



RAMSGATE VILLAGE REZONING REVIEW REQUEST



Presentation to the Sydney South Planning Panel

Prepared for Point Gate Developments Pty Ltd
12 August 2022

INTRODUCTION AND BACKGROUND

The Joint Venture Proponents and Project Team

Broader Vision and Project Need

- **The need for a full-line supermarket –**
 - There are currently no full-line supermarkets servicing the trade area, indicating a significant gap in the market.
 - Residents must leave the trade area to complete a full grocery shop at retail centres with full-line supermarkets.
 - The Georges River LGA provides 8.5 sqm of full-line supermarket floorspace per 100 residents – 41% lower than the Metro Sydney average and 54% lower than the Australian average.
- **The need for residential dwellings –** Georges River is currently failing to meet targets set by the District Plan.
- The proposal is different from previous proposals for this site as Woolworths is making a long-term commitment to the site via a lease and has invested in the development as a JV as a 50/50 partner to bring its retail development experience to the project. The success of the specialty retail is critical to the success of Woolworths.

The Site

- Exceptionally unique in its size, location and amalgamation of multiple sites, with few sites having the strategic credentials in a single ownership.
- We are not aware of any other sites that have the capability to provide this outcome within the greater catchment.

INTRODUCTION AND BACKGROUND (CONTINUED)

Previous Planning Proposal - Strategic merit

- South Sydney Planning Panel concluded the previous Planning Proposal had 'strategic merit' but required refinement on site-specific matters – this has been the focus of the current Planning Proposal
- WSP has acknowledged the current planning proposal has strategic merit
- Council officers have acknowledged the strategic merit of the planning proposal through recent draft policies presented to Councillors to encourage growth in the LGA's centres (discussed further later in the presentation)

Previous Planning Proposal – lack of resolution on Council owned Lot 301

- The previous applicant had not secured the sale of Lot 301 with Council (which it now has been for the current Planning Proposal).
- Importantly, this underpins the certainty of the Planning Proposal scheme (as the amalgamated site would not exist without Lot 301), and intent of Council to engage positively.

Previous Planning Proposal – absence of site-specific DCP controls

- In response to the Planning Panel's feedback on the previous Planning Proposal, site-specific controls and certainty of the scheme has been underpinned by a site-specific DCP which was missing from the previous planning proposal.

Purpose of the current process

- to establish the appropriate site-specific controls to guide the proposal through the next phases (including formal public exhibition and further engagement)

REVISED PLANNING PROPOSAL (JUNE 2022)

South Sydney Planning Panel's feedback on the previous Planning Proposal	Key improvements made to current Planning Proposal
The proposal has strategic merit	The proposal retains and reinforces this strategic merit and in the words of the Panel "its revitalisation of a local centre consistent with the Sydney Regional Plan and Sydney District Plan". This has been supported by WSP in their assessment of the current Planning Proposal.
The interface with, and potential impact on the amenity of the neighbouring sites	An enhanced and improved interface with the neighbouring sites - including significantly more generous ground level and upper-level setbacks compared to the previous Planning Proposal, enshrined as site-specific controls in the site-specific DCP. Introduction of a 3m landscaped buffer and planting to soften the impact of blank ground floor interfaces and reduce the perceived scale and massing of the building and provide privacy.
The street-wall heights and their impact on the pedestrian scale and amenity	Considerably improved design which considers the site-specific context and provides a modulated 4-6 storey street wall to respond to the emerging character of Rocky Point Road while maintaining pedestrian scale and amenity (again through refined site-specific controls)
The size of the supermarket relative to the impacts on traffic and parking	<p>There are currently no full-line supermarkets servicing the trade area, indicating a significant gap in the market. The existing small format supermarkets within the trade area do not offer the breadth and depth of grocery items required by residents – requiring residents to leave the trade area to complete a full grocery shop at retail centres with full-line supermarkets. The Georges River LGA provides 8.5 sqm of full-line supermarket floorspace per 100 residents – 41% lower than the Metro Sydney average and 54% lower than the Australian average.</p> <p>Much more in-depth examination of the supermarket and its impacts on the traffic network have been undertaken to support the Planning Proposal (through very close engagement with TfNSW and in-depth modelling and proposed traffic management works).</p>
Certainty regarding the provision of publicly accessible open space in the proposed controls	While there was an absence of site-specific DCP controls for the previous PP, the current proposal seeks to enshrine a number of critical built form matters in a very tailored LEP mapping and Site Specific DCP controls to work together and provide certainty of outcome, including publicly accessible open space.
RMS confirmation of support of intersection upgrades as presented in the planning proposal	<p>Compared to the previous planning proposal, significant and ongoing engagement has occurred with TfNSW, Council's traffic engineers and Bayside Council.</p> <p>TfNSW has indicated in-principle support for the intersection upgrades as presented in the planning proposal subject to ongoing engagement and refinement over the subsequent stages of the planning proposal post gateway.</p>

ENGAGEMENT UNDERTAKEN

Extensive and meaningful engagement

Following the Planning Panel decision on the previous rezoning review, rather than simply relodging a planning proposal and rezoning review, the proponent and project team have taken considerable time to engage meaningfully over the last 18 months with:

- Council Officers
- WSP (Independent Planner)
- Transport for NSW
- Bayside Council officers
- Extensive work on the 'Place' and visioning by Right Angle Studios

Engagement with the Local Community (local residents, business owners and community members)

Since June 2021, the project team has heard from more than 400 community members across Ramsgate and nearby suburbs, including via a phone survey, two focus groups, meetings with local community and resident groups, direct emails and phone calls, and an online community information session (webinar) attended by close to 100 residents.

Key community views to highlight include:

- The importance of a well-designed, quality project that considers the local Ramsgate character and is well integrated with surrounding homes and other buildings.
- Support for a full-line Woolworths supermarket with adequate parking, and a new, modern mix of shops and food and dining options to create a unique, local destination for the community.

ENGAGEMENT UNDERTAKEN (CONTINUED)

WSP's initial feedback (November 2021)

Fairly positive and acknowledged the site's strategic merit, noting a few site-specific matters to be resolved. However, feedback received in March 2022 and the submission to DPE in response to the rezoning review have subsequently raised additional matters.

Shift in Elected Councillors

It is important to note that since the JV acquired the site, there has been a shift in the Elected Councillors following Council Elections in 2021. This has meant that a number of the Council's own strategic initiatives have been challenged with the new elected Council.

NEED FOR A REZONING REVIEW

Council's Strategic Planning Initiatives

- Council has prioritised some strategic centres with the LGA such as Mortdale
- Even these have struggled to gain support from the Elected Council
- Centres such as Ramsgate are really failing to respond positively to their unique strategic position and potential.

Draft Activating our Centres Policy

- As Council's own strategic planning initiatives have not been able to keep up, and in response to engagement in relation to the current Planning Proposal - Council Officers have explored opportunities to provide accelerated pathways for key sites in a range of centres (including Ramsgate)
- the 'Interim Policy' position investigated by Council Officers creates indicated support for the revitalisation of this key site through a framework for change on this site, including:
 - Height generally aligned with the Planning Proposal
 - Provision for sub-terranean retail floor space
 - Above ground FSR in excess of that being sought as part of the Planning Proposal

NEED FOR A REZONING REVIEW (CONTINUED)

The need for a rezoning review following a long process of engagement has been prompted by the challenge of the elected Council not supporting site-specific planning proposals in the LGA.

Particularly where Councillors have recently not supported even council officers' recommendations for strategic policies such as the '*draft Activating our Centres Strategy*' to encourage growth in the LGA's centres.

PUBLIC BENEFITS OF THE PLANNING PROPOSAL

Some of the key public benefits offered by the Planning Proposal

- Consolidation of multiple lots to provide a coordinated response to the future evolution and maturity of Ramsgate Centre (i.e. the key catalyst to unlock its potential).
- Critical response to undersupply and significant gap of supermarket floor space, in particular full-line supermarket floor space (\$96.1m into the local economy during construction and \$33.6 million each year of operation)
- Provision of 376 jobs (direct and indirect)
- Positive impact on local housing supply (approx.. 176 high quality dwellings in a variety of typologies.
- Provision of very high quality, activated, publicly accessible open space (and ongoing maintenance) as well as improvements around the large street block from a public domain perspective.
- Considerable traffic management works that will respond positively and improve the local traffic network – addressed as part of the supporting VPA



Ramsgate Village

South Sydney Planning Panel Presentation

193-199 Rocky Point Road, 66-68 Ramsgate Road & 2-6 Targo Road
Ramsgate NSW 2217

Prepared for
Time & Place

Issued
21 July 2022

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Context

2

2.1 Background



Figure 02: Greater context aerial image

2.2 Georges River Local Environment Plan - Land Use Zoning

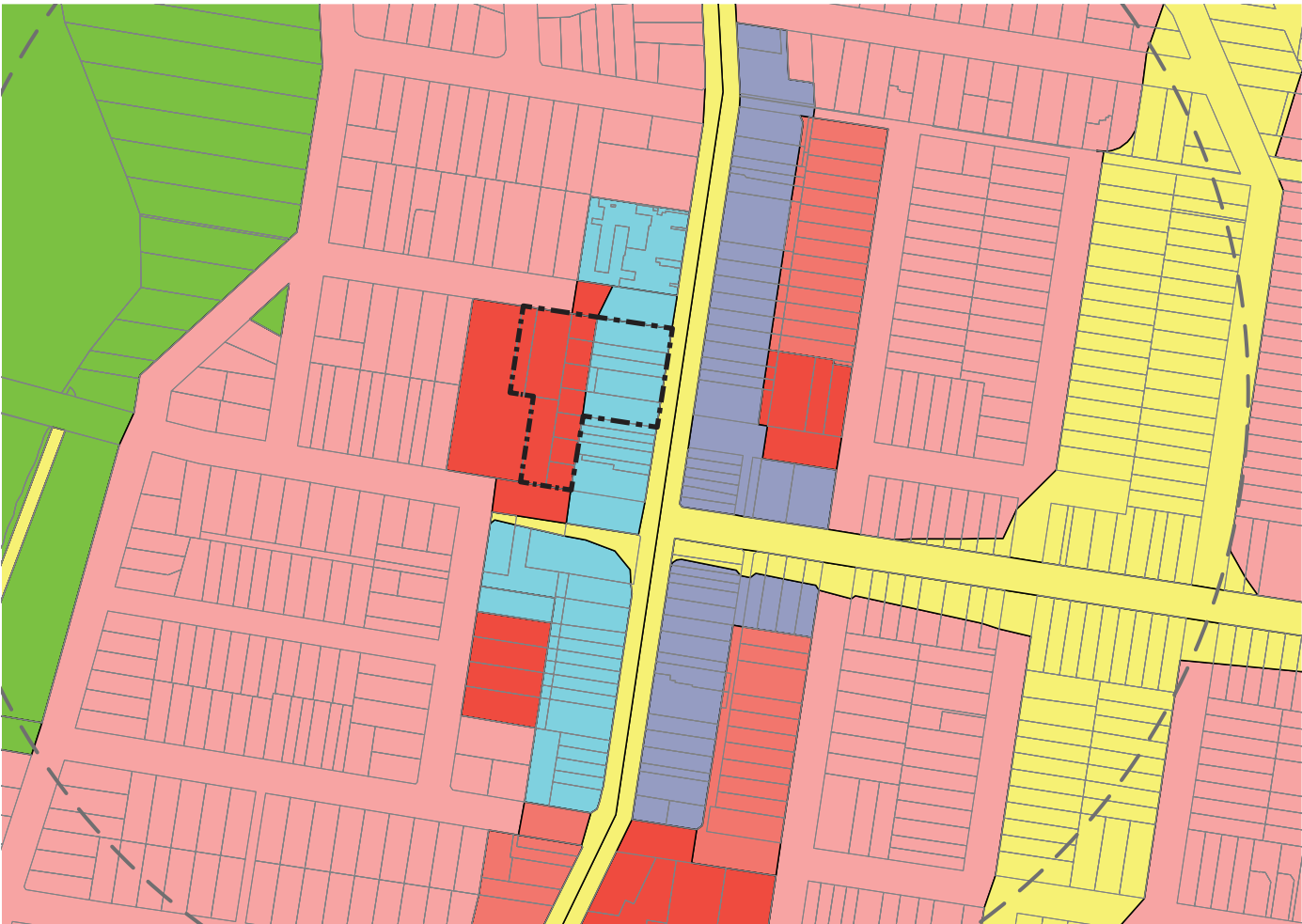


Figure 03: Existing Land Use Zoning

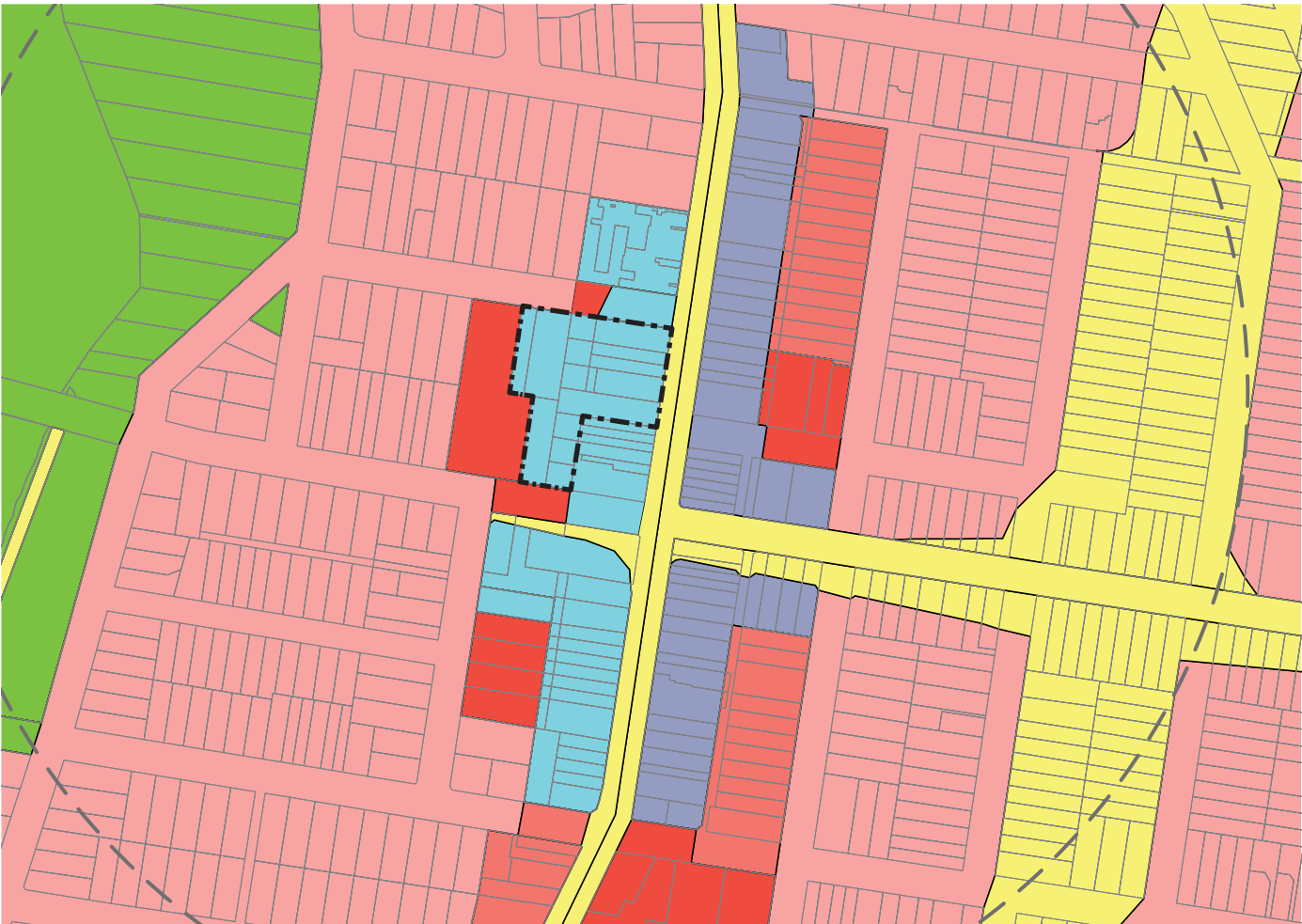


Figure 04: Proposed Land Use Zoning

Land Zoning

The subject site includes both B2 Local Centre and R4 High Density Residential. This is significant as the B2 zoning indicates the local centre status of the site, elevating it beyond a B4 Mixed Use area.

Key

- Project Boundary
- B2 Local Centre
- B4 Mixed Use
- SP2 Infrastructure
- R4 High Density Residential
- R3 Medium Density Residential
- R2 Low Density Residential
- RE1 Low Density Residential

2.3 Georges River Local Environment Plan - Height of Buildings



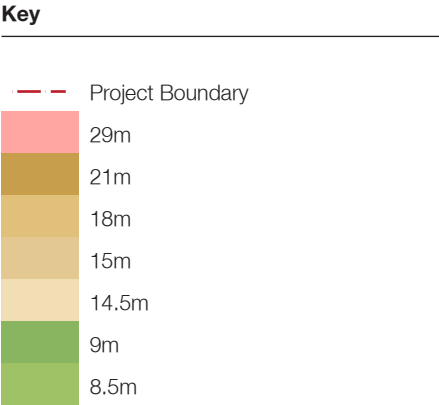
Figure 05: Existing Height of Buildings



Figure 06: Proposed Height of Buildings

Height of Buildings

The subject site currently has both 15m and 21m height constraints. There is a noticeable increase in height within the centre compared to its broader surroundings. Further north of the site, there is an isolated instance of permissible building heights of 29m and 33m (up to 10 storeys). This suggests that there is precedent for taller development within the local area as these developments are remote from the broader urban structure of the peninsula which is concentrated along both Rocky Point and Ramsgate Road.



2.4 Georges River Local Environment Plan - Floor Space Ratio

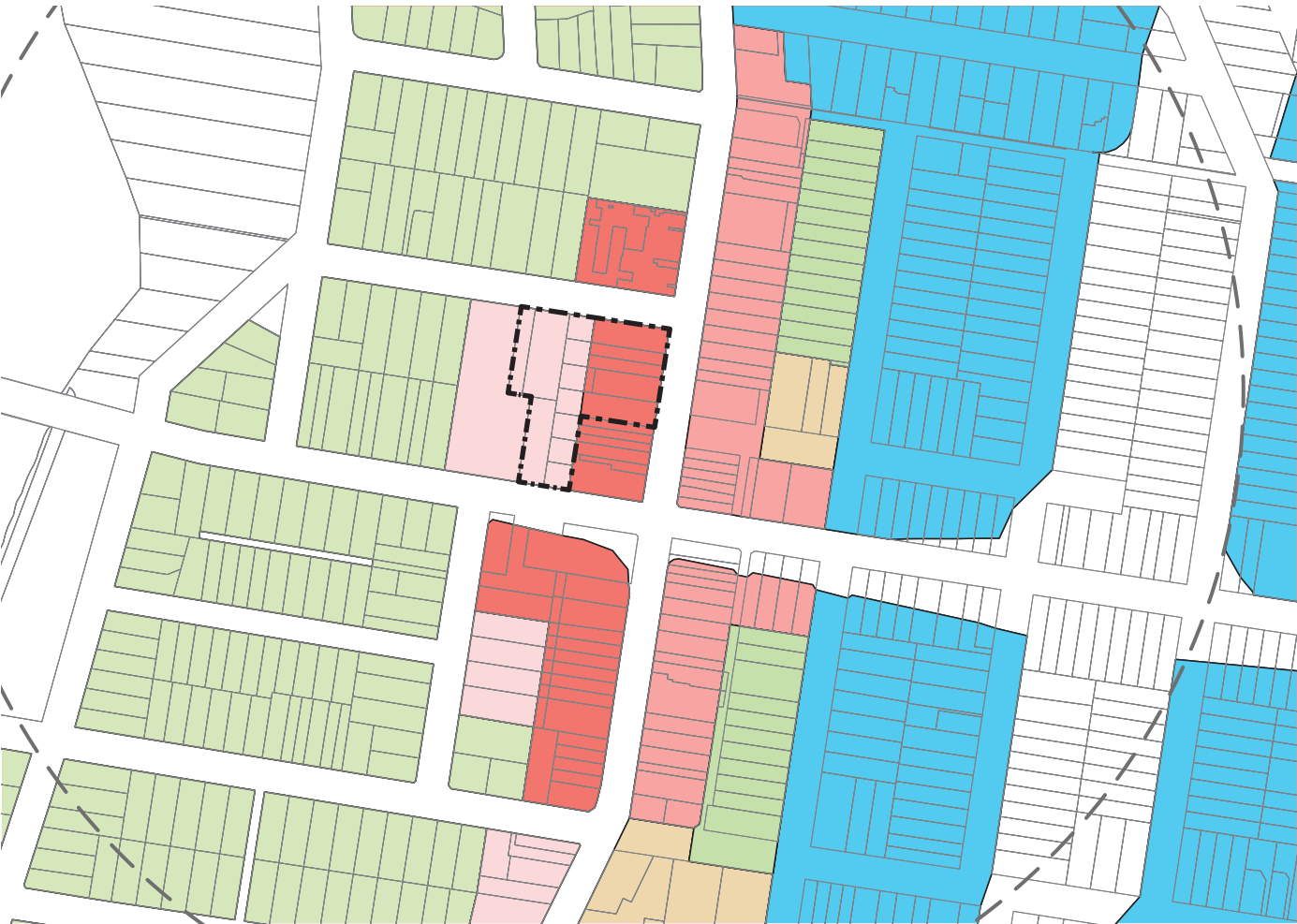


Figure 07: Existing Floor Space Ratio (FSR)

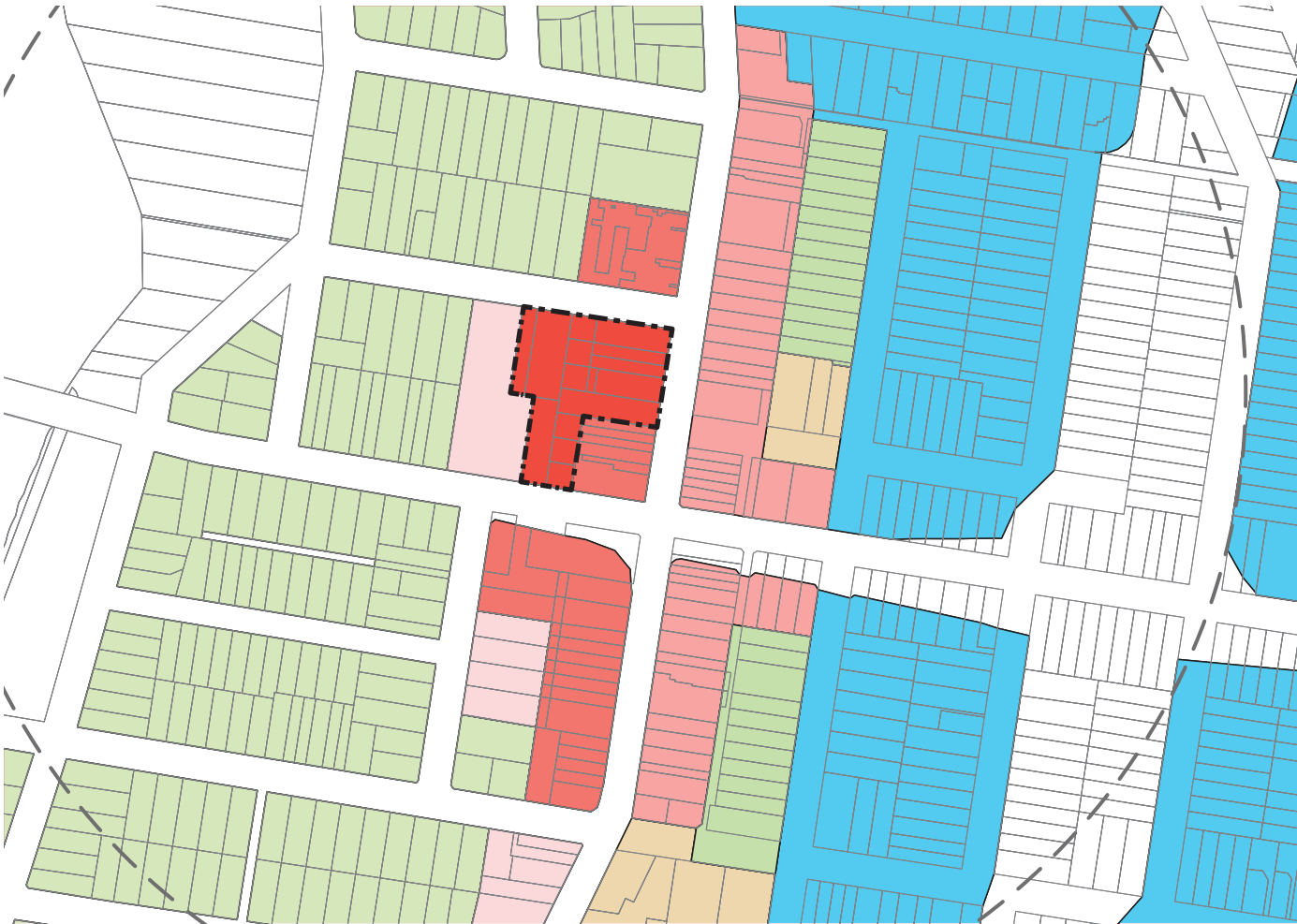
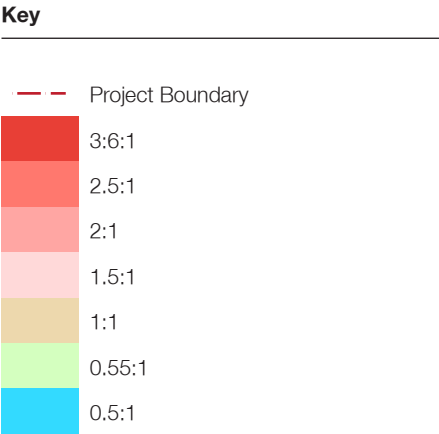


Figure 08: Proposed Floor Space Ratio (FSR)

Floor Space Ratio

The subject site includes both 2.5:1 and 1.5:1 FSR. Higher FSR is concentrated along within the Ramsgate Local Centre and along Rocky Point Road.



Context

2.6 Streetscape conditions



Ramsgate Road

The site



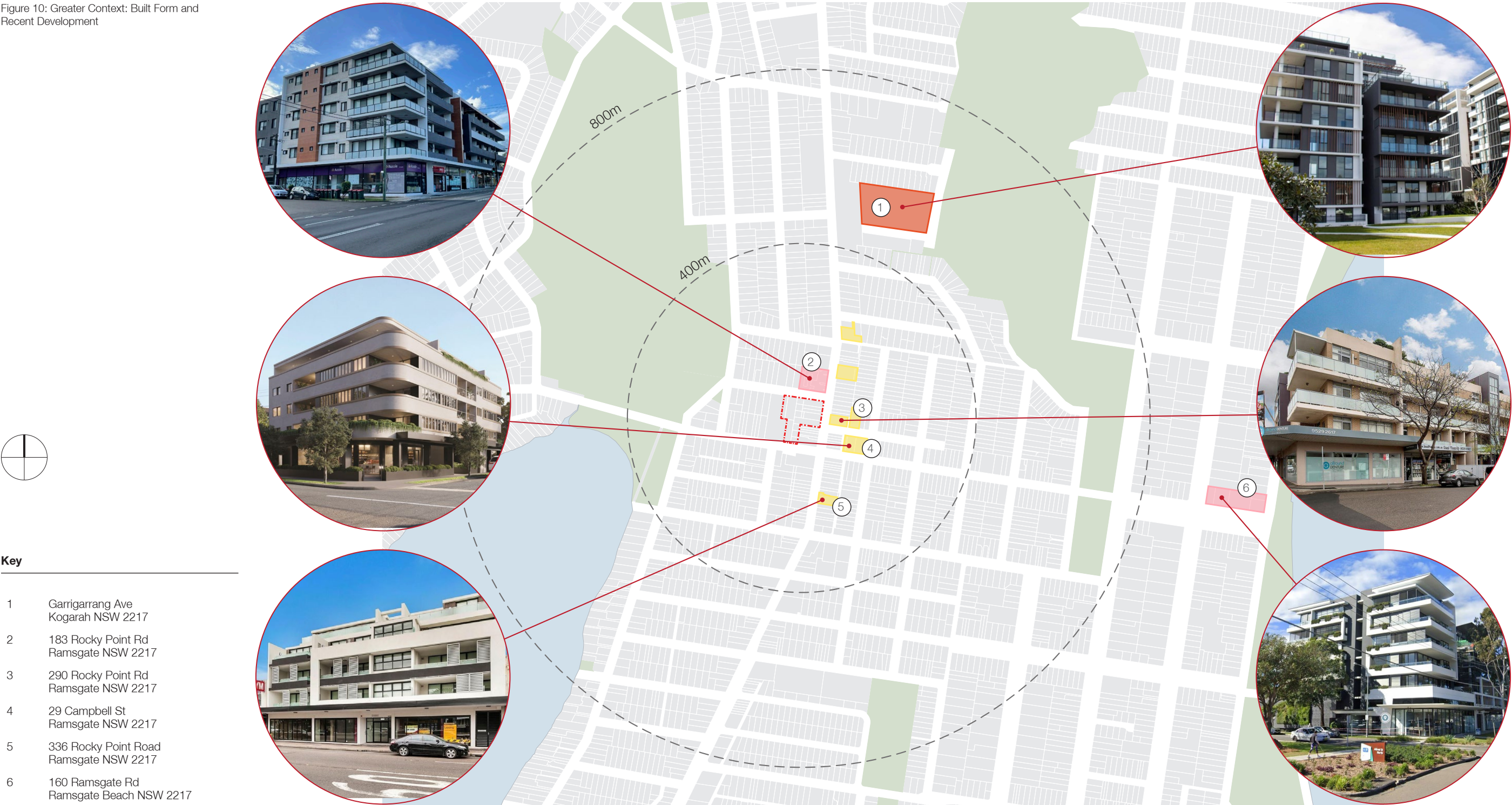
Targo Road

Hastings Road

Context

2.7 Built form and recent development

Figure 10: Greater Context: Built Form and Recent Development



Context

2.9 Lot 301

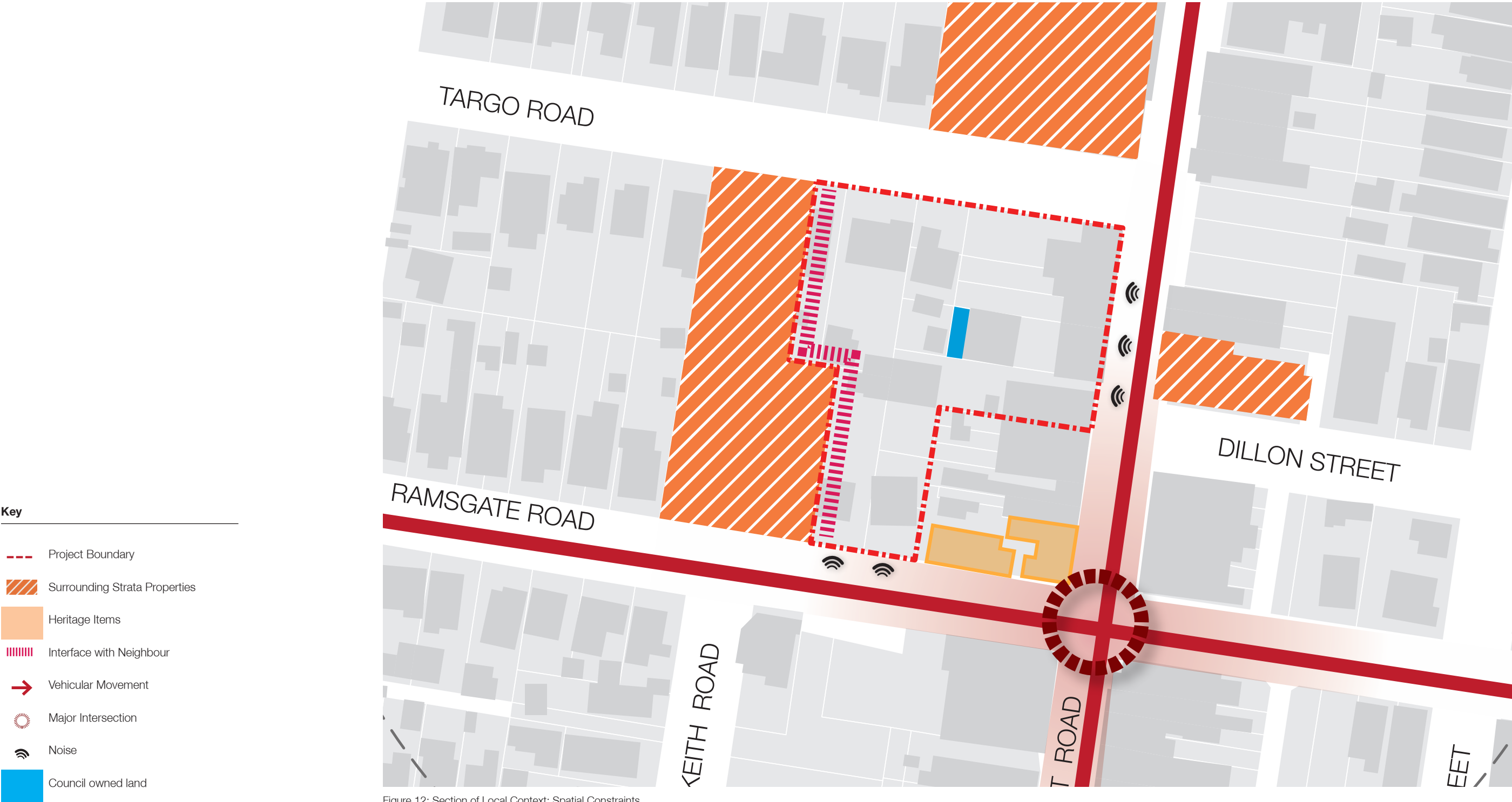
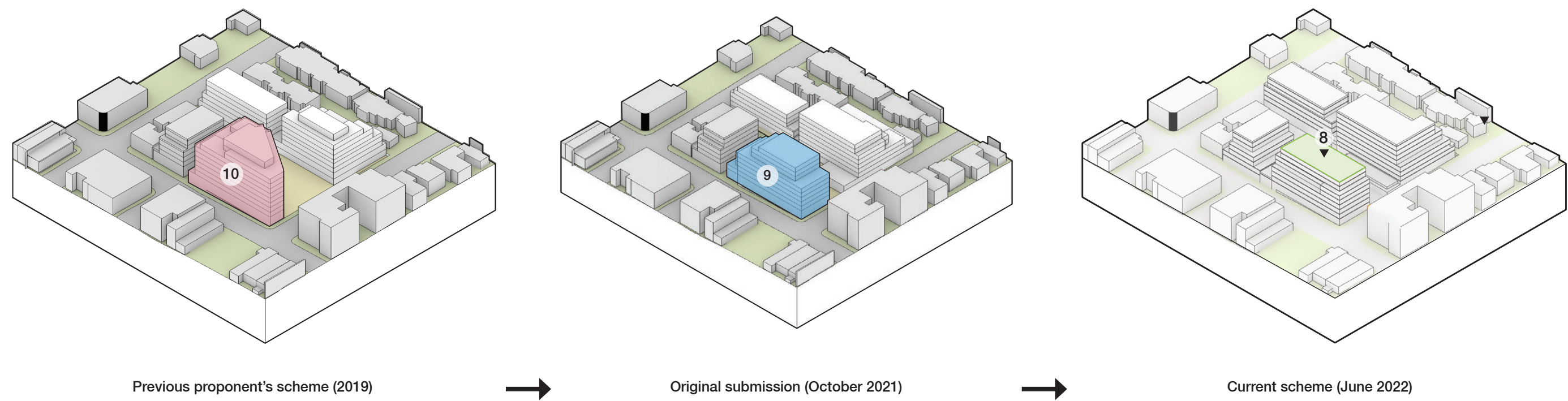


Figure 12: Section of Local Context: Spatial Constraints

Design development

3.1 Reduce building height and massing

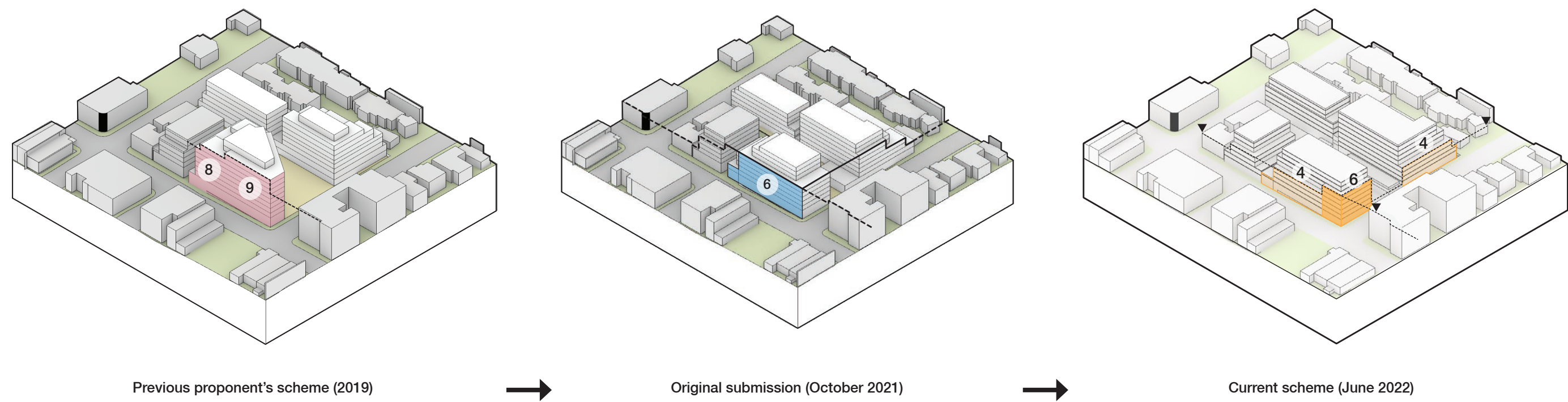
Create a lower and more slender building on Rocky Point Road with the taller element set back from street



Design development

3.2 Introduce a street wall along Rocky Point Road

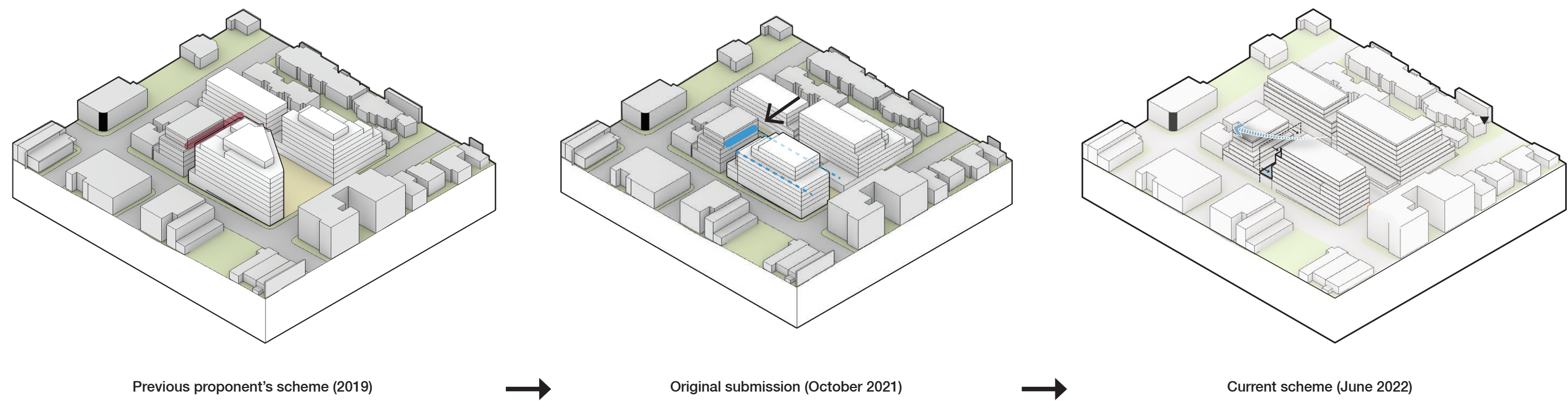
Introduce a 4-6 storey street wall to respond to the emerging character of Rocky Point Road



Design development

3.3 Transition down to the heritage item

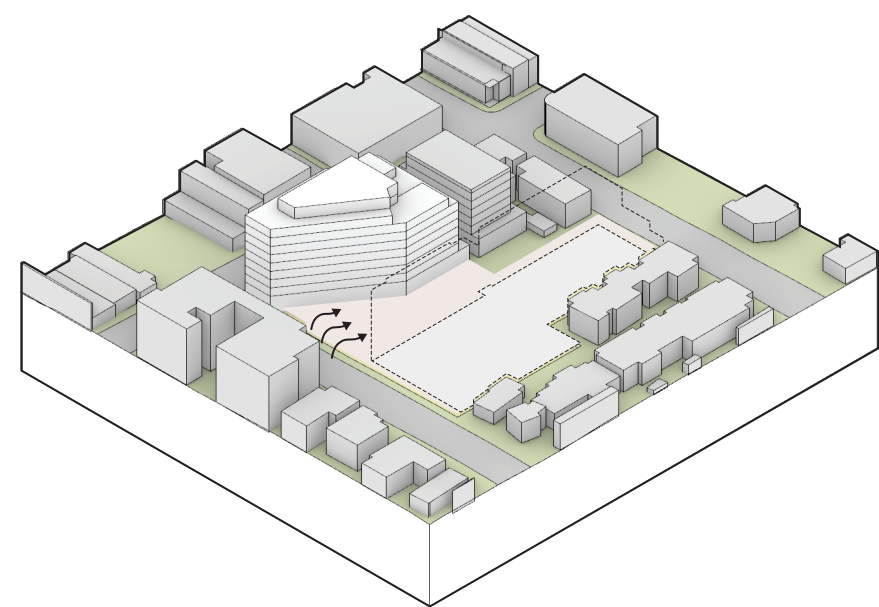
Incremental setbacks from the southern boundary in response to the two storey heritage item



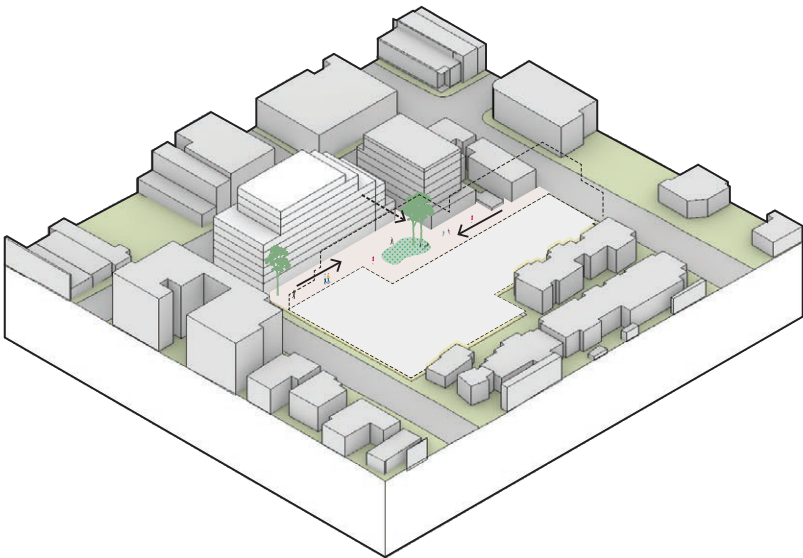
Design development

3.4 Create a more enclosed and activated public space

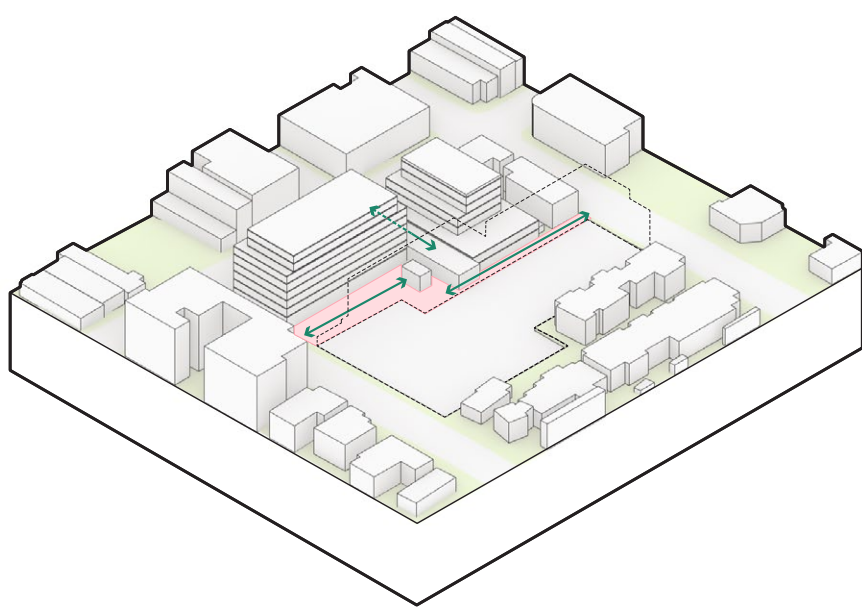
Create a publicly accessible open space at the heart of the project that collects sun and is a pleasant place to sit away from the noise of busy roads. The plaza has been enclosed to offer protection from the traffic on Rocky Point Toad to optimise the amenity of the space.



Previous proponent's scheme (2019)



Original submission (October 2021)

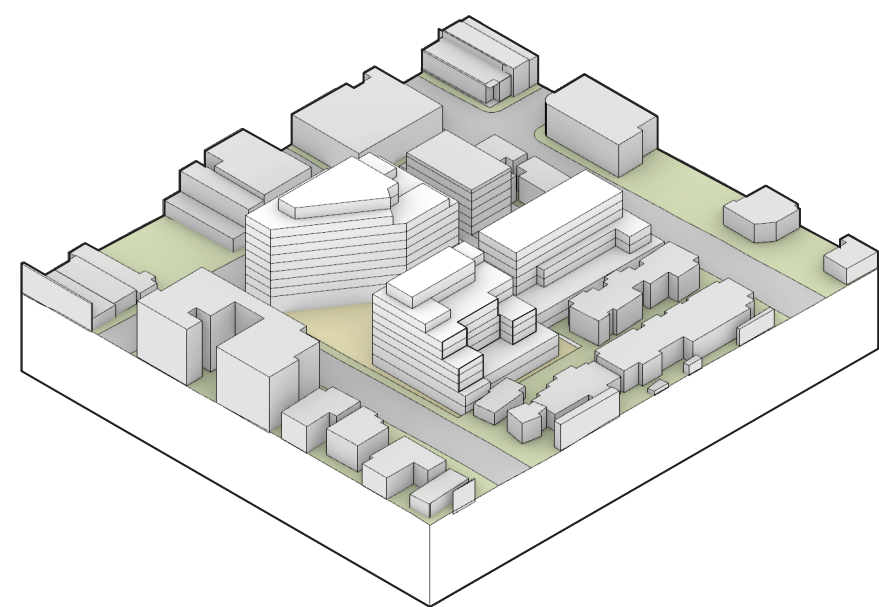


Current scheme (June 2022)

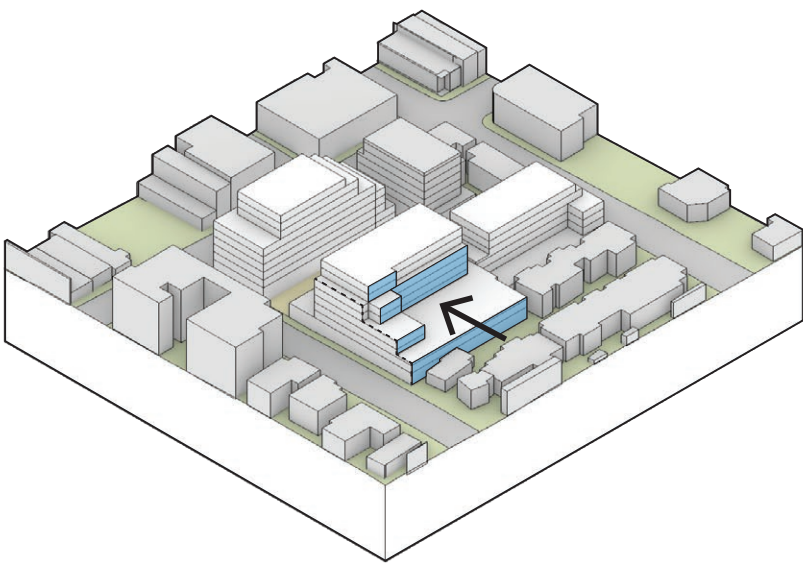
Design development

3.5 Introduce a landscaped buffer as an interface to the west

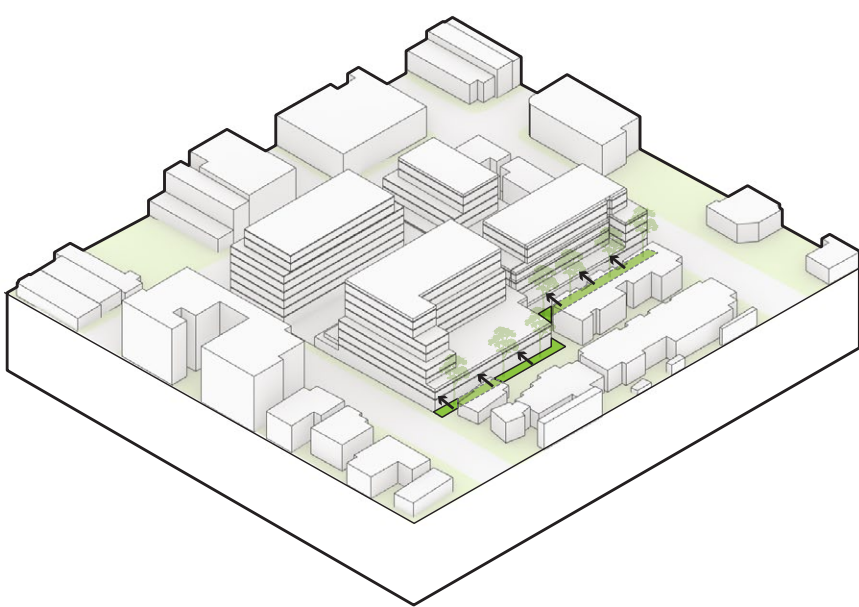
Introducing a 3m landscaped buffer and planting to soften the impact of blank ground floor interfaces, reduced the perceived scale and massing of the building and provide privacy.



Previous proponent's scheme (2019)



Original submission (October 2021)



Current scheme (June 2022)

Design Outcomes

4.1 Solar gain in midwinter

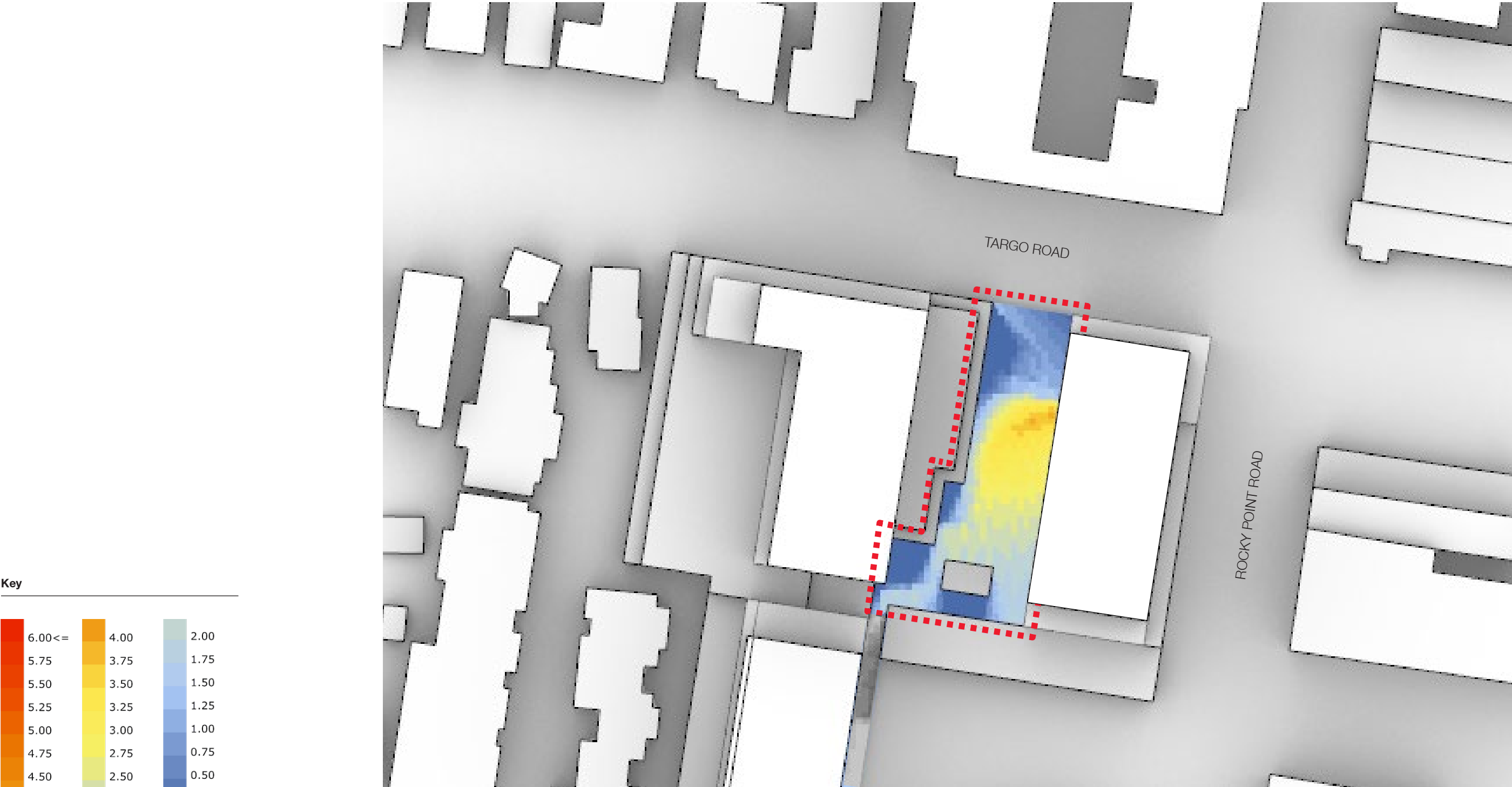
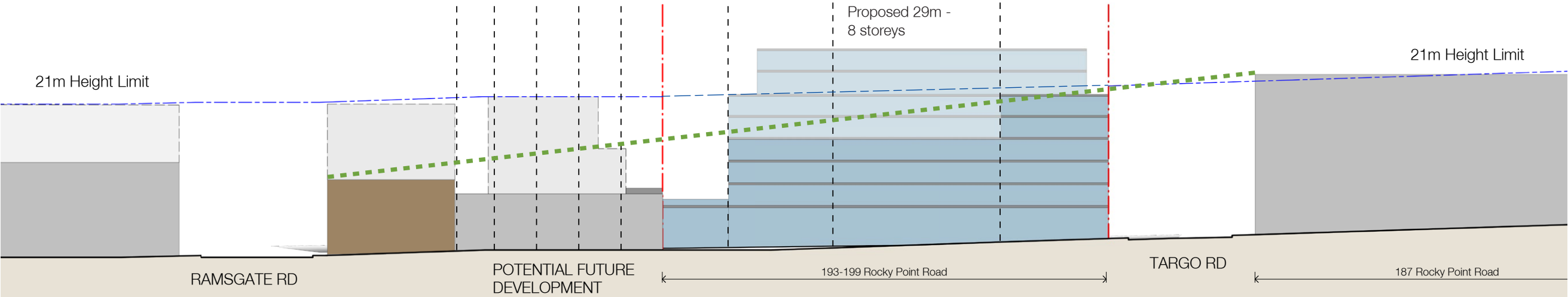


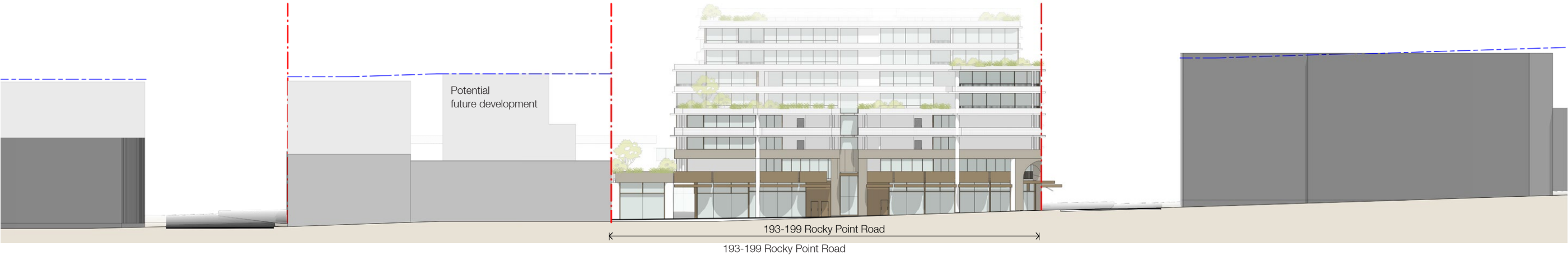
Figure 13: Extent of public plaza

Design Outcomes

4.2 Street wall and transition - Rocky Point Road



Elevation 01. Rocky Point Road



Key

- - - Intended vertical articulation
- Proposed street wall
- Existing built form
- Permissible envelopes under current controls
- Heritage Item

Introduction

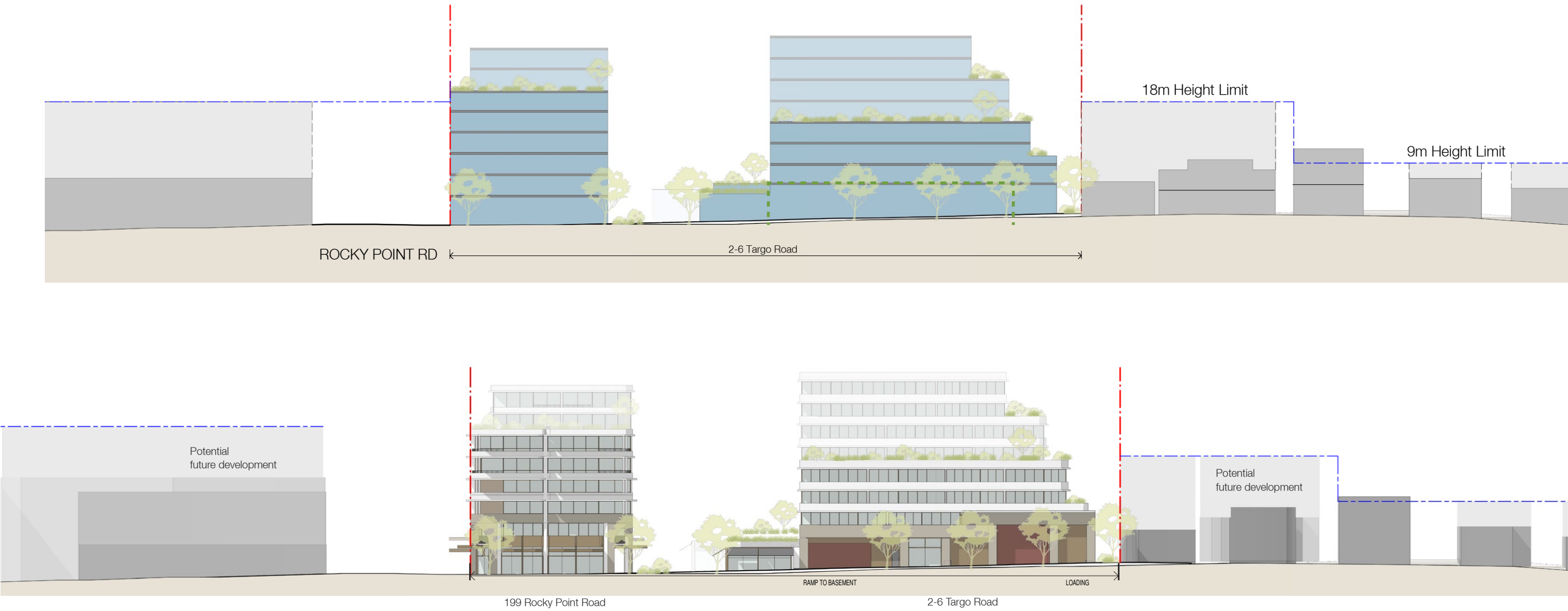
1.2 Reference Scheme



Figure 01: Artists impression of the interior view of the courtyard looking northwards

Design Outcomes

4.3 Street wall and transition - Targo Road



Key

- - - Intended vertical articulation
- Proposed street wall
- Existing built form
- Permissible envelopes under current controls
- Heritage Item

Design Outcomes

4.5 Site sections

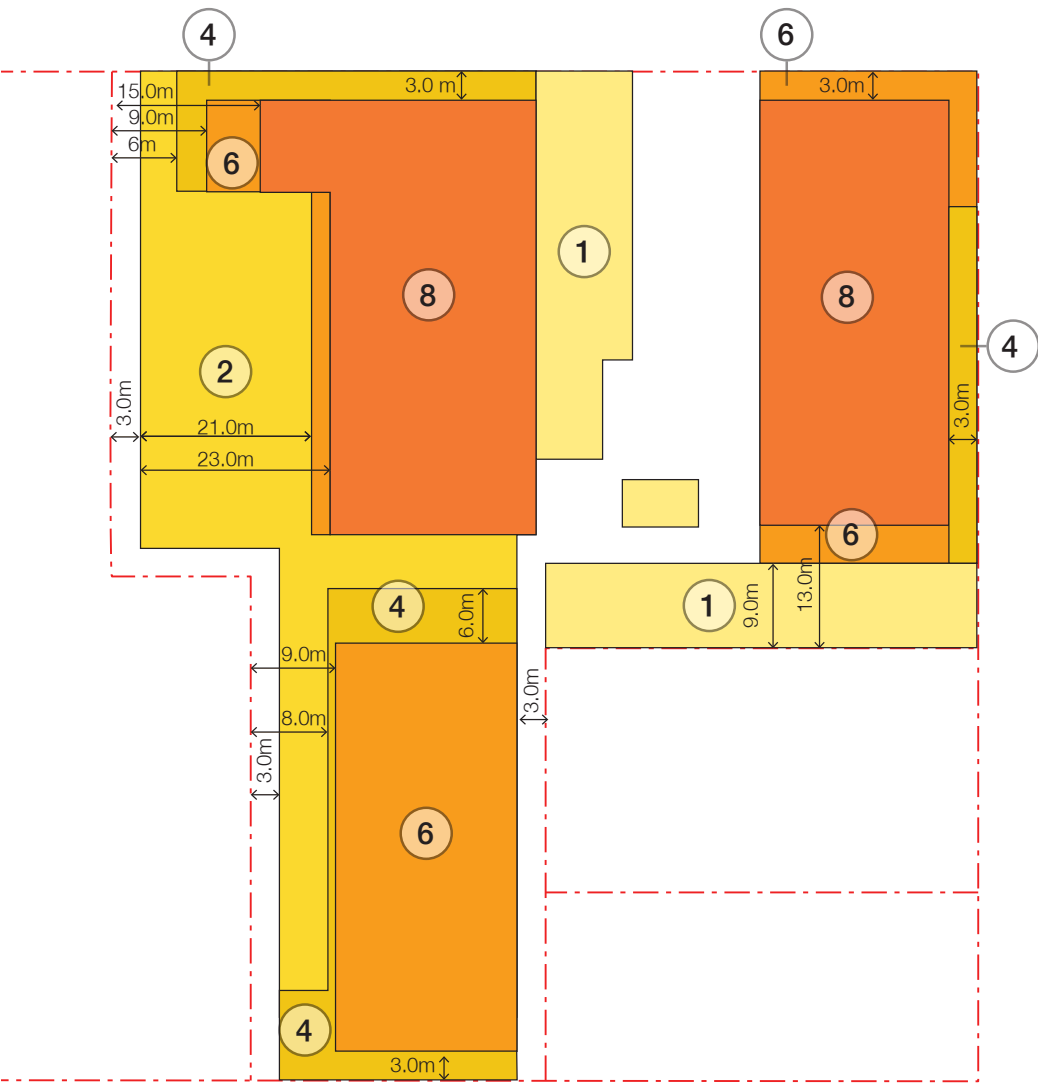


Figure 16: Site plan

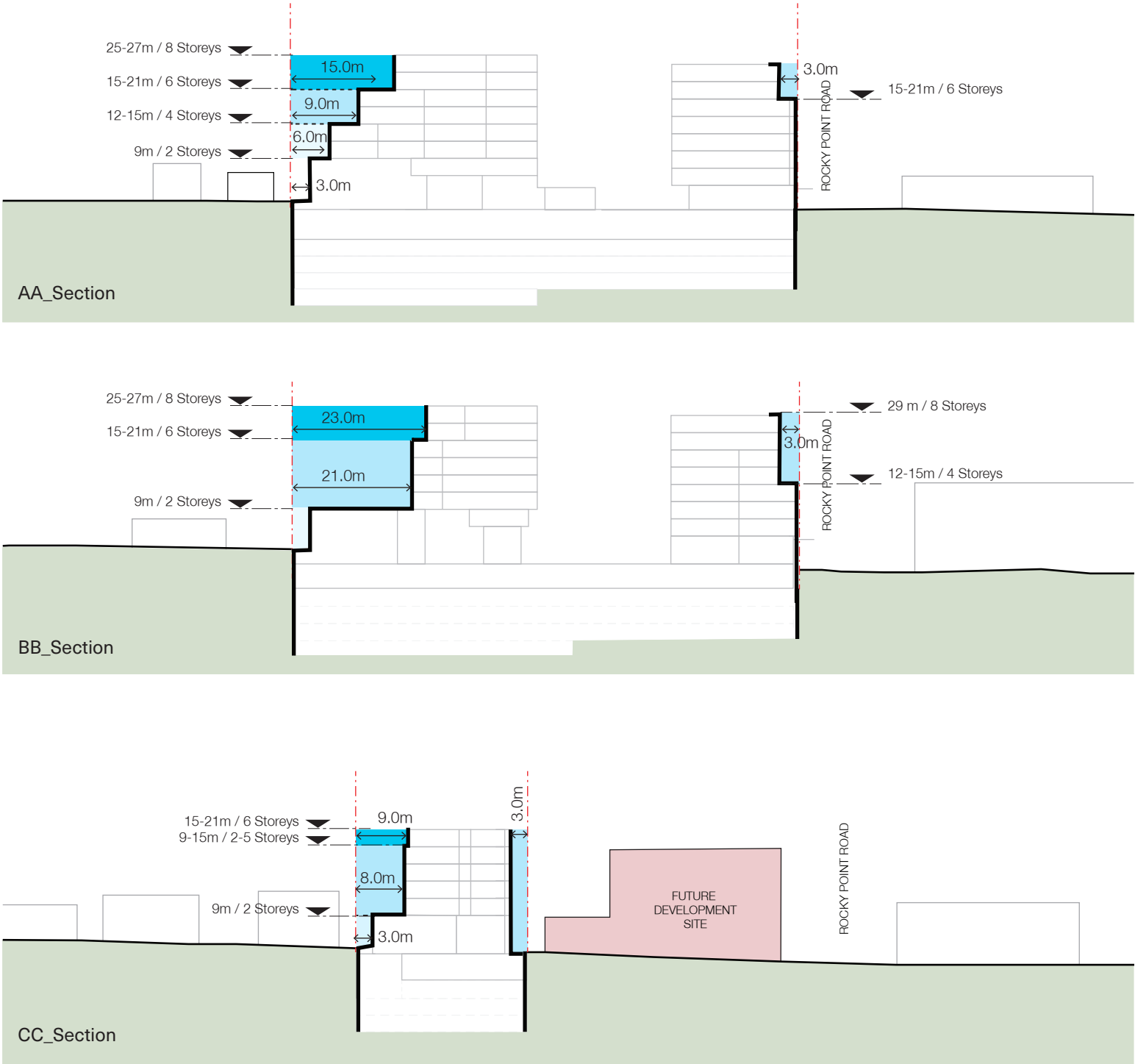
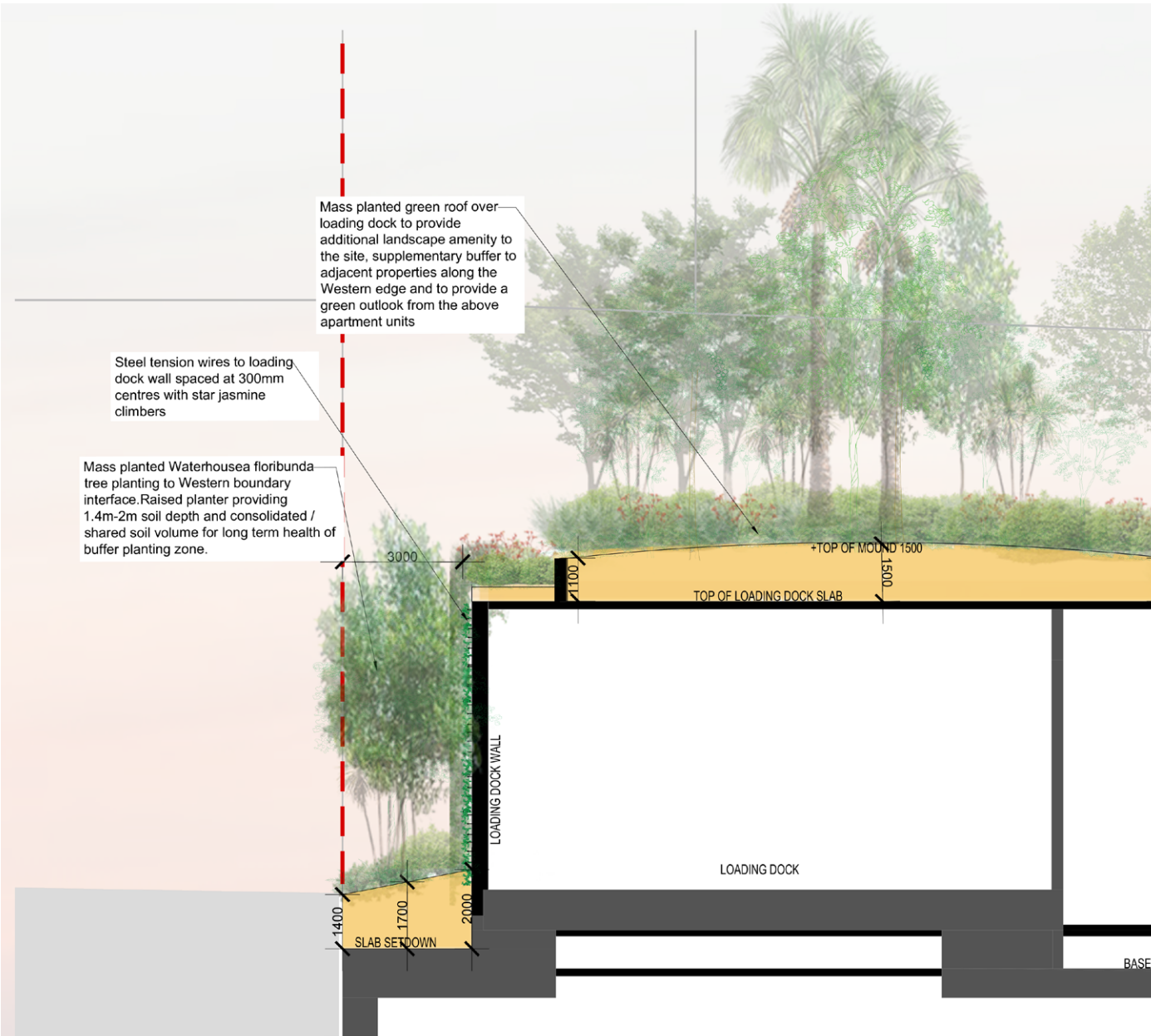


Figure 17: Site sections - built form and setbacks

Design Outcomes

4.6 Detailed landscape section - Western interface



4.7 Roof plan - Extent of landscaped area



4.8 Traffic access

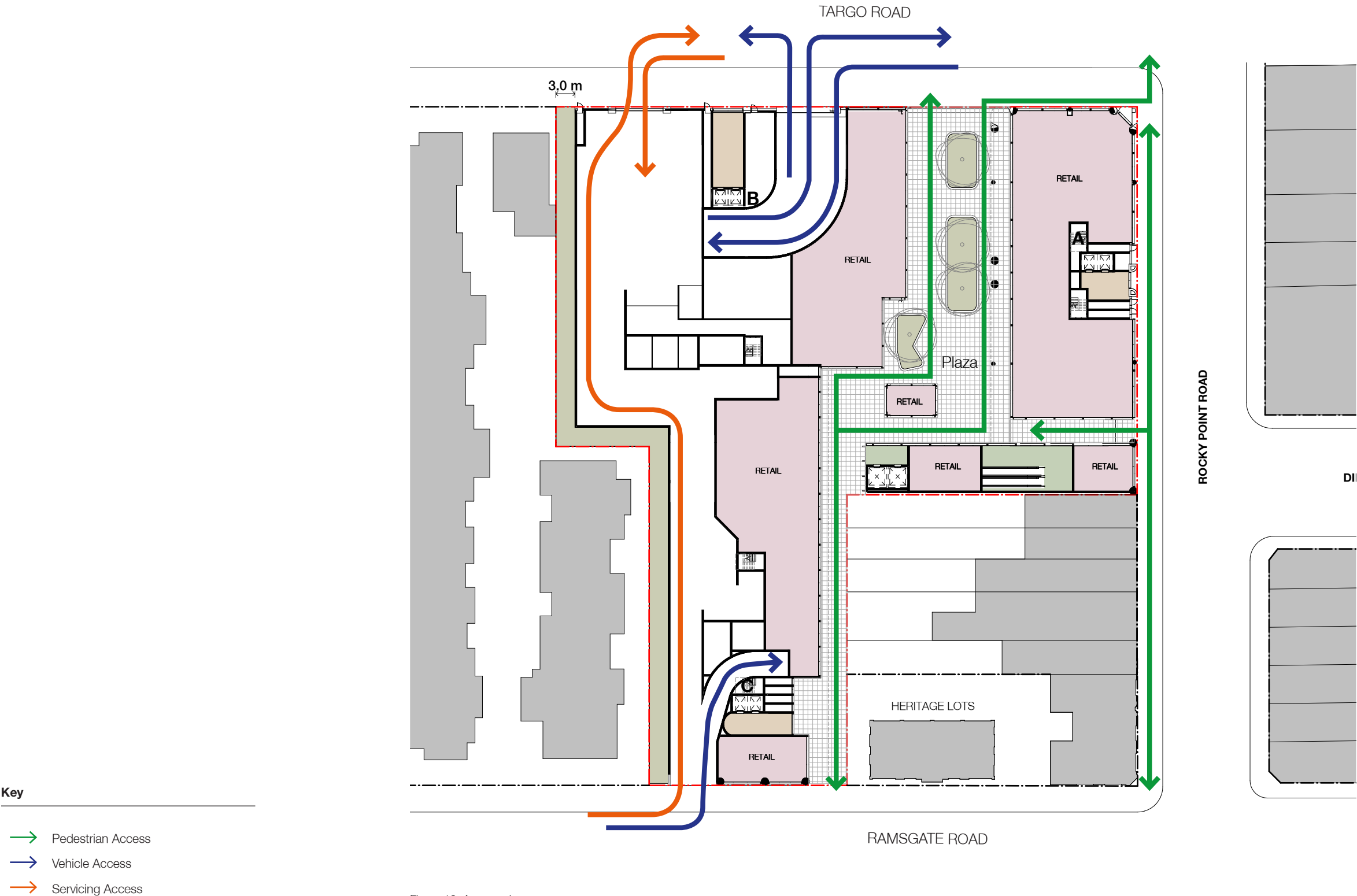


Figure 18: Access plan

Design Outcomes



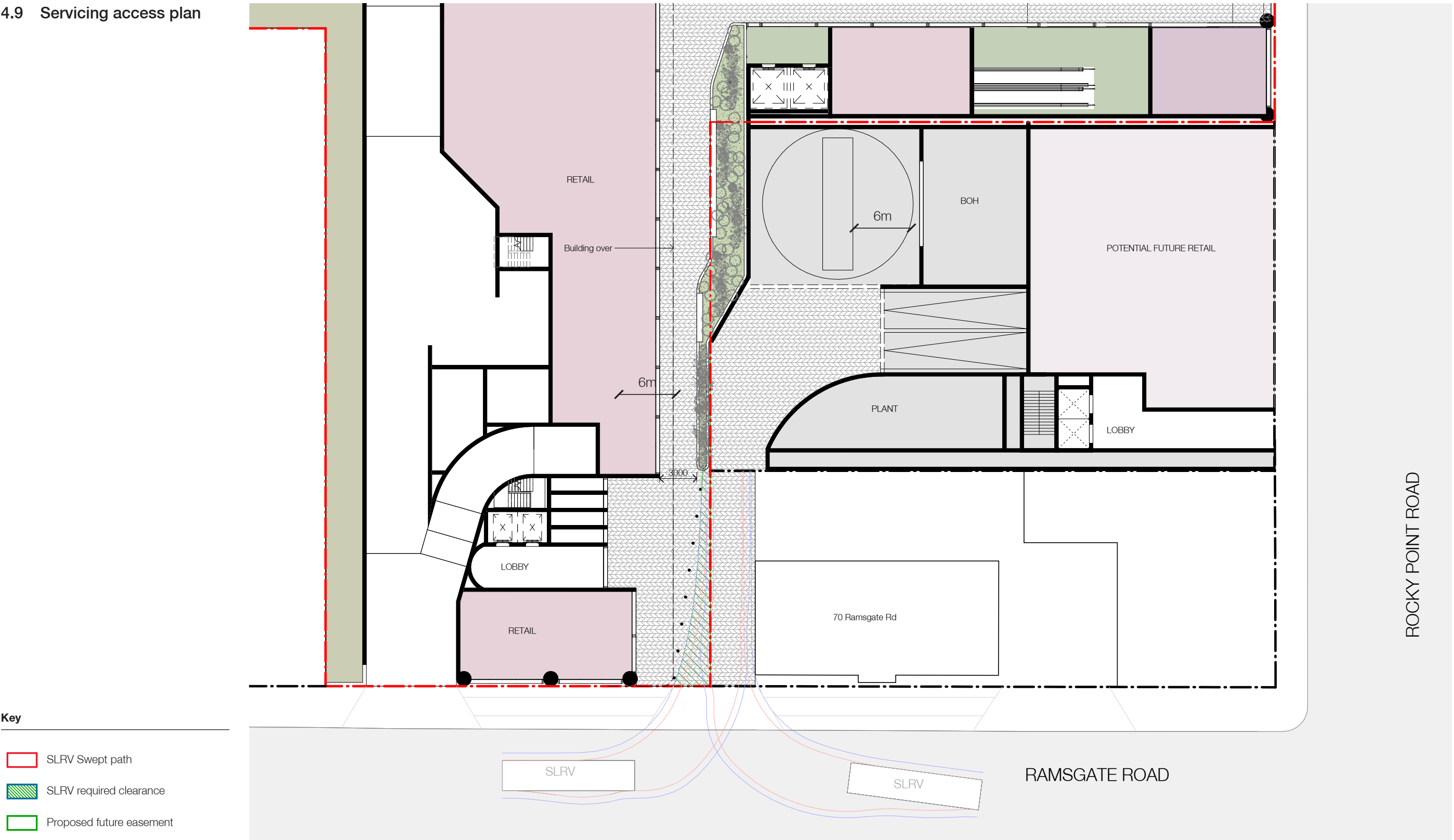
Figure 19: Artists impression of the Targo Street entrance to the interior courtyard

Design Outcomes



Figure 20: Artists impression of the interior view of the courtyard looking northwards

4.9 Servicing access plan



TRAFFIC MATTERS

- The Project team has undertaken ongoing and consistent engagement with TfNSW over the last 12 months (before and after the submission of the Planning Proposal)
- Early engagement has allowed the identification of traffic matters and discussions how they could be addressed – these discussions are well advanced for this stage of the planning proposal.
- We note that most of the issues raised by Council and TfNSW are matters of clarification. This is a major improvement compared to the previous planning proposal for the site, where no formal feedback from TfNSW was provided prior to its determination.

TRAFFIC MATTERS RAISED BY TfNSW

Table 1 Response to Traffic Matters Raised by TfNSW and Council	
Matter Raised	Response
TfNSW	
Warrants for traffic signals	With development traffic added to existing flows, the warrants for traffic signals are satisfied
Driveway opposite Targo Road	Approved DA modifies driveway to left in/left out. Council's longer term strategy is to remove access from Rocky Point Road with a service lane between Dillon Street and Meurants Lane
Parking on Rocky Point Road	Lost parking will be replaced within the new car park. Bayside Council has been consulted and advised it will provide a formal response when the Planning Proposal goes on exhibition
Rocky Point Road intersections	With the new traffic signals and other changes, the adjacent road network would operate at satisfactory levels of service (LOS) with development traffic
Ramsgate Road/Targo Road	Warrant for traffic signals satisfied. The traffic movements identified are existing movements.
Ramsgate Road Access	Median is supported
Missing Items	These matters will be addressed
SIDRA Modelling	<ul style="list-style-type: none"> • first time requested – can be undertaken; • minor difference in traffic generation (some 20 vph); • TfNSW comment has not taken into account Ramsgate Road entry; • removal of right turn arrow modelled, intersection operates at a satisfactory LOS; • traffic flows should be 360 in/360 out.

TRAFFIC MATTERS RAISED BY COUNCIL

Council	
Additional traffic in local roads	This has been assessed. With the planning proposal, traffic flows in the local roads would remain low with intersections operating at a good LOS. Council has suggested traffic management measures to mitigate any traffic effects.
Parking on Rocky Point Road	Lost parking will be replaced within the new car park. Bayside Council has been consulted and advised it will provide a formal response when the Planning proposal goes on exhibition.
Rocky Point Road/Ramsgate Road Intersection	With the proposed new traffic signals and other changes, this intersection would improve operation from LOS D to LOS C.
Access to 201-209 Rocky Point Road	Satisfactory access car and service vehicle access has been demonstrated with a large truck turning off Ramsgate Road in a legal turn (straddling the 2 eastbound lanes)

Q&A