impacts of the proposed development are expected to be satisfactory subject to the future signalisation of the intersection at Rocky Point Road with Targo Road;
 - the proposal will not have any adverse impacts on the privacy of adjacent residential properties; and
 - the proposal will result in a wide range of social and economic benefits should it be progressed.
- The proposal is consistent with the applicable SEPPs and Ministerial Directions.

In light of the above, we would have no hesitation in recommending that the Planning Proposal proceed through the Gateway to public exhibition.