



*Artist's impression of Potential Concept Design*

# REQUEST FOR REZONING REVIEW

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

Prepared for  
**POINT GATE DEVELOPMENTS PTY LTD**  
23 June 2022



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# CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>2</b>
1.1.	Overview .....	2
1.2.	Background .....	4
1.2.1.	Improvements from the Previous Planning Proposal (2019).....	4
1.2.2.	Amendments to the Planning Proposal and Reference Design (October 2021).....	8
1.3.	Planning Proposal Merit.....	10
1.3.1.	Strategic Merit .....	10
1.3.2.	Site Specific Merit.....	11
1.3.3.	Social and Economic Benefits .....	12
1.3.4.	Summary .....	13
1.4.	Supporting Documentation .....	14
<b>2.</b>	<b>The Site .....</b>	<b>15</b>
2.1.	Overview .....	15
2.2.	Site Description .....	15
2.3.	Surrounding Context .....	17
<b>3.</b>	<b>Background to Planning Proposal .....</b>	<b>18</b>
3.1.	Previous Planning Proposal by Previous Landowner (2019) .....	18
3.1.1.	LPP Recommendation.....	18
3.1.2.	South Sydney Planning Panel Decision .....	19
3.2.	Current Planning Proposal.....	20
3.2.1.	Engagement – Pre-Lodgement .....	20
3.2.2.	Engagement – Post Lodgement.....	22
3.3.	Post Lodgement Feedback .....	23
3.3.1.	29 November 2021 – Preliminary Assessment by WSP .....	23
3.3.2.	18 March 2022 – Further Assessment by WSP .....	24
3.4.	Community Consultation.....	25
3.4.1.	Telephone Surveys.....	25
3.4.2.	Focus Groups .....	25
3.4.3.	Community Information Session .....	25
3.4.4.	Project Benefits/Features .....	26
3.4.5.	Bringing quality to Ramsgate Town Centre.....	26
3.4.6.	Addressing a lack of local fresh food.....	26
3.4.7.	Creating jobs and investing locally .....	27
3.4.8.	Providing housing for all ages and stages of life .....	27
3.5.	Council Policy Background .....	28
3.5.1.	Council Officers' Interim Policy Position.....	29
3.5.2.	Draft Activating our Centres Policy.....	29
3.5.3.	Alignment with Council Officers' Interim Policy Position and draft Activating our Centres Policy .....	30
3.5.4.	Summary .....	30
<b>4.</b>	<b>Summary of Revised Planning Proposal.....</b>	<b>31</b>
4.1.	Overview .....	31
4.2.	Planning Proposal Vision .....	32
4.3.	Key Design Principles .....	32
4.4.	Overview of the Reference Scheme .....	33
4.5.	Land uses and Distribution .....	35
4.6.	Built form and Site layout.....	38
4.7.	Landscaping and Public Domain .....	39
4.8.	Transport and Access .....	39
4.9.	Public Benefit Offer .....	40
4.10.	Reclassification of Lot 301 .....	40
<b>5.</b>	<b>Response to Key Site-Specific Matters.....</b>	<b>43</b>

5.1.	Bulk, Scale and Street wall Heights .....	43
5.2.	Western Boundary Interface/Neighbour Amenity .....	45
5.3.	Plaza and Through Site Link.....	47
5.4.	Landscaping and Deep Soil .....	50
5.5.	Vehicle Access and Traffic .....	51
5.6.	Access to the Neighbouring Site – 201-209 Rocky Point Road .....	55
<b>6.</b>	<b>Justification for the Rezoning Review .....</b>	<b>57</b>
6.1.	Strategic Merit.....	57
6.1.1.	<i>Consistent with relevant District Plan within the Greater Sydney Region .....</i>	<i>57</i>
6.1.2.	<i>Consistent with a relevant local council strategy that has been endorsed by the Department.....</i>	<i>59</i>
6.1.3.	<i>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.....</i>	<i>63</i>
6.2.	Site-Specific Merit.....	64
6.2.1.	<i>the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards).....</i>	<i>64</i>
6.2.2.	<i>the built environment, social and economic conditions .....</i>	<i>64</i>
6.2.3.	<i>existing, approved and likely future uses of land in the vicinity of the land to which the proposal relates; and/or .....</i>	<i>71</i>
6.2.4.	<i>services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.....</i>	<i>76</i>
<b>7.</b>	<b>Conclusion .....</b>	<b>77</b>
7.1.	Overview .....	77
7.2.	Amended Planning Proposal .....	77
7.3.	Strategic Merit Test.....	79
7.4.	Site Specific Merit Test .....	79
7.5.	Summary.....	80
	<b>Disclaimer .....</b>	<b>81</b>

## ATTACHMENTS

**Attachment A** - The updated Planning Proposal Report and supporting Appendices (June 2022)

**Attachment B** – Copy of the relevant correspondence with Georges River Council, WSP and TfNSW

**Attachment C** – Copies of WSP feedback (dated 29 November 2021 and 18 March 2022)

**Attachment D** – Copy of feedback from TfNSW

**Attachment E** – SSPP decision on previous planning proposal

**Attachment F** – LPP recommendation (previous planning proposal)

**Attachment G** – Council officers' draft Activating our Centres Policy

**Attachment H** – Initial Planning Proposal and supporting Appendices (October 2021)

## FIGURES

<b>Figure 1</b> - Location Plan.....	15
<b>Figure 2</b> - Legal Description of site .....	16
<b>Figure 3</b> – Indicative Reference Scheme – corner of Targo Rd and Rocky Point Rd looking south west .....	33
<b>Figure 4</b> - Reference Scheme Publicly Accessible Open Space.....	36
<b>Figure 5</b> – Corner of Targo Rd and Rocky Point Road – Activated Frontages .....	36
<b>Figure 6</b> – Through-site links .....	37

<b>Figure 7</b> – Targo Road Through-Site Link Entrance.....	37
<b>Figure 8</b> – Vehicular and pedestrian access.....	40
<b>Figure 9</b> – Dwelling supply pipeline – Major DAs and Planning Proposals .....	62
<b>Figure 10</b> – Comparison of previous scheme September 2019 (left) & current planning proposal (June 2022).....	64
<b>Figure 11</b> – Bulk and scale comparison of previous scheme (left) and current scheme (June 2022) (right).....	65
<b>Figure 12</b> – Bulk and scale - Comparison of original reference scheme (Oct 2021) to updated (June 2022).....	65
<b>Figure 13</b> – Reference scheme showing proposed street wall stepping down to the south .....	67
<b>Figure 14</b> – Street frontage along Rocky Point Road.....	68
<b>Figure 15</b> – Street frontage along Ramsgate Road.....	69
<b>Figure 16</b> – Street frontage along Targo Road.....	69
<b>Figure 17</b> – Proposed Landscaping (ground level).....	71
<b>Figure 18</b> – Detailed section of the western boundary interface .....	72
<b>Figure 19</b> – GRDCP 2021 – Amalgamated Lots compared to Planning Proposal site .....	72
<b>Figure 20</b> – Existing laneway access to neighbouring properties .....	73
<b>Figure 21</b> – potential design of the service vehicle access to neighbouring site.....	74

## PICTURES

<b>Picture 1</b> – Rocky Point Road looking southwest.....	65
<b>Picture 2</b> – Rocky Point Road looking south west	
<b>Picture 3</b> – Rocky Point Road looking north west	
<b>Picture 4</b> – Targo Road looking east .....	66
<b>Picture 5</b> – Corner of Rocky Point Road and Ramsgate Road .....	67
<b>Picture 6</b> – Previous Planning Proposal scheme – ground level landscaping .....	71
<b>Picture 7</b> – Planning Proposal scheme (June 2022) – ground level landscaping including 3 m vegetation buffer at western boundary .....	71

## TABLES

<b>Table 1</b> – SSPP Reasons for Decision (previous planning proposal) and Current Planning Proposal Responses.....	4
<b>Table 2</b> – Intended Outcomes of the Planning Proposal .....	9
<b>Table 3</b> - Site Description.....	16
<b>Table 4</b> - FSR requirements as stated in LEP and future 2036 expected demand .....	28
<b>Table 5</b> – Comparison of Planning Proposal to Council Officers’ Interim Policy Position .....	30
<b>Table 6</b> – Proposed LEP amendments .....	31
<b>Table 7</b> – Overview of the Reference Scheme .....	34
<b>Table 8</b> – Consistency with the Georges River LSPS.....	59





# 1. INTRODUCTION

## 1.1. OVERVIEW

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

On behalf of Point Gate Developments Pty Ltd, we hereby request a Rezoning Review of a Planning Proposal (**PP-2021-6179**) submitted to Georges River Council (**Council**) on 15 October 2021, pertaining to land at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate, being the subject site.

The Rezoning Review request has been initiated by the Proponent as Council has failed to indicate its support for the planning proposal within 90 days of the proponent lodging the planning proposal. The proponent and project team have engaged closely with Council officers and other stakeholders for over 2 years throughout the pre-lodgement and post-lodgement phases of the planning proposal. As observed through a number of recent Council Officer led strategic planning initiatives, there has been broad resistance at the elected Councillor level to encourage the redevelopment of the LGA's various centres, which is required to address the significant shortfall of commercial floor space and residential dwellings within the LGA. The lack of prioritisation of strategic planning within Georges River Council has prompted the Proponent to seek this rezoning review.

The request has been prepared in accordance with Section 5.1 of '*A guide to preparing local environmental plans*', with consideration of the '*Local Environmental Plan Making Guideline*' (December 2021) which was published post submission of the Planning Proposal. The request includes an overview of the site, its context and the strategic and site-specific merit of the proposal.

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

This Planning Proposal, which is separate from the previous planning proposal strengthens the strategic merit of the previous proposal by including key attributes of site-specific merit that were previously highlighted by the SSPP. Importantly, the planning proposal makes several additional site-specific moves to positively address the key issues raised in the assessment of the previous proposal.

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

In developing the Planning Proposal, the Proponent undertook extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community over a period of 18 months, which has been followed by close post-lodgement engagement with Council, Council's appointed independent planner WSP, and TfNSW since October 2021. The Proponent has a long-term interest in developing the site and seeks to continue engaging in a positive dialogue with Council and various stakeholders during the assessment of the Planning Proposal.

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

The current Planning Proposal has addressed the issues raised by the SSPP as well as Council, WSP and TfNSW by enshrining the key design principles and public benefit outcomes included in the reference scheme as LEP and site-specific DCP controls.



The planning proposal will also broadly align with the built form outcomes and development principles of the Interim Policy position and the draft Activating our Centres Policy, which were part of a policy review initiated by Council officers during the assessment of the planning proposal to support the redevelopment of Ramsgate and similar centres. The Council Officer initiated policy review demonstrates support at the council officer level for the reactivation of Ramsgate Centre. However, the delay and eventual halt to the policy's progress through the Elected Council has made it clear there is opposition at the Councillor level to the planning proposal. This is reflective of the ongoing challenges strategic projects in centres are facing to gain support from Georges River's Elected Council.

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

The intended outcome of the Planning Proposal (as updated on 14 June 2022) is to amend the *Georges River Local Environmental Plan 2021 (GRLEP 2021)* as follows:

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

The planning proposal is also supported by a draft site-specific DCP and VPA letter of offer to support the proposed amendments sought to the planning controls, and to strengthen and provide certainty of the built form outcome and intended outcomes of the planning proposal.

The amended Planning Proposal and supporting appendices are contained within **Attachment A**.

Noting the Council has failed to indicate its support for the planning proposal within 90 days of lodgement of the planning proposal, the rezoning review request has been submitted to seek a gateway decision from the South Sydney Planning Panel (SSPP) based on the fact that:

- As supported by the SSPP's decision on the previous planning proposal on the site, and as concluded by Council's independent assessment planners WSP, the planning proposal has clear strategic merit, consistent with local and state strategic planning policies.
- The planning proposal broadly aligns with the Council Officers' Proposed Interim Policy Position and draft Activating our Centres Policy (discussed further in **Section 3.5** of the report).
- The planning proposal has clear site-specific merit to support a Gateway Determination.
- The planning proposal will provide several social and economic benefits addressing existing undersupply in supermarket floorspace and residential dwellings.

## 1.2. BACKGROUND

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

The most recent previous planning proposal on the site was submitted in 2019 by the previous landowners. This previous planning proposal (2019) was assessed by the Local Planning Panel and subsequently by the Sydney South Planning Panel (SSPP) at a rezoning review panel meeting on 19 May 2020.

In their rezoning review decision, the SSPP found that the previous planning proposal (2019) had strategic merit and some site-specific merit. However, the SSPP concluded that the planning proposal could not be supported on the basis of certain site-specific issues which needed to be resolved. Importantly, the previous planning proposal did not include detailed built-form controls to provide certainty around the delivery of a publicly accessible open space and to ensure future development on the site would be sensitive to its context and neighbouring uses.

### 1.2.1. Improvements from the Previous Planning Proposal (2019)

In developing the Planning Proposal (October 2021) (**Attachment H**), the Proponent undertook extensive pre-lodgement engagement with council officers, WSP, DPE, Transport for NSW and the local community as described further below in **Section 3.2**.

The Proponent and Project Team have paid special attention to the SSPP's reasons for refusal of the previous planning proposal (2019), to ensure the Planning Proposal submitted in October 2021 provided significant improvements both in terms of site-specific merit as well as the level of information submitted to support the planning proposal.

**Table 1** below summarises the key matters raised by the SSPP in their decision on the previous planning proposal (2019) and provides an overview of how the Planning Proposal submitted in October 2021 has made significant site-specific moves to positively address each matter that was raised.

As detailed in **Section 1.2.2** below, following the lodgement of the Planning Proposal in October 2021 (**Attachment H**), additional updates and amendments have been made to the Planning Proposal and indicative reference scheme to further positively address the matters raised by key stakeholders during the post-lodgement phase. The updated Planning Proposal pack responding to post-lodgement feedback was submitted on 14 June 2022, and is provided at **Attachment A**.

**Table 1** – SSPP Reasons for Decision (previous planning proposal) and Current Planning Proposal Responses

SSPP reasons for decision – previous planning proposal (2019)	Planning Proposal (October 2021) Responses to address SSPP comments
<b><i>The planning proposal is not supported on the basis that the following site-specific issues have not been resolved:</i></b>	
<ul style="list-style-type: none"><li><i>The interface with, and potential impact on the amenity of the neighbouring sites</i></li></ul>	<p><b>Reduced height and redistributed bulk – bulk moved away from neighbours to create better zone transitions</b></p> <p>Compared to the previous planning proposal (2019) that was considered by the SSPP, the Planning Proposal submitted in October 2021 reduced the height of Building A at the corner of Targo Road and Rocky Point Road from 10 storeys to 9 storeys. Following post-lodgement feedback from WSP, the updated Planning Proposal (June 2022) has further reduced the overall height of the scheme to 8 storeys.</p>

<p><b>SSPP reasons for decision – previous planning proposal (2019)</b></p>	<p><b>Planning Proposal (October 2021) Responses to address SSPP comments</b></p> <p>Compared to the previous planning proposal (2019), the planning proposal submitted in October 2021 included:</p> <ul style="list-style-type: none"> <li>- a much more significant step down with generous upper storey setbacks introduced into the design of Building B and Building C to create a zone of transition in built form and intensity at the interface with the neighbouring residential uses to the west.</li> <li>- A more generous building line setback of 1.5 m along the western boundary of the site (compared to 0 m for the previous planning proposal (2019)).</li> </ul> <p>Following post-lodgement feedback, building line setbacks at the ground level have been further increased from 1.5 m to 3 m as part of the updated planning proposal (June 2022).</p> <p>Building separations on the site and with neighbouring development is compliant (Building B) and over-compliant (Building C). A vegetation buffer with deeper soil has also been introduced at the western boundary of the site to further protect the amenity of the neighbouring residential uses to the west.</p> <p>A setback has been provided to the neighbouring heritage building along Ramsgate Road. The 2-storey scale of the neighbouring heritage item will be reflected through materiality on the Ramsgate Road façade.</p> <p>Site specific DCP provisions have been proposed to ensure future development provides the necessary setbacks to maintain the amenity of the neighbouring sites.</p> <p><b>Reduction in building depth</b></p> <p>Compared to the previous planning proposal (2019), Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.</p>
<ul style="list-style-type: none"> <li>▪ <i>The street-wall heights and their impact on the pedestrian scale and amenity</i></li> </ul>	<p><b>Creation of an appropriate street wall</b></p> <p>Compared to the previous planning proposal that was presented to the SSPP, the street wall heights have been reduced from 9 storeys to 6 storeys along Rocky Point Road. Following further feedback from WSP, as discussed in <b>Section</b></p>

SSPP reasons for decision – previous planning proposal (2019)	Planning Proposal (October 2021) Responses to address SSPP comments
	<p><b>1.2.2</b>, the street wall heights have been further reduced to have a 6-storey element at the corner of Rocky Point Road and Targo Road to reflect the scale of the development immediately to the north, but stepping down to 4 storeys and then 1 storey along Rocky Point Road, to reinforce the emerging streetscape character and to manage perceptions of enclosure.</p>
<ul style="list-style-type: none"> <li>▪ <i>The size of the supermarket relative to the impacts on traffic and parking</i></li> </ul>	<p>To address the SSPP's concerns, and mitigate any traffic and parking impacts, the Proponent has prepared the Planning Proposal based on advice from a traffic engineer with retail expertise (Tim Rogers, CBRK).</p> <p>The traffic and parking measures have been significantly remodelled from the previous planning proposal, and has been developed through engagement with TfNSW as discussed in the Addendum Traffic Report at <b>Appendix K</b> of the Planning Proposal (<b>Attachment A</b>).</p> <p>As noted in the Addendum Traffic Report the site and surrounding road network will have enough service capacity to accommodate the Planning Proposal based on recommended traffic intersection upgrades.</p> <p>The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.</p> <p>By providing adequate vehicle/service parking facilities within the basement of the development, the Planning Proposal will help ease pressure off on-street parking in the area.</p>
<ul style="list-style-type: none"> <li>▪ <i>Certainty regarding the provision of publicly accessible open space in the proposed controls</i></li> </ul>	<p><b>Draft Site-Specific DCP</b></p> <p>While the previous planning proposal (2019) was supported by an architectural concept plan that included a publicly accessible open space and several other design features, it provided little in the way of statutory certainty on the delivery of the benefits as part of future redevelopment. This uncertainty was raised as a key issue in the SSPP's decision on the previous planning proposal.</p> <p>The previous planning proposal (2019) attributed Building Height and FSR to the publicly accessible open space without proposing any site-specific DCP controls to limit future development over this space.</p> <p>This lack of certainty, and the reliance on a planning proposal concept scheme meant that</p>

SSPP reasons for decision – previous planning proposal (2019)	Planning Proposal (October 2021) Responses to address SSPP comments
	<p>future development on the site could have potentially eroded the quality and quantum of publicly accessible open space.</p> <p>To address the issues raised by the SSPP as well as Council, WSP and TfNSW, and to enshrine the key design principles and public benefit outcomes included in the reference scheme, a draft site-specific DCP has been prepared to support the Planning Proposal.</p> <p>To ensure that future development of the site incorporates a high-quality and generous publicly accessible open space with good amenity, further height control provisions and minimum open-to-sky area requirements have been included in the draft Site-Specific DCP (Error! Reference source not found.).</p> <p>The Planning Proposal also includes a much more tailored LEP amendment to the Height of Buildings map, which will ensure the provision of the publicly accessible open space in a similar location/orientation as shown in the reference scheme.</p> <p><b>Deliver a protected and activated public space</b></p> <p>The focal point of the Planning Proposal is a protected and activated publicly accessible open space, with high-quality landscaping, public domain embellishments. The space has been oriented to the north to collect sun and is protected from the noise and traffic along Rocky Point Road and Ramsgate Road so that it is a pleasant refuge with a distinct sense of place.</p>
<ul style="list-style-type: none"> <li>▪ <i>RMS confirmation of support of intersection upgrades as presented in the planning proposal</i></li> </ul>	<p>Unlike the previous planning proposal (2019), the traffic arrangements for the Planning Proposal (October 2021) have been developed through close engagement with TfNSW and Council's traffic officers.</p> <p><b>Remodelled vehicle access and egress</b></p> <p>Vehicle/service access to the site has been developed in close consultation with TfNSW. As shown in the reference scheme, service areas can be designed such that all manoeuvring occurs on site, with trucks entering and departing the site in forward direction. On exiting the site, trucks would be directed to turn right onto Targo Road.</p> <p>The existing road network has a number of existing constraints for traffic departing the site to travel west along Ramsgate Road (no right turn</p>

<p><b>SSPP reasons for decision – previous planning proposal (2019)</b></p>	<p><b>Planning Proposal (October 2021) Responses to address SSPP comments</b></p> <p>permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades were proposed as part of the initial Planning Proposal submitted in October 2021.</p> <p><b>Public benefit offer</b></p> <p>Intersection upgrade works are proposed as part of the public benefit offer, which will improve the traffic flow on the local road network compared to the existing. The significant cost associated with the delivery of the upgrades will be borne by the Proponent (addressed as part of the VPA offer to Council). The Planning Proposal will deliver a range of other public benefits including a publicly accessible and activated open space, public domain improvements and landscaping along Targo Road and Rocky Point Road.</p>
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### 1.2.2. Amendments to the Planning Proposal and Reference Design (October 2021)

Following the lodgement of the Planning Proposal in October 2021, additional updates and amendments have been made to the Planning Proposal and indicative reference scheme to further positively address the matters raised by Council, WSP and TfNSW during the post-lodgement phase. The updated Planning Proposal pack responding to post-lodgement feedback was submitted on 14 June 2022, and is provided at **Attachment A**.

The following additional amendments were made to the Planning Proposal and indicative reference scheme to further positively address the matters raised by key stakeholders during the post-lodgement phase:

- **Overall built form height** – the initial planning proposal (October 2021) proposed a built form of 9 storeys at the corner of Targo Road and Rocky Point Road. In response to feedback from WSP and Council in relation to bulk and scale, this has been further reduced from 9 storeys to 8 storeys. This change has been reflected in the proposed LEP and draft site-specific DCP height controls supporting the planning proposal.
- **Upper storey setback to building A (corner of Targo Road and Rocky Point Road)** – The top level of Building A has been amended to be set back by an additional 2m from to significantly reduce its impact on the streetscape. This setback reduces the majority of visual bulk of the top level from the street so it is not apparent when viewed from street level. The draft site-specific DCP (**Appendix B** within **Attachment A**) has been updated to reflect this change in the upper storey setback to Building A.
- **Street wall height** – the initial planning proposal (October 2021) proposed a street wall height of 6 storeys along Rocky Point Road. In response to WSP's feedback, the majority of the street wall height has been reduced to 4 storeys whilst maintaining a section of the 6-storey street wall at the corner to Targo and Rocky Point Road to align with the neighbouring building. The draft site-specific DCP has been updated to reflect this change in street wall height.
- **Widened through-site link** – the pedestrian link entrance from Ramsgate Road has been widened from 4.1 m to 6 m to improve sight lines to the publicly accessible open space. The draft site-specific DCP has been updated to reflect this change in design of the through-site link.

- **Improved solar access to plaza** – the width of the publicly accessible open space has been widened from 15.3 m to 16.8 m to increase the amount of space receiving 2 or more hours of solar access from 38% to 50% in mid-winter. This requirement has been included in the draft site-specific DCP to ensure future development provides a publicly accessible open space with excellent amenity.
- **Future access to neighbouring site (201-209 Rocky Point Road)** – the reference scheme has been updated to provide a 6 m wide opening (from 4.1 m) by setting back the corner retail facing Ramsgate Road. Vehicle access way to the neighbouring site will be clearly demarcated with bollards and will include a portion of the subject site to accommodate turning circles. This will ensure access is enabled to both MRVs and council waste collection vehicles to the neighbouring site at 201-209 Rocky Point Road, while still providing clear and legible pedestrian access to the site via the through site link. A future easement to ensure the provision of the pedestrian/vehicle shared way if and when the neighbouring property is redeveloped has been addressed as part of the draft VPA letter of offer that accompanies the planning proposal (**Appendix N** within **Attachment A**). Additional controls have been included in the draft site-specific DCP to address the requirement for a 6 m wide opening at the Ramsgate Road and measures to demarcate pedestrian access to the site at the Ramsgate Road entrance through bollards, paving materials etc.
- **Western boundary setback** – the western boundary setback has been increased from 1.5 m to 3 m to provide a more significant buffer between the site and the neighbouring uses to the west of the site. The draft site-specific DCP has been updated to reflect the increased setback along the western boundary.
- **Deeper soil planting and green roof areas** - Substantial planting soil volumes to be accommodated along the western boundary setback for significant vegetation to provide an additional buffer between the sites. Extensive green roof areas have been included. The provision requirements for landscaped areas and deeper soil planting have been revised within draft site-specific DCP to ensure future development provides planting generally in accordance with the updated reference scheme.
- **Street wall height of Building B along Targo Road to the west of the through-site link** - has been reduced to 4 storeys to further reflect the transition in scale between the site and the neighbouring development to the west of the site along Targo Road. The draft site-specific DCP has been updated to reflect this change in the street wall height of Building B.

Refer to **Section 5** for a detailed discussion on how the planning proposal has positively responded to both assessment feedback from Council, WSP and TfNSW which has further strengthened the site-specific merit of the proposal.

The above amendments have resulted in changes to the intended outcome of the Planning Proposal as summarised in **Table 2** below. Overall, the amended reference design results in a reduction in total GFA from 25,331 sqm to 24,772 sqm. This has subsequently resulted in a reduction to the maximum FSR sought from 3.68:1 to 3.6:1 and maximum Height of Buildings sought from 32 m to 29 m.

**Table 2** – Intended Outcomes of the Planning Proposal

Control	Existing GRLEP2021	Initial Planning Proposal (October 2021)	Revised Planning Proposal (June 2022)
Height of Building	Part 21 metres	Part 9 metres	Part 9 metres
	Part 15 metres	Part 15 metres	Part 15 metres
		Part 24 metres	Part 24 metres
		Part 29 metres	Part 29 metres
		Part 32 metres	
Floor Space Ratio	Part 2.5:1	2.84:1 (above ground FSR)	2.76:1 (above ground FSR)
	Part 1.5:1	0.84:1 (supermarket incentive floor)	0.84:1 (supermarket incentive floor)

Control	Existing GRLEP2021	Initial Planning Proposal (October 2021)	Revised Planning Proposal (June 2022)
		space/excluded floor space) 3.68:1 (total FSR)	space/excluded floor space) 3.6:1 (total FSR)

No changes are proposed to the following intended outcomes of the planning proposal (these remain as per the initial planning proposal submitted in October 2021):

- Amend the zoning of the site from the existing part R4 High Density Residential and part B2 Local Centre to B2 Local Centre across the site;
- Introduce site-specific provisions under Part 6 of GRLEP 2021 relating to the application of the maximum permitted height in order to allow greater flexibility for future development on the site to provide roof top communal open space.
- Reclassify Council owned Lot 301 DP 1142822 (76.1 sqm) from 'community land' to 'operational land' to enable future acquisition from Council and eventual redevelopment of the land and insert details for the land into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.

Please refer to the Planning Proposal report at **Attachment A** for further details on the intended outcomes and the proposed changes to the GRLEP 2021.

## 1.3. PLANNING PROPOSAL MERIT

### 1.3.1. Strategic Merit

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement. The Planning Proposal has strategic merit having regard to the following matters:

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

#### South Sydney Planning Panel decision on the previous planning proposal

The strategic merit of a planning proposal on the site has been endorsed by the SSPP in their assessment of the previous planning proposal (2019) noting that it would revitalise the local centre consistent with the Sydney Regional Plan and Sydney District Plan.

#### Alignment with Council Officers' Interim Policy Position and draft Activating our Centres Policy

As described in detail within **Section 3.7** of the rezoning review request, the Planning Proposal will broadly align with the built form outcome and principles of the Interim Policy position and the draft Activating our Centres Policy that Council officers initiated and presented to Councillors to support future development in Ramsgate Centre.

The Council Officer initiated policy review indicates the site has strategic merit to warrant an accelerated review of its future built form potential ahead of Stage 2 of Council's Centres Strategy.



It also demonstrates clear support at the council officer level for the reactivation of Ramsgate Centre. However, the delay and eventual halt to the policy's progress through Council has made it clear there is opposition at the Councillor level to the planning proposal and, more broadly, the redevelopment of the centres within Georges River LGA to meet the significant unmet demand for retail floor space and residential units.

### **WSP assessment of strategic merit**

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

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

### **1.3.2. Site Specific Merit**

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

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

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

- The Planning Proposal will facilitate the redevelopment of the site that will act as a catalyst for the wider regeneration of the Ramsgate Local Centre.
- The Planning Proposal will enable a built form and urban design outcome of high design quality featuring a transition in scale from the highest point at the corner of Targo Road and Rocky Point Road, and lower elements towards the south and west of the site at the interface with sensitive neighbours.

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

### **1.3.3. Social and Economic Benefits**

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

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

#### **Supermarket Floorspace**

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

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

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

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

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

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

### **Housing Supply**

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

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

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

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

## **1.3.4. Summary**

The Planning Proposal has positively responded to the site-specific issues raised by the LPP and SSPP in relation to the previous planning proposal (2019) as well as feedback from the Council, Council's independent planners (WSP) and TfNSW.

Given the significant strategic and site-specific merits of the Planning Proposal, as well as the many social and economic benefits it has the potential to deliver, it is requested that the South Sydney Planning Panel (SSPP) recommend the Planning Proposal proceed to gateway determination.

## 1.4. SUPPORTING DOCUMENTATION

This Rezoning Review Request is supported by the following attachments:

- **Attachment A** - The updated Planning Proposal Report and supporting Appendices (June 2022)
- **Attachment B** – Copy of the relevant correspondence with Georges River Council, WSP and TfNSW
- **Attachment C** – Copies of WSP feedback (dated 29 November 2021 and 18 March 2022)
- **Attachment D** – Copy of feedback from TfNSW
- **Attachment E** – SSPP decision on previous planning proposal
- **Attachment F** – LPP Recommendation (previous planning proposal)
- **Attachment G** – Council Officers' Draft Activating Our Centres Policy
- **Attachment H** – Initial Planning Proposal and supporting Appendices (October 2021)

## 2. THE SITE

### 2.1. OVERVIEW

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

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

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

### 2.2. SITE DESCRIPTION

The site is located at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate and is within the Georges River Local Government Area (LGA). The site is illustrated in **Figure 1** and site description identified at **Table 3**.

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

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

The existing buildings at the site are made up of a mix of uses with ground floor retail and commercial / residential ranging from 2-4 storeys, at-grade parking and 1-3 storey detached dwellings with landscaping.

**Figure 1** - Location Plan



Source: Sixmaps

**Table 3 - Site Description**

Feature	Description
Street Address and Legal Descriptions	<ul style="list-style-type: none"> <li>193 Rocky Point Road, Ramsgate - Lot 8 DP653883, Lot A DP311887 &amp; Lot B DP311887</li> <li>197 Rocky Point Road, Ramsgate - SP 83814 &amp; Lot 301 DP1142822</li> <li>199 Rocky Point Road, Ramsgate - SP 77494</li> <li>66 Ramsgate Road, Ramsgate - Lot B DP 371250</li> <li>68 Ramsgate Road, Beverly Park - Lot 12 DP 455810, Lot 13 DP 455810 &amp; Lot 14 DP 455810</li> <li>2 Targo Road, Ramsgate - Lot 1 DP 133817, Lot 2 DP 133817 &amp; Lot 1 DP 970852</li> <li>4 Targo Road, Beverly Park - Lot B DP 347589</li> <li>6 Targo Road, Beverly Park - Lot A DP 347589</li> </ul> <p>Legal descriptions are illustrated at <b>Figure 2</b>.</p>
Site Area	6,881 m <sup>2</sup>
Site Frontages	<ul style="list-style-type: none"> <li>60 m to Rocky Point Road</li> <li>90 m to Targo Road</li> <li>30 m to Ramsgate Road</li> </ul>

**Figure 2 - Legal Description of site**



Source: Nearmap



It is noted that Lot 301 DP 1142822 is Council owned land that is classified as 'community land' under the Local Government Act 1993 (LG Act). As addressed in detailed within the Planning Proposal at **Attachment A** and **Section 4.10**, it is proposed that this land be reclassified as 'operational' land to enable it to be purchased by the Proponent for redevelopment.

## 2.3. SURROUNDING CONTEXT

The immediately surrounding development includes:

- **North:** There is a 6-storey mixed use residential development immediately to the north of the site, at the corner of Targo Road and Rocky Point Road (refer to Figure 5). Further to the north along Rocky Point Road, development is characterised by a mix of 1-2 storey residential and retail/commercial development, the Ramsgate Community Church, as well as mixed use residential buildings that are typically 4-storeys in height.
- **East:** The development to the east of the site is located on land within the Bayside LGA. The development fronting Rocky Point Road (opposite the site) is predominantly 1-2 storey retail and commercial uses. There is a 4-storey mixed use residential development opposite 197 Rocky Point Road. Further to the east, the existing development is mostly detached dwellings.
- **South:** Immediately to the south of the site are the remaining lots on the block, comprising 201-209 Rocky Point Road and the shops at 211-219 Rocky Point Road, as well as the heritage listed residential flat building 'Roma' at 70 Ramsgate Road (refer to Figure 5). These properties are served by an existing vehicle and service access off Ramsgate Road. To the south of the site across Ramsgate Road, there is a corner pub (Intersection Tavern), associated at-grade car park, and two retail/commercial tenancies. The development to the south of the site along Rocky Point Road is a mix of with 1-2 storey retail and commercial development, with 4-storey mixed use residential building located further to the south.
- **West:** Immediately to the west of the site along Targo Road are 1-2 storey semi-detached and detached townhouses at 8 Targo Road. Further to the west, development is predominantly in the form of 1-2 storey detached dwellings.

### 3. BACKGROUND TO PLANNING PROPOSAL

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

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

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

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

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

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

Following lodgement of the Planning Proposal in October 2021, the proponent and project team undertook further extensive engagement with Council, Council's independent assessment planners (WSP) and TfNSW.

An overview of the pre- and post-lodgement timeline and engagement with Council, Council's independent assessment planners (WSP) and TfNSW is detailed in the sections below.

#### 3.1. PREVIOUS PLANNING PROPOSAL BY PREVIOUS LANDOWNER (2019)

The most recent previous Planning Proposal relating to the site was lodged in September 2019. It sought to rezone the site to B2 Local Centre and amend the maximum height up to 35 m and FSR up to 3.2:1.

The Planning Proposal sought:

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

The Georges River Local Planning Panel (LPP) considered the Planning Proposal at their meeting on 17 December 2019.

##### 3.1.1. LPP Recommendation

At the LPP Meeting in December 2019, panel members voted to defer the Planning Proposal (refer to the LPP recommendation on the previous planning proposal at **Attachment F**). In deferring the Planning Proposal, the LPP recommended amendments to a few site-specific elements of the proposal and highlighting the need for some further analysis work to be undertaken to consider a holistic and place-based planning approach for Ramsgate centre. The recommendations included:



- Lowering of the height of the building located on the corner of Targo Road and Rocky Point Road with the aim to reduce the scale of the built form.
- A review of the proposed Height of Building and Floor Space Ratio of the controls located on the western edge of the site in order to reduce the bulk and scale of the future built form and resulting impact on the amenity of the adjoining residential area.
- Consideration of the proposed built form controls in relation to the sites 203-219 Rocky Point Road Ramsgate (including the siting of the heritage items).
- In order to manage the risk of the planning proposal being inconsistent with a future Masterplan for Ramsgate Centre, an analysis be undertaken to consider a holistic and place-based planning approach for the centre, including:
  - Consideration of the impact of the planning proposal on the Commercial Centres hierarchy within the LGA.
  - Consideration of the future strategic planning activities on the eastern side of Rocky Point Road within the Bayside Council LGA.
  - Analysis of the impact of the planning proposal in the absence of a Masterplan for the whole of the centre and consideration of the implication of piecemeal development, the provision of services and infrastructure and the impact on the local and regional road networks.

### 3.1.2. South Sydney Planning Panel Decision

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

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

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

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

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

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

The site-specific issues raised by the Panel in their decision are listed below:

- The interface with, and potential impact on the amenity of the neighbouring sites
- The street-wall heights and their impact on the pedestrian scale and amenity
- The size of the supermarket relative to the impacts on traffic and parking
- Certainty regarding the provision of publicly accessible open space in the proposed controls
- RMS confirmation of support of intersection upgrades as presented in the planning proposal

The Panel decision also noted the following:

- “It is unclear whether resolution of these issues will not result in a reduction in height and FSR so the Panel cannot recommend this planning proposal proceed to Gateway”

As discussed in detail in **Section 6**, the planning proposal submitted in October 2021 provides several positive responses to the feedback received from the LPP and SSPP on the previous planning proposal, including:

- Reduced height of Building A and redistributed bulk across the site away from neighbours to create better zone transitions

- Reduction in building depth of Building A
- Creation of an appropriate street wall to Rocky Point Road
- Delivery of a protected and activated public space
- Remodelled vehicle access and egress based on extensive engagement with TfNSW
- Inclusion of a public benefit offer addressing intersection upgrade works as well as a range of other public benefits
- Inclusion of a draft Site-Specific DCP to address the issues raised by the SSPP as well as Council, WSP and TfNSW and to enshrine the key design principles and public benefits of the planning proposal reference scheme as development controls to guide future development on the site.

## **3.2. CURRENT PLANNING PROPOSAL**

As part of the planning proposal, the Proponent and Project Team have undertaken extensive engagement with Council, WSP, TfNSW and other stakeholders. This section provides a summary of the pre- and post-lodgement consultation undertaken and key correspondence exchanged with key stakeholders.

### **3.2.1. Engagement – Pre-Lodgement**

#### **9 September 2020 – meeting with Council/Proponent of the previous Planning Proposal (2019)/Proponent/Project Team**

Discussion of previous PP feedback, Mortdale, Lot 301, general planning (LEPs etc)

#### **15 September 2020 – meeting with Council/Proponent of the previous Planning Proposal (2019)/Proponent/Project Team**

Discussion of the very initial block plan, western boundary, size of supermarket, site specific DCP, VPA and PP going concurrently

#### **19th May 2021 - meeting between Council Officers/Proponent/Project Team**

- The preliminary planning proposal scheme was presented to Council. Council's preliminary feedback noted that height and FSR will need to be carefully considered.
- Council queried provision of affordable housing. The proponent noted that they were open to discussion on affordable housing provision. Council mentioned that affordable housing provision could present an opportunity for FSR/Height incentives and bonuses as they were currently looking at the Mortdale Scheme.
- Council requested more information on the Targo Road interface
- Council noted that Council Officers would present the proposal at a Councillor Workshop in July

Note: further discussions on affordable housing have occurred with Council officers since this meeting. The proponent has been open to discussion with Council to provide a monetary contribution for Council to use towards a range of identified needs (including affordable housing). Council officers have advised that Council does not have an adopted affordable housing policy that applies to Ramsgate Centre to facilitate an affordable housing contribution. Given this, Council officers have advised the Proponent to prepare a VPA that is in line with the Georges River Planning Agreements Policy (2016), addressing other public benefits, monetary contributions and works in kind in place of affordable housing provision on site.

#### **9 July 2021 – meeting with Transport for NSW/Proponent/Project Team**

Preliminary briefing on planning proposal. The purpose of the meeting was to discuss the TfNSW response to the previous planning proposal (dated 2 October 2020) and obtain early feedback on the proposed access arrangements/road works as part of the current Planning Proposal.

#### **28 July 2021 – meeting with Council Officers/Proponent/Project Team**

A high-level overview was discussed of previous meetings with feedback received and actions taken as well as an introduction of the consultant team engaged for the project.

- Council requested a copy of the draft site-specific DCP
- Council request more information on traffic and traffic flow of service vehicles and also number of retail shops
- Council also noted that there was previously an incentive on supermarket on the neighbouring site (Part E3 – Ramsgate Centre of the Kogarah DCP 2013) – Refer to discussion under **Section 4.5**.

#### **5 August 2021 – meeting with Council Officers/Proponent/Project Team**

Follow up meeting ahead of Councillor Briefing for the project team to present details of the planning proposal reference scheme to council officers.

#### **16 August 2021 - Councillor Briefing – Council Officers/Councillors**

Closed door briefing of the Councillors by Council officers to discuss the planning proposal.

In an email dated **18 August 2021** (refer to **Attachment B**) Council officers provided a summary of the discussions at the Councillor Briefing. Issues raised by Councillors included:

- Height and bulk – no support for draft proposal of height and FSR controls
- Issue with FSR – 3.48:1 which was higher than what was previous sought – the intensification of such an FSR notwithstanding 0.85:1 is in a basement level
- Traffic and parking impact on the surrounding community and traffic routes for delivery vehicles
- Transition to the west – still of concern to 4 Councillors

Noting Stage 2 of Council's Centres Strategy is not due to be completed until 2023, Council officers presented to the Councillors a possible interim policy position in order to assist in the activation of the local centres until Part 2 of the Centres Strategy is commenced and due for completion in 2023.

An interim policy would also assist in assessing the planning proposals (such as Ramsgate Village and Mortdale RSL) until the wider strategy is completed.

It was suggested to Councillors that the Interim Policy be developed before the commencement of Part 2 of the Centres Strategy in 2022 and cover:

- allowing bonus FSR that exceeds the FSR controls where the floor space is located below ground level
- the additional floor space – below ground level - is used for activities such as supermarkets, clubs, gyms, cinemas, pharmacies
- height and FSR above ground level complies with the controls – base height 22m and FSR 2.5:1 and 28m and 3:1 for including affordable housing provision (based on the master planning work in Mortdale Local Centre)
- all development matters such as traffic, interface, loading, parking are compliant

The Interim Policy would outline the criteria to guide its implementation, identifies centres where the policy would apply, level of variation that would be considered, and the assessment criteria. The investigation of such a policy was supported by Councillors at the briefing.

In terms of built form controls in relation to Ramsgate Village, the interim policy position as set out by Council officers would mean:

- Maximum height of 28m
- Maximum FSR 3:1 above ground but enabling additional FSR underground (putting the supermarket and other suitable non-residential underground)

In relation to Lot 301 in DP1142822, Council officers advised that the lot is currently classified as 'community land' and there was no current Council resolution to reclassify the land, and that the lodgement of the Ramsgate Village Planning Proposal which includes Lot 301 would commence the assessment process for the disposal of Lot 301.

#### **14 September 2021 – Council officers/Proponent/Project Team**

Progress meeting with Council officers to discuss Councillor feedback.

#### **27th September 2021 – Council officers/Proponent/Project Team**

Discussion on Interim Policy Position. Council officers noted they would draft the interim policy to enable the redevelopment of centres such as Ramsgate for Council's consideration but have not yet determined a time frame yet.

### **3.2.2. Engagement – Post Lodgement**

#### **29 November 2021 – Preliminary feedback from WSP**

Following lodgement, preliminary feedback was issued by WSP (**Attachment B**) identifying key matters to be addressed prior to progressing assessment of the Planning Proposal, including:

Refer to **Section 3.3** below for further discussion on the post-lodgement feedback received from WSP, and **Section 5** for a detailed discussion on how the planning proposal has responded to the matters raised by WSP during the post-lodgement engagement.

#### **30 November 2021 – Council Officers/WSP/Proponent/Project Team**

Meeting to discuss WSP's preliminary feedback on the planning proposal.

#### **8 December 2021 – Council officer/Council VPA officer/Proponent/Project Team**

Meeting with Council officer and Council's VPA officer to commence discussions on the VPA offer.

#### **14 December 2021 – Council officers/WSP/Proponent/Project Team**

Progress meeting with Council and WSP to discuss the preliminary feedback and provide an update on the project response to the comments raised.

#### **18 January 2022 – Bayside Council/Proponent/Project Team**

The Proponent and project team have engaged with Bayside Council, including emails on 21 December 2021 and 8 March 2022. A meeting was held on 18 January 2022 to inform Bayside Council of the proposal and discuss potential parking loss impact along Rocky Point Road. Positive discussion noting that as long as the loss of parking on Rocky Point Road is made up on site and available to the public there should not be an issue, however noted that business owners may oppose the move.

#### **1 February 2022 - Response from TfNSW**

Traffic matters raised by TfNSW were set out in a letter dated 1 February 2022. Refer to **Attachment D**.

#### **18 February 2022 – TfNSW/Proponent/Project Team**

Meeting with TfNSW to discuss letter issued on 1 February 2022.

#### **1 March 2022 – Project Team responses to WSP's feedback issued to Council/WSP**

A presentation pack detailing the project team's initial responses to WSP's preliminary feedback (from 29 November 2021) was issued to Council/WSP ahead of the meeting on 4 March 2021.

#### **4 March 2022 – Council Officers/WSP/TfNSW/Proponent/Project Team**

Meeting to present the project team's initial responses to WSP's preliminary feedback and to discuss Transport and Traffic issues.

The project team's presentation provided a response to the preliminary feedback through a presentation by the proponent and relevant consultants. The feedback was positive and established that the planning proposal was overall heading in the right direction. Key details requested by WSP/Council included further detail on dimensions of street wall setbacks and the need for a desktop prevailing wind analysis. It was also discussed and agreed that TfNSW would provide the project team with updated traffic counts to update the traffic assessment.

Refer to the meeting minutes at **Attachment B** for further details on the discussion.

## **18 March 2022 – Further feedback from WSP**

On 18 March 2022, a further response was issued by WSP providing feedback on the project team's presentation of 4 March 2022. The WSP letter is provided at **Attachment B**.

Refer to **Section 3.3** below for further discussion on the post-lodgement feedback received from WSP, and **Section 5** for a detailed discussion on how the planning proposal has responded to the matters raised by WSP during the post-lodgement engagement.

## **3.3. POST LODGEMENT FEEDBACK**

### **3.3.1. 29 November 2021 – Preliminary Assessment by WSP**

Following lodgement of the planning proposal in October 2021, WSP provided their initial post lodgement feedback was on 29 November 2021 (refer to **Attachment B** for the letter from WSP).

WSP's preliminary feedback noted that the planning proposal has strategic merit as follows:

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

WSP's feedback also noted that the planning proposal had undergone significant change from the previous planning proposal but considered further refinement was needed in relation to height and scale, landscaping, public domain, access and amenity. The key matters raised by WSP in their preliminary feedback covered the following matters:

- Street wall and overall height of proposal
- Transition to properties to the west
- Transition to heritage items
- Plaza/Through-site links
- Solar access
- Access to neighbouring site

- Deep soil landscaping
- Traffic
- Affordable Housing

In response to the feedback, on 1 March 2022 an updated pack of information was submitted to Council for discussion.

### **3.3.2. 18 March 2022 – Further Assessment by WSP**

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

It is noted that the Council officers and WSP planners that were present at the meeting on 4 March 2022 did not raise significant concerns with the updated scheme as presented during the meeting and noted that the planning proposal was generally tracking in the right direction. Refer to the meeting minutes at **Attachment B**.

However, the letter response received from WSP dated 18 March raised several additional matters of design detail that had not previously been raised.

Refer to **Section 5** of the rezoning review request for a detailed summary of the key matters raised by WSP in their post-lodgement feedback and how the planning proposal has positively responded to the feedback to strengthen the site-specific merit of the proposal.

## 3.4. COMMUNITY CONSULTATION

Throughout the preparation of the planning proposal, Urbis Engagement undertook consultation on behalf of the Proponent to inform the proposal. Engagement consisted of telephone surveys (16-21 June 2021), focus groups (Thursday 22 July 2021) within the Ramsgate local area, a Community Information Session (29 September 2021) and other sources such as website, project sheets and phone and email conversations.

### 3.4.1. Telephone Surveys

An accredited market research provider involved a random sample of 203 residence in surrounding suburbs of the site across Georges River and Bayside LGA's. Key findings of the telephone survey include:

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

### 3.4.2. Focus Groups

Respondents from the telephone survey could nominate to attend a focus group to provide qualitative insights of what they enjoy in the surrounding area, how it could be improved and how potential impacts could be addressed. A total of 23 people attended with residents from Ramsgate (6), Beverley Park (5), Kogarah Bay (4), Sans Souci (3), Ramsgate Beach (2), Monterey (2), Carlton (2), Carss Park (2), Dolls Point (1). The sessions also offered constructive input on how the planning proposal can maximise community benefits and mitigate impacts.

There were a range of views identified during the focus groups sessions. These views ranged from very supportive to those locally concerned. Key findings from focus group sessions include:

- **Traffic management and additional parking:** Easy parking, controlled traffic and accessibility were identified as key markers of success for the revitalisation of the site.
- **Convenience (one-stop-shop):** With a large portion of the demographic being downsizers, convenience and apartment living with everything available at your doorstep were identified as a major drawcard among focus group participants.
- **Open, outdoor space:** Outdoor seating, a green landscaped area, playgrounds where children can play and families can relax was a priority.
- **Quality apartments:** Focus group participants noted that a building that matches the character of Ramsgate, is high quality and fits in with the existing landscape is important.

### 3.4.3. Community Information Session

A 90-minute community information session was held via webinar (zoom) on Wednesday 29 September 2021. The information session was advised via letterbox dropped at approximately 1,412 households, individual phone calls and email invitations. 128 community members registered with close to 100 members attending the session. The session was facilitated by Urbis Engagement and the project team were available to answer any questions including Fabcot/Woolworths, Time & Place, SJB Architects and CBRK.

A total of 172 questions and comments were submitted during the information session through the Q&A function, and approximately 15 were submitted via email prior to and following the session. Given the volume of questions, all questions that were not answered during the session were consolidated and responses published on the dedicated project website the week after the session. A copy of the community information session presentation is available at **Appendix G** of the Planning Proposal (see **Attachment A**).

Further to these interactive engagement sessions and conversations, access to information regarding the project could be obtained through the website, project fact sheets, project conversations (with community groups via telephone conversations) and engagement email and phone line available.

### 3.4.4. Project Benefits/Features

In designing its plans for Ramsgate Village, the Proponent has considered the following:

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

The following section demonstrates how the early feedback the Proponent received from the community has shaped the planning proposal submission to Council. Because of this, the Proponent believes the planning proposal balances the unique character of Ramsgate and will enable the development of a convenient, high-quality location the community want.

### 3.4.5. Bringing quality to Ramsgate Town Centre

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

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

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

### 3.4.6. Addressing a lack of local fresh food

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

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

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

- 41% less retail and supermarket floorspace in Georges River Council than the Australian average (across local, regional and national benchmarks).
- At 20.2 sqm of supermarket floorspace per 100 residents today, Georges River Council has 22% less supermarket floor space than Bayside Council area.
- By 2026, this rate is expected to fall to 19.6 sqm per 100 residents (and the retail floorspace demand will be in excess of 85,000 sqm).

Currently, this area of Ramsgate is losing out on retail spending to surrounding suburbs, including Kogarah, Rockdale, Sylvania, Hurstville and Brighton-Le-Sands. This indicates an outflow of spending that could be retained with high quality, modern retail options. The Planning Proposal seeks to meet residents' needs by offering approximately ~4,100sqm of food and grocery floor space, supported by a mix of shops, food and dining options. Specialty shops will be delivered to respond to community demand, creating a local one-stop shop. The proposed 8,185sqm of additional retail gross floor space will contribute 10% of total retail floorspace demand in the area.



### **3.4.7. Creating jobs and investing locally**

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

- 77% of Georges River residents leave the area for work.
- 74% of local retail workers leave the area for work (with only 4,600 retail jobs available in the local LGA).
- 11% of Georges River residents work in the retail sector.

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

### **3.4.8. Providing housing for all ages and stages of life**

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

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

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

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

To support this local demand and help Council and the State Government to meet the long-term dwelling target, the Planning Proposal includes around 176 one-, two- and three-bedroom homes. The proposed quality, well-planned development would offer residents a greater choice to buy locally while maintaining their location, lifestyle and social connections. The diverse housing types include options suited to buyers from first home buyers and young families to downsizers. The new apartments will suit people wanting a quality home close to shops, services and public transport.

### 3.5. COUNCIL POLICY BACKGROUND

Based on the analysis undertaken as part of Council's *Commercial Centres Strategy (Part 1 Centres Analysis) 2020* (adopted in February 2020), Council determined that the centres within the LGA would not be able to accommodate their projected 2036 employment floor space demand if future development were to continue to provide non-residential floor space at current rates.

As stated in the Georges River Council Environment and Planning Committee meeting agenda for 14 March 2022, Council's Commercial Centre Strategy (2020) projects that by 2036, an additional 187,450 sqm of employment floor space will be required in the LGA, which is equivalent to an increase of 24% from the existing supply of 793,545 sqm.

To address the need for employment floor space in the LGA's centres, a minimum non-residential FSR requirement was introduced in all centres in the LGA through the Georges River LEP 2021.

However, as shown in **Table 4** below, the non-residential FSR required by the 2036 forecasted demand to ensure a reasonable supply of employment floor space for the strategic, local and other centres within the LGA is significantly more than the minimum non-residential FSR requirements introduced through the GRLEP 2021.

**Table 4** - FSR requirements as stated in LEP and future 2036 expected demand

Centre Name	GRLEP 2021	Min. non resi FSR required to meet 2036 demand
Hurstville City Centre	1:1	1.48:1
Kogarah Town Centre	1:1	1.60:1
B2 – Beverly Hills (King Georges Road)	0.5:1	0.82:1
B2 – Kingsgrove (Kingsgrove Road)	0.5:1	1.28:1
B2 – Mortdale (Morts Road)	0.5:1	0.98:1
B1 – Oatley West (Mulga Road)	0.5:1	1.17:1
B2 – Penshurst (Penshurst Street)	0.5:1	0.69:1
B2 – Riverwood (Belmore Road)	0.5:1	1.02:1
B2 – South Hurstville (King Georges Road)	0.5:1	0.90:1
B6 – Carlton Enterprise Corridor	Retain as 0.7:1	0.33:1
All other 38 centres (villages, small villages and neighbourhood centres)	Retain as 0.3:1	0.67:1

Council officers noted in their report that while the GRLEP 2021 controls require minimum non-residential FSR to meet future employment floor space demand, it was recognised that redevelopment is likely to become financially unviable if the minimum non-residential FSR is increased to meet the 2036 demand without considering the overall maximum FSR provided for these centres.

Council intends to review the development standards for the centres (maximum height and FSR controls) within Part 2 of their *Commercial Centres Strategy* which is to be prepared to inform amendments to the LEP in 2023 and beyond.

### 3.5.1. Council Officers' Interim Policy Position

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

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

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

In relation to Ramsgate and the subject planning proposal, the interim policy would enable a built form with a:

- Maximum height of 28 m
- Maximum FSR of 3:1 above ground but enabling additional FSR underground (supermarket and other suitable non-residential uses)

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

Following the Councillor briefing in August 2021, a councillor workshop was undertaken in September 2021 before the Draft Activating Our Centres Policy was presented to Council in November 2021.

The draft Activating our Centres Policy is discussed in detail below.

### 3.5.2. Draft Activating our Centres Policy

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

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

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

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

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

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

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

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

### 3.5.3. Alignment with Council Officers' Interim Policy Position and draft Activating our Centres Policy

As shown in **Table 5** below, the Planning Proposal will broadly align with the built form outcome and principles of the Interim Policy position and the draft Activating our Centres Policy that Council officers initiated and presented to Councillors to support the future redevelopment of Ramsgate Centre.

**Table 5** – Comparison of Planning Proposal to Council Officers' Interim Policy Position

Control	Council Officers' Interim Policy	Current Planning Proposal
Height	28 m	Part 9 m, 15 m, 24 m, 29 m
FSR	3:1 above ground  Additional FSR underground for supermarket etc. as 'excluded floor space' not counted towards FSR	2.76:1 above ground  0.84:1 below ground for supermarket and associated retail ('excluded floor space')

In relation to building height, a limited portion of the site fronting Rocky Point Road will have building heights in excess of what was envisaged under the Interim Policy (29 m versus 28 m), with the remaining permissible maximum heights at or below 28 metres.

The proposed above ground FSR will be well within the envisaged FSR of 3:1 (2.76:1).

As required by the draft Activating our Centres Policy put forward by Council officers, and as detailed in planning proposal and supporting documentation at **Attachment A**, the planning proposal has thoroughly addressed matters relating to land use, built form, public domain, social impacts, economic impacts and parking.

### 3.5.4. Summary

The Council Officer initiated policy review indicates the site has strategic merit to warrant an accelerated review of its future built form potential ahead of Stage 2 of Council's Centres Strategy.

It also demonstrates clear support at the council officer level for the reactivation of Ramsgate Centre. However, the delay and eventual halt to the policy's progress through Council has made it clear there is opposition at the Councillor level to the planning proposal and, more broadly, the redevelopment of the centres within Georges River LGA to meet the significant unmet demand for non-residential floor space.

As detailed above, the planning proposal will broadly align with the built form outcomes and development principles of the Interim Policy position and the draft Activating our Centres Policy, further strengthening the strategic merit of the planning proposal.

## 4. SUMMARY OF REVISED PLANNING PROPOSAL

### 4.1. OVERVIEW

The planning proposal seeks to rezone and amend applicable built form planning controls to enable redevelopment of the site to create a vibrant, mixed-use development with residential, retail and a high quality publicly accessible open space.

The planning proposal specifically seeks to amend the GRLEP 2021 as follows:

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

The proposed amendments will require updates to the zoning, building height and FSR maps of the GRLEP 2021 that apply to the site as summarised in **Table 6** below.

**Table 6** – Proposed LEP amendments

Control	Existing GRLEP 2021 Provisions	Proposed Provisions
<b>Land Use Zoning</b>	Part B2 Local Centre Part R4 High Density Residential	B2 Local Centre
<b>Height of Building</b>	Part 21 metres Part 15 metres	Part 9 metres Part 15 metres Part 24 metres Part 29 metres
<b>Floor Space Ratio</b>	Part 2.5:1 Part 1.5:1	2.76:1 (above ground FSR) 0.84:1 (supermarket incentive floor space) 3.6:1 (total FSR)

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

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

The proposed GRLEP 2021 amendments should be read in conjunction with the draft site-specific Development Control Plan (**Appendix B** of the Planning Proposal at **Attachment A**) which provides the detailed guidelines and controls for the delivery of the reference scheme. It is anticipated the draft DCP will be further developed in consultation with the planning proposal authority and/or Council in the post-gateway stage.

## 4.2. PLANNING PROPOSAL VISION

The key elements of the proponent's vision of the planning proposal are summarised as follows:

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

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

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

## 4.3. KEY DESIGN PRINCIPLES

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

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

- **Creating a local destination:** Enable the redevelopment of the site into a quality mixed-use centre that meets the needs of the local community. Enable the delivery of a mixed-use destination and an attractive publicly accessible open space, support greater patronage within Ramsgate, and support further development and commercial activity.
- **Catalyse further investment:** Enable the delivery of a high-quality development on the site, and help lift the status of the Ramsgate Local Centre and attract further non-residential land uses that would increase the offer that the centre can provide to the broader community.
- **Releasing the ground plane for people:** Locate the full-line supermarket anchor uses and associated car park below street level to allow the delivery of a publicly accessible open space at ground level that has a distinct sense of place and containment, while maintaining a relationship with surrounding streets via pedestrian through-site links.
- **Transitioning heights:** Develop built forms that transition down from a taller element in the centre of the site towards the west and south through lower rise elements to ensure a more sensitive change in height and built form to neighbouring development and heritage items.

- **Creating an identifier:** Enable development above the existing height limit to give prominence to the site which is located at the key intersection of Rocky Point Road and Ramsgate Road, and utilise the opportunity to visually mark the location as a community retail destination.
- **Reinforcing the street wall:** Develop the built form along Rocky Point Road to reinforce the emerging six storey street wall character and frame the street.
- **Creating a community heart:** Taking advantage of the location of the site in the heart of Ramsgate to create a place that the community can identify with and be proud of.
- **Establishing a new amenity:** Deliver a publicly accessible open space protected from the noise and traffic of Rocky Point Road, to contribute to a more diverse open space offering and provide a high-quality urban space with high levels of amenity, solar access and character.
- **Providing housing choice:** Include a wide range of unit types within the development to diversify the housing offer available in the local area, offering the opportunity for existing residents to stay close to family and their community.

## 4.4. OVERVIEW OF THE REFERENCE SCHEME

An indicative reference scheme was submitted as part of the planning proposal to illustrate a preferred redevelopment option that would be enabled by the planning proposal.

**Figure 3** – Indicative Reference Scheme – corner of Targo Rd and Rocky Point Rd looking south west



In response to the post-lodgement feedback received from Council and WSP, several key improvements have been made to the reference scheme as described in detail within **Section 5** of the rezoning review request.

These revisions have resulted in changes to the parameters of the reference scheme and the likely future development outcomes on the site as summarised in **Table 7** below.

**Table 7 – Overview of the Reference Scheme**

Indicator	Development outcome (October 2021)	Updated Reference Scheme (June 2022)
Site Area	6,881 sqm	No change
Total GFA	25,331 sqm	24,772 sqm
Below street retail GFA	5,652 sqm	5,780 sqm
Ground level retail GFA	2,434 sqm	2,405 sqm
Residential GFA	16,945 sqm	16,587 sqm
FSR	<ul style="list-style-type: none"> <li>Above street level (visible bulk and scale): <b>2.84:1</b></li> <li>Below street level: <b>0.84:1</b> (supermarket incentive floorspace/excluded floor space)</li> <li>Combined: <b>3.68:1</b></li> </ul>	<ul style="list-style-type: none"> <li>Above street level (visible bulk and scale): <b>2.76:1</b></li> <li>Below street level: <b>0.84:1</b> (supermarket incentive floorspace/excluded floor space)</li> <li>Combined: <b>3.6:1</b></li> </ul>
Overall maximum height	<b>32 metres</b>  Excluding roof top elements associated with communal open space, including lifts and lift lobbies to service the communal open space, awnings etc. Refer to <b>Section 9.4</b> of the Planning Proposal for further details on a separate LEP clause to allow greater flexibility for future development on the site to provide roof top communal open space.	<b>29 metres</b>  Excluding roof top elements associated with communal open space, including lifts and lift lobbies to service the communal open space, awnings etc. Refer to <b>Section 9.4</b> of the Planning Proposal for further details on a separate LEP clause to allow greater flexibility for future development on the site to provide roof top communal open space.
Building A	9 storeys	8 storeys
Building B	8 storeys	No change
Building C	6 storeys	No change
Number of units	185 units	176 units
Car parking	Will be provided, as a minimum, in accordance with the requirements under the GRDCP 2021	No change
publicly accessible open space	750 sqm	No change

The following sections provide an overview of the key features of the indicative reference scheme that supports the planning proposal. Further details on the reference scheme are provided within the Planning Proposal at **Attachment A**.



## 4.5. LAND USES AND DISTRIBUTION

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

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

### **Full-line supermarket anchor**

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

By providing a supermarket incentive floor space and limiting above ground FSR to 2.76:1, the Planning Proposal will enable the delivery of a well-proportioned publicly accessible open space while creating the right incentives to deliver a supermarket in Ramsgate to address the current undersupply.

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

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

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

The planning proposal will also be in line with the Interim Policy Position put forward by Council officers to Councillors in August 2021 and the draft Activating our Centres Policy that was presented to Council by officers first in November 2021 and then again in March 2022 (refer to **Section 3.5** for further details).

The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council’s previous DCP for the local area, as well as the Interim Policy and the draft Activating our Centres Policy that was presented to Council, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road (2.76:1 vs 2.5:1).

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

### **Publicly accessible open space**

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

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

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

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

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

**Figure 4 - Reference Scheme Publicly Accessible Open Space**



(Source: SJB)

**Figure 5 – Corner of Targo Rd and Rocky Point Road – Activated Frontages**



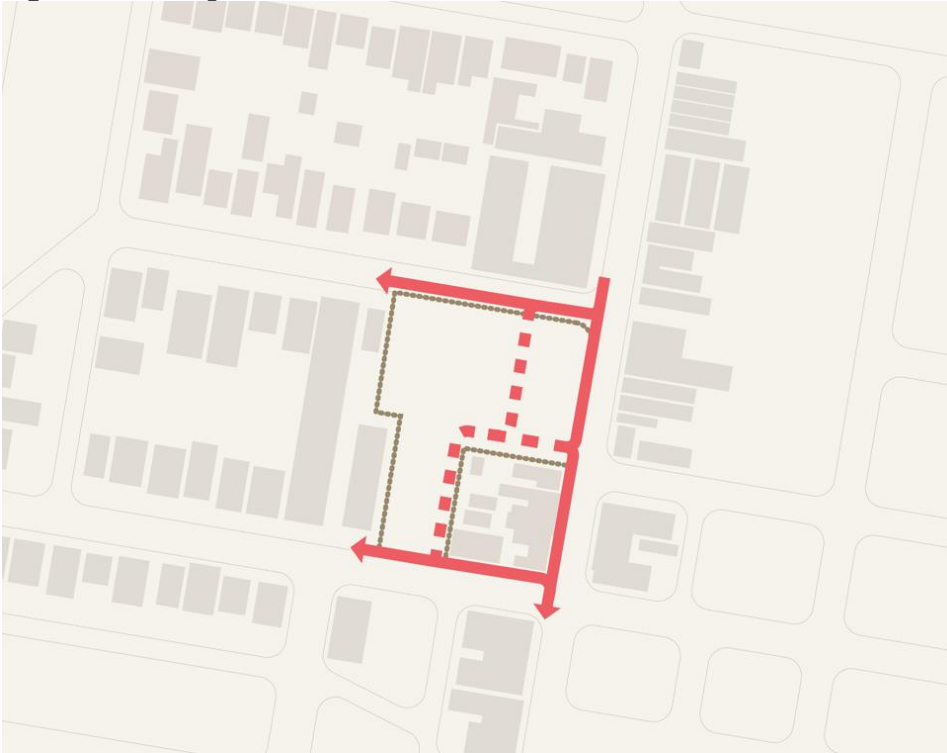
(Source: SJB)



### Through-site links

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

**Figure 6** – Through-site links



(Source: SJB)

**Figure 7** – Targo Road Through-Site Link Entrance



(Source: SJB)

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

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

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

### **Residential uses**

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

### **Rooftop communal open space**

Roof top communal open spaces have been proposed on a portion of all residential rooftops for use by residents on the site. In addition to the publicly accessible open space, the roof top communal open space will provide a separate space with high quality landscaping for residents to socialise and relax.

### **Basement car park**

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

## **4.6. BUILT FORM AND SITE LAYOUT**

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

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

The proposed heights on the site will:

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

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

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

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

## 4.7. LANDSCAPING AND PUBLIC DOMAIN

A Ground Plane & Public Domain Plan has been prepared to support the planning proposal and is provided at **Attachment A**.

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

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

Landscaping will also be provided to create extensive green roof areas. Provision of landscaping has been revised within the draft site-specific DCP to ensure future development provides planting as shown in the updated reference scheme. Deeper soil depth requirements have been incorporated into the draft site-specific DCP to ensure adequate soil depths to plant medium to large trees.

## 4.8. TRANSPORT AND ACCESS

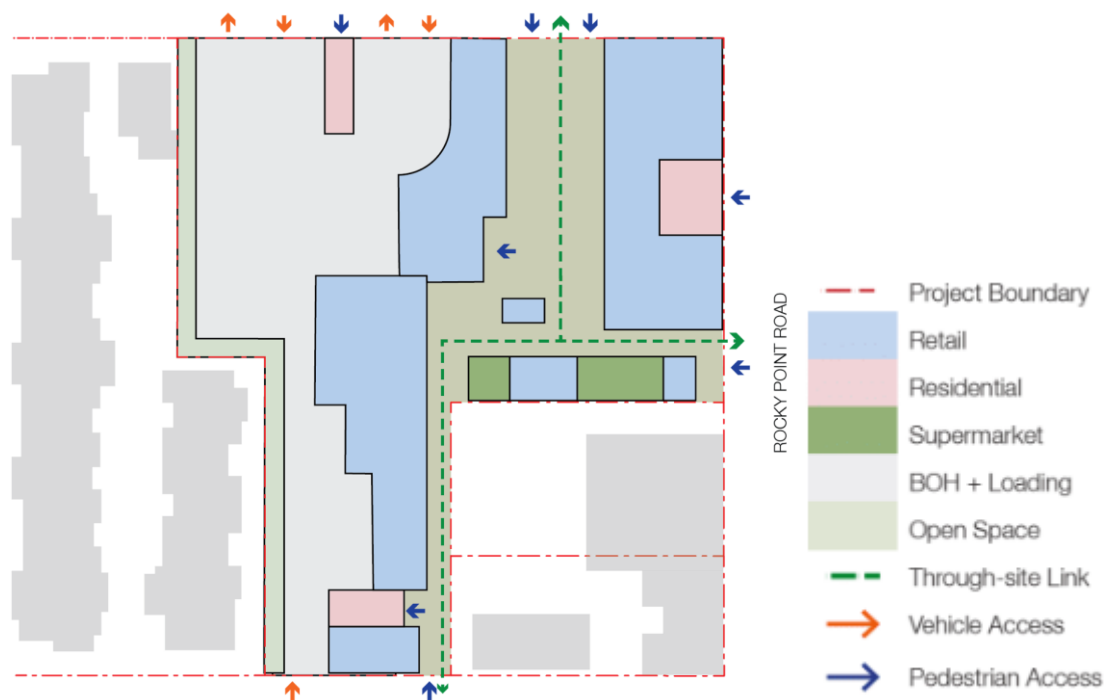
Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 8** below, access is proposed from Targo Road and Ramsgate Road.

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

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

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

**Figure 8 – Vehicular and pedestrian access**



(Source: SJB)

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

## 4.9. PUBLIC BENEFIT OFFER

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

The Proponent seeks the opportunity to discuss a VPA with Georges River Council to facilitate the delivery of public benefits associated with the Planning Proposal. Following preliminary discussions with Council's VPA officer as part of the pre-lodgement consultation, a draft VPA letter of offer has been submitted as part of the planning proposal (at **Attachment A**).

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

Note: The proponent has been open to discussion with Council to provide a monetary contribution for Council to use towards a range of identified needs (including affordable housing). Council officers have advised that Council does not have an adopted affordable housing policy that applies to Ramsgate Centre to facilitate an affordable housing contribution. Given this, Council officers have advised the Proponent to prepare a VPA that is in line with the Georges River Planning Agreements Policy (2016), addressing other public benefits, monetary contributions and works in kind in place of affordable housing provision on site.

## 4.10. RECLASSIFICATION OF LOT 301

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

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

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

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

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

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

- As envisaged in the DCP, a through-site link will be provided on the site, connecting Targo Road and Ramsgate Road.
- The Proponent has engaged with TfNSW to develop vehicle access arrangements that will mitigate traffic impacts on the surrounding road network. A substantial amount of parking will be provided on the site as basement parking to ensure adequate provision for the residential and commercial uses on the site, and to minimise off-site parking impacts.
- For the neighbouring sites fronting Rocky Point Road which are not part of the Planning Proposal (201-209 Rocky Point Road), as addressed in **Section 6.2.3**, the Planning Proposal will not hinder the continued use of the rear lane vehicle and servicing access for future development on 201-209 Rocky Point Road.
- The Planning Proposal will be supported by a site-specific DCP that sets out provisions in relation to the through-site link and vehicle access to capture the planning intent of the GRDCP 2021 as they relate to the site and the rear lane access.

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

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

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

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

Council resolved:

*(a) That the General Manager be authorised to negotiate the disposal of Lot 301 in DP1142822 (197R) Rocky Point Road, Ramsgate on terms as generally detailed within this report.*

*(b) That the General Manager be authorised to negotiate all terms of sale including a sale price that is consistent with the amount stated in the body of this report, sign the Contract for Sale, Transfer document, extinguishment of any easements and covenants on the land and any other documentation to effect the disposal of Lot 301 in DP1142822.*

*(c) That Council resolves to reclassify Lot 301 in DP1142822 from Community to Operational land in accordance with Section 30 and 34 of the Local Government Act 1993.*

*(d) That income from the proceeds of any disposal of Lot 301 in DP1142822 be placed in Council's Commercial Property Reserve for investment in future income generating commercial property assets.*

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

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



## 5. RESPONSE TO KEY SITE-SPECIFIC MATTERS

This section provides an overview of the key matters that have been raised by:

- the Georges River Council Local Planning Panel (LPP) and the South Sydney Planning Panel in relation to the previous planning proposal (submitted by the previous landowners), and
- Council, WSP and TfNSW in relation to the current planning proposal.

The tables below provide a summary of the planning proposal responses including additional site-specific moves that have been incorporated into the planning proposal to proactively address the matters that have been raised, demonstrating the proponent's willingness to work with Council, WSP, and TfNSW to further strengthen the site-specific merit of the proposal.

### 5.1. BULK, SCALE AND STREET WALL HEIGHTS

Bulk, Scale and Street Wall Heights	Current Planning Proposal Response
<b>LPP recommendation - previous planning proposal (2019)</b>	
<ul style="list-style-type: none"> <li>▪ <i>Lowering of the height of the building located on the corner of Targo Road and Rocky Point Road with the aim to reduce the scale of the built form.</i></li> </ul>	<p>The previous planning proposal (2019) featured a corner building of 10 storeys without a street wall. The current Planning Proposal has significantly reduced the scale of the corner building to 8 storeys.</p> <p>A 6-storey street wall has been provided, with a stepped down approach to 4 storeys and then 1 storey and generous setbacks above the street wall height to reinforce the emerging streetscape character along Rocky Point Road and to manage perceptions of enclosure.</p>
<ul style="list-style-type: none"> <li>▪ <i>A review of the proposed Height of Building and Floor Space Ratio of the controls located on the western edge of the site in order to reduce the bulk and scale of the future built form and resulting impact on the amenity of the adjoining residential area.</i></li> </ul>	<p>Compared to previous planning proposal (2019), the current Planning Proposal steps down significantly to the interface with the adjoining residential areas. The built form at the western boundary of the site will be 2 storeys in height, significantly less than the current maximum permissible height of 15 metres.</p>
<ul style="list-style-type: none"> <li>▪ <i>Consideration of the proposed built form controls in relation to the sites 203-219 Rocky Point Road Ramsgate (including the siting of the heritage items).</i></li> </ul>	<p>The site and built form layout have been amended from the previous scheme to provide Building A with larger setbacks and step downs to the adjoining development to the south of the site along Rocky Point Road.</p> <p>At the interface between the site and the neighbouring sites, the built form will be limited to 1 storey.</p> <p>Site specific DCP controls have been proposed to ensure future development on the site considers the relation to the neighbouring sites.</p>
<b>SSPP reasons for decision - previous planning proposal (2019)</b>	
<ul style="list-style-type: none"> <li>▪ <i>The street-wall heights and their impact on the pedestrian scale and amenity</i></li> </ul>	<p>The previous planning proposal featured a 10-storey façade with no street wall.</p>

Bulk, Scale and Street Wall Heights	Current Planning Proposal Response
<b>WSP Assessment – current planning proposal</b>	
<ul style="list-style-type: none"> <li><i>It was noted that the 6-storey street wall height along Rocky Point Road was not appropriate along the entire length of the frontage, and that the Georges River DCP locality statement for Ramsgate recommends a 4-storey street wall height to define the street line.</i></li> </ul>	<p>In response to the recommended 4-storey street wall, the proposal has been amended to drop the majority of the street wall setback along Rocky Point Road and Targo Road from 6 to 4 storeys.</p> <p>There is a neighbouring 6 storey development to the north of the proposal (187 Rocky Point Road). It is appropriate that the existing height and street wall is referenced in the proposed development and that it helps to transition from the 6-storey scale to the north, to the 2 storey scale further down the block. A strong vertical rhythm demarcates these steps to further reinforce the changes in height along Rocky Point Road.</p> <p>The Targo Road street wall mirrors this stepping from a strong corner on Rocky Point Road to the lower scale developments to the west.</p>
<ul style="list-style-type: none"> <li><i>The overall height remains out of context. Specifically, the 9 storey overall height and 6 storey street wall height of the proposed development adjoining the low density</i></li> <li><i>A 3 metre setback is not sufficient for the tower form to be recessed from the perspective of a pedestrian on Rocky Point Road. At the theoretical eye height of 1.8m, the entire bulk of the tower element will be visible from the public domain. The minor reduction in the height of the street wall alone is not considered to be an adequate response as the overall bulk and scale of the development has not been reduced.</i></li> </ul>	<p>The proposed development seeks a height and density required to support the significant community benefits of a new public plaza, pedestrian links and an underground, large format supermarket, freeing up the ground-plane for fine grain, high quality retail.</p> <p>In response to WSP feedback, the overall height has been reduced from 9 storeys to 8 storeys.</p> <p>To mitigate the impacts of height the street wall has generally been reduced from 6 storeys to 4 storeys which aids in the transition from the 6-storey development to the north to the 2 storey developments to the south. The top level has been amended to be set back by 2m from the upper levels to significantly reduce its impact on the streetscape. This setback reduces the majority of visual bulk of the top level from the street.</p> <p>As demonstrated in the built form massing comparative analysis undertaken by SJB (refer to Urban Design Report at <b>Attachment A</b> and <b>Section 5.1</b>), the proposed changes to street wall, building height and upper-level setback will significantly reduce the bulk and scale of the building when viewed from Rocky Point Road and Targo Road. This effectively hides the top level from view at ground level.</p>

Bulk, Scale and Street Wall Heights	Current Planning Proposal Response
<ul style="list-style-type: none"> <li>Proposed local provision to allow communal open space/lift above maximum permissible height will exacerbate bulk and scale</li> </ul>	<p>It is noted that the Planning Proposal includes a suggested additional local provision which requires plant and other communal structures to be set back from the edges of the building so as not to result in any additional overshadowing impacts.</p>
<ul style="list-style-type: none"> <li>The scale of the building fronting Rocky Point Road should be afforded greater modulation to provide a more harmonious transition in the scale to the adjoining heritage item.</li> <li>The overall scale of development when perceived from Rocky Point Road, transitioning down to the heritage item at 211-219 Rocky Point Road remains unresolved.</li> <li>A significant reduction in the tower height is necessary to ensure an appropriate transition to nearby heritage items and provide a compatible scale of development.</li> </ul>	<p>The proposed site interfaces between the existing 6 storey building to the north (187 Rocky Point Road) and the 2 storey developments to the south which terminate with the 2 storey heritage item.</p> <p>The proposed street wall steps from 6 storeys at the corner of Targo and Rocky Point Road down to 4 storeys and finally 1.5 storeys where it adjoins the neighbouring site to the south (201 Rocky Point Road). It is intended that strong vertical articulation at these changes in scale help to further modulate the built form and reinforce the established rhythm of lots along Rocky Point Road.</p> <p>It is important to note that the site of 201-209 Rocky Point Rd sits between the proposed site and the heritage site. This has been earmarked in the GRC DCP for future amalgamation and development (identified as site number 4) and is likely to be developed in the future up to the permissible built form controls (FSR of 2.5:1 and maximum height of 21 m).</p> <p>The potential future development of 201-209 Rocky Point Road should be taken into account when considering the transition to the heritage item at 211-219 Rocky Point Road.</p>

## 5.2. WESTERN BOUNDARY INTERFACE/NEIGHBOUR AMENITY

Western Boundary Interface/Neighbour Amenity	Current Planning Proposal Response
<b>SSPP reasons for decision - previous planning proposal (2019)</b>	
<ul style="list-style-type: none"> <li>The interface with, and potential impact on the amenity of the neighbouring sites</li> </ul>	<p>Compared to the previous planning proposal, the Planning Proposal reference scheme has been amended to provide more generous setbacks to the neighbour residential uses to the west. Setbacks have been provided along the western boundary of the site which are significantly more generous than the previous planning proposal.</p> <p>Following post-lodgement feedback, setbacks at ground level have been further increased from 1.5 m to 3 m.</p>

Western Boundary Interface/Neighbour Amenity	Current Planning Proposal Response
<p><b>WSP Assessment (current planning proposal)</b></p> <ul style="list-style-type: none"> <li><i>Development adjoining the low-density residential properties to the west (Building B) is likely to result in adverse amenity impacts, with particular concerns raised for solar access and bulk and scale.</i></li> <li><i>It is also necessary to ensure that the occupants of 'Roma' are still afforded a reasonable amount of solar amenity.</i></li> </ul> <ul style="list-style-type: none"> <li><i>The transition to properties to the west from building B has been partially resolved. However, the impact of the reduced building envelope on proposed density and FSR is unknown, and no elevation/building envelope diagrams of Ramsgate Road have been provided. Proposed amendments are to be revised by FSR calculations and will be considered in their entirety as part of an amended set of plans.</i></li> </ul>	<p>Building separations on the site and with neighbouring development is compliant (Building B) and over-compliant (Building C). A vegetation buffer with deeper soil has also been introduced at the western boundary of the site to further protect the amenity of the neighbouring residential uses to the west.</p> <p>A setback has been provided to the neighbouring heritage building along Ramsgate Road. The 2-storey scale of the neighbouring heritage item will be reflected through materiality on the Ramsgate Road façade.</p> <p>Site specific DCP provisions have been proposed to ensure future development provides the necessary setbacks to maintain the amenity of the neighbouring sites.</p> <p>The analysis undertaken by SJB and provided within the Urban Design Report at <b>Attachment A</b> illustrates the impact on the indicative built-form envelope on the adjacent property as a result of the development at winter solstice. Units located further away from the property boundary still achieve 2 hours of direct sunlight at winter solstice. Units located closer to the western boundary will be overshadowed by future development on the neighbouring site, built within the permissible envelope.</p> <p>While the proposal does impact these units, it is worth noting that these units are through units and only those rooms facing eastwards are impacted by the development. Those rooms facing westwards would still receive more than three hours of direct solar access at winter solstice.</p> <p>Solar testing has confirmed that the residents will have minimal impact on their current solar amenity. The main windows for the building are located to the south. Small windows are located on the east and west facades.</p> <p>In response to WSP's comments relating to bulk and scale, the overall height of the reference scheme has been reduced from 9 storeys to 8 storeys. This has resulted in a decrease in FSR to 3.6:1 versus 3.68:1.</p>

Western Boundary Interface/Neighbour Amenity	Current Planning Proposal Response
<ul style="list-style-type: none"> <li>The 1.5 metre setback from the western boundary adjoining the car park entrance is not considered adequate and lacks an appropriate transition to lower density properties to the west. The DCP requires a setback of 5 metres and the 1.5 metre setback is not adequate for deep soil landscaping to screen the elevation as well as contribute to other environmental benefits such as infiltration of stormwater and reduction of urban heath island effect</li> </ul>	<p>In response, the setback along the western boundary has been amended to a 3 metre setback to accommodate deeper soil planting which will act as an effective privacy screen and visual buffer between the site and the neighbour uses.</p> <p>Boundary setback requirements and deeper soil depth requirements have been incorporated into the draft site-specific DCP to ensure adequate soil depths to plant medium to large trees.</p>
<ul style="list-style-type: none"> <li>Additionally to the above part 7 of the DCP is to be considered as the objectives and controls ensure appropriate transition between business and residential zones. The proposal is not considered to be consistent with Part 7.1.4 as it does not provide transition to the residential properties. Therefore, substantial amendment are needed to provide increased setbacks from the western boundary to ensure an appropriate transition in height to the lower scale residential development to the west.</li> </ul>	<p>As above.</p> <p>It is also noted that the street wall height along Targo Road has been reduced from 6 storeys to 4 storeys to better reflect the scale of the existing and future development along Targo Road to the west of the site.</p>

### 5.3. PLAZA AND THROUGH SITE LINK

Plaza and Through-Site Link	Current Planning Proposal Response
<b>SSPP reasons for decision - previous planning proposal (2019)</b>	
<ul style="list-style-type: none"> <li>Certainty regarding the provision of publicly accessible open space in the proposed controls</li> </ul>	<p>The previous planning proposal attributed Building Height and FSR to the publicly accessible open space without proposing any site-specific DCP controls to limit future development over this space.</p> <p>This lack of certainty, and the reliance on a planning proposal concept scheme meant that future development on the site could have potentially eroded the quality and quantum of publicly accessible open space.</p> <p>To address this concern, and to ensure that future development of the site incorporates a high-quality and generous publicly accessible open space with good amenity, further height control provisions and minimum open-to-sky area requirements have been included in the draft Site-Specific DCP that supports this Planning Proposal (<b>Attachment A</b>).</p> <p>The Planning Proposal also includes a much more tailored LEP amendment to the Height of Buildings map, which will ensure the provision of the publicly accessible open space generally in accordance</p>

with the location/orientation as shown in the reference scheme.

### WSP Assessment (current planning proposal)

- *The through-site link is required to be widened and re-positioned to enable direct sight lines to the square and vice-versa.*
- *The square also needs to be increased in width to enable greater solar access and visibility.*
- *The plaza has been increased in size and its visibility from and presentation to Targo Road has been improved. However, previous concerns regarding the limited visibility from Rocky Point Road remain unaddressed. Reconfiguration of the building footprints is required to ensure the plaza's visual prominence to foot traffic and passing trades*

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

The square takes advantage of a north facing aperture, allowing good solar access to the space. In response to the feedback, it has been widened from 15.3m to 16.8m to increase the amount of space receiving 2 or more hours of sun in mid-winter from 38% to 50% as shown in the Urban Design Report that supports the Planning Proposal (**Attachment A**).

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

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

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

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

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

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

	<p>Opening the plaza to Rocky Point Road would expose it to a greater noise impact from passing traffic. This would have an adverse effect on its amenity and result in an inferior outcome given the plaza is intended to be a more intimate space for the local community.</p> <p>The local community that uses the centre will inevitably be aware that it has a ground level plaza space. Having a narrow view of the opening to the plaza from passing traffic is therefore considered to be of less importance compared to creating a space that is inviting and which has a high level of amenity.</p>
<ul style="list-style-type: none"> <li>Consideration must also be given to the impact of wind tunnelling on the site. As such, a wind impact assessment should be undertaken to demonstrate that the walkways, width of plaza will not result in adverse wind impacts and ensure a usable and inviting public plaza</li> </ul>	<p>In response, the proponent has commissioned MEL Consultants to prepare a statement regarding wind impacts, provided as an appendix to the planning proposal (<b>Attachment M</b>).</p> <p>The wind statement notes that it would be expected that the planning proposal reference scheme would increase the wind conditions relative to existing conditions. However, it is expected that a range of wind mitigation strategies (local screen, canopies, built form modifications etc) can be successfully implemented to achieve a solution to any wind issues.</p> <p>The wind statement also notes that further wind tunnel measurements would be more appropriate at the DA stage instead of the planning proposal stage to accurately quantify and compare wind conditions against pedestrian comfort criteria.</p> <p>A new control has been included in the draft site-specific DCP to address wind impacts, and ensure that any future DA on the site for development over 3 storeys will be supported by a wind tunnel study report.</p>
<ul style="list-style-type: none"> <li>Consideration must also be given to pedestrian amenity and is to be addressed through the provision of continuous awnings for weather protection (Control 5 in 7.1.2.1 - Streetscape of GRDCP 2021). Awnings must be provided continuously and are to be of the same height and design along the shop frontages to provide weather protection for pedestrians (Control 1 of 7.1.3.3 – Awnings of GRDCP 2021)</li> </ul>	<p>In response, a new control has been included in the draft site-specific DCP to require continuous awnings.</p>

## 5.4. LANDSCAPING AND DEEP SOIL

Landscaping and Deep Soil	Current Planning Proposal Response
<b>WSP Assessment (current planning proposal)</b>	
<ul style="list-style-type: none"> <li>ADG requires 7% of the site area to be provided as deep soil zones, with a minimum dimension of 6m for sites greater than 1,500sqm. Basement footprint suggested to be reduced, and deep soil landscaping incorporated along the western boundary to meet this minimum requirement. Alternative green infrastructure solutions to be included.</li> <li>The deep soil zones are required to have a minimum dimension of 6m for a site area greater than 1,500sqm to allow for growth of healthy trees and promote management of water and air quality. If it is difficult to achieve this a required 7% of site area is to be provided. The location of the site at the periphery of the business zone presents the opportunity for deep soil to be provided at the western side boundary, albeit it is acknowledged that it may not be possible for the site to provide 7% of its site area as deep soil zones in light of the proposed retail uses.</li> <li>Notwithstanding the above, the complete absence of deep soil landscaping within the concept scheme remains unaddressed and does not result in a positive design outcome for the public domain or surrounding residential properties.</li> <li>Section 6.3.4 Basement Setbacks within the DCP provides objectives and controls to ensure basements within mixed use developments and residential flat buildings are designed to allow for adequate deep soil landscaping. Given the above, the Proposal is to be reconsidered and amended to provide a greater extent of deep soil landscaping. A reduction in the basement in accordance with the setbacks outlined above will be required to ensure deep soil landscaping can be provided on site.</li> <li>The use of planting on structures will only be considered as an alternative to deep soil landscaping if these areas are minimum 6 metres in dimension (i.e. at least 6 x 6 metres) in accordance with the ADG requirement to provide a conducive environment for the growth of mature canopy trees. Planting on structures with extensive soil depths of at least 1-1.5 metres are only acceptable when they are provided in conjunction with genuine deep soil zones on the western boundary.</li> </ul>	<p>We note that the requirements of the ADG and the GRDCP will need to be addressed as part of any future DA for the redevelopment of the site. The reference scheme provides an overview of how a potential future development could fit within the proposed controls, with detailed design to be further developed as part of a future DA.</p> <p>In response to feedback from WSP the western boundary setback has been increased from 1.5 m to 3 m to provide a substantial buffer between the site and its western neighbours comprising significant planting as shown in the Urban Design Report and the Concept Landscape Plan and Domain Report (both appendices to the Planning Proposal report at <b>Attachment A</b>).</p> <p>The western boundary interface, with the expanded 3 m setback will be capable of accommodating raised planter beds providing 1.4 m – 2 m soil depths and consolidated/shared soil volume for long term health of the proposed buffer planting. Further landscaping elements include wall screening with climbers and landscaping on top of the loading dock with a planter depth of 1.5 m to provide substantial planting as an additional landscape amenity and buffer to the site.</p> <p>Extensive green roof areas have been included as part of the planning proposal. These rooftops will be largely non trafficable areas with low water use native grasses and ground covers suitable to this environment. These areas will also add biodiversity benefits for local flora and fauna, reduce building temperatures and help mitigate the urban heat island effect and provide opportunity for extension rainwater collection and harvesting to support the development.</p> <p>As shown in detail within the Concept Landscape Plan and Domain Report as well as the Planning Proposal report (<b>Attachment A</b>) significant areas of landscaping have been provided on the site.</p> <p>The significant increase in site landscaping has been reflected within the updated DCP controls to reflect the intended outcome of the updated reference scheme.</p> <p>Boundary setback and deeper soil depth requirements have been incorporated into the draft site-specific DCP to ensure adequate soil depths to plant medium to large trees.</p>



## 5.5. VEHICLE ACCESS AND TRAFFIC

Vehicle Access and Traffic	Planning Proposal response
<b>SSPP reasons for decision - previous planning proposal (2019)</b>	
<ul style="list-style-type: none"> <li><i>The size of the supermarket relative to the impacts on traffic and parking</i></li> </ul>	<p>To address the SSPP's concerns, and mitigate any traffic and parking impacts, the Proponent has prepared the Planning Proposal based on advice from a traffic engineer with retail expertise (Tim Rogers, CBRK).</p> <p>The traffic and parking measures have been significantly remodelled from the previous planning proposal, and has been developed through engagement with TfNSW as discussed in the Addendum Traffic Report at <b>Appendix K</b> of the Planning Proposal (at <b>Attachment A</b>).</p> <p>As noted in the Addendum Traffic Report, the site and surrounding road network will have enough service capacity to accommodate the Planning Proposal based on recommended traffic intersection upgrades.</p> <p>The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.</p> <p>By providing adequate vehicle/service parking facilities within the basement of the development, the Planning Proposal will help ease pressure off on-street parking in the area.</p>
<ul style="list-style-type: none"> <li><i>RMS confirmation of support of intersection upgrades as presented in the planning proposal</i></li> </ul>	<p>While the previous planning proposal had not received advice from TfNSW confirming support for the proposed intersection upgrades as presented in the planning proposal, the current planning proposal and the proposed intersection upgrades proposed as part of the VPA offer have been the subject of extensive engagement and consultation with TfNSW as discussed further below.</p>
<b>WSP Assessment (current planning proposal)</b>	
<ul style="list-style-type: none"> <li><i>The proposed development would result in increased pressure on existing road network and public transport (bus) services and infrastructure, due to the development of 185 new dwellings, resulting in a subsequent population increase.</i></li> <li><i>TfNSW will need to confirm whether the upgrades that form part of VPA are considered adequate to mitigate any adverse traffic impacts from the Proposal. Given the revitalisation of the local centre it is considered that Proposal</i></li> </ul>	<p>Refer to commentary on consultation with TfNSW below.</p>

<p><i>has strategic merit subject to TfNSW confirming all traffic measures are appropriate.</i></p>	
<p><u>Banning of Right turn from Rocky Point Road</u></p> <ul style="list-style-type: none"> <li><i>Council acknowledges TfNSW's first preference to ban right-turn movement for southbound traffic on Rocky Point Road into Targo Road and Ramsgate Road 24/7 or banning right-turn movement in the afternoon peak only as a second preference. However, Council requires further traffic analysis and traffic counts to be conducted along Hastings Road, Burgess Street and Targo Road to confirm the impact this will have on local roads. To assist with comparing current data to pre-covid data, Council has existing counts conducted in 2019 on Burgess Street. See the Burgess St spreadsheet attached to the email.</i></li> </ul>	<p>Further traffic analysis and counts have been undertaken in response to the post-lodgement engagement with Council and TfNSW. Refer to the Addendum Traffic Report at <b>Appendix K</b> of the Planning Proposal (at <b>Attachment A</b>) for further details.</p> <p>We note the suggestion to ban the right turn into Targo Road and suggest that this be implemented only in the weekday PM peak period. At other times the right turn would be permitted. The removal of parking on the eastern side of Rocky Point Road would provide for a through lane of traffic in addition to the shared through/turn lane, thus maintaining at least one lane for through traffic (as per the existing situation).</p>
<p><u>Ramsgate Road vehicle access</u></p> <ul style="list-style-type: none"> <li><i>Prevent RT movement for residential access from Ramsgate Road:</i></li> <li><i>In regard to residential access from Ramsgate Road (westbound vehicles), Council prefers the construction of a median island (back-to-back kerb – approx. 500mm wide) to be built along Ramsgate Road from the junction of Ramsgate/Rocky Point Road to the intersection of Dalkeith Street/ Ramsgate Road with proposed left in left out traffic manoeuvres from Dalkeith Street. This will prevent illegal right-turn manoeuvres on Ramsgate Road for residential access. This may require Council's Local Traffic Committee approval.</i></li> <li><i>However, consultation is to be undertaken with the businesses on the southern side of Ramsgate Road regarding permitting only left in left out of the carpark. This matter is to be discussed further following consultation with businesses.</i></li> </ul>	<p>The suggestion to construct a median in Ramsgate Road opposite the site access to prevent right turns into the site is supported. However, extending the median to restrict access to Dalkeith Street to left turns only is a matter for Council to determine separately to the planning proposal as it would impact on existing road users and there is no nexus between banning right turns to/from Dalkeith Street and the planning proposal.</p>
<p><u>Potential vehicle detours:</u></p> <ul style="list-style-type: none"> <li><i>Regarding residential access and commercial access for all westbound movement along Ramsgate Road and possible south bound movement from Rocky Point Road, further traffic analysis and traffic counts are to be conducted along Torwood Street, The Promenade, Lloyd Street and Dalkeith Street.</i></li> <li><i>Further concerns are raised over the existing intersection of The Promenade/ Torwood Street for potential residential detour in the future. i.e., RT movement from Torwood Street into The Promenade. Further analysis needs to be</i></li> </ul>	<p>Traffic flows in Dalkieth Street, Lloyd Street and Torwood Street are low at some 40 to 100 vehicles per hour (two way), the weekday afternoon and Saturday midday peak hours. Therefore, with development traffic in place, traffic flows in these local streets would remain low. SIDRA analysis found that with development traffic in place, the intersection of Torwood Street/The Promenade would continue to operate at LOS A in the weekday afternoon and Saturday midday peak hours.</p>

<p><i>conducted to determine the impact of increased vehicle movement at this intersection and if potential changes to the intersection design are required.</i></p>	
<p><u>Ramsgate Rd/Targo Rd access out of The Promenade and impact of sight lines at existing pedestrian refuge.</u></p> <ul style="list-style-type: none"> <li>▪ <i>Council supports the modifications to the intersection of The Promenade/ Targo Rd/ Ramsgate Rd into a signalised intersection to allow all movements out of The Promenade and Targo Road with NRT restrictions from Ramsgate Road into Targo Road.</i></li> <li>▪ <i>However, further analysis needs to be undertaken regarding the implications on the sight lines for pedestrians at the existing refuge island on Ramsgate Road (approximately 130m away), west of The Promenade; should there be an installation of traffic signals. There could be concerns for pedestrians with misjudging the speed of vehicles while crossing the road with the signals being only 130m away. Options to move the refuge further west on Ramsgate Road should be explored.</i></li> </ul>	<p>SIDRA modelling found that with the proposed signals, in 2032, the maximum queue for the right turn into The Promenade would be some 100 metres. This may impact sight lines at the pedestrian refuge. To address this issue, two options are suggested:</p> <ul style="list-style-type: none"> <li>- relocate the pedestrian refuge some 50 metres to the west; or</li> <li>- remove the pedestrian refuge, noting that the new signals will provide a pedestrian crossing on Ramsgate Road.</li> </ul>
<p><u>Relocation of westbound bus stops</u></p> <ul style="list-style-type: none"> <li>▪ <i>Council has no concerns with the proposed relocation of the bus stop on the northern side of Ramsgate Road as the existing area is signposted 'No Stopping' subject to approval from TfNSW and bus services. The applicant will need to bear the cost of relocating the bus stop and signage, and ensure that it is built to standards; including DDA obligations.</i></li> </ul>	<p>Council has raised no objections to relocating the bus stop subject to approval by TfNSW, the bus operator, and that the applicant bear all costs of the relocation.</p>
<p><b>TfNSW Comments (current Planning Proposal)</b></p>	
<p><u>Warrants Assessment for traffic signals</u></p> <ul style="list-style-type: none"> <li>▪ <i>Incomplete warrants assessment has been provided covering only two one-hour periods on separate days. TfNSW requires warrants to be met for four one-hour periods on a typical day prior to considering proposed traffic signals.</i></li> </ul>	<p>The warrants for traffic signals is satisfied as provided in the Addendum Traffic Report at Appendix K of the Planning Proposal at <b>Attachment A</b>.</p>
<p><u>Rocky Point Road/Targo Road Intersection</u></p> <ul style="list-style-type: none"> <li>▪ <i>TfNSW does not support proposed traffic signals permitting southbound right-turn movements on Rocky Point Road. TfNSW would require a No Right Turn (NRT) restriction for southbound traffic</i></li> </ul>	<p>With regards to the intersection of Rocky Point Road/Targo Road, the traffic signals were proposed to allow right turns out of Targo Road. Therefore, the option of the existing priority controlled intersection is not supported. We note the suggestion to ban the right turn into Targo Road and suggest that this be implemented only in the weekday PM peak period. At other times the right turn would be permitted. The removal of parking on the eastern side of Rocky Point Road</p>

	would provide for a through lane of traffic in addition to the shared through/turn lane, thus maintaining at least one lane for through traffic (as per the existing situation).
<p><u>Ramsgate Rd/Targo Rd/The Promenade Intersection</u></p> <ul style="list-style-type: none"> <li>TfNSW could consider supporting proposed traffic signals, subject to a satisfactory warrants assessment and SIDRA modelling to demonstrate no impact on the operation of the Rocky Point Rd/Ramsgate Rd intersection.</li> </ul>	The SIDRA modelling has found that traffic signals at the Ramsgate Road/Targo Road/The Promenade intersection would operate at a satisfactory LOS;
<p><u>Ramsgate Rd Left-in Site Access</u></p> <ul style="list-style-type: none"> <li>Due to the existing NRT restriction for westbound traffic on Ramsgate Rd at the Rocky Point Rd intersection, concern is raised that some motorists wishing to access the site from the east, may attempt to turn right into the development from the westbound carriageway of Ramsgate Rd. This would block westbound through traffic and could result in queues extending past Rocky Point Rd/Ramsgate Rd traffic signals.</li> <li>The proponent should be requested to investigate the potential for a concrete median of a suitable width and length on Ramsgate Rd to Council's requirements, to physically restrict right-turning movements into the site.</li> </ul>	Council has advised that a 500mm median be provided on Ramsgate Road to prevent right turns into the site. However, extending the median to restrict access to Dalkeith Street to left turns only, is a matter for Council to determine separately to the planning proposal as it would impact on existing road users and there is no nexus between banning right turns to/from Dalkeith Street and the planning proposal.
<p><u>Delivery of Traffic Signals</u></p> <ul style="list-style-type: none"> <li>If the proposed Rocky Point Rd/Targo Rd traffic signals with NRT restriction for southbound traffic are supported by TfNSW, the proposal must be publicly exhibited. Further, the traffic signals must have the support of both Georges River and Bayside Councils and respective Local Traffic Committees at the planning proposal stage to provide certainty in the future. TfNSW is not supportive of deferral of this matter at the later stage (DA or Works Authorisation Deed).</li> </ul>	<p>Consultation has been undertaken with Bayside Council who indicated that it would not object to the removal of the parking on the eastern side of Rocky Point Road subject to it being replaced within the development (which it is proposed). It is anticipated that further discussions will occur at the post-gateway stage with the respective Local Traffic Committees regarding the details of the traffic signals.</p> <p>It is anticipated that the details of the traffic signals will form part of the public exhibition of the Planning Proposal and supporting VPA.</p>
<p><u>Other matters</u></p> <ul style="list-style-type: none"> <li>Several matters were raised in relation to the analysis within the traffic report in relation to traffic volumes, directional distribution and SIDRA modelling.</li> </ul>	These matters have been addressed within the Addendum Traffic Report (May 2022) at <b>Appendix K</b> of the Planning Proposal Report at <b>Attachment A</b> .

## 5.6. ACCESS TO THE NEIGHBOURING SITE – 201-209 ROCKY POINT ROAD

Access to Neighbouring Site	Planning Proposal response
<b>WSP Assessment (current planning proposal)</b>	
<ul style="list-style-type: none"> <li><i>The Planning Proposal does not adequately address the issue of vehicle access for the 201-209 Rocky Point Road.</i></li> <li><i>When these sites are redeveloped as a mixed use development, the existing easement cannot accommodate MRVs required for back of house functions or Council's garbage collection vehicles.</i></li> </ul>	<p>The proposal has been amended to provide a 6m wide opening to the pedestrian through site link from Ramsgate Road to the plaza. This narrows to 4.1m to create a vibrant, intimate retail link reminiscent of Melbourne's laneways.</p> <p>The rear access to the existing properties from 201 – 209 Rocky Point Road currently function through an existing 3m wide laneway. This will be maintained through the proposal to allow the current servicing to continue.</p> <p>In the event that the sites from 201 – 209 Rocky Point Road are amalgamated and developed as per the site amalgamation plan in the GRC DCP, the corner retail facing Ramsgate Road has been set back to enable access to both MRVs and council waste collection vehicles to the potential future development site as demonstrated in the vehicle access plan provided in the Urban Design Report at <b>Appendix A</b> of the Planning Proposal Report at <b>Attachment A</b>.</p> <p>A future easement is proposed to act as a pedestrian/vehicle shared way. The access easement has been included as part of the draft VPA letter of offer supporting the Planning Proposal. By registering an access easement (in perpetuity) on title in favour of the lots comprising 201-209 Rocky Point Road, the Planning Proposal will ensure that future vehicle access to these lots is not hindered.</p> <p>It is envisaged that the laneway configuration would allow for the future development site to add to and leverage this publicly accessible link as a shared way, further enhancing the quality of the space.</p>
<ul style="list-style-type: none"> <li><i>The concern regarding vehicle access for the future development at 201-209 Rocky Point Road has been partially addressed by widening the opening on Ramsgate Road to allow for a pedestrian/vehicle shared way for future waste vehicle movements in the future. However, the Planning Proposal continues to rely on the existing 3m wide building setback on the adjoining sites to function as vehicle access for these adjoining sites.</i></li> </ul> <p><i>The widening of the entrance to service 201-209 Rocky Point Road also raises concerns regarding the viability of the active street frontage along Ramsgate Road. A small</i></p>	<p>In response to the matters raised by Council, a concept plan has been prepared by SJB, that shows how access could be provided to a future redevelopment of the neighbouring site east.</p> <p>The plan provides for widening of the existing 3 metre-wide driveway to allow access to neighbouring site as well as providing for a separate pedestrian link to the subject site between Ramsgate Road and Targo Road.</p> <p>Vehicle swept paths are provided in within the Urban Design Report at <b>Appendix A</b> and the Addendum Traffic Report at <b>Appendix K</b> of the Planning Proposal Report at <b>Attachment A</b>.</p>

*shopfront is sandwiched between two sets of two-way driveways. Ramsgate Road is a busy local road and considered to be a high exposure location. The dominance of driveways in the proposed scheme is inconsistent with the strategic intent of activating the Ramsgate Centre. In addition, the use of a vehicle/pedestrian shared way presents numerous challenges in terms of management and conflicts.*

*A consolidation of vehicle access at the eastern site boundary needs to be explored to create the required access to 201-209 Rocky Point Road.*

*The Access Plan Diagram/swept path analysis will need to be amended for the Service Vehicles with the following provisions:*

*a) Analysis for a 10.5m waste service vehicle (and not an SRV); including the dimensions of the service vehicle as mentioned before and repeated again:*

*b) Applicants should ensure height clearance of 4 metres can be provided, allowing for vehicle length of 10.5 metres and width of 2.5 metres (<https://www.georgesriver.nsw.gov.au/Services/Waste/Waste-Management-Planning>).*

*c) Outline existing on-street parking space and potential parked vehicles during ingress/egress.*

*d) Outline the travel path/ lane on the roadway.*

*e) Outline swept path analysis in the property internally as well*

These show that:

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

The above arrangements are considered appropriate for the low traffic generation of a typical mixed-use development that could be developed on the neighbouring site.

Additional controls have been included in the draft site-specific DCP to address the requirement for a 6 m wide opening at the Ramsgate Road entrance to provide sufficient area to accommodate pedestrian access to the site as well as vehicle access to the neighbouring site. The DCP controls have also been updated to include measures to demarcate pedestrian access to the site at Ramsgate Road entrance through measures such as bollards and paving material to ensure legible pedestrian access is provided into the site.

## 6. JUSTIFICATION FOR THE REZONING REVIEW

### 6.1. STRATEGIC MERIT

The proposal clearly demonstrates strategic merit in that it would positively contribute to the achievement of State and Local Government strategic planning goals.

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement.

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

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

**Section 10.2** 'Relationship to Strategic Planning Framework' of the Planning Proposal Report prepared by Urbis (refer to **Attachment A**) provides a detailed assessment and demonstrates the strategic planning merit of the Planning Proposal, against each of the criteria established by the DPE.

#### 6.1.1. *Consistent with relevant District Plan within the Greater Sydney Region*

Yes.

The Planning Proposal is consistent with the directions and actions of the GSRP as set out below:

- **Objective 2:** Infrastructure aligns with forecast growth – growth infrastructure compact; and
- **Objective 3:** Infrastructure adapts to meet future needs

The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. The planning proposal will accommodate the future forecast growth in the area which aligns with proposed infrastructure funding in close proximity to the site.

- **Objective 6:** Services and infrastructure meet communities' changing needs; and
- **Objective 7:** Communities are healthy, resilient and socially connected.

The Planning Proposal will enable the provision of a publicly accessible open space as a focal point for the Ramsgate community to foster social interaction and function as a meeting point and event/market space. The provision of a full-line supermarket on the site will meet an identified demand for this facility in the local area.

- **Objective 10:** Greater housing supply; and
- **Objective 11:** Housing is more diverse and affordable.

The Planning Proposal will provide 176 new residential units across a range of unit types and sizes to respond to the market requirements and generally comply with the ADG.

Ramsgate, in particular, is predominantly made up of detached dwellings. The delivery of 176 apartments provides an opportunity for future home buyers to stay in the local area close to their communities

- **Objective 12:** Great places that bring people together; and
- **Objective 13:** Environmental heritage is identified, conserved and enhanced.

The Planning Proposal will enable the provision of a publicly accessible open space as a focal point for the Ramsgate community to foster social interaction and function as a meeting point and event/market space.

High-quality landscaping is proposed as part of the Planning Proposal, within the publicly accessible open space, within communal open spaces, the western boundary of the site, and in the public domain along Targo Road. The Planning Proposal will therefore enhance the tree cover and general environmental quality of Ramsgate.

- **Objective 14:** A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.

The provision of a full-line supermarket, fine grain retail and a publicly accessible open space as part of the Planning Proposal will help deliver much needed retail and services for the local residents, reducing the need for these residents to leave the local area.

The provision of residential uses on the site as part of a mixed-use development will allow more residents to access the amenities and services to be provided on site.

- **Objective 22:** Investment and business activity in centres.

The Planning Proposal will provide a place-based approach to activating the Ramsgate centre and allow it to transition into a crucial local centre as described in Section 10.2.6 below.

The Planning Proposal will contribute approximately 307 direct and indirect jobs during construction and around 376 direct and indirect ongoing jobs during operation

- **Objective 30:** Urban tree canopy cover is increased; and
- **Objective 31:** Public open space is accessible, protected and enhanced.

The Planning Proposal is supported by a detailed landscape analysis and a landscape concept plan (Appendix E). The Planning Proposal will enable a substantial increase in landscaping and tree cover on the site and along Targo Road.

The Planning Proposal will provide a publicly accessible open space which will function as a new community heart for Ramsgate centre.

### **South District Plan and Eastern City District Plan**

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

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

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

The housing targets in the District Plans are:

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

The Planning Proposal is consistent with the priorities of the South District Plan & Eastern District Plan as set out below:

- **S1 & E1-** Planning for a city supported by infrastructure

The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. This demonstrates that the site and Planning Proposal are aligned to benefit from the provision of future transport infrastructure.

- **S3 & E3-** Providing services and social infrastructure to meet people's changing needs



The Planning Proposal will provide a full-line supermarket and a publicly accessible open space and specialty retail to meet the changing needs of the community.

- **S4 & E4 - Fostering healthy, creative, culturally rich and socially connected communities**

The proposed publicly accessible open space will function as a community heart – a meeting place for local residents to socialise, shop and attend events/markets. The Planning Proposal presents an opportunity for the site to become a focal point for the local community.

- **S5 & E5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport**

The Planning Proposal will enable the delivery of a range of housing, in a well-connected location with access to public transport. The delivery of a mixed-use development will enable people to live close to jobs and services.

- **S6 & E6- Creating and renewing great places and local centres and respecting the District's heritage.**

By consolidating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a significant mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible plaza. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.

- **S12 & E10 - Delivering integrated land use and transport planning and a 30-minute city**

The Planning Proposal will enable the provision of a supermarket, public plaza, specialty retail and residential units on the site, allowing local residents, both on the site and in the neighbourhood to access these services and amenities locally instead of travelling to other centres.

- **S15 & E17 - Increasing urban tree canopy cover and delivering Green Grid connections**
- **S16 & E18 - Delivering high quality open space**

The Planning Proposal will enable the delivery of a landscaped publicly accessible open space on the site, public domain improvements including tree planting along Targo Road, and other site wide landscaping.

### **6.1.2. Consistent with a relevant local council strategy that has been endorsed by the Department**

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

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

#### **Georges River Local Strategic Planning Statement (LSPS)**

**Table 8 – Consistency with the Georges River LSPS**

Planning Priorities	Comment
<b>Access and Movement</b>	
<i>P1 – We have a range of frequent, efficient transport options to connect people, goods, services, businesses and educational facilities</i>	The site is identified as being located close to a 'Train Link/Mass Transit Visionary'. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.
<b>Infrastructure and Community</b>	

Planning Priorities	Comment
<i>P4 – Collaboration supports innovation and delivers infrastructure, services and facilities</i>	The Planning Proposal will offer a range of public benefits including a publicly accessible open space, public domain improvements, and traffic improvements.
<b>Housing and Neighbourhoods</b>	
<i>P7 – Residential suburbs will be protected and retained unless identified as areas of change or investigation</i>	<p>The Planning Proposal site is located within the Ramsgate Centre, which is identified in the Georges River Commercial Centres Strategy for growth into a crucial centre.</p> <p>The site is identified as being located close to a 'Train Link/Mass Transit Visionary'. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.</p>
<i>P8 – Place-based development, quality building design and public art deliver liveable places</i>	<p>The Planning Proposal provides a place-based approach to activating the Ramsgate centre. The Planning Proposal will enable the redevelopment of the site to provide a high-quality development including a publicly accessible open space.</p> <p>A draft Site-Specific DCP has been prepared to ensure any future redevelopment of the site embodies the design excellence principles of the reference scheme developed to support of the Planning Proposal.</p>
<i>P9 – A mix of well-designed housing for all stages caters for a range of lifestyle needs and incomes</i>	The Planning Proposal will include a range of housing to enable local residents to stay close to their communities and age in place.
<i>P10 – Homes are supported by safe, accessible, green, clean, creative and diverse facilities, services and spaces</i>	The Planning Proposal is supported by a site-specific DCP to ensure future redevelopment of the site will deliver the publicly open space and landscaping to the quality and extent envisaged in the reference scheme.
<b>Economy and Centres</b>	
<i>P12 – Land is appropriately zoned for ongoing employment growth</i>	<p>The site represents one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre</p> <p>The Planning Proposal will support increased job containment in Georges River LGA, contributing approximately 307 direct and indirect jobs during construction and around 376 direct and indirect ongoing jobs during operation.</p>
<i>P15 – All local centres are supported to evolve for long-term viability</i>	The Planning Proposal will deliver a significant mixed-use development within Ramsgate centre. The site is strategically located and sized to facilitate large scale development, allowing the Ramsgate to seamlessly transition into a crucial local centre as envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.

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

### **Georges River Commercial Centres Strategy**

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

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

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

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

- The “village” classification in the centres hierarchy
- Location within an area of high forecast population growth
- Having good visibility from passing trade
- Having access to car parking provisions
- Evenly distributed spatially from similar and higher ordered centres

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

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

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

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

## Georges River Local Housing Strategy

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

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

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

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

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

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

- Up-zoning of five potential Housing Investigation Areas
- New consistent LEP controls across the LGA
- Existing major development and planning proposal sites (see **Figure 9** below)
- Potential dwellings that are currently under DA assessment

**Figure 9 – Dwelling supply pipeline – Major DAs and Planning Proposals**



(Source: Georges River Local Housing Strategy)

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

### **6.1.3. Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls**

Based on the analysis undertaken as part of Council's *Commercial Centres Strategy (Part 1 Centres Analysis) 2020* (adopted in February 2020), Council determined that the centres within the LGA would not be able to accommodate their projected 2036 employment floor space demand if future development were to continue to provide non-residential floor space at current rates.

As stated in the Georges River Council Environment and Planning Committee meeting agenda for 14 March 2022, Council's Commercial Centre Strategy (2020) projects that by 2036, an additional 187,450 sqm of employment floor space will be requirement in the LGA, which is equivalent to an increase of 24% from the existing supply of 793,545 sqm.

To address the need for employment floor space in the LGA's centres, a minimum non-residential FSR requirement was introduced in all centres in the LGA through the Georges River LEP 2021.

However, as discussed in **Section 3.5**, the non-residential FSR required by the 2036 forecasted demand to ensure a reasonable supply of employment floor space for the strategic, local and other centres within the LGA is significantly more than the minimum non-residential FSR requirements introduced through the GRLEP 2021.

The Planning Proposal will help address the existing undersupply in terms of supermarket floorspace and help address Georges River Council's forecast shortfall in dwelling supply.

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

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

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

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

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

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

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

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

## 6.2. SITE-SPECIFIC MERIT

Amalgamate sites to enable an integrated mixed-use development to provide a supermarket and a publicly accessible open space, while acknowledging the adjoining heritage buildings.

The Planning Proposal features significant improvements on the previous proposal in terms of building height, bulk and depth, street walls, interface with neighbouring sites, delivery of a protected and activated public space, and a range of public benefits.

### 6.2.1. *the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)*

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

### 6.2.2. *the built environment, social and economic conditions*

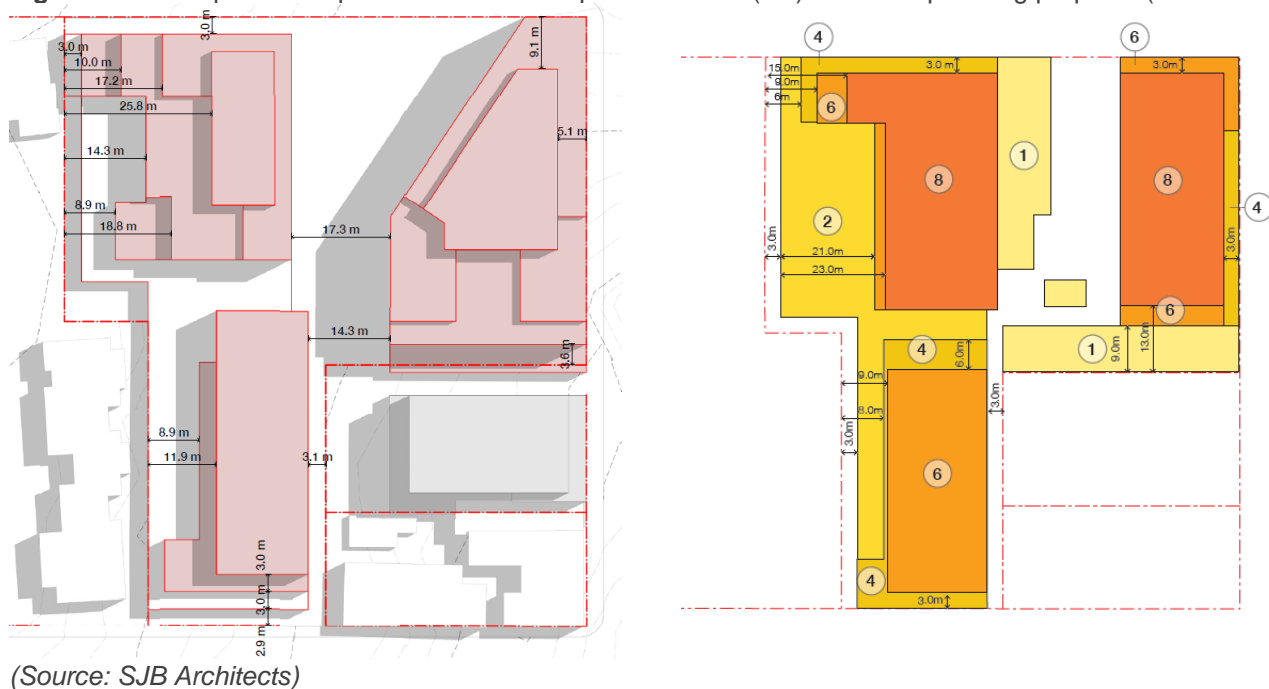
In order to address the Council Officer, LPP and Sydney South Planning Panel feedback received during the assessment of the previous planning proposal, the current Planning Proposal has made significant improvements on the previous schemes through an in-depth analysis of the site opportunities and constraints to ensure future development is of an appropriate scale and design in relation to the physical context of the site, while providing social and economic benefits appropriate to the location.

#### **Bulk and scale**

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

A significant proportion of the GFA (and consequently FSR) on the site will relate to the below ground supermarket (0.84:1), with above-ground built form accounting for an FSR of only 2.76:1. By locating the supermarket below street level, the Planning Proposal will open up the ground plane for a community heart space in the form of a landscaped publicly accessible open space.

**Figure 10 – Comparison of previous scheme September 2019 (left) & current planning proposal (June 2022)**





**Figure 11** – Bulk and scale comparison of previous scheme (left) and current scheme (June 2022) (right)



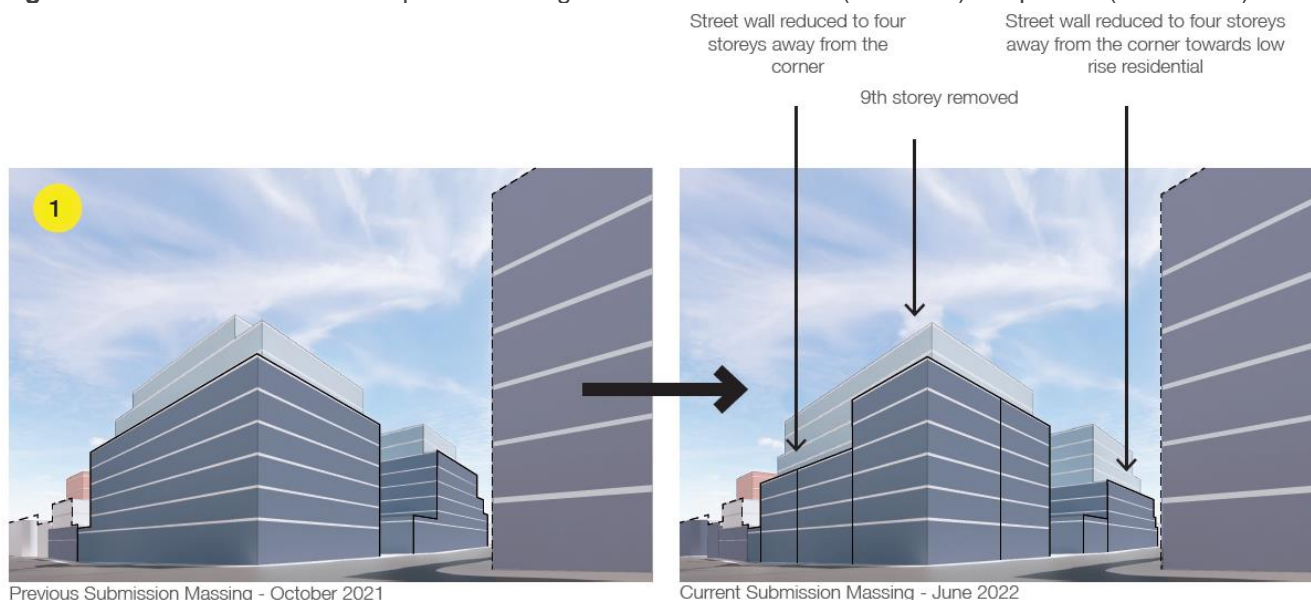
As shown in **Figure 10** further above and **Figure 11** above, compared to the previous planning proposal scheme submitted by the previous landowner, the current planning proposal scheme provides a significantly more modulated built form outcome with setbacks above street walls and upper level setbacks to Rocky Point Road and sensitive neighbours to the south and west of the site.

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

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

As illustrated in **Figure 12** below, these key moves will significantly reduce the apparent bulk and scale of the proposal. In particular, the upper-level setback on Building A reduces the majority of visual bulk of the top levels from the street so it is not apparent when viewed from street level.

**Figure 12** – Bulk and scale - Comparison of original reference scheme (Oct 2021) to updated (June 2022)



**Picture 1** – Rocky Point Road looking southwest



Previous Submission Massing - October 2021

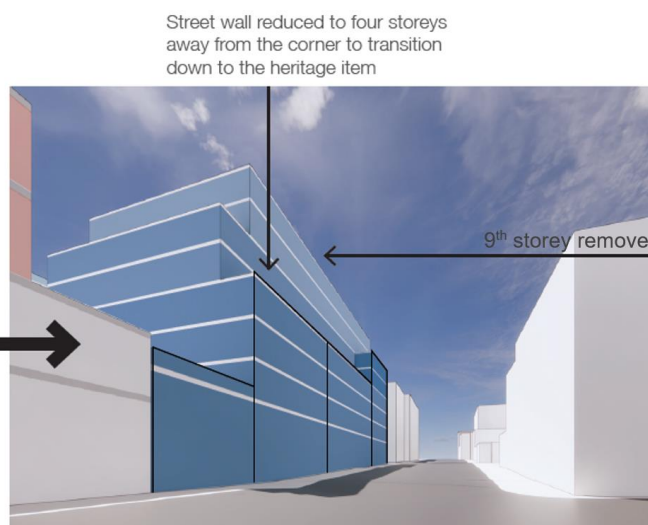


Current Submission Massing - June 2022

**Picture 2 – Rocky Point Road looking south west**

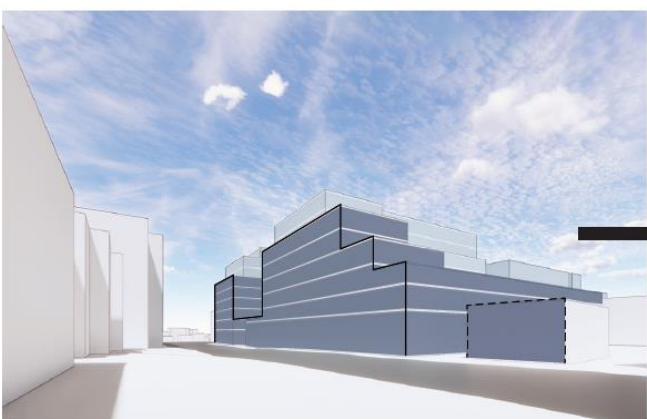


Previous Submission Massing - October 2021

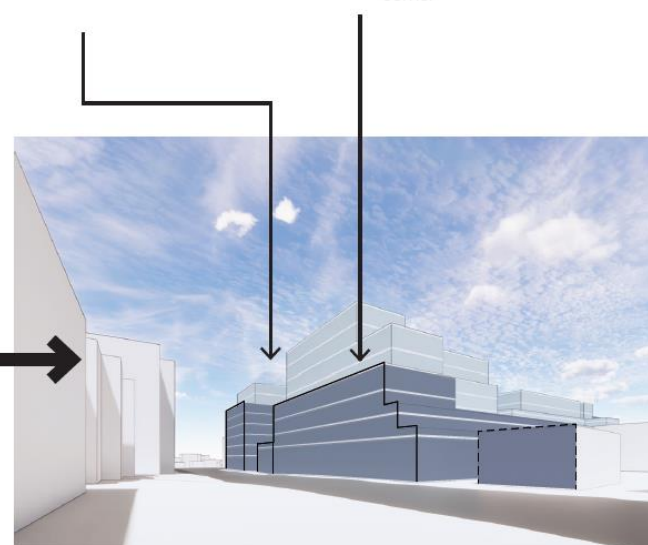


Current Submission Massing - June 2022

**Picture 3 – Rocky Point Road looking north west**



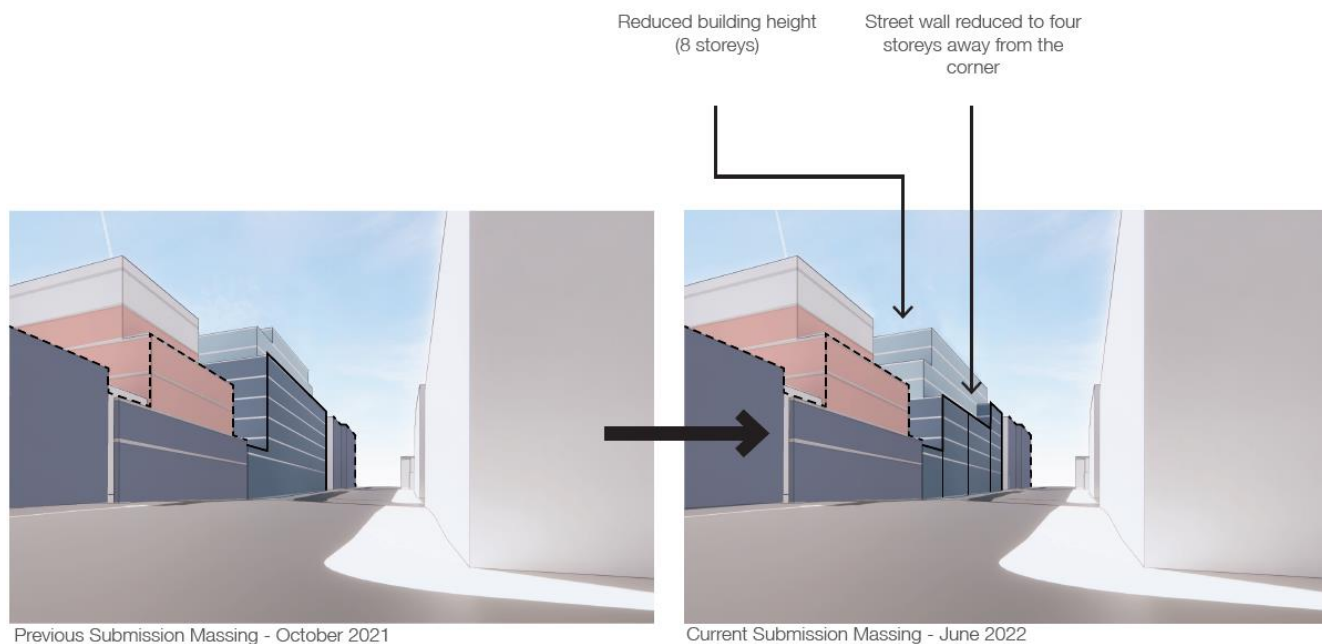
Previous Submission Massing - October 2021



Current Submission Massing - June 2022

**Picture 4 – Targo Road looking east**





**Picture 5** – Corner of Rocky Point Road and Ramsgate Road

**Figure 13** – Reference scheme showing proposed street wall stepping down to the south



## Streetscape

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

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

Along Rocky Point Road, a street wall height of 4-storeys has been included with a corner element of 6-storeys (**Figure 14**), to reflect the neighbouring 6-storey development to the north. The built form along Rocky Point Road steps down to 1-storey at the interface with the adjacent lots to the north of the site.

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

**Figure 14** – Street frontage along Rocky Point Road



A street wall height of 4-storeys has been included along Ramsgate Road (**Figure 15**) to reflect the lower scale of development along this street. A 2-storey visual street wall is also included through the use of materiality to reflect the scale of the adjacent heritage item at 70 Ramsgate Road.

Except for a 6-storey street wall at the corner with Rocky Point Road, the built form along Targo Road includes a 4-storey street wall (**Figure 16**) stepping down to 3-storeys and 1-storey adjacent to the neighbouring residential uses to the west.

**Figure 15** – Street frontage along Ramsgate Road



**Figure 16** – Street frontage along Targo Road



### **Heritage impacts**

A Heritage Impact Assessment has been undertaken to address any likely heritage impacts of the Planning Proposal and the reference scheme. The HIA has been provided as an appendix to the Planning Proposal within **Attachment A**.

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

The HIA provides the following recommendations:

- The detailed architectural response for a future development should include materials and colours that are sympathetic to the adjacent heritage items.

- That a detailed vibration monitoring protocol for the heritage buildings be included in any Construction Management Plan for the site. It is to be prepared and implemented by a suitably qualified structural engineer.

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

### **Social and Economic Benefits**

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

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

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

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

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

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

In summary, the Planning Proposal will result in a range of economic and social benefits summarised below.

The Planning Proposal will:

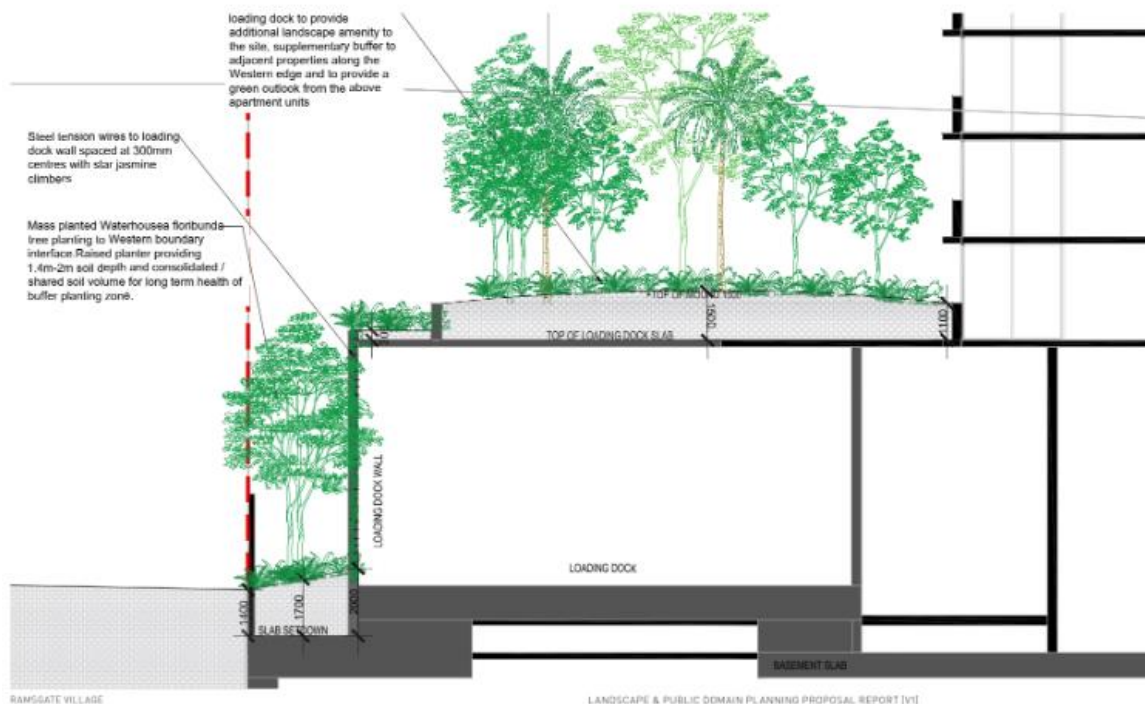
- help address Georges River Council's forecast shortfall in dwelling supply;
- provide greater housing diversity and allow residents to age in place;
- enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre;
- support increased job containment within the Georges River LGA;
- contribute 307 direct and indirect jobs during construction and 376 direct and indirect ongoing jobs during operation.
- contribute \$96.1million to the local economy during construction and \$33.6million in each year of operation;





**Figure 18** below and included as a requirement within the draft site-specific DCP will ensure future development provides adequate visual separation and amenity to the neighbouring uses.

**Figure 18** – Detailed section of the western boundary interface



### Access to the Neighbouring Site – 201-209 Rocky Point Road

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

As part of the Planning Proposal, a significant number of sites have been amalgamated into a single site. The Planning Proposal site includes amalgamated Lots 2 and 3 as identified in the GRDCP 2021 as well as lots to the west (refer to **Figure 19** below). This means that the Planning Proposal provides an even larger amalgamation of lots that envisaged in Part 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road) of GRDCP 2021 enabling the site to provide a high-quality mixed-use development and deliver a significant public benefit in the form of the publicly accessible open space.

**Figure 19** – GRDCP 2021 – Amalgamated Lots compared to Planning Proposal site



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

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

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

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

In terms of vehicle and service access to the remaining lots on the block fronting Rocky Point Road (201-209 Rocky Point Road and 211-219 Rocky Point Road), currently none of the properties have access from Rocky Point Road with access provided by an access laneway from Ramsgate Road as shown in **Figure 20** below.

**Figure 20** – Existing laneway access to neighbouring properties



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

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

Additional controls have been included in the draft site-specific DCP to address the requirement for a 6 m wide opening at the Ramsgate Road entrance to provide sufficient area to accommodate pedestrian access to the site as well as vehicle access to the neighbouring site. The DCP controls have also been updated to

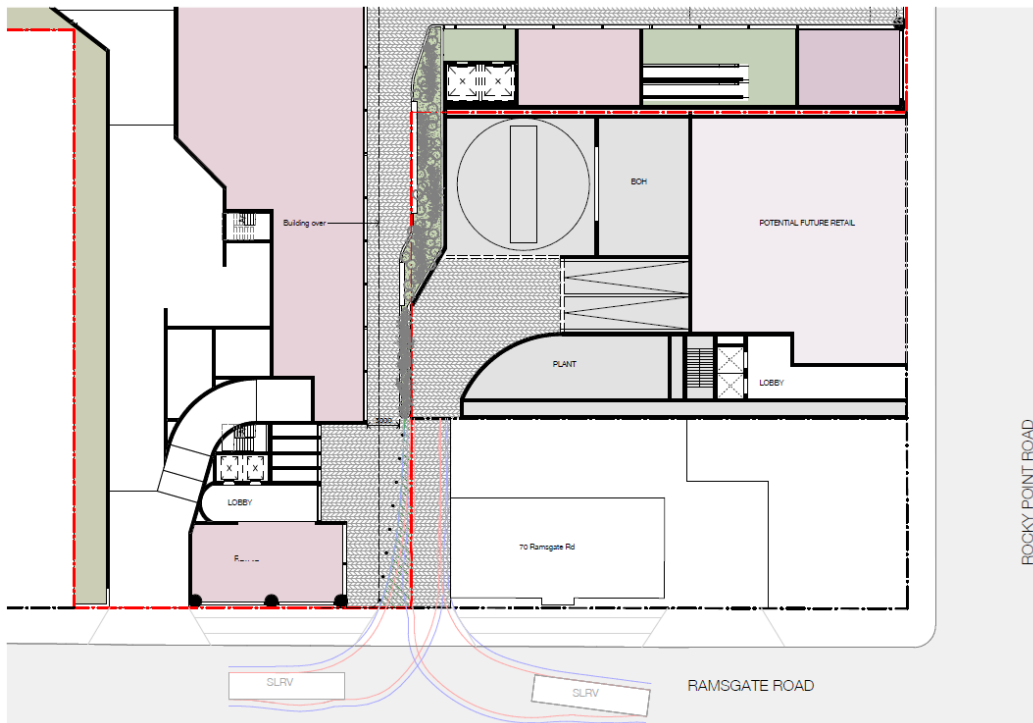


include measures to demarcate pedestrian access to the site at Ramsgate Road entrance through measures such as bollards and paving material to ensure legible pedestrian access is provided into the site.

As shown in **Figure 21**, swept path analysis has been undertaken of the potential future development on the neighbouring site to show that:

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

**Figure 21** – potential design of the service vehicle access to neighbouring site



## Residential Amenity

The Urban Design Report at **Appendix A** of the Planning Proposal (at **Attachment A**) provides an assessment of the Planning Proposal reference scheme against the relevant provisions of SEPP 65 and the ADG to ensure future development on the site will provide adequate amenity both for residents on the site as well as the existing and future neighbours to the site.

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

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

As demonstrated in the site isolation study by SJB, Building C provides a 3 m setback to the site's eastern boundary, and any future redevelopment on the neighbouring site will be able to redevelop to its



full potential (under current controls) and provide adequate building separation distances as required under the ADG.

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

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

As described within the Urban Design Report, SJB has undertaken a study of the shadowing impacts of the proposal on the neighbouring developments to the west. It illustrates that the east facing facades are overshadowed by the development. Those units located further away from the property boundary still achieve 2 hours of direct sunlight at winter solstice, however those units located closer to the western boundary would be impacted in the morning and would receive less than two hours.

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

### **Access, parking and traffic**

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

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

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

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

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

- install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and the through movement from The Promenade into Targo Road (the right turn out of The Promenade would remain banned), retain the existing right turn into The Promenade and retain banning the right turn into Targo Road;
- install traffic signals at the intersection of Rocky Point Road/Targo Road. During the Weekday afternoon peak period (3pm to 7pm), the right turn into Targo Road would be banned. All movements would be retained at this intersection at other times. The provision of traffic signals would provide capacity for right turns out of Targo Road;

- remove the existing pedestrian signals on Rocky Point Road (located some 30 metres north of Targo Road). Pedestrian access across Rocky Point Road would be provided at the new signals at Targo Road; and
- removal of parking (total some 10 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) to accommodate the new traffic signals at Targo Road. This loss of parking will be mitigated by the below ground retail parking to be provided on the site.

The Proponent intends to address the intersection upgrade works as part of a VPA accompanying the planning proposal.

#### **6.2.4. *services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision***

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

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

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

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

# 7. CONCLUSION

## 7.1. OVERVIEW

This report has been prepared in support of a Rezoning Review request to DPE in relation to the proponent-initiated Planning Proposal at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate.

The Planning Proposal seeks an amendment to the *Georges River Local Environmental Plan 2021 (GRLEP 2021)* to establish planning controls that would enable the redevelopment of the site to create a vibrant mixed-use development comprising residential and retail uses, as well as a high quality publicly accessible open space on the site.

Specifically, the intended outcome of the Planning Proposal is to amend the GRLEP 2021 as follows:

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

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

## 7.2. AMENDED PLANNING PROPOSAL

Guided by ongoing consultation with Council, WSP and TfNSW, the Planning Proposal was amended on 14 June 2022, with the updated planning proposal pack uploaded on the planning portal and emailed directly to Council. The following amendments were made to the Planning Proposal and indicative reference scheme:

- **Overall built form height** – the initial planning proposal (October 2021) proposed a built form of 9 storeys at the corner of Targo Road and Rocky Point Road. In response to feedback from WSP and Council in relation to bulk and scale, this has been further reduced from 9 storeys to 8 storeys. This change has been reflected in the proposed LEP and draft site-specific DCP height controls supporting the planning proposal.
- **Upper storey setback to building A (corner of Targo Road and Rocky Point Road)** – The top level of Building A has been amended to be set back by an additional 2m from to significantly reduce its impact on the streetscape. This setback reduces the majority of visual bulk of the top level from the street so it is not apparent when viewed from street level. The draft site-specific DCP has been updated to reflect this change in the upper storey setback to Building A.
- **Street wall height** – the initial planning proposal (October 2021) proposed a street wall height of 6 storeys along Rocky Point Road. In response to WSP's feedback, the majority of the street wall height has been reduced to 4 storeys whilst maintaining a section of the 6-storey street wall at the corner to Targo and Rocky Point Road to align with the neighbouring building. The draft site-specific DCP has been updated to reflect this change in street wall height.

- **Widened through-site link** – the pedestrian link entrance from Ramsgate Road has been widened from 4.1 m to 6 m to improve sight lines to the publicly accessible open space. The draft site-specific DCP has been updated to reflect this change in design of the through-site link.
- **Improved solar access to plaza** – the width of the publicly accessible open space has been widened from 15.3 m to 16.8 m to increase the amount of space receiving 2 or more hours of solar access from 38% to 50% in mid-winter. This requirement has been included in the draft site-specific DCP to ensure future development provides a publicly accessible open space with excellent amenity.
- **Future access to neighbouring site (201-209 Rocky Point Road)** – the reference scheme has been updated to provide a 6 m wide opening (from 4.1 m) by setting back the corner retail facing Ramsgate Road. Vehicle access way to the neighbouring site will be clearly demarcated with bollards and will include a portion of the subject site to accommodate turning circles. This will ensure access is enabled to both MRVs and council waste collection vehicles to the neighbouring site at 201-209 Rocky Point Road, while still providing clear and legible pedestrian access to the site via the through site link. A future easement to ensure the provision of the pedestrian/vehicle shared way if and when the neighbouring property is redeveloped has been addressed as part of the draft VPA letter of offer that accompanies the planning proposal. Additional controls have been included in the draft site-specific DCP to address the requirement for a 6 m wide opening at the Ramsgate Road and measures to demarcate pedestrian access to the site at the Ramsgate Road entrance through bollards, paving materials etc.
- **Western boundary setback** – the western boundary setback has been increased from 1.5 m to 3 m to provide a more significant buffer between the site and the neighbouring uses to the west of the site. The draft site-specific DCP has been updated to reflect the increased setback along the western boundary.
- **Deeper soil planting and green roof areas** - Substantial planting soil volumes to be accommodated along the western boundary setback for significant vegetation to provide an additional buffer between the sites. Extensive green roof areas have been included. The provision requirements for landscaped areas and deeper soil planting have been revised within draft site-specific DCP to ensure future development provides planting generally in accordance with the updated reference scheme.
- **Street wall height of Building B along Targo Road to the west of the through-site link** - has been reduced to 4 storeys to further reflect the transition in scale between the site and the neighbouring development to the west of the site along Targo Road. The draft site-specific DCP has been updated to reflect this change in the street wall height of Building B.

The above amendments have resulted in changes to the intended outcome of the Planning Proposal as summarised in **Table 2** below. Overall, the amended reference design results in a reduction in total GFA from 25,331 sqm to 24,772 sqm. This has subsequently resulted in a reduction to the maximum FSR sought from 3.68:1 to 3.6:1 and maximum Height of Buildings sought from 32 m to 29 m.

Noting the Council has failed to indicate its support for the planning proposal within 90 days of lodgement of the planning proposal, the rezoning review request has been submitted to seek a gateway decision from the South Sydney Planning Panel (SSPP) based on the fact that:

- As supported by the SSPP's decision on the previous planning proposal on the site, and as concluded by Council's independent assessment planners WSP, the planning proposal has clear strategic merit, consistent with local and state strategic planning policies.
- The planning proposal broadly aligns with the Council Officers' Proposed Interim Policy Position and draft Activating our Centres Policy
- The planning proposal has clear site-specific merit to support a Gateway Determination.
- The planning proposal will provide several social and economic benefits addressing existing undersupply in supermarket floorspace and residential dwellings.

## 7.3. STRATEGIC MERIT TEST

As demonstrated throughout this report, the Planning Proposal has clear strategic merit, for the following reasons:

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

## 7.4. SITE SPECIFIC MERIT TEST

As discussed in detail in the report, the Planning Proposal has site-specific merit having regard to the following matters:

- The Planning Proposal will facilitate the redevelopment of the site that will act as a catalyst for the wider regeneration of the Ramsgate Local Centre.
- The Planning Proposal will enable a built form and urban design outcome of high design quality featuring a transition in scale from the highest point at the corner of Targo Road and Rocky Point Road, and lower elements towards the south and west of the site at the interface with sensitive neighbours.
- The Planning Proposal will reinforce the emerging streetscape character along Rocky Point Road and manage perceptions of enclosure providing a 6-storey street wall with a stepped down approach to 4 storeys and then 1 storey and generous setbacks above the street wall height
- The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous Kogarah Development Control Plan 2013, as well as the Interim Policy and draft Activating our Centres Policy that Council officers previously presented to Councillors, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road. The Planning Proposal seeks to generally align with the Interim Policy that Council officers had put forward for Ramsgate Centre in terms of height, and above ground FSR will be well within the suggested FSR of 3:1.
- The Planning Proposal will address and mitigate the traffic effects on the adjacent road network with the delivery of traffic improvement works that have been developed through engagement with TfNSW. The intersection upgrade works will provide appropriate access to the site from the main road network and minimise traffic flow on local roads, while delivering positive traffic and parking outcomes for the local area. The Proponent has included the funding of the traffic intersection upgrades as part of the draft VPA letter of offer to Council.
- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal will enable a substantial increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.

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

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

## 7.5. SUMMARY

The site represents a rare opportunity in the area for the delivery of a high-quality mixed-use development as it integrates a large number of lots into a consolidated site in a strategic location that is well-connected to the road network and is well-served by public transport and amenities. The site has three street frontages presenting an opportunity to seamlessly integrate the site into the surrounding pedestrian and traffic network.

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

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

This Planning Proposal, which is separate from the previous planning proposal (2019) maintains the same strategic merit as the previous proposal by including key attributes of site-specific merit that were previously highlighted by the SSPP. However, it is important to note that this submission makes several additional site-specific moves to positively address the key issues raised in the assessment of the previous proposal.

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

In developing the Planning Proposal, the Proponent undertook extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community over a period of 18 months, which has been followed by close post-lodgement engagement with Council, WSP and TfNSW since October 2021. The Proponent has a long-term interest in developing the site and seeks to continue engaging in a positive dialogue with Council and various stakeholders during the assessment of the Planning Proposal.

The Planning Proposal has positively responded to the site-specific issues raised by the LPP and SSPP in relation to the previous planning proposal as well as feedback from the Council, Council's independent planners (WSP) and TfNSW. The key design principles and public benefit outcomes developed in response to feedback have been enshrined within the proposed LEP amendments, the draft site-specific DCP and the draft VPA letter of offer.

Given the significant strategic and site-specific merits of the Planning Proposal, as well as the many social and economic benefits it has the potential to deliver, it is requested that the South Sydney Planning Panel (SSPP) recommend the Planning Proposal proceed to gateway determination.

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