

# Planning Proposal Justification Report

Amendments to Georges River Local Environmental Plan  
2021

193 and 197-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4  
Targo Road, Ramsgate

Submitted to Georges River Council  
on behalf of Fabcot Pty Ltd



**'Gura Bulga'**

Liz Belanjee Cameron



**'Dagura Buumarri'**

Liz Belanjee Cameron



**'Gadalung Djarri'**

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

**Contact:**

Ben Craig  
Director

bccraig@ethosurban.com

**This document has been prepared by:**

*Alysha Tse & Kirsty Vogel*

Alysha Tse & Kirsty Vogel

20 December 2023

**This document has been reviewed by:**

*D Howard*

*B Craig*

Daniel Howard & Ben Craig

20 December 2023

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**Prepared by**

AT/KV

**Approved by**

DH/BC

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C.	Urban Design Report	<i>Clarke Hopkins Clarke (CHC)</i>
D.	Draft Site-Specific DCP	<i>Ethos Urban</i>
E.	Survey Plan	<i>RGM Property Surveys</i>
F.	Concept Landscape Plan and Public Domain Report	<i>SQI</i>
G.	Social and Economic Impact Assessment	<i>Ethos Urban</i>
H.	Traffic and Parking Impact Assessment	<i>CBRK</i>
I.	Heritage Impact Assessment	<i>NBRS</i>
J.	Public Benefit Offer	<i>Fabcot Pty Ltd</i>
K.	Environmental Wind Assessment	<i>MEL Consultants</i>
L.	Engagement Report	<i>Struber</i>
M.	Architectural Design Report	<i>Clarke Hopkins Clarke (CHC)</i>

# Executive Summary

This Planning Proposal requests amendments to the Georges River Local Environmental Plan 2021 (GRLEP 2021) relating to 193 and 197-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate. Ethos Urban has prepared this Planning Proposal on behalf of Fabcot Pty Ltd (Woolworths Group).

The broad intent of the Planning Proposal is to achieve a vibrant mixed-use redevelopment outcome, including a major full-line supermarket and well-located in-fill housing in a suitable urban form. The purpose of the proposal is to serve an identified undersupply of supermarket floorspace in the immediate area, whilst anchoring the intent for Ramsgate to transition from a Village to a Local Centre in the strategic planning framework.

The site has an extensive history of previous Planning Proposals submitted by others and the Proponent in a Joint Venture for the site, including the most recent submission in June 2022. The previous planning proposal was considered by the South Sydney Planning Panel (SSPP) who concluded the proposal demonstrated strategic merit as it would revitalise Ramsgate Village and enable its transition to a Local Centre, however the proposal did not adequately demonstrate site-specific merit due to a number of issues related to height and bulk, interface with adjoining properties to the west, visibility of the public square, lack of deep soil landscaping, traffic generation and heritage impacts.

This Planning Proposal represents an evolution from the previous scheme, by maintaining the same strategic merit and positive qualities that were highlighted by the SSPP in August 2022. However, this Planning Proposal and the revised indicative reference scheme have made a number of key design improvements and moves to address the site-specific matters raised in the assessment and directly respond to Council's concerns on the previous scheme.

The key design improvements, as summarised below in the indicative reference scheme, demonstrate that the revised Planning Proposal results in a far superior outcome for the site and is better attuned the site's neighbours, producing an optimal community outcome.

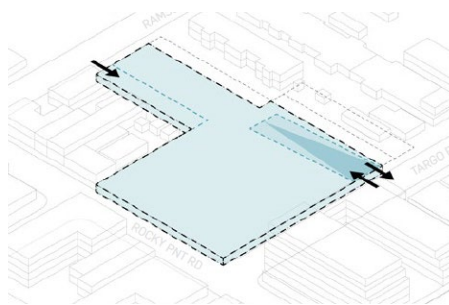
## **Relocation of the supermarket to street level and reduced intensity to support the existing surrounding retail strip**

The primary point of difference between the previous scheme and current scheme is the removal of the public square and relocation of the proposed supermarket from its previous subterranean location to the ground floor. Locating the supermarket at the ground floor reinforces a 'high street' presence along Rocky Point Road at an appropriate grain and scale to the existing urban fabric, and is a continuation of the existing active retail frontages in the area.



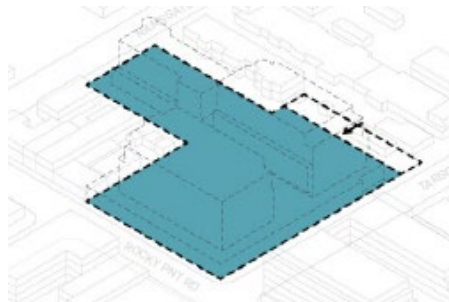
## **Reduced traffic intensity, less basement excavation and improved streetscape outcome**

The previous scheme proposed eight (8) driveway crossovers and four (4) levels of basement, comprising 668 car spaces. The current scheme has reduced the number of driveway crossovers and levels of basement to two (2) and a decrease in the number of vehicles and parking bays on site to 348 car spaces.



## **A smaller development site and reduced building massing**

This Planning Proposal encompasses a smaller site boundary and area, as a result of the exclusion of the property at 6 Targo Road. Along with a reduced site boundary, the overall development size has reduced from 24,772m<sup>2</sup> to 16,985m<sup>2</sup>. The reduced overall bulk is a result of introducing greater podium setbacks to external neighbours and the streetscape. The reduced bulk and scale is reflected in the lower FSR proposed for the site – 2.66:1, which is 0.94 less than the previous scheme's FSR (3.66:1).



## Reduced street wall height and building heights

Reduced street wall heights/ podium are proposed under the current scheme. The previous scheme had podiums ranging between 4 to 7 storeys. The current scheme proposes a single storey retail podium equivalent to 6m in height. While the overall maximum height of current scheme remains the same as the previous scheme (29m), the current scheme has reduced the number of storeys proposed for Building C (4 storeys from 6 storeys). The reduction in storeys for Building C is to better respond to the adjacent heritage items and create a positive and appropriate interface.

## Increased western boundary setback and deep soil

The previous scheme proposed a 3m setback from the western boundary, resulting in a poor interface to neighbouring low-density residential property and no provision for deep soil planting. The current scheme has directly responded to feedback on the previous scheme and has adopted a 6m setback along the western boundary. The 6m setback is proposed to accommodate a new public walkable green corridor which allows 7.2% of deep soil planting, passive privacy and screening as well as a pedestrian connection through the site connecting Targo to Ramsgate Road. To ensure an appropriate interface of the upper levels of the proposed Building B to neighbouring properties, the levels above the podium are setback 9-12m before the residential towers are terraced above.

## Visible active podium and finer grain edges

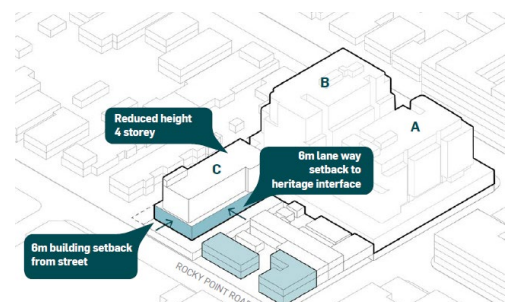
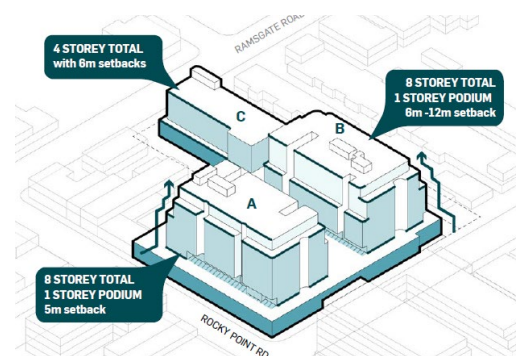
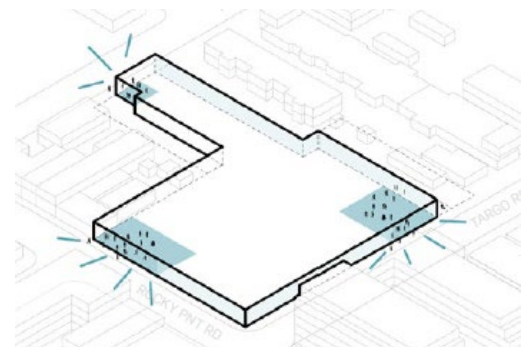
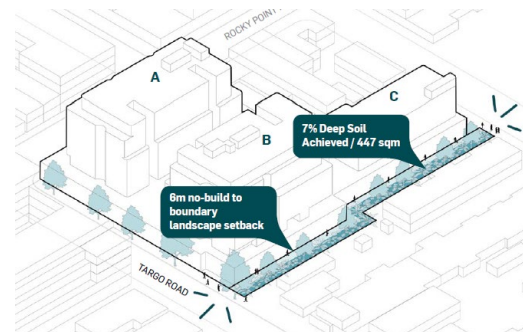
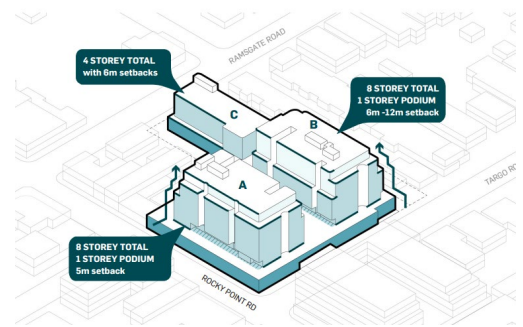
The current scheme has incorporated active edges at the ground floor along the podium at 3 key interfaces, Targo and Rocky Point Road corner, and the southern edge at Ramsgate Road which considers the heritage items to the south corner of the site and sensitively proposing a 6m wide setback to the southeast boundary. These podium interfaces are proposed to be finer grain to respond in scale to the existing frontage and urban fabric along Rocky Point Road.

## Increased upper level setback

The previous scheme proposed minimal setbacks to the upper levels above the podium, resulting in the appearance of the residential levels towering over neighbours from the street interface. The current scheme proposes a 5m street setback to the residential levels above the podium and a further setback from the neighbouring heritage items located to the south of the site along the Ramsgate Road interface. The towers are further articulated vertically to give the illusion of a lighter mass to the built forms located above.

## Improved heritage interface

The previous scheme provided a poor interface and transition between the proposed Building C and the adjacent heritage 'Roma' apartments at 70 Ramsgate Road, as a result of the proposed height of 6-storeys and insufficient building separation provided by the proposed 3m setback. The current scheme has reduced the proposed Building C to 4 storeys and provides 6m setback from Ramsgate Road and required 6m laneway to the back of the heritage interface.





The Planning Proposal seeks Council's support for a site-specific amendment to the GRLEP 2021 for the following:

- Rezoning of a portion of the site from R4 High Density Residential to E1 Local Centre;
- Increasing the building height standard on the site from part 15 metres and part 21 metres to part 15m and part 29m;
- Increase the maximum floor space ratio (FSR) standard on the site from part 2.5:1 and part 1.5:1 to 2.7:1;
- Introduce a new site-specific provision under Part 6 Additional local provisions of the GRLEP 2021 relating to exceptions to the maximum permitted height at 193-199 Rocky Point Road and 2-4 Targo Road to allow greater flexibility for future development on the site to provide roof top communal open space.
- Reclassify Council owned Lot 301 DP 1142822 (76.1m<sup>2</sup>) from 'community land' to 'operational land' to enable future acquisition by Fabcot Pty Ltd and eventual redevelopment of the land, and insert details for the land into 'Schedule 4 Classification and reclassification of public land'.

Site-specific amendments to the Georges River Development Control Plan 2021 (GRDCP 2021) are also proposed to support the Planning Proposal and the proposed future redevelopment. These amendments will address key design and development outcomes, including bulk, scale and massing, building design, activation, access, landscaping, residential amenity and sustainability.

The indicative reference scheme totals some 16,849m<sup>2</sup> of Gross Floor Area (GFA), comprising 4,011m<sup>2</sup> of retail GFA and 12,838m<sup>2</sup> of residential floorspace consisting of approximately 144 apartments. A basement car park with 348 car parking space is provided to accommodate the needs for all uses within the proposal. A new publicly accessible through-site link (minimum 6m wide) connecting Targo Road and Ramsgate Road is provided to enhance permeability and connectivity of the site with the broader Ramsgate Centre.

The proposal will result in the following benefits, including

- Through site link – public pedestrian access to improve permeability in and around the site.
- Delivery of housing stock to meet local demands.
- Public domain improvements and landscaping – upgrades to footpaths along the Targo Road, Ramsgate Road and Rocky Point Road frontages and public domain improvements within the broader Ramsgate town centre.
- Street activation at the podium ground plane.
- Traffic improvement works – delivery of traffic improvement works to the local road network including installation of new traffic signals at the intersection of Targo Road and Rocky Point Road.
- Create employment opportunities which will contribute to local economic uplift.
- Provision of a new and essential retail offer to the local area that is not currently provided (without impacting on the ongoing viability or continued operation of any existing or proposed retail premises in the area), including a major full-line supermarket and new services such as 'direct to boot' and online services which will improve customer choice, amenity and price competition in the local area, to the overall benefit of the community.
- For every \$100 million of Capital Investment Value (CIV), the construction phase of the project is expected to directly support employment of 130 job-years and deliver a direct value add to the economy of \$21.6 million.
- Based on a total retail GFA of 4,011m<sup>2</sup>, the operational phase of the development is expected to deliver FTE employment of 130 direct ongoing jobs and a direct value-add to the economy per annum.

The proposal demonstrates strategic merit through the following:

- Delivery of housing to meet the local housing demands identified in:
  - Greater Sydney Region Plan: *A Metropolis of Three Cities*;
  - South District Plan and Eastern City District Plan;
  - Georges River Local Strategic Planning Statement (LSPS); and
  - Georges River Local Housing Strategy;
- The project will contribute to the upgrade of Ramsgate from a "Village" to a "Strategic Centre" with appropriate density and connections to transport infrastructure; and
- The site is strategically located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary Corridors', as identified in the District Plans and at prominent corner in the Ramsgate local centre to take advantage of the existing accessibility to transport and services. The proposal



will result in the delivery of a future Woolworths supermarket that will stock a wider range of products, and in doing so improve the ability of the Ramsgate local centre to respond to the priorities of the LSPS.

The proposal demonstrates site-specific merit through the following:

- The proposal will allow for the public land within the site to be reclassified to become operational;
- The site is in an urban location with no critical habitat or threatened species, populations or ecological communities or their habitats;
- The site is located in an established urban area and has access to existing public transport, infrastructure, and services;
- The proposal will result in significant social, community, and economic benefits, including:
  - Enhanced access, connectivity, and walkability by establishing an active ground plane;
  - Activate the site with proposed uses that will establish Ramsgate as a community destination and support the retail needs of the local community; and
  - Improve amenity, by reducing travel time and traffic congestion by enabling local residents to visit a major full-line supermarket locally that will provide a larger produce range than existing stores, alleviating some of the need to travel to other stores and centres outside of the local area.



**Figure 1 Photomontage**

Source: CHC



**Figure 2 Photomontage**

Source: CHC



**Figure 3 Photomontage**

Source: CHC



**Figure 4 Photomontage**

Source: CHC

# 1.0 Introduction

## 1.1 Overview

This Planning Proposal is submitted to the Georges River Council (Council) to request amendments to the Georges River Local Environmental Plan 2021 (GRLEP 2021) relating to 193 and 197-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate (the site). Ethos Urban has prepared this Planning Proposal report on behalf of Fabcot Pty Ltd, being the property development arm of the Woolworths Group (the Proponent).

The site has an extensive history of previous planning proposals submitted by others and the Proponent in a Joint Venture for the site, including the most recent submission in June 2022 (discussed further in **Section 2.1.1**). This Planning Proposal represents an evolution from the previous scheme and has made a number of improvements and design moves to address key site-specific issues raised in the assessment of the previous planning proposal and to demonstrate how the current scheme is superior to the previous scheme. These are summarised in **Section 5.2.1**.

The broad intent of the Planning Proposal is to achieve a vibrant mixed-use redevelopment outcome comprising a major full-line supermarket to match locally identified retail demand. The Proposal includes a supporting well-located infill housing which is facilitated by a suitable built form outcome to positively contribute and strengthen the prosperity of the Ramsgate Village.

The Planning Proposal at 193 and 197-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate, seeks the following amendments to the GRLEP 2021:

- Rezoning of a portion of the site from R4 High Density Residential to E1 Local Centre;
- Increasing the building height standard on the site from part 15 metres and part 21 metres to part 16m and part 29m;
- Increase the maximum floor space ratio (FSR) standard on the site from part 2.5:1 and part 1.5:1 to 2.7:1;
- Introduce a new site-specific provision under Part 6 Additional local provisions of the GRLEP 2021 relating to exceptions to the maximum permitted height at 193-199 Rocky Point Road and 2-4 Targo Road to allow greater flexibility for future development on the site to provide roof top communal open space.
- Reclassify Council owned Lot 301 DP 1142822 (76.1m<sup>2</sup>) from 'community land' to 'operational land' to enable future acquisition by Fabcot Pty Ltd and eventual redevelopment of the land, and insert details for the land into 'Schedule 4 Classification and reclassification of public land'.
- Site-specific amendments to the Georges River Development Control Plan 2021 (GRDCP 2021) are also proposed to support the Planning Proposal and the proposed future redevelopment. These amendments will address key design and development outcomes, including bulk, scale and massing, building design, activation, access, landscaping, residential amenity and sustainability.

This Planning Proposal has been prepared having regard to *A guide to preparing Planning Proposals* published by the Department of Planning and Environment (DPE). In particular, it addresses the following specific matters in the guideline and the requirements of Section 3.33(2) of the *Environmental Planning & Assessment Act 1979* (EP&A Act):

- A statement of the objectives or intended outcomes of the proposed instrument;
- An explanation of the provisions that are to be included in the proposed instrument;
- The justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will comply with relevant directions under Section 9.1 of the EP&A Act);
- Maps containing sufficient detail to indicate the substantive effect of the proposed amendments; and
- Details of community consultation.

This Planning Proposal report describes the site, the proposed amendments to the GRLEP 2021 and provides an environmental assessment of the proposed reference design.

This report should be read in conjunction with the Architectural Reference Scheme (see **Appendix B**) and the Urban Design Report (see **Appendix C**), both prepared by Clarke Hopkins Clarke (CHC), and the specialist consultant reports appended to this proposal (refer to **Table of Contents**).

## 1.2 Proponent and Vision

Fabcot Pty Ltd (as Proponent), is the operating entity of Woolworths's property development division and is the owner of the subject site within the Ramsgate Village.



*Our vision for Ramsgate, is to harness the strategic advantages of the site's location, transforming it into a catalytic development and increased investment into Ramsgate Town Centre, thereby elevating its current 'Village' status to that of a vibrant 'Local Centre' by realising a high-quality mixed-use development, with a focal point being a comprehensive full-line supermarket*

Woolworths' concept for the site is focused on a new premier mixed use, multi-residential urban development at key gateway site, to drive a positive outcome within the Ramsgate community. The proposal will facilitate a landmark development which features an active and vibrant street level retail that reinforces a 'high-street' presence along Rocky Point Road, seamless connections to the surrounding neighbourhood through the provision of a new landscape link enhancing legibility, and a grand arrival experience at Ramsgate and Targo Road. The project is a catalyst for further urban renewal and will provide convenient, local shopping for customers while enhancing the liveability of the surrounding local communities.

- Woolworths has developed a vision for the retail ecosystem, which is based on a new concept that:
- Evolves Woolworths' offering to deliver a world leading customer experience;
- Integrates the latest in technology, innovation and convenience;
- Embraces sustainability in design and operations;
- Delivers great placemaking outcomes through design excellence;
- Allows flexibility to accommodate future evolution and activation; and
- Combines a generic supermarket and mixed-use development with emerging concepts such as 'Direct to Boot' and E-commerce.

Woolworths is keen to further invest in the Georges River LGA and sees potential opportunities to deliver innovative, sustainable and best-in-class retail formats.

### Project Team

The Planning Proposal is a collaborated which has been informed by the following firms:





## 2.0 Background

The site has been subject to a number of previous Planning Proposals put forward by previous landowners and the Proponent in a Joint Venture with Australian developer Time and Place. The site's planning history is summarised in **Appendix A** and in the prevailing sections below.

### 2.1 Previous Planning Proposal June 2022 (PP-2021-6179)

A revised Planning Proposal was submitted to Council on 14 June 2022, which included a revised reference scheme to address feedback received from WSP (Council's independent assessment planners) and TfNSW on the original Planning Proposal submitted on October 2021. The revised Planning Proposal included the following amendments to the original Planning Proposal:

- Reduction in above ground FSR by 0.08:1, resulting in the total FSR sought being 3.6:1;
- Reduction in overall maximum height from 32m to 29m;
- Part reduction in street wall height of Building A (fronting Rocky Point Road) and Building B (fronting Targo Road) by two storeys;
- Width of plaza opening on Targo Road increased by 1.5 metres and on Ramsgate Road increased by 1.9 metres;
- Landscaped setback along western boundary increased to 3 metres to provide deep soil landscaping; and
- Preventing right turn movements into Targo Road on weekdays (PM only), removal of parking on the eastern side of Rocky Point Road, and construction of a median strip in Ramsgate Road.

#### 2.1.1 Rezoning Review June 2022 (RR-2022-22)

A request for a rezoning review was submitted to the DPE on 23 June 2022, following Council's failure to indicate its support for the Planning Proposal within 90 days of its lodgement. Following the request for a rezoning review, the Proponent further requested an appointment of an alternative Planning Proposal Authority (PPA), citing Council's potential conflict of interest.

As part of the rezoning review process, the DPE advised Council of the rezoning review request and sought comments on the proposal. As such, Council appointed WSP to carry out an assessment of the rezoning review request on Council's behalf. **Table 1** summarises WSP's comments and recommendations, as well as responses from the Proponent to demonstrate the manner in which each of these comments have been addressed in the subject Planning Proposal.

**Table 1** Responses to feedback on previous planning proposal

Assessment Issue raised in August 2022 Rezoning Review	Response
<b>Height and Setbacks</b>	
The Georges River Development Control Plan (GRDCP) 2021 (Part 7 Business Precincts) requires increased side and rear setbacks to be provided for new development in the B2 Local Centre zone when it adjoins an existing development in a lower density area.  The proposal allows for a maximum height of 29 metres and the height limit to the west of the site is a maximum of 15 metres, which reflects lower scale residential development. The 29 metres and 8 storey height limit will result in a development that is close to double the height permitted on land to the west of the site. In addition, the proposal doesn't comply with the minimum 9 metre setback as required for habitable rooms above 4 storeys pursuant to Objective 3F-1 of the Apartment Design Guide (ADG).	This Planning Proposal includes a revised scheme that meets the setback requirements of both the GRDCP and the ADG, particularly in relation to Buildings B and C which adjoin the western boundary. The setback from the western boundary (Buildings B and C) on the ground floor has been increased from 3m to 6m to respond to the requirement in GRDCP, which requires consideration of adjoining existing development in a lower density area. Before the terracing of the residential towers above the one-storey podium a 9m setback from the western boundary is proposed for Levels 1-4, 12m for Levels 5-6 and 13.5 for level 7 of Building B, to ensure compliance with the ADG Objective 3F-1 for habitable rooms above 4 storeys. Additionally, Levels 1-3 of Building C have also been setback from the western boundary by 9m. The increased setbacks and building separation proposed along the western boundary of the current scheme, produces a better interface with the neighbouring low-density properties.

Assessment Issue raised in August 2022 Rezoning Review	Response
<p>Given the height and limited setbacks, the proposal is not considered to provide an appropriate transition to the lower density development to the west of the site.</p>	<p>With regard to building height, the Planning Proposal now proposes the following heights:</p> <p>Building A: 8 storeys (29m excluding rooftop elements, 32.8m including rooftop elements)</p> <p>Building B: 8 storeys (27.5m excluding rooftop elements, 31.3m including rooftop elements)</p> <p>Building C: 4 storeys (16m excluding rooftop elements, 19.8m including rooftop elements)</p> <p>As a result of the reduced building heights and increased setbacks, the proposal now provides a more appropriate transition of bulk and scale with mitigated amenity impacts to residential dwellings to the west of the site.</p>
<p>The Proposal does not provide an appropriate street wall height to Rocky Point Road, Targo Road and Ramsgate Road due to the limited setback of the upper levels. The GRDCP locality statement for Ramsgate recommends a 4 storey street wall height to define the street line. The proposal includes a 4-6 storey wall height for Building A and Building B and a 4 storey street wall on Ramsgate Road for Building C which is above that envisaged by GRDCP. In addition, the storeys above the street wall height are setback 3 metres from the street wall. This limited setback means from the view of the pedestrian the building has a perceived street wall height of 8 storeys from Rocky Point Road and Targo Road and the lower levels do not read as a podium. The street wall height is not considered to be compatible with Ramsgate and surrounding development commensurate of a local centre and should be reduced to more closely meet the locality statement requirement of 4 storeys.</p>	<p>The proposal has been amended to provide reduced street wall heights in accordance with GRDCP. The current scheme proposed a single storey retail podium (6m) for all three buildings, which is significant improvement from the proposed street wall heights under the previous scheme which ranged between 4-6 storeys (15-21m). Additionally, the storeys above the street walls have been set back 5m from Targo Road, 5m from Rocky Point Road, and 6m from Ramsgate Road. As such, the built form has a more distinct podium element and the residential levels of each building are set back such that they do not contribute to the visual appearance of a greater street wall height.</p>
<p>This proposed height as well as the limited setbacks will result in adverse amenity impacts for the residential properties to the west in terms of overshadowing as well as visual bulk. The proposed local provision which would allow communal open space/lift overruns and services above the maximum permissible height will further exacerbate the overall bulk and scale impacts of the development.</p>	<p>As noted above the Planning Proposal will facilitate a development with a reduced height, notable one storey less on Building A and two storeys less on Building C. Additionally, the increased setbacks for the residential levels, particularly those on the western boundary, have resulted in less bulk and scale, and reduced overshadowing impacts. Comprehensive shadow diagrams have been prepared as part of the Architectural Plans and Urban Design Report for the Indicative Reference Scheme (<b>Appendices B , C, and M</b>).</p>
<p>The proposal provides a poor interface with and transition between the building adjoining Ramsgate Road and the adjacent heritage 'Roma' apartments at 70 Ramsgate Road. With the proposed height of 6 storeys, this building is seen as a tower when juxtaposed to the 2 storey 'Roma' apartments. The proposed boundary setback of 3 metres does not offer sufficient separation from the existing heritage item nor does it comply with the minimum 9 metre setback as required for habitable rooms above 4 storeys by Objective 3F-1 of the ADG.</p>	<p>Similar to the approach taken for the western boundary, the indicative reference scheme under this Planning Proposal has been designed to meet the setback requirements of both the GRDCP and the ADG in relation to Buildings A and C which adjoin 70 Ramsgate Road.</p> <p>Building C proposes a 6m podium level setback from Ramsgate Road, and provides a consistent eastern setback of 6m at the ground plane up to Level 3, to create the required laneway at the back of the heritage buildings. Considering this increased setback with the reduced height of Building C to 4 storeys (19.8m including rooftop elements), the design changes provide a more appropriate transition to the Roma apartments and no longer appears as a "tower" and effectively responds to the adjoining heritage interface.</p> <p>Whilst Building A has a nil setback to the boundary with 70 Ramsgate Road at the ground plane, the setback at Level 1 to Level 4 is 9m to provide adequate building separation that complies with the requirements of the ADG. The setback at Level 5 to Level 7 is 12m from the southern boundary, providing an even greater building separation. Furthermore, the height of Building A has been reduced to 8 storeys, representing a vast improvement in built form transition when compared to the previous scheme.</p>

Assessment Issue raised in August 2022 Rezoning Review	Response
	The above boundary setbacks for both Buildings A and C therefore enable sufficient building separation from the Roma apartments to meet the requirements of Objective 3F-1.
Council's Heritage Officer raises concerns that the Heritage Impact Statement (HIS) considers the proposal will have an acceptable heritage impact. However, the HIS includes a building height diagram on page 26 that does not accord with that shown on page 7 of the draft DCP. The HIS version shows the inverted image of page 7 of the draft DCP. Consequently, it is unclear whether this was noted in the HIS, which opinions that the transition in scale between the proposed building envelope and the adjoining heritage item is acceptable.	<p>A Statement of Heritage Impact (SoHI) has been prepared by NBRS (see <b>Appendix I</b>) to accompany this Planning Proposal and assess the potential impacts of the proposal, noting a detail assessment will need to be undertaken during the detail DA stage. The assessment concludes the indicative reference scheme has been designed to appropriately consider heritage impacts with regard to setbacks, materiality, character and scale and will have an acceptable heritage impact. This has been demonstrated by:</p> <p>The proposed 6m podium level setback from Ramsgate Road and heritage boundaries to provide a 6m laneway behind the heritage buildings;</p> <p>The design of Building C has been reduced in height when compared to the previous scheme, and is of a significantly lower scale than Buildings A and B;</p> <p>The podium materiality across the building seeks to complement the Art Deco Heritage character;</p> <p>The provision of publicly accessible pedestrian access from all street frontages will give rise to a positive heritage impact; and</p> <p>The indicative reference scheme has been designed to retain primary views of the heritage buildings.</p>
Council's Urban Designer has provided comment on the proposal relating to setbacks, height and visibility of the public plaza from the public domain which are generally consistent with the concerns raised above.	The public plaza no longer forms part of the Planning Proposal and indicative reference scheme and therefore the public domain concerns raised by Council's urban designer have been addressed.
Given the above concerns raised regarding height, setbacks, size of the public square and size of street openings, it is considered that the Planning Proposal may reflect an overdevelopment of the site, and the proposed density should not be permitted if the proposal cannot provide an appropriate public domain and built form outcome.	
Public Square	
The Proposal includes provision of a public square however concerns are raised with the public domain interface due to limited visibility from the street. The width of the opening on Targo Road is approximately 16.8 metres and set between building A and B. Due to the position of this opening and the width proposed it does not read as highly visible from the public domain. Despite being a local road, Targo Road has limited traffic and therefore insufficient exposure to passing trades to warrant the general public being informed about the presence of the plaza.	The public plaza no longer forms part of the Planning Proposal and indicative reference scheme and therefore the public domain concerns raised by Council's urban designer have been addressed.
Even though the entrance has been widened by 1.9m, sight lines to and from the plaza and Ramsgate Road remain extremely limited as visibility is only afforded to pedestrians when they are standing directly in front of the entrance. In addition, views to the plaza from Ramsgate Road are also extremely limited with the 45 metres long entry way having a width of approximately 3-4 metres. Given the limited width and views from the public plaza to this lane there is significant concern for the absence of public surveillance in this laneway.	

Assessment Issue raised in August 2022 Rezoning Review	Response
<p>While the plaza would offer social benefit in the form of a gathering and social space for the surrounding community it does not lend itself to being used by the public due to its limited visibility. It is recommended that the through-site link be widened and re-positioned to enable direct sight lines to the public square and vice versa. The public square also needs to be increased in width to enable greater solar access and visibility to passing trades, especially along Rocky Point Road. Previous Planning Proposals submitted for the site illustrate a much more prominent public plaza.</p>	<p>The public plaza no longer forms part of the Planning Proposal and indicative reference scheme and therefore the public domain concerns raised by Council's urban designer have been addressed.</p>
<p>The proposal has included a letter from MEL consultants which states measures could be implemented to mitigate any wind impacts. However, no evidence or Wind Report has been submitted to demonstrate that the plaza will not be subjected to wind tunnel impacts. Therefore, it has not been demonstrated that the plaza will be usable for pedestrians and given the narrow design of the square it is considered that further evidence to demonstrate the wind impacts is required.</p>	<p>The public plaza no longer forms part of the Planning Proposal and indicative reference scheme and therefore the public domain concerns raised by Council's urban designer have been addressed. Nonetheless, an Environmental Wind Assessment has been prepared by MEL Consultants (<b>Appendix K</b>) to accompany the Planning Proposal and assess whether the predicted wind conditions created by the indicative reference scheme will be acceptable. The assessment concluded the proposed development would have wind conditions in the surrounding streetscapes that would be satisfy the walking comfort criterion or better,. Detailed assessment of the proposed building entrances, communal open space, private terraces and rooftop communal areas is provided in <b>Section 8.5</b>.</p>
Vehicle Access and Traffic	
<p>No objections are raised with allowing right turn manoeuvres from Ramsgate Road into Targo Road with no right turn (NRT) restrictions during the afternoon peak, subject to this being conducted as a trial on completion of the development to determine the effects it may have on residential streets.</p>	<p>The Planning Proposal no longer seeks to propose right turn manoeuvres into Targo Road from Ramsgate Road. The Planning Proposal is accompanied by a Traffic and Transport Assessment prepared by CBRK (<b>Appendix H</b>) which proposes to install traffic signals at the intersection of Ramsgate Road/ Targo Road/ The Promenade, which will allow for all movements out of Targo Road the through movement from The Promenade into Targo Road. The new signal will retain the existing right turn into Promenade and banning of the right turn from Ramsgate into Targo and right turn out of Promenade.</p>
<p>The significant increase in the number of residents and workers on the site as a result of the proposal will exacerbate traffic congestion in the area, especially with the no right turn (NRT) from Rocky Point Road to Targo Road in peak hours. Consequently, people will use the residential streets to access the proposed development and local streets like Hastings Road will cause traffic to build-up on Rocky Point Road and lead to further traffic congestion in the area.</p>	<p>The Planning Proposal no longer proposes to ban right turns into Targo Road from Rocky Point Road. The new signal at this intersection will provide capacity for right turns out of Targo Road. In addition the indicative reference scheme under this Planning Proposal, has significantly reduced the number of car parking spaces to service the residents and proposed supermarket due to the number of apartments decreasing. With regard to parking, the scheme proposed under PP-2021-6179 provided for a minimum of 556 car parking spaces as follows:</p> <ul style="list-style-type: none"> <li>261 residential spaces (including 37 visitor spaces)</li> <li>104 retail spaces</li> <li>191 supermarket spaces</li> </ul> <p>By comparison, the current scheme now proposes a total of 348 car parking spaces as follows:</p> <ul style="list-style-type: none"> <li>202 residential spaces (including 29 visitor spaces)</li> <li>146 retail spaces</li> </ul> <p>As such, this represents a 37% reduction in proposed car parking spaces, thereby attributing to a 37% reduction in traffic congestion impacts on the surrounding road network. Further detail of the traffic generation impacts on the surrounding road network as a result of the development is provided in the Traffic Impact Assessment (<b>Appendix H</b>) and <b>Section 8.3</b>.</p>
<p>The proposed installation of traffic signals on Rocky Point Road at the intersection of Targo Road would</p>	<p>A response to this matter has been prepared by CBRK in the Traffic and Parking Impact Assessment provided in <b>Appendix H</b>.</p>



Assessment Issue raised in August 2022 Rezoning Review	Response
result in removal of parking spaces from the eastern side of Rocky Point Road which are located in the Bayside Local Government Area. No correspondence from Bayside Council has been provided with this Planning Proposal confirming they raise no objections to this arrangement. As such, it has not been demonstrated that installation of traffic signals is acceptable. Furthermore, the north bound right turns into the driveway for the commercial property on the Bayside Council side will need to be removed to operate the signals. No correspondence from Bayside Council has been provided with this Planning Proposal confirming they raise no objections to this arrangement.	
Based on the applicant's Traffic Assessment, the Level of Service is currently F for east bound traffic on Ramsgate Road. Based on the assessment of forecasted traffic in 2032, modifications to the signalised intersection of Ramsgate Road/ Rocky Point Road will improve the LOS for east bound traffic along Ramsgate Road but will also reduce the LOS in all other directions. Without any upgrades in future, the increase in residential and retail uses in the proposed development will worsen the impacts.	A response to this matter has been prepared by CBRK in the Traffic and Parking Impact Assessment provided in <b>Appendix H</b> .
The Planning Proposal provides inadequate information to confirm that all access for residents and retail customers is to be provided through Targo Road only to prevent vehicles travelling through local streets south of Ramsgate Road and to allow for the right turn manoeuvres to be maintained from Dalkeith Street. Furthermore, no details have been submitted to demonstrate how vehicles conducting right turns from Ramsgate Road into Dalkeith Street will be prevented.	A response to this matter has been prepared by CBRK in the Traffic and Parking Impact Assessment provided in <b>Appendix H</b> .
The Planning Proposal includes a shared 6 metre wide opening from Ramsgate Road to provide access to 201-209 Rocky Point Road. An easement is proposed as part of the VPA for the pedestrian/vehicle shared way. It is unclear from the documentation provided with the Planning Proposal whether the proposed access arrangement can suitably accommodate MRVs required for back of house functions or Council's garbage collection vehicles. Swept path analysis has not been provided to demonstrate that the proposed width of the shared way is wide enough to allow waste service vehicles to conduct their left turn manoeuvres from the kerb side lane only without the need to occupy multiple lanes. This is required to ensure garbage collection doesn't occur on Rocky Point Road resulting in traffic impacts and creating a highly undesirable pedestrian experience with garbage bins taking up the footpath and disrupting the active street frontage.	A response to this matter has been prepared by CBRK in the Traffic and Parking Impact Assessment provided in <b>Appendix H</b> .
It is to be noted that the cost of relocation of the pedestrian refuge west of the Promenade is to be borne by the developer.	Currently, no relocation of the pedestrian refuge west of the Promenade is proposed as part of the new signalised intersection at Ramsgate Road/ Targo Road/ The Promenade.
TfNSW have provided detailed comments on the proposal. TfNSW have raised a number of concerns and detailed that inadequate information has been provided with the Planning Proposal to demonstrate that the proposal will not result in adverse impacts on the surrounding road network. These comments are	A Traffic and Transport Assessment has been prepared by CBRK ( <b>Appendix H</b> ) which has adequately addressed TfNSW's comments on the previous scheme.

Assessment Issue raised in August 2022 Rezoning Review	Response
included as an attachment to the response to the Department of Planning and Environment (DPE).	
Deep Soil Landscaping	
The proposal includes new tree planting however provides no deep soil landscaping across the site where the basement footprint has been maximised. The Apartment Design Guide (ADG) requires 7% of the site area to be provided as deep soil zones, with a minimum dimension of 6m for sites greater than 1,500sqm. The proposal includes a 3 metre setback from the western boundary with landscaping proposed in this setback. A 3 metre setback is not considered to be adequate to facilitate the growth of deep soil landscaping. A proposal with 0% deep soil zone will set a poor precedent for future developments across commercial centres in the LGA.	The siting of the indicative reference scheme under this Planning Proposal has been amended such that the proposed deep soil zones meet the minimum requirements of the ADG, being 7% of the site area and a dimension of 6m. The indicative reference scheme proposed a 6m podium level setback from the western boundary to provide a new pedestrian laneway and opportunities for the site to provide 7.2% of deep soil planting. This is a significant improvement from the previous scheme, which provide no deep soil zones, and the addition of deep soil planting in the current scheme is it provides a landscape buffer that helps create a more positive interface and transition to the adjoining low density residential development located west of the site. As noted above, to further minimise the bulk and scale of the proposed Building B to the low-density residential is the increased upper level setbacks which provide greater building separation that the previous scheme.
While it is acknowledged that it is difficult to provide deep soil landscaping on sites that have basements in commercial centres, given the location with Ramsgate being a local centre and with lower density residential to the west it is considered deep soil landscaping is necessary to provide an appropriate transition and buffer between the site and the adjoining properties to minimise visual bulk and scale impacts.	
Recommendations	
An ADG compliant setback from Building B and Building C must be provided to the western boundary (9 metre setback up to 4 storeys and 12 metre setback above 4 storeys) to minimise impacts on the adjoining residential properties and provide an appropriate transition to the lower density residential development and ensure consistency with GRDCP.	The setback from the western boundary (Buildings B and C) on the ground floor has been increased from 3m to 6m to respond to the requirement in GRDCP to consider an existing development in a lower density area.  Levels 1 – 7 of Building B have been setback from the western boundary by 9m, therefore complying with the ADG Objective 3F-1 for habitable rooms above 4 storeys.  Additionally, Levels 1 – 3 of Building C have been setback from the western boundary by 9m..  As a result of the reduced building heights and increased setbacks, the proposal now provides a more appropriate transition of bulk and scale with mitigated amenity impacts to residential dwellings to the west of the site.
Reduce the street wall height to four storeys to more closely align with the locality statement requirements for Ramsgate provided within the GRDCP.	The indicative reference scheme under this Planning Proposal has been amended to provide reduced street wall heights in accordance with GRDCP. All buildings propose a single storey retail podium that is 6m in height. Additionally, the storeys above the street walls have been set back 5m from Targo Road, 5m from Rocky Point Road, and 6m from Ramsgate Road. As such, the built form has a more distinct podium element and the residential levels of each building are set back such that they do not contribute to the visual appearance of a greater street wall height.
A minimum setback of 5 metres from the street should be provided for all tower elements above podium level across all buildings to recess the dominating presence of the 8 storey tower form. The minimum setback also applies to balconies, terraces, and balustrades. It should be noted that the overall height of 8 storeys is considered acceptable subject to an increase in setbacks as detailed within this recommendation. However, given the concerns raised throughout this letter it is considered that the Proposal is an overdevelopment of the site if setbacks cannot be met.	The indicative reference scheme under this Planning Proposal has directly responded to Council's recommendations for the previous scheme proposed under PP-2021-6179, by revising the setbacks from the street for the tower elements above the podium level. The revised tower setbacks for each Building are as follows: <ul style="list-style-type: none"><li>• Building A, fronting Rocky Point Road and Targo Road: 5m for levels 1-7, increasing to 8m for level 8.</li><li>• Building B, fronting Targo Road: 5m for levels 1-7 increasing to 8m for level 8.</li><li>• Building C, fronting Ramsgate Road: minimum 6m setback is provided for all levels above the podium.</li></ul>

Assessment Issue raised in August 2022 Rezoning Review	Response
<p>ADG-compliant setback distances from Building C to 70 Ramsgate Road must be provided to ensure minimal amenity impacts to the occupants of 'Roma' apartments (70 Ramsgate Road), and by extension, provide an appropriate interface to the heritage item. Alternatively, Building C should be reduced to a maximum of 4 storeys to provide an appropriate transition to the two storey heritage item.</p>	<ul style="list-style-type: none"> <li>To further ameliorate the bulk and scale impacts, the height of Building C has been reduced on 4 storeys.</li> </ul> <p>As noted above the design of the indicative reference scheme has been revised to meet the setback requirements of both the GRDCP and ADG for Buildings A and C, which adjoining 70 Ramsgate Road. This has been demonstrated as follows:</p> <ul style="list-style-type: none"> <li>Building C proposes a 6m podium level setback from Ramsgate Road, and provides a consistent eastern setback of 6m at the ground plane up to Level 3, to create the required laneway at the back of the heritage buildings. Considering this increased setback with the reduced height of Building C to 4 storeys (19.8m including rooftop elements), the design changes provide a more appropriate transition to the Roma apartments and no longer appears as a "tower" and effectively responds to the adjoining heritage interface.</li> <li>Whilst Building A has a nil setback to the boundary with 70 Ramsgate Road at the ground plane, the setback at Level 1 to Level 4 is 9m to provide adequate building separation that complies with the requirements of the ADG. The setback at Level 5 to Level 7 is 12m from the southern boundary, providing an even greater building separation. Furthermore, the height of Building A has been reduced to 8 storeys, representing a vast improvement in built form transition when compared to the previous scheme.</li> <li>The above boundary setbacks for both Buildings A and C therefore enable sufficient building separation from the Roma apartments to meet the requirements of Objective 3F-1.</li> </ul>
<p>In accordance with the ADG, deep soil zones on sites with site area of greater than 1,500sqm must have a minimum dimension of 6m to be counted within the deep soil zone calculation. Accordingly, the deep soil zone/landscaped setback from the western boundary should be increased to 6 metres to allow for deep soil landscaping and an appropriate transition to the lower density residential development</p>	<p>As above, the siting of the indicative reference scheme under this Planning Proposal has been amended such that the proposed deep soil zones meet the minimum requirements of the ADG, being 7% of the site area and a dimension of 6m. The indicative reference scheme proposed a 6m podium level setback from the western boundary to provide a new pedestrian laneway and opportunities for the site to provide 7.2% of deep soil planting. This is a significant improvement from the previous scheme, which provide no deep soil zones, and the addition of deep soil planting in the current scheme is it provides a landscape buffer that helps create a more positive interface and transition to the adjoining low density residential development located west of the site. As noted above, to further minimise the bulk and scale of the proposed Building B to the low-density residential is the increased upper level setbacks which provide greater building separation that the previous scheme.</p>
<p>The opening on Targo Road should be widened in the direction of Rocky Point Road (i.e. reduce the footprint of Building A) to clearly identify the plaza as a public, activated and welcoming space.</p>	<p>The public plaza no longer forms part of the Planning Proposal and indicative reference scheme and therefore the public domain concerns raised by Council's urban designer have been addressed.</p>
<p>The laneway accessed from Ramsgate Road is required to be widened to a minimum width of 6m for the full length to increase opportunities for direct sight lines to and from the public square.</p>	
<p>A Wind Impact Assessment should be prepared to confirm the public plaza will not be subjected to adverse wind tunnel impacts.</p>	<p>As above, the public plaza no longer forms part of the Planning Proposal and indicative reference scheme and therefore the public domain concerns raised by Council's urban designer have been addressed. Nonetheless, an Environmental Wind Assessment has been prepared by MEL Consultants (<b>Appendix K</b>) with a summary of potential impacts provided in <b>Section 8.5</b>.</p>

Assessment Issue raised in August 2022 Rezoning Review	Response
The HIS should be amended to consider any revisions to the Planning Proposal and to reflect the correct building height diagram.	A revised SoHI has been prepared by NBRS ( <b>Appendix I</b> ) to assess the new scheme and has correctly included the building height diagram. A summary of the potential heritage impacts detailed in <b>Section 8.6</b> .
Council has no objections to allow right turn manoeuvres from Ramsgate Road into Targo Road with NRT restrictions during the afternoon peak. However, the NRT should be conducted as a trial on completion of the development to determine the effects it may have on residential streets. Confirmation is required from Bayside Council that they are satisfied with the removal of parking on the eastern side of Rocky Point Road prior to this option being considered acceptable.	As above, a Traffic and Transport Impact Assessment has been prepared by CBRK which addresses TfNSW's comments on the previous scheme and has considered Council's recommendations.
Confirmation is required that all access for residents and retail customers be provided through Targo Road only to prevent vehicles travelling through local streets south of Ramsgate Road. This will also allow for the right turn manoeuvres to be maintained from Dalkeith Street. The median island is recommended to be extended past the proposed property driveway to prevent vehicles conducting a right turn from Ramsgate Road.	
The comments provided by TfNSW are required to be addressed to ensure there will be no adverse impacts on the surrounding road network. The detailed recommendations provided by TfNSW are included as an attachment in the response to DPE.	

### SSPP Rezoning Review Decision

On 16 August 2022, the Sydney South Planning Panel (SSPP) determined to not support the Planning Proposal. The SSPP were of the view that the proposal had strategic merit, but was lacking site-specific merit.

Similar to the issues raised in WSP's (Council's) assessment, the site-specific issues raised by the Panel informing their decision comprised the following:

- *"There was inadequate justification provided to demonstrate that the traffic impacts of the proposal could be managed to support the increased density and uses on this site. In particular, the scale of intensification of retail, that includes a full line supermarket, min-major, and associated ground level retail, was a concern.*
- *The proposed increase in height and FSR above the LEP controls for development in the B2 zone has also not been adequately justified. The height and bulk are inconsistent with the proposed future character for the area under the current LEP and DCP controls. The LEP and DCP are relatively recent instruments, having been made in 2020 and 2021 respectively and adequate justification has not been provided to support the extent of the proposed departures from height, FSR and setback requirements in the Ramsgate Local Centre (Rocky Point Road) and B2 zone.*
- *As noted by Council, the following issues have not been adequately addressed in this Planning Proposal to demonstrate site-specific merit: excessive height and bulk, inadequate interface to the residential properties to the west of the site to protect residential amenity, limited visibility of the public square, lack of deep soil landscaping, traffic generation and vehicular access, and impacts on adjoining heritage properties."*

## 2.2 Evolving Retail Landscape and Consumer Trends

The context and drivers for retail development of all kinds has changed significantly over the past decade. The suburban indoor shopping centres that have proliferated since the 1950s are increasing in competition with new forms of retail development that respond to fast-changing customer preferences and new technologies. The rise of online shopping has led to shop vacancies on high streets and declining department store sales, while shopping centres are placing increasing emphasis on the shopper experience, including improved food and beverage offerings with integrated residential development.

Whilst approximately 75% of fresh food and groceries purchased Australia-wide are from supermarkets, today's fast paced lifestyle and flexible work arrangements means that modern consumers have more diverse preferences when it comes to supermarket shopping. Consumers increasingly prefer supermarkets that enable or promote:

- **24/7 shopping:** Consumers want the ability to be able to shop at times that are suitable and convenient for them. Working conditions and lifestyles have changed – consumers want to be able to shop early morning, during the day and late at night outside of traditional shopping hours.
- **Walkability and accessibility:** Consumers, particularly those living in dense urban environments, prefer to shop locally at facilities that are easily accessible by walking, cycling, private car or public transport.
- **Range of products:** Consumers seek a broad range of products, at various levels of price and quality from a range of sources that can cater a variety of tastes, cultures and ethnic preferences.
- **Shopping as an experience:** Supermarkets are increasingly responding to consumer demand for a greater retail experience through an increased range of products, foreign brands and high-quality foods including ready-made meals. Supermarkets are also looking to differentiate themselves by providing better experiences and offers that can attract consumers in highly competitive retail markets.
- **Shopping - online:** Consumers have continued to embrace online shopping for both supermarket and retail goods. This is also seen in trends such as 'click and collect', where a consumer can order online and pick up at the store, or expect delivery of their goods within a short time after the order has been placed. While still a relatively small share of supermarket sales, online shopping is growing rapidly, and its importance has been emphasised during the COVID-19 pandemic.
- **Shopping – contactless pick up:** Contactless online services have also increased. This is seen in trends such as “direct to boot” drive through where as consumer can order online and pick up at the store or expect delivery of goods within a short time after the order has been placed.

To meet these customer trends, 'best in class' supermarkets demonstrate features such as “direct to boot” – instore pick up shopping; express delivery; technology driven product sales and storage: and are innovative and forward looking. 'Best in class' supermarkets promote sustainable design and encourage sustainable practices – new supermarkets have higher levels of energy efficiency, and lower levels of wastage including reduced packaging and plastics. Many new supermarkets also include a number of sustainability and recycling initiatives. Where possible, the building should be built with recycled materials and sustainable products and cater for developments on clean technologies, for example include electric car charging points on site. Supermarkets can encourage walkability and active modes of transport by providing improved convenience, limiting the need for shoppers to take multiple trips to satisfy their shopping needs. This specifically important in areas of high residential density and assists in reducing carbon footprint by enabling residents to shop within their local area and reduce the distance required to travel to other major full-line stores beyond the local area.

### 2.2.1 The Importance of Full-line Supermarkets

Full-line supermarkets play a critical role in the retail hierarchy, providing households with a wider range of products and services. These types of stores provide the largest range of convenience-based food and grocery items, with over 20,000 stock units typically available.

Fresh food is a key offer of full-line supermarkets, including a full range of baked goods, seafood, meat, deli sections and cheeses in a single location. The range of products allow for greater consumer choice in terms of quality, type and price.

In contrast, small supermarkets or convenience stores, are effective at serving a community's basic immediate needs. They do not substitute the need for a full-line supermarket given their limited stock. While smaller supermarkets provide a mix of products including canned goods, perishables, fruit and vegetables, and ready-to-go meals, they have a much -narrower selection of products and far less price point variation. As a result, smaller supermarket customers will often also regularly seek out other supermarkets, including larger stores, in order to access a greater selection of brands, price-points, private labels and specialty products.

The emergence of online supermarket shopping, including delivery and direct to boot services, has also increased in recent years. Over time the proportion of online sales is likely to increase as a share of retail expenditure in line with current retail trends; online retail sales are estimated to account for around \$55.4 billion, or around 12.8% of total retail trade. Online supermarket shopping has expanded the range of services and options available to customers, and now represents an additional component and method of shopping for contemporary consumers. However, online shopping will continue to form only one part of the supermarket shopping experience for a wide range of the population.

Smaller-limited-range stores serve a local role in the retail hierarchy, however full-line supermarkets are also required in order to cater for a larger household shop. Customers will visit full-line supermarkets for their larger weekly or fortnightly shop in order to purchase products not available at smaller metro stores (i.e. customers would frequent both store types). Full-line supermarkets are also utilised by all age groups and demographics.

In considering the concept of community needs for supermarkets, it is relevant to note:

- Approximately 75% of fresh food and groceries purchased Australia-wide are from supermarkets;
- No other retail format is visited more often by a higher share of the population than supermarkets;
- Supermarkets are fundamental to supporting basic household and lifestyle needs for the overwhelming majority of the Australian population.

As a result, the relative accessibility of the community to major supermarket shopping facilities is a fundamental consideration for economic and community need.

An under-provision of full-line supermarkets undermines the provision of the full range of day-to-day grocery items to households in that region in an accessible and convenient manner. Excess expenditure will occur as residents have to travel greater distances to their nearest or preferred full-line supermarket, placing a strain on local traffic networks and adding to work/life balance pressures. In addition, households can potentially be impacted by a shortfall in full-line supermarkets arising from the lack of range and price competition.

## 2.3 Trade Area Definition

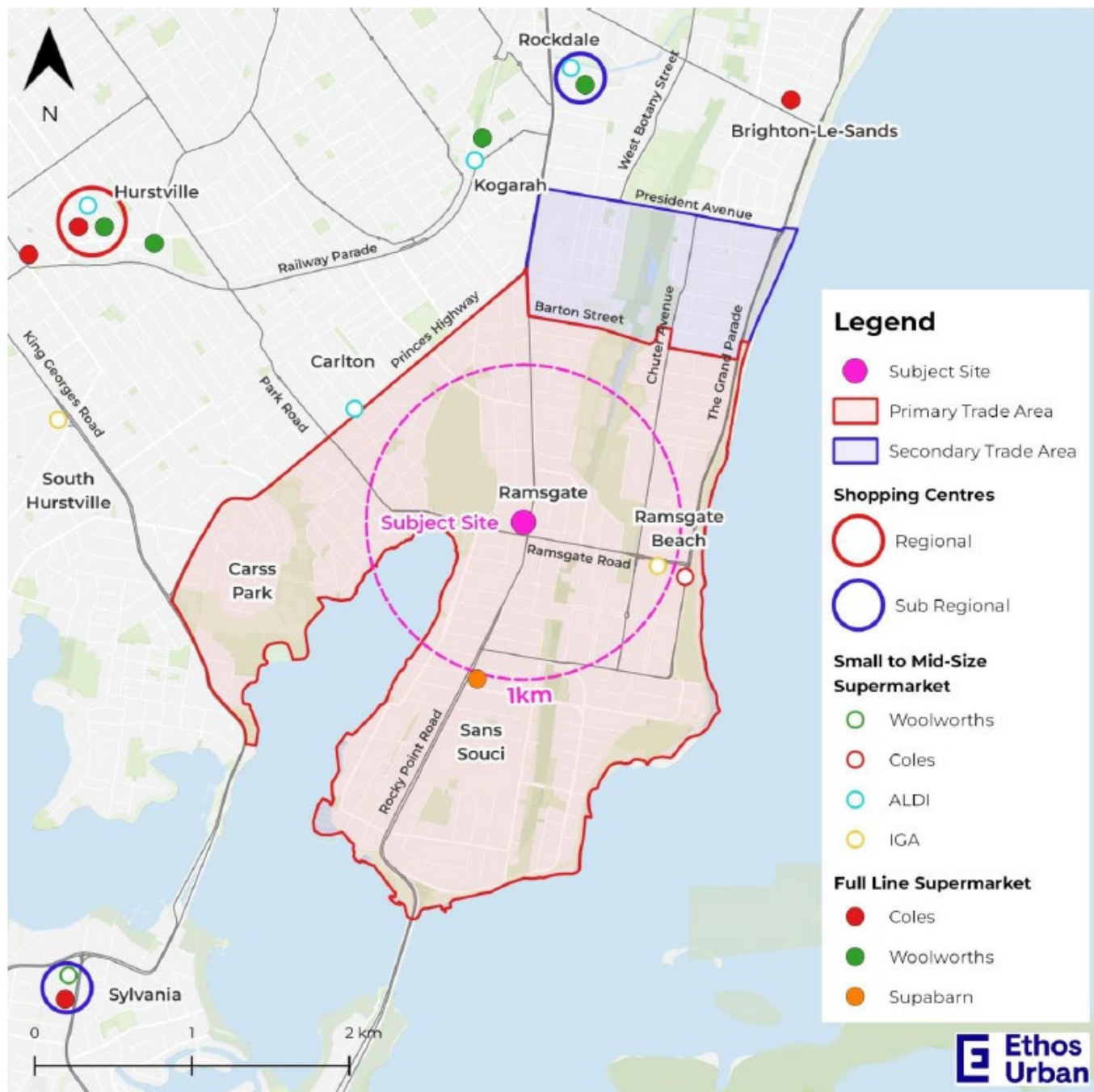
A Trade Area is defined and used as an analytical tool that represents the spatial influence of a centre, or retail destination, and the region from which it is expected to draw consistent and significant levels of patronage. The extent of the trade area is defined by a number of factors which include the location of existing and proposed retail competition, the surrounding arterial road network, and physical barriers to movement.

The trade area defined in this analysis considers the coast and waterways, accessibility of the site via the road network, and its proximity to other existing and proposed supermarkets and retail centres. The trade area defined for the proposed development is shown in **Figure 3** and includes the following:

- **Primary Trade Area (PTA):** encompasses the Subject Site and extends north to Barton Street (Monterey), east to Botany Bay, south to Sans Souci peninsula, and west to the Princes Highway at Carlton. Kogarah Bay and Carss Park. The population within the primary sector would have direct access to the proposed Woolworths Ramsgate store and would likely be regular customers.
- **Secondary Trade Area (STA):** encompasses the land north of the Primary Trade Area and is bound by President Avenue (Kogarah) to the north, Botany Bay to the east, Barton Street (Monterey) to the south, and the Princes Highway at Kogarah to the west. Defined to include one secondary sector and represents the area that would have good access to the proposed Woolworths Ramsgate store as well as several other local centres, and would likely utilise facilities at the Subject Site on a semi-regular basis, in conjunction with other retail destinations.

The combination of the primary and secondary Trade Area form the **Main Trade Area (MTA)**. The MTA generally reflects the area with 1-2km from the subject site. The MTA extends north to President Avenue, east to Botany Bay, south to Sans Souci Peninsula, and west to the Princes Highway at Carlton.





**Figure 5 Ramsgate Trade Area and Competitive Environment**

Source: Ethos Urban using QGIS

### 2.3.1 Resident Population Projections

The current estimated residential population (ERP) of the MTA is 31,360, prepared using latest official projections from Transport for NSW and have been rebased to account for the latest ABS historic population estimates. Reference has also been made to the Cordell Connect database for dwelling yield pipeline and have also been considered to inform future projections.

Population projections outline that the MTA population is forecast to experience high population growth in the further, that is stronger than historical levels. The MTA population is projected to increase by +3,220 residents between 2023 and 2036, with the PTA expected to account for most of the growth. This population will require access to, and benefit from, convenient supermarket facilities as well as additional housing supply in the local area.



### 2.3.2 Resident Retail Expenditure Estimates

Estimates of retail spending by residents within the defined MTA are provided for the following broad categories:

- **Food, Liquor and Groceries (FLG)** – includes spending on fresh food, groceries and take-home liquor. This is the main category relevant to supermarket-based shopping.
- **Food catering** – includes cafes, restaurants and take-away food.
- **Non-Food** – includes apparel, homewares, bulky merchandise and other general merchandise.
- **Services** – includes retail services (e.g. hairdressers, beauty salons etc).

With regard to the proposed development, anchored by a supermarket as the predominate retail tenant, the proposed development will attract spending primarily from the FLG category. Estimates of the current per capita retail expenditure highlight that MTA residents spend on average \$17,760 per capita on retail items each year (2023 dollars). The MTA per capita retail expenditure level is 1.7% higher than the comparable Greater Sydney average. This higher expenditure is driven by resident spending in the PTA, while the STA has below average spending compared to Greater Sydney retail expenditure.

### 2.3.3 Competitive Retail Environment

A review of the existing and future supermarket environment within the Ramsgate region indicates that one full-line and two metro supermarkets currently serve this part of Sydney, with more full-line and major full-line supermarkets located more than 3km away at the larger retail centres beyond the MTA.

Key points to note in relation to the supermarket context within the Ramsgate region include:

- Total supermarket floorspace within the MTA is estimated at 5,800m<sup>2</sup>. This includes a full-line Supabarn at Sans Souci of 2,800m<sup>2</sup> (including liquor), a Coles and IGA at Ramsgate Beach of 2,200m<sup>2</sup> and 800m<sup>2</sup>, respectively.
- Based on the 2023 population of 31,360 in the MTA, the provision of supermarket floorspace within the MTA equates to 185m<sup>2</sup> per 1,000 persons, which is around 30% below the typical supermarket provision provided across Greater Sydney of around 260m<sup>2</sup> per 1,000 persons.
- Currently, just one full-line supermarket serves the whole MTA population of 31,360 residents. Across the retail environment, the typical provision of full-line supermarkets is one full-line store for every 8,000-10,000 residents. This would imply that at least three (3) full-line stores could be supported in the MTA based on the current population.
- With the exception of one full-line supermarket (Supabarn) within Sans Souci Central, the MTA has no other full-line supermarkets meaning that residents regularly travel to larger supermarkets beyond the MTA to major full-line supermarkets in order to satisfy larger food and grocery shopping trips given access to broader range of products, including a greater selection of brands and price points.

#### Beyond the Main Trade Area

- A number of supermarkets of competitive significance exist beyond the MTA and include:
  - **Hurstville:** multiple supermarket offerings are provided at Hurstville approximately 4.1km north-west of the subject site, with Westfield Hurstville containing a major full-line Woolworths (5,130m<sup>2</sup>), a major full-line Coles (3,400m<sup>2</sup>) and ALDI (1,480m<sup>2</sup>). A full-line Coles of 2,370m<sup>2</sup> is located in Hurstville Central, and a major full-line Woolworths of 3,590m<sup>2</sup> is located at East Quarter.
  - **Rockdale:** approximately 3.4km from the subject site and includes a major full-line Woolworths (4,080m<sup>2</sup>) and ALDI (1,410m<sup>2</sup>), which are located at Rockdale Plaza.
  - **Kogarah:** provided within the Kogarah Town Centre, around 2.8km north of the Subject Site, is a full-line Woolworths supermarket of 2,830m<sup>2</sup> as well as ALDI of 1,470m<sup>2</sup>.
  - **Carlton:** A 1,500m<sup>2</sup> ALDI supermarket is located along the Princes Highway in Carlton, around 2km west of the Subject Site.
  - **Brighton Le Sands:** A major full-line Coles supermarket of 3,200m<sup>2</sup> is supported around 4.3km north of the Subject Site.
  - **South Hurstville:** A 1,870m<sup>2</sup> SUPA IGA is provided at South Hurstville, 4.8km west of the Subject Site
  - **Sylvania:** Southgate Sylvania is located 7.2km south of the Subject Site and supports a 2,400m<sup>2</sup> Woolworths supermarket as well as a major full-line Coles of 3,240m<sup>2</sup>.
- The limited provision of full-major full-line supermarket floorspace within the MTA, local Ramsgate and MTA residents are regularly travelling well beyond the local area in order to satisfy their supermarket shopping

needs at major full-line stores - resulting in increased traffic congestion and higher levels of escaped expenditure from the MTA reducing local resident amenity.

- Smaller supermarkets serve a smaller trade area, while major full-line supermarkets attract business from a broader area. The major full-line supermarket of Woolworths Rockdale attracts customers from a much broader region than the smaller Coles at Ramsgate Beach, which is approximately half the size of Woolworths Rockdale. Coles Ramsgate Beach generally attracts the majority of business from residents within 3km of the store (including MTA residents), while for the major full-line stores, a higher proportion of visits are recorded for residents who live up to 5km away.

### 2.3.4 Supermarket Customer Visitation and Expenditure Analysis

A high level review of supermarket customer visitation can be observed through the use of mobile location data, such as that sourced from Near. Near sources, combines and filters mobile location information from a variety of sources (such as mobile applications) into a single data file that can be used to determine customer patterns and movements for a specified location. In this instance, we have reviewed mobile location data for customers who visited Woolworths Kogarah, Coles Ramsgate Beach, Woolworths Rockdale and Coles Brighton-Le-Sands over the period from November 2022 to November 2023, in order to understand the typical distance customers travelled by customers to existing supermarkets within the MTA as well as full-line supermarkets in the wider region. A summary of the results suggests the following implications for customer supermarket shopping behaviours:

- Major full-line stores in surrounding larger retail centres are attracting customers from the MTA. Notably, these major full-line stores such as Woolworths Rockdale are attracting a significant portion of customers from the MTA, where over 20% of customers to this full-line store estimated to come from MTA residents. Suggesting a high level of escape expenditure.
- Smaller supermarkets serve a smaller trade area, while major full-line supermarkets attract business from a broader area. The major full-line supermarket of Woolworths Rockdale attracts customers from a much broader region than the smaller Coles at Ramsgate Beach, which is approximately half the size of Woolworths Rockdale. Coles Ramsgate Beach generally attracts the majority of business from residents within 3km of the store (including MTA residents), while for the major full-line stores, a higher proportion of visits are recorded for residents who live up to 5km away.
- Residents of the MTA shop at multiple supermarkets, with these residents regularly travelling to shop at major full-line supermarkets such as Woolworths Rockdale as well as at their more local stores such as Coles Ramsgate Beach, indicating that consumers will regularly use multiple stores and travel further in order to access more convenient and major full-line supermarkets which include a more extensive product range and food and grocery offer.

### 2.3.5 Supermarket demand

A review of retail expenditure projections outline that the MTA population will increase expenditure by +\$137.2 million over the period to 2036, including +\$58.7 million in FLG (food, liquor and grocery) expenditure. This substantial increase is based on anticipated growth only between 2023 and 2036, both across all retail categories but also across FLG expenditure which is of most relevance to supermarkets. The significant increase highlights the need to provide additional supermarket and retail floorspace to support this growth and continue to provide residents with high levels of convenience and amenity.

The large existing population of more than 30,000 residents, combined with limited existing provision of supermarket floorspace, emphasise the strong opportunity for the proposed development in Ramsgate. The proposed major full-line supermarket of 4,011m<sup>2</sup> (including liquor) at the Subject Site will draw residents to the already established Ramsgate town centre on Rocky Point Road. Having a central, highly accessible location, the proposed Woolworths Ramsgate will provide a convenient and walkable supermarket offer, enhancing the availability of basic grocery products for many residents in the local area. These essential components of a vibrant and successful retail network will be important in supporting projected growth in Ramsgate in the years to come.

## 3.0 The Site

### 3.1 Site location and context

The site is located at 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate. It is located within the Georges River Local Government Area (LGA). The site is on the eastern edge of the LGA being west of Rocky Point Road, with areas east of Rocky Point Road being within the Bayside LGA. Parts of the site (including 66 Ramsgate Road and 4 Targo Road) are located across the suburb boundary in Beverley Park.

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

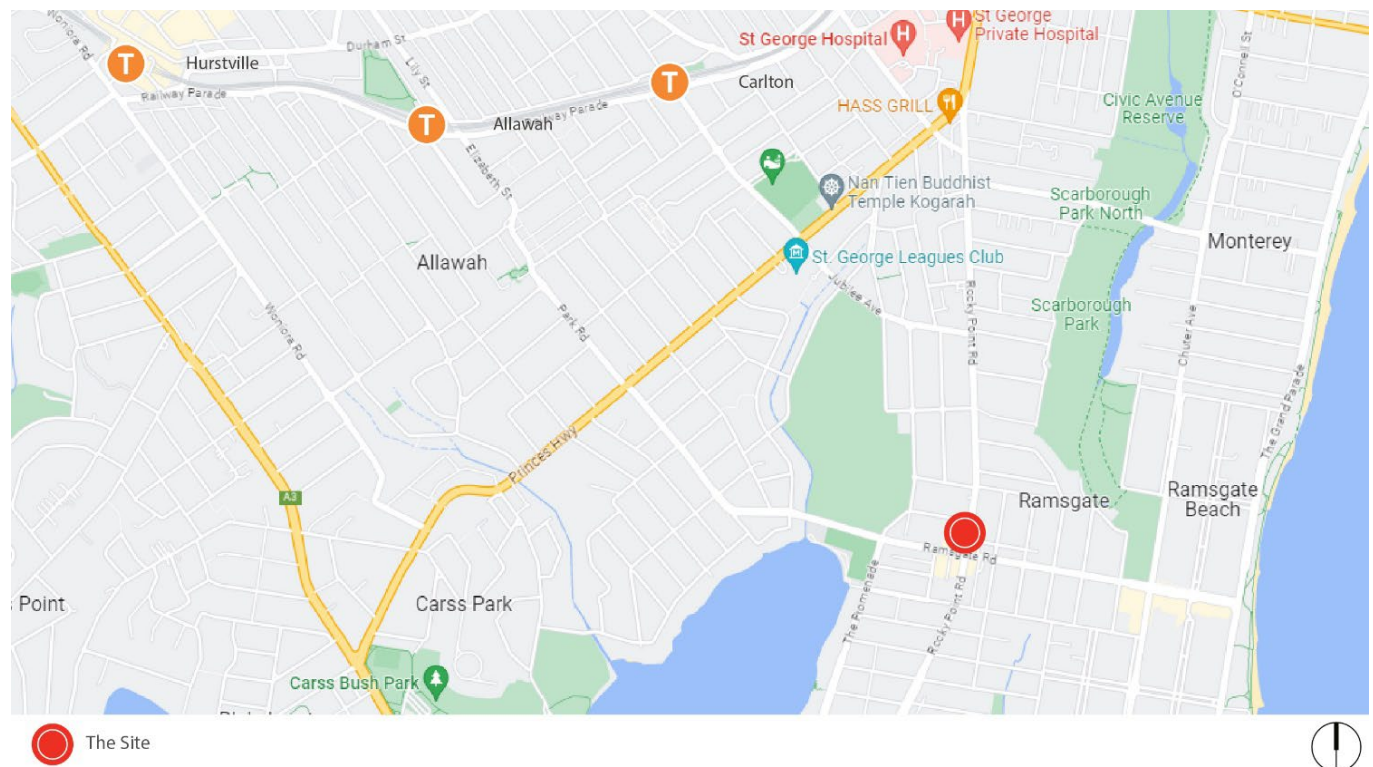
Rocky Point Road is the primary thoroughfare through the suburb, connecting the Princes Highway to the north across the Captain Cook Bridge through to the Sutherland Shire to the south. Rocky Point Road in the centre of Ramsgate is generally comprised of ground floor retail, with various developments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

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

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

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

Refer to the site context map in **Figure 6**.



**Figure 6** Site Context Map

Source: Google Maps/ Ethos Urban

### 3.2 Site description

The legal description of the lots on the site are summarised in **Table 2**.

**Table 2** *Site address, legal description and ownership*

Address	Lot and DP	Area (m <sup>2</sup> )	Ownership
193 Rocky Point Road	Lot 8 DP 653883	695.5	Fabcot Pty Ltd
	Lot A DP 311887	347.7	Fabcot Pty Ltd
	Lot B DP 311887	347.7	Fabcot Pty Ltd
197 Rocky Point Road	SP 83814	620.37	Fabcot Pty Ltd
	Lot 301 DP 1142822	76.1	Georges River Council
199 Rocky Point Road	SP 77494	927.2	Fabcot Pty Ltd
66 Ramsgate Road	Lot B DP 371250	841.0	Fabcot Pty Ltd
68 Ramsgate Road	Lot 12 DP 455810	232.0	Fabcot Pty Ltd
	Lot 13 DP 455810	231.0	Fabcot Pty Ltd
	Lot 14 DP 455810	231.0	Fabcot Pty Ltd
2 Targo Road	Lot 1 DP 1338117	233.9	Fabcot Pty Ltd
	Lot 2 DP 1338117	233.9	Fabcot Pty Ltd
	Lot 1 DP 970582	227.6	Fabcot Pty Ltd
4 Targo Road	Lot B DP 347589	1,132.0	Fabcot Pty Ltd

As shown in the table above, the site comprises a total of 14 individual lots. Except for Lot 301 DP 114822 which is Council owned land, the Proponent has consolidated the lots under various option agreements for the purposes of this Planning Proposal.

With regard to Lot 301 DP 114822, this 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 further addressed in detail in **Section 6.3**, it is proposed to reclassify this land as “operational” land to enable it to be purchased by the Proponent for redevelopment.

The site has an area of approximately 6,376.27m<sup>2</sup> and comprises three street frontages of:

- 60m to Rocky Point Road;
- 82.5m to Targo Road; and
- 30m to Ramsgate Road.

As illustrated in **Figure 7**, the site is irregular in shape and excludes the lots comprising 201-219 Rocky Point Road and 70 Ramsgate Road at the corner of Rocky Point Road and Ramsgate Road.





**Figure 7** Lot composition of site

Source: SIXmaps

The site is generally flat with a very slight decline running from west to east. An aerial photo of the site is shown at **Figure 8**.



**Figure 8** Site Aerial Map

Source: Nearmap/ Ethos Urban

### 3.3 Existing development



The properties comprising the site, located along Rocky Point Road are currently occupied by ground floor retail tenancies with rear at-grade car parking. 197 Rocky Point Road has been subsequently redeveloped for a 4 storey shop top housing development. 2-4 Targo Road is occupied by two separate detached residential dwellings, each at two storeys. 66-68 Ramsgate Road comprises a single storey detached residential dwelling and a vacant site.



**Figure 9** 193 Rocky Point Road, Ramsgate from Targo Road

Source: Ethos Urban



**Figure 10** 193 Rocky Point Road, Ramsgate from Rocky Point Road

Source: Ethos Urban



**Figure 11** Rear carpark for properties at 193-195 Rocky Point Road, Ramsgate

Source: Ethos Urban





**Figure 12** 197 Rocky Point Road, Ramsgate

Source: Ethos Urban



**Figure 13** 199 Rocky Point Road, Ramsgate

Source: Ethos Urban



**Figure 14** 66 Ramsgate Road, Beverley Park

Source: Ethos Urban



**Figure 15** 68 Ramsgate Road, Beverley Park

Source: Ethos Urban



**Figure 16** 2 Targo Road, Beverley Park

Source: Ethos Urban



**Figure 17** 4 Targo Road, Beverley Park

Source: Ethos Urban



### 3.4 Heritage

There are no heritage items listed on the site. However, there are two heritage items located at 211-219 Rocky Point Road and 70 Ramsgate Road which are adjacent to the site located at the corner of Rocky Point Road and Ramsgate Road. These items are listed as being of local heritage significance under the GRLEP 2021:

- I294: Residential flat building, “Roma”, 70 Ramsgate Road; and
- I295: Shops, 211-219 Rocky Point Road.

### 3.5 Surrounding Context

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

#### North

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

#### South

Immediately to the south of the site are the properties that comprise the remainder of the block at the corner of Rocky Point Road and Ramsgate Road, being properties at 201-209 Rocky Point Road, and including the heritage items at 211-219 Rocky Point Road and 70 Ramsgate Road. The properties in this remaining segment include one-two storey retail developments and a residential unit block. The two-storey heritage listed residential block at 70 Ramsgate Road has outlooks on all four sides of the building, however, has no verandahs or communal open space. The block further to the south across Ramsgate Road is primarily comprised of a pub known as the 'Intersection Tavern' with an at-grade carpark and standalone TAB and post office. Retail developments continue along the length of Rocky Point Road, with detached residential buildings behind.

#### East

Development to the east of the site is located on land in Bayside Council. The development fronting Rocky Point Road (opposite the site) comprise of 1-2 storey retail and commercial developments. There is a 4-storey mixed use residential development opposite 197 Rocky Point Road, with detached residential dwellings further to the east.

#### West

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



**Figure 18** 6 Targo Road, Beverley Park immediately west of the site

Source: Ethos Urban



**Figure 19** 8 Targo Road, Beverley Park further west of the site

Source: Ethos Urban



**Figure 20** 250-268 and 262-270 Rocky Point Road, Ramsgate located east of the site

Source: Ethos Urban



**Figure 21** 280-282 and 284-290 Rocky Point Road, Ramsgate located east of the site

Source: Ethos Urban



**Figure 22** 219 Rocky Point Road, Ramsgate to the south of site

Source: Ethos Urban



**Figure 23** 292-296 and 298-302 Rocky Point Road, Ramsgate to the south-east of site

Source: Ethos Urban



**Figure 24** 'Roma' 70 Ramsgate Road, Ramsgate to the south and immediately adjacent east of site

Source: Ethos Urban





**Figure 25** 201-211 Rocky Point Road, Ramsgate to the south of site

Source: Ethos Urban



**Figure 26** 183-191 Rocky Point Road, Ramsgate located directly north of the site

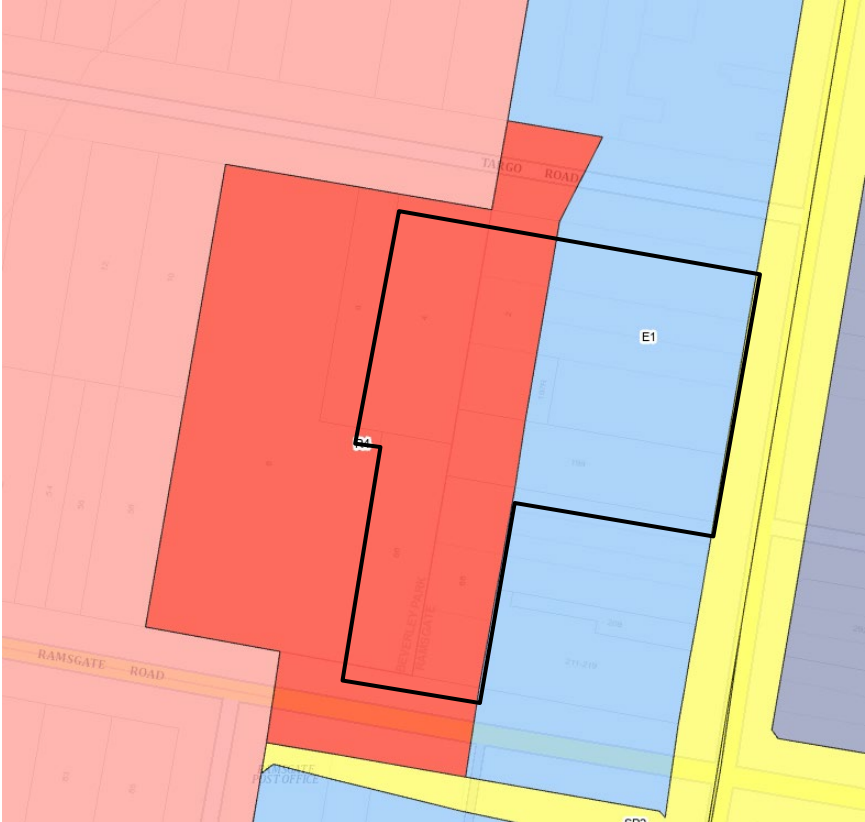
Source: Ethos Urban

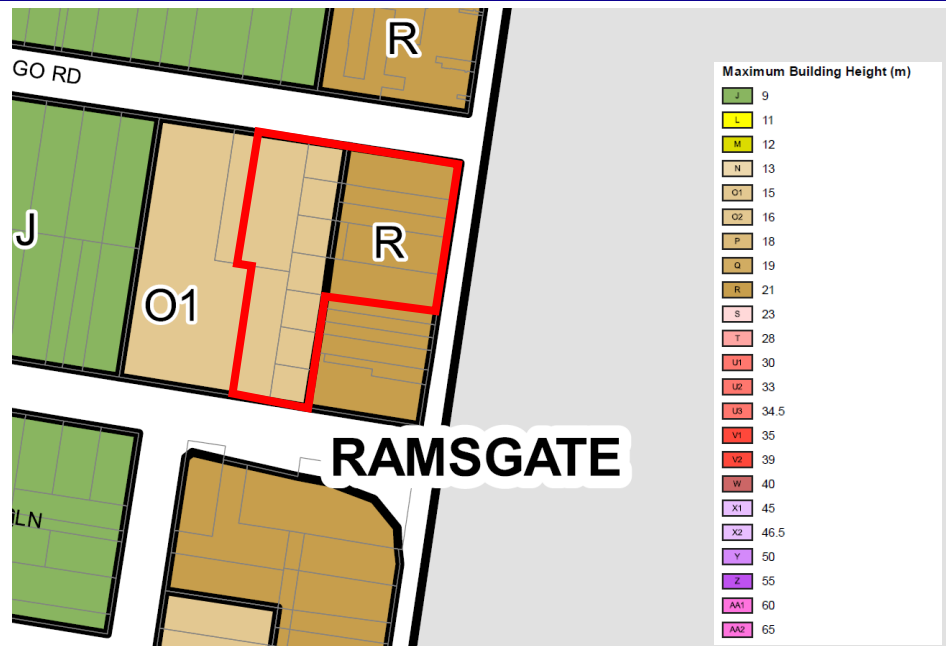
### 3.6 Existing planning framework

#### 3.6.1 Georges River Local Environmental Plan 2021

The *Georges River Local Environmental Plan 2021* (GRLEP 2021) is the principal environmental planning instrument applying to the site is. The provisions of the GRLEP 2021 and the key development controls as they relate to the site are outlined below in **Table 3**.

**Table 3** Existing planning controls at the site

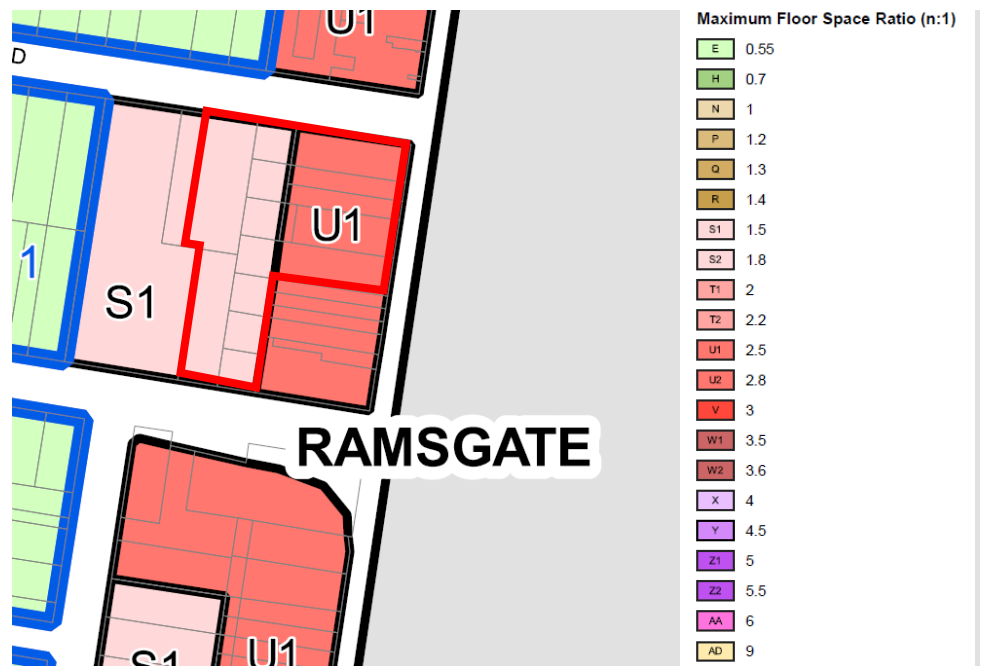
Clause	Existing Control
2.2 – Land use	<div>The site is partially zoned as R4 – High Density Residential (66-68 Ramsgate Road and 2-4 Targo Road) and E1 – Local Centre (193-199 Rocky Point Road).</div> <div></div> <div><b>Figure 27 Existing Land Use Zoning of Site</b> Source: GRLEP 2021, EPlanning Spatial Viewer</div>
4.3 – Height of buildings	<div>The R4 zoned portion of the site has a maximum building height limit of 15m, whilst the E1 zoned portion has a maximum building height limit of 21m.</div>



**Figure 28 Existing Height of Buildings for site**

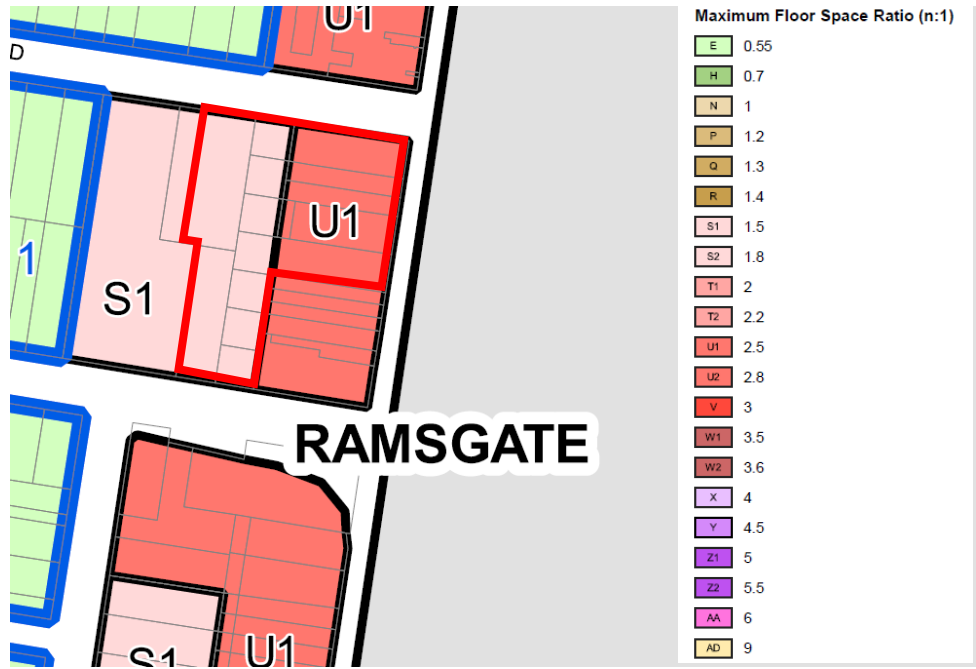
Source: GRLEP 2021

4.4 Floor space ratio



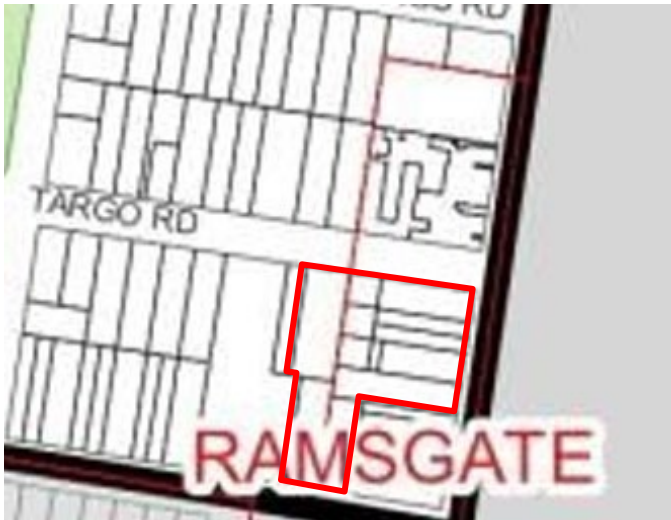
The R4 zoned portion of the site has a FSR of 1.5:1, whilst the E1 zoned portion has a FSR of 2.5:1 (E1 zone)



Clause	Existing Control
	 <p><b>Figure 29 Existing FSR for site</b> Source: GRLEP 2021</p>
5.2 – Classification and reclassification of public land	Nil
5.10—Heritage Conservation	There are no heritage items located on the site, but directly adjoins local heritage items, I145: Residential flat building, “Roma”, 70 Ramsgate Road and I146: Shops, 211-219 Rocky Point Road.
5.21 – Flood Planning	The site is not identified as flood prone in accordance with Council mapping tools.
6.1 Acid sulfate soils	The site is identified as having Class 5 Acid Sulfate Soils

### 3.6.2 Georges River Development Control Plan 2021

The Georges River Development Control Plan 2021 (Georges River DCP) provides detailed guidance in relation to development matters beyond those standards contained within the GRLEP 2021. The site is located on land within the Ramsgate Centre Local Centre (Rocky Point Road) Precinct and Beverley Park and Ramsgate Residential Locality which are subject to precinct specific DCP provisions. Refer to **Figure 30** and **Figure 31**. The key controls which are relevant to the site are provided under Part 5 – Residential Locality Statements and Part 7 – Business Precincts – 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road). The locality statement under Part 5 provides a description of the existing character and future desired character of the Beverley Park and Ramsgate Locality which the site forms part of.



**Figure 30 Site location within the Beverley Park and Ramsgate Residential Locality**

Source: GRDCP 2021



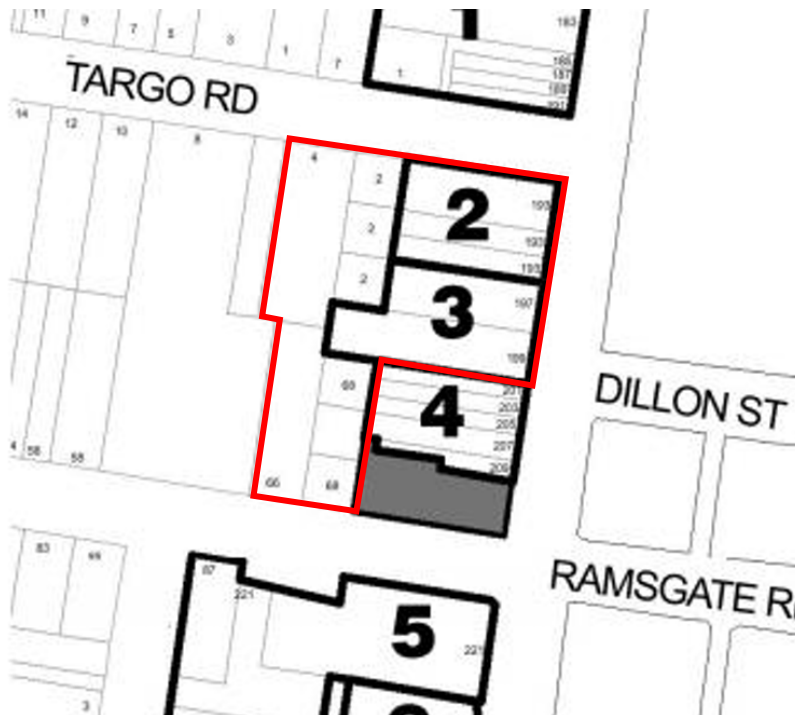
**Figure 31 Site location within the Ramsgate Centre Local Centre (Rocky Point Road)**

Source: GRDCP 2021

### Ramsgate Centre Local Centre (Rocky Point Road)

Part of the site (193-199 Rocky Point Road) is located within the Ramsgate Centre Local Centre (Rocky Point Road). The Georges River DCP envisages the Centre to provide a good mix of commercial, retail, restaurants and cafes to address the local community's needs. The desired future character seeks to reinforce the strong linear element of Rocky Point Road by generally encouraging a 4-storey street to define the street line. It also seeks to maintain the Centre's viability and increase its attractiveness through improvements to the public domain, the public/private interface and mixed-use developments with active uses addressing the street and residential use above providing passive surveillance.

The GRDCP 2021 highlight and encourages redevelopment to be consolidated and provide through site pedestrian links that connect Rocky Point Road to the rear street and public parking areas to make the centre more attractive. In particular, 193-199 Rocky Point Road is a site identified for amalgamation as shown in **Figure 32**.



**Figure 32 Section 7.2.6 – Ramsgate Centre local centre (Rocky Point Road) Site Amalgamation requirements (site outlined in red)**

Source: GRDCP 2021

Relevant controls applicable to the Ramsgate Centre Local Centre (Rocky Point Road) under the GRDCP 2021 are identified in **Table 4**.

**Table 4** GRDCP 2021 – Ramsgate Centre Local Centre (Rocky Point Road) Controls

GRDCP 2021 Provision		Objectives / Controls
Part 7.2.6 Ramsgate Centre Local Centre (Rocky Point Road)		
Desired future Character		<p><b>a)</b> Promote high architectural quality in buildings.</p> <p><b>b)</b> Improve the public domain through street planting, furniture and paving upgrades.</p> <p><b>c):</b> Provide high quality retail, commercial and residential development to serve the needs of the surrounding local community.</p> <p><b>d):</b> Ensure that the development is of a scale and design that protects the amenity of neighbouring residential areas.</p> <p><b>e):</b> Ensure any future development provides active ground floor uses.</p> <p><b>f):</b> Provide open space and pedestrian links through redevelopment of sites.</p> <p><b>g):</b> Encourage site amalgamations for facilitating appropriate development.</p> <p><b>h):</b> Enhance opportunities for pedestrians and cyclists to move safely within the public domain.</p>
Amalgamation		<p><b>1:</b> Consolidation and redevelopment of sites along Rocky Point Road is encouraged (Refer Figure above). The heritage items within the Centre need to be considered as an integral part of any future proposed development. Refer to Section 7.1.9 of this DCP in relation to Site Isolation and Amalgamation requirements.</p>
Temporary Access Ways		<p><b>2:</b> A key feature of ensuring the success of the centre is the creation of laneways to provide service access to the rear of the Rocky Point Road frontage. Because of the multiple land ownerships involved, it will be difficult to facilitate an appropriately phased implementation process. Developments must therefore be able to go ahead without the completion of the full laneway (Refer Figure 21).</p> <p><b>3:</b> Where temporary access is proposed from Rocky Point Road, it is envisaged that developments will either provide a temporary ramp from Rocky Point Road to their basement car parking area, or create a temporary access-way to the laneway dedication at the rear of the property</p> <p><b>4:</b> These temporary access ways can ultimately be converted into either retail/commercial floor space or car parking. Where temporary access ways are provided, the area identified as the temporary access way (which may at a later stage be transferred to floor area) is to be included in the floor space calculations.</p> <p><b>5:</b> In designing a development with temporary access, it is important that the façade design to Rocky Point Road caters for this temporary access and encourages the sharing of temporary access ways.</p>
Rear lanes		<p><b>6:</b> New rear lanes should be introduced where appropriate to buffer existing low scale residential development from higher, denser mixed use developments. In particular, there is potential for:</p> <p>Providing rear lane access for the properties fronting Rocky Point Road, between Targo Road and Ramsgate Road and continuing the rear lane access between Ramsgate Road and Torwood Street.</p> <p>Rear lane access between Targo Road and Ramsgate Road and Torwood Street is to be a one-way movement (southern direction) to facilitate easy movement onto Rocky Point Road and discourage movement back onto the residential (side) streets. This will be supported with traffic calming measures.</p> <p>Provide a minimum 5m wide rear lane between Targo and Ramsgate Road.</p> <p>Provide a minimum 5m wide rear lane behind Nos. 249-257 Rocky Point road and No.1 Torwood St.</p>
Parking and vehicular access		<p><b>7:</b> Encourage the use of public transport and ensure that any parking for new development is to be accommodated underground; with full retention or replacement of existing publicly owned car spaces.</p> <p><b>8:</b> Vehicle access for any redevelopment of a site fronting Rocky Point Road to be consolidated.</p>
Site-specific Drainage Easement requirements for Nos. 197-199 Rocky Point Road		<p><b>1:</b> A 1.5m drainage easement is to be provided at cost to the developer to drain water from the proposed laneway to Rocky Point Road.</p>

GRDCP 2021 Provision	Objectives / Controls
	<p><b>2:</b> The easement shall be created in favour of Kogarah Council and the Construction Certificate cannot be issued until the easement has been prepared by a Registered Surveyor and has been lodged with the Land Titles Office for registration.</p> <p><b>3:</b> Access to the easement and the piped system shall be provided. For commercial and residential buildings the applicant shall demonstrate to Council's satisfaction that suitable access for maintenance and/or replacement of the piped system can be achieved. Additional conditions will be placed on any development consent for the site to ensure that the easement is provided and suitably maintained.</p>

### Beverley Park and Ramsgate Locality

Part of the site and Ramsgate Local Centre are located within the Beverley Park and Ramsgate Locality. The GRDCP 2021 envisages the area to be redeveloped to enhance the existing residential offering by maintaining the existing low-density residential character, whilst encourage more medium and high-density residential development to provide a transition to existing high density residential areas towards Princes Highway. The GRDCP 2021 identifies the opportunity for designated areas along Rocky Point Road to be redeveloped into high-density residential development.

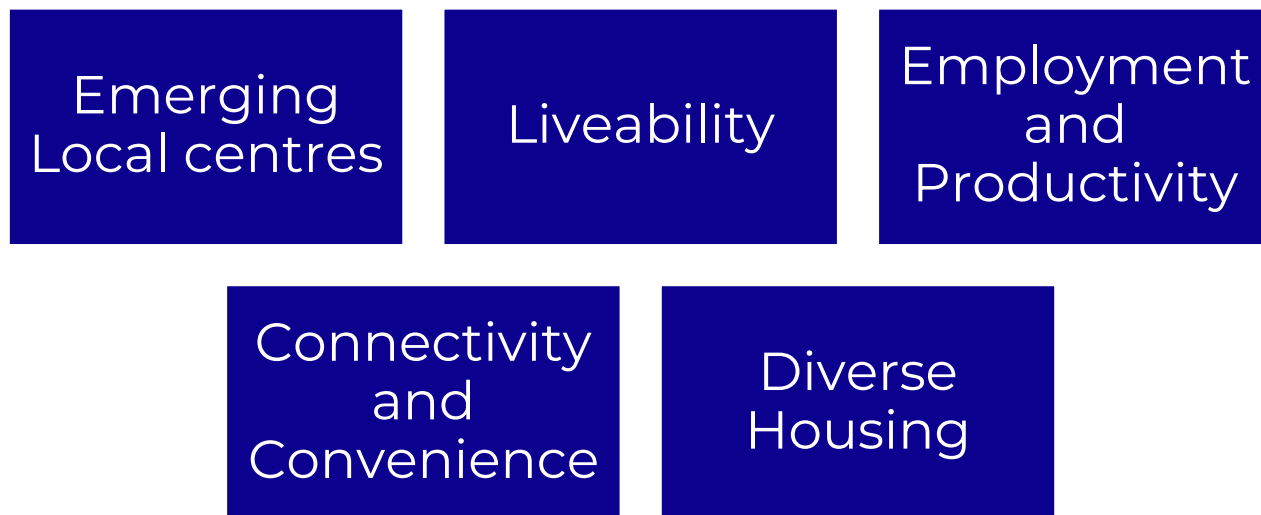
The GRDCP 2021 also includes the following desired future character objectives for the Beverly Park and Ramsgate Locality:

- *Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.*
- *Encourage well-designed high density residential development in designated areas along Rocky Point Road.*
- *Encourage tree planting and landscaping within the front setback space to create a treelined streetscape character.*
- *Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.*
- *Encourage development that provides a suitable transition between low scale residential areas and high density residential character towards Princes Highway where applicable.*

## 4.0 Strategic Context

### 4.1 Strategic Planning Themes

This chapter demonstrates how the vision and intended outcomes for the site, enabled by the Planning Proposal, are consistent with a range of strategic planning objectives established by both Council and the NSW State Government. Specifically, the Planning Proposal supports key strategic planning moves relating to the following themes:



In line with the strategic framework, the Planning Proposal presents the opportunity to:

- Establish Ramsgate Town as a local centre anchored by a full-line supermarket which increase the access to products needed to support people's everyday life currently not present, and increase housing supply in the Ramsgate local centre to strengthen the centre's businesses as the residents utilise the services the centre offers.
- Deliver housing in an accessible and well-serviced location, notably within walking distance of public transport services, public open space, employment opportunities and a diverse range of retail offerings.
- Incorporate the principles of sustainability throughout the lifecycle of the project including through the provision of deep soil landscaping and additional tree canopy, compliance with the relevant BASIX Energy scores and NABERS Energy ratings and management of ongoing retail operations in accordance with the Woolworths Sustainability Plan 2025.
- Fulfil the role of a local hub by locating daily goods and services within walking distance of existing and future residents, workers and visitors, and contribute to the vitality of the area through the activation of the ground plane with retail uses
- Facilitate the delivery of development that will support the 30-minute city concept by providing high quality retail offerings as well as job opportunities within close proximity to housing.

Further discussion is provided in the sections below.

#### 4.1.1 Emerging Local Centres

Importantly, both the District Plans and LSPS identify Ramsgate as a local centre, with the LSPS specifically noting the potential to expand the existing Ramsgate centre to accommodate additional job or housing growth. However, following the crafting of the District Plan in 2018 and LSPS in 2020, Council have prepared a Commercial Centres Strategy – Part 1 2020 (CCS) based on the findings of the Georges River Economic Study 2019 to develop a strategic planning framework to guide development within the LGA's commercial centres. The CCS identifies Ramsgate as a 'Village' within the existing centres hierarchy, however, is highlighted as having potential to be 'promoted' to a Local Centre after 2025. The CCS notes the role of local centres is to:

*"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 1000sqm".*

The evidence base provided for the CCS notes mid sized to full-line supermarkets are increasingly anchoring smaller centres and there is continued strong growth in the demand for supermarket grocery stores in the



commercial centres in the Georges River LGA. This is echoed by the District Plans, which highlights the important role of local centres in providing local employment and approximately 200 local centres include a supermarket with floorspace greater than 1000sqm. Figure 13 of the South District Plan (Figure XX below) shows that there is absence of local centres generally within Ramsgate and surrounding suburbs that support a supermarket within walking distance to people's homes.

Further the future role of Ramsgate as a local centre is reinforced in Council's Economic Development Strategy, which identified Ramsgate as an 'emerging local centre'. The Strategy notes Georges River LGA is failing to understand and respond to consumer spending and retail trade trends and changing consumer needs is a key threat challenging the LGA's economic capabilities.

The Planning Proposal is strongly aligned with Council's strategic outlook for the Georges River LGA and specifically the continued growth of Ramsgate as an emerging centre. The Planning Proposal will facilitate the delivery of a full-line supermarket and additional housing supply which will support continued population growth and importantly enable Ramsgate to evolve into a local centre that can appropriately fulfil the needs of residents and workers in the local area and as envisioned in the District Plans and LSPS. Further the delivery of a full-line supermarket will respond positively to evolving retail trends of modern consumers in the local and surrounding regions, and support jobs growth in the retail trade sector, which is highlighted as a key industry sector for local employment in the Economic Development Strategy. The site is strategically located and will stand to benefit the local Ramsgate community and economy by enhancing activity, foot traffic to surrounding business and ensure vibrancy in the centre during both the day and night.

#### 4.1.2 Liveability

The concept of liveability is well established in contemporary planning dialogue and is used to refer to the aspects of a place that leads to a high quality of life and wellbeing. As defined in the Region Plan 2018, South and Eastern City District Plans 2018 and Georges River LSPS 2020, these aspects, comprising both physical and social dimensions: include:

- A diversity of uses and users, with place based planning.
- The co-location of goods and services, to service the communities daily needs.
- The provision of diverse housing.
- Inclusive and accessible public spaces.
- Walkable neighbourhoods with links for walking and cycling.

The Region Plan 2018 recognises that liveability not only contributes to productivity and sustainability, but is also an important influence on individual wellbeing and community cohesion. Improving liveability is about creating and renewing great places, neighbourhoods and centres with improved access to local goods and services (Region Plan 2018, South District Plan and Eastern City District Plan 2018).

The Planning Proposal present the opportunity to deliver an active mixed-use hub, underpinned by liveability attributes at its core. In line with the strategic outcomes identified in the Region Plan 2018 (Objectives 7 & 10), the South and Eastern City District Plans 2018 (Priorities S4, S5, S6, E4, E5 & E6) and the Georges River LSPS 2020 (Priorities P7, P8, P9 & P10), the Planning Proposal will:

- Facilitate the provision of day to day goods and services, including fresh food and personal items, through the provision of retail floor space.
- Generate local employment opportunities.
- Deliver housing, in an accessible and well-serviced location. Notably, the Region Plan acknowledges increasing residential development within walking distance of centres with a supermarket, is a desirable liveability outcome.
- Provide high-quality publicly accessible spaces and shared communal areas to foster community connection.
- Improve the accessibility and connectivity of the public domain, to promote walking and cycling.
- Incorporate sustainable design and building initiatives.

### 4.1.3 Employment and Productivity

The Region Plan (Objective 14) and the South and Eastern City District Plans (Priorities S12 and E10) as well as the Georges River LSPS 2020 (Priority P1) support the concept of a 30-minute city, where residents have greater access to jobs, shops and services, within 30-minutes of their homes. Development of the site presents the opportunity to deliver a mixed-use local hub, that supports a 30-minute city.

Achieving optimum placemaking outcomes and supporting a diverse range of employment opportunities is crucial to a productive and active centre. Council envisages their centres to be flexible and exhibit longevity to evolve and adapt over time to changing needs (Georges River LSPS 2020 Priorities P12, P13 & P15).

Specifically, the Planning Proposal will:

- Revitalise the current ageing site for a new high-quality mixed-use development on a key site that would be a catalyst for reinvigorating Ramsgate Centre.
- Provide local employment opportunities for residents in a strategic local centre consistent with the outcomes in the Georges River LSPS 2020 (Priority P12 & P13) and South and Eastern City District Plans (Priorities S6, S11, E6 & E11).
- Enhance the Ramsgate centre and its retail offering through the inclusion of a full-line supermarket which will support long term success of the mixed use centre and establish Ramsgate centre as a 'Local Centre'.
- Increase the residential population through the provision of housing which will benefit local business.
- Facilitate the delivery of development that will support the 30-minute city concept by providing high quality retail offerings as well as job opportunities within close proximity to housing.

### 4.1.4 Connectivity and Convenience

The objective of a 'well- connected city', as outlined within the Region Plan 2018 (Objective 14) and the South and Eastern City District Plans (Priorities S12 & E10) is underpinned by the concept of the 30-minute city, where housing and employment are located with convenient access to efficient transport connections and safe and convenient walking and cycling routes. Council's LSPS outline a local commitment to providing integrated land uses and transport to create healthy, sustainable and connected communities which support the 30-minute concept (Priorities P1, P2, P3 and P19).

The Region Plan 2018 and the South and Eastern City District Plan 2018 note that walkable neighbourhoods are designed, built and managed to encourage people of all ages and abilities to walk or cycle. Walkable neighbourhoods support the vitality of local village centres and active street life, which enhances community connections, safety, and the success of local businesses, and improves social and economic participation (Region Plan 2018). Enhancing walkability is important for:

- Promoting active healthy lifestyles, supporting social interaction and community life, reducing the need for long commutes, and providing convenient access to daily goods and services.
- Reducing the time people spend travelling and increasing people's access to jobs and services.
- Increasing the proportion of trips by public transport, walking or cycling to reduce emissions (South and Eastern City District Plans).
- Placemaking which supports and maintains the local character of neighbourhoods, centres and villages (Georges River LSPS P8)

The Planning Proposal seeks to deliver an active mixed-use local hub that is well-connected and accessible. Specifically, the Planning Proposal will:

- Facilitate the delivery of additional supermarket/ grocery floorspace with convenient access to public transport (bus services along Rocky Point Road and Ramsgate Road).
- Fulfill the role of a local hub by locating daily goods and services within walking distance of existing and future residents, workers and visitors.
- Establish a street that will reinvigorate the existing Ramsgate centre's character.
- Contribute to the vitality of the area through the activation of the ground plane with an increase in retail uses.

### 4.1.5 Diverse Housing

The NSW Productivity Commission's 'Building more homes where people want to live' paper (May 2023) has outlined that housing supply in NSW has not kept up with increasing demand and has adversely affect the price of rent, with forecasts of 900,000 additional dwellings required by 2041 in NSW<sup>1</sup>. Importantly the paper outlines the severity of housing affordability in NSW and the important role well-located housing supply can play in alleviating housing stress. It is recognised that more housing located near transport hubs that leverage existing infrastructure capacity can improve affordability. Delivering more housing supply in high-demand locations will provide greater workers to have better access to employment and minimise impact on the environment. Woolworths seek to utilise the site's strategic location, being well serviced by a strong bus network that provides connections to nearby train stations to deliver increased housing supply. Woolworths are committed to delivering a diverse mix of housing that will provide housing choice and support the identified changing needs of the growing population.

The National Housing Accord (October 2022) has identified significant future housing needs. The Housing Accord sets the following aspirational targets;

- One million new, well-located homes over 5 years from mid-2024;
- 10,000 new affordable homes supported by the Commonwealth; and
- 10,000 further affordable homes.

Under the strategic planning framework, it is recognised as the Georges Rivers' population steadily continues to grow, diverse housing will have a key role in supplying the growth and particularly in supporting an ageing population with smaller dwelling options. The Region Plan (Objective 10), South and Eastern City District Plans (Priorities S5 & E5) and Georges River LSPS 2020 (Priority P9) recognise the importance of diverse housing supply that cater for a range of lifestyle needs in suitable locations, such as centres. It is integral that the future housing supply is located in suitable locations. Such as that included in the proposal, to maintain residential amenity of the surrounding community and to ensure housing is accessible to transport and services to create sustainable living.

## 4.2 Metropolitan, District and Local Planning Strategies

### 4.2.1 Greater Sydney Region Plan: A Metropolis of Three Cities 2018

To manage growth and change across Sydney, the Greater Sydney Commission released the *Greater Sydney Region Plan: A Metropolis of Three Cities* (The Region Plan) and the South and Eastern City District Plans (the District Plans) in 2018.

The Region Plan guides integrated land use planning and infrastructure delivery over the next 20 years, with longer term vision extending 40 years. The Plan seeks to reposition Sydney as a metropolis of three cities and encourage land use planning and infrastructure integration to deliver a 30-minute city. Objectives in the Regional Plan include creating diverse jobs and developing infrastructure and services that align with forecast growth.

### 4.2.2 South District Plan and Eastern City District Plan

The District Plans build upon the Region Plan's vision, objectives and strategies to provide a 20-year plan to manage growth in the context of economic, social and environmental matters. The District Plans echo the Region Plan in that it identifies the importance of providing services and social infrastructure to meet people's changing needs, as well as additional housing supply in the right locations with access to jobs, services and public transport.

The District Plans also highlight the objective to foster healthy, creative, culturally rich and socially connected communities which are provided with housing supply in close access to jobs, services and public transport. Creating and renewing great places and local centres for these communities are also a key driver of change within the District Plan. We note that Ramsgate, and in particularly surrounding suburbs of Sans Souci, Beverly Park and Kogarah Bay are largely car dependent and that walkability and access to local services can be a challenge.

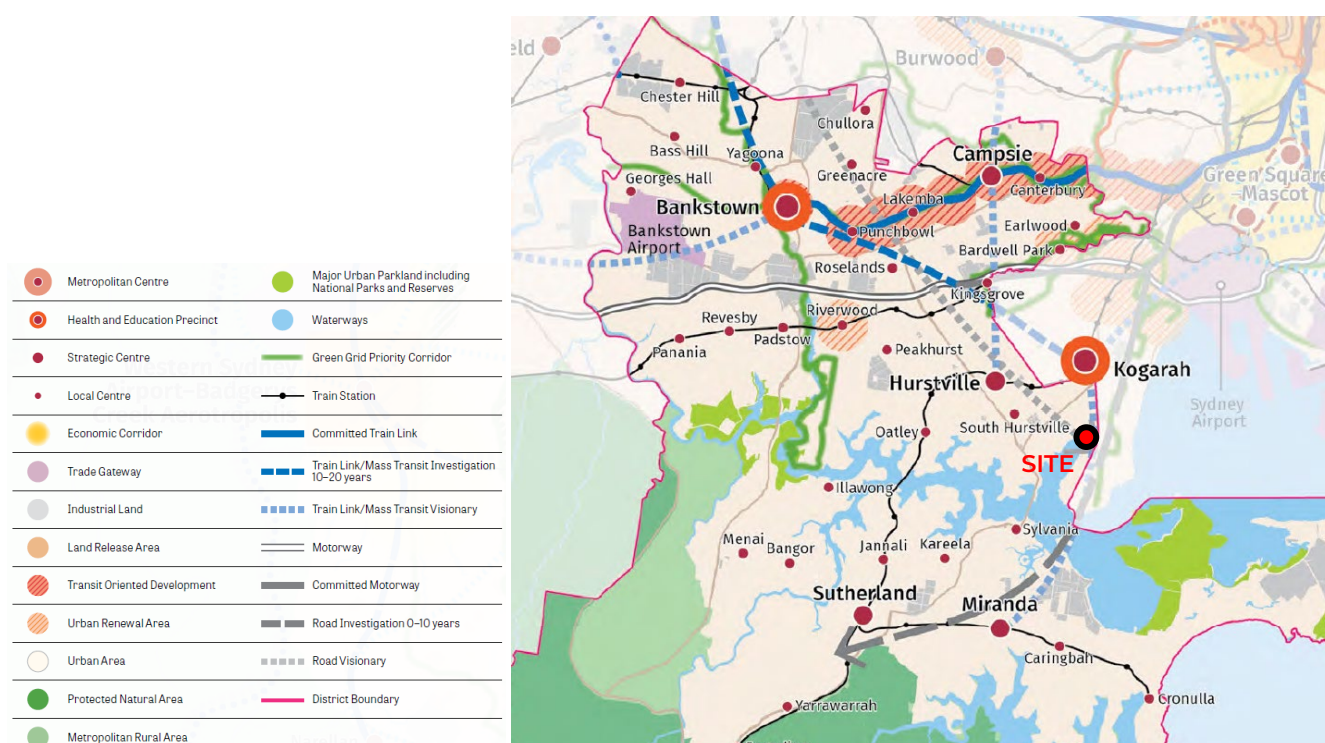
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<sup>1</sup> NSW Productivity Commission 'Building more hosing where people want to live' 2023: <https://www.productivity.nsw.gov.au/building-more-homes-where-people-want-to-live>

The site is located on the immediate boundary of the Eastern City and South Districts. Whilst technically located in the South District, Ramsgate is identified as a local centre under the Eastern District (refer to **Figure 33**).

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

The South District Plan concludes that the South District will need to accommodate more than 680,000 sqm of additional retail floorspace over the next 20 years. Specifically, the District Plan recognised the importance of growth of supermarket-based local centres in the context of jobs provided and new trends with emerging technologies in the retail sector. The District Plan notes approximately 200 local centres include a supermarket with floorspace greater than 1000 sqm, and these centres account for circa 18% of all Greater Sydney's jobs. Ramsgate centre, together with other local centres has a role to play in delivering these requirements. Woolworths is seeking to offer a full-line supermarket as an appropriate fit to the Ramsgate centre to promote its current role as a 'Village' to an emerging local centre, providing a product range of everyday essentials and local jobs in closer proximity to residents, with the integration of emerging trends such as 'direct to boot', to the fulfill the needs of the community.



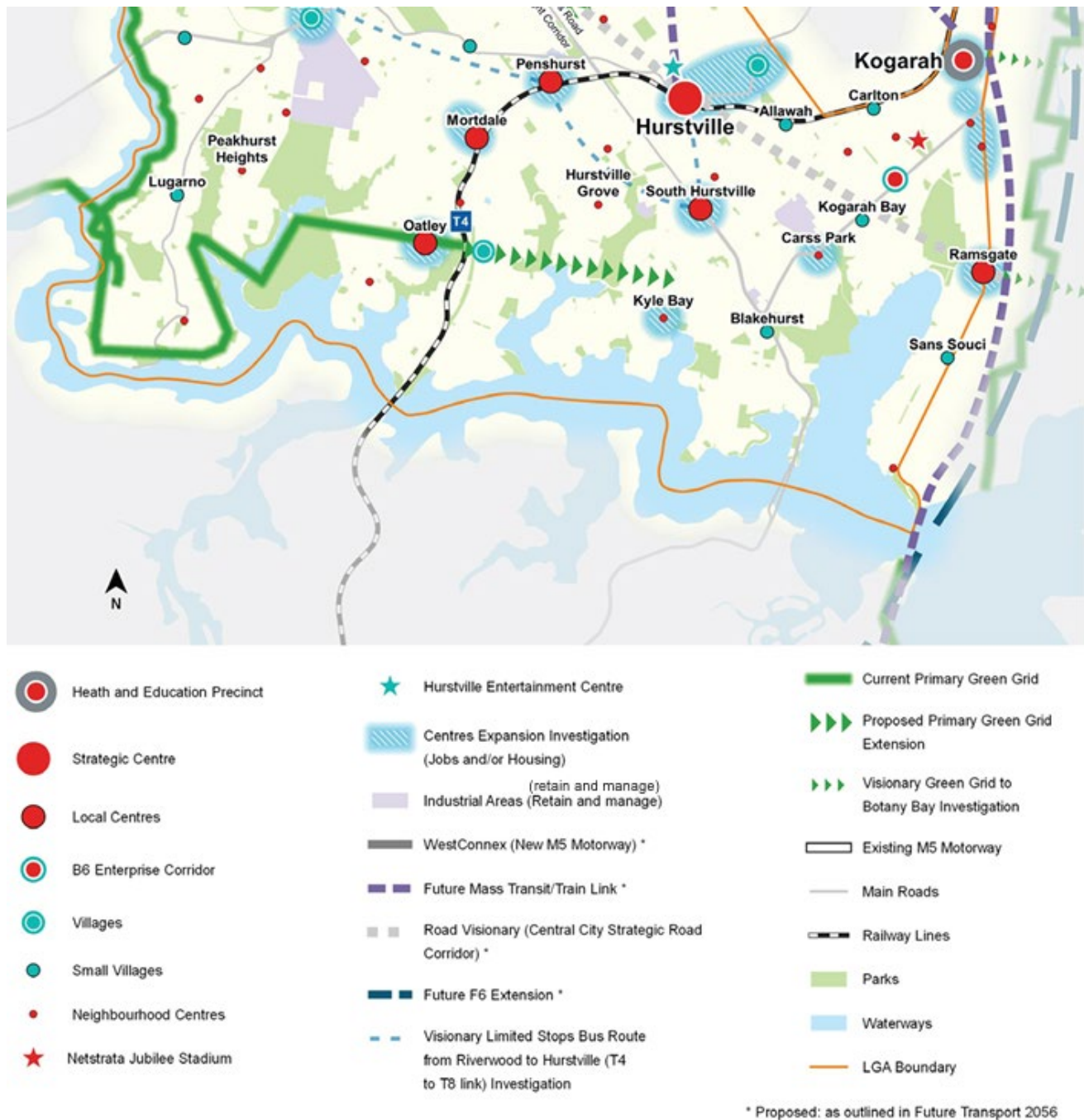
**Figure 33** Location of the site in South District Structure Plan (site identified in red)

Source: South District Plan, GSC 2018



### 4.2.3 Georges River Local Strategic Planning Statement

Under changes made to the EP&A Act, all Councils were required to prepare a Local Strategic Planning Statement (LSPS) to give effect to the Region and District Plan. The LSPS sets out a 20-year vision and planning priorities for the LGA that intend to manage future land uses across the area and implement the community's values and visions. The LSPS will inform changes to Councils' LEP, and other planning policies. The LSPS has rectified the identification of Ramsgate in the South District, as it places Ramsgate along Rocky Point Road rather than location of Ramsgate Beach (see **Figure 34** below), as demonstrated in the Eastern Harbour District Plan. In addition, to identifying Ramsgate at its correct location, consistent with the District Plans the LSPS identifies Ramsgate as a 'Local Centre' where there is scope for a future investigation to expand the centre to accommodate additional jobs and homes, refer to Error! Reference source not found..



**Figure 34** Georges River LSPS Structure Plan extract

Source: Georges River Council

The Georges River LSPS outlines an estimated population of 185,346 in 2036 from 153,450 in 2016. The vision for Georges River is an integrate area ensuring people of all ages have access to local places with strong transport connections. As well as access to a range of employment opportunities with the local Georges River centres to be



hubs for jobs, shopping, dining, entertainment and community activities. The vision for Georges River includes the support and enabling of placemaking to create safe, liveable, sustainable and economically productive areas.

This is outlined through the five interrelated themes of the LSPS, Access and Movement, Infrastructure and Community, Housing and Neighbourhoods, Economy and Centres, and Environment and open space. The Ramsgate centre which the subject site is located within, has a role to play in achieving the objectives of these themes. The proposal will also contribute to meeting the vision for the following priorities of the Georges River LSPS 2020:

- The importance of access to services with lesser dependence on private vehicles for everyday needs (Priority 1).
- Infrastructure and services within local centres and integrated transport network provide safe, attractive and accessible community hubs (Priorities 2 & 4).
- Housing is designed to fit the character of the area and be located in well planned places that have access to services (Priorities 8 & 10).
- A mix of well-designed housing is delivered to cater for all life stages and range of lifestyle needs and incomes (Priority 9)
- A strong focus on supporting the long-term viability of local centres is key part of Council's approach to deliver employment growth and attractive, lively, accessible and productive centres (Priorities 13 and 15)
- Development enhances the public domain and provides opportunities to increase urban tree canopy in local centres (Priority 17).

The development of a mixed-use building comprising of a full-line supermarket and housing above, will enhance the Ramsgate centre and promote the centre from its current role as a 'Village' to 'Local Centre' which will further add to the realisation of the vision outlined in the LSPS. The development will further increase the access to the products needed for people's everyday life that is not present in a smaller format 'convenience style supermarket or grocer. Further, an increase in housing in the Ramsgate local centre will further strengthen the centre's businesses as the residents utilise the services the centre offers.

#### 4.2.4 Georges River Local Housing Strategy

The Georges River Local Housing Strategy (LHS) was adopted in August 2020 to create a framework that will deliver housing to meet the existing and future needs of the Georges River community. It sets out the strategic direction for housing in the 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 requires Georges River Council to supply 4,800 additional dwellings by 2021. For 6-10 years and 10-20 years, the LSPS identifies the following housing targets for the LGA:

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

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

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

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

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

The LHS shows that Ramsgate has the highest proportion of flats/shop-top housing, and the lowest share of separate houses. Accordingly, the Planning Proposal is in full alignment with the LHS as it seeks to deliver 144 dwellings that are consistent with the existing character of the area, and provide more diverse housing options outside of major centres that can suit both downsizers and family households. Specifically, the LHS shows that there is a mismatch between existing dwelling supply and dwelling suitability, with 60% of dwellings in

Ramsgate having one spare bedroom. Accordingly, there is a need for more appropriate and smaller dwelling sizes that cater to household needs, and the Planning Proposal will contribute to fulfilling this identified shortfall and housing need.

## 5.0 Indicative Development Concept

The concept vision for the site and its future redevelopment is centred on creating a new-generation and exemplar mixed-use development grounded by a full-line supermarket. An indicative reference scheme has been prepared by CHC (see **Appendices A and B**) to create a conceptual development which validates the proposed amendments to the planning controls applicable to the site. The reference scheme has been developed in response to feedback received on previous planning proposals for the site, as detailed in the planning proposal history summary in **Section A** of this report.

### 5.1 Key Design Principles and Opportunities

A number of planning and design principles were established for the site taking into consideration the site-specific opportunities and constraints including but not limited to its locational attributes, surrounding built form context, strategic planning policy context, and assessment/ key matters raised relating to the previous planning proposal's development concept. These principles were then used to guide and inform how the site may be redeveloped in the future under the proposed planning controls. The key design principles and opportunities that have informed the Planning Proposal and reference scheme include:

- The site is uniquely positioned at the confluence point of Rocky Point Road and Ramsgate Road, two retail street characters, presenting a distinct opportunity to redevelop the site in a way that complements and activates both roads.
- The site's strategic positioning within the local road network presents the opportunity for the proposed full-line supermarket to serve the surrounding catchment area including the broader Sans Souci Peninsula to support evolving communities.
- The amalgamation of the site presents an opportunity for uplift and for a new element to be inserted into the urban fabric to support the growth of the centre and promote Ramsgate's status from Village to local centre.
- **Giving back to the public realm** by adhering to breathable building setbacks that provide greater opportunity for light, soft and hard landscaping and additional public open spaces for pedestrians.
- **Delivering appropriate density and creating building hierarchy** by terracing the highest floors to the site. This can be done in a sensitive manner to integrate with the surrounding built form, considering factors such as sunlight and views.
- **Shifting the focus away from vehicles at the street interface**, by locating cars underneath the buildings in a basement that is quietly accessed via the service lane of the site.
- **Activating Rocky Point Road ground floor interface**, by enhancing the retail offering and supermarket experience by providing access to convenience to service the local needs of the growing community.
- **Establish a key pedestrianised link** to break down an impermeable superblock, promoting pedestrian flow and fostering desirable connections throughout the site.
- **Fine grain heritage response** involves a thoughtful response to the surrounding context, particularly the nuanced heritage character within Ramsgate. This entails crafting an engaging building frontage that is intelligently designed and fragmented, creating the illusion of a more intricate texture that is sensitive and appropriate.
- **Optimising site setbacks** by incorporating landscaped opportunities at the ground floor serves to elevate the pedestrian and public realm experience.
- **Diverse residential living options and shared amenities** by providing a variety of typologies that ensure different affordability offerings, in alignment with State government directives and local housing targets.. Future residents can look forward to personalised common areas featuring landscaped spaces and tailored amenities that capitalise on the site's strategic views and convenient transport infrastructure.

### 5.2 Overview of Reference Scheme

The proposed indicative redevelopment of the site involves the demolition of existing structures on the site and construction of a mixed-use development comprising three building components. The concept vision for the site includes the thoughtful integration of a contemporary full-line supermarket comprising the following key attributes:

- A total gross floor area (GFA) of 16,849m<sup>2</sup> comprising:
  - 4,011m<sup>2</sup> of retail GFA located on the ground floor; and

- 12,838m<sup>2</sup> of residential GFA, delivering a total of 144 apartments across three buildings ranging in 4-8 storeys in height.
- A two level basement comprising 146 supermarket parking spaces, 202 residential vehicle spaces, 29 residential visitor parking spaces, and motorcycle and bicycle spaces, with vehicle entry/ exit provided from Targo Road.
- A pedestrianised through-site link along the western boundary of the site, providing a building separation and landscaped buffer to the adjacent buildings at 6-8 Targo Road. The ground plane buffer is 5.1m wide at the narrowest, and 6m wide at its widest point.
- A 6m service access lane provided from Ramsgate Road for loading and delivery vehicles, with a turntable contained within the loading dock.
- Three separate residential lobby entries to serve each building and a retail entry located at the corner of Rocky Point Road and Targo Road.
- Deep soil planting and landscaping within generous setbacks and new pedestrian through-site link.

Importantly, the vision of the concept scheme is to establish an anchor in Ramsgate through the development of an urban supermarket that is thoughtfully designed to give customers an engaging and interactive shopping experience. Woolworths aims to fulfil the identified demand for a major full-line supermarket by providing a convenient experience for the surrounding population and by achieving additional amenity and a high quality streetscape design outcome for Ramsgate.

### 5.2.1 Key improvements from previous scheme

As noted in **Section 2.1**, the site was subject to a previous planning proposal that was not supported by the SSPP as it was considered to lack site-specific merit and did not adequately address issues raised by council relating to height and bulk, interface with adjoining properties to the west, visibility of the public square, lack of deep soil landscaping, traffic generation and heritage impacts.

The Proponent has engaged in the detailed discussions with the project team to address and respond to Council's concerns of the previous scheme, to demonstrate the current proposed scheme will produce an optimal outcome. The key changes and differences between the previous and current schemes include:

- Removal of public square and relocation of the supermarket to the ground floor street level interface. Locating the supermarket to the ground floor from the previous scheme's subterranean location reinforces a 'high street' presence at an appropriate grain and scale to the existing urban fabric, and is a continuation of the existing active frontages along Rocky Point Road and parts of Targo Road.
- The reduction in basement levels from 4 to 2, has resulted in a reduction of 668 carparking spaces to 348 spaces, which ultimately reduces the number of vehicles accessing the site. As part of this key change the number of driveway crossovers has been reduced from 8 to 2, increasing pedestrian safety. The current scheme proposes one centralised basement entry/exit at the northwest corner of the site and an additional service lane off Ramsgate Road.
- The current scheme has significantly reduced the bulk and mass proposed under the previous scheme by introducing greater podium setbacks along the western boundary and greater upper level (tower) setbacks ranging between 5-8m, with taller elements further setback. The current scheme proposes a lower FSR of 2.66:1, which 0.94 less than the previous scheme.
- Reduced street wall heights/ podium is proposed under the current scheme. The previous scheme had podiums ranging between 4 to 7 storeys. The current scheme proposes a single storey retail podium equivalent to 6m in height.
- While the overall maximum height of current scheme remains the same as the previous scheme (29m), the current scheme has reduced the number of storeys proposed for Buildings A and C by one and two, respectively. The reduction in storeys for Building C is to better respond to the adjacent heritage items and create a positive and appropriate interface.
- The current scheme proposes an improved western boundary interface achieved by a 6m ground level setback to accommodate deep soil planting and create a new through-site pedestrian link. The upper levels are then setback 12m, with additional terracing provided to the upper levels.
- The current scheme provides 7.2% deep soil, complying with the ADG requirement and providing a significantly improved outcome than the previous scheme which provide no deep soil planting.

**Table 5** below provides a number comparison between the previous and current reference scheme.



**Table 5 Comparison between the previous and current reference scheme**

Component	Previous scheme (June 2022)	Proposed scheme (December 2023)	Variance
Site area	6,881m <sup>2</sup>	6,376.97m <sup>2</sup>	504.03m <sup>2</sup> less
Total Gross Floor Area (GFA)	24772m <sup>2</sup>	16,849m <sup>2</sup>	3,749m <sup>2</sup> less
Retail GFA	8,185m <sup>2</sup>	4,011m <sup>2</sup>	4,174m <sup>2</sup> less
Residential GFA	16,587m <sup>2</sup>	12,838m <sup>2</sup>	3,749m <sup>2</sup> less
Floor Space Ratio (FSR)	3.6:1	2.66:1	-0.94
Number of apartments	176	144	32 less
Number of car parking spaces provided	668	348	320 less
Deep soil (%)	0	7.2%	Additional 7.2%
Building Height			
Overall maximum height	29m (excluding roof top elements associated with communal open space, including lifts and lift lobbies)	29m (excluding roof top elements associated with communal open space, including lifts and lift lobbies)	No change
Building A	9 storeys	8 storeys	1 storey less
Building B	8 storeys	8 storeys	No change
Building C	6 storeys	4 storeys	2 storeys less
Podium (street wall) height range			
Rocky Point Road	15.6-22m	6m	16m reduction
Targo Road	15.6-22m	6m	16m reduction
Ramsgate Road	15.6m	6m	9.6m reduction
Western boundary	9.2-15.6m	6m	9.6m reduction
Building Setbacks (from site boundary)			
Building A			
Rocky Point Road	Podium setback: 0m (GF-L3) Tower setback: 3m (L5-L7)	Podium setback: 0m (GF) Tower setbacks: 5m (L1-L6), 8m setback (L7)	5m additional setback (L1-L5), 2m additional setback (L6), 8m setback (L7)
Targo Road	Podium setback: 0m (GF-L5) Tower setback: 3m (L6-L7)		
Building B			
Targo Road	Podium setback: 0m (GF-L4) Tower setback: 3m (L4-L7)	Podium setback: 0m (GF) Tower setback: 5m (L1-L6), 8m (L7)	5m additional setback (L1-L5), 2m additional setback (L6), 8m setback (L7)
Western Boundary	Podium setback: 3m (GF-L1)	Podium setback: 6m (GF) Tower setback:: 9m (L1-L4), 12m (L5-L6), 13.5m (L7)	3m additional setback (GF), 3m additional setback (L1-L4), 3m additional setback (L5)

Component	Previous scheme (June 2022)	Proposed scheme (December 2023)	Variance
	Tower setback: 6m (L2-L3), 9m setback (L4-L5), 15m (L6-L7)		
Building C			
Ramsgate Road	Podium setback: 0m (GF-L3), 3m (L4-L5)	Podium setback: 5.3m (GF-L3)	2.3m additional setback
Western Boundary	Podiums setback: 0m (GF-L1) Tower setback: 8m (L2-L3), 9m (L4-L5)	Podium setback: 6m (GF) Tower setback:: 9m (L1-L3)	6m setback introduced



**Figure 35 Architectural Impression –Targo Road**

Source: CHC



## 5.3 Built Form and Massing

### 5.3.1 Overview

CHC have considered the built form and massing carefully with a conceptual design scheme that takes into account the site attributes, surrounding locality, site specific constraints, and the desired future character of the Ramsgate local centre. The design evolution of the concept scheme is detailed in the urban design report in **Appendix B**. The reference scheme features a contemporary design that is suitable for the Ramsgate local centre with strong vertical and horizontal elements which contribute to the high street presence and amenity along Rocky Point Road. Importantly, the scheme responds to the surrounding character and notable existing and contemporary designed buildings in the locality.

Compared to the previous scheme, this indicative reference scheme seeks to better integrate a high density development into its surrounding context by honouring the interface with heritage, low-density residential adjoining the western boundary with a greater building separation and reducing the height. Additionally, the revised scheme establishes a built form that leverages the corner location of the site to result in a key focal point for Ramsgate. To achieve this, the concept design features the main pedestrian entry at Rocky Point Road with a unique articulated façade treatment. These elements contribute to street activation through well-defined access points, aligned with integrated landscaping to connect to the public domain. The appearance of the building frontage and its interface with surrounding development is illustrated in **Figure 36**.



**Figure 36** Architectural Impression – Rocky Point Road

Source: CHC

### 5.3.2 Retail Podium

The podium envelope has been informed by the site's surrounding built form context which offers a variety of cues for a contextual design outcome. The building envelope adopts a traditional podium design with setback conditions that allow for appropriate building separation and public domain treatments.

The corner location of the site presents an opportunity for the single-storey podium to provide an engaging active frontage along Ramsgate Road, Targo Road, and Rocky Point Road, with particular emphasis on the intersection of Targo Road and Rocky Point Road. The proposed podium and street wall heights respect and integrate with the surrounding built form to ensure a contextual response which is appropriate for the street character of the site.

As a result, the podium proportions present an optimal outcome when compared with previous scheme, which proposed street wall heights ranging between 4 and 7 storeys. The previous scheme's podium envelopes and street wall heights were not considered to be compatible and consummate of a local centre due to the limited setbacks of the upper levels. The limited setback resulted in the perceived street wall height of 8 storeys from Rocky Point Road and Targo Road, as the lower levels did not read as a 'traditional podium'. The proportions of the proposed podium will not give rise to an overbearing bulk or scale impact, as there is a clear delineation between the podium and tower forms achieved through greater setbacks. The proposed podium has considered the ground plane relationship with the public domain, and effectively engages with the street compared to the previous scheme.

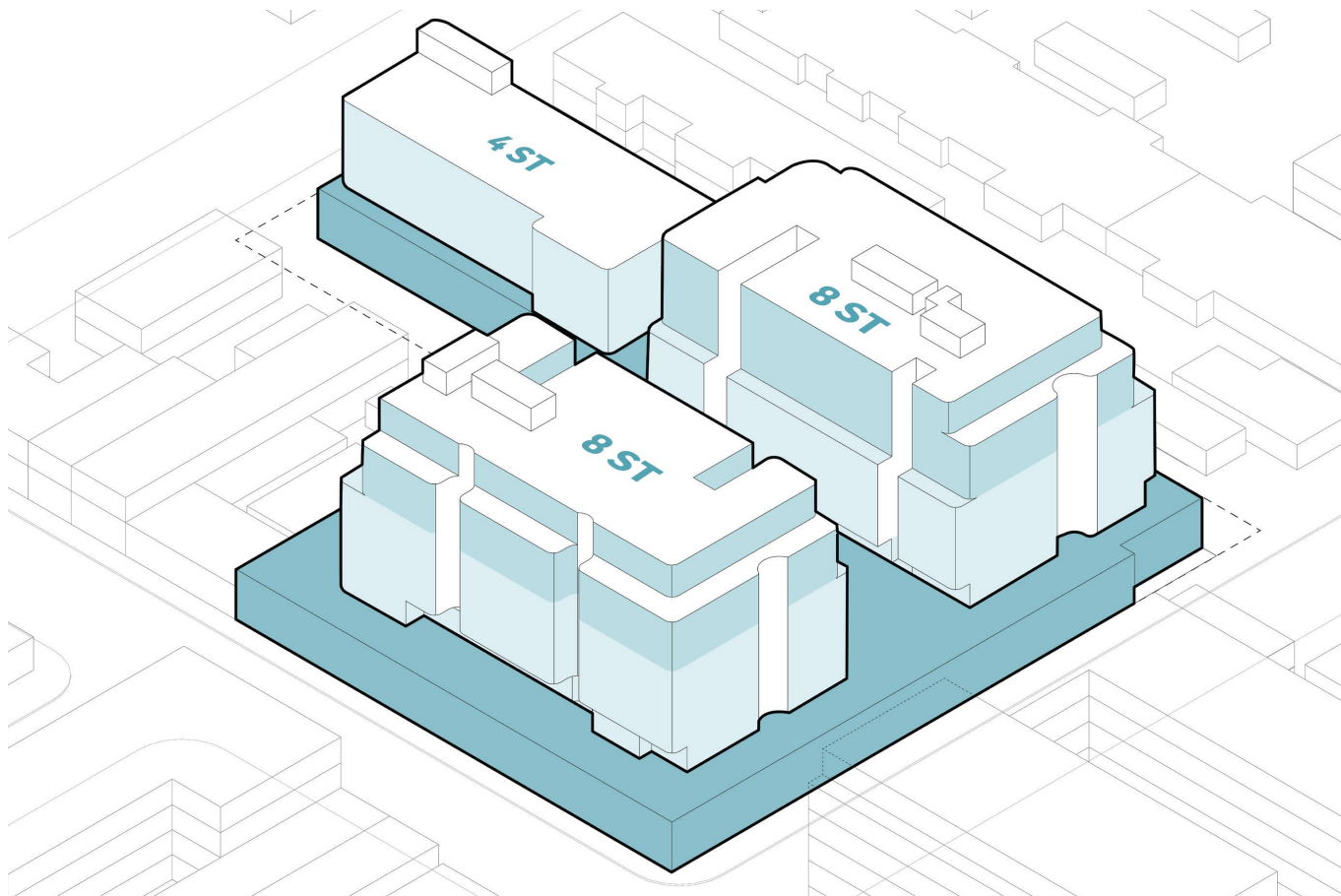
### 5.3.3 Residential Towers

Sitting on top of the podium form are three tower forms comprising the residential component of the scheme, known as Buildings A, B, and C as follows:

- Building A is in the north-eastern corner of the site, at the corner of Targo Road and Rocky Point Road. The proposed height of Building A is 29m.
- Building B is in the north-western corner of the site, fronting Targo Road. The proposed height of Building B is 27.5m.
- Building C is located in the south-western corner of the site fronting onto Ramsgate Road and is the smallest of the three residential buildings. The proposed height of Building C is 19m.

The proposed tower forms have been appropriately set back from the podium frontages to create limited street wall heights and a pedestrian-scale built form when experienced from the ground plane. These upper storeys have been broken up into three separate building forms to fragment the overall bulk and scale of the development, allowing solar access, natural ventilation, landscaping, and façade articulation above the retail podium.





**Figure 37** *Massing of Buildings A, B, and C*

Source: CHC

The location and orientation of the three residential towers has been driven by solar access, building separation, overall amenity aspirations, and a desire to create a key marker in the Ramsgate local centre. The prime corner location of the site has been a key consideration in the urban design analysis and determination of opportunity for the site to contribute in a positive way to the future character of the Ramsgate local centre. The proposed height and form of the towers has sought to capitalise on the opportunities of the site while ensuring residential amenity is provided to support the delivery of diverse housing in the Sydney metropolitan area. The urban design report prepared by CHC (see **Appendix A**) provides comment on and support for the proposed massing of the reference scheme, including the tower design.

As outlined in **Section7.1** of this report, Council has identified Ramsgate for future growth to upgrade from a “village” to a “strategic centre”. The site’s location at the corner of the established Ramsgate local centre is also supported by its proximity to quality public transport, public open space, retail premises, and employment.

The proposed heights of the three residential towers have been established based on the following factors;

- **Landmark opportunity:** The site is well-located at the heart of the Ramsgate local centre, offering an opportunity to provide a signifying building that holds the corner of the centre and is a clear marker at the prominent entry from Rocky Point Road.
- **Location:** The site is to be zoned E1 Local Centre and along the Rocky Point Road thoroughfare corridor through the Ramsgate local centre. The location of the site is appropriate for the proposed building heights to provide a built form that signifies the core of the centre and appropriately transitions to the scale and density of the surrounding context.
- **Diversity:** The proposed height will not only accommodate the ground level retail premises which requires generous floor to ceiling heights, it will allow for a density that facilitates diverse housing options in the centre within three taller building components.
- **Solar access:** The proposed building heights have been the result of extensive solar and overshadowing analysis (discussed further in **Section8.4**). The overshadowing anticipated to arise from the proposed building height is limited and will not give rise to any adverse impacts on the site’s surrounds. Furthermore, the proposal also allows for a minimum of two hours of solar access to be achieved to nearby residential apartments in line with the design criteria of the ADG.

- Strategic Policy: State and local planning strategies have identified the need to deliver greater residential density in the centres that are close to transport infrastructure, amenity, and employment. The proposal will provide for this need by delivering a built form that is suitable for the site and contributes to meeting the local housing demands.

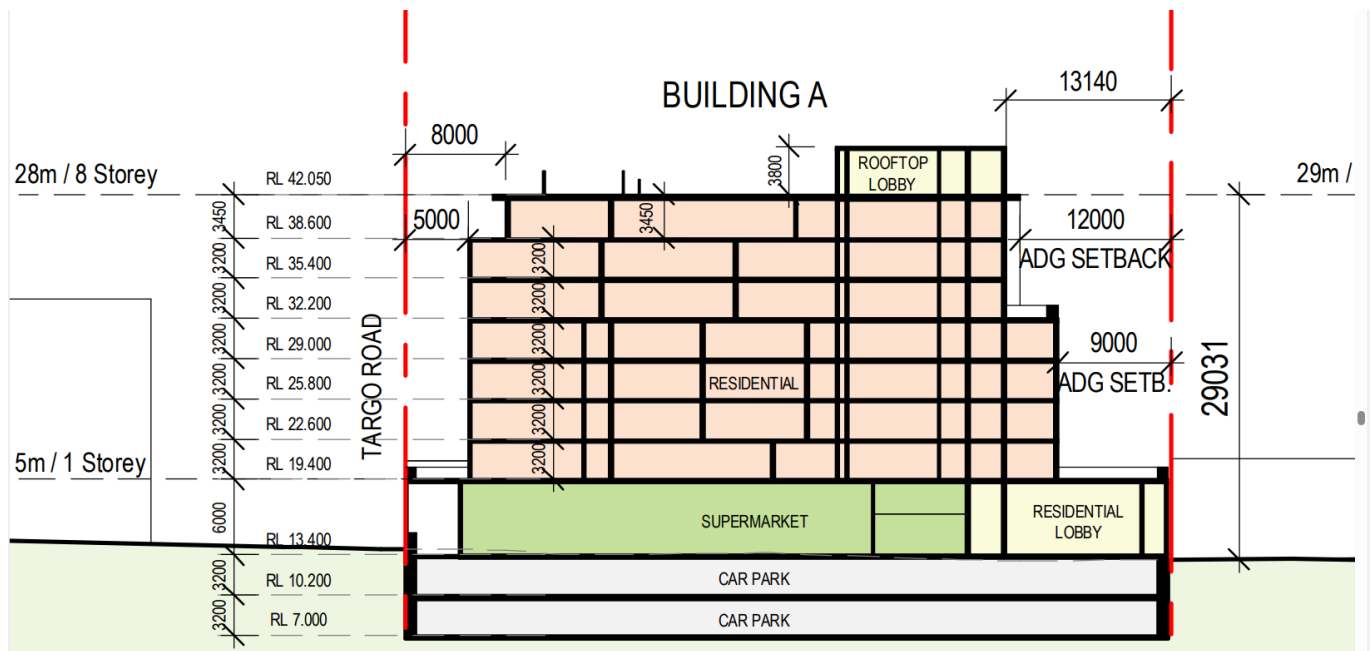
### 5.3.4 Setbacks

The proposed setbacks of the reference scheme have been designed to respect the existing built form character of the locality, specifically the lower-density residential to the west and heritage buildings, whilst maintaining a scale that is appropriate for a key gateway site within the Ramsgate centre. In addition, the proposed setbacks have been designed to emphasise the importance of midblock pedestrian permeability and public domain access. The proposed setbacks for each of the three buildings are summarised in the sections below.

#### Building A

Building A is located at the corner of Rocky Point Road and Targo Road, the proposed setbacks have been designed to reinforce and activate this key corner in the Ramsgate centre. This is achieved by proposing a 0m setback for the single storey podium along both Rocky Point Road, to remain consistent with existing shopfronts along Rocky Point Road and to create a continuous street interface at podium scale. A 0m setback is along proposed along Targo Road to further activate the corner and provide a continuous active frontage within the development. The proposed setback for the residential tower above the podium is 5m for Levels 1-6, this is to create a clearer distinction between the two massing forms and to ensure these levels do not contribute to the visual appearance of a greater street wall height. An 8m setback is proposed for Level 7 of Building A to further reduce perceive bulk and scale when viewed from the street.

A different setback treatment is proposed to Building A's southern boundary and interface with the adjoining heritage item at 70 Ramsgate Road. The proposed podium setback is 0m, remaining consistent with Building A's other street interface, however the upper level setbacks for levels 1-4 is 9m, to provide adequate building separation that complies with the requirements of Objective 3F-1 of the Apartment Design Guide (ADG). The proposed setback for levels 5-7 is 12m from the southern boundary, which provides an even greater building separation than required. The provision of greater upper level setbacks along the southern boundary represent a vast improvement in built form transition to the nearby heritage items when compared to the previous scheme.



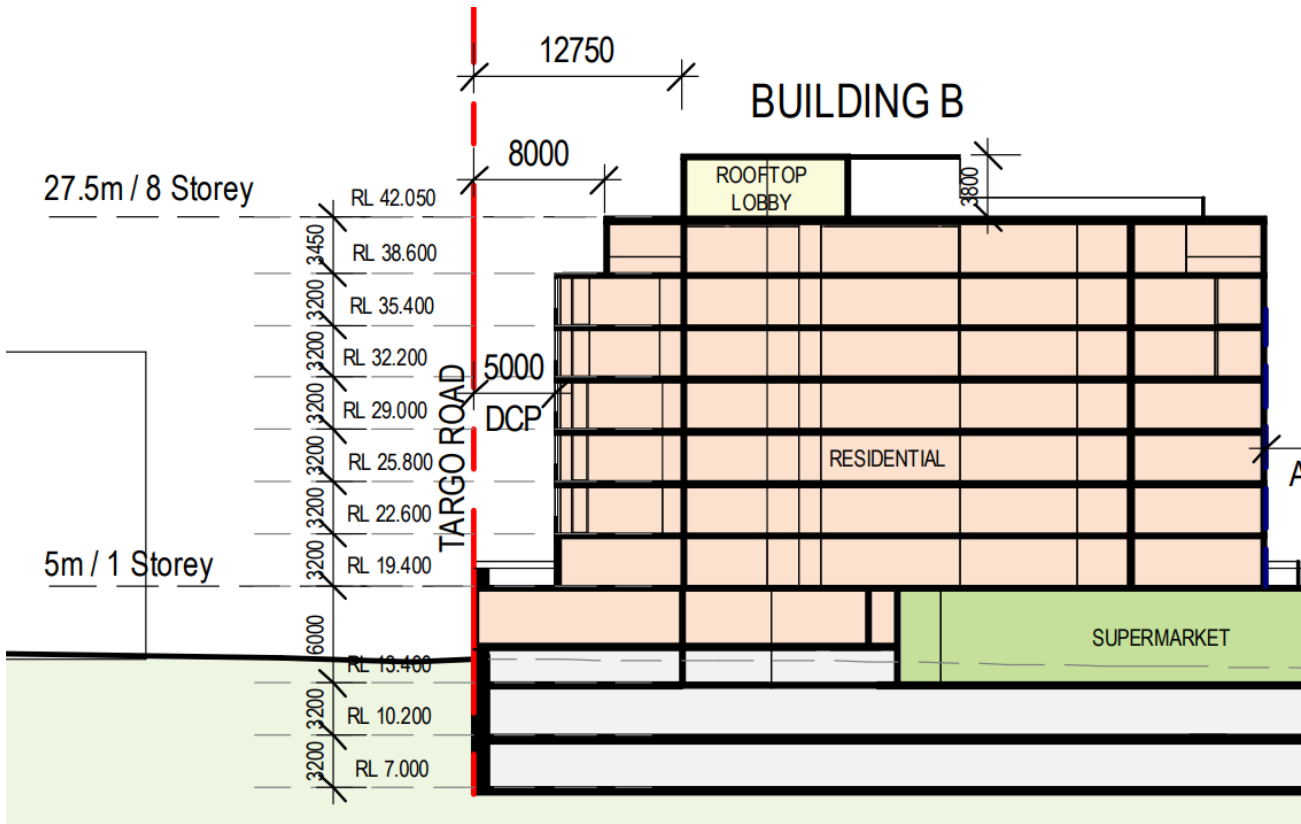
**Figure 38** Proposed building setbacks of Building A

Source: CHC

#### Building B

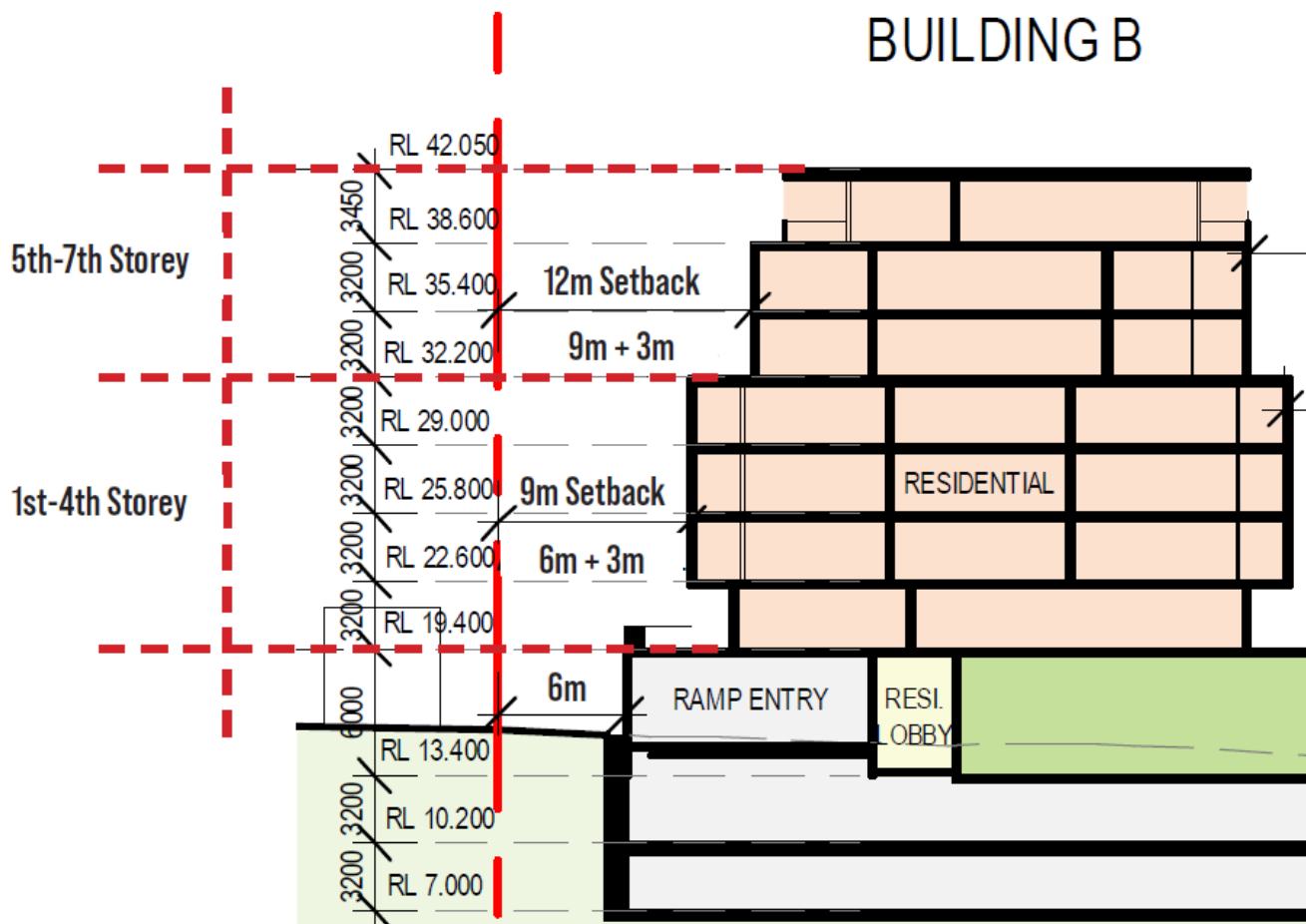
The proposed setbacks fronting Targo Road for Building A have been applied to Building B, to create a consistent street interface and the terracing of the upper levels has resulted in reduced massing and bulk. A key change between the previous scheme and the indicative reference scheme is the proposed setback along the western boundary. The revised western boundary setback for Building B, starts with the podium level setback being increased from 3m to 6m to respond to the requirements of the GRDCP and to provide a new pedestrian

laneway that enhances mid-block permeability in Ramsgate. The provision of a 6m setback and pedestrian laneway allows opportunities for the site to accommodate 7.2% of deep soil planting, complying with the ADG 7% deep soil requirement. To ensure compliance with the building separation requirements of the ADG a 9m setback is proposed for Levels 1-4 of Building B, with greater setbacks of 12m and 13.5m for Levels 5-6 and level 7, respectively. The revised western boundary setback for Building B has created a positive interface and appropriate transition to the low-density residential to the west, directly responding to Council's comments and recommendations on the previous scheme to produce an optimal outcome.



**Figure 39** Proposed Targo Road setback of Building B

Source: CHC



**Figure 40** Proposed western boundary setbacks of Building B

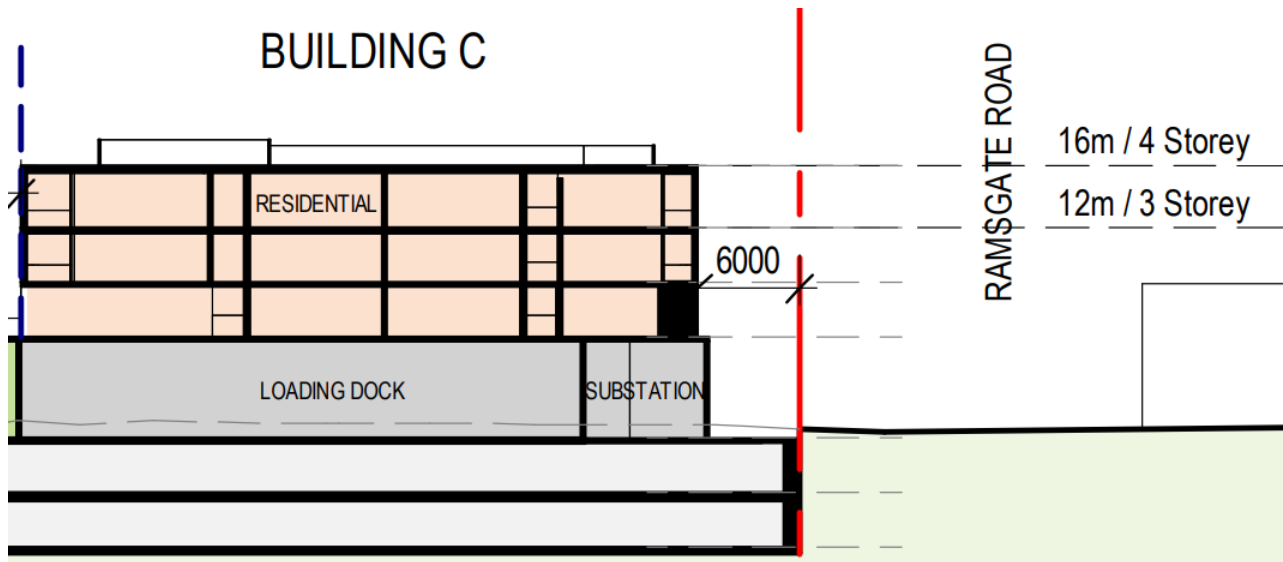
Source: CHC

### Building C

A key driver for the design of setbacks for Building C was to create an appropriate interface that respected and maintained sensitivity to the adjoining heritage building at 70 Ramsgate Road. Building C proposes a 6m podium level setback from Ramsgate Road, and provides a consistent eastern setback of 6m at the ground plane up to Level 3, to create the required laneway at the back of the heritage buildings. In addition to increased setbacks provided at the podium level, the indicative reference scheme has been reduced in height from 6 storeys in the previous scheme to 4 storeys. The proposed setbacks and change in height provide a more appropriate transition to the 'Roma' apartments at 70 Ramsgate Road and produces an optimal built form outcome to the heritage buildings.

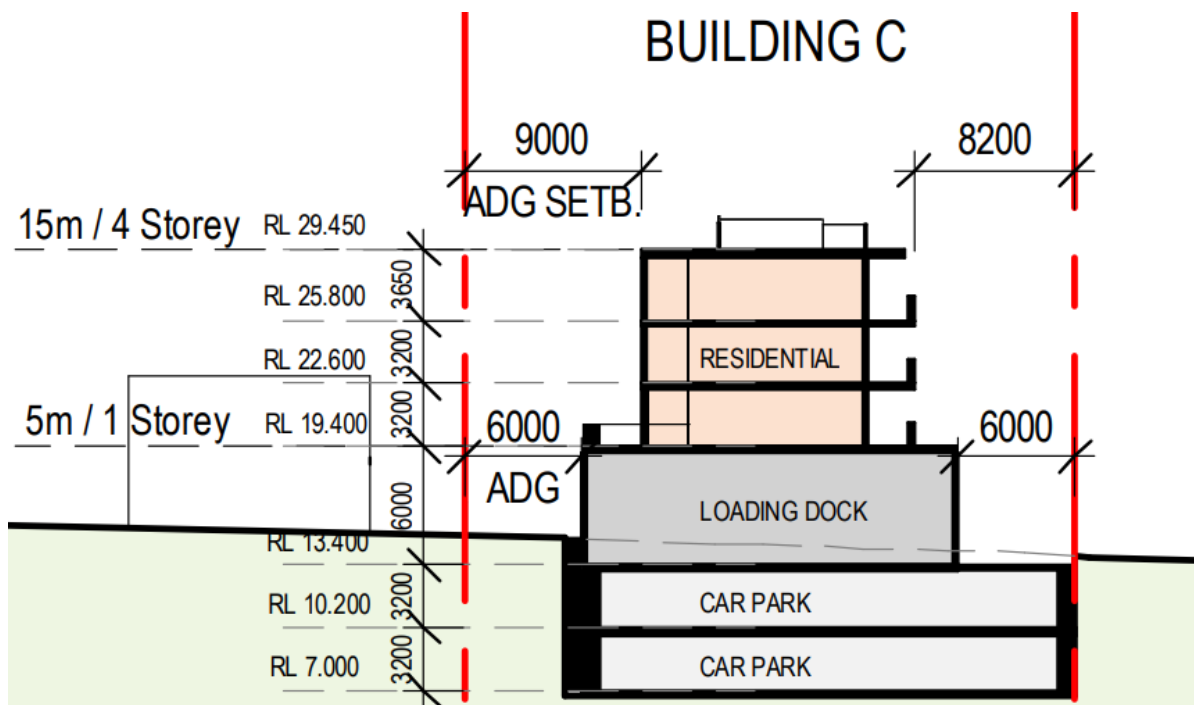
A similar approach to the western boundary for Building C has been applied, with the podium level setback 5.3m to continue the provision of a new pedestrian laneway along the western boundary to connect Targo Road and Ramsgate Road. Levels 1-3 of Building C have also been setback 9m, to create an appropriate transition and positive interface to the adjoining low-density residential to the west.





**Figure 41** Proposed Ramsgate Road setback of Building C

Source: CHC



**Figure 42** Proposed western and eastern boundary setbacks of Building C

Source: CHC

## 5.4 Facades and Frontages

The building massing has been fragmented both horizontally and vertically to create visual interest through the delivery of an appropriate built form. The design is intended to break up the large building mass through façade treatment that provides the visual perception of being split into three lateral components across the activated ground floor interface and the residential tower above.

The façade also achieves vertical fragmentation through balcony setbacks, tower separation, canopy overhangs, recessing, and chamfered edges.

The edge conditions of the podium are proposed to develop active frontages with awnings and access that is fitting to the surrounding street character(see **Figure 44** below). The active and semi-active edges will face onto Targo Road, Rocky Point Road, and Ramsgate Road, whilst the edges facing the western pedestrian link will be more passive in nature.

The relationship between the podium design and the surrounding context pays homage to the Art Deco heritage fabric of the neighbouring site by complimenting the existing brickwork in facade materiality, scale, proportion, and geometry alignments of the buildings (see **Figure 45** below). At the upper residential levels, vertical privacy screens are proposed which will vertically fragment the facade mass (see **Figure 43** below).



**Figure 43** Vertical privacy screens at residential levels

Source: CHC



**Figure 44** Active frontages at podium level

Source: CHC

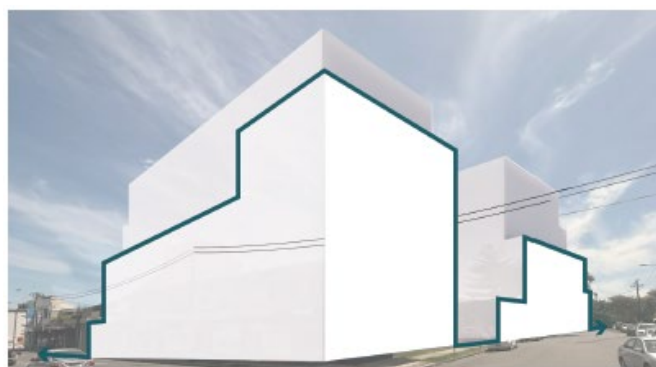


**Figure 45** Brickwork materiality

Source: CHC

## 5.5 Retail Experience and Streetscape

The intent for the site is to establish a highly permeable and integrated ground floor plane which contributes to the proposed development becoming a key anchoring element of the Ramsgate local centre. CHC have designed the ground plane to be reflective of a local centre rather than a large shopping precinct with the supermarket strongly connected to the streetscape through activation zones to leverage upon the local character of the area. The ground plane supermarket will boost the activity of the Ramsgate local centre and act as an anchor for economic activity at a prominent corner site. As illustrated in **Figure 46** below, the evolution of the proposed design from the previous scheme has been vastly improved to provide a more human-scale approach to the retail experience at the streetscape. In particular, the reduced bulk and street wall heights provide for an improved pedestrian experience that is inviting, engaging, and visually appealing.



**FIG. 58** PREVIOUS PROPOSAL



**FIG. 59** CURRENT PROPOSAL (CHC)

**Figure 46** Evolution of design in bulk and scale

Source: CHC

## 5.6 Vehicle Access, Loading, and Servicing

Two vehicle access points are provided into the site for both retail and residential uses. One is from Targo Road at the north-west corner of the site, with a ramp connection to the basement carpark below grade.

The second vehicle access point is from Ramsgate Road at the southern boundary of the site, which connects through a driveway to the loading dock on the ground floor. This driveway provides sufficient width for a truck to enter and depart without encroaching into the adjacent site, and for a truck to enter the site when a car is existing at the same time. The loading dock is serviced by a turntable for truck deliveries onto hoists to deliver stock into the supermarket.

A swept path analysis is appended to the traffic impact assessment provided in **Appendix** Error! Reference source not found..

## 5.7 Residential Apartments

### 5.7.1 Overview

The reference scheme proposes a total of 144 apartments across three buildings as set out in **Table 6** below.

**Table 6** Residential Apartments

Apartment Type	Building A	Building B	Building C	Total
1 bedroom	19	9	4	29
2 bedrooms	643	11	77	
3 bedrooms	9	13	0	35
Total	64	65	15	144

### 5.7.2 Apartment Design Guide Amenity Considerations

Pursuant to State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (“SEPP 65”), a statutory framework is established which provides reference to the Apartment Design Guide (“ADG”) to ensure that residential apartments are designed to be capable of achieving an appropriate standard of design quality and amenity. A preliminary analysis of the key ADG provisions is provided in the urban design report (see **Appendix C**) which confirms the following findings:

- The reference scheme is capable of complying with the minimum 60% cross ventilation required by the ADG, by limiting the number of apartments on each floor plate and by introducing cut-outs in the building facades. Any future development application for a detailed built form will be based on this design compliance.
- The reference scheme complies with the communal open space criteria, as follows:
  - The scheme proposes 2,072m<sup>2</sup> of communal open space, which equates to 32% of the total site area.
  - A shadow analysis has been prepared by CHC (see Appendix ) which confirms that sunlight will be provided to 1,037m<sup>2</sup> (50%) of the proposed communal open space between 12:00–1:00pm, and 1,192m<sup>2</sup> (58%) between 1–2pm.
- The reference scheme complies with the solar access criteria, as follows:
  - 115 apartments, equating to 77% of the total proposed apartments, will receive at least 2 hours of direct sunlight in mid-winter.
  - 21 apartments, equating to 14% of the total proposed apartments, will receive less than 2 hours of direct sunlight. Only 13 apartments, equating to 9% of the total proposed apartments, will receive no direct sunlight.

## 5.8 Landscape Concept

A landscape design concept has been prepared by SQ1 and is provided in the landscape plans and landscape design report in **Appendix F** respectively. Key strategies for the scheme have been established to guide the design of the landscaping to integrate with the urban design moves. These strategies comprise:

- Modular paving units and stepped rectilinear planting are articulated to create valuable spatial opportunities for passive and active recreation.
- Urban ecologies are introduced and contrasted with the formality of the hardscape to provide a natural experiential escape for residents and visitors.

- Multifunctional spaces are designed to encourage people to connect with each other in nature. These include outdoor picnic tables, bar counter work stations, static gym equipment, wild nature play spaces and lawns.
- The dominant architectural forms are brought down to a human scale through the use of tree planting, and vegetated pergolas and arbour structures. These provide sheltered retreats spaces for residents to enjoy in a more intimate and less exposed garden setting.
- Prevailing winds are filtered with windbreak planting and trellises to create favourable microclimates and to ensure that the landscape is usable throughout the year.
- Layered landscape screen planting has been proposed along the western site laneway to reduce the visual impact of the proposed development on the adjacent properties.
- Planting along the laneway has been selected to maximise screening while also providing visibility along its length. Climbers trained onto cables will aid in reducing the visual scale of the buildings adjacent the laneway. Seating within the laneway is expected to activate the spaces proposed at the building entrances.
- By providing shade and wind protection on the roofscapes, it is expected these spaces will be well used and enjoyed.
- Screen planting on the upper building terrace levels has been positioned to provide privacy, shading, cooling and amenity for apartment residences. This also serves to break up the visual bulk of the proposed buildings.

The scheme results in a communal open space of 1,673m<sup>2</sup> (being 26.2% of the site area) and a deep soil zone of 463m<sup>2</sup> (being 7.25% of the site area).

Ground plane landscaping is achieved along the western boundary of the site in the through-site link (see **Section 5.10** below) whilst communal open space and associated landscaping is provided on the respective rooftops of Buildings A, B, and C.

## 5.9 Pedestrian Access and Vertical Circulation

Pedestrian access is provided into the building in the following locations, as illustrated in **Appendices B and M**:

- Residential entry from Ramsgate Road, adjacent to the through-site link;
- Residential entry from Rocky Point Road, adjacent to the BWS;
- BWS entry from Rocky Point Road, adjacent to the residential entry;
- Supermarket access from Rocky Point Road, towards the intersection with Targo Road; and
- Residential entry from Targo Road, adjacent to the vehicle access ramp.

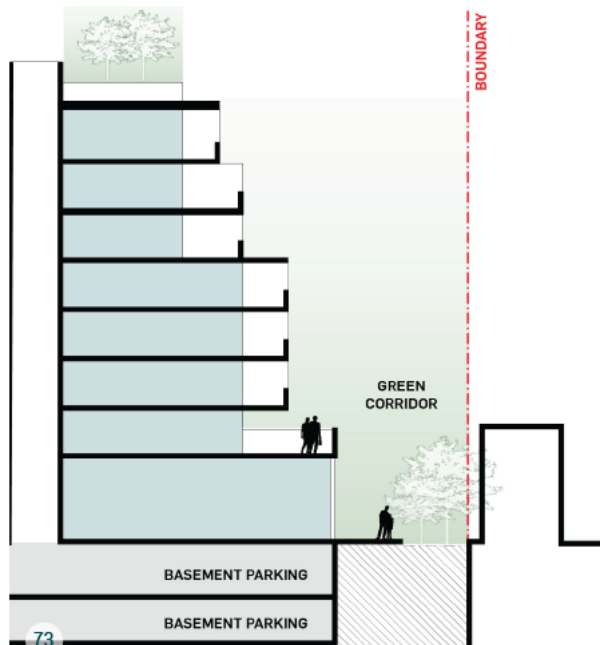
A lift core to service the retail component is provided in the north-east corner of the site, providing a vertical circulation connection between the Ground Level, Basement 1, and Basement 2.

Each of the residential buildings is serviced by a lift core to provide residents with access between the basement carpark to the upper residential levels.

## 5.10 Through-Site Link

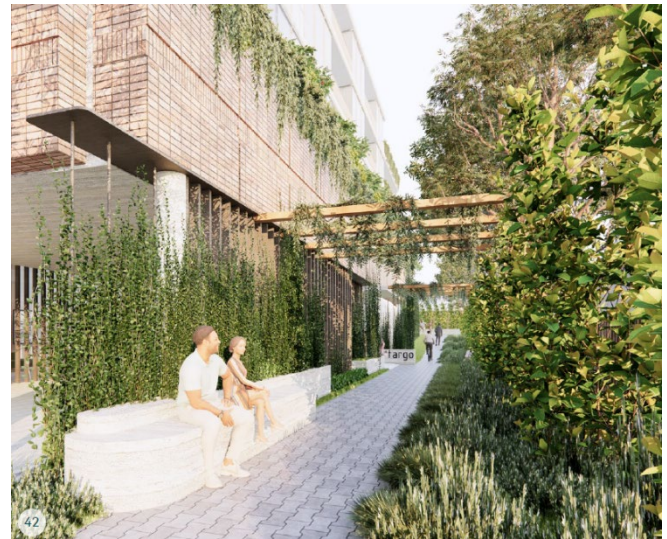
A public walkable green corridor is proposed to provide for deep soil planting, passive privacy and screening, and pedestrian permeability through the site along the western boundary. It delivers on the key placemaking pillars of the proposed reference design, which seeks to establish a key pedestrianised link to break down an otherwise impermeable block by promoting pedestrian flow and fostering desirable connections throughout the site. The siting of the walkway is illustrated in **Figure 47** with an artist impression of the pedestrian experience in **Figure 48** below.





**Figure 47** Through-site link section

Source: CHC



**Figure 48** Artist's impression of through-site link

Source: CHC

## 5.11 Public Benefits and Contributions

A Public Benefit Offer has been prepared by Ethos Urban to form the basis of a Voluntary Planning Agreement (VPA) between Council and the Proponent pursuant to Section 7.4(1) of the EP&A Act (see **Appendix J**). In this regard, the following public benefits are proposed to be formalised in a VPA with Council:

- Through site link – public pedestrian access to improve permeability in and around the site.
- Public domain improvements and landscaping – upgrades to footpaths along the Targo Road, Ramsgate Road and Rocky Point Road frontages and public domain improvements within the broader Ramsgate town centre.
- Traffic improvement works – delivery of traffic improvement works to the local road network including installation of new traffic signals at the intersection of Targo Road and Rocky Point Road.
- Should the Council have a preference for a monetary contribution as opposed to works in kind (e.g. public domain works), the Proponent is willing to enter into discussions with Council regarding the value of any monetary contribution provided that contribution is put towards infrastructure works that have a direct nexus to the intended future development of the site.

### Sustainability Commitments

- Responsible strategies – construction and finishes, waste.
- Resilient strategies – climate change resilience, operations resilience, community resilience, heat resilience.
- Healthy strategies – clean air, light quality, acoustic comfort, amenity and connection to nature.
- Positive strategies – energy use and source, water use.

For individual components of the development, the following targets are intended (subject to detailed design):

- Supermarket:
  - 5-star Green Star Interiors v1.3 rating (fit out).
  - Other opportunities such as in-store recycling, recycled PVC materials.
  - Provision of Electric Vehicle charging stations on site.
- Residential:
  - BASIX Water target: Pass score (4), i.e. Water score 45 for residential.
  - BASIX Energy target: Pass score (35), i.e. Energy score 40 for residential.

## 6.0 Planning Proposal

This Planning Proposal seeks to amend the GRLEP 2021 to facilitate the redevelopment of the site. The proposed planning controls will enable the realisation of a mixed-use development consistent with the indicative reference scheme described in **Section 5.0**. The controls sought will realise a mixed use development anchored by a new major full-line supermarket and provides additional diverse housing options, in to order to support the diversity and prosperity of the emerging Ramsgate local centre.

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

- Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
- Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
- Part 3 – The justification for those objectives, outcomes and the process for their implementation.
- Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
- Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.
- Part 6 – A project timeline outlining the key steps and timeframes of implementing the changes.

The following section outlines the objectives and intended outcomes of this rezoning request and an explanation of provisions in order to achieve those outcomes, including relevant mapping.

### 6.1 Overview of proposed amendments

The broad intent of the Planning Proposal is to achieve a mixed-use development outcome including a major full-line supermarket to match locally identified retail demand and additional housing supply to address identified need for more housing choice and diversity, which facilitates a suitable urban form to support the strengthening of the Ramsgate local centre. To achieve the strategic vision and indicative reference scheme presented at **Section 5.0**, this Planning Proposal seeks amendments to both the GRLEP 2021 and GRDCP 2021 outlined in the sections below.

#### 6.1.1 Amendments to the GRLEP 2021

A summary of the existing and proposed GRLEP 2021 controls are outlined in **Table 7** below. These provisions are detailed further in **Section 6.3**.

**Table 7** Existing and Proposal GRLEP 2021 Controls

Control	Existing GRLEP 2021 Provisions	Proposed provisions
Clause 2.2 – Land use zoning	Part E1 – Local Centre Part R4 – High Density Residential	E1 Local Centre
Clause 4.3 – Height of building	Part 15m Part 21m	Part 16m Part 29m
Clause 4.4 – Floor Space Ratio	Part 1.5:1 Part 2.5:1	2.7:1

These amendments will be reflected in amendments to the Zoning, Height of Buildings and FSR maps in the LEP respectively.

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

- Insert a new Part 6 Additional local provision setting out exceptions to the maximum building height applying to 193-199 Rocky Point Road and 2-4 Targo Road, to allow flexibility for future development to provide roof top communal open space and associated built form elements, including lifts, lift overruns, lift lobbies, plant and services
- Council-owned Lot 301 DP 114822 is to be reclassified from 'community land' under the Local Government Act to 'operational land' to enable future acquisition from Council and eventual redevelopment of the land. These details are proposed to be inserted into 'Schedule 4 Classification and reclassification of public land' of the GRLEP 2021.

## 6.1.2 Amendments to the GRDCP 2021

Amendments to the GRDCP 2021 are also proposed to support the Planning Proposal and accompanying indicative reference scheme. These amendments will address key design and development outcomes, including bulk, scale and massing, activation, access, landscaping, residential amenity and sustainability.

## 6.2 Objectives and intended outcomes

The primary objective of the Planning Proposal is to seek amendments to the land use zoning, FSR and height of building controls that apply to the site to address demonstrated economic assessment to support the need for additional supermarket floorspace and well-located and diverse housing within the Ramsgate centre. The intent is to facilitate the future renewal and revitalisation of the site to create a vibrant mixed-use anchor development which establishes Ramsgate as a local centre that appropriately fulfils the evolving needs of residents and workers in the local area.

As noted above, the Georges River CCS identifies Ramsgate as a 'Village' however the District Plans and Council's LSPS identifies Ramsgate as a local centre with scope to expand to support additional jobs and housing. CCS notes Ramsgate is suitable for a greater share of increase in employment floor space, given its population growth and visibility on a significant thoroughfare.

As discussed in earlier sections of this report there is a current undersupply of supermarket floorspace. This coupled with forecasted growth will place further pressure on local retail facilities to service the catchment. Further, the existing strain on the local road network will only worsen as Ramsgate residents' resort to driving out of the primary catchment area to service their shopping needs. Indeed, an underperforming and ill-equipped retail network in this part of Sydney will inevitably result in significant amenity and lifestyle impacts on local residents, and is directly counter to the Council and State Government's aspiration of achieving walkable, liveable and sustainable communities.

Drawing on the vision for the site, the Planning Proposal aims to support the delivery of local population serving retail services, housing, jobs and community-oriented space. In doing so, the Planning Proposal seeks to provide an appropriate balance of uses that integrate with the existing Ramsgate centre, whilst supporting the key directions and actions of the Greater Sydney Region Plan and the South and Eastern City District Plans.

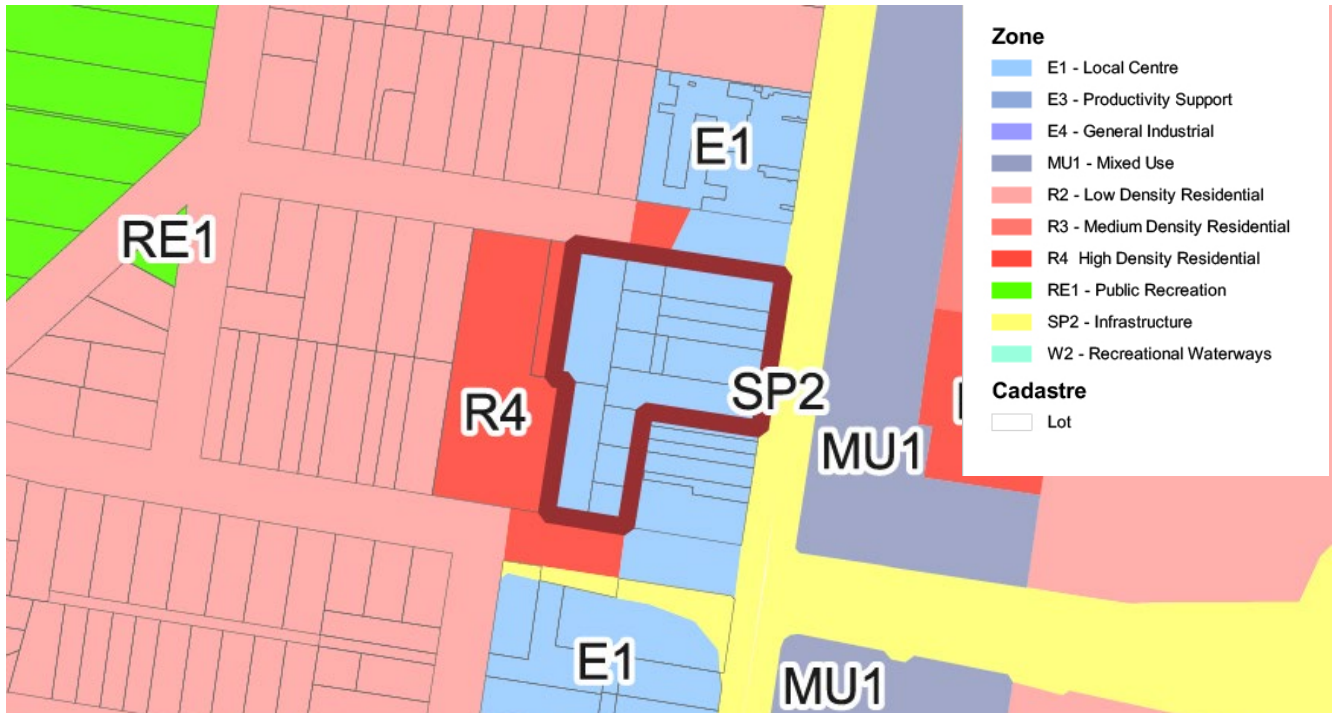
The objectives and intended outcome of this Planning Proposal include:

- Leverage the site's strategic location and landholding to become a catalyst for further investment in the Ramsgate Centre and elevate its status from a 'Village' to 'Local Centre' through the achievement of a high-quality mixed use development, anchored by a full-line supermarket;
- Increase local access to a major full-line supermarket floorspace and enhance the diversity and quality of retail offering for the area;
- Increase supply of residential accommodation in the area, with an enhancement of typology diversity to meet State government directions and Local housing targets for more housing in established and well-located areas;
- Deliver a diverse mix of residential apartments that will enjoy excellent amenity, taking advantage of the site's strategic location and transport infrastructure;
- Provide a viable retail presence on the site, at a scale that will meet the future needs of the local community, whilst providing permanent new jobs to support the strengthening of the Ramsgate Centre local economy; and
- Assist in facilitating the evolution of the Ramsgate Centre towards a high-amenity mixed-use centre with a strengthened 'high street' presence;
- Enhance local pedestrian amenity and permeability by providing a new north-south pedestrian link between Targo Road and Ramsgate Road;
- Accommodate car parking below ground and loading from Ramsgate Road.

## 6.3 Explanation of provisions

### 6.3.1 Land zoning

It is proposed to rezone the site from part E1 Local Centre and part R4 High Density Residential to entirely E1 Local Centre, as shown in Error! Reference source not found. and **Figure 49**. The intent behind this change is to allow the site to meet the objective of becoming anchor for the Ramsgate Centre. This objective is met through the Planning Proposal enabling a mixed use development incorporating a major full-line supermarket anchor and complementary retail uses at street level and residential uses above.



**Figure 49** Proposed Zoning Map

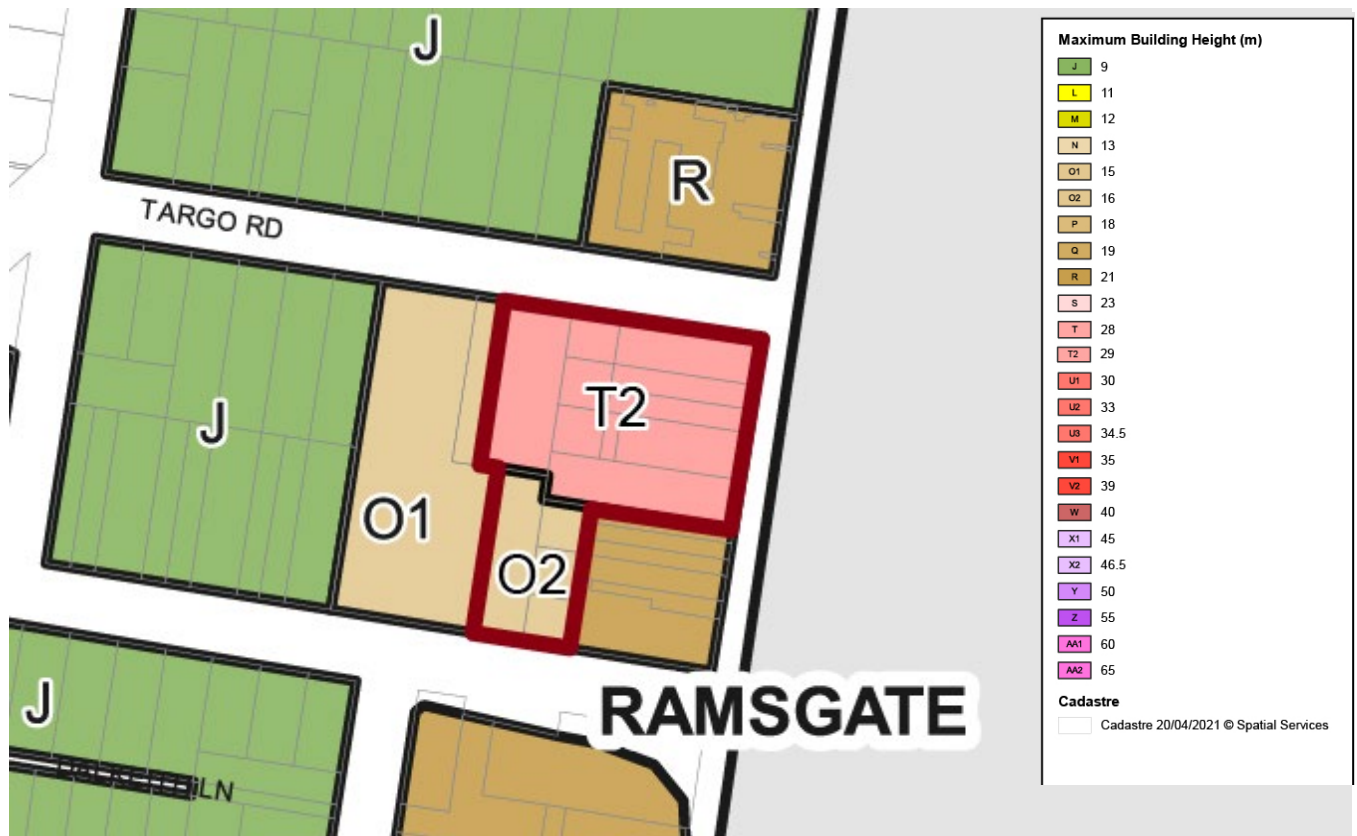
Source: CHC

A key component of the Planning Proposal is the provision of a major full-line supermarket to anchor the development and meet the retail demand and current undersupply of supermarket floorspace within the local area. While a majority of the supermarket will be limited to the current E1 Local Centre zoned land, given the floorspace requirements, configuration and vehicle and access requirement, it will need to occupy a larger portion of the site that goes beyond the portion of E1 zoned land. Therefore, the current split zoning will not permit the development of a major full-line supermarket anchor envisaged under the Planning Proposal, necessitating the entire site to be rezoned to E1 Local Centre.

### 6.3.2 Height of buildings

It is proposed to amend the maximum height of building (HOB) control applicable to the site from part 15 metres and part 21 metres to part 16 metres and part 29 metres, as shown in **Figure 50**.





**Figure 50 Proposed Height Map**

Source: Georges River LEP edited by Ethos Urban

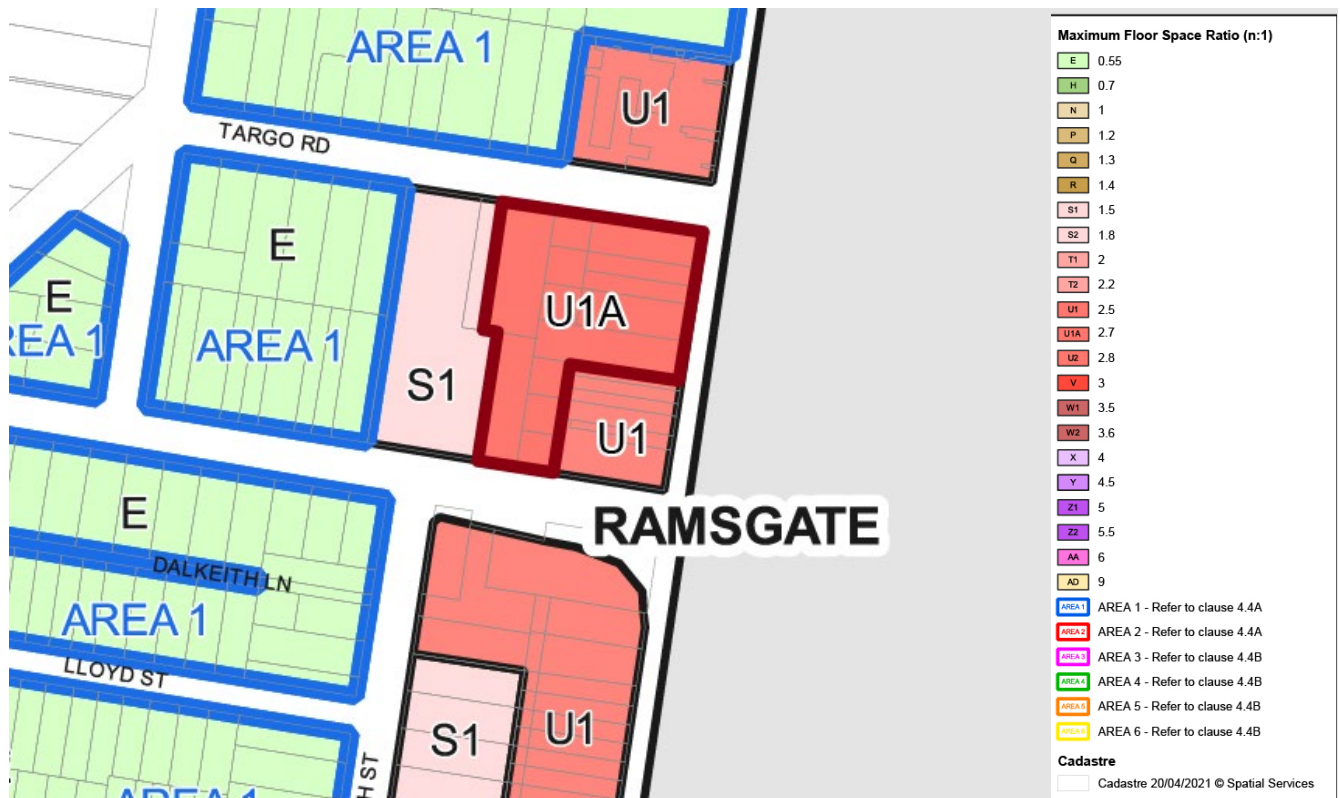
The intent behind the proposed height of building controls is to concentrate height in the north-east corner of the site to minimise impacts on the adjacent neighbours to the west and south. Amending the height controls will allow more compact building footprints on the site and allow the ability to create a landmark development that establishes the role of Ramsgate as a local centre.

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

Furthermore, to allow flexibility and encourage the provision of high-quality roof top communal open space and access to these facilities as part of any future development on the site, site specific provisions are proposed for inclusion under Part 6 of the GRLEP 2021 as discussed in **Section 6.3.4**.

### 6.3.3 Floor Space Ratio

It is proposed to increase the floor space ratio (FSR) control for the site from part 2.5:1 and part 1.5:1 to 2.7:1 across the entire site, as shown in **Figure 51**. The proposed increase is required to accommodate the changes in built form envisaged under the indicative reference scheme and facilitate a high-quality mixed use development with a major full-line supermarket anchor and well-located and diverse infill housing options.



**Figure 51 Proposed FSR Map**

Source: GRLEP edited by Ethos Urban

### 6.3.4 Part 6 Additional Local Provisions

Part 6 of the Standard Instrument LEP provides the opportunity for additional specialised provisions to be inserted to address local issues. The Planning Proposal seeks to introduce an additional local provision clause addressing additional building height on the site. To allow flexibility for future development on the site to provide roof top communal space and access to rooftop levels, the following site-specific provision are proposed for inclusion under Part 6 of the GRLEP 2021:

#### Part 6 Additional local provisions

##### 6.19 Exceptions to maximum height of buildings 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate

- 1) This clause applies to the following land at 193-199 Rocky Point Road and 2-4 Targo Road, Ramsgate –
  - a. Lots 8 DP 653883, A and B DP 311887, 193 Rocky Point Road
  - b. SP 83814 and Lot 301 DP 1142822, 197 Rocky Point Road
  - c. SP 77494, 199 Rocky Point Road
  - d. Lot B DP 371250, 66 Ramsgate Road
  - e. Lots 12, 13 and 14 DP 455810, 68 Ramsgate Road
  - f. Lots 1 DP 970582, and 1 and 2 DP 1338117, 2 Targo Road
  - g. Lot B DP 347589, 4 Targo Road
- 2) Despite clause 4.3, development on land to which this clause applies may have a maximum height of –
  - a. 33m for development on Lots 8 DP 653883, A-B DP 311887, 301 DP 1142822 and SP 77494
  - b. 20m for development on Lots B DP 371250 and 12, 13 and 14 DP 455810
  - c. 31.5m for development on Lots 1 DP 970582, 1-2 DP 1338117 and B DP 347589
- 3) Development consent must not be granted to development that results in a building height with a height greater than the maximum height shown for the land on the Height of Buildings Map unless the consent authority is satisfied with the following –
  - a. 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.
  - b. not to result in any additional overshadowing impacts to surrounding developments between 10 am to 2 pm in mid-winter.

### 6.3.5 Reclassification of Public Land

Lot 301 DP 1142822 is approximately 76.1m<sup>2</sup> and is Council-owned land that is classified as 'community land' under the Local Government Act 1993.

As set out in the *Department of Planning and Environment LEP Practice Note PN 16-001* (October 2016), land classified as 'community' must not be sold, exchange or otherwise disposed of by a council. It can be leased, but there are restrictions on the grant of leases and licence, and also the way community land can be used. There are no special restriction 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 is to be reclassified or classified is described in Schedule 4 of the LEP.

Therefore, to enable future acquisition from Council and future redevelopment of the land, it is proposed that land on Lot 301 DP 1142822 be reclassified as 'operational land', and the details of the land be inserted into Part 1 of Schedule 4 'Classification and reclassification of public land' of GRLEP 2021.

It is understood that Lot 301 DP 1142822 was created when 197 Rocky Point Road was developed (DA46/2007), and is the 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.

The Planning Proposal seeks to consolidate a significant portion of lots within the block to enable a whole-site redevelopment into a high-quality mixed use landmark development. 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 new north-south through-site link along the western boundary will be provided on the site, connecting Targo Road and Ramsgate Road and enhancing midblock permeability.
- A Traffic Impact Assessment has been prepared to provide comment on the proposed vehicle access arrangements and recommend measures to mitigate traffic impacts on the surrounding road network. The indicative reference scheme demonstrates future development on the site will provide a substantial amount of parking on the site as basement parking, to ensure adequate provision for the proposed residential and retail uses on the site.
- A draft site-specific DCP has been prepared to accompany this Planning Proposal that sets out provision in relation to the through-site link and vehicle access to reinforce the planning intent of the GRDCP 2021 as they relate to the site and the rear lane access.

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

The 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 is summarised in **Section 7.1.10**.

It is noted as part of the previous Planning Proposal for the site (PP-2021-6179), Council previously resolved the sale of Lot 301 in their Finance and Governance Committee meeting on 25 October 2021. A resolution was passed approving the sale of Lot 301, contingent upon the making of the LEP amendment via the previous Planning Proposal. Therefore, the previous resolution of the sale Lot 301 can be considered void, given it was tied to the previous planning proposal. Further discussions are anticipated to take place with Council during the assessment of the Planning Proposal to progress this reclassification concurrently to resolve the sale of Lot 301, subject to this Planning Proposal.

## 6.4 Mapping

To facilitate the proposed amendments described above, this Planning Proposal seeks to amend the following maps of the GRLEP 2021:

- Land Zoning Map Sheet LZN\_011;
- Height of Buildings Map Sheet HOB\_011; and
- Floor Space Ratio Map Sheet FSR\_011.'

The proposed maps are shown in the Urban Design Report in **Appendix B** (extracts reproduced in **Section 6.3**).

## 6.5 Site-specific Development Control Plan

A draft site-specific Development Control Plan (DCP) has been prepared to outline proposed amendments to Part 7, Section 7.2.6 of the *GRDCP 2021* (see **Appendix D**). The draft-site specific DCP aims to provide more detailed guidance to reinforce and ensure the delivery of the key development outcomes of the indicative reference scheme and Planning Proposal material. It is envisaged the draft site-specific DCP will form a subsection of the existing Section 7.2.6 that specifically addressed the following for the site:

- Building height
- Building setbacks
- Building design
- Active frontages
- Public domain, including requirement for the provision of a new through-site link
- Landscaping and deep soil
- Parking, loading and access

Other relevant sections of the GRDCP 2021 are intended to apply to development on the site. In the event of any inconsistency between the site-specific DCP and other sections of the GRDCP 2021, this section will prevail to the extent of inconsistency.



## 7.0 Justification of Strategic and Site-specific Merit

### 7.1 Strategic merit

#### 7.1.1 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. This Planning Proposal has been prepared in accordance with the applicable strategic planning policies including:

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

Detailed responses and assessments against the relevant objectives and priorities set out in these strategic plans are provided in **Section 7.1.2** below.

The Planning Proposal has also been specifically developed and informed by more detailed strategic and technical studies, including an Economic Impact Assessment, Urban Design Report and Traffic Impact Assessment.

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

Yes. This Planning Proposal is the best means of achieving the objectives and intended outcomes identified for the local area. To achieve the realisation of a major full-line supermarket optimised to serve demonstrable local demand, the zoning and height and FSR development standards under the GRLEP 2021 are required to be amended to facilitate the comprehensive renewal of the site in a manner that will achieve the objectives and intended outcomes of key strategic planning policy documents.

In preparing this Planning Proposal, three options were considered to facilitate the intended outcomes. These are listed and discussed below:

- Option 1: Submit a Planning Proposal to amend the GRLEP 2021.
- Option 2: Do nothing.
- Option 3: Redevelop the site under the existing planning controls.

##### **Option 1 – Submit a Planning Proposal to amend the GRLEP 2021**

Option 1 involves submitting a Planning Proposal to facilitate redevelopment of the site in accordance with the provisions presented in this report and the accompanying indicative concept. This is the preferred option as it is considered to facilitate the most appropriate outcome for the site and surrounding area in terms of meeting the identified social and economic needs, establishing the role of the Ramsgate Centre as a local centre, and delivering a design outcome that most effectively responds to and integrates with the surrounding area.

##### **Option 2 – Do Nothing**

The site will remain in its current state, with existing commercial and shop top housing development and detached dwellings that do not respond to the growing population nor fulfill its role in establishing Ramsgate as a commercial local centre. Over time the site will be at odds within the surrounding character which has the potential to emerge into a mixed-use local centre with a fine grain retail and commercial ground floor with apartments above. Doing nothing is not considered an appropriate outcome for the site.

### Option 3 – Redevelopment of the Site under the Existing Planning Controls

Redeveloping the site under existing planning controls will provide additional housing and supermarket floor space but will not serve to meet the specific need identified within the local area, which is a provision of a major full-line supermarket anchor to counter an identified undersupply in the local area. Redevelopment of the site under current controls will be a missed opportunity to better serve local needs and public benefits delivered under Option 1.

#### 7.1.2 Section B – relationship to the strategic planning framework

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

##### Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan (GSRP) is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The plan was adopted in March 2018 and seeks to reposition Sydney as a metropolis of three cities – the western parkland city, central river city, and the eastern harbour city. The Plan provides 10 high level policy directions supported by 40 objectives that inform the District Plans, Local Plans and Planning Proposals which follow in the planning hierarchy.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney (refer to **Table 8** below). Error! Reference source not found.).

**Table 8** Consistency with GSRP directions

Objectives	Comment
Direction 1: A city supported by infrastructure	
Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact	The site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary'. The Planning Proposal allows for future forecast growth on the site, which aligns with the proposed future infrastructure in the vicinity to align with this objective.
Objective 3: Infrastructure adapts to meet future needs	
Direction 3: A city for people	
Objective 6: Services and infrastructure to meet communities' changing needs	The Planning Proposal will include significant public benefits and infrastructure to meet the changing needs of the community, including a new north-south pedestrian link to increase permeability and desirable connections throughout the site, communal spaces on the Level 1 podium and the provision of other services not yet provided in Ramsgate, including a major full-line supermarket (including liquor). The proposed public domain frontage along the three street boundaries will provide social gathering opportunities for residents and shoppers.
Objective 7: Communities are healthy, resilient and socially connected	
Direction 4: Housing the city	
Objective 10: Greater Housing Supply	The site is strategically positioned to accommodate residential uses, increasing the supply of housing within a local centre and public transport infrastructure. Redevelopment of the site presents the opportunity to deliver and increase housing diversity within the town centre, with the indicative reference scheme providing a range of apartment sizes and typologies. There is a need to ensure housing supply and choice with greater diversity in housing products to meet the growing needs of the community and future population.
Objective 11: Housing is more diverse and affordable	
Direction 5: A city of great places	
Objective 12: Great Places that bring people together	The Planning Proposal will facilitate a mixed-use residential development that co-locates housing with new and existing retail and services, which allows the local area's aging demographic the ability to more easily "age in place". By increasing residential uses and providing supporting retail of a sufficient density this will enable the site to perform the role as the anchor within the Ramsgate centre. The Indicative Reference Scheme proposes high-quality landscaping and through-site link along the
Objective 13: Environmental heritage is identified, conserved and enhanced	

Objectives	Comment
	<p>western boundary of the site provides an informal space and opportunities for people to gather and meet. Additionally, the high-quality landscaping proposed in the indicative reference scheme demonstrates the Planning Proposal will enhance the tree cover and general environmental quality.</p> <p>Whilst there are no heritage items located on the site, the impact of the Planning Proposal on adjacent heritage items has been considered, and the Indicative Reference Scheme demonstrates an appropriate interface and acceptable impact can be achieved.</p>
Direction 6: A well-connected city	
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	The site's location within an established centre is an ideal location for a mixed use development that allows residents direct access to goods and services that support everyday living. The provision of a major full-line supermarket will improve local amenity and convenience. The location of the supermarket to serve the needs of the local and surrounding area will provide an option for locals which does not require travel to centres outside of the immediate catchment, ultimately contributing to reduce private car trip duration/ distance.
Direction 7: Jobs and skills for the city	
Objective 22: Investment and business activity in centres	The location of the 'Ramsgate' local centre under the Eastern District Plan is between the existing Ramsgate Beach and Ramsgate Centre. The Planning Proposal will facilitate a new mixed-use residential development comprising a major full-line supermarket and complementary to activate the Ramsgate Centre and allow it to be elevated in status from a 'Village' to a key local centre. The proposal will provide for increased employment opportunities within a contemporary high-quality retail working environment. It is estimated 130 direct ongoing full time equivalent jobs would be generated through the new supermarket. The retail uses will enhance the current retail offering within the Ramsgate centre, as well as complement existing services currently offered. Residents will continue to benefit from Kogarah, Rockdale and Hurstville centre that serve a larger regional scale purpose which support a variety of uses including employment office spaces, health and education facilities, residential and community services.
Objective 24: Economic sectors are targeted for success	
Direction 8: A city in landscape	
Objective 30: Urban tree canopy cover is increased	The Planning Proposal is supported by a Concept Landscape Plan and Public Domain Report (see <b>Appendix F</b> ). The Planning Proposal and indicative reference scheme will facilitate a new mixed-use development which will include a generous deep soil zone and publicly accessible through-site link along the western boundary to allow opportunities for increased canopy and deliver mid-block connections to the broader green grid.
Objective 31: Public open space is accessible, protected and enhanced	The site is nearby to parts of the Green Grid corridor identified in the District Plans five blocks to the east. The development ultimately enabled by this Planning Proposal will greatly benefit from access to these linked spaces.
Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths	

## South District Plan and Eastern City District Plan

The South and Eastern City District Plans (2018) are a statutory consideration under the Strategic Planning provisions of Part 3 Division 3.1 of the EP&A Act. Section 3.8 of the EP&A Act requires that a Planning Proposal authority give effect to the relevant district strategic plan for the local government area (in this case the South and Eastern City District Plans). The District Plans underpin the Greater Sydney Region Plan and sets the 20-year vision for the District through 22 'Planning Priorities' that are linked to the Region Plan. An extract of the Structure Plans is provided at **Figure 35**. As mentioned above, the site is located on the immediate boundary of the Eastern City and South Districts. Whilst technically located in the South District, Ramsgate is identified as a local centre under the Eastern District.

The Georges River LGA has a 5-year housing target (2016-2021) of 4,800 dwellings. It is noted that Bayside LGA, which is located immediately across Rocky Point Road, has a 5-year housing target for the same period of 10,150. The 20 year housing target (2016-2036) for the eastern city is 157,500 dwellings, whilst the target for the southern city is 83,500 dwellings. This represents a significant difference between the targets for the districts, however, both are required to house significant increases over the forthcoming period to which this Planning Proposal will contribute to. The indicative reference scheme under this Planning Proposal will contribute 144 new dwellings which will help support a proportion of the anticipated population growth in the Georges River LGA.

An assessment of how this Planning Proposal directly aligns with the relevant priorities of the South and Eastern City District Plans, is set out in **Table 9**.

**Table 9 Consistency with the South District Plan & Eastern City District Plan priorities**

South District Plan & Eastern City District Plan	Comment
Direction 1 – A city supported by infrastructure	
S1 & E1 – Planning for a city supported by infrastructure.	The future built form will deliver local population serving retail to meet the everyday needs of the community. The site has good access to a number of nearby open space and recreation facilities enhancing community wellbeing and striving to achieve health communities. The site is located in proximity to number of bus stops, and is identified in the District Plans 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.
Direction 3 – A city for people	
S3 & E3 – Providing services and social infrastructure to meet people's changing needs	The Planning Proposal includes significant public benefits and infrastructure to meet the changing needs of the community, including a new public through site link, community facilities, and the provision of other services not yet provided in Ramsgate, including the provision of a major full-line supermarket. The provision of a major full-line supermarket and complementary retail will cater to the local needs of the community at a walkable distance to accommodate future demand. It will not undermine the importance of nearby strategic centres such as Kogarah, Rockdale and Hurstville. The future development will respond to the identified needs of the local population and reduce existing retail pressures that surrounding supermarkets are experiencing.  The co-location of retail to support everyday living will provide future residents direct access to services and amenities, allowing more people to 'age in place'. The site benefits from reasonable proximity to Kogarah Strategic Centre which provides major recreational and higher order community infrastructure for the benefit of the regional catchment within the broader area.
S4 & E4 – Fostering healthy, creative, culturally rich and socially connected communities	
Direction 4 – Housing the city	
S5 & E5 – Providing housing supply, choice and affordability, with access to jobs. Services and public transport	The site is strategically positioned to accommodate residential uses, increasing supply within a local centre and in proximity to public transport infrastructure. Redevelopment of the site to increase housing supply presents the opportunity to improve housing diversity and affordability in the locality in the form of various apartment sizes. There is a need to ensure greater diversity in housing products to meet the growing needs of single person households, older persons and down-sizers. The indicative reference scheme includes 144 residential apartments to meet the housing targets of the LGA under the District Plans, and includes the provision of a mix of 1, 2 and 3 bedroom apartments to increase housing diversity in the local area.
Direction 5 – A city of great places	
S6 & E6 – Creating and renewing great places and local centres, and respecting the District's heritage	The Proponent has consolidated a large number of lots, 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 major full-line supermarket, and incorporating complementary retail, residential and communal spaces. The site is strategically located on prominent corner and sized to facilitate a large scale development allowing the current status of Ramsgate as a village to seamlessly transition to a key local centre as envisaged in <i>Georges River Commercial Centres</i>



South District Plan & Eastern City District Plan	Comment
	<p>Strategy and the supporting <i>Georges River Commercial Economics Study 2019</i>, as addressed in <b>Section 7.1.4</b>.</p> <p>Whilst there are no heritage items on the subject site, the impact of the Planning Proposal on adjacent heritage items has been assessed in the Statement of Heritage Impact at <b>Appendix I</b>, and further discussed in <b>Section 8.6</b> of this report. The assessment concludes that the Planning Proposal will have an acceptable impact on the heritage significance of the heritage items in the vicinity.</p>
<b>Direction 6 – A well connected city</b>	
S12 & E10 – Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal intends to enable a high-quality mixed use development, anchored by a major full-line supermarket which will allow residents direct access to retail uses that support everyday living. Notwithstanding the existing bus services available to the site, the site is located on an identified corridor for a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years' and 'Road Visionary' which will further increase the ability of the site to meet this objective.
<b>Direction 7 – Jobs and skills for the city</b>	
S9 & E11 – Growing investment, business opportunities and jobs in strategic centres	The proposal facilitates Woolworths to invest in the site for the benefit of the wider community in terms of employment and multiplier effects, which are presented as part of the site's Economic Impact Assessment. A projected total of 130 direct ongoing retail jobs will be created on the site.
<b>Direction 8 – A city in its landscape</b>	
S15 & E17 – Increasing urban tree canopy cover and delivering Green Grid connections	The Planning Proposal is supported by a Concept Landscape Plan and Public Domain Report (see <b>Appendix F</b> ). The Planning Proposal and indicative reference scheme will facilitate a new mixed-use development which will include a generous deep soil zone and publicly accessible through-site link along the western boundary to allow opportunities for increased canopy and deliver mid-block connections to the broader green grid.

#### Q4. Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

##### 7.1.3 Georges River Local Strategic Planning Statement

The Georges River Local Strategic Planning Statement (LSPS) was adopted in 2020 and represents Council's 20-year vision and strategy for the LGA's future direction, and contains directions about infrastructure, liveability, productivity and sustainability. Discrepancy regarding the location of the Ramsgate Centre in the District Plan has been resolved in the LSPS, with the document clearly expressing that the centre is located on Rocky Point Road. Ramsgate is designated as a 'Local Centre' with opportunities to 'explore Centre expansion for jobs and/or housing'. The new mass transit / train link and F6 extension (Stage 1) identified within the District Plan have been replicated in the LSPS in addition to a road visionary corridor (Central City Strategic Road Corridor).

The changes proposed under this Planning Proposal aligns with the strategic intention for the Ramsgate Local Centre, from where future expansion of jobs and/or housing can be anchored. The Planning Proposal presents a large, consolidated parcel of land capable of providing a critical mass of retail through the provision of a major full-line supermarket and mini-major, supported by residential uses. This together with the proposed new north-south through-site link/ pedestrian laneway along the western boundary will deliver a step change to Ramsgate, and catalyse further investment and improvement to the centre, in turn enhancing its ability to serve the local community. **Table 10** summarises how the site will give effect to the relevant planning priorities in the LSPS.

**Table 10 Consistency with Georges River LSPS**

Planning Priorities	Comment
<b>Access and Movement</b>	
P1 – We have a range of frequent, efficient, transport options to connect	The site is strategically located at the confluence of a 'Train Link/Mass Transit Visionary', 'Road Investigation 0-10 years', and 'Road Visionary Corridors', as

Planning Priorities	Comment
people, goods, services, businesses and educational facilities.	identified in the District Plans and at prominent corner in the Ramsgate local centre to take advantage of the existing accessibility to transport and services. The proposal will result in the delivery of a future Woolworths supermarket that will stock a wider range of products, and in doing so improve the ability of the Ramsgate local centre to respond to Priorities 1 and 2.
P2 – Everyone can navigate and experience the LGA in safety	
Infrastructure and community	
P4 – Collaboration supports innovation and delivers infrastructure, services and facilities	The Planning Proposal will offer a range of public benefits including a new north-south pedestrian link to increase permeability and desirable connections throughout the site, semi-public communal spaces on the level 1 podium and the provision of other services not yet provided in Ramsgate including a major full-line supermarket (including liquor). The future delivery of a local major full-line supermarket will foster community connection through reducing local community members’ travelling to larger centres in turn for a local site. Increasing the likelihood of interacting with recognisable locals strengthening social connections of the Ramsgate local centre. The new public laneway/ through-site link will provide an informal space for people to gather and meet.
Housing and Neighbourhoods	
P7 – Residential suburbs will be protected and retained unless identified as areas of change or investigation	The Planning Proposal site is located within the Ramsgate Centre, which is identified in the Georges River Commercial Centres Strategy ( <b>Section 7.1.4</b> below) for growth into a key local centre. The site is identified as being located close to a ‘Train Link/Mass Transit Visionary’. The Planning Proposal will enable the growth of the Ramsgate Centre to align with the future investment in a public transport corridor in close proximity to the site.
P8 – Place-based development, quality building design and public art deliver liveable places	<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 new through-site link. The proposal looks to maximise the location of the site on the corner to create focal landmark in the area, where people come to do both their weekly and daily grocery needs.</p> <p>A draft site-specific DCP (see <b>Appendix D</b>) has been prepared to ensure future redevelopment of the site embodies the design excellence principles of the indicative reference scheme developed to support the Planning Proposal.</p>
P9 – A mix of well-designed housing for all stages caters for a range of lifestyle needs and incomes	The indicative reference scheme includes 144 new apartments for the Ramsgate local centre increasing the diverse housing choice in the neighbourhood. The range of housing will also enable local residents to stay close to their communities and age in place. Living in Ramsgate can be more achievable through different housing types that offer good accessibility to high quality services.
P10 – Homes are supported by safe, accessible, green, clean, creative and diverse facilities, services and spaces	The Planning Proposal is supported by a site-specific DCP to ensure future redevelopment of the site will deliver a new public laneway/north-south through-site link which will contain a generous deep soil zone and landscaping to the quality and extent envisaged in the indicative reference scheme and concept landscape plan (see <b>Appendix F</b> )
Economy and Centres	
P12 – Land is appropriately zoned for ongoing employment growth	The Planning Proposal will support increased job containment in Georges River LGA, contributing around 570 job years direct and indirect jobs during construction and around 200 direct and indirect jobs during ongoing operation. The proposed development of a new major full-lines supermarket (including liquor) will have a positive impact on the productivity of the local Ramsgate Centre. The operation of the supermarket is estimated to support 130 full-time equivalent (FTE) jobs in a local central location.
P13 – Planning, collaboration and investment delivers employment growth and attractive, lively, accessible and productive centres	The Planning Proposal will deliver a significant mixed-use development within Ramsgate centre. The site is strategically located on prominent corner and sized to facilitate a large scale development allowing Ramsgate to seamlessly transition from a ‘Village’ to a key local centre as envisaged in <i>Georges River Commercial</i>

Planning Priorities	Comment
P15 – All local centres are supported to evolve for long-term viability	<i>Centres Strategy</i> and the supporting <i>Georges River Commercial Economics Study 2019</i> .
<b>Environment and Open Space</b>	
P17 – Tree canopy, bushland, landscaped settings, and biodiversity are protected, enhanced and promoted	The Planning Proposal is supported by a Concept Landscape Plan and Public Domain Report (see <b>Appendix F</b> ). The Planning Proposal and indicative reference scheme will facilitate a new mixed-use development which will include a generous deep soil zone and publicly accessible through-site link along the western boundary to allow opportunities for increased canopy and deliver mid-block connections to the broader green grid.
P18 - An environmentally friendly approach is applied to all development	The Planning Proposal will enable the redevelopment of a run-down site to incorporate modern construction techniques and ESD principles.
P19 - Everyone has access to quality, clean, useable, passive and active open and green spaces and recreation places	The site is nearby to parts of the Green Grid corridor identified in the District Plans five blocks to the east. The development ultimately enabled by this Planning Proposal will greatly benefit from access to these linked spaces.

#### 7.1.4 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 the CCS was to inform the preparation of the Georges River LEP 2020 (gazetted as the GRLEP 2021) and GRDCP 2021.

It provides an audit 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. The classification considers the number and size of supermarkets and the essential retail and services provided, including:

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

Ramsgate is identified under the CCS as a 'Village'. This based upon the centres classification system adopted by the CCS which considers the commercial and retail capacity of the centre and the size of the population it can support, which differs from the classification system of Ramsgate as a 'local centre' under the LSPS.

The CCS identifies an increased demand of an additional 15% or 21.310sqm of employment floorspace across 39 centres with the 'village', 'small village', 'neighbourhood centre' and 'enterprise corridor' classifications, equating to an average of two small specialty stores per centre. However, it is acknowledged that growth will not be distributed equally amongst the 39 centres, with some centre experiencing a greater demand for additional employment floor space.

The CCS identifies Ramsgate as a suitable location to provide a greater share of employment floorspace than the average 15% increase 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 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. For LEP 2025 and beyond, the CCS recommends further investigation to determine the suitability of the potential promotion to ‘local centre’ classification in the centre hierarchy, which will be supported by a further review of development standard, introduction of design excellence mechanisms and potential expansion of the centre’s boundary to meet the demand for additional employment floorspace.

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

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.

This Planning Proposal is consistent with the strategic intention of the CCS as future development on the site will be anchored by a major full-line supermarket and complementary retail consistent with the scale of Ramsgate and its position within the retail hierarchy. The Planning Proposal provides a place-based approach to activating Ramsgate and allowing it to transition into a key local centre as envisaged in the *Georges River Commercial Centres Strategy* and the supporting *Georges River Commercial Economics Study 2019*.

## 7.1.5 Georges River Local Housing Strategy

The Georges River LHS was adopted in August 2020 to create a framework that will deliver housing to meet the existing and future needs of the Georges River community. It sets out the strategic direction for housing in the LGA over the next 20 years, and identifies the housing demand, gaps and issues as well as establishing housing objectives to manage future growth. There are 7 objectives which underlie the LHS, assessment against the relevant objectives is provided in **Table 11**.

**Table 11** Consistency with Georges River Local Housing Strategy

Objective	Comment
1. Accommodate additional housing growth	<p>The LSPS and LHS identifies Ramsgate as a local centres that could support more housing supply in the future. The site represents an ideal location to support an additional 144 dwellings proposed under the indicative reference scheme due to the following factors:</p> <ul style="list-style-type: none"> <li>• Adjacent to retail facilities;</li> <li>• Accessible to bus transport routes along Rocky Point Road and Ramsgate Road;</li> <li>• Adjacent to employment and community services and facilities;</li> <li>• Close to open space and recreational facilities;</li> <li>• Aligned with the existing character and development patterns with medium and higher density residential development occurring in well-located areas; and</li> <li>• Is aligned with demographic profile of the area, including a growing composition of families and downsizers.</li> </ul> <p>Furthermore, the Planning Proposal will facilitate a mixed use development anchored by a major full-line supermarket, that will be highly accessible and walkable to local and future residents. Thereby ensuring households will have access to a full range of supermarket products, services and price choice. In addition the LHS notes the opportunity to provide additional housing in centres, specifically smaller dwellings to enable people to ‘age in place’.</p>
2. Coordinate growth with infrastructure	
4. Provide greater housing choice and diversity	<p>The planning proposal caters for smaller households through the provision of 144 apartments with a mix of sizes ranging from 3 bedrooms to 1 bedroom. Subsequently, this will cater for the increased demand of one-to-two-bedroom dwellings associated with the locality’s ageing population, lone person households and downsizing (as families become mature). Additionally, the Planning Proposal will provide more diverse housing options located in local centre, where new residents will have access to public transport infrastructure, retail, employment and services.</p>



Objective	Comment
6. Enhance and protect the local character	The Planning Proposal provides a place-based approach to activating the Ramsgate local centre. The Planning Proposal will enable the redevelopment of the site to provide a high-quality development that effectively integrates with its surrounding context, specifically low-density residential to the west and heritage buildings to the south and east. The proposal looks to maximise the location of the site on the corner to create focal landmark in the area, where people come to do both their weekly and daily grocery needs and provide additional housing supply, diversity and choice for future residents.

## Q5. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

### 7.1.6 NSW Housing Strategy 2041

The NSW Housing Strategy was released in March 2021 and sets a 20-year vision: *NSW will have housing that supports security, comfort, independence and choice for all people at all stages of their lives*. The strategy focuses on housing in the right locations, housing that suits diverse needs and housing that feels like home. The strategy is guided by the four pillars of supply, diversity, affordability and resilience. The Planning Proposal will contribute to achieving this vision through the provision of new housing in a range of sizes. The indicative reference scheme incorporates a mix of 1, 2 and 3 bedroom apartments. The mix of residential product that will be provided as part of any future development will ensure that it is inclusionary and that it meets a wide variety of occupants needs.

### 7.1.7 Future Transport Strategy 2056

The Future Transport Strategy (FTS) 2056 sets out the NSW government's vision for transport in a growing and changing state. It guides the community on strategic directions for future planning integrated with evolving transport networks throughout the Sydney metropolitan area and the state. The strategy delivers a framework that informs place-based planning and policy decisions to achieve successful outcomes, aiming to connect community to the city and state shaping infrastructure and services pipeline.

The strategic objectives relevant to the proposal are discussed in **Table 12** below.

**Table 12 Consistency with Future Transport Strategy 2056**

Strategic Objective	Assessment
C1 Connectivity is improved across NSW	The proposal seeks to deliver housing and retail premises at a site located in close proximity to existing public transport services, which enables improved connectivity both within Ramsgate and to surrounding strategic centres in Sydney.
C2 Multimodal mobility supports end-to-end journeys	The proposal encourages the convenience of public transport to travel between home, work, school, and recreation. This includes the integration of walking, cycling, and regular bus services which negate the need for heavy reliance on cars to get to and from the site.
C3 Equitable, accessible and secure transport for all	Ramsgate and surrounding suburbs have been traditionally characterised by heavy reliance on cars due to a lack of public transport to connect people between key destinations. By delivering retail premises and housing at a central corner location in Ramsgate, this increases the ability for all members of the public to access public transport.
P1 Supporting growth through smarter planning	The proposal seeks to enable growth around existing public transport infrastructure whilst balancing the demand for car parking provision. A traffic and parking impact assessment has been prepared by CBRK and is provided in <b>Appendix H</b> .
P2 Transport infrastructure makes a tangible improvement to places	The proposal will support a thriving 15-minute neighbourhood in Ramsgate by providing a supermarket in a location where there is high retail demand, thereby avoiding the need for local residents to drive to another suburb to do their weekly shopping.
E2 Existing infrastructure is optimised	The proposal seeks to capitalise on the existing infrastructure of Ramsgate by providing residential dwellings and retail premises in a highly accessible corner location with frequent bus services and cycling infrastructure. This will improve the efficiency of the thoroughfare roads and assist in stabilising traffic pressures on the local road network.

### 7.1.8 South East Sydney Transport Strategy

Further to the Future Transport Strategy 2056, the South East Sydney Transport Strategy is a more detailed place-based plan for South East Sydney, exploring different options to meet future demand on city-shaping, city-serving, centre-serving and dedicated freight corridors. The Strategy focuses on regional and local transport needs and how these can be met within the wider Greater Sydney transport vision.

The objectives relevant to the proposal are discussed in **Table 13** below.

**Table 13 Consistency with South East Sydney Transport Strategy**

Objective	Assessment
<b>Liveable</b> <i>People living in South East Sydney have easy, safe and reliable access to a wide and diverse range of employment opportunities, open space, education and healthcare, regardless of age, income or mobility. Residents can access schools, parks and fresh food within their local area.</i>	The proposal will provide for a full line supermarket in a location that is convenient and accessible for the local Ramsgate community. Through this, residents will be less reliant on travelling longer distances via car to access basic necessities.
<b>Productive</b> <i>High quality, safe, reliable and appropriate transport networks, meet freight, passenger and workers travel needs, supporting the economic development of our global gateways.</i> <i>Workplaces in South East Sydney are supported through access to a large and diverse workforce who can travel to employment easily and efficiently regardless of the time of day or day of week. Sustainable local logistics support communities and workplaces.</i>	By providing diverse housing in a highly accessible corner location, residents will have easy access to the public transport network which will allow convenient door-to-door commuting to their workplaces.
<b>Equitable</b> <i>New housing diversity and affordability is supported by integrated land use and transport planning, including inclusive and sustainable transit-oriented development that features affordable, mixed-income housing and a mix of jobs and services</i>	The proposal provides for a mixed use development which incorporates diverse housing opportunities within a central, accessible part of Ramsgate.
<b>Sustainable</b> <i>People travelling to, from and within South East Sydney choose walking, cycling and public transport, recognising that these modes are the most convenient and contribute to our sustainable future and build community resilience.</i> <i>The adoption of innovative transport technologies enables residents and workers to make environmentally friendly travel choices, boost sustainable economic growth and improve service delivery.</i>	The proposal encourages walking, cycling and public transport as convenient modes of travel for residents, visitors, and workers to travel to and from the site.

### 7.1.9 “Better Placed” and “Greener Places” Assessment

Better Placed was released in September 2017, as a strategic document to guide the future of urban environmental planning such that it works towards the creation of better designed places throughout NSW. Better Placed comprises seven key objectives. Greener Places is a Green Infrastructure policy released by the Government Architect NSW in October 2017. It aims to create a healthier, more liveable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas. Greener Places is structured around four key principles of Green Infrastructure. **Table 14** demonstrates how the proposal is consistent with the objectives of the both the Better Placed and Greener Places policies.

**Table 14 “Better Placed” and “Greener Places” design principles informing the vision for the site**

Key Design Principle	Proposal Consideration
<b>Better Placed Design Objectives</b>	
Better Fit – Contextual, local, and of its place	The site is located in the Ramsgate local centre and is within a suitable existing and future surrounding context that provides diverse housing and employment opportunities. The proposal will respond to the character of the local community and contribute to the attraction of residents, visitors, and neighbouring businesses.
Better Performance – Sustainable, adaptable, and durable	The proposal will allow for the development of a building that is durable and resilient and utilises conscientious resource consumption. State Environmental

Key Design Principle	Proposal Consideration
	Planning Policy (Sustainable Buildings) 2022 imposes development standards that will be complied with at the DA stage.
Better for Community – Inclusive, connected, and diverse	The proposal facilitates improved connection with the community by creating public domain upgrades and permeability that will be pedestrian-friendly and provide opportunities for social engagement and casual interactions.
Better for People – Safe, comfortable, and liveable	The proposal will respond to people's patterns of living through the delivery of diverse housing options with high levels of ADG-compliant environmental amenity. The site's built environment will be vastly improved by incorporating CPTED principles for people to live and work in.
Better Working – Functional, efficient, and fit for purpose	The proposal will be resilient to the test of time by utilising high quality design principles which are fit for purpose and aim to deliver the proposed land use function.
Better Value – Creating and adding value	The proposal will be of high quality design and construction which will result in positive social, environmental, and economic value-add to the surrounding community. It will set a quality precedent upon which future development in Ramsgate will seek to achieve.
Better Look and Feel – Engaging, inviting, and attractive	The proposed design will be warm and inviting for residents and visitors to experience. In particular, the building's streetfront elevations have been designed to be aesthetically pleasing to passers by through the use of wall articulation and appropriate street wall proportions.
<b>Greener Places Principles</b>	
Integration – Combine green infrastructure with urban development and grey infrastructure.	Landscaping and planting are deeply integrated in the proposal and design detail enhancing the enjoyment of space, but also contributing to local biodiversity and reducing water run-off implementing key water sensitive urban design strategies at DA stage.
Connectivity – Create an interconnected network of open space	The proposal will aim to provide a pedestrian focused ground plane with active frontages to promote walkability and connectivity between the site and the surrounding Ramsgate village. This will reinforce and integrate additional connections to the existing urban fabric, promoting innovative ways to live, work and visit.
Multifunctionality – Deliver multiple ecosystem services simultaneously	The proposal will contribute to a mixed-use centre, integrated with landscaping and expansive public open space and private open spaces in the residential storeys above.

These principles have been translated into the detailed design for the redevelopment of the site. The Urban Design Report (see **Appendix C**) establishes the potential built form outcomes as a basis for the proposed amendments to planning controls for the site. Furthermore, it also identifies the initial public benefits associated with the development to cater to the wants and needs of the Ramsgate local community.

## Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?

The State Environmental Planning Policies directly applicable to the Planning Proposal are identified in **Table 15**.  
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**Table 15** Consistency with State Environmental Planning Policies

SEPP	Consistent			Comment
	Yes	No	N/A	
State Environmental Planning Policy (Biodiversity and Conservation) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Exempt and	✓			The Codes SEPP does not apply to the Planning Proposal, however, it may apply to the future development of the site.

SEPP	Consistent			Comment
Complying Development Codes) 2008				
State Environmental Planning Policy (Housing) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Industry and Employment) 2021				Not relevant to the proposed LEP amendment. May apply to future development on the site.
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	✓			The proposal's residential component has been designed to meet the requirements of SEPP 65 and the accompanying ADG. High level consideration of key principles has been undertaken such as apartment size, layout, typology, solar access, natural cross ventilation, communal open space and the like, which is suitable for this stage of the planning process.
State Environmental Planning Policy (Planning Systems) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Central River City) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Regional) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Primary Production) 2021			✓	Not applicable to the proposed LEP amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021	✓			<p>Chapter 4 of the Resilience and Hazards SEPP 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. It specifically requires consideration when rezoning land and in determining development applications, and requires that remediation work meets certain standards and notification requirements.</p> <p>The site has a long history of use for low impact commercial and residential purposes. Nevertheless, Chapter 4 of the Resilience and Hazards SEPP and any potential contamination issues will accordingly be addressed as the planning process progresses through to a detailed DA. In any event, given the local centre and residential context and the age of the building stock there is considered to be a low likelihood of contamination</p>
State Environmental Planning Policy (Resources and Energy) 2021			✓	Not applicable to the proposed LEP amendment.



SEPP	Consistent			Comment
State Environmental Planning Policy (Sustainable Buildings) 2022	✓			The indicative reference scheme provides the intent for a high BASIX water and energy target, which will exceed minimum standards. A range of measures aimed at ESD, are to be further resolved as part of the future detailed design and DA process.
State Environmental Planning Policy (Transport and Infrastructure) 2021	✓			The future DA under the proposed planning controls will be considered traffic generating development requiring referral to TfNSW. Under pre and post-Gateway consultation however, TfNSW will be consulted with respect to the proposal and the intended access, traffic and parking measures to ensure an appropriate outcome.

### Q7. Is the Planning Proposal consistent with the applicable Ministerial Directions (Section 9.1 Directions) or key government priority?

The proposal's consistency with applicable Section 9.1 Directions is assessed in Error! Reference source not found..

**Table 16** Assessment of Section 9.1 Directions

Ministerial Direction	Consistent			Comment
	Yes	No	N/A	
Focus area 1: Planning Systems				
1.1 Implementation of Regional Plans	✓			As discussed in Error! Reference source not found., the Planning Proposal is consistent with the Greater Sydney Region Plan.
1.2 Development of Aboriginal Land Council land			✓	The Planning Proposal does not seek to develop on Aboriginal Land Council land.
1.3 Approval and Referral Requirements			✓	The Planning Proposal does not comprise designated development and does not require external agency concurrence.
1.4 Site Specific Provisions	✓			The proposed LEP amendments are uncomplicated and will not impose unnecessarily restrictive planning controls on the site.
1.4A Exclusion of Development Standards from Variation			✓	The Planning Proposal does not seek to introduce or alter an existing exclusion to clause 4.6 of the LEP or an equivalent provision.
Focus area 1: Planning Systems – Place-based				
1.5 Parramatta Road Corridor Urban Transformation Strategy			✓	The site of the Planning Proposal is not located in the Parramatta Road Corridor.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			✓	The site of the Planning Proposal is not located in the North West Priority Growth Area.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	The site of the Planning Proposal is not located in THE Greater Parramatta Priority Growth Area.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	The site of the Planning Proposal is not located in the Wilton Priority Growth Area.

Ministerial Direction	Consistent			Comment
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor			✓	The site of the Planning Proposal is not located in the Glenfield to Macarthur Urban Renewal Corridor.
1.10 Implementation of Western Sydney Aerotropolis Plan			✓	The site of the Planning Proposal is not located in the Western Sydney Aerotropolis.
1.11 Implementation of Bayside West Precincts 2036 Plan			✓	The site of the Planning Proposal is not located in any of the Bayside West precincts.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct			✓	The site of the Planning Proposal is not located in the Cooks Cove precinct.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan			✓	The site of the Planning Proposal is not located in the boundaries of the St Leonards and Crows Next Plan.
1.14 Implementation of Greater Macarthur 2040			✓	The site of the Planning Proposal is not located in the boundaries of the Greater Macarthur 2040 plan.
1.15 Implementation of the Pyrmont Peninsula Place Strategy			✓	The site of the Planning Proposal is not located in the boundaries of the Pyrmont Peninsula Place Strategy.
1.16 North West Rail Link Corridor Strategy			✓	The site of the Planning Proposal is not located in the North West Rail Link Corridor.
1.17 Implementation of the Bays West Place Strategy			✓	The site of the Planning Proposal is not located in the Bays West Precinct.
1.18 Implementation of the Macquarie Park Innovation Precinct			✓	The site of the Planning Proposal is not located in Macquarie Park.
1.19 Implementation of the Westmead Place Strategy			✓	The site of the Planning Proposal is not located in Westmead.
1.20 Implementation of the Camellia-Rosehill Place Strategy			✓	The site of the Planning Proposal is not located in Camellia, nor Rosehill.
1.21 Implementation of South West Growth Area Structure Plan			✓	The site of the Planning Proposal is not located in the South West Growth Area.
1.22 Implementation of the Cherrybrook Station Place Strategy			✓	The site of the Planning Proposal is not located in the Cherrybrook station precinct.
<b>Focus area 2: Design and Place</b>				
<b>Focus area 3: Biodiversity and Conservation</b>				
3.1 Conservation Zones			✓	The Planning Proposal is not proposed to infringe on any heritage conservation zones.
3.2 Heritage Conservation	✓			<p>The site adjoins two heritage items in Schedule 5 of the LEP:</p> <p>I294: Residential flat building, "Roma", 70 Ramsgate Road; and</p> <p>I295: Shops, 211-219 Rocky Point Road.</p> <p>The proposal will not give rise to any adverse heritage impacts on these items. A heritage impact statement has been prepared by NBRS in this regard (see <b>Appendix I</b>).</p>
3.3 Sydney Drinking Water Catchments			✓	Not relevant to the proposed LEP amendment.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs			✓	The site is not located in the Far North Coast.
3.5 Recreation Vehicle Areas			✓	The site of the Planning Proposal is not located in a Recreation Vehicle Area.

Ministerial Direction	Consistent			Comment
3.6 Strategic Conservation Planning			✓	The site of the Planning Proposal is not located in an area that requires Strategic Conservation Planning.
3.7 Public Bushland			✓	The site of the Planning Proposal is not located in an area of Public Bushland.
3.8 Willandra Lakes Region			✓	The site of the Planning Proposal is not located in the Willandra Lakes Region.
3.9 Sydney Harbour Foreshores and Waterways Area			✓	The site of the Planning Proposal is not located in the Sydney Harbour Foreshores and Waterways Area.
3.10 Water Catchment Protection			✓	The site of the Planning Proposal is not located in a Water Catchment Protection zone.
<b>Focus area 4: Resilience and Hazards</b>				
4.1 Flooding			✓	The site of the Planning Proposal is not located in a flood planning area, nor is it identified as flood prone land.
4.2 Coastal Management			✓	The site of the Planning Proposal is not located in a coastal management area.
4.3 Planning for Bushfire Protection			✓	The site of the Planning Proposal is not located in a bushfire prone land area.
4.4 Remediation of Contaminated Land			✓	The site of the Planning Proposal is not classified as contaminated land.
4.5 Acid Sulfate Soils	✓			The site is located in land classified as Class 5 on the LEP Acid Sulfate Soils Map. The proposal is not likely to lower the water table.
4.6 Mine Subsidence and Unstable Land			✓	The site of the Planning Proposal is not located in land identified as mine subsidence or unstable land.
<b>Focus area 5: Transport and Infrastructure</b>				
5.1 Integrating Land Use and Transport	✓			The Planning Proposal will enable improved access to housing, jobs, and services with access to public transport based on the existing location of the site.
5.2 Reserving Land for Public Purposes			✓	Not relevant to the proposed LEP amendment.
5.3 Development Near Regulated Airports and Defence Airfields			✓	Not relevant to the proposed LEP amendment.
5.4 Shooting Ranges			✓	Not relevant to the proposed LEP amendment.
<b>Focus area 6: Housing</b>				
6.1 Residential Zones	✓			The proposal will encourage a variety and choice of housing typologies to provide for existing and future housing needs, efficiently utilise existing infrastructure and services, and minimise environmental impacts.
6.2 Caravan Parks and Manufactured Home Estates			✓	Not relevant to the proposed LEP amendment.
<b>Focus area 7: Industry and Employment</b>				
7.1 Business and Industrial Zones	✓			The Planning Proposal will maintain and enhance the employment generating uses on the site and support the viability of Ramsgate as a Local Centre.
7.2 Reduction in non-hosted short-term rental accommodation period			✓	Not relevant to the proposed LEP amendment.

Ministerial Direction	Consistent			Comment
7.3 Commercial and Retail Development along the Pacific Highway, North Coast			✓	The site is not located on the North Coast.
<b>Focus area 8: Resources and Energy</b>				
8.1 Mining, Petroleum Production and Extractive Industries			✓	Not relevant to the proposed LEP amendment.
<b>Focus area 9: Primary Production</b>				
9.1 Rural Zones			✓	The site of the Planning Proposal is not located in a Rural Zone.
9.2 Rural Lands			✓	The site of the Planning Proposal is not identified as Rural Lands.
9.3 Oyster Aquaculture			✓	Not relevant to the proposed LEP amendment.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast			✓	The site is not located in the NSW Far North Coast.

### 7.1.10 Information Checklist for Reclassification of Public Land

Part of the proposed amendments to the LEP include the reclassification of Lot 301 DP 1142822 to operational 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 17** Information checklist for reclassification of public land

Requirement	Comment
The current and proposed classification of the land.	The subject land is currently classified as community land and is proposed to be reclassified to operational land under the provisions of the Local Government Act 1993.
Whether the land is a 'public reserve' (defined in the LG Act).	The site is not defined as 'public reserve' under the Local Government Act 1993.
The strategic and site specific merits of the reclassification and evidence to support this.	Addressed throughout this report.
Whether the Planning Proposal is the result of a strategic study or report.	The strategic merit of the proposal is addressed in Section 7.1.
Whether the Planning Proposal is consistent with council's community plan or other local strategic plan.	Consistency with local strategic plans is addressed in Section 7.1.2.
A summary of council's interests in the land, including: - how and when the land was first acquired (e.g. was it dedicated, donated, provided as part of a subdivision for 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.	Lot 301 was created when 197 Rocky Point Road was developed pursuant to DA 46/2007 and is the first, and currently only, lot owned by Council on the site intended for future dedication 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	A conditional contract for has been executed between the proponent and Georges River Council. Settlement of the contract is contingent on a positive planning outcome, successful reclassification of the land and the removal of any caveats.
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.	Lot 301 is subject to a right of access easement on title which allows the owners of Lot 300 use of Lot 301 for



Requirement	Comment
	the provision of vehicle manoeuvring, subject to adequate maintenance of the lot.
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).	Lot 301 does not have 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 subject to a right of access easement on title which allows the owners of Lot 300 use of Lot 301 for the provision of vehicle manoeuvring, subject to adequate maintenance of the lot.
Current or proposed lease or agreements applying to the land, together with their duration, terms and controls.	As above.
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).	A conditional contract for has been executed between the proponent and Georges River Council. Settlement is contingent on a positive planning outcome, successful reclassification of the land and the removal of any caveats.
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 E1 Local Centre. No change to the zoning of the site is proposed as part of the Planning Proposal. Changes to the site's height and FSR standards are proposed, which will also affect Lot 301, as set out in Section 6.3.
How council may or will benefit financially, and how these funds will be used.	Council's resolution from the meeting on 25 October 2021 concluded that Council intends the income from the proceeds of any disposal of Lot 301 be placed in Council's Commercial Property Reserve for investment in future income generating commercial property assets.
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.	Not relevant.
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 relevant – the proposed reclassification applies to the whole of Lot 301.
Preliminary comments by a relevant government agency, including an agency that dedicated the land to council, if applicable	Not relevant.

## 7.2 Site-specific merit

### 7.2.1 Section C – environmental, social and economic impact

#### **Q8. 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 technical studies that accompany this Planning Proposal have not identified any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the site's urban location. Mature vegetation within the site is not listed as critical habitat or threatened.

#### **Q9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

A detailed assessment of the environmental effects as a result of this proposal is identified in **Section 7.3**. Relevant management measures are identified where appropriate and, on this basis, no unacceptable impacts are likely to result from this rezoning request or future development on the site.

Q10. Has the Planning Proposal adequately addressed any social and economic effects?

Yes. The economic and social impacts arising from rezoning request have been fully identified and addressed in **Appendices F and G**. The social and economic impacts created by this Planning Proposal will be positive.

7.2.2 Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the Planning Proposal?

The site is located in an established urban area and has access to existing public transport, infrastructure and services. Further investigations will be undertaken as part of the preparation of the DA to determine whether any upgrade of existing utilities is required to enable the proposal. Furthermore, the delivery of the indicative reference scheme, include a new pedestrian laneway/ north-south through site link will further public infrastructure outcomes at the Site.

7.2.3 Section E – State and Commonwealth Interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

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

7.3 Project timeline

Error! Reference source not found. provides the project timeline anticipated for the subject Planning Proposal which is predicated on the nature and scale of the Planning Proposal.

Table 18 Anticipated Project Timeline

Action	Timeframe
Stage 1 – Pre-lodgement	Complete
Lodgement	December 2023
Stage 2 – Planning Proposal	May 2024
Stage 3 – Gateway Determination	June 2024
Stage 4 – Post-Gateway	August 2024
Stage 5 – Public exhibition & Assessment	December 2024
Stage 6 – Finalisation	March 2025

7.4 Community consultation

With reference to the relevant considerations set out within the NSW Department of Planning & Environment’s Local Environmental Plan Making Guideline, it is noted that:

- The LEP making process does not require formal community consultation prior to a proponent submitting a rezoning request to council.
- The most appropriate time for community consultation for Planning Proposals is after a Gateway determination is issued and all relevant studies and reports have been completed. This ensures the community has clear and evidence-based information available to help them make informed comments on the proposal.

As such, formal public consultation will take place in accordance with Sections 3.34 and 3.35 of the EP&A Act at a later date. An Engagement Report has been prepared by Struber (**Appendix L**) to inform the engagement approach for upcoming consultation with the Ramsgate community in 2024. Any future DA for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comment on the proposal.

## 8.0 Environmental Assessment

This chapter provides an overview of the key planning and technical assessment issues relating to the Planning Proposal. This assessment collectively addresses matters which justify the proposal's site-specific merits.

### 8.1 Built form and urban design

The proposed urban design and built form is detailed in the architectural drawings and urban design report prepared by CHC (see **Appendices A and B**). This has been prepared with a detailed understanding of the site's surrounding planning context, together with physical, technical, and topographical parameters. The indicative reference scheme has also been developed in response to feedback received on previous planning proposals for the site, as detailed in the planning proposal history in **Appendix A**.

The conceptual design of the scheme will provide a mixed use development comprising three buildings that create a built form and massing appropriate for the Ramsgate local centre, while maximising the utility of a prominent corner site. The contemporary structure with defined vertical and horizontal elements provides suitability of the indicative scheme to the local centre setting and draws cues from the surrounding locality.

The scale of the development is generally keeping within the envisioned future character of the Ramsgate Local Centre as established in Part 7 (Business Precincts) of the DCP. The built form, bulk, and street alignment are in keeping with the desired future character of the centre and offer an appropriate integration with the surrounding environment.

The scheme proposed an open ground plane with strong integration between the ground floor retail and the public domain, with prominent pedestrian permeability and landscape elements. These provide strong visual connection to Targo Road and Rocky Point Road with entrances along the street frontage.

Dedicated separate residential entrances are provided at Ramsgate Road, Rocky Point Road, and Targo Road to give secondary frontages a more mixed-use residential presence, whilst planting along the residential balconies contributes to the articulation and softening of the facades.

Overall, the design for the three building components has been carefully considered with a focus on delivering an outcome that will both complement and enhance the character and quality of building stock in the local area. When compared to previous schemes considered by Council, the proposed indicative reference scheme will improve amenity for surrounding residential development and minimise the bulk and scale of the proposed built form.

## 8.2 Socioeconomic Impacts

The Economic Impact Assessment prepared by Ethos Urban (see **Appendix G**). The report builds upon previous analysis and research undertaken between 2021 to 2022 for the previous planning proposal. The background analysis undertaken within **Section 2.0** provides a summary of a more comprehensive retail demand assessment which highlights a substantial undersupply of supermarket floorspace within the local area to support the day-to-day needs of the population.

### 8.2.1 Demand Considerations

#### Residential apartments

Projections outlined in **Section 2.3.1** indicate that the MTA will increase by some +3,220 persons over the period to 2036. Based on population projections and an assumed average household size in the MTA of 2.5 persons, the results shown that even when considering the known future residential supply and conservative assumptions, there will be an undersupply of 850 dwellings by 2036. Therefore, the additional dwellings proposed as part of this Planning Proposal will greatly assist in supporting a proportion of this anticipated growth. As discussed in **Section 7.1**, the delivery of 144 apartments is consistent with NSW Government objectives, Region, District Plans and Council's objectives to deliver more housing some 14,000 dwellings by 2036. The proposed 144 dwellings proposed as part of the mixed-use offer will support the need for additional housing supply and diversity in the area and more broadly in well-located infill areas.

#### Retail Floorspace

With regard to the additional retail floorspace planned to be provided at the site, it is understood that this will form a supermarket of 4,011m<sup>2</sup> (including liquor). Typically, one full-line supermarket is supportable for every 8000-10000 residents across Australia. This represents a typical provision of around 0.35m<sup>2</sup> of supermarket floorspace per person. Within the defined MTA estimate 31,360 residents, some 10,976m<sup>2</sup> (equivalent to at least 3 full-line supermarkets) could currently be supportable within the Ramsgate MTA.'

The supermarket provision in the MTA is estimated at only 185m<sup>2</sup> per 1,000 persons. This is around 30% below the typical supermarket provision provided across Greater Sydney of 260m<sup>2</sup> per 1,000 persons.

Given there is no major full-line supermarket currently provided, analysis of supermarket customer visitation data shows that major full-line stores in surrounding larger retail centres more than 3km away are attracting customers from the MTA. Notably, these major full-line stores such as Woolworths Rockdale are attracting a significant portion of customers from the MTA, where over 20% of customers to this full-line store estimated to come from MTA residents. Accordingly due to the limited provision of full-major full-line supermarket floorspace within the MTA, local Ramsgate and MTA residents are regularly travelling well beyond the local area in order to satisfy their supermarket shopping needs at major full-line stores - resulting in increased traffic and higher levels of escaped expenditure from the MTA reducing local resident amenity.

#### Online Shopping

The prevalence and growing popularity of online shopping for food and groceries has been increasing in recent years. This is evident from a review of Woolworths sales reports which show that ecommerce sales increased from \$1.1 billion in FY18 to \$3.5 billion in FY21 (from 3% of total food sales to 7.9% of total food sales). The impact of COVID-19 on shopping patterns has further increased this shift, with online food and grocery sales at Woolworths increasing almost 75% in the last 12 months (FY20 to FY21) from around \$2 billion to now account for \$3.5 billion a year. This is primarily due to safety considerations along with increased convenience which also plays a central role in this transition.

While physical stores will remain a critical component of the retail network, it is increasingly important for modern supermarkets to cater to a broader range of shopping patterns and behaviours, including online shopping. For the proposed development at Ramsgate, this store will deliver a supermarket offer but also support dedicated "Direct to Boot" food and grocery services and layout that cater to the evolving needs of local residents.

### 8.2.2 Economic Impact Assessment

An assessment has been undertaken of the economic impacts associated with the construction and operational phases of the proposed Ramsgate development. The assessment has been undertaken through an analysis of the local market demand, competitive environment and market trends.



The proposed Ramsgate supermarket will help address a substantial undersupply of full-line supermarket floorspace within the local area and furthermore, will assist in satisfying the retail needs of the growing population within Ramsgate and the local area. As such, the proposed development would help alleviate pressure on the existing supermarket network, supporting market demand and customer need, rather than the development relying purely on the redirection of sales from other retailers and businesses.

Reflecting the existing competition as well as the size and growth in retail expenditure across the MTA, any impact from the proposed Woolworths Ramsgate development on businesses in the surrounding area is expected to be minimal and within the normal bounds of a competitive market, as outlined below:

- The proposed Woolworths Ramsgate development is projected to record sales of \$38.2 million in 2027/2028.
- The largest impact in dollar terms is projected on San Souci Central (anchored by Supabarn), with impacts projected to be in the order of \$4.3 million (or 9.5%) of total centres sales. The majority of this impact is likely to fall on the full-line Supabarn supermarket, which is the only existing full-line supermarket within the MTA. The centre and store will be impacted in the short term only. Based on food and grocery expenditure growth within the MTA estimated at around \$4.6 million each year, this impact will be quickly absorbed, with the store and centre to benefit from market growth in future years.
- The Ramsgate Beach retail strip, anchored by Coles, is also proposed to be impacted by around \$4.1 million (or 8.5%) in 2028 with the majority of sales impact to fall on Coles supermarket. However, reflecting the proposed Coles expansion, the centre is expected to record sales growth of \$7.3 million over the period to 2028 which will mitigate any short term impact from the proposal.
- The IGA centre at Ramsgate Beach (Ramsgate Beach Plaza) is planned to be impacted by 8.5%, or \$1.4 million by the proposal. Based on food and grocery expenditure growth within the MTA estimated at around \$4.6 million each year, this impact will be quickly absorbed, with the store and centre to benefit from market growth in future years. This centre may also benefit from the Coles expansion and revitalisation of the local strip.
- All other centre impacts are estimated to be less than 5% and as such, are of limited competitive relevance.

The result from the individual sales impact assessment indicates that all potential impacts likely to result from the proposed Woolworths Ramsgate development will not impact on the viability or continued operation of any existing or proposed facility with the local area. Rather, all existing and proposed developments would benefit from future growth in the market. The substantial level of current escaped expenditure from the Ramsgate MTA highlights the under provision of supermarket facilities in the area currently. The provision of a new major full-line supermarket at Ramsgate as proposed, would provide an essential supermarket offer close to residents' homes, and help reduce the need for residents to travel greater distances across this part of Sydney.

## Residential impacts

The Planning Proposal includes a provision of 144 dwellings that could be supported upon approval and completion of the project. Assuming the average household size of 2.5 persons per household for the MTA, the project may accommodate up to 353 residents at full occupancy.

The provision of residential dwellings within a high amenity location close to jobs and essential community services is a government priority and will support the continued growth of Ramsgate as a key centre and ensure that residents with the local area have access to contemporary housing options. Furthermore, the provision of additional residents will help to activate the Ramsgate retail strip for extended hours both during the day but also in the evenings.

### 8.2.3 Economic Benefits

Based on the originally submitted scheme (March 2022), the key economic benefits of the proposed development include the following:

- 570 job years (direct and indirect employment) to be generated through the construction phase.
- Generation of an estimated approx 130 FTE ongoing jobs once the supermarket is operational, creating approximately \$13.2 million pa (2023 dollars) of net economic uplift.
- The proposed development is estimated to house approximately 353 residents, with an estimated increase of \$1.6 million in retail expenditure on local retail per year.

The Planning Proposal is likely to result in a range of other economic and community benefits including:

- Provision of a new and essential retail offer to the local area that is not currently provided, including a major full-line supermarket and new services such as 'direct to boot' and online services which will improve customer choice, amenity and price competition in the local area, to the overall benefit of the community.

- Activation of a high profile site with proposed uses that will establish Ramsgate as a community destination and support the retail needs of the local community.
- Enhance access, connectivity and walkability within the MTA by establishing an active ground floor use along Rocky Point Road, and aligning with the surrounding residential and retail offering.
- Increase connectivity and activation in Ramsgate, including after hours and on weekends through the provision of a new retail destination anchor tenant. An enhanced retail and residential outcome will generate additional pedestrian traffic and dwell times in the precinct to the direct benefit of local businesses.
- Improve amenity, by reducing travel time and traffic congestion by enabling local residents to visit a major full-line supermarket locally that will provide a larger produce range than existing stores, alleviating some of the need to travel to other stores and centres outside of the local area.
- An improved built form outcome on the Subject Site and Rocky Point Road, including a contemporary and high quality design that will complement and enhance the existing character and density of the area. This includes improved through-site connectivity planned to be delivered through the proposal.
- Provision of new housing stock that provides additional housing choice and diversity in the local area within a highly accessible, contemporary development.
- Support the aspiration for a 30-minute city by providing essential retail goods and services, employment space and residential dwellings in a strategic and easily accessible location along an accessible corridor.
- Support the future promotion of Ramsgate to a Local Centre by providing essential supermarket services for the community.

#### 8.2.4 Social and Community Benefits

The proposal will give rise to the following social and community benefits:

- Overall, the Ramsgate community stands to benefit from the proposed development that will deliver improved amenity and a new retail offer within a high profile precinct. The project will support a more holistic retail network aligned to government objectives for walkability and a 'best in class' retail environment. The project would support continued growth and a successful, evolving precinct and community in the future.
- The provision of residential dwellings within a high amenity location close to jobs and essential community services is a government priority and will support the continued growth of Ramsgate as a key centre and ensure that residents within the local area have access to contemporary housing options. Furthermore, the provision of additional residents will help to activate the Ramsgate retail strip for extended hours during the day but also in the evenings.
- Provision of a new and essential retail offer to the local area that is not currently provided (without impacting on the ongoing viability or continued operation of any existing or proposed retail premises in the area), including a major full-line supermarket and new services such as 'direct to boot' and online services which will improve customer choice, amenity and price competition in the local area, to the overall benefit of the community.
- Activation of a high profile site with proposed uses that will establish Ramsgate as a community destination and support the retail needs of the local community.
- Enhance access, connectivity and walkability within the MTA by establishing an active ground floor use along Rocky Point Road, and aligning with the surrounding residential and retail offering.
- Increase connectivity and activation in Ramsgate, including after hours and on weekends through the provision of a new retail destination anchor tenant. An enhanced retail and residential outcome will generate additional pedestrian traffic and dwell times in the precinct to the direct benefit of local businesses.
- Improve amenity, by reducing travel time and traffic congestion by enabling local residents to visit a major full-line supermarket locally that will provide a larger produce range than existing stores, alleviating some of the need to travel to other stores and centres outside of the local area.
- An improved built form outcome on the Subject Site and Rocky Point Road, including a contemporary and high quality design that will complement and enhance the existing character and density of the area. This includes improved through-site connectivity planned to be delivered through the proposal.
- Provision of new housing stock that provides additional housing choice and diversity in the local area within a highly accessible, contemporary development.
- Support the aspiration for a 30-minute city by providing essential retail goods and services, employment space and residential dwellings in a strategic and easily accessible location along an accessible corridor.
- Support the future promotion of Ramsgate to a Local Centre by providing essential supermarket services for the community.

## 8.3 Traffic and Transport

A traffic and transport impact assessment has been prepared by CBRK (see **Appendix H**). The study provides an analysis of existing transport conditions, including the surrounding road network, site access, and parking and public transport provisions. The study also provides an assessment of the proposed access, parking, and servicing, loading arrangement, proposed parking rates, additional traffic movements resulting from the development uplift, impacts to the adjacent roads, together with public transport, walking, and cycling measures.

### 8.3.1 Existing Transport Conditions

The existing traffic flow along the three roads fronting the site are as follows:

- Rocky Point Road carried some 1,425 to 2,600 vehicles per hour (two way) during the weekday morning, afternoon and Saturday midday peak periods. Traffic flows were highest south of Ramsgate Road;
- Targo Road carried some 50 to 95 vehicles per hour (two way) during the weekday morning, afternoon and Saturday midday peak periods; and
- Ramsgate Road carried some 785 to 2,050 vehicles per hour (two way) during the weekday morning, afternoon and Saturday midday peak periods. Traffic flows were highest west of Targo Road.

SIDRA analysis was undertaken to assess the performance of the nearby intersections of relevance to the site. The findings concluded that the various intersections demonstrate a variety of service performance, ranging from “A” Good to “F” Unsatisfactory.

The key public transport provision for the site is the bus service along Rocky Point Road as follows:

- Route 476: Rockdale to Dolls Point;
- Route 477: Rockdale to Miranda (Loop Service); and
- Route 947: Kogarah to Hurstville via Dolls Point.

In the weekday morning and afternoon peak periods, these services operate every 15 to 30 minutes. At other times services operate every 30 to 60 minutes. Pedestrian access to the bus stops is provided at the traffic signal controlled intersection with Ramsgate Road and at the pedestrian signals, north of Targo Road.

### 8.3.2 Parking

On the basis of the TfNSW parking guidelines, the proposed residential component of the development would require 170 residential car parking spaces, including 28 visitor spaces.

Similarly, the retail component would require provision of 157 parking spaces.

Therefore, the total required parking spaces for the development, in accordance with the TfNSW guidelines, is 334 car parking spaces.

The provision of 348 parking spaces under the reference scheme therefore meets the car parking requirements for the proposed retail and residential uses.

### 8.3.3 Infrastructure Upgrades

The following infrastructure upgrades are proposed in order to alleviate the potential for adverse traffic flow impacts on the local road network:

- Install traffic signals at the intersection of Ramsgate Road/Targo Road/The Promenade. This would allow for all movements out of Targo Road and the through movement from The Promenade into Targo Road (the right turn out of The Promenade would remain banned), retain the existing right turn into The Promenade and retain banning the right turn into Targo Road;
- Install traffic signals at the intersection of Rocky Point Road/Targo Road. The provision of traffic signals would provide capacity for right turns out of Targo Road;
- Remove the existing pedestrian signals on Rocky Point Road (located some 30 metres north of Targo Road). Pedestrian access across Rocky Point Road would be provided at the new signals at Targo Road; and
- Removal of parking (total some 10 spaces) on Rocky Point Road (between Ramsgate Road and Targo Road) to accommodate the new traffic signals at Targo Road.

### 8.3.4 Traffic Impact Assessment

An analysis was undertaken to determine the potential traffic impacts arising from the proposed development.

SIDRA modelling was undertaken to reanalyse the performance of the relevant road intersections for 2033 traffic conditions, incorporating a scenario where no development is carried out, and one scenario where the proposed development is carried out. To account for background growth, traffic flows for all movements have been increased by a growth rate of 1% each year.

As a result of this analysis, the traffic impact assessment concludes that the road network is capable of catering for the traffic generated by the proposed development, as long as the recommended network modifications are carried out.

## 8.4 Residential Amenity

Pursuant to State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development ("SEPP 65"), a statutory framework is established which provides reference to the Apartment Design Guide ("ADG") to ensure that residential apartments are designed to be capable of achieving an appropriate standard of design quality and amenity. These considerations are detailed at the DA phase, however conceptual consideration of the key provisions has been undertaken to determine that the future development is capable of complying with the development standards of the ADG. A preliminary analysis of the key ADG provisions is provided in the urban design report (see **Appendix C**) including communal landscape areas, building separation, building widths, solar access, and natural cross ventilation.

The reference scheme has been designed to respond to the requirements of the ADG. It seeks to maximise residential amenity with the inclusion of an open-air communal space with good solar access during the day and planting of vegetation. The residential balconies provide private space for residents to access ventilation and sunlight during the day with planter boxes to elevate the amenity and outlook of the apartments.

### 8.4.1 Natural cross ventilation

The design criteria in Objective 4B-3 of the ADG requires the following development standards to be complied with in the development of residential flat buildings:

- 1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.*
- 2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.*

In this regard, a cross ventilation study has been undertaken for typical apartment layouts for the reference scheme (see **Figure 52** below).





**Figure 52** Cross ventilation study of typical apartments

Source: CHC

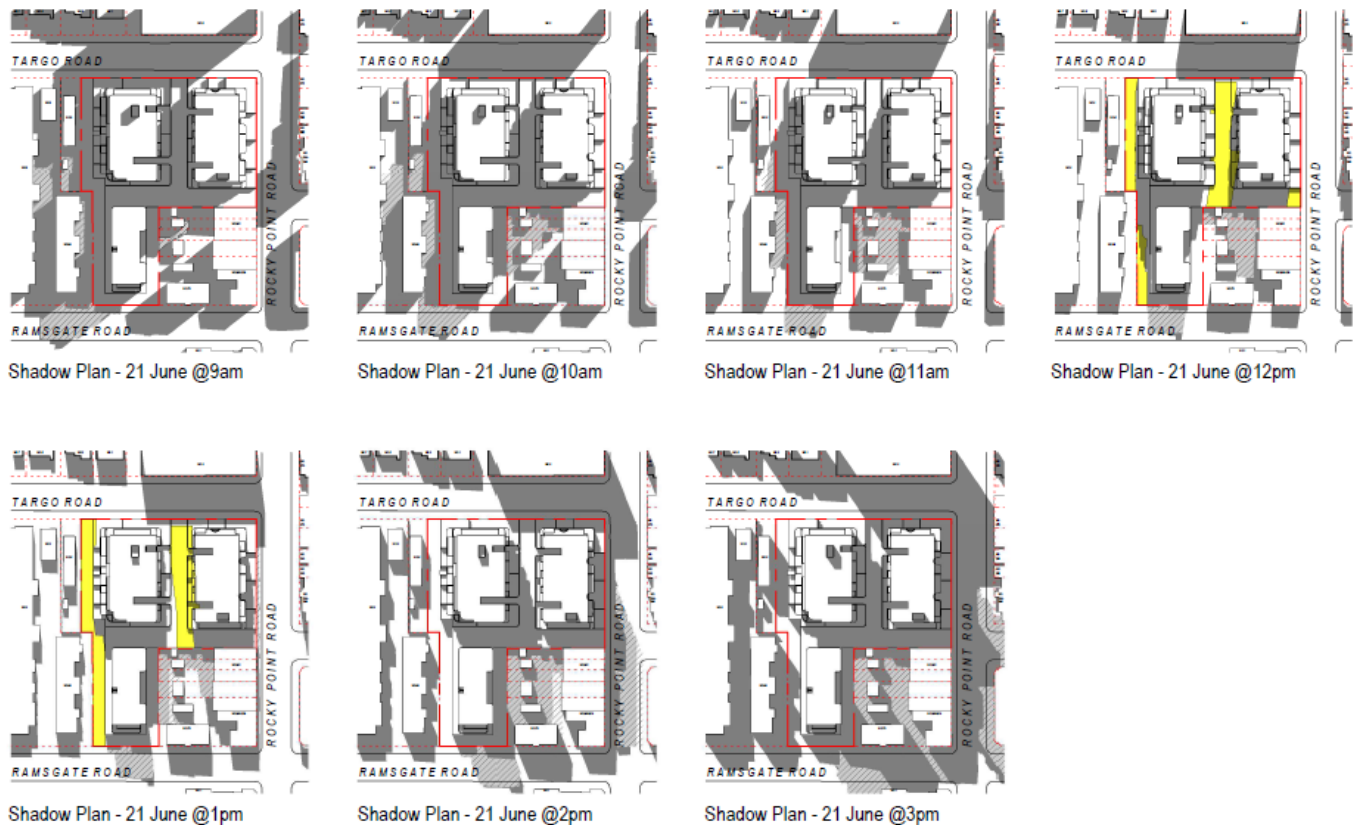
The study demonstrates that the reference scheme is capable of complying with the minimum 60% cross ventilation required by the ADG, by limiting the number of apartments on each floor plate and by introducing cut-outs in the building facades.

Any future development application for a detailed built form will be based on this design compliance.

#### 8.4.2 Communal open space

The design criteria in Objective 3D-1 of the ADG requires the following development standards to be complied with in the development of residential flat buildings:

1. Communal open space has a minimum area equal to 25% of the site.
2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).



**Figure 53** Winter solstice overshadowing analysis between 9am and 3pm

Source: CHC

The reference scheme complies with both criteria, as follows:

3. The scheme proposes 2,072m<sup>2</sup> of communal open space, which equates to 32% of the total site area.
4. A shadow analysis has been prepared by CHC (see **Appendix C** and **Figure 53**) which confirms that sunlight will be provided to 1,037m<sup>2</sup> (50%) of the proposed communal open space between 12:00–1:00pm, and 1,192m<sup>2</sup> (58%) between 1–2pm.

#### 8.4.3 Solar access

The design criteria in Objective 4A-1 of the ADG requires the following development standards to be complied with in the development of residential flat buildings:

5. *Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area.*
3. *A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.*



**Figure 54** Solar access study

Source: CHC

The layout of the apartments on each floor plate have been designed to maximise residential amenity and to achieve compliance with the ADG requirements:

- 115 apartments, equating to 77% of the total proposed apartments, will receive at least 2 hours of direct sunlight in mid-winter.
- 21 apartments, equating to 14% of the total proposed apartments, will receive less than 2 hours of direct sunlight. Only 13 apartments, equating to 9% of the total proposed apartments, will receive no direct sunlight.

## 8.5 Wind Impacts

An Environmental Wind Assessment has been prepared by MEL Consultants (see **Appendix K**) to assess whether the predicted wind conditions created by the development will be acceptable.

### 8.5.1 Wind environment and exposure

The strongest and most frequent winds for Ramsgate with respect to the pedestrian level environmental wind conditions come from the northeast, south, and west sectors. The north and east sector winds are relatively light and infrequent. The existing 4-5 storey apartment buildings located immediately to the north and east (along Dillion Street) will provide some shielding from these wind directions. Given the site is surrounded by typically low level (1-2 storeys) residential and commercial buildings, the site will have exposure to most wind directions.

### 8.5.2 Summary of wind assessment

It has been assessed that the proposed development would have wind conditions in the surrounding streetscapes that would satisfy the walking comfort criterion or better. The wind conditions outside all building entrances into the development would be expected to achieve the standing comfort criterion except the entrance at the northeast corner of the supermarket, along Rocky Point Road, which would be expected to only satisfy the walking comfort criterion.

The wind conditions in the communal open space on level 1 would be expected to achieve the walking comfort criterion, and would also be subject to gusty and turbulent wind flows in the wakes of the towers and within the vicinity of the building corners for the stronger northeast, west and south sector wind directions for which conditions could begin to approach the safety limit.

The wind conditions on all private terraces would be expected to satisfy the walking comfort and safety criteria for terraces located away from building corners, with corner terraces expected to have higher wind conditions possibly over the walking comfort and approaching the safety criterion.

The wind conditions on the rooftop communal areas of Buildings A, B and C would be expected to achieve the walking comfort and likely the standing/sitting comfort criteria.

The wind conditions on the communal and private terraces, and in the streetscapes surrounding the proposed development would be expected to satisfy the pedestrian safety criterion.

It would be recommended that wind tunnel model measurements be undertaken to quantify the wind conditions in the communal open space on level 1 and, if necessary, develop mitigation strategies (e.g. local wind-break screens) to achieve the criterion for the proposed activation and ensure conditions would meet the safety criterion.

## 8.6 Heritage Impacts

A Statement of Heritage Impact (SOHI) has been prepared by NBRS (see **Appendix I**). The site does not contain any State or local heritage listed items, nor is it located within a heritage conservation area. However, there are locally listed heritage items surrounding the site, as identified in **Figure 55**. In this regard, the SOHI identifies the following heritage items:

- Shops at 211-219 Rocky Point Road (State heritage inventory database reference number 1870164); and
- Residential flat building “Roma”.

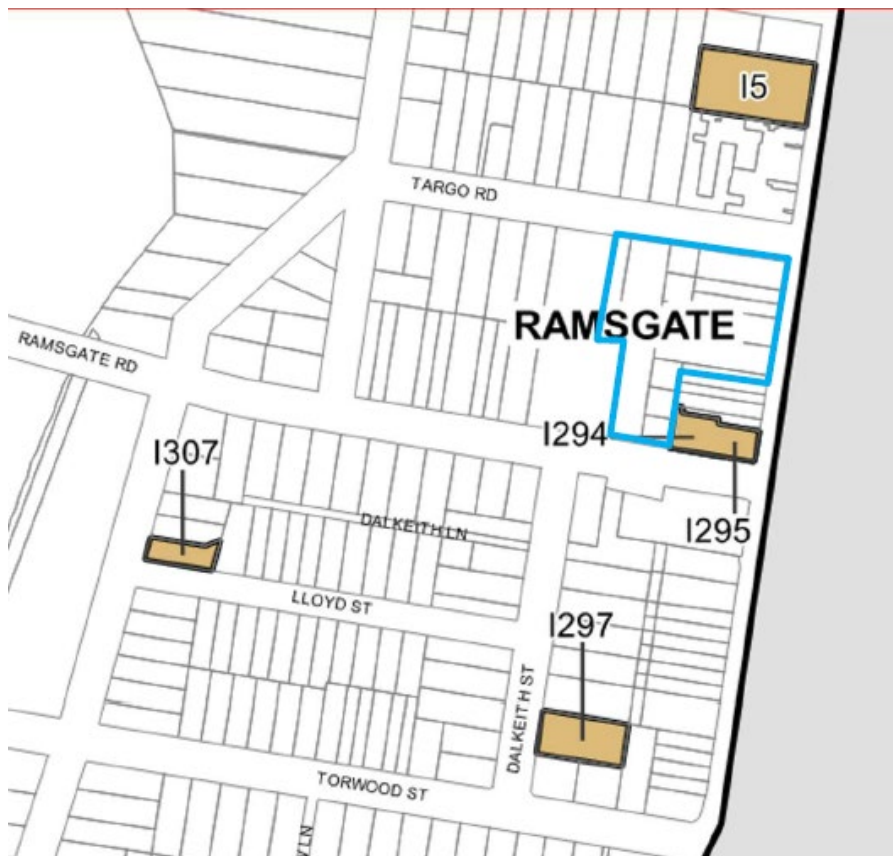
In response to this, the reference scheme has been designed to appropriately consider heritage impacts with regard to setbacks, materiality, character, and scale:

- The proposed podium level setback is 6m from Ramsgate Road and provides a 6m lane way to the back of the heritage interface.
- The design of Building C is of reduced scale when compared to Buildings A and B.
- Podium materiality across the building seeks to complement the Art Deco Heritage character and incorporate it into the Masterplan.

An assessment of the proposal identifies the following potential heritage impacts:

- Amendment of the LEP and DCP planning controls (which would result in the construction of three new mixed-use towers) will give rise to “acceptable heritage impacts”;
- Construction of basement parking spaces and a supermarket will give rise to “neutral heritage impacts”;
- Provision of publicly accessible pedestrian access from all street frontages will give rise to “positive heritage impacts”; and
- Retention of primary views to the heritage buildings will have “acceptable heritage impacts”.





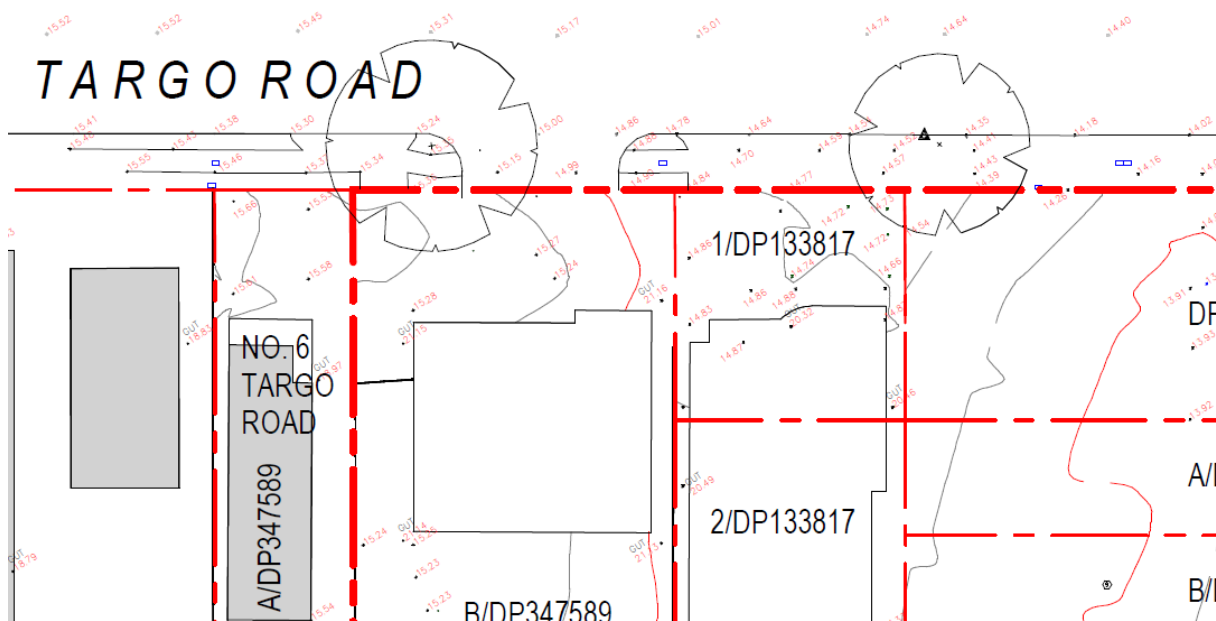
**Figure 55**    *LEP Heritage map*

Source: GRLEP 2021

## 8.7 Vegetation and Tree Impacts

The proposal will not give rise to any adverse vegetation or tree impacts. The site is already highly urbanised with existing improvements and minimal vegetation. There are two street trees on the northern boundary of the site at Targo Road (see **Figure 56** below), however these are located just outside the site boundary and will not interfere with the delivery of the proposed reference scheme.

A comprehensive arboricultural impact assessment will be prepared to accompany any future development application applying to the site.



**Figure 56** *Street tree location*

Source: CHC

## 8.8 Sustainability Impacts

The Proponent is targeting to redevelop the site in accordance with the following sustainability ambitions:

- Responsible strategies – construction and finishes, waste.
- Resilient strategies – climate change resilience, operations resilience, community resilience, heat resilience.
- Healthy strategies – clean air, light quality, acoustic comfort, amenity and connection to nature.
- Positive strategies – energy use and source, water use.

For individual components of the development, the following targets are intended subject to detailed design:

- Supermarket:
  - 5-star Green Star Interiors v1.3 rating (fit out).
  - Other opportunities such as in-store recycling, recycled PVC materials.
  - Provision of Electric Vehicle charging stations.
- Residential:
  - BASIX Water target: Pass score (4), i.e. Water score 45 for residential.
  - BASIX Energy target: Pass score (35), i.e. Energy score 40 for residential.

The ESD strategies presented in this report are proposed to be further developed and validated through the design and delivery of the new development.

## 9.0 Conclusion

This rezoning request seeks the preparation of a Planning Proposal by Georges River Council for amendments to Georges River Local Environmental Plan 2021 (GRLEP 2021).

The Planning Proposal seeks Council's support for a site-specific amendment to the Georges River Local Environmental Plan 2021 for the following:

- Amend the zoning of a portion of the site from existing R4 High Density Residential to E1 Local Centre;
- Increase the building height standard on the site from part 15 metres and part 21 metres to part 15m and part 28m;
- Increase the maximum floor space ratio (FSR) standard on the site from part 2.5:1 and part 1.5:1 to 2.64:1;
- Introduce a new site-specific provision under Part 6 Additional local provisions of the GRLEP 2021 relating to exceptions to the maximum permitted height at 193-199 Rocky Point Road and 2-4 Targo Road to allow greater flexibility for future development on the site to provide roof top communal open space.
- Reclassify Council owned Lot 301 DP 1142822 (76.1m<sup>2</sup>) 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.

Amendments to the Georges River Development Control Plan 2021 (GRDCP 2021) are also proposed to support the Planning Proposal and proposed future redevelopment. These amendments will address key design and development outcomes, including bulk, scale and massing, building design, activation, access, landscaping, residential amenity and sustainability.

The Planning Proposal is justified for the following reasons:

- The proposal is consistent with the objects of the EP&A Act, in that it promotes the orderly and economic use and development of land;
- The proposal is consistent with the strategic planning framework for the site;
- The Ramsgate local centre will become anchored by the site's proposed retail provision in supporting the immediate urban catchment and complement other retailers in Ramsgate;
- The future built form and land uses will cater to the local daily needs of the community by enhancing active transport opportunities and activation to improve the streetscape of Rocky Point Road;
- The site is well connected to transport infrastructure;
- The reference scheme, incorporating the site specific LEP and DCP controls, will deliver a building separation zone adjacent to the western boundary, including a deep soil zone and a publicly accessible footpath. This will provide a high quality and appropriate interface between the development and the adjacent residential properties to the west of the site.
- The proposal represents a contemporary design that is suitable for the Ramsgate local centre with strong vertical and horizontal elements and facades which contribute to the high street presentation along Ramsgate Road, Rocky Point Road, and Targo Road. The scheme responds to the surrounding character and existing architectural scale of Ramsgate.
- The proposed built form, which has been refined to account for feedback received on the previous scheme, demonstrates a high quality design which exhibits the principles of the Apartment Design Guide. The concept proposal is designed to accommodate a variety of sustainability features and deliver beyond its required targets for sustainability, energy efficiency and water and waste management.
- The indicative scheme provides a range of apartment sizes with high amenity, which will create a level of activation which will support the success of the local centre.
- The proposal is consistent with the objects of the Environmental Planning and Assessment Act 1979, in that it promotes the orderly and economic use and development of land.
- The proposal is consistent with the applicable SEPPs and Ministerial Directions.

The proposal will deliver significant socioeconomic benefits to the locality, including an estimated 130 job years during the construction stage and an estimated 200 FTE jobs (direct and indirect) ongoing jobs resulting from the future operations. These ongoing jobs would stimulate additional economic activity with an estimated contribution to the economy of \$21.1 million per annum.

In light of the site's extensive planning history, the planning proposal represents an evolution from the previous scheme by delivering the following design improvements:

- Relocation of the supermarket to street level and reduced intensity to support the existing surrounding retail strip;
- Reduced traffic intensity, less basement excavation and improved streetscape outcome;
- A smaller development site and reduced building massing;
- Reduced street wall height and building heights;
- Increased western boundary setback and deep soil;
- Visible active podium and finer grain edges;
- Increased upper level setback; and
- Improved heritage interface.

Furthermore, for every \$100 million of CIV, the construction phase of the project is expected to directly support employment of 130 job-years and deliver a direct value add to the economy of \$21.6 million. Based on a total retail GFA of 4,011m<sup>2</sup>, the operational phase of the development is expected to deliver FTE employment of 130 direct ongoing jobs and a direct value-add to the economy per annum.

The proposal demonstrates strategic merit through the following:

- Delivery of housing to meet the local housing demands identified in:
  - Greater Sydney Region Plan: *A Metropolis of Three Cities*;
  - South District Plan and Eastern City District Plan;
  - Georges River Local Strategic Planning Statement (LSPS); and
  - Georges River Local Housing Strategy;
- The project will contribute to the upgrade of Ramsgate from a “Village” to a “Strategic Centre” with appropriate density and connections to transport infrastructure; and
- The site is strategically located at the confluence of a ‘Train Link/Mass Transit Visionary’, ‘Road Investigation 0-10 years’, and ‘Road Visionary Corridors’, as identified in the District Plans and at prominent corner in the Ramsgate local centre to take advantage of the existing accessibility to transport and services. The proposal will result in the delivery of a future Woolworths supermarket that will stock a wider range of products, and in doing so improve the ability of the Ramsgate local centre to respond to the priorities of the LSPS.

The proposal also demonstrates site-specific merit through the following:

- The proposal will allow for the public land within the site to be reclassified to become operational;
- The site is in an urban location with no critical habitat or threatened species, populations or ecological communities or their habitats;
- The site is located in an established urban area and has access to existing public transport, infrastructure, and services;
- The proposal will result in significant social, community, and economic benefits, including:
  - Enhanced access, connectivity, and walkability by establishing an active ground plane;
  - Activate the site with proposed uses that will establish Ramsgate as a community destination and support the retail needs of the local community; and
  - Improve amenity, by reducing travel time and traffic congestion by enabling local residents to visit a major full-line supermarket locally that will provide a larger produce range than existing stores, alleviating some of the need to travel to other stores and centres outside of the local area.

In light of the above, and when considering the evolution of the design compared to previous schemes, we have no hesitation in recommending that a Planning Proposal be prepared, endorsed and proceed through the Gateway to public exhibition.