



Artist's impression of Potential Concept Design

PLANNING PROPOSAL RAMSGATE VILLAGE

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

Prepared for
POINT GATE DEVELOPMENTS PTY LTD
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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

In developing the Planning Proposal, the Proponent has undertaken extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community over a period of 12 months. The Proponent has a long-term interest in developing the site and seeks to continue engaging in a positive dialogue with Council and various stakeholders during the assessment of the Planning Proposal.

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

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

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

Strategic Merits

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement. As noted above, the strategic merit of a planning proposal on the site has been endorsed by the SSPP as it would revitalise the local centre consistent with the Sydney Regional Plan and Sydney District Plan. In addition, Council officers are currently investigating an Interim Policy for Ramsgate Centre to inform development on the site, which suggests that the site has strategic merit to warrant an accelerated review of future built form potential on the site ahead of Stage 2 of Council's Centres Strategy.

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

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

Site Specific Merit

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

The proposed building height and FSR amendments are modest with respect to the existing controls and in the context of the significant positive outcomes it will enable the site to deliver. The tailored and specific built form provisions proposed as part of the Planning Proposals will provide the incentive FSR to enable the delivery of a full-line supermarket below street level and open up the ground plane for a publicly accessible open space. The additional height, which will equate to 2-3 finished floor levels on the site, will enable the delivery of 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 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, as well as the Interim Policy that Council officers are currently investigating for the site, 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 are currently investigating for Ramsgate Centre in terms of height, and 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. Funding of the traffic intersection upgrade works by the Proponent will be a matter for discussion with Council after lodgement of the Planning Proposal, as part of a VPA.

- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the ‘everyday’ life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal will enable a substantial increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.
- The Planning Proposal will deliver significant public benefits to the centre including traffic upgrades, pedestrian through-site links, and public domain improvements along Targo Road and Rocky Point Road.
- The Planning Proposal will not result in unacceptable overshadowing and other amenity or privacy impacts on neighbouring residential properties, and it will enable future development on the site that is capable of satisfying the key ADG criteria for residential amenity.
- The Planning Proposal has been developed through careful analysis of site constraints and opportunities to ensure future development will not impact on the development feasibility of adjoining sites not included within the proposal.
- The Planning Proposal will not result in unacceptable impacts on the neighbouring heritage items.
- The Planning Proposal is supported by a draft site-specific DCP to ensure future redevelopment of the site is designed in accordance with the design excellence and site-specific design principles embodied in the reference scheme that supports the Planning Proposal.

Social and Economic Benefits

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

The Planning Proposal will enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre, providing greater housing diversity and allowing residents to age in place, while supporting increased job containment within the Georges River LGA, and contributing around 300 direct and indirect jobs during construction and around 350 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.

Summary

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

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 (Point Gate, the Proponent), a Joint Venture between Australian developer Time & Place and Fabcot Pty Ltd, Woolworths' in-house retail development division.

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

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

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

- Amend the zoning of the site from the existing part R4 High Density Residential and part B2 Local Centre to B2 Local Centre across the site;
- Amend the building height standard on the site from part 15 metres and part 21 metres to part 9 metres, part 15 metres, part 24 metres, part 29 metres and part 32 metres.
- Amend the floor space ratio (FSR) standard on the site from part 2.5:1 and part 1.5:1 to 3.68:1 across the site;
- Introduce site-specific provisions under Part 6 of GRLEP 2021 relating to the application of the maximum permitted height and FSR controls in order to allow greater flexibility for future development on the site to provide roof top communal open space and end of journey facilities.
- Reclassify Council owned Lot 301 DP 1142822 (76.1 sqm) from 'community land' to 'operational land' to enable future acquisition from Council and eventual redevelopment of the land, and insert details for the land into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.

These amendments are described in detail within **Section 8** of the report.

1.2. PROPONENT'S VISION & OBJECTIVES

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

The Proponent's vision is to:

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

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

- To enable the redevelopment of the site to catalyse further investment by lifting the status of the centre and attracting further non-residential land uses that would increase the centre's offer to the broader community and increase employment options.

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

1.3. PROPOSED LEP AMENDMENTS

As described in detail in **Section 8**, the Planning Proposal seeks to amend the zoning, building height and FSR maps of the GRLEP 2021 as they apply to the site.

Table 1 – Proposed LEP Amendments

Control	Existing GRLEP2021 Provisions	Proposed Provisions
Land Use Zoning	Part B2 Local Centre Part R4 High Density Residential under the Georges River LEP 2020)	B2 Local Centre
Height of Building	Part 21 metres Part 15 metres	Part 9 metres Part 15 metres Part 24 metres Part 29 metres Part 32 metres
Floor Space Ratio	Part 2.5:1 Part 1.5:1	2.84:1 (above ground FSR) 0.84:1 (supermarket incentive floor space) 3.68:1 (total FSR)

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

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

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

1.4. REPORT STRUCTURE

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

The relevant sections of the report are listed below:

- **Section 2:** Description of the site and its context.
- **Section 3:** Project background.
- **Section 4:** Statutory planning framework.
- **Section 5:** The reference scheme.
- **Section 6:** The Planning Proposal Assessment.
- **Section 7:** Objectives and Intended Outcomes.
- **Section 8:** Explanation of Provisions.
- **Section 9:** Justification.
- **Section 10:** Mapping.
- **Section 11:** Community Consultation.
- **Section 12:** Project Timeline.
- **Section 13:** Conclusion.

1.5. SUPPORTING INFORMATION

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

- Urban Design Report, SJB (**Appendix A**)
- Draft Site Specific DCP, SJB & Urbis (**Appendix B**)
- Survey Plan (Error! Reference source not found.)
- Traffic Report, CBRK (**Appendix D**)
- Concept Landscape Plan and Public Domain Report, Landform (Error! Reference source not found.)
- Place Vision Document, Right Angle Studio (**Appendix F**)
- Community/Stakeholder Engagement Outcomes Report, Urbis (**Appendix G**)
- Economic Impact Assessment, Urbis (Error! Reference source not found.)
- Heritage Impact Statement, NBRS Architecture (**Appendix I**)
- Certificate of Title for Lot 301 DP1142822 (**Appendix J**)

2. SITE & CONTEXT

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 is sensitive 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).

Figure 1 - Location Plan



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

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

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

Table 2 - Site Description

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

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

Figure 2 - Legal description of site



It is noted that Lot 301 DP 1142822 is Council owned land that is classified as 'community land' under the Local Government Act 1993 (LG Act). As part of the Planning Proposal, and as addressed in detail in **Section 8**, it is proposed that this land be reclassified as 'operational' land to enable it to be purchased by the Proponent for redevelopment.

2.3. EXISTING DEVELOPMENT

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

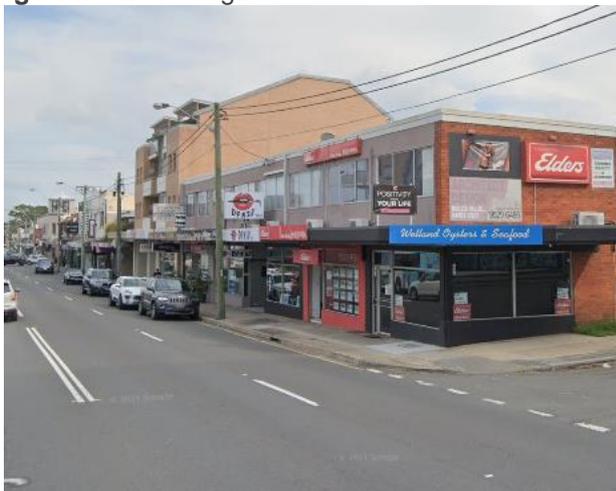
Along Targo Road, the site is occupied by an at-grade car park associated with 193 Rocky Point Road, as well as 1-3 storey detached dwellings and associated landscaping at 2, 4 and 6 Targo Road.

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

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

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

Figure 3 – Site images



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



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



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



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

2.4. LOCALITY CONTEXT

2.4.1. Regional Context

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

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

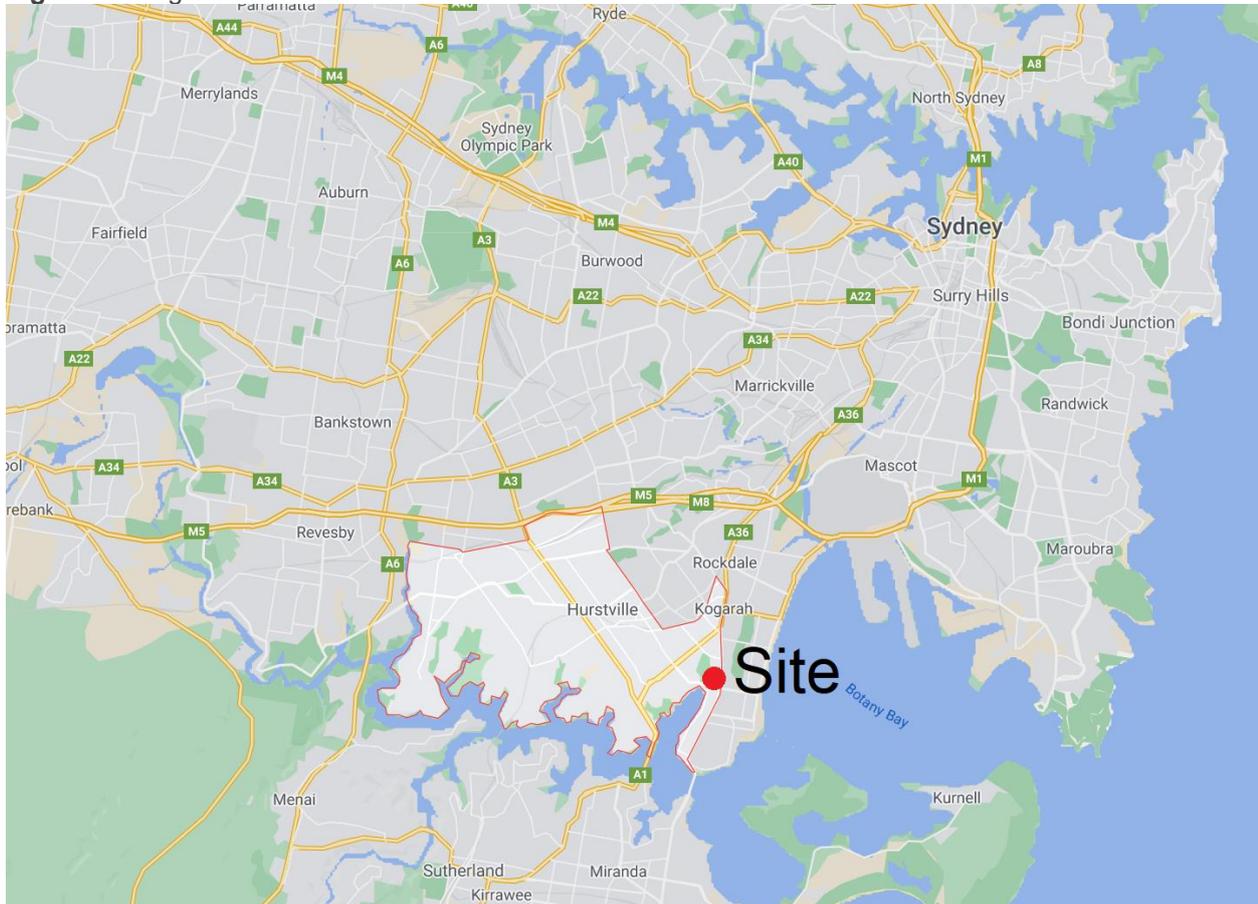
The site is located at the base of the Sans Souci Peninsula and is situated on a ridge line that runs between Kogarah Bay to the west and Botany Bay to the east.

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

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

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

Figure 4 - Regional Context



2.4.2. Local Context

The immediately surrounding development includes:

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

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

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

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

Figure 5 – Neighbouring development



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



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



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



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

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

In summary:

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

3. BACKGROUND & PRE-LODGE MENT CONSULTATION

3.1. OVERVIEW

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

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

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

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

In response to the SSPP's assessment, the Planning Proposal 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 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 has undertaken extensive pre-lodgement engagement with council officers, Councillors, Transport for NSW and the local community as described further below.

3.2. PREVIOUS PLANNING PROPOSALS (PREVIOUS LANDOWNER)

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

December 2015 Planning Proposals (previous landowner)

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

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

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

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

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

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

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

January 2019 Planning Proposal (previous landowner)

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

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

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

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

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

September 2019 (most recent planning proposal by previous landowner)

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

The Planning Proposal sought:

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

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

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

Table 3 – Council Officer Recommendations to the LPP

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

Council Officer recommendations	Comment
<ul style="list-style-type: none"> It is inconsistent with the objectives and detailed requirements of s.9.1 Ministerial Directions pursuant to the Environmental Planning & Assessment Act 1979, including 3.1 Residential Zones and 3.4 Integrating land use and transport. 	<p>The Planning Proposal will enable the delivery of a range of housing in a well-connected location with access to public transport.</p> <p>The delivery of a mixed-use development will enable people to live close to jobs and services. The Planning Proposal will enable the provision of a supermarket, public plaza and specialty retail on the site, allowing local residents, both on the site and in the neighbourhood to access these services and amenities locally instead of travelling to other centres.</p> <p>The Planning Proposal will enable the delivery of 185 residential units in a well-connected and serviced location.</p> <p>By providing a range of unit types, the Planning Proposal will increase the variety and choice of housing types in the local area, allowing residents to age in place.</p> <p>As noted above, the subject site is located within close proximity to a 'visionary' mass transit or train link as identified in the District Plans as well as existing public transport.</p>
<ul style="list-style-type: none"> It is inconsistent with the priorities contained within the Georges River draft Local Strategic Planning Statement, including P1 which seeks to connect people with efficient transport and P2 which seeks to provide roads free of congestion. 	<p>The site is identified as being located close to a 'Train Link/Mass Transit Visionary'. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.</p> <p>As noted in the Traffic Impact Assessment at Appendix D, 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 intends to discuss the funding of the traffic intersection upgrades as part of the VPA discussions with Council.</p>
<ul style="list-style-type: none"> It is inconsistent with the strategic directions and key actions contained within the draft Commercial Centres Strategy, which seeks to retain existing height and FSR development standards for Ramsgate Centre. 	<p>As described in Section 9.2.6 of the Planning Proposal, the Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.</p> <p>For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.</p> <p>Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.</p> <p>The <i>Georges River Commercial Economics Study 2019</i>, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.</p>

Council Officer recommendations	Comment
	<p>The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket. The Planning Proposal provides a place-based approach to activating the Ramsgate centre.</p> <p>By amalgamating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a significant mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly plaza. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.</p>
<p><i>It lacks site specific merit where:</i></p>	
<ul style="list-style-type: none"> ▪ The bulk and scale of the concept development is vastly out of context with the surrounding locality; 	<p>As discussed in Section 5 and Section 9.3, the height of Building A at the corner of Targo Road and Rocky Point Road has been reduced in height from 10 storeys (previous scheme) to 9 storeys.</p> <p>The street wall height has been reduced from 9 storeys to 6-storeys along Rocky Point Road, reflecting the 6-storey height of the neighbouring development to the north, stepping down to 1-storey to the adjacent lots at 201-209 Rocky Point Road and the heritage item at 211-219 Rocky Point Road beyond.</p> <p>A much more significant step down with generous setbacks has been introduced into the design of Building B and Building C to create a zone of transition in built form and intensity at the interface with the neighbouring residential uses to the west.</p> <p>Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.</p> <p>These key moves have been made so that the Planning Proposal scheme presents a bulk and scale that is much more sensitive to its context and effectively minimises any adverse environmental or amenity impacts on sensitive neighbouring uses.</p>
<ul style="list-style-type: none"> ▪ The Ramsgate local centre does not currently have, nor is likely to have in the next ten years, the level of road or rail infrastructure required to support a development such as that proposed; 	<p>The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. The planning proposal will accommodate the future forecast growth in the area which aligns with proposed infrastructure funding in close proximity to the site.</p>
<ul style="list-style-type: none"> ▪ The proposed development would result in increased pressure on the surrounding road network and public transport (bus) services and infrastructure, due to 	<p>As part of the current Planning Proposal, the number of dwellings has been reduced to 185 units. As noted in the Traffic Impact Assessment at Appendix D, the site</p>

Council Officer recommendations	Comment
<p>the development of 197 new dwellings and subsequent increase in population;</p>	<p>and surrounding road network will have enough service capacity to accommodate the Planning Proposal based on recommended traffic intersection upgrades.</p> <p>The Proponent intends to discuss the funding of the traffic intersection upgrades as part of the VPA discussions with Council.</p> <p>By providing adequate vehicle/service parking facilities within the basement of the development, the Planning Proposal will help ease pressure off on-street parking in the area.</p>
<ul style="list-style-type: none"> ▪ The redevelopment of the site would result in the isolation of the two heritage sites; the residential flat building 'Roma' at 70 Ramsgate Road (I145) and shops at 211-219 Rocky Point Road (I146), which are not included in the total site area the subject of this Planning Proposal; and 	<p>As described in Section 9.3.2 and in the Urban Design Report at Appendix A, several key design moves have been incorporated into the Planning Proposal to ensure that any future redevelopment of the neighbouring site at 201-209 Rocky Point Road is not prejudiced. These include generous setbacks and step downs in Building A above level 1 to ensure adequate separation distances to any future development on 201-209 Rocky Point Road.</p> <p>It is noted that, given the heritage significance of 211-219 Rocky Point Road and 70 Ramsgate Road, it is not anticipated that these sites will be redeveloped in the foreseeable future.</p>
<ul style="list-style-type: none"> ▪ The proposed development would result in significant adverse impacts on the adjoining residential properties, including overshadowing and visual impacts. 	<p>As discussed in Section 9.3, the building layout on the site has been carefully designed to ensure overshadowing impacts are minimised on the neighbouring residential uses to the west and adjacent lots to the south.</p>
<p>Other matters:</p>	
<ul style="list-style-type: none"> ▪ Investigations for increased density as part of a more holistic and place-based planning approach for Ramsgate Centre should inform future Local Environmental Plan reviews, as recommended in the draft Commercial Centres Strategy. This will ensure that redevelopment of the site is consistent with the strategic planning principles envisioned for Ramsgate. 	<p>As described in Section 9.2.6 of the Planning Proposal, the Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.</p> <p>For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.</p> <p>Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.</p> <p>The Georges River Commercial Economics Study 2019, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.</p> <p>The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket. The Planning Proposal provides a place-based approach to activating the Ramsgate Centre.</p>

Council Officer recommendations	Comment
	<p>By amalgamating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a high-quality mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible plaza. The site is strategically located and sized to facilitate the redevelopment, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.</p>
<ul style="list-style-type: none"> As the Planning Proposal seeks to amend LEP controls that are less than five years old and does not meet the strategic merit test, pursuant to the Department of Planning, Industry and Environment's A guide to preparing planning proposals, there is a presumption against a Rezoning Review request. 	<p>The DPIE's 'A Guide to Preparing Planning Proposals states that there will be a presumption against a Rezoning Review request that seeks to amend LEP controls that are less than 5 years old, unless the proposal can clearly justify that it meets the strategic merit test.</p> <p>As set out in Section 9.2, the Planning Proposal aligns with the key state and local strategic plans and achieves the strategic merit test.</p>

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

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

Table 4 – LPP recommendations

LPP Recommendations	Comment
<ul style="list-style-type: none"> Lowering of the height of the building located on the corner of Targo Road and Rocky Point Road with the aim to reduce the scale of the built form. 	<p>The previous scheme featured a corner building of 10 storeys. The current Planning Proposal has further reduced the scale of the corner building to 9 storeys.</p> <p>A 6-storey street wall has been provided, with generous setbacks above the street wall height to reinforce the emerging streetscape character along Rocky Point Road and to manage perceptions of enclosure.</p> <p>Further details are provided at Section 9.3.</p>
<ul style="list-style-type: none"> A review of the proposed Height of Building and Floor Space Ratio of the controls located on the western edge of the site in order to reduce the bulk and scale of the future built form and resulting impact on the amenity of the adjoining residential area. 	<p>Compared to previous schemes, the Planning Proposal scheme steps down significantly to the interface with the adjoining residential areas. Except for 4 storey elements at the Targo Road and Ramsgate Road street frontages, the built form at the western boundary of the site will be 1-storey in height, significantly less than the current maximum permissible height of 15 metres.</p> <p>Further details are provided at Section 9.3.</p>

LPP Recommendations	Comment
<ul style="list-style-type: none"> ▪ Consideration of the proposed built form controls in relation to the sites 203-219 Rocky Point Road Ramsgate (including the siting of the heritage items). 	<p>The site and built form layout have been amended from the previous scheme to provide Building A with larger setbacks and steps downs to the adjoining development to the south of the site along Rocky Point Road.</p> <p>At the interface between the site and the neighbouring sites, the built form will be limited to 1 storey.</p> <p>Site specific DCP controls have been proposed to ensure future development on the site considers the relation to the neighbouring sites.</p> <p>Further details are provided at Section 9.3.</p>
<p>In order to manage the risk of the planning proposal being inconsistent with a future Masterplan for Ramsgate Centre, an analysis be undertaken to consider a holistic and place-based planning approach for the centre, including:</p> <ul style="list-style-type: none"> ▪ Consideration of the impact of the planning proposal on the Commercial Centres hierarchy within the LGA. ▪ Consideration of the future strategic planning activities on the eastern side of Rocky Point Road within the Bayside Council LGA. ▪ Analysis of the impact of the planning proposal in the absence of a Masterplan for the whole of the centre and consideration of the implication of piecemeal development, the provision of services and infrastructure and the impact on the local and regional road networks. 	<p>As discussed in Section 9.2, the Georges River LSPS Structure Plan identifies Ramsgate as a Local Centre on Rocky Point Road at the location of the. The Structure Plan identifies Ramsgate as a Local Centre for expansion investigation for jobs and/or housing.</p> <p>The Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.</p> <p>For LEP 2022, the CCS recommends conducting a place-based analysis to activate the centre and ensure its ongoing viability – including investigating the existing height and FSR development standards, infrastructure provisions and public domain outcomes.</p> <p>Among its key findings of the economic trends and drivers influencing the Georges River LGA, the CCS also notes that mid-sized to full-line supermarkets are increasingly anchoring smaller centres.</p> <p>The Georges River Commercial Economics Study 2019, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.</p> <p>The Planning Proposal site area is 6,881 sqm and, as shown in the reference scheme, the future development on the site will be anchored by a full-line supermarket.</p> <p>The Proponent has engaged a Place Maker (Right Angle Studios) to guide the development of the Planning Proposal design to ensure future development on the site creates a sense of place.</p> <p>The Planning Proposal provides a place-based approach to activating the Ramsgate centre and allowing it to transition into a crucial local centre as envisaged in the Georges River Commercial Centres Strategy and the supporting Georges River Commercial Economics Study 2019.</p>

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

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

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

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

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

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

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

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

Table 5 – Sydney South Planning Panel – Reasons for decision

SSPP reasons for decision	Comment
<i>The planning proposal is not supported on the basis that the following site-specific issues have not been resolved:</i>	
<ul style="list-style-type: none"> The interface with, and potential impact on the amenity of the neighbouring sites 	<p>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. Building separations on the site and with neighbouring development is generally compliant (Building B) and over-compliant (Building C). A vegetation buffer 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, including a 4-storey street wall setback. The 2-storey scale of the neighbouring heritage item will be reflected through materiality on the Ramsgate Road façade.</p> <p>Site specific DCP provisions have been proposed to ensure future development provides the necessary setbacks to maintain the amenity of the neighbouring sites.</p>
<ul style="list-style-type: none"> The street-wall heights and their impact on the pedestrian scale and amenity 	<p>The Planning Proposal includes a street wall height of 6-storeys along Rocky Point Road, to reinforce the emerging streetscape character and to manage perceptions of enclosure.</p>
<ul style="list-style-type: none"> The size of the supermarket relative to the impacts on traffic and parking 	<p>To address the SSPP’s concerns, and mitigate any traffic and parking impacts, the Proponent has prepared the Planning Proposal based on advice from</p>

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

In response to the site-specific issues raised by the SSPP in their assessment of the previous planning proposal, the current Planning Proposal includes several site-specific improvements. These are described in detail within **Section 5.8**, and summarised below:

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

3.4. PRE-LODGEMENT CONSULTATION

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

Pre-lodgement engagement with Council

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

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

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

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

Councillor briefing

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

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

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

Stage 2 of Council's Centres Strategy is not due to be completed until 2023. As a result of engaging with Council, it is understood that that given the policy gap in relation to Ramsgate Centre, a possible 'interim policy position' is being investigated in order to inform the activation of the local centres including Ramsgate Centre until Part 2 of the Centre is commenced and due for completion in 2023.

An Interim Policy would inform the assessment of planning proposals such as Ramsgate Village until the wider strategy is completed, and would be broadly based on the master planning work that Council has recently undertaken for the Mortdale Centre.

In terms of height and FSR, Council officers will use the Interim Policy to investigate:

- a maximum height of 28 metres, and
- a maximum FSR of 3:1 above ground for the site, in order to allow additional floor space – below ground level – to be used for activities such as supermarkets, clubs, gyms, cinemas, pharmacies etc.

The Interim Policy would outline the criteria to guide its implementation, identify centres where the policy would apply, the level of variation that would be considered, and the assessment criteria. Further assessment of the Interim Policy is to be investigated by Council officers and Councillors to determine if there is support.

It is understood that Council officers will be undertaking further work to put an Interim Policy to a Council Meeting for discussion in the coming months. Council officers' intention to investigate an Interim Policy for Ramsgate Centre suggests that the site has strategic merit to warrant an accelerated review of future built form potential on the site ahead of Stage 2 of Council's Centres Strategy.

Refer to **Section 9.3** for discussion on how the Planning Proposal has addressed height and bulk, including transition to the west of the site. A limited portion of the site fronting Rocky Point Road will have building heights in excess of what is being investigated under the Interim Policy (32 m and 29 m versus 28 m), however the remaining development on the site will be at or below the height limit being investigated. The proposed above ground FSR will be well within the suggested FSR of 3:1 (2.84:1 versus 3:1). The built form massing and layout proposed as part of the Planning Proposal has resulted from a careful analysis of the site's local context, with heights focussed along Rocky Point Road and in the central portion of the site away from sensitive neighbours.

Section 9.3.4 provides a summary of the key traffic and parking improvements that are proposed as part of the Planning Proposal, including traffic intersection upgrade works as part of a VPA to be discussed with Council.

Pre-lodgement engagement with TfNSW

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

The following matters were discussed:

- **Ramsgate Road** – TfNSW officers did not object to left-in ingress from Ramsgate Road. Left-out from the site onto Ramsgate Road would not be supported for cars due to proximity to the intersection with Rocky Point Road. However, TfNSW officers noted that left-out access maybe considered for low traffic volumes such as service vehicles or residential traffic only.

- **Intersection of Targo Road/Rocky Point Road** – the need for traffic signals at the intersection of Targo Road and Rocky Point Road was discussed. It was noted that any removal of parking that may be required as part of the traffic signal works would need further discussion and agreement between TfNSW, Georges River Council and Bayside Council.
- **Intersection of Targo Road/Ramsgate Road** – the need for traffic signals at the intersection of Targo Road and Ramsgate Road was discussed. TfNSW officers noted that, in addition to satisfying warrants, the traffic analysis will need to demonstrate that any new signals do not have a major impact on the operation of the classified roads.
- **Intersection of Ramsgate Road/Rocky Point Road** – confirmation was sought from TfNSW whether there were plans to upgrade the intersection. TfNSW officers advised that it was unlikely that TfNSW would require the planning proposal to upgrade the intersection.

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

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

As set out in the Traffic Impact Assessment (**Appendix D**), the traffic access arrangements for the Planning Proposal have been developed to positively address and respond to TfNSW's advice.

Pre-Lodgement Community Engagement

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

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

Key findings from the community engagement are summarised below:

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

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

The key recommendations arising from the community engagement included:

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

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

- Traffic and parking measures have been developed in consultation with TfNSW, and will include adequate car parking on the site to accommodate the development. Intersection upgrades are also

proposed as part of the VPA offer to be discussed with Council to improve the traffic flow on the local road network.

- The Planning Proposal will enable the site to offer a range of apartment sizes and types in a well-serviced and well-connected location close to services and amenities.
- The Planning proposal will enable the provision of high-quality landscaping, including a protected publicly accessible open space with an activated fine-grained retail edge, restaurants, and seating, which will provide a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal seeks to enable the redevelopment of the site for buildings between 6, 8 and 9 storeys. The built form has been carefully designed to ensure the built form steps down in height to its neighbours to the west and south. The transition in scale will ensure the visual impact of the proposal is minimised in relation to the adjacent development. The Planning Proposal scheme includes street walls to the frontages along Rocky Point Road, Targo Road and Ramsgate Road to reflect the scale of the existing development.

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

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

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

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

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

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

Ongoing engagement

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

Further engagement with Council officers is anticipated over the coming months to discuss the Voluntary Planning Agreement (VPA) to support the Planning Proposal.

4. STATUTORY CONTEXT

4.1. GEORGES RIVER LOCAL ENVIRONMENTAL PLAN 2021

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

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

4.1.1. Land Use Zoning

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

The site is currently zoned:

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

Figure 6 - Land Use Zoning Map

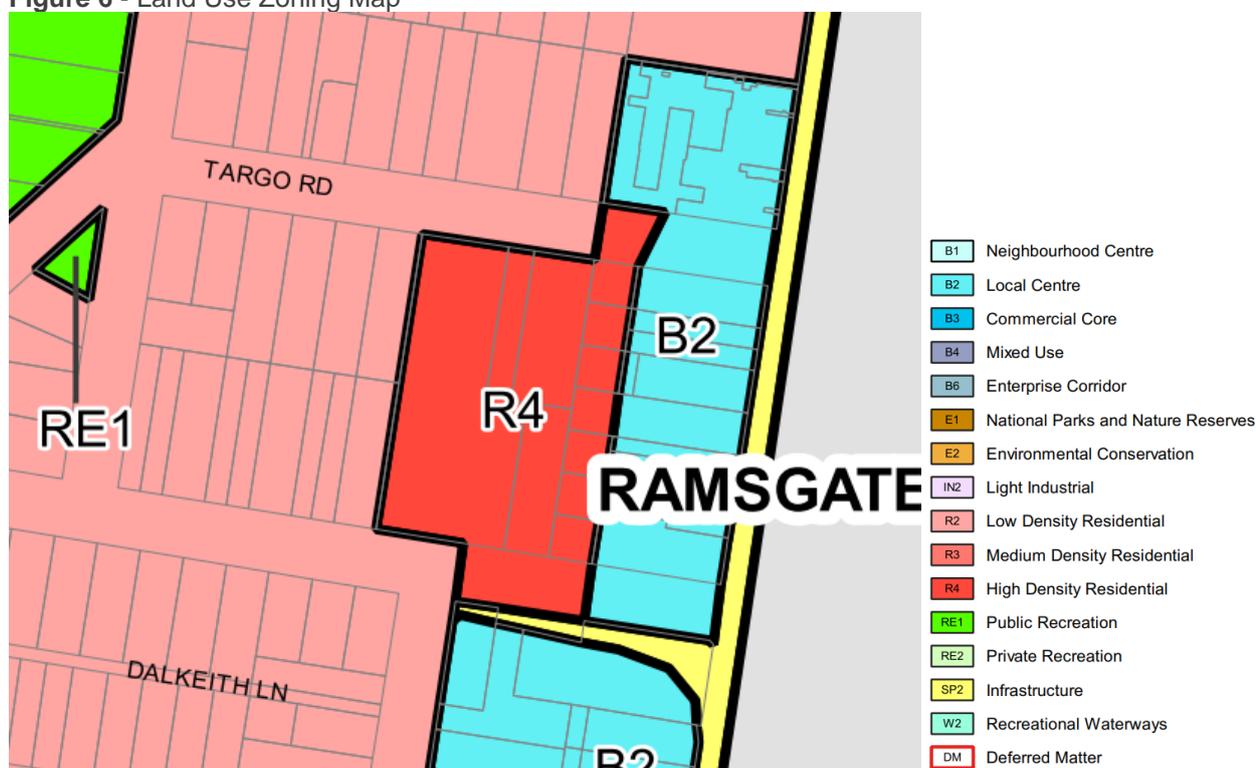


Table 6 – R4 Medium Density Residential zone objectives and permissibility

<p>1. Objectives of zone</p>	<ul style="list-style-type: none"> ▪ To provide for the housing needs of the community within a high density residential environment. ▪ To provide a variety of housing types within a high density residential environment. ▪ To enable other land uses that provide facilities or services to meet the day to day needs of residents. ▪ To enable other land uses that contribute to the vibrancy of the neighbourhood while ensuring that business centres remain the focus for business and retail activity. ▪ To encourage development that maximises public transport patronage and promotes walking and cycling.
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2. Permitted without consent	<i>Home occupations</i>
3. Permitted with consent	<i>Attached dwellings; Bed and breakfast accommodation; Boarding houses; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Early education and care facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Group homes; Health services facilities; Home businesses; Hostels; Hotel or motel accommodation; Jetties; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Residential flat buildings; Respite day care centres; Restaurants or cafes; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Serviced apartments; Shops; Shop top housing; Small bars</i>
4. Prohibited	<i>Pond-based aquaculture; Tank-based aquaculture; Any other development not specified in item 2 or 3</i>

Table 7 – B2 Local Centre zone objectives and permissibility

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

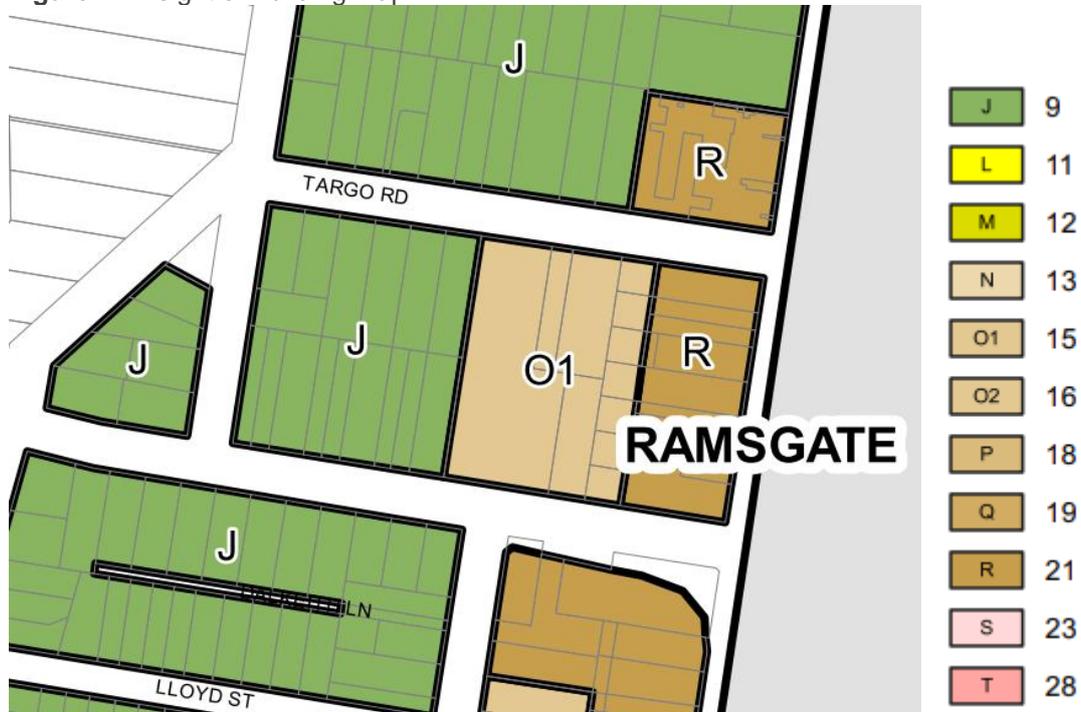
The current zoning of the site as part R4 High Density Residential allows some flexibility of neighbourhood shops and shop top housing on the site. However, the zoning will not permit the development of a full-line supermarket anchor or the mix of commercial and retail uses that the Planning Proposal envisages for the site. As discussed in **Section 8**, The Planning Proposal seeks to rezone the land from part R4 High Density Residential and part B2 Local Centre to B2 Local Centre across the site to enable a mixed-use development incorporating a full-line supermarket anchor below street level, and various retail and commercial uses at street level with residential uses above.

4.1.2. Height of Buildings

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

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

Figure 7 - Height of Building Map



The Planning Proposal seeks to amend the applicable maximum building height on the site to **part 9 metres**, **part 15 metres**, **part 24 metres**, **part 29 metres** and **part 32 metres** to permit a mixed-use redevelopment of the site in accordance with the reference scheme at **Appendix A**.

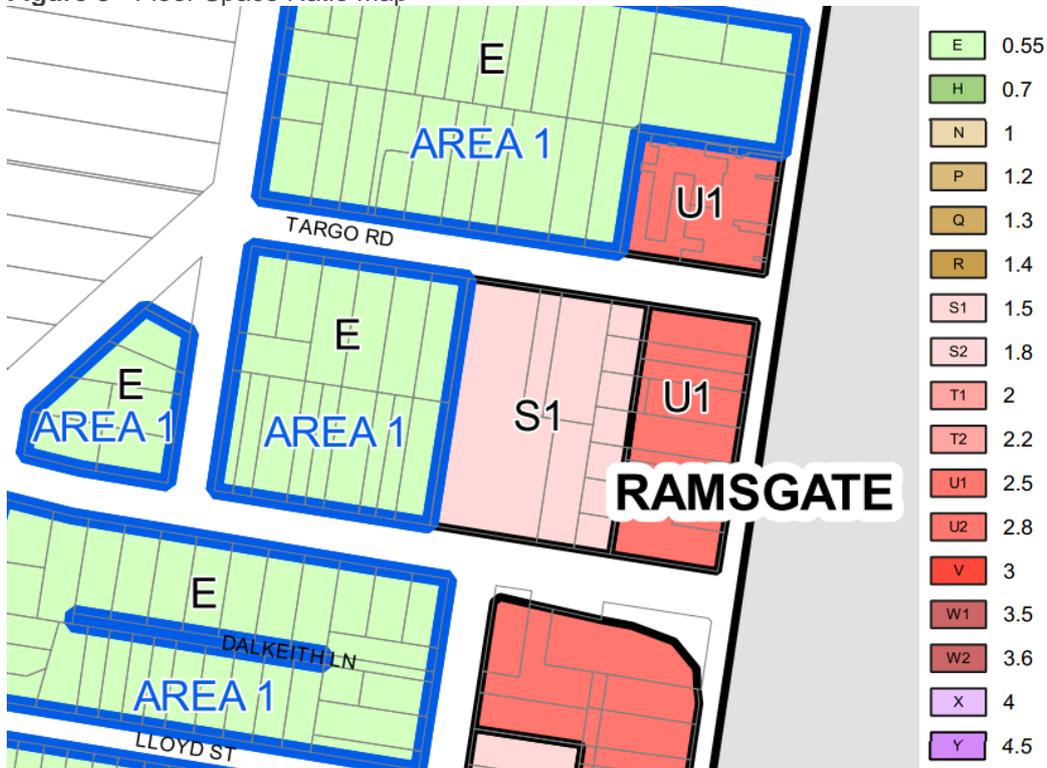
As discussed in **Section 8**, amending the height controls will allow more compact building footprints on the site, enabling the provision of a high quality and well-proportioned landscaped publicly accessible open space, and allow the mass and scale of the built form to be moved away from the sensitive neighbours to the south and west of the site.

4.1.3. Floor Space Ratio

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

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

Figure 8 - Floor Space Ratio Map



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

As discussed in **Section 8**, the proposed maximum FSR control of **3.68:1** is composed of two separate elements:

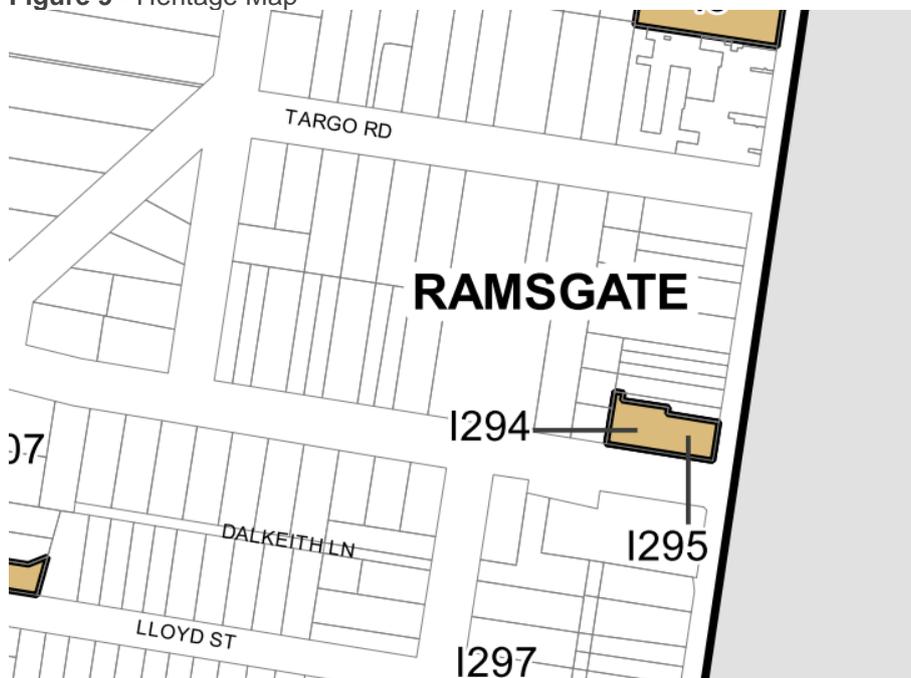
- Above street level FSR - **2.84:1**
- Supermarket incentive floor space – **0.84:1** (wholly below street level)

4.1.4. Heritage Conservation

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

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

Figure 9 - Heritage Map



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

As addressed in **Section 8**, the reference scheme has been designed in accordance with the recommendations of the HIS to ensure the interface between the site and the neighbouring heritage items is treated sensitively and to minimise any heritage impacts. The draft site-specific DCP (**Appendix B**) includes setback and street wall height provisions to ensure future development on the site is sensitive to its heritage neighbours.

4.2. GEORGES RIVER DEVELOPMENT CONTROL PLAN 2021

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

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

The key controls which are relevant to the site and the Planning Proposal are provided under Part 5 – ‘Residential Locality Statements’ and Part 7 – ‘Business Precincts - 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road)’. An assessment of the Planning Proposal against the relevant provisions of the GRDCP 2021 is provided in **Section 9.3**.

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

4.3. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS

4.3.1. Planning Agreements

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

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

The Proponent intends to enter discussions with Council regarding a Voluntary Planning Agreement to support the traffic intersection upgrades.

4.3.2. Developer Contributions

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

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

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

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

5. REFERENCE SCHEME

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

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

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

5.1. KEY DESIGN PRINCIPLES

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

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

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

5.2. OVERVIEW OF THE REFERENCE SCHEME

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

The key numerical details of the reference scheme are provided in **Table 8** below.

Table 8 – Numerical overview of the reference scheme

Indicator	Development outcome
Site Area	6,881 sqm
Total GFA	25,331 sqm
Below street retail GFA	5,652 sqm
Ground level retail GFA	2,434 sqm
Residential GFA	16,945 sqm
FSR	<ul style="list-style-type: none"> Above street level (visible bulk and scale): 2.84:1 Below street level: 0.84:1 (refer to Section 8 for further details on the proposed supermarket incentive floorspace) Combined: 3.68:1
Overall maximum height	<p>32 metres</p> <p>Excluding roof top elements associated with communal open space, including lifts and lift lobbies to service the communal open space, awnings etc. Refer to Section 8 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.</p>
Building A	9 storeys
Building B	8 storeys
Building C	6 storeys
Number of units	185 units
Car parking	Will be provided, as a minimum, in accordance with the requirements under the GRDCP 2021
publicly accessible open space	750 sqm

5.3. LAND USES AND DISTRIBUTION

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

Figure 10 below provides an overview of the proposed land uses on the site.

Figure 10 – Proposed land uses on the site

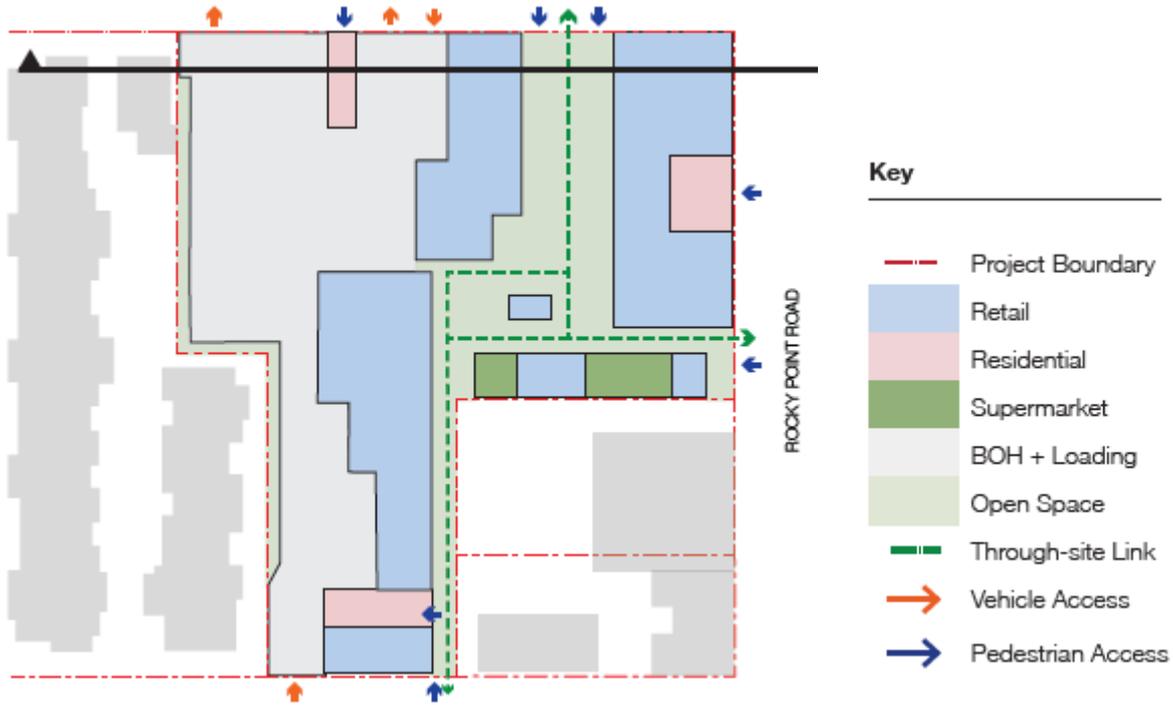
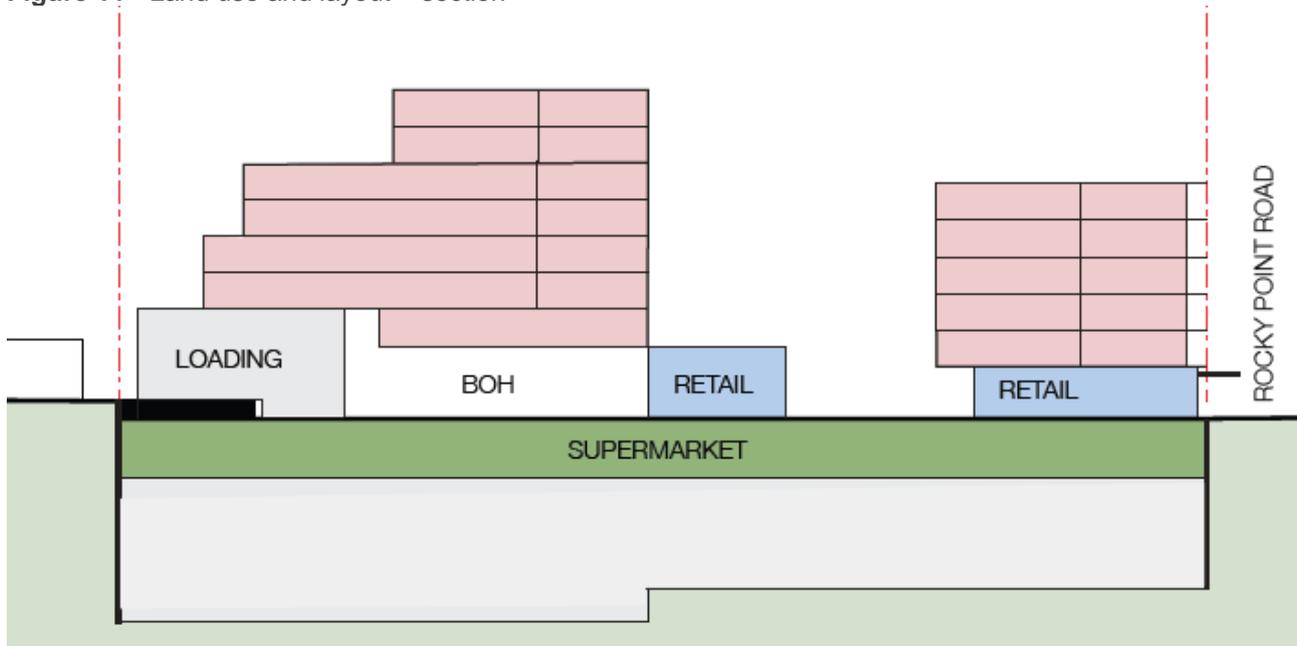


Figure 11 - Land use and layout – section



(Source: SJB)

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

Full-line supermarket anchor

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

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

Part E3 – Ramsgate Centre of the Kogarah DCP 2013 (KDCP 2013) contained supermarket incentive floorspace provisions in relation to 183-191 Rocky Point Road and 1A Targo Road (immediately to the north of the site). However, 183-191 Rocky Point Road and 1A Targo Road have been redeveloped as a 6-storey mixed use residential development, with ground floor retail, but no supermarket. Refer to **Section 8.3** 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 that Council officers are currently investigating for the site, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road (2.84:1 vs 2.5:1).

Publicly accessible open space

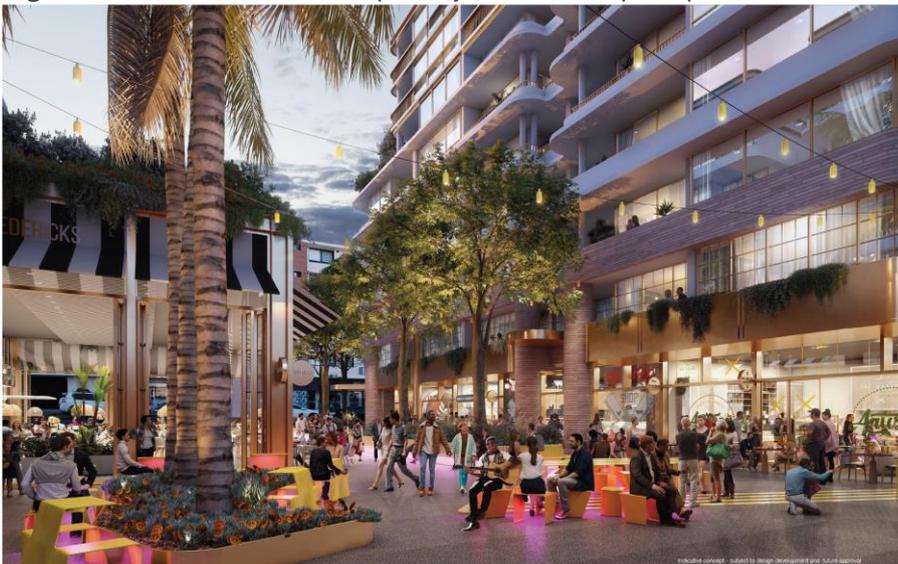
A publicly accessible open space will be located at the centre of the site as a community focal meeting that is protected from the noise and traffic along Rocky Point Road and Ramsgate Road. The publicly accessible open space, also referred to as an outdoor plaza, has been designed with a north orientation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

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

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

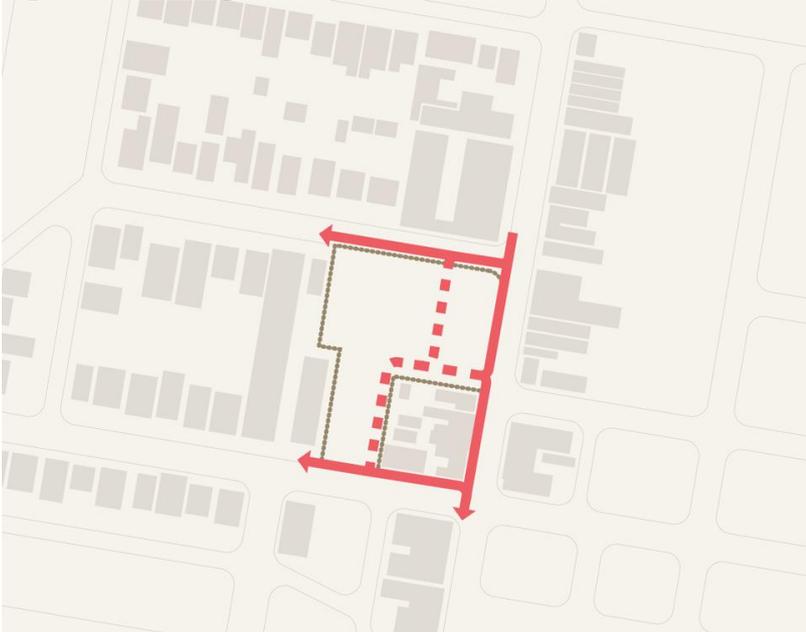
The street frontages of the site along Targo Road, Rocky Point Road, and Ramsgate Road will also be activated with fine grain retail tenancies featuring a range of specialty retail, food and drink and other commercial uses.

Figure 12 - Reference scheme publicly accessible open space



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

Figure 13 – Through-site links



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

Residential uses

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

Rooftop communal open space

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

Basement car park

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

5.4. BUILT FORM AND SITE LAYOUT

The reference scheme envisages the above ground development distributed over three (3) distinct building footprints ranging in height from 6-9 storeys, comprising:

- Building A – 9 storeys
- Building B – 8 storeys
- Building C – 6 storeys

The proposed heights on the site will:

- allow built forms that are pulled away from neighbours to the west of the site and ensure future development on the site can achieve quality residential dwellings that meet SEPP 65 requirements;

- higher floor to ceiling heights for the ground floor retailers – which will help attract and retain high quality retail offerings on the site, activating the public domain;
- allow a well-designed publicly accessible open space and provide pedestrian through-site connections
- As detailed in **Section 9** of the Planning Proposal, the reference scheme has been designed with generous setbacks to provide adequate separation from neighbouring sites to maintain privacy and amenity. The built form steps down to the more sensitive residential uses to the west to ensure their access to sunlight in the middle of winter is protected.

A street wall of 6-storeys has been provided along Rocky Point Road to reinforce the emerging built form character of the street scape, and to limit the sense of enclosure along the street.

A street wall of 4-storeys has also been provided along Ramsgate Road to step down to the heritage building to the south east of the site. The scheme steps down to the south, to providing a transition in height from the Ramsgate Village development to the two-storey heritage items on Ramsgate Road. The proposed massing has been designed to step up away from the heritage items in order to reduce any visual dominance over the 2 storey Art Deco buildings.

The Height and FSR for the Planning Proposal have been informed by their ability to appropriately manage environmental impacts such as bulk, scale, overshadowing, privacy, and streetscape in line with the provisions of SEPP 65 and the ADG. Refer to **Section 9** of for further details.

In relation to the Interim Policy that Council officers are currently investigating 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 of what is being investigated as part of the Interim Policy (32 m versus 28 m), the remaining development on the site will be at or below suggested height limit. The proposed above ground FSR will be well within the suggested FSR of 3:1 (2.84:1 versus 3:1).

5.5. LANDSCAPING AND PUBLIC DOMAIN

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

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

Mass planting is also proposed along the western boundary interface of the site with the neighbouring residential uses.

5.6. TRANSPORT AND ACCESS

Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 14** below, access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry).

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

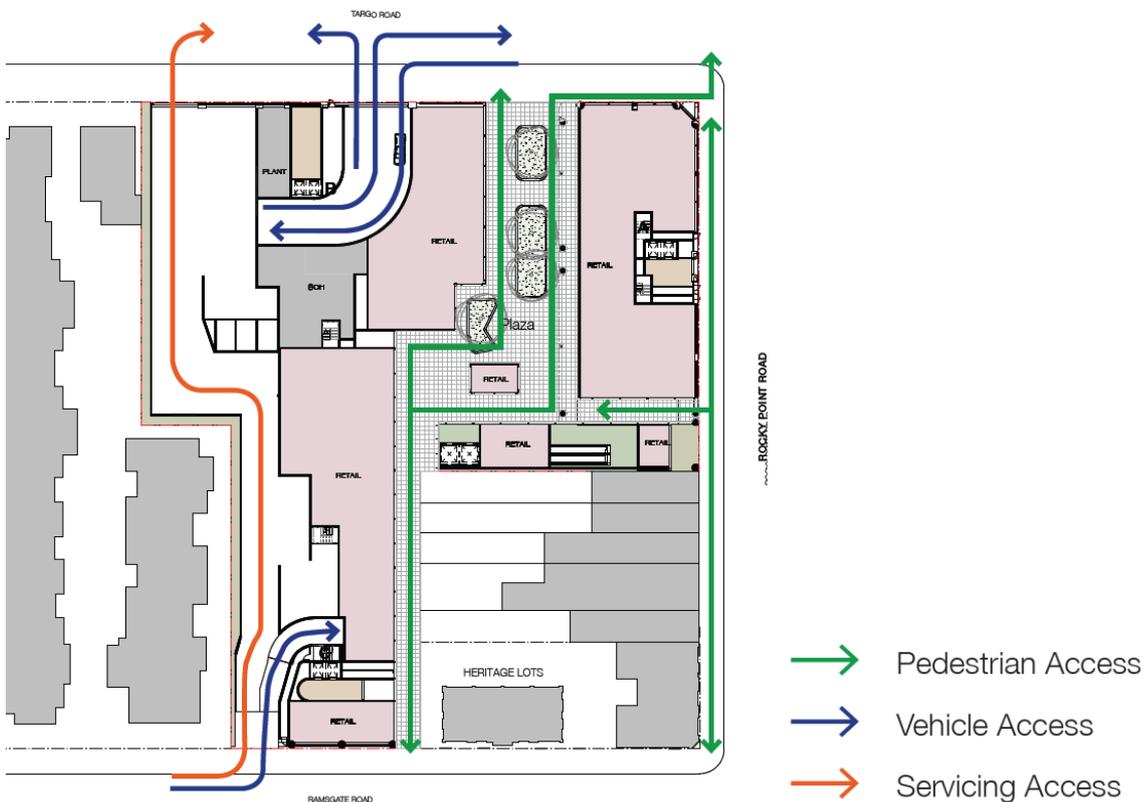
The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal, 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 Promenade, 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. All movements would be retained at this intersection. 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 14 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) and on Targo Road (immediately west of Rocky Point Road to accommodate the new traffic signals at Targo Road).

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

Figure 14 – Vehicular and pedestrian access



(source: SJB)

5.7. PUBLIC BENEFIT OFFER

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

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

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

5.8. KEY IMPROVEMENTS FROM PREVIOUS SCHEME

The following key moves have been made in preparing a revised Planning Proposal scheme:

- **Reduce height and redistribute bulk** – Building A at the corner of Targo Road and Rocky Point Road has been reduced in height from 10 storeys to 9 storeys
- **Create an appropriate street wall** – the street wall height has been reduced from 9 storeys to 6-storeys along Rocky Point Road, reflecting the 6-storey height of the neighbouring development to the north,

stepping down to 1-storey to the adjacent lots at 201-209 Rocky Point Road and the heritage item at 211-219 Rocky Point Road beyond.

- **Move bulk away from neighbours to create better zone transitions** – a much more significant step down with generous upper storey setbacks has been introduced into the design of Building B and Building C to create a zone of transition in built form and intensity at the interface with the neighbouring residential uses to the west. A landscaped buffer has also been introduced to the western boundary of the site to protect the amenity of the neighbouring residential uses.
- **Reduction in building depth** – Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.
- **Deliver a protected and activated public space** – the focal point of the Planning Proposal is a protected and activated publicly accessible open space, with high-quality landscaping, public domain embellishments. The space has been oriented to the north to collect sun, and is protected from the noise and traffic along Rocky Point Road and Ramsgate Road so that it is a pleasant refuge with a distinct sense of place.
- **Remodelled vehicle access and egress** – Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 14** above, access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry).

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

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

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

Section 9 provides an overview of how the key moves will minimise adverse environmental impacts and enhance the site and surrounds.

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

6. PLANNING PROPOSAL ASSESSMENT

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

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

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

7. PART 1 - OBJECTIVES AND INTENDED OUTCOMES

7.1. OBJECTIVES

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

The key objectives of the Planning Proposal are:

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

7.2. INTENDED OUTCOMES

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

- Amend the land use zoning that applies to the land to B2 Local Centre across the site;
- Establish a site-specific maximum height of building control of part 9 metres, part 15 metres, part 24 metres, part 29 metres and part 32 metres
- Establish a site-specific maximum FSR control of 3.68:1 composed of two separate components:
 - above ground maximum FSR of 2.84:1
 - below street level supermarket incentive floorspace of 0.84:1
- Introduce additional site-specific provisions relating to the maximum permitted height and FSR in order to allow greater flexibility for future development on the site;
- Reclassify Lot 301 DP 1142822 from 'community land' to 'operational land' and insert details for the land (Lot 301 DP 1142822) into 'Schedule 4 Classification and reclassification of public land' of GRLEP 2021.
- The intended outcome of the proposed amendments is to enable the redevelopment of the site in line with the reference scheme shown in the Urban Design Report at **Appendix A**.

8. PART 2 - EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be achieved by amending the land zoning, building height and FSR maps of the GRLEP 2012 as they apply to the site as summarised in **Table 9** below and explained in detail in this section.

Table 9 – Proposed LEP Amendments

Control	Existing GRLEP 2021 Provisions	Proposed Provisions
Land Use Zoning	Part B2 Local Centre Part R4 High Density Residential	B2 Local Centre
Height of Building	Part 21 metres Part 15 metres	Part 9 metres Part 15 metres Part 24 metres Part 29 metres Part 32 metres
Floor Space Ratio	Part 2.5:1 Part 1.5:1	Above street level FSR - 2.84:1 Supermarket incentive floorspace – 0.84:1 Total FSR - 3.68:1

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

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

8.1. PROPOSED AMENDMENT TO LAND USE ZONING

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

The proposed amendment to the GRLEP 2021 Land Zoning Map is shown in **Figure 15** below.

Figure 15 – Existing (left) and Proposed (right) Land Use Zoning Map



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

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

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

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

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

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

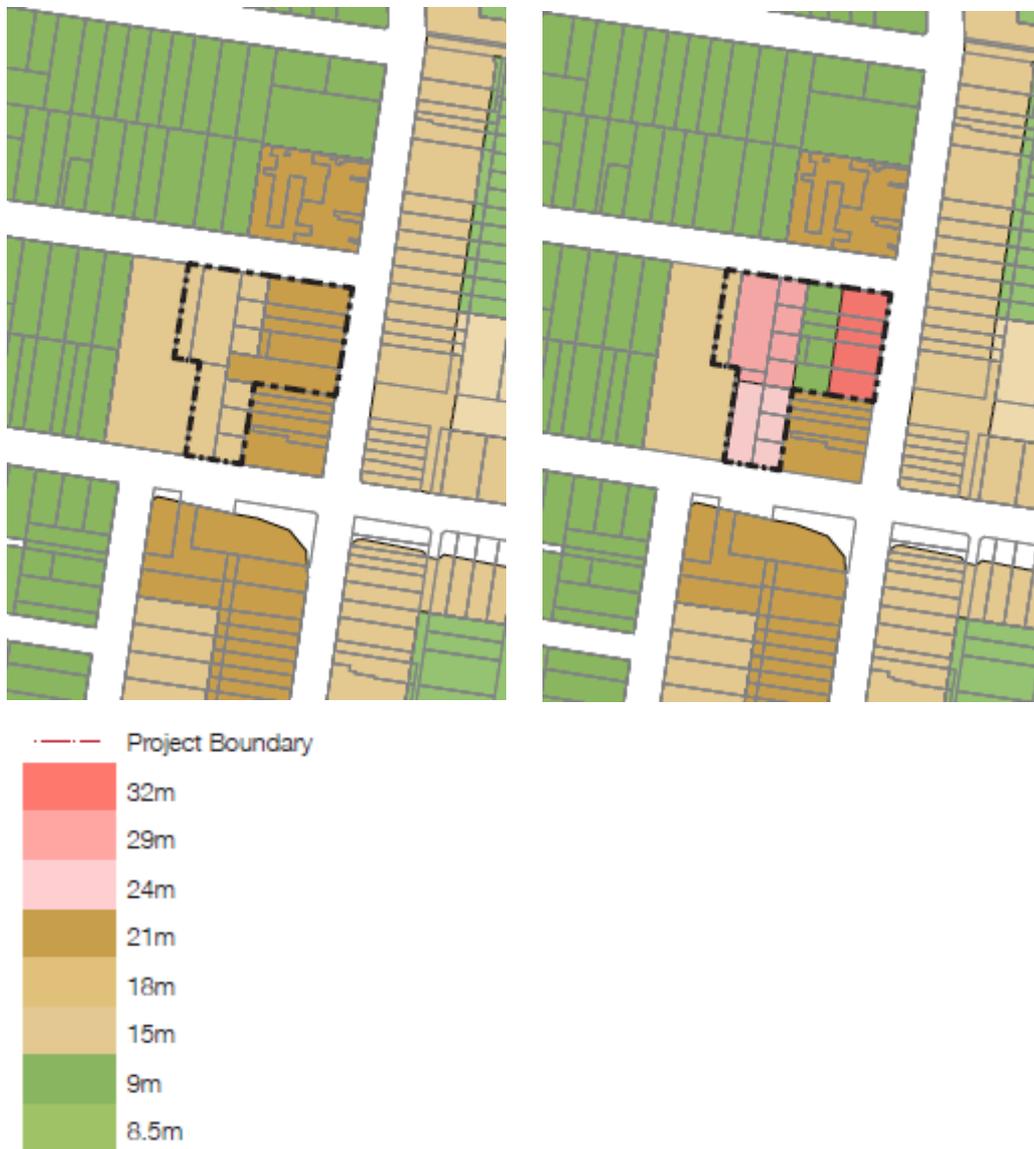
This positive public benefit outcome would not be possible if the supermarket space were to be limited to the current B2 Local Centre zoned land. It is also noted that the SSPP was generally supporting of the proposed rezoning of the site to B2 Local Centre in their assessment of the previous planning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

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

8.2. PROPOSED AMENDMENT TO HEIGHT OF BUILDINGS

It is proposed to amend the applicable maximum building height on the site from part 15 metres and part 21 metres to part 32 metres, part 9 metres, part 29 metres, part 24 metres and part 15 metres, as shown in Figure 16.

Figure 16 – Existing (left) and Proposed (right) Height of Buildings Map



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

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

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

In order to allow flexibility and encourage the provision of high-quality roof top communal open space as part of any future development on the site, site-specific provisions are proposed for inclusion under Part 6 of the of GRLEP 2021 as discussed under **Section 8.4** below.

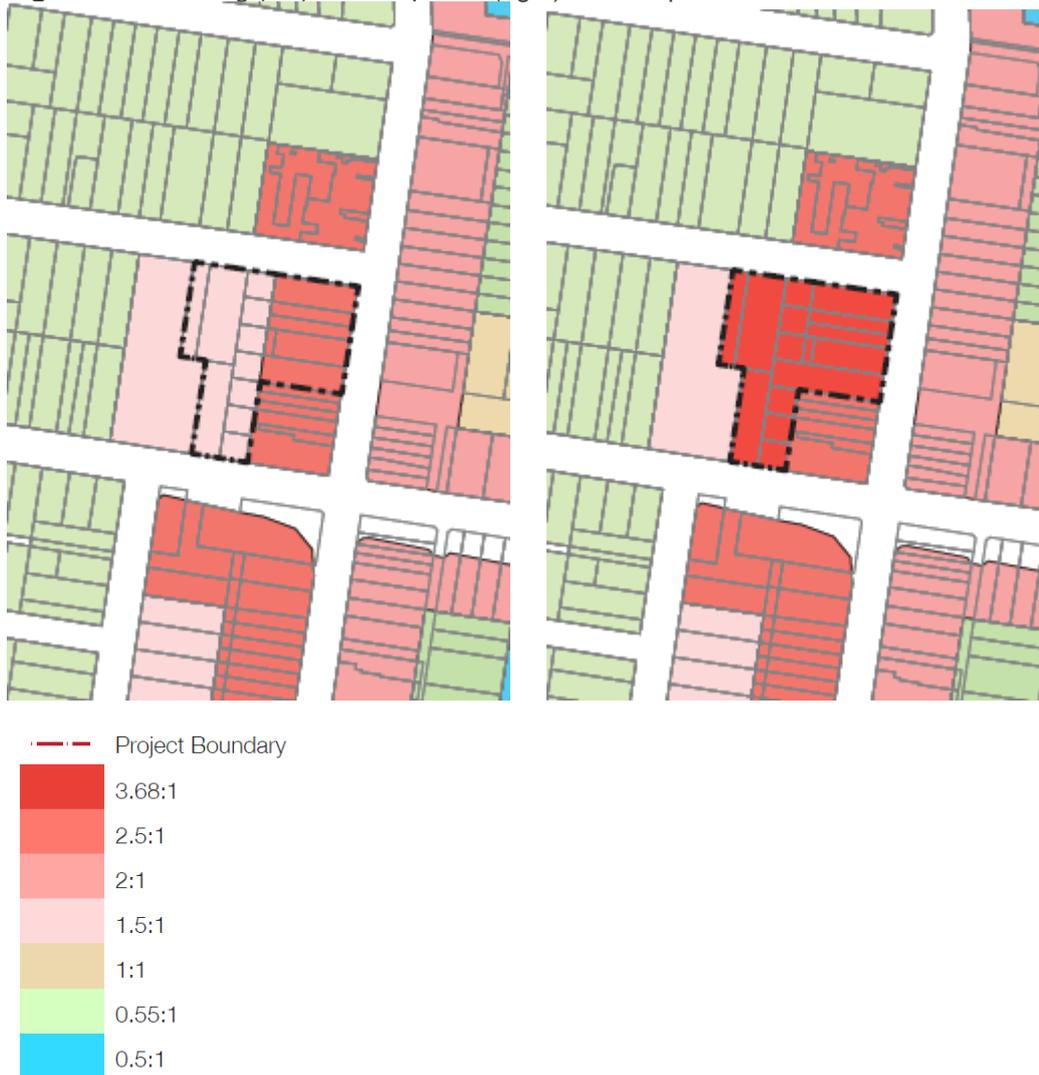
8.3. PROPOSED AMENDMENT TO FLOOR SPACE RATIO

The Planning Proposal seeks to amend the maximum FSR control from part 2.5:1 and part 1.5:1 to 3.68:1 across the site as shown in **Figure 17** below.

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

- Above ground FSR – 2.84:1
- Below street-level supermarket incentive floor space – 0.84:1

Figure 17 – Existing (left) and Proposed (right) FSR Map



By providing a supermarket incentive floor space and limiting above ground FSR to 2.84:1, 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 site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by KDCP 2013 for the local area, as well as the Interim Policy currently being investigated by Council officers for the site, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road.

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

8.4. ADDITIONAL LOCAL PROVISIONS – BUILDING HEIGHT

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

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

“Ramsgate Village

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

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

(Alternative wording)

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

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

8.5. RECLASSIFICATION OF PUBLIC LAND

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

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

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

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

Council officers have advised that there is currently no Council resolution to reclassify this land, and the lodgement of the Ramsgate Village Planning Proposal (including Lot 301 DP 1142822) would commence Council's assessment process for the disposal of the lot.

It is understood that Lot 301 DP 1142822 was created when 197 Rocky Point Road was developed (DA 46/2007) and is the first, and currently only, lot to be owned by Council on the block to be dedicated in the future to enable a rear lane access between Targo Road and Ramsgate Road as envisaged in the GRDCP 2021. The relevant provisions of the GRDCP 2021 are addressed in **Section 9.3.1**, but in summary, the block controls for the site envisage a rear lane access to service the properties fronting Rocky Point Road so that vehicle access off Rocky Point Road is avoided.

The Planning Proposal seeks to consolidate a significant proportion of the lots within the block to enable a whole-site redevelopment incorporating a publicly accessible open space as a public benefit in the central portion of the site (where Lot 301 DP 1142822 is located). The Planning Proposal will satisfy the planning intent of the GRDCP 2021 in relation to 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), the existing condition of the rear lane vehicle and servicing access will not be impacted by the Planning Proposal, allowing future development on 201-209 Rocky Point Road the flexibility to maintain rear lane vehicular/servicing access as per current arrangements.
- The Planning Proposal will be supported by a site-specific DCP that sets out provisions in relation to the through-site link and vehicle access to capture the planning intent of the GRDCP 2021 as they relate to the site and the rear lane access.

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

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

Section 9.2.10 addresses the matters set out in the LEP Practice Note (PN 16-001), which all planning proposals classifying or reclassifying public land must address for gateway consideration.

It is anticipated that further discussions will occur with Council during the assessment of the Planning Proposal to progress this reclassification concurrently as part of the Planning Proposal.

9. PART 3 - JUSTIFICATION

9.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

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

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

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

Refer to **Section 9.2** below for detailed responses to the relevant objectives and actions set out in these strategic plans.

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

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

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

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

9.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK.

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

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

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

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

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

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

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

The GSRP sets out policy directions to achieve the identified goals and principles, with each direction underpinned by a number of actions. **Table 10** below sets out some of the relevant directions and actions of the GSRP and explains how the Planning Proposal responds and aligns to these.

Table 10 – Consistency with the Greater Sydney Region Plan

Greater Sydney Region Plan Objectives	Comment
Direction 1: A city supported by infrastructure	
<p>Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact.</p> <p>Objective 3: Infrastructure adapts to meet future needs</p>	<p>The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. The planning proposal will accommodate the future forecast growth in the area which aligns with proposed infrastructure funding in close proximity to the site.</p>
Direction 3: A city for people	
<p>Objective 6: Services and infrastructure meet communities' changing needs</p> <p>Objective 7: Communities are healthy, resilient and socially connected</p>	<p>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.</p>
Direction 4: Housing the city	
<p>Objective 10: Greater housing supply</p> <p>Objective 11: Housing is more diverse and affordable</p>	<p>The Planning Proposal will provide 185 new residential units across a range of unit types and sizes to respond to the market requirements and generally comply with the ADG.</p> <p>Ramsgate, in particular, is predominantly made up of detached dwellings. The delivery of 185 apartments provides an opportunity for future home buyers to stay in the local area close to their communities.</p>
Direction 5: A city of great places	
<p>Objective 12: Great places that bring people together</p> <p>Objective 13: Environmental heritage is identified, conserved and enhanced</p>	<p>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.</p> <p>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.</p>
Direction 6: A well-connected city	
<p>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</p>	<p>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.</p> <p>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.</p>

Greater Sydney Region Plan Objectives	Comment
Direction 7: Jobs and skills for the city	
Objective 22: Investment and business activity in centres	<p>The Planning Proposal will provide a place-based approach to activating the Ramsgate centre and allow it to transition into a crucial local centre as described in Section 9.2.6 below.</p> <p>The Planning Proposal will provide around 300 direct and indirect jobs during construction and around 350 direct and indirect ongoing jobs during operation.</p>
Direction 8: A city in its landscape	
Objective 30: Urban tree canopy cover is increased	<p>The Planning Proposal is supported by a detailed landscape analysis and a 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.</p> <p>The Planning Proposal will provide a publicly accessible open space which will function as a new community heart for Ramsgate centre.</p>
Objective 31: Public open space is accessible, protected and enhanced	

9.2.2. South District Plan and Eastern City District Plan

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

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

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

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

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

The housing targets in the District Plans are:

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

A description of how this Planning Proposal directly aligns with the relevant priorities of the South District Plan and Eastern City District Plan, is set out in **Table 11** below.

Table 11 – Consistency with the South District Plan & Eastern City District Plan priorities

South District Plan & Eastern City District Plan	Comment
Infrastructure and collaboration	
S1 & E1- Planning for a city supported by infrastructure	The site is identified as being located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary' corridors. This demonstrates that the site and Planning

South District Plan & Eastern City District Plan	Comment
	Proposal are aligned to benefit from the provision of future transport infrastructure.
Liveability	
S3 & E3 - Providing services and social infrastructure to meet people's changing needs	The Planning Proposal will provide a full-line supermarket and a publicly accessible open space and specialty retail to meet the changing needs of the community.
S4 & E4 - Fostering healthy, creative, culturally rich and socially connected communities	The proposed publicly accessible open space will function as a community heart – a meeting place for local residents to socialise, shop and attend events/markets. The Planning Proposal presents an opportunity for the site to become a focal point for the local community.
S5 & E5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport	The Planning Proposal will enable the delivery of a range of housing, in a well-connected location with access to public transport. The delivery of a mixed-use development will enable people to live close to jobs and services.
Productivity	
S6 & E6 - Creating and renewing great places and local centres and respecting the District's heritage.	By consolidating a large number of lots, the Proponent has been able to bring forward a site that presents a unique opportunity to deliver a significant mixed-use development within Ramsgate's retail core, anchored by a full-line supermarket, and incorporating a range of specialty retail, residential uses and a publicly accessible plaza. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial local centre as envisaged in <i>Georges River Commercial Centres Strategy</i> and the supporting <i>Georges River Commercial Economics Study 2019</i> , as addressed in Section 9.2.6 below.
S12 & E10 - Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal will enable the provision of a supermarket, public plaza, specialty retail and residential units on the site, allowing local residents, both on the site and in the neighbourhood to access these services and amenities locally instead of travelling to other centres.
Sustainability	
S15 & E17 - Increasing urban tree canopy cover and delivering Green Grid connections	The Planning Proposal will enable the delivery of a landscaped publicly accessible open space on the site, public domain improvements including tree planting along Targo Road, and other site wide landscaping.
S16 & E18 - Delivering high quality open space	

9.2.3. Future Transport Strategy 2056

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

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

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

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

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

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

Vehicle/service access to the site has been developed in consultation with TfNSW. As shown in **Figure 14**, access is proposed from Targo Road (car park entry/exit and service vehicle exit) and Ramsgate Road (car park and service vehicle entry).

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

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

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

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

(a) Does the proposal have strategic merit?

Yes – the Planning Proposal will give effect to the South District Plan as outlined in **Table 11** above and the Georges River Local Strategic Planning Statement as outlined in response to **Question 4** below.

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

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

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

Site Specific Merit

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

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

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

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

- The Planning Proposal will facilitate the redevelopment of the site that will act as a catalyst for the wider regeneration of the Ramsgate Local Centre.
- The Planning Proposal will enable a built form and urban design outcome of high design quality featuring a transition in scale from the highest point at the corner of Targo Road and Rocky Point Road, and lower elements towards the south and west of the site at the interface with sensitive neighbours.
- The Planning Proposal will provide a mixed-use development with a full-line supermarket anchor below street level as envisaged for the local area by Council's previous Kogarah DCP 2013, as well as the Interim Policy that Council officers are currently investigating for the site, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road.
- The Planning Proposal will also generally align with the Interim Policy that Council officers are currently investigating for Ramsgate Centre in terms of height, and 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. Funding of the traffic intersection upgrade works by the Proponent will be a matter for discussion with Council as part of a VPA.
- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road and Targo Road will also be activated.
- The Planning Proposal will enable an increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.
- The Planning Proposal will deliver significant public benefits to the centre including traffic upgrades, through-site links, and public domain improvements along Targo Road and Rocky Point Road.
- The Planning Proposal will not result in unacceptable overshadowing and other amenity or privacy impacts on neighbouring residential properties, and it will enable future development on the site that is capable of satisfying the key ADG criteria for residential amenity.
- The Planning Proposal has been developed through careful analysis of site constraints and opportunities to ensure future development will not impact on the development feasibility of adjoining sites not included within the proposal.
- The Planning Proposal will not result in unacceptable impacts on the neighbouring heritage items.
- The Planning Proposal is supported by a draft site-specific DCP to ensure future redevelopment of the site is designed in accordance with the design excellence and site-specific design principles embodied in the reference scheme that supports the Planning Proposal.

Table 12 – Assessment criteria – strategic merit and site-specific merit

Assessment Criteria	Report Section Addressing Criteria
a) Does the proposal have <u>strategic merit</u>? Will it:	
<i>give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within</i>	Yes. Refer to response to Question 3.

Assessment Criteria	Report Section Addressing Criteria
<i>the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or</i>	
<i>give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement; or</i>	Yes. Refer to response to Question 4.
<i>responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing strategic plans.</i>	Yes.
b) Does the proposal have <u>site-specific merit</u>, having regard to the following?	
<i>the natural environment (including known significant environmental values, resources or hazards) and</i>	Yes. Refer to response to Question 7.
<i>the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and</i>	Yes. Refer to Section 9.3 .
<i>the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</i>	Yes. Refer to response in Question 10.

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

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

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

9.2.5. Georges River Local Strategic Planning Statement (LSPS)

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

The Georges River Local Strategic Planning Statement (LSPS) guides the content of Council's Local Environmental Plan (LEP) and Development Control Plan (DCP) and supports Council's consideration and determination of any proposed changes to the development standards under the LEP (via Planning Proposals).

The vision for Georges River is 'a productive place to live, work and enjoy – with diverse, active, green, well-designed and connected places'.

As shown in **Figure 18** below, the LSPS Structure Plan identifies Ramsgate as a Local Centre on Rocky Point Road at the location of the site (and not further to the east as identified in the Eastern City District Plan). The Structure Plan identifies Ramsgate as a Local Centre for expansion investigation for jobs and/or housing.

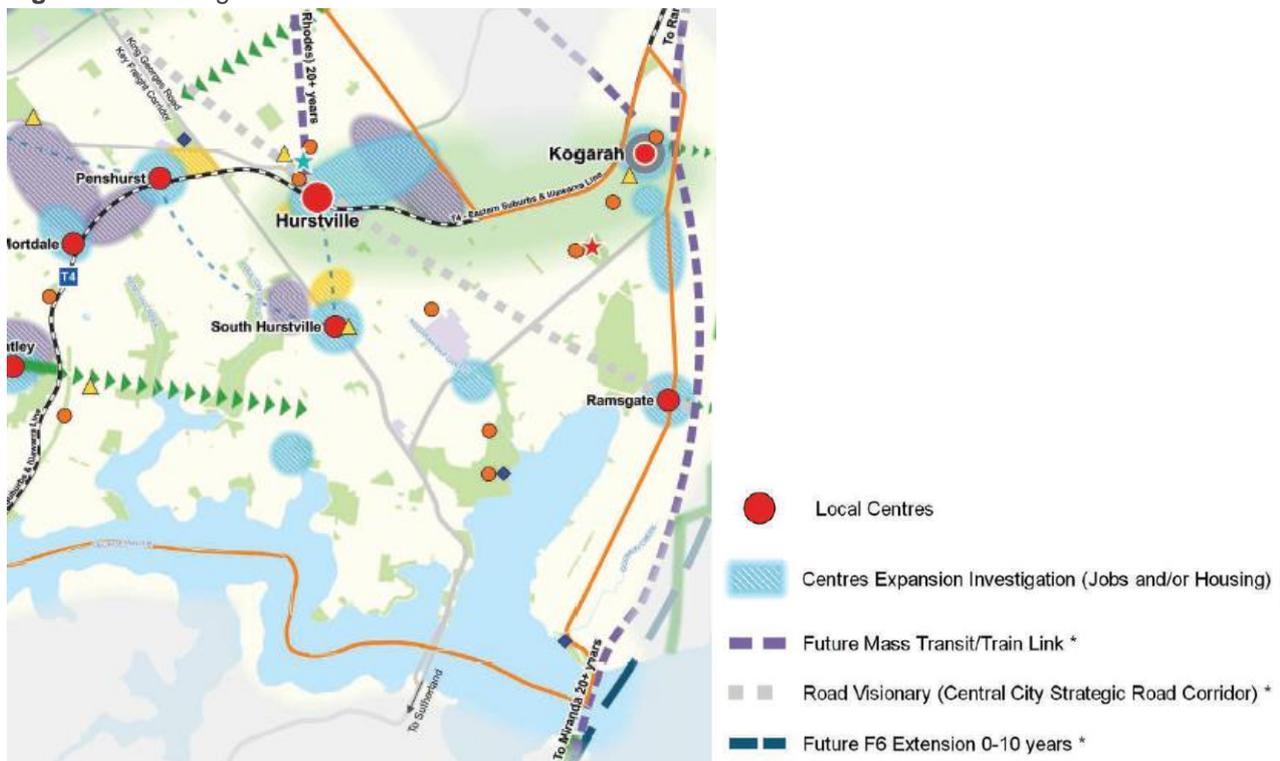
The LSPS identifies Ramsgate as a commercial centre to be grown to accommodate additional employment floor space. The LSPS notes that future centres growth will need to be based on evidence-based assessment to determine the demand for housing, employment, retail, commercial, services and community infrastructure.

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

The LSPS also identifies the following housing targets for the LGA:

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

Figure 18 – Georges River LSPS Structure Plan



The Planning Proposal is consistent with the relevant local planning priorities outlined in the LSPS as set out in **Table 13** below.

Table 13 – Consistency with the Georges River LSPS

Planning Priorities	Comment
Access and Movement	
<i>P1 – We have a range of frequent, efficient transport options to connect people, goods, services, businesses and educational facilities</i>	The site is identified as being located close to a 'Train Link/Mass Transit Visionary'. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.
Infrastructure and Community	
<i>P4 – Collaboration supports innovation and delivers infrastructure, services and facilities</i>	The Planning Proposal will offer a range of public benefits including a publicly accessible open space, public domain improvements, and traffic improvements.

Planning Priorities	Comment
Housing and Neighbourhoods	
<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 (Section 9.2.6 below) 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 (Appendix B) has been prepared to ensure any future redevelopment of the site embodies the design excellence principles of the reference scheme developed to support of the Planning Proposal.</p>
<i>P9 – A mix of well-designed housing for all stages caters for a range of lifestyle needs and incomes</i>	<p>The Planning Proposal will include a range of housing to enable local residents to stay close to their communities and age in place.</p>
<i>P10 – Homes are supported by safe, accessible, green, clean, creative and diverse facilities, services and spaces</i>	<p>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.</p>
Economy and Centres	
<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 around 300 direct and indirect jobs during construction and around 350 direct and indirect jobs during ongoing operation.</p>
<i>P15 – All local centres are supported to evolve for long-term viability</i>	<p>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.</p>
Environment and Open Space	
<i>P17 – Tree canopy, bushland, landscaped settings, and biodiversity are protected, enhanced and promoted</i>	<p>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.</p>
<i>P18 - An environmentally friendly approach is applied to all development</i>	<p>The Planning Proposal will enable the redevelopment of a run-down site to incorporate modern construction techniques and ESD principles.</p>

Planning Priorities	Comment
<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.

9.2.6. Georges River Commercial Centres Strategy

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

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

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

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

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

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

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

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

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

The *Georges River Commercial Centres Study 2019*, which guided the CCS, identifies Ramsgate as a village centre with the potential to develop into a local centre. The study also notes that local centres provide

a mix of retail, commercial and community space with retail space typically being over 5,000 sqm and anchored by one or two supermarkets over 1,000 sqm.

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

9.2.7. Georges River Local Housing Strategy

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

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

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

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

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

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

- Up-zoning of five potential Housing Investigation Areas
- New consistent LEP controls across the LGA
- Existing major development and planning proposal sites (see **Figure 19** below)
- Potential dwellings that are currently under DA assessment

Figure 19 – 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 185 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.

9.2.8. State Environmental Planning Policies

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

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

Table 14 - Consistency with SEPPs

SEPP	Consistency
SEPP (Urban Renewal) 2010	<p>The reference scheme aligns with the objectives of SEPP (Urban Renewal) 2010 as it facilitates the orderly and economic redevelopment of an urban site that is accessible by public transport.</p> <p>Moreover, the Planning Proposal facilitates the delivery of the objectives of the relevant State and district planning policies, which seeks to increase densities within walking distance of existing and planned infrastructure, employment nodes and educational establishments.</p>
SEPP 55 – Remediation of Land	<p>SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by specifying considerations that are relevant in rezoning land and in determining development applications, and by requiring remediation work to meet certain standards and notification requirements.</p> <p>The site has a long history of being occupied by commercial and residential uses and it is unlikely that contaminating activities have occurred on the site.</p> <p>Further, it is proposed to rezone R4 High Density Residential land to B2 Local Centre. Given residential uses are already permitted on the site, and no further sensitive uses are proposed to be introduced onto the site, a contamination assessment is not considered necessary at the Planning Proposal stage.</p>
SEPP 65 – Design Quality of Residential Apartment Development	<p>The Planning Proposal and accompanying reference scheme have been prepared to ensure future development on the site is capable of complying with the provisions of SEPP 65 and the Apartment Design Guide.</p>
SEPP (Infrastructure) 2007	<p>The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by, inter alia, identifying matters to be considered in the assessment of development adjacent to particular types of development.</p> <p>The proposal will be supported by several traffic intersection upgrade works to be discussed with Council as part of a VPA.</p>
SEPP (Building Sustainability Index: BASIX) 2004	<p>The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency.</p> <p>The reference scheme has been designed and orientation to facilitate future BASIX compliance, which will be documented at the development application stage.</p>

9.2.9. Ministerial Directions

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

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

Table 15 - Consistency with Section 9.1 Directions

Direction	Consistency
1. Employment and Resources	
<p>1.1 Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified strategic centres.</p>	<p>The Planning Proposal will contribute around 300 direct and indirect jobs during construction and around 350 direct and indirect ongoing operational jobs. It will contribute \$96.1 million to the local economy during construction and \$33.6 million in each year of operation. The site represents one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre.</p>
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
2. Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Management	Not applicable.
2.3 Heritage Conservation	<p>The site has no identified or known items of European or Aboriginal significance, as such this provision is not applicable.</p> <p>The Planning Proposal and reference schemes have been informed by specialist heritage advice to respect and mitigate any adverse impacts on the heritage items to the west, south, east and north-east.</p> <p>A Heritage Impact Statement has been prepared and is contained within Appendix I which confirms that the proposal is sympathetic to the heritage curtilage and has been designed to mitigate adverse impacts on the surrounding heritage items.</p>
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6 Remediation of Contaminated Land	The site is unlikely to be contaminated. It is anticipated that a preliminary site investigation would be required as part of any future DA for the site.
3. Housing, Infrastructure and Urban Development	
<p>3.1 Residential Zones</p> <p>(1) The objectives of this direction are:</p> <p>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</p> <p>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</p>	<p>The Planning Proposal will enable the delivery of 185 residential units in a well-connected and serviced location.</p> <p>By providing a range of unit types, the Planning Proposal will increase the variety and choice of housing types in the local area, allowing residents to age in place.</p>

Direction	Consistency
(c) to minimise the impact of residential development on the environment and resource lands.	
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Not applicable.
<p>3.4 Integrating Land Use and Transport</p> <p>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	The subject site is located within close proximity to a 'visionary' mass transit or train link as identified in the District Plans. It is also located within direct proximity to bus stops connecting to Miranda, Rockdale, Hurstville and Kogarah.
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short term rental accommodation period	Not applicable.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The site is not affected by acid sulfate soils.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	Not applicable. The site is not identified as flood prone land.
4.4 Planning for Bushfire Protection	Not applicable. The site is not identified as bushfire prone land.
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
(5.5-5.8 – revoked)	-
5.9 North West Rail Link Corridor Strategy	Not applicable.

Direction	Consistency
5.10 Implementation of Regional Plans	The Planning Proposal is consistent with this Direction, as discussed within Question 3.
5.11 Development of Aboriginal Land Council land	Not applicable.
6. Local Plan Making	
6.1 Approval and Referral Requirements	This is an administrative requirement for the PPA.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for the PPA.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the GRLEP 2021.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	The Planning Proposal gives effect to the <i>Greater Sydney Region Plan</i> , the <i>South District Plan</i> , and the <i>Eastern City District Plan</i> . The Planning Proposal is consistent with the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in the <i>Greater Sydney Region Plan</i> . This is further discussed in Table 10 .
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

9.2.10. Information Checklist for Reclassification of Public Land

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

Table 16 – Information checklist for reclassification of public land

Matters to address	Comment
The current and proposed classification of the land	Lot 301 DP 1142822 is currently classified as ‘community land’. The Planning Proposal seeks the reclassification of the land to ‘operational land’.
Whether the land is a ‘public reserve’ (defined in the LG Act)	Lot 301 DP 1142822 is not a ‘public reserve’.
The strategic and site specific merits of the reclassification and evidence to support this	Lot 301 DP 1142822 is a small portion of land (76.1sqm) that is located within the Planning Proposal site. The consolidation of this lot with the remaining lots on the site will enable the redevelopment of the site as part the Planning Proposal. The strategic and site-specific merits of the Planning Proposal are discussed in Section 9.2.4 .
Whether the planning proposal is the result of a strategic study or report	The Planning Proposal has been prepared in accordance with the applicable strategic planning policies. The Planning Proposal has also specifically been developed and informed by more detailed strategic studies, including a Strategic Positioning Paper and Economic Impact Assessment, A Traffic Impact Assessment, and a Place Vision Document.
Whether the planning proposal is consistent with council’s community plan or other local strategic plan	The Planning Proposal is consistent with the following local planning strategies and plans as set out in Section 9.2 .
<p>A summary of council’s interests in the land, including:</p> <ul style="list-style-type: none"> - how and when the land was first acquired (e.g. was it dedicated, donated, provided as part of a subdivision for public open space or other purpose, or a developer contribution) - if council does not own the land, the land owner’s consent; - the nature of any trusts, dedications etc; 	It is understood that Lot 301 DP 1142822 was created when 197 Rocky Point Road was developed (DA 46/2007) and is the first, and currently only, lot owned by Council on the block to be dedicated in the future to enable a rear lane access between Targo Road and Ramsgate Road as envisaged in the GRDCP 2021.
Whether an interest in land is proposed to be discharged, and if so, an explanation of the reasons why	It is anticipated that Council will address this as part of the assessment of the Planning Proposal.
The effect of the reclassification (including, the loss of public open space, the land ceases to be a public reserve or particular interests will be discharged)	It is understood there is a Restriction over Lot 301 – that the owners of Lot 300 shall have the use of Lot 301 for the provision of vehicle manoeuvring subject to adequate maintenance of the lot until such time as Council dedicates the land to the public as road and constructs the laneway in accordance with the DCP and Council DA No. 46/2007
Evidence of public reserve status or relevant interests, or lack thereof applying to the land (e.g. electronic title searches, notice in a Government Gazette, trust documents)	Refer to the Certificates of Title provided at Appendix J which does not highlight any public reserve status or relevant interests on the land.
Current use(s) of the land, and whether uses are authorised or unauthorised	As stated above, Lot 301 is currently used for the provision of vehicle manoeuvring subject to adequate maintenance of the lot until such time as Council dedicates the land to the public as road and constructs a laneway in accordance with the DCP and Council DA 46/2007.
Current or proposed lease or agreements applying to the land, together with their duration, terms and controls	Same as above

Matters to address	Comment
Current or proposed business dealings (e.g. agreement for the sale or lease of the land, the basic details of any such agreement and if relevant, when council intends to realise its asset, either immediately after rezoning/reclassification or at a later time)	It is anticipated that Council will address this as part of the assessment of the Planning Proposal.
Any rezoning associated with the reclassification (if yes, need to demonstrate consistency with an endorsed Plan of Management or strategy)	The lot is currently zoned B2 Local Centre. No change to the zoning of the site is proposed as part of the Planning Proposal. Changes to the built form controls (height and FSR) are proposed, which will also affect Lot 301 DP 1142822, as set out in Section 8 .
How council may or will benefit financially, and how these funds will be used	It is anticipated that Council will address this as part of the assessment of the Planning Proposal.
How council will ensure funds remain available to fund proposed open space sites or improvements referred to in justifying the reclassification, if relevant to the proposal	It is anticipated that Council will address this as part of the assessment of the Planning Proposal.
A Land Reclassification (part lots) Map, in accordance with any standard technical requirements for spatial datasets and maps, if land to be reclassified does not apply to the whole lot	Not applicable.
Preliminary comments by a relevant government agency, including an agency that dedicated the land to council, if applicable.	Not applicable.

9.3. SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

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

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

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

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

9.3.1. Built Form

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

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

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

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

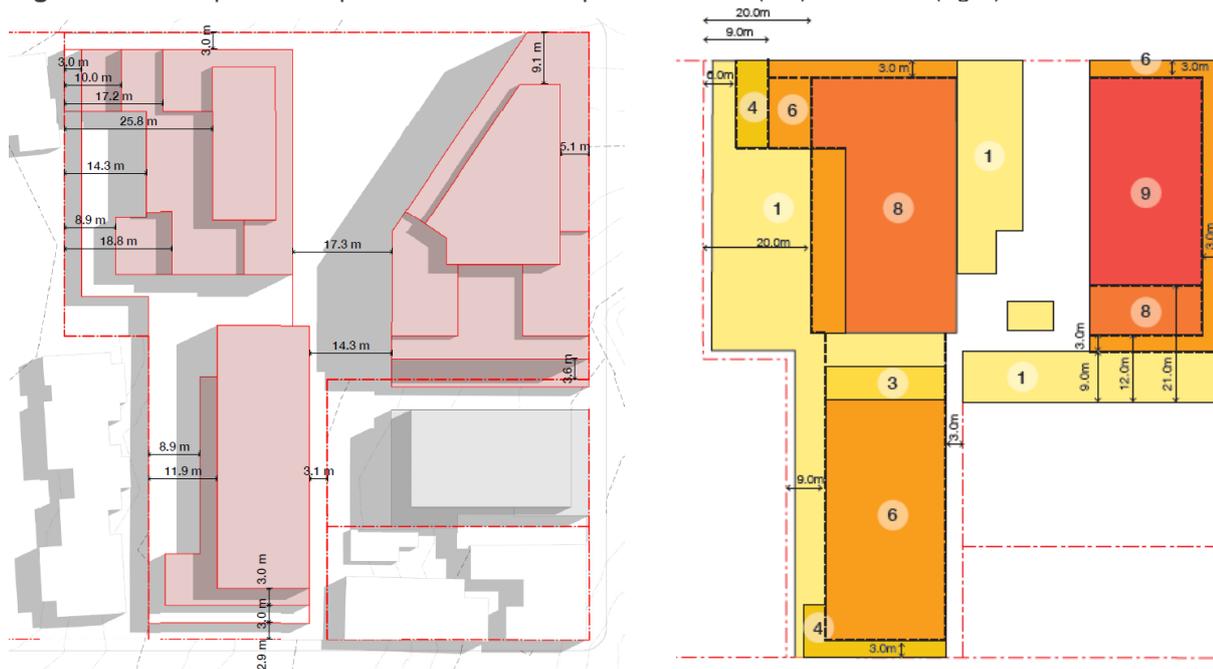
Following further feedback, a revised scheme was submitted with a reduction in height from 19 storeys to 15 storeys and a stepped building form of 6, 8 and 10 storeys to transition in scale to the surrounding sites.

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

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

- a reduction in height from 15 to 13 storeys
- reoriented building layouts to improve the relationship of the proposed square with Rocky Point Road and Targo Road
- shifting of mass and bulk with stepped elements to create a better transition to residential uses to the west
- realigned western façade of the corner building to improve sun access to the square.
- Following feedback received on the above scheme, a further scheme was submitted in September 2019 which reduced the height of the corner building from 13 storeys to 10 storeys. This scheme is shown in **Figure 20** along with the current Planning Proposal scheme for reference.

Figure 20 – Comparison of previous scheme September 2019 (left) & current (right)



(Source: SJB Architects)

As summarised above and detailed in **Section 3**, the Planning Proposal scheme has been continually refined through continued engagement with Council. Key moves in the evolution have included amalgamation of lots to increase the site and accommodate a full-line supermarket as an anchor tenant, reducing the height and massing of the landmark building at the corner of Targo Road and Rocky Point Road, the reorientation of built form elements on the site to provide a public plaza, and stepping down the built form towards sensitive neighbours to the west.

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.

The following key moves have been made in preparing a revised Planning Proposal scheme:

- **Reduce height and redistribute bulk** – Building A at the corner of Targo Road and Rocky Point Road has been reduced in height from 10 storeys to 9 storeys
- **Create an appropriate street wall** – the street wall height has been reduced from 9 storeys to 6-storeys along Rocky Point Road, reflecting the 6-storey height of the neighbouring development to the north, stepping down to 1-storey to the adjacent lots at 201-209 Rocky Point Road and the heritage item at 211-219 Rocky Point Road beyond.
- **Move bulk away from neighbours to create better zone transitions** – a much more significant step down with generous setbacks has been introduced into the design of Building B and Building C to create a zone of transition in built form and intensity at the interface with the neighbouring residential uses to the west. A landscaped buffer has also been introduced to the western boundary of the site to protect the amenity of the neighbouring residential uses.
- **Reduction in building depth** – Building A has been reconfigured to reduce building depth and create a slenderer built form that better reflects the scale and depth of built form along Rocky Point Road, and to create a more regular footprint at ground level fronting the publicly accessible open space within the site.
- **Deliver a protected and activated public space** – the focal point of the Planning Proposal is a protected and activated publicly accessible open space, with high-quality landscaping, public domain embellishments. The space has been oriented to the north to collect sun, and is protected from the noise and traffic along Rocky Point Road and Ramsgate Road so that it is a pleasant refuge with a distinct sense of place.

- **Remodelled vehicle access and egress** – The existing road network has a number of constraints for traffic departing the site to travel west along Ramsgate Road (no right turn permitted from Targo Road or Rocky Point Road) or to travel south along Rocky Point Road (the existing right turn out of Targo Road currently operates at capacity). To alleviate the constraints and mitigate the impacts of the Planning Proposal, several traffic and intersection upgrades are proposed as part of the Planning Proposal.
- **Public benefit offer** – Intersection upgrade works are proposed as part of the public benefit offer, which will improve the traffic flow on the local road network compared to the existing. The significant cost associated with the delivery of the upgrades will be borne by the Proponent (to be discussed as part of the VPA offer with Council). The Planning Proposal will deliver a range of other public benefits including a publicly accessible and activated open space, public domain improvements and landscaping along Targo Road and Rocky Point Road.

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

Building heights, transition, and interface with neighbours

As shown in **Figure 21** below and as detailed in the Urban Design Report at **Appendix A**, the built form on the site has been stepped away from the neighbouring sensitive users to the west and south with generous upper storey setbacks. The tallest element of the built form (Building A) is located at the corner of Targo Road and Rocky Point Road, and will serve as an identifier to the site with its supermarket anchor, specialty retail offering and the publicly accessible open space.

Figure 21 – Site setbacks

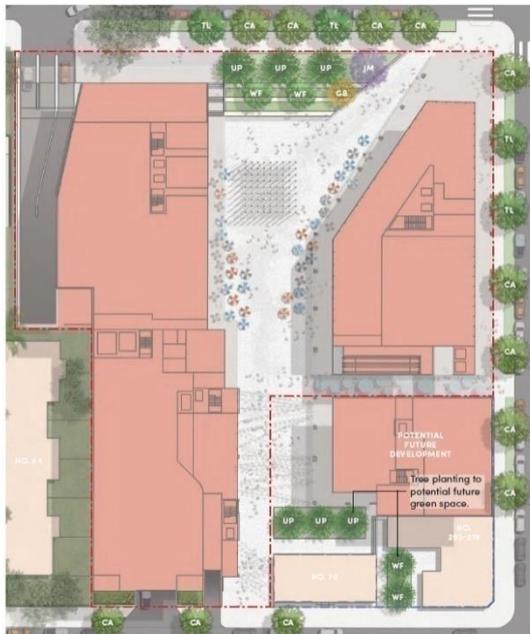


(Source: SJB Architects)

As shown in **Figure 22** below, the reference scheme includes extensive landscaping on the site, including a vegetation buffer along the western boundary of the site to protect the amenity of the neighbouring residential uses. This vegetation buffer has been included in response to feedback received the LPP and the

Sydney South Planning Panel in relation to the previous Planning Proposal, which did not include a vegetation buffer.

Figure 22 – Proposed Landscaping (ground level)



Picture 9 – Previous Planning Proposal scheme – ground level landscaping



Picture 10 – Planning Proposal scheme – ground level landscaping including vegetation buffer at western boundary

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 2.84:1.

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.

As discussed in **Section 8.3**, Part E3 – Ramsgate Centre of the Kogarah DCP 2013 (KDCP 2013) contained supermarket incentive floorspace provisions in relation to 183-191 Rocky Point Road and 1A Targo Road (immediately to the north of the site). However, 183-191 Rocky Point Road and 1A Targo Road have been redeveloped as a 6-storey mixed use residential development, with ground floor retail, but no supermarket.

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 DCP for the local area, as well as the Interim Policy currently being investigated by Council officers for the site.

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.

Along Rocky Point Road, a street wall height of 6-storeys has been included (**Figure 23**), 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. Generous setbacks have been included above the street wall height to significantly reduce the bulk and scale of the 3 additional levels proposed on Building A.

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 23 – Street frontage along Rocky Point Road



A street wall height of 4-storeys has been included along Ramsgate Road (**Figure 24**) 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.

The built form along Targo Road includes a 6-storey street wall (**Figure 25**) stepping down to 3-storeys and 1-storey adjacent to the neighbouring residential uses to the west.

Figure 24 – Street frontage along Ramsgate Road

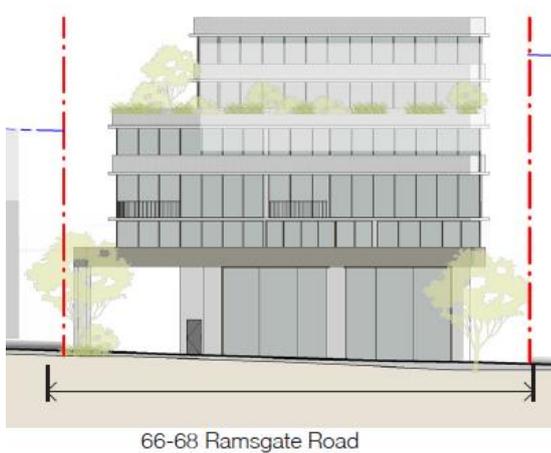


Figure 25 – Street frontage along Targo Road



9.3.2. Site Isolation

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

As part of the Planning Proposal, a significant number of sites have been amalgamated into a single site. The Planning Proposal site includes amalgamated Lots 2 and 3 as identified in the GRDCP 2021 as well as lots to the west (refer to **Figure 26** 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 26 – GRDCP 2021 – Amalgamated Lots compared to Planning Proposal site



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

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

- 9 m setback above ground level from the northern boundary of amalgamated Lot 4;
- 12 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 27** below.

Figure 27 – 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. However, the existing condition of the rear lane vehicle and servicing access to 201-209 Rocky Point Road will not be impacted by the Planning Proposal, allowing future development on this neighbouring site the flexibility to maintain rear lane vehicular/servicing access as per current arrangements.

Urban Design

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

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

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

The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level, while maintaining the above ground FSR close to the currently permissible maximum FSR along Rocky Point Road (2.84:1 vs 2.5:1)

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

Table 17 – Consistency with GRDCP 2021

Georges River DCP 2021 Provision	Comment
Part 7.1.9 Site isolation	As discussed above in Section 9.3.2 , the Planning Proposal will not prejudice the redevelopment of amalgamated Lot 4 based on the current controls applicable to the site (FSR of 2.5:1 and maximum height of 21 m).

Georges River DCP 2021 Provision	Comment
Part 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road)	
Amalgamation	<p>As noted above, The Planning Proposal is for a site area that is larger than envisaged by Council as shown in the amalgamation plan under this part (extract below) and includes all of Lots 2 and 3, as well as additional lots.</p> <p>The amalgamation pattern sought as part of the Planning Proposal will enable the delivery of the below ground full-line supermarket as well as a well-proportioned publicly accessible open space while satisfying the intent of the DCP in relation to adequate vehicle and service access.</p> 
Temporary Access Ways and Rear Lanes	<p>Rear lanes and/or temporary access ways are not proposed as part of the Planning Proposal. Instead, as envisaged in the DCP, a through-site link will be provided on the site, connecting Targo Road and Ramsgate Road.</p> <p>The Proponent has engaged with TfNSW to develop vehicle access arrangements that will mitigate traffic impacts on the surrounding road network. A substantial amount of parking will be provided on the site as basement parking to ensure adequate provision for the residential and commercial uses on the site, and to minimise off-site parking impacts.</p> <p>No new vehicle/service access is proposed off Rocky Point Road. The redevelopment of the site as part of the Planning Proposal will in fact remove an existing vehicle access (servicing 197 Rocky Point Road).</p> <p>Refer to the Traffic Report at Appendix D for further details on the vehicle and servicing arrangements for the site.</p> <p>For the neighbouring sites fronting Rocky Point Road which are not part of the Planning Proposal (201-209 Rocky Point Road), the current rear lane vehicle and servicing access will not be impacted by the planning proposal. Any future development on 201-209 Rocky Point Road will have the flexibility to maintain rear lane vehicular/servicing access as per current arrangements.</p> <p>The planning proposal will be supported by a site-specific DCP that sets out provisions in relation to the through-site link and vehicle access to capture the planning intent of the GRDCP 2021 as they relate to the site and the rear lane access.</p> <p>By consolidating a significant portion of the block, and providing adequate vehicle/service access and parking to support the redevelopment of the site, the Planning Proposal will allow Council to achieve the intent of the GRDCP 2021 without the requirement for each individual site along Rocky Point Road to redevelop over</p>

Georges River DCP 2021 Provision	Comment
	time and dedicate a portion of the site for the rear lane access (which would likely take several years with no guarantee of success).
Parking and vehicular access	Refer to Section 9.3.4.
Site specific – drainage easement requirements for 197-199 Rocky Point Road	The Planning Proposal envisages a complete redevelopment of the site. The detailed design of the landscaping and public domain will ensure adequate stormwater drainage is provided. This will be a matter for assessment as part of any future DA.
<p>Section 2.2.2 (Appendix 2) - 211-217 Rocky Point Road</p> <p>Development adjacent to the heritage listed buildings at Nos. 211-217 Rocky Point Road, Ramsgate is to step down to a maximum of two (2) levels to reduce the impact on the heritage listed building</p>	<p>The Planning Proposal site is note directly adjacent to 211-217 Rocky Point Road along Rocky Point Road. However, the built form has been designed to step down to the adjacent site (201-209 Rocky Point Road).</p> <p>Similarly, the Ramsgate Road frontage has been designed to ensure setbacks above street frontage heights to ensure a sensitive interface with the nearby heritage items.</p>

9.3.3. Residential amenity

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

A summary of the key criteria is provided below:

- **Solar access** – the ADG requires 70% of units to achieve a minimum of 2 hours of sunlight between 9 am and 3 pm in midwinter. 89% of the units in the reference scheme will achieve 2 hours of sunlight between 8:45 am – 3 pm, with 72% achieving a minimum of 2 hours of sunlight between 9 am and 3 pm in midwinter.
- **Cross-ventilation** - a total of 113 units (61%) 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.

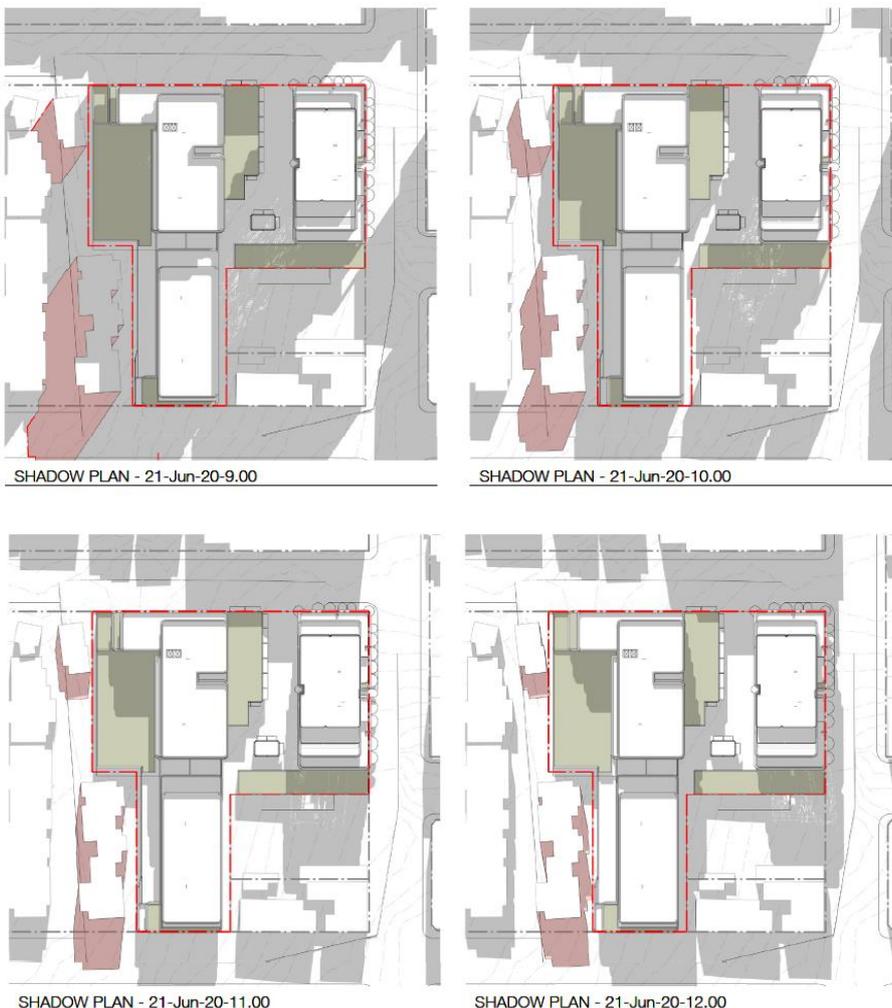
- **Communal open space** –The proposal envisages communal open space to be provided on the rooftops of buildings A, B and C. Although the area provided in these spaces will fall short of the required 25% communal open space provision under the ADG, the public plaza at ground will act as a significant 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 substantially soil depth. The significant landscaped areas are provided with as shown in the Landscape Plan at **Appendix E**.
- **Overshadowing** – as shown in the shadow diagrams below at **Figure 28**, the building layout on the site has been carefully designed to ensure overshadowing impacts are minimised on the neighbouring residential uses to the west and adjacent lots to the south.

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

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

Figure 28 – Shadow diagrams





SHADOW PLAN KEY
 EXISTING SHADOW FROM NEIGHBOURING BUILDINGS

9.3.4. Access, parking and traffic

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

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

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

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

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

- install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and The Promenade, 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. All movements would be retained at this intersection. 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 14 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) and on Targo Road (immediately west of Rocky Point Road to accommodate the new traffic signals at Targo Road).

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

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

9.3.5. Contamination

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

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

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

9.3.6. Heritage impacts

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

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

The HIA provides the following recommendations:

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

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

9.3.7. Economic and Social Impacts

As described in **Section 9.2.6** of the Planning Proposal, the Georges River Commercial Centres Strategy (CCS) identifies Ramsgate as a 'village' centre suitable for a greater share of increase in employment floor space.

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

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

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

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

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

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

- help address Georges River Council's forecast shortfall in dwelling supply;
- provide greater housing diversity and allow residents to age in place;
- enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre;
- support increased job containment within the Georges River LGA;
- contribute 307 direct and indirect jobs during construction and 362 direct and indirect ongoing jobs during operation.
- contribute \$96.1million to the local economy during construction and \$33.6million in each year of operation;
- increase residential uses on the site compared to the existing uses, which will generate additional spending that will support local businesses;
- deliver retail and services that will reduce the need for Georges River LGA residents to leave the LGA each day; and
- deliver high quality retail, services and amenity that are currently lacking in the local area.

9.4. SECTION D – STATE AND COMMONWEALTH INTERESTS

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

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

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

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

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

- install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and The Promenade, 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. All movements would be retained at this intersection. 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 14 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) and on Targo Road (immediately west of Rocky Point Road to accommodate the new traffic signals at Targo Road.

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

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

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

10. PART 4 - MAPPING

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

11. PART 5 - COMMUNITY CONSULTATION

11.1. PRE-LODGE MENT COMMUNITY ENGAGEMENT

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

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

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

11.2. PUBLIC CONSULTATION

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

The Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of "A Guide to Preparing Local Environmental Plans." It is anticipated that the public exhibition would be notified by way of:

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

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

12. PROJECT TIMELINE

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

Table 18 – Indicative Project timeline

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

13. CONCLUSION

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

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

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

Strategic Merits

The Planning Proposal will give effect to the South and Eastern City District Plans as well as the Georges River Local Strategic Planning Statement. As noted above, the strategic merit of a planning proposal on the site has been endorsed by the SSPP as it would revitalise the local centre consistent with the Sydney Regional Plan and Sydney District Plan. In addition, Council officers are currently investigating an Interim Policy for Ramsgate Centre to inform development on the site, which suggests that the site has strategic merit to warrant an accelerated review of future built form potential on the site ahead of Stage 2 of Council's Centres Strategy.

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

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

Site Specific Merit

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

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

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

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

- The Planning Proposal site presents an opportunity to provide a mixed-use development with a full-line supermarket anchor below street level as envisaged by Council's previous DCP, as well as the Interim Policy that Council officers are currently investigating for the site, 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 are currently investigating for Ramsgate Centre in terms of height, and 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. Funding of the traffic intersection upgrade works by the Proponent will be a matter for discussion with Council as part of a VPA.
- The Planning Proposal will enable the provision of a well-designed and protected publicly accessible open space, which maximises solar access and activation around the edges, providing a new community heart for Ramsgate with an important function in the 'everyday' life of the community as a meeting point for shopping and recreation, but also have the ability to be used for events. Street frontages along Rocky Point Road, Targo Road and Ramsgate Road will also be activated.
- The Planning Proposal will enable an increase in landscaping and canopy cover on the site, including vegetation buffers between the site and the adjacent residential uses to the west to enhance neighbour amenity.
- The Planning Proposal will deliver significant public benefits to the centre including traffic upgrades, through-site links, and public domain improvements along Targo Road and Rocky Point Road.
- The Planning Proposal will not result in unacceptable overshadowing and other amenity or privacy impacts on neighbouring residential properties, and it will enable future development on the site that is capable of satisfying the key ADG criteria for residential amenity.
- The Planning Proposal has been developed through careful analysis of site constraints and opportunities to ensure future development will not impact on the development feasibility of adjoining sites not included within the proposal.
- The Planning Proposal will not result in unacceptable impacts on the neighbouring heritage items.
- The Planning Proposal is supported by a draft site-specific DCP to ensure future redevelopment of the site is designed in accordance with the design excellence and site-specific design principles embodied in the reference scheme that supports the Planning Proposal.

Social and Economic Benefits

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

The Planning Proposal will enable the redevelopment of one of a limited number of developable sites in the local area that would be a catalyst to reinvigorating the Ramsgate Town Centre, providing greater housing diversity and allowing residents to age in place, while supporting increased job containment within the Georges River LGA, and contributing around 300 direct and indirect jobs during construction and around 350 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.

Conclusion

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

DISCLAIMER

This report is dated 14 October 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Time and Place & Woolworths (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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

APPENDIX A

URBAN DESIGN REPORT

APPENDIX B

DRAFT SITE SPECIFIC DCP

APPENDIX C

SURVEY PLAN

APPENDIX D

TRAFFIC REPORT

APPENDIX E

CONCEPT LANDSCAPE PLAN AND PUBLIC DOMAIN REPORT

APPENDIX F

PLACE VISION DOCUMENT

APPENDIX G

COMMUNITY AND STAKEHOLDER ENGAGEMENT OUTCOMES REPORT

APPENDIX H

ECONOMIC IMPACT ASSESSMENT REPORT

APPENDIX I

HERITAGE IMPACT ASSESSMENT

APPENDIX J

CERTIFICATE OF TITLE FOR LOT 301 DP1142822



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