

URBIS

BESMAW PLANNING PROPOSAL | STRATEGIC PLANNING POLICY CONSISTENCY ASSESSMENT

Prepared for
BESMAW
14 December 2023

Table 1 Consistency with Strategic Planning Framework

Objectives	Consistency
<u>A Metropolis of Three Cities: Greater Sydney Region Plan</u>	
<p>Infrastructure and Collaboration</p> <p>Infrastructure aligns with forecast growth (Objective 2).</p>	<p>The Planning Proposal aligns with Objective 2 of the Greater Sydney Region Plan by:</p> <ul style="list-style-type: none"> ▪ Delivering the necessary site infrastructure (utilities, water, sewer and stormwater infrastructure) as well as open space and the required social infrastructure. ▪ The infrastructure delivery will progressively occur in accordance with the staged redevelopment of the site. ▪ There is no impediment to the availability and capacity of infrastructure to service the site. ▪ Road widening and traffic upgrades will occur at the necessary stage and the VPA provides a commitment to the funding or delivery of these items. ▪ An interim bus solution strategy will be provided until there is sufficient demand on the site to reroute the existing bus network, providing frequent public transport to residents of the site.
<p>Liveability</p> <p>Services and infrastructure meet communities' changing needs (Objective 6).</p> <p>Communities are healthy, resilient and socially connected (Objective 7).</p> <p>Greater Sydney's communities are culturally rich with diverse neighbourhoods (Objective 8)</p> <p>Greater housing supply (Objective 10).</p> <p>Housing is more diverse and affordable (Objective 11).</p>	<p><u>Objective 6, 7, 8</u></p> <p>The Planning Proposal aligns with Objective 6, 7 and 8 of the Greater Sydney Region Plan through delivering a significant quantum of social infrastructure, including capacity for a school site and community facilities, which meet the demands of the projected population.</p> <p>Future open space will be designed flexibly to support an array of intended uses and respond to the changing needs of communities as the site develops.</p> <p>The public benefits delivered by the proposal are clearly articulated and incorporated into the Letter of Offer accompanying this Planning Proposal. The Letter of Offer includes:</p> <ul style="list-style-type: none"> ▪ Capacity for a school site, comprising 2.5-hectare site of land, including open space which can be used by future residents; ▪ Construction of an SES depot and facility; ▪ Widening of Captain Cook Drive from 2 lanes to 4 lanes plus cycle lanes and pedestrian pathways;

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<p>Great places that bring people together (Objective 12).</p> <p>Environmental Heritage is identified, conserved and enhanced (Objective 13).</p>	<ul style="list-style-type: none"> ▪ Dedication of district and local open space to Council; and ▪ Construction, fit out and dedication of a Surf Life Saving Facility. ▪ The Planning Proposal incorporates a Country-led approach throughout the design, delivery, and management of the site. The Planning Proposal will provide opportunities for; <ul style="list-style-type: none"> ▪ Storytelling led by First Nations community members; ▪ Meeting places for cultural and knowledge exchange; ▪ First Nations employment and enterprise; ▪ Embedding cultural practices within on site activations; and ▪ Nursery and food production. <p>These opportunities will ensure that the master plan responds to the site’s deep Aboriginal history to provide for a culturally rich and diverse community.</p> <p><u>Objective 10 and 11</u></p> <p>The Planning Proposal will deliver approximately 4,333 residential dwellings, across medium and high-density housing typologies and will provide an affordable housing component of 7.5% of the total residential yield excluding seniors living. In addition, 30 seniors living units will be dedicated to the La Perouse Local Aboriginal Land Council to provide affordable housing for the local Aboriginal community. The proposed dedication of affordable housing is detailed in the Letter of Offer which accompanies this Planning Proposal and will total 299 dwellings. The site will significantly contribute towards the South City District 20-year target of 83,500 dwellings.</p> <p>The Planning Proposal will support housing choice and diversity through offering a range of housing typologies, including:</p> <ul style="list-style-type: none"> ▪ 2,743 dwellings high density apartments; ▪ 582 medium density residential dwellings; ▪ 258 townhouses;

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	<ul style="list-style-type: none"> ▪ 598 Independent Living Units; ▪ 30 Aboriginal social housing aged care dwellings; and ▪ 122 dwellings within Residential Aged Care Facilities. <p><u>Objective 12</u></p> <p>The Planning Proposal exhibits significant public benefit through the dedication of land into Council ownership, the establishment of 67.3% of the site as open space, the construction of community facilities and the delivery of social and affording housing. The proposed public benefit is clearly detailed in the Letter of Offer accompanying this Planning Proposal.</p> <p>The master plan has been designed to ensure that active transport connections and walkability is maximised. The road designs have been prepared in accordance with the TfNSW Movement and Place Framework and the TfNSW Cycleway Design Toolbox. This ensures that the street environment allocates significant space for pedestrian use, including outdoor dining, retail, and transport accessibility which improves the vitality and perceived safety of the place.</p> <p>Through dedicating the frontal dune and beach into Council ownership, public accessibility to the beach will be improved, along with establishing the identified pedestrian connection between Wanda Reserve and the Kamay Bay National Park. This link will improve pedestrian accessibility into the site and to the surrounding area and therefore generate important pedestrian and social connections.</p> <p><u>Objective 13</u></p> <p>European Heritage</p> <p>The State heritage listed “Cronulla Sand Dune and Wanda Beach Coastal Landscape” (SHR #01668) borders the south-western portion of the site. The Heritage Impact Assessment confirms that the site’s redevelopment is appropriate from a heritage perspective.</p> <p>Aboriginal Cultural Heritage</p> <p>The Planning Proposal will celebrate the site’s Aboriginal cultural heritage through the opportunities to embed cultural practices, Aboriginal art, and storytelling throughout the site. The masterplan includes the establishment of</p>

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	<p>the Cultural Trail which transects the site and links Quibray Bay with Boat Harbour to acknowledge the historical movement of Aboriginal people throughout the site.</p> <p>The Planning Proposal will protect and celebrate the “McCue Midden” (AHIMS 52-3-1110) in the northern portion of Lot 8. This will be achieved by providing educational and interpretation opportunities at the site of the midden along the Cultural Trail. The master plan does not enable the removal of Aboriginal cultural heritage elements.</p>
<p>Productivity</p> <p>Creating walkable and 30-minute cities (Objective 14).</p> <p>Freight and logistics network is competitive and efficient (Objective 16).</p> <p>Economic sectors are targeted for success (Objective 24).</p>	<p><u>Objective 14</u></p> <p>The Planning Proposal will deliver four (4) distinct walkable neighbourhoods each with their own unique character and built form. The Planning Proposal prioritises the role of streets and their character to support different neighbourhood identities. The site will incorporate an extensive pedestrian network to ensure walkability within each neighbourhood and throughout the site. The pedestrian network includes:</p> <ul style="list-style-type: none"> ▪ Formalised streets including pedestrian pathways; ▪ The site-wide Cultural Trail which transects the neighbourhoods in a predominantly north-south direction to connect Quibray Bay with Boat Harbour; and ▪ Informal pedestrian “desire lines” which connect the proposed neighbourhoods with the cultural trail, National Park, and Wanda Reserve. ▪ The Planning Proposal will facilitate an extensive cycleway network to support active transport patronage. The active transport network includes separated bi-directional cycleways along the main street and residential boulevards to provide significant opportunities for active transport use. ▪ The proponent will also establish a shuttle bus service between the site and Woolooware Station until the demand for bus services necessitates rerouting the existing 987 bus service. This will ensure equitable access to nearby heavy rail infrastructure and key town centres, consistent with the objectives of the 30-minute city. <p><u>Objective 16</u></p> <p>Strategy 16.1 of the Region Plan provides management mitigation measures for land use activities that are subject to aircraft emissions. Specific to Kurnell, the Plan identifies “preventing inappropriate development within the high noise corridor on the Kurnell Peninsula.”</p>

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	<p>The “high noise corridor” is not defined in the Plan and there is no clear reference to what this relates to.</p> <p>Notwithstanding, the master plan is not inconsistent with this objective as:</p> <ul style="list-style-type: none"> ▪ The master plan, and as reflected in the land use zoning map, zones the land beneath the flight path as C2 Environmental Conservation. This means that no residential or other sensitive land uses will be located beneath the flight path. ▪ Approximately 40% of the site is located outside the ANEF 20 Contour and is not subject to any aircraft noise restrictions or requirements. That is, no acoustic attention measures would be required in those buildings. ▪ The eastern portion of the site is located within the 20 ANEF contour and this area is acceptable for residential and other sensitive land uses, providing acoustic attention measures are met. It is not uncommon for residential development to be within ANEF 20 Contour. ▪ The Proponent has met with SACL and they have confirmed that air services is currently examining the diversion of flight paths from over the site. Further to this, the airport operations are in a state of change due to the opening of the Western Sydney Airport as well as the KSA master plan 2039. The area of the site subject to the ANEF 20 Contour is not expected to be delivered until 2037 – 2045. At this time, the aircraft considerations will be more fully known. Notwithstanding, that they remain permitted under the relevant acoustic Australian Standards. ▪ It is understood that SACL’s main concern relates to the Long Term Operating Plan for Sydney Airport. In response to this, the proponent is willing to accept that a covenant be placed on title for the future residential and commercial developments, restricting any complaints to SACL regarding aircraft noise. <p><u>Objective 24</u></p> <p>A range of commercial, retail, tourist and service jobs will be created within a mixed-use environment, supporting growth in the local economy, and providing opportunities for local jobs. The Planning Proposal will directly generate 1,171 FTE jobs during the operational phase, including:</p> <ul style="list-style-type: none"> ▪ 241 retail jobs; ▪ 18 commercial jobs;

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	<ul style="list-style-type: none"> ▪ 132 community jobs (cultural and education); ▪ 333 aged care jobs; and ▪ 445 tourism jobs. <p>A further 366 production induced jobs and 659 consumption induced jobs will be generated by the Planning Proposal.</p> <p>The Planning Proposal provides a significant opportunity to meet the shortfall in commercial tourism accommodation in the Sutherland Shire LGA through providing 587 tourism accommodation rooms across a mix of hotel accommodation and cabins.</p> <p>The tourism accommodation will be supported by the delivery of tourism infrastructure, including:</p> <ul style="list-style-type: none"> ▪ Education and interpretation associated with Connecting to Country and the Aboriginal living culture; and ▪ New public pedestrian connections from Wanda Reserve to the National Park.
<p>Sustainability</p> <p>The coast and waterways are protected and healthier (Objective 25).</p> <p>Biodiversity is protected (Objective 27).</p> <p>Scenic and cultural landscapes are protected (Objective 28).</p> <p>Urban Tree canopy cover is increased (Objective 30).</p> <p>Public open space is accessible (Objective 31).</p> <p>The Green Grid links (Objective 32).</p>	<p><u>Objective 25 and 27</u></p> <p>The Planning Proposal will deliver profound public and environmental benefits that directly align with the objectives of the Greater Sydney Region Plan:</p> <ul style="list-style-type: none"> ▪ Several ecological corridors will be established with 67.3% of the site becoming available for open space and the re-establishment of environmentally and culturally sensitive areas. Through establishing the ecological corridors sensitive ecological habitat can be restored and the movement of flora and fauna will be facilitated. ▪ Development has avoided the site's sensitive Coastal Wetlands through locating development outside of the 100 metre buffer zones. ▪ The proposed frontal dune land dedication will preserve and enhance the ecological function and public use of the foreshore of Bate Bay. <p><u>Objective 28</u></p> <p>Culturally significant Aboriginal sites and landscapes have been identified on the site throughout the ACHAR process, Connecting with Country framework development, and during engagement with the local Aboriginal</p>

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<p>Energy and water flows are captured, used and re-used (Objective 34).</p> <p>More waste is re-used and recycled to support the development of a circular economy (Objective 35).</p>	<p>community. Their significance will be celebrated and protected through the establishment of the Cultural Trail which traverses throughout the site to provide education and interpretation opportunities. These sites will be managed by the Kamay Rangers and the La Perouse Local Aboriginal Land Council.</p> <p><u>Objective 30, 31, and 32</u></p> <p>The Planning Proposal will deliver north-south and east-west green corridors to ensure access to open space is equitably distributed.</p> <p>The proposed ecological corridors and open space network will deliver and expand on the objectives of the Green Grid.</p> <p>Opportunities for tree canopy cover through local parks and street landscapes will be delivered. These opportunities combined with the ecological corridors create significant tree canopy throughout the site.</p> <p><u>Objective 34 and 35</u></p> <p>A site-wide stormwater strategy has been developed which seeks to capture, treat and where possible, re-use stormwater on-site. Electricity will be generated on-site through the provision of solar generation capacity on buildings across the site.</p>
Our Greater Sydney 2056 – South District Plan	
<p>Infrastructure and Collaboration</p> <p>Planning for a city supported by Infrastructure (Planning Priority S1).</p>	<p><u>Planning Priority S1</u></p> <p>Deliver a diversity of infrastructure, including open space, road, and traffic infrastructure. Open space for active and passive recreation uses will be flexibly designed to allow for a range of diverse uses, including formal and informal playing fields, community facilities, and shared use spaces. A total of 67% of the site is designed as landscaped open space, with 8 local parks and 3 district parks to be dedicated to Council.</p> <p>Ensuring that the site can be serviced by utilities infrastructure through the proposed Local Water Centre and reticulating water network operated by Altogether and the opportunities for on-site electricity production. Altogether will recycle sewer onsite, providing for sustainable infrastructure initiatives.</p> <p>The widening of Captain Cook Drive and the proposed rerouting of the 987 bus route will ensure that private vehicle and public transport access to the site is adequately supported. The Transport Strategy and Impact</p>

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	<p>Assessment has confirmed that the proposed transport amendments will have no adverse impacts on the surrounding road network.</p> <p>A concept road design and cost estimate has been prepared and issued to TfNSW which provides the sufficient level of detail regarding the widening of Captain Cook Drive. The submitted Letter of Offer confirms that the Proponent will fund the required road widening and contribute towards broader intersection upgrades.</p> <p>The provision of open space, an educational establishment, transport infrastructure and utilities infrastructure. The Planning Proposal will be adequately supported by infrastructure and will not rely on the infrastructure of nearby centres.</p> <p>Two new beachfront public car parking areas are proposed providing for 300 car spaces for the use of broader residents of the Shire and visitors.</p> <p>Rigorous infrastructure and transport analysis has been undertaken to confirm the capacity of the site. The technical evidence confirms that the site is capable of accommodating the proposed density, in accordance with the infrastructure strategy. The concept civil design and the ecological assessment for Captain Cook Drive, confirms that this car occur, with removal of vegetation limited to approximately 2hectares, which is minimal for the study area.</p> <p>Any loss of vegetation can occur, subject to the appropriate biodiversity offsets being obtained.</p>
<p>Liveability</p> <p>Providing services and social infrastructure to meet people’s changing needs (Planning Priority S3).</p> <p>Fostering healthy, creative, culturally rich and socially connected communities (Planning Priority S4).</p> <p>Providing housing supply, choice and affordability, with access to jobs,</p>	<p><u>Planning Priority S3, S4</u></p> <p>The Planning Proposal aligns with Planning Priority S3 and S4 through delivering a significant quantum of social infrastructure, including educational and community facilities, to provide for the anticipated diversity of occupants.</p> <p>Future open space will be designed flexibly to support an array of intended uses and respond to the changing needs of communities as the site develops.</p> <p>The public benefits delivered by the proposal are clearly articulated and incorporated into the Letter of Offer accompanying this Planning Proposal. The Letter of Offer includes:</p> <ul style="list-style-type: none"> ▪ Capacity for 2.5-hectare site of land for education purposes; ▪ Construction of an SES depot;

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<p>services and public transport (Planning Priority S5).</p> <p>Creating and renewing great places and local centres and respecting the District's heritage (Planning Priority S6).</p>	<ul style="list-style-type: none"> ▪ Widening of Captain Cook Drive from 2 lanes to 4 lanes plus cycle lanes and pedestrian pathways; ▪ Dedication of district and local open space including the frontal dune and beach; and ▪ Construction, fit out and dedication of a Surf Life Saving Facility. <p>The Planning Proposal incorporates a Country-led approach throughout the design, delivery, and management of the site. The Planning Proposal will provide opportunities for;</p> <ul style="list-style-type: none"> ▪ Storytelling led by First Nations community members; ▪ Meeting places for cultural and knowledge exchange; ▪ First Nations employment and enterprise; ▪ Embedding cultural practices within on site activations; and ▪ Nursery and food production. <p>These opportunities will ensure that the master plan acknowledges the site's deep Aboriginal history to provide for a culturally rich and diverse community.</p> <p><u>Planning Priority S5</u></p> <p>The Planning Proposal will deliver approximately 4,333 residential dwellings, across medium and high-density housing typologies and will provide an affordable housing component of 7.5% of the total residential yield excluding seniors living. In addition, 30 seniors living units will be dedicated to the La Perouse Local Aboriginal Land Council to provide affordable housing for the local Aboriginal community. The proposed dedication of affordable housing is detailed in the Letter of Offer which accompanies this Planning Proposal and will total 299 dwellings. The master plan will significantly contribute towards the South City District 20-year target of 83,500 dwellings.</p> <p>The Planning Proposal will support housing choice and diversity through offering a range of housing typologies, including:</p> <ul style="list-style-type: none"> ▪ 2,743 dwellings in residential flat buildings; ▪ 582 medium density residential dwellings;

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	<ul style="list-style-type: none"> ▪ 258 townhouses; ▪ 598 Independent Living Units; ▪ 30 Aboriginal aged care dwellings to be transferred to La Perouse Local Aboriginal Land Council; and ▪ 122 dwellings within Residential Aged Care Facilities. <p>A total of 269 dwellings will be dedicated as affordable housing and an additional 30 dwellings will be transferred to LALC, delivering 299 affordable dwellings.</p> <p>The future scale, bulk and form of development is consistent with the character of contemporary development in the Sutherland Shire.</p> <p><u>Planning Priority S6</u></p> <p>European Heritage</p> <p>The State heritage listed “Cronulla Sand Dune and Wanda Beach Coastal Landscape” (SHR #01668) borders the south-western portion of the site. The Heritage Impact Assessment confirms that the site’s redevelopment is appropriate from a heritage perspective.</p> <p>Aboriginal Cultural Heritage</p> <p>The Planning Proposal will celebrate the site’s Aboriginal cultural heritage through the opportunities to embed cultural practices, Aboriginal art, and storytelling throughout the site. The masterplan includes the establishment of the Cultural Trail which transects the site and links Quibray Bay with Boat Harbour to acknowledge the historical movement of Aboriginal people throughout the site.</p> <p>The Planning Proposal will protect and celebrate the “McCue Midden” (AHIMS 52-3-1110) in the northern portion of Lot 8. This Planning Proposal will celebrate the McCue Midden through providing educational and interpretation opportunities at the site of the midden along the Cultural Trail. The master plan does not enable the removal of Aboriginal cultural heritage elements.</p>

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<p>Productivity</p> <p>Retaining and managing industrial and urban services land (Planning Priority S10).</p> <p>Supporting growth of targeted industry sectors (Planning Priority S11).</p> <p>Delivering integrated land use and transport planning and a 30-minute city (Planning Priority S12).</p>	<p><u>Planning Priority S10</u></p> <p>Throughout the pre-lodgement phase of this Planning Proposal, several key agencies queried the redevelopment of “industrial land” for a mixed-use purpose. The South District Plan identifies the site as an “urban area”. Whilst Lot 8 is zoned E4 General Industrial, it currently does not accommodate any industrial land uses and the current landform contains a large intact midden, coastal wetlands and native vegetation, which is proposed to be retained and celebrated by this Planning Proposal.</p> <p>Whilst Lot 8 may be zoned for industrial land, previous development applications for industrial land uses were refused due, in part, to the large intact midden and coastal wetland. The site has never been used for industrial purposes and has been retained as vacant land throughout its history. The proposed zoning and sensitive redevelopment of Lot 8 reflects the cultural and ecology qualities of the site.</p> <p><u>Planning Priority S11</u></p> <p>The South District Plan identifies tourism as a target industry for growth within the Sutherland Shire LGA. The South District Plan specifically identifies the lack of tourist and visitor accommodation, stating:</p> <p><i>“While Greater Sydney welcomes 30 million visitors a year, the South District is not heavily promoted as a tourist destination. In addition, supporting tourist infrastructure, particularly hotel and overnight accommodation, is limited.”</i></p> <p>The South District Plan notes that strategic planning and planning proposals can grow the tourism offer and increase overnight stays through offering additional tourism and visitor accommodation and infrastructure.</p> <p>This Planning Proposal provides a significant opportunity to meet the shortfall in commercial tourism accommodation. Council’s vision for the Kurnell Peninsula as a Coastal Destination Zone (CDZ) will be realised through the development of tourism-related infrastructure and services, increasing visitation to Kurnell and the Sutherland Shire. The Planning Proposal will deliver 587 tourism accommodation rooms across a mix of hotel accommodation and cabins.</p> <p>The Planning Proposal will deliver significant tourism opportunities and associated infrastructure, including:</p> <p>Education and interpretation associated with Connecting to Country and the Aboriginal living culture; and</p> <p>New public pedestrian connections from Wanda Reserve to the National Park to provide an important missing link on the Great Southern Walk.</p>

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	<p>The Planning Proposal will enable the delivery of a rare and substantial opportunity to increase employment density and variety on Kurnell Peninsula. Within the site, a range of commercial, retail, tourist and service jobs will be created within a mixed-use environment, supporting growth in the local economy, and providing opportunities for local jobs. The Planning Proposal will boost the local economy by creating 1,171 direct jobs during the operational phase, 366 production induced jobs, 659 consumption induced jobs, and 8,040 construction job years.</p> <p><u>Planning Priority S12</u></p> <p>The co-location of residential and employment land uses will minimise work / home travel time and aligns with the strategic intent for creating jobs within 30 minutes of homes.</p> <p>The Planning Proposal will deliver four (4) distinct walkable neighbourhoods each with their own unique character and built form. The Planning Proposal prioritises the role of streets and their character to support different neighbourhood identities.</p> <p>The site will incorporate an extensive pedestrian network to ensure walkability within each neighbourhood and throughout the site. The pedestrian network includes formalised streets, the site-wide Cultural Trail, and informal pedestrian “desire lines” which connect the proposed neighbourhoods.</p> <p>The site will accommodate an extensive cycleway network to support active transport patronage. The active transport network includes separated bi-directional cycleways along the main street and residential boulevards to provide significant opportunities for active transport use.</p>
<p>Sustainability</p> <p>Protecting and improving the health and enjoyment of the District’s waterways (Planning Priority S13).</p> <p>Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes and better managing rural areas (Planning Priority S14).</p>	<p><u>Planning Priority S13 and S14</u></p> <p>The Planning Proposal will deliver profound public and environmental benefits that directly align with the objectives of the Greater Sydney Region Plan.</p> <p>Several ecological corridors will be established with 67.3% of the site becoming available for open space and the re-establishment of environmentally and culturally sensitive areas. Through establishing the ecological corridors sensitive ecological habitat can be restored.</p> <p>Development has avoided the site’s sensitive Coastal Wetlands by locating development outside of the 100 metre buffer zones.</p>

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<p>Increasing urban tree canopy cover and delivering Green Grid connections (Planning Priority S15).</p> <p>Delivering high quality open space (Planning Priority S16).</p> <p>Reducing carbon emissions and managing energy, water and waste efficiently (Planning Priority S17)</p> <p>Adapting to the impacts of urban and natural hazards and climate change (Planning Priority S18).</p>	<p>The proposed frontal dune land dedication will preserve and enhance the ecological function and public use of the foreshore of Bate Bay.</p> <p>The Planning Proposal will be “nature positive” through the delivery of habitat for Green and Golden Bell Frogs and microbats.</p> <p>The Planning Proposal will exhibit international best practice WSUD strategies to ensure that the limited water discharge will have a Neutral or Beneficial Effect on the offsite conditions.</p> <p><u>Planning Priority S15 and S16</u></p> <p>The Planning Proposal will deliver north-south and east-west green corridors to ensure access to open space is equitably distributed and to significantly increase the tree canopy cover of the site.</p> <p>The proposed ecological corridors and open space network will deliver and expand on the objectives of the Green Grid.</p> <p>Opportunities for tree canopy cover through local parks and street landscapes will be delivered. These opportunities combined with the ecological corridors create significant tree canopy throughout the site.</p> <p><u>Planning Priority S17</u></p> <p>A site-wide stormwater capture strategy has been developed which seeks to re-use stormwater on-site and create circular economy opportunities. The stormwater strategy will utilise the proposed green corridors to minimise stormwater run-off and enable groundwater recharge. The proposed sit-wide solution will minimise water and energy requirements while simultaneously improving reuse outcomes.</p> <p>Electricity will be generated on-site through the future provision of solar energy.</p> <p><u>Planning Priority S18</u></p> <p>All future development will be located outside of the identified 100-year planning period for sea level rise until 2120 and generously setback from the coastal hazard line identified in the Bate Bay Coastal Management Plan.</p> <p>Bushfire hazards have been suitably mitigated through the inclusion of compliant Asset Protection Zones (APZs) for residential and Special Fire Protection Purposes land uses.</p>

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	The proposed site topography has been engineered to mitigate flooding impacts on the future built form and open space. The stormwater strategy seeks to divert stormwater into the proposed ecological corridors and bioretention basins.
Future Transport Strategy 2056	
<p>Equitable, accessible, and secure transport for all (Objective C3)</p> <p>Transport infrastructure makes a tangible improvement to places (Objectives P2)</p> <p>Transport minimises environmental impacts (Objective P4)</p> <p>Transport supports the visitor economy (Objective E3)</p>	<p>In accordance with Future Transport’s vision, the Planning Proposal will enable the delivery of growth consistent with the objectives of a 30-minute city. The proposal will enable sustainable internal and external transport connections to deliver a successful place outcome for the community and enable economic activity.</p> <p>The future pedestrian and cycleway network will ensure that the proposed tourist and visitor accommodation and infrastructure will be adequately supported. The internal cycleway network will provide connections to the future proposed cycleway along Captain Cook Drive to afford access to the Cronulla Train Station and nearby town centres.</p> <p>A private shuttle bus service will be funded by the Proponent until such a time that an increase in demand for bus services triggers the diversion of the 987 bus route through the site. The 987 bus service currently operates between Kurnell and Cronulla.</p> <p>In accordance with Future Transport, the Planning Proposal will support economic activity and job creation, successful and sustainable places, and an integrated 30-minute city.</p>
NSW Housing Strategy 2041	
<p>Supply (Pillar 1)</p> <p>Diversity (Pillar 2)</p> <p>Affordability (Pillar 3)</p> <p>Resilience (Pillar 4)</p>	<p>The Planning Proposal will deliver on the pillars of the NSW Housing Strategy 2041 through offering a diverse range of well-located housing types to support occupants at all stages of life and contribute to improving housing affordability. The Planning Proposal will deliver 4,333 dwellings, including;</p> <ul style="list-style-type: none"> ▪ 2,743 dwellings in residential flat buildings; ▪ 582 medium density residential dwellings; ▪ 258 townhouses; ▪ 598 Independent Living Units;

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	<ul style="list-style-type: none"> ▪ 30 Aboriginal social housing aged care dwellings; and ▪ 122 dwellings within Residential Aged Care Facilities. <p>Within each of the residential typologies, a diversity of dwelling sizes will be provided to ensure that future occupants are provided with housing choice to cater to individual needs and support housing affordability.</p> <p>The enabled housing delivery will provide an affordable housing component of 7.5% of the total residential yield excluding seniors living. Furthermore, social housing will be dedicated to the La Perouse Local Aboriginal Land Council in the form of 30 Aboriginal seniors living dwellings. The affordable housing component is detailed in the Letter of Offer which accompanies this Planning Proposal and will total 299 dwellings.</p> <p>The Planning Proposal will deliver enduring and resilient housing. The housing orientation, design and location has responded to the site's constraints, including maximising distance from bushfire hazards, flooding, and environmental and cultural heritage elements. All residential development has been sited outside of the Sydney Airport flight path to minimise future acoustic impacts.</p> <p>Through delivering well-located, diverse, and affordable housing, the Planning Proposal aligns with the objectives of the NSW Housing Strategy 2041.</p>
NSW Visitor Economy Strategy 2030	
<p>Put the visitor first (Guiding Principle 1)</p> <p>Move fast, be responsive and agile (Guiding Principle 3)</p> <p>Lead with our strengths (Guiding Principle 4)</p> <p>Collaborate with industry and government (Guiding Principle 5)</p>	<p>The Planning Proposal is consistent with the strategic vision of the NSW Visitor Economy Strategy 2030 through contributing to the value and size of the Sutherland Shire's visitor economy. The Planning Proposal provides a significant opportunity to meet the shortfall in commercial tourism accommodation. Council's vision for Kurnell as a Coastal Destination Zone (CDZ) will be realised through the development of tourism-related infrastructure and services, to increase visitation to Kurnell and the Sutherland Shire.</p> <p>The Planning Proposal will establish the site as a destination for tourists to experience the nearby National Park, Towra Point Nature Reserve, and learn and interpret Australia's and the Kurnell Peninsula's long Aboriginal History. The Kurnell Peninsula played a pivotal role in the history of Australia. The Planning Proposal will leverage this history and the scale of the site to deliver an Aboriginal tourism precinct which builds on the existing strengths of the Peninsula; consistent with Principles 1 and 4.</p>

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	<p>To support the proposed tourist and visitor accommodation and infrastructure, considerable employment growth in the tourism sector is anticipated. The Planning Proposal is expected to deliver 445 permanent tourism accommodation jobs.</p> <p>In accordance with the NSW Visitor Economy Strategy 2030, the Planning Proposal will deliver increase tourism and visitor accommodation and infrastructure, as well as additional permanent jobs in the tourism sector.</p>
Sutherland Shire Local Strategic Planning Statement	
<p>Infrastructure and Collaboration</p> <p>Align planning to existing infrastructure (Planning Priority 1)</p> <p>Managing traffic congestion and parking (Planning Priority 2)</p> <p>SCATL and active transport infrastructure (Planning Priority 5)</p> <p>Collaborative partnerships (Planning Priority 6)</p>	<p><u>Planning Priority 1 and 2</u></p> <p>The Planning Proposal seeks to deliver a high-quality mixed-use community which is supported by adequate and successful infrastructure delivery. The Planning Proposal enables a range of infrastructure, including open space, education, road, and transport infrastructure. Open space for active and passive recreation uses will be flexibly designed to allow for a range of diverse uses, including formal and informal playing fields, community facilities, and shared use spaces.</p> <p>The site will leverage its proximity to the existing town centre and infrastructure in Cronulla, whilst delivering significant transport infrastructure such as the widening of Captain Cook Drive to ensure the Planning Proposal will not adversely affect the Sutherland Shire’s existing traffic environment. The site will be entirely self-sufficient through the provision of open space, educational facilities, traffic infrastructure, and employment generating floor space. The Planning Proposal will be adequately supported by infrastructure and will not rely on the infrastructure of nearby centres.</p> <p>The proposed density of the mixed-use community has been determined by the capacity of existing and future infrastructure. The proposed widening of Captain Cook Drive can successfully support the proposed total GFA of 592,283m² without limiting potential future development opportunities on the Kurnell Peninsula.</p> <p><u>Planning Priority 5</u></p> <p>The site will also incorporate an extensive pedestrian network to ensure walkability within each neighbourhood and throughout the site. The pedestrian network includes:</p> <ul style="list-style-type: none"> ▪ Formalised streets including pedestrian pathways;

Objectives	Consistency
	<ul style="list-style-type: none"> ▪ The site-wide Cultural Trail which transects all of the proposed neighbourhoods; and ▪ Informal pedestrian “desire lines” which connect the proposed neighbourhoods with the Cultural Trail, National Park, and Wanda Reserve and the beach. <p>The site’s cycleway network will include separated bidirectional on-road cycleways along the Main Street and Residential Boulevard to support active transport patronage. The proposed cycleways are consistent with the Transport for NSW Cycleway Design Toolbox. The site’s cycleway network will connect with the existing and future cycleway along Captain Cook Drive. The concept designs for the widening of Captain Cook Drive have accommodated adequate space for the delivery of an on-road cycleway along the length of the widened section.</p> <p><u>Planning Priority 6</u></p> <p>Throughout the preparation of the Planning Proposal, the Proponent and members of the project team have consistently engaged with stage agencies, the PDU, Sutherland Shire Council, and relevant stakeholders including Sydney Airport and the Sydney Desalination Plant. The outcomes of these meetings have informed the master plan including not locating development beneath flight paths, proposing significant and suitable setback distances from adjoining sites, and the significant public benefit offer.</p>
<p>Liveability</p> <p>Respect local character (Planning Priority 7)</p> <p>Open space and sporting needs (Planning Priority 8)</p> <p>Community connections (Planning Priority 9)</p> <p>Housing choice (Planning Priority 10)</p> <p>Attractive and distinctive centres and places (Planning Priority 11)</p>	<p><u>Planning Priority 7</u></p> <p>The Planning Proposal has been designed and developed to respect the existing local character of the Sutherland Shire and the nearby Cronulla town centre whilst responding the site’s character. The future scale, bulk and form of development is consistent with the character of contemporary development in the Sutherland Shire. The Planning Proposal respects the site’s existing and surrounding character, including the National Park and Towra Point Nature Reserve to deliver a proposal that respects the site’s existing landscape and coastal character.</p> <p>Through the renewal of an existing brownfield site with an appropriate scale of density, there is reduced pressure to deliver higher densities in established neighbourhoods with existing low-density character. The Planning Proposal has sought to provide a built form outcome that is consistent with contemporary development in the Sutherland Shire whilst ensuring that the existing low-density character of the Sutherland Shire is maintained elsewhere.</p> <p><u>Planning Priority 8 and 9</u></p> <p>The Planning Proposal’s open space network responds to the demands of the Sutherland Shire LGA. The Sutherland Shire LSPS acknowledges that open space needs to respond to changing demands through more</p>

Objectives	Consistency
	<p>efficient and shared use of open space. The proposed open space provides a diversity of uses, including active open space and playing fields, as well as passive open space in the form of local and district parks, the Cultural Trail, and green corridors. This diversity will ensure that the demands of the site’s future diverse population are successfully met.</p> <p><u>Planning Priority 10 and 11</u></p> <p>The Planning Proposal will deliver approximately 4,333 residential dwellings, across medium and high-density housing typologies and will provide an affordable housing component of 7.5% of the total residential yield excluding seniors living. In addition, 30 seniors living units will be dedicated to the La Perouse Local Aboriginal Land Council to provide affordable housing for the local Aboriginal community. The proposed dedication of affordable housing is detailed in the Letter of Offer which accompanies this Planning Proposal and will total 299 dwellings.</p> <p>The Planning Proposal will support housing choice and diversity through offering a diverse range of housing typologies, including:</p> <ul style="list-style-type: none"> ▪ 2,743 dwellings in residential flat buildings; ▪ 582 medium density residential dwellings; ▪ 258 townhouses; ▪ 598 Independent Living Units; ▪ 30 Aboriginal social housing aged care dwellings; and ▪ 122 dwellings within Residential Aged Care Facilities. <p>The proposal will ensure that that existing local character of the Sutherland Shire is respected whilst delivering diverse and unique neighbourhoods with distinctive characters. Each neighbourhood will offer a diversity of housing typologies, employment opportunities and intended function to ensure that the diverse future population can be sufficiently accommodated.</p> <p>Throughout the SDRP process, the master plan has been revised to ensure that the Planning Proposal will deliver four (4) distinct precincts which contain unique functions, land uses and built form typologies. This provides choice and diversity for incoming residents and businesses to create attractive and distinctive centres.</p>

Objectives	Consistency
<p>Productivity</p> <p>Connected transport networks (Planning Priority 16)</p> <p>Grow tourism (Planning Priority 17)</p>	<p><u>Planning Priority 16</u></p> <p>The Planning Proposal is consistent with the strategic vision of the Sutherland Shire LSPS through contributing to the value and size of the Sutherland Shire’s tourism and visitor economy. The Planning Proposal provides a significant opportunity to meet the shortfall in commercial tourism accommodation. Council’s vision for Kurnell as a coastal destination zone will be realised through the development of tourism-related infrastructure and services, to increase visitation to Kurnell and the Sutherland Shire.</p> <p>The Planning Proposal will establish the site as a destination for tourists to experience the nearby National Park, Towra Point Nature Reserve, and learn and interpret the Kurnell Peninsula’s deep Aboriginal History.</p> <p>To support the proposed tourist and visitor accommodation and infrastructure, considerable employment growth in the tourism sector is anticipated. The Planning Proposal is expected to deliver 445 permanent tourism jobs.</p> <p><u>Planning Priority 17</u></p> <p>The Planning Proposal will enable the site to deliver growth consistent with the objectives of a 30-minute city. The proposal will enable sustainable internal and external transport connections to deliver a successful place outcome for the community and enable economic activity.</p> <p>The future pedestrian and cycleway network will ensure that the proposed tourist and visitor accommodation and infrastructure will be adequately supported. The internal cycleway network will provide connections to the future proposed cycleway along Captain Cook Drive to afford access to the Cronulla Train Station and nearby town centres.</p> <p>A private shuttle bus service will be funded by the Proponent until such a time that an increase in demand for bus services triggers the diversion of the 987 bus route through the site. The 987 bus service currently operates between Kurnell and Cronulla. The additional demand generated by the site will mean that this service can run more frequently, therefore providing residents within Kurnell Village as well as on the site, with a regular and frequent bus service.</p>
<p>Sustainability</p> <p>Waterways and beaches quality (Planning Priority 18)</p>	<p><u>Planning Priority 18, 19, 20 and 23</u></p> <p>The Planning Proposal is consistent with the Sutherland Shire LSPS through the development of a landscape and ecology-led masterplan.</p>

Objectives	Consistency
<p>Aboriginal heritage, natural habitats and landscape (Planning Priority 19)</p> <p>Urban Tree Canopy (Planning Priority 20)</p> <p>Green Grid connections (Planning Priority 21)</p> <p>Manage risks from hazards (Planning Priority 23)</p>	<p>The Planning Proposal will facilitate ecological connections from Bate Bay to Quibray Bay through establishing a network of green corridors to provide north-south and east-west connections. The ecological communities established on-site will mirror the nearby plant community types and habitat in the National Park and adjoining sites to ensure their successful establishment and biodiversity contribution.</p> <p>When combined with the opportunity for vegetation and landscaping in streets, open space, and private dwellings, the green corridors will significantly increase the urban tree canopy, water quality, and biodiversity of the site.</p> <p>The Planning Proposal has been sited to reduce impacts on coastal wetlands through locating development at a minimum distance of 100 metres from coastal wetlands.</p> <p>All future development will be sited behind the coastal hazards line as identified in the Bate Bay Coastal Management Program 2021. This will ensure that the quality of waterways and beaches is conserved and enhanced as well as managing risks from hazards such as inundation and sea level rise.</p> <p><u>Planning Priority 21</u></p> <p>The Planning Proposal will establish an integrated pedestrian and cycleway network to provide internal transport connections as well as integrating with nearby active transport links. The pedestrian network will connect with the existing pedestrian infrastructure within Wanda Reserve to the sites west and the National Park to the sites east. The pedestrian network will help to facilitate opportunities for pedestrian activity in neighbouring sites. The proposed cycleway network will integrate with the future on-road cycleway along Captain Cook Drive following road widening activities.</p>
<p>Draft Sutherland Shire Local Housing Strategy 2041</p>	
<p>Support residents' housing choice in locations where they can maintain community connections (Objective 1)</p> <p>Plan for enough homes for our community as it grows and changes (Objective 2)</p>	<p>The Draft Sutherland Shire Local Housing Strategy 2041 sets out the strategy for meeting the housing needs of the future population.</p> <p>The strategy identifies that the Sutherland Shire LGA will require an additional 22,736 dwellings by 2041. The planning proposal has the ability to unlock this strategic brownfield site to deliver both R3 and R4 zoned land and provide a dwelling supply of 200-280 dwellings per year, or an average of 26% of the year-on-year housing supply for 18 years, needed to meet Sutherland Shires projected dwelling targets. It is anticipated that the final stage of development will be delivered by 2045 to ensure the periodic delivery of housing is responsive to contemporary needs and regulations.</p>

Objectives	Consistency
<p>Manage change to keep valued landscape and scenic qualities (Objective 3)</p> <p>Support opportunities for affordable and secure housing (Objective 4)</p> <p>Ensure new homes do not expose residents to known natural hazards (Objective 5)</p>	<p>The strategy states that within the Sutherland Shire LGA that there is a growing trend for smaller household sizes, given that families with children now only account for 46% of households. The Planning Proposal will deliver a diverse range of housing to support occupants at all life stages. This includes providing a range of apartment sizes to cater for young families and couples, whilst providing townhouses and medium density residential dwellings to support the movement of older residents from larger dwellings in the Sutherland Shire.</p> <p>The Planning Proposal will deliver residential aged care facilities and independent living units to provide the opportunity for residents to “age in place” and maintain community and place connections. The Planning Proposal will dedicate 30 seniors social housing dwellings into the ownership of the La Perouse Local Aboriginal Land Council. This will ensure that Aboriginal residents can “age in place” whilst living on and maintaining a connection to Country.</p> <p>The Planning Proposal will enable housing in locations that do not adversely impact the known valued landscape and scenic qualities of the Kurnell Peninsula. Through delivering four (4) individual neighbourhoods, the visual bulk and scale of the proposal will be minimised.</p> <p>Within each of the residential typologies, a diversity of dwelling sizes will be delivered to ensure that future occupants are provided with housing choice to cater to individual needs and support housing affordability.</p> <p>The proponent will deliver an affordable housing component of 7.5% of the total residential yield excluding seniors living. The affordable housing component is detailed in the Letter of Offer which accompanies this Planning Proposal.</p> <p>Through the delivery of diverse, well-located, and planned housing, the Planning Proposal is consistent with the objectives of the Draft Sutherland Shire Local Housing Strategy 2041.</p>
<p>Sutherland Shire Economic Informing Strategy</p>	

Objectives	Consistency
<p>Outcome 4: Increased size and value of tourism’s contribution to the Sutherland Shire economy.</p>	<p>The Planning Proposal is consistent with the strategic vision of the Sutherland Shire Economic Informing Strategy through contributing to the value and size of the Sutherland Shire’s visitor economy. The Planning Proposal provides an unrealised opportunity to the meet the shortfall in commercial tourism accommodation. Council’s vision for Kurnell as a CDZ will be realised through the development of tourism-related infrastructure and services, to increase visitation to Kurnell and the Sutherland Shire:</p> <ul style="list-style-type: none"> ▪ 587 tourism dwellings delivered across both hotel accommodation and cabin typologies. ▪ Establish the site as a destination for tourists to experience the nearby National Park, Towra Point Nature Reserve, and learn and interpret the Kurnell Peninsulas deep Aboriginal History. ▪ To support the proposed tourist and visitor accommodation and infrastructure, considerable employment growth in the tourism sector will be delivered. The Planning Proposal is expected to deliver 445 permanent tourism jobs. <p>In accordance with the Sutherland Shire Economic Informing Strategy, the Planning Proposal will deliver increased tourism and visitor accommodation and infrastructure, as well as additional permanent jobs in the tourism sector.</p>
<p>Sutherland Shire Open Space Strategy</p>	
<p>Area of Focus 1: Open space now and for the future.</p> <p>Area of Focus 2: Open space for everyone.</p> <p>Area of Focus 3: Best value for the community.</p> <p>Area of Focus 4: Protecting environment and heritage.</p>	<p>The Planning Proposal’s open space network responds to the open space demands of the Sutherland Shire. The Sutherland Shire Open Space Strategy acknowledges that open space needs to respond to changing demands through more efficient and shared use of open space. The proposed open space provides a diversity of uses, including active open space and playing fields, as well as passive open space in the form of local and district parks, the cultural trail, and green corridors. This diversity will ensure that the demands of the site’s future diverse population are successfully met.</p> <p>The State heritage listed “Cronulla Sand Dune and Wanda Beach Coastal Landscape” (SHR #01668) borders the south-western portion of the site. The proposed open space network will integrate with the existing landscape and use of Wanda Reserve to protect and respond to the site’s heritage significance. Identification of any potential impact on the heritage items significance will be undertaken as part of the detailed design phase, with any potential mitigation or management measures to be implemented as required.</p>
<p>Kurnell 2020: Corridor Delineation Report (2009)</p>	

Objectives	Consistency
<p>To recommend suitable widths and composition of biodiversity corridors to allow for the movement of flora and fauna along the Kurnell Peninsula.</p>	<p>The Planning Proposal seeks to establish several green corridors to support the movement of flora and fauna, and support biodiversity on the Kurnell Peninsula. The Kurnell 2020: Corridor Delineation Report identifies only the east-west corridor along the frontal dune, with a recommended width of at least 200 metres. The planning proposal will provide the following corridor widths:</p> <ul style="list-style-type: none"> ▪ Town Centre and Bate Bay Corridor: 180 - 290 metres; ▪ Bate Bay and Boat Harbour Corridor: 175 - 365 metres; and ▪ Frontal Dune Corridor: 200 - 230 metres (excluding the single storey tourism cabins). <p>The Planning Proposal is consistent with the objectives of the Kurnell 2020: Corridor Delineation Report and significant outperforms on the intended outcomes envisaged within the Report.</p>

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