



Ramsgate Village Urban Design Report

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

Prepared for
Time & Place

Issued
15 October 2021

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Introduction

1

Introduction

Background

This urban design report supports a planning proposal for an amalgamated property in the heart of the Ramsgate Local Centre, as defined in Section 2.4 of this Report. The subject site represents one of few land parcels capable of delivering critical mass development within Ramsgate’s retail core. The site is strategically located and sized to facilitate large scale development, allowing the precinct to seamlessly transition into a crucial Local Centre to service the region’s growing population. It presents a bold vision for the site that would see the delivery of a new supermarket and publicly accessible open space that would contribute to and strengthen the identity and economic functioning of the broader area.

What is unique about the centre is its geographical location. Situated on a ridge line than runs between Botany Bay to the east and the Georges River to the west - it is on the boundary of two LGAs - Georges River Council and Bayside Council. The site sits within a block that is directly adjacent to two critical north-south and east-west movement routes (Rocky Point Road and Ramsgate Road). It enjoys access to natural amenities and enjoys a 360 degree catchment that makes it an ideal place for a walk-in Local Centre that can serve the needs of a broader community.

Planning Proposal outline

The Planning Proposal seeks to address the following site specific opportunities which include:

- creating a new open space with a unique character that the community can identify with
- supporting the centre with a new retail anchor
- facilitating more non-residential investment in the centre
- creating an identifier of exceptional quality that sets a benchmark for future development
- delivering improved housing diversity in a sensitive manner with a transition in scale to the lower scale development
- fitting into the urban context of Rocky Point Road by respecting the existing street wall condition

The Planning Proposal will enable a mixed use development comprising of a large format supermarket which is located below ground, a new publicly accessible open space, 185 apartments and both retail and residential car parking to support the development.

In order to deliver the above mentioned development the following amendments to the LEP are sought:

- An extension of the B2 Local Centre zoning westward across the site to facilitate the development of a mixed-use development with a large format supermarket below street level and a publicly accessible open space at ground level
- An increase in permitted Height of Building from part 15 metres and part 21 metres to part 9 metres, part 15 metres, part 24 metres, part 29 metres and part 32 metres.
- An increase in the permitted Floor Space Ratio from part 1.5:1 and part 2.5:1 to 3.68:1 across the site.
- Introduce an additional site-specific provision relating to the maximum permitted height control in order to allow greater flexibility for future development on the site to provide roof top communal open space and end of journey facilities.
- To enable future acquisition from Council and eventual redevelopment of the land, reclassify Lot 301 DP 1142588 as ‘operational’ land as part of this Planning Proposal.



Figure 01: Greater Context: Aerial Image

Policy Context

2

One of the peculiar characteristics of the site is that it is located at the boundary of two LGAs and is at the interface between two District Plans. This fringe city location has made bold and progressive forward planning challenging as there tends to be more focus on larger more strategic centres, like Hurstville and Kogarah. This overlooks the central function of the Ramsgate Centre as a local destination and a place that services local communities.

Policy Context

2.1 Greater Sydney Region Plan 2018

In March 2018, the Greater Sydney Commission (GSC) released the Greater Sydney Region Plan, A Metropolis of Three Cities ('the Plan'). The Plan is built on a vision of three cities where most residents live within 30 minutes of their place of work, education, health facilities and services. This vision seeks to bring together land use and transport planning to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

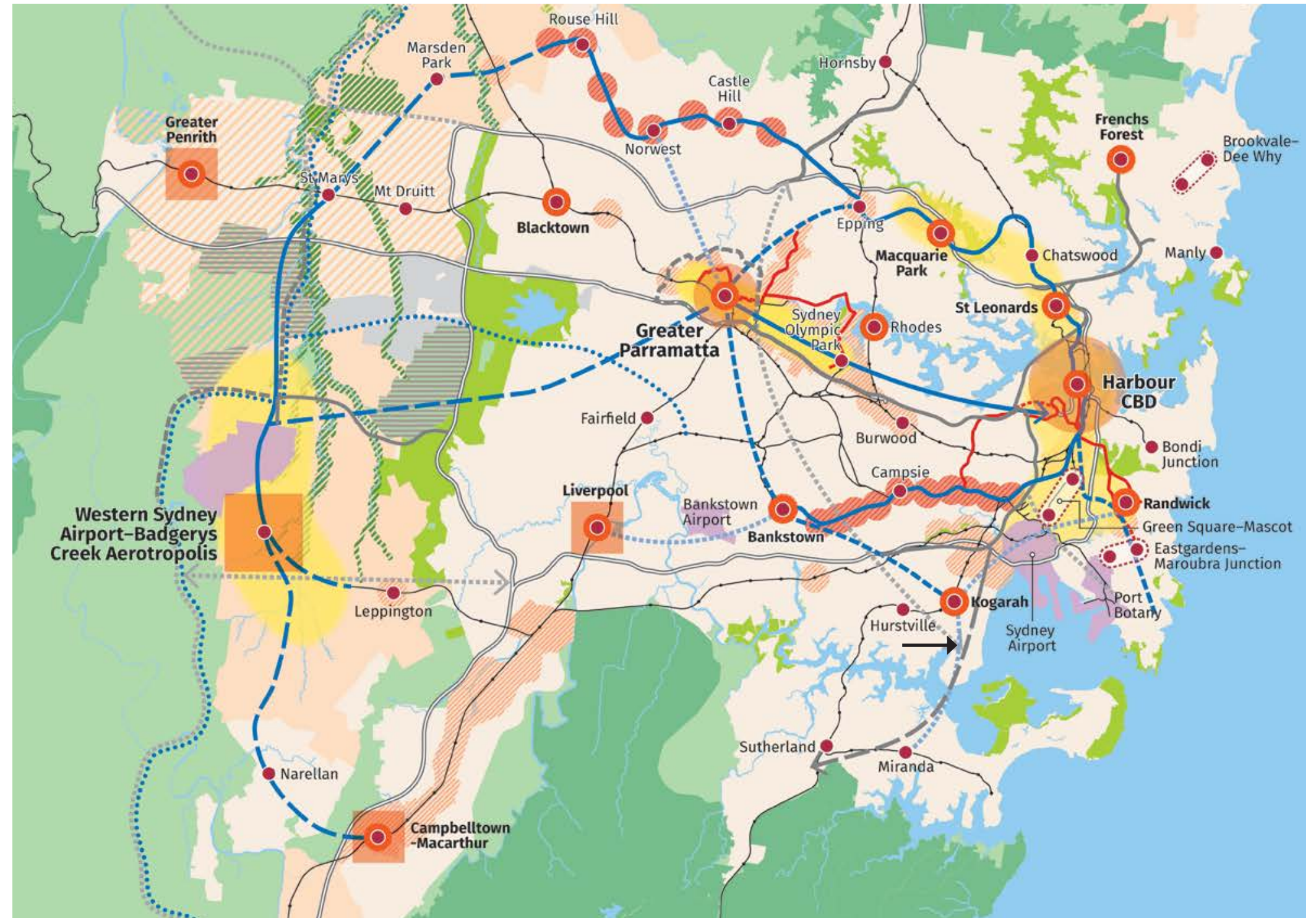


Figure 02: A Metropolis of Three Cities Plan (Source: Greater Sydney Commission, 2018)

Key implications for the study

- The GSRP is a very high level document that identified Kogarah as a strategic centre. It does not refer to Ramsgate or the Local Centre
- It does identify the need to address strategic access mobility needs with a particular focus on relieving congestion on the Princes Highway. An alternative road investigation from Botany Bay to Sutherland is slated for the next 5 to 10 years

Policy Context

2.2 Eastern City District Plan 2018

The Eastern City District Plan was approved in March 2018 and guides the transition of the District within the context of greater Sydney's Three Cities. Its objective is to improve the District's social, economic and environmental assets. The District Plan identifies that growth in the Eastern City will be supported by previously unparalleled levels of city-scale infrastructure investment including transport, public realm and sporting and cultural institutions, which will attract and retain new and existing businesses in the Harbour City

The Plan identified the Sydenham to Bankstown Urban Renewal Corridor as a key city shaping move. The planning for this corridor was to be led by DPIE and would provide a cohesive framework for development that leverages the mobility improvements afforded by the new Metro line.

Kogarah is identified as a strategic centre and medical precinct with future public transport connections in the form of a metro to Bankstown and Randwick to be investigated.

Planning Priority E17 promotes *increasing urban tree canopy cover and delivering Green Grid connections*. The former F6 motorway corridors is identified as a green link between the airport and Captain Cook Bridge.

The need to address traffic congestion challenges in the district's south is also identified with future transport investigations between the airport and Miranda.

The site is located within the Southern City District but is located at the boundary with the Eastern City. The Eastern City District Plan identifies Ramsgate as a Local Centre. While the District Plan identifies the location of the Ramsgate Local Centre further to the east of the site, it should be noted that the Eastern and Southern City District Plans identify future transport link investigation corridors in close proximity to the site.

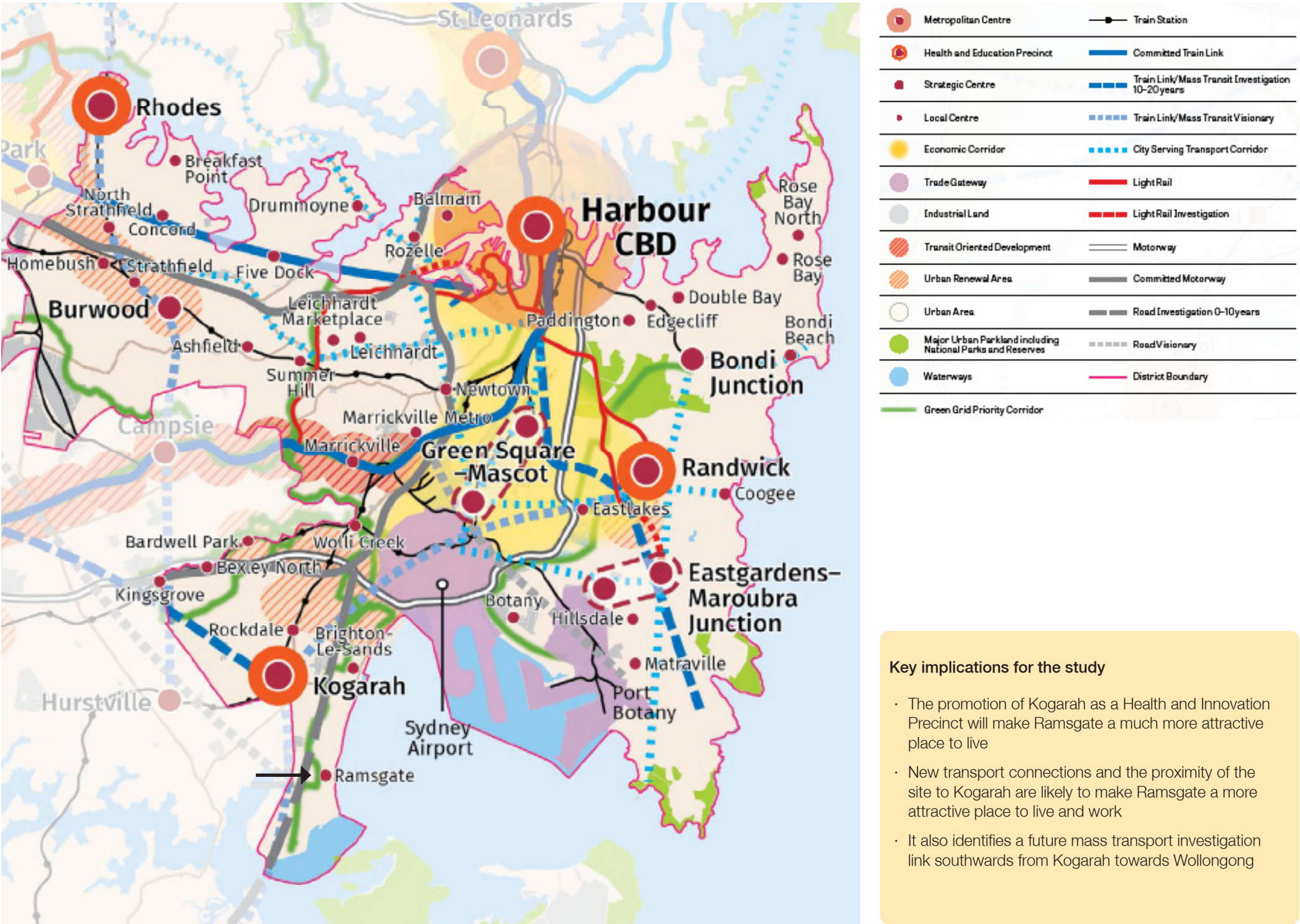


Figure 03: Eastern City District Plan (Source: Greater Sydney Commission, 2018)

Key implications for the study

- The promotion of Kogarah as a Health and Innovation Precinct will make Ramsgate a much more attractive place to live
- New transport connections and the proximity of the site to Kogarah are likely to make Ramsgate a more attractive place to live and work
- It also identifies a future mass transport investigation link southwards from Kogarah towards Wollongong

Policy Context

2.3 South City District Plan 2018

The South City District Plan builds off the direction provided in the Greater Sydney Regional Plan. Like the Central District Plan it promotes city-scale infrastructure investment, including transport, public realm and sporting and cultural institutions. These will attract new and exciting business to Greater Parramatta and Olympic Peninsula (GPOP) and beyond.

The plan sees intensification in areas that enjoy high levels of accessibility. As such, future growth in the short to medium term is seen as being concentrated in a number of Transit Orientated centres, all related to the Metro South West line that will link Bankstown to Sydney CBD and ultimately through to Tallawong. Th Sydenham to Bankstown Corridor will be a key growth area in this zone.

Planning Priority S8 talks to *growing and investing in health and education precincts*, with the Kogarah Health and Education precinct and emerging Bankstown-Lidcombe health and education precinct identified. Both of these will utilise the Bankstown Airport as a trade gateway and economic catalyst.



Key implications for the study

- The site is located within the South District, but it is immediately adjacent to the boundary of the Eastern City District.
- The Eastern City District Plan identifies Ramsgate as a Local Centre. However, the location of the Ramsgate Local Centre is identified further to the east of the site at Ramsgate Beach instead of at Ramsgate.
- Despite this, both the South District Plan and Eastern City District Plan identify the site as being located at the confluence of a ‘Train Link/Mass Transit Visionary’, ‘Road Investigation 0-10 years’, and ‘Road Visionary’ corridors.

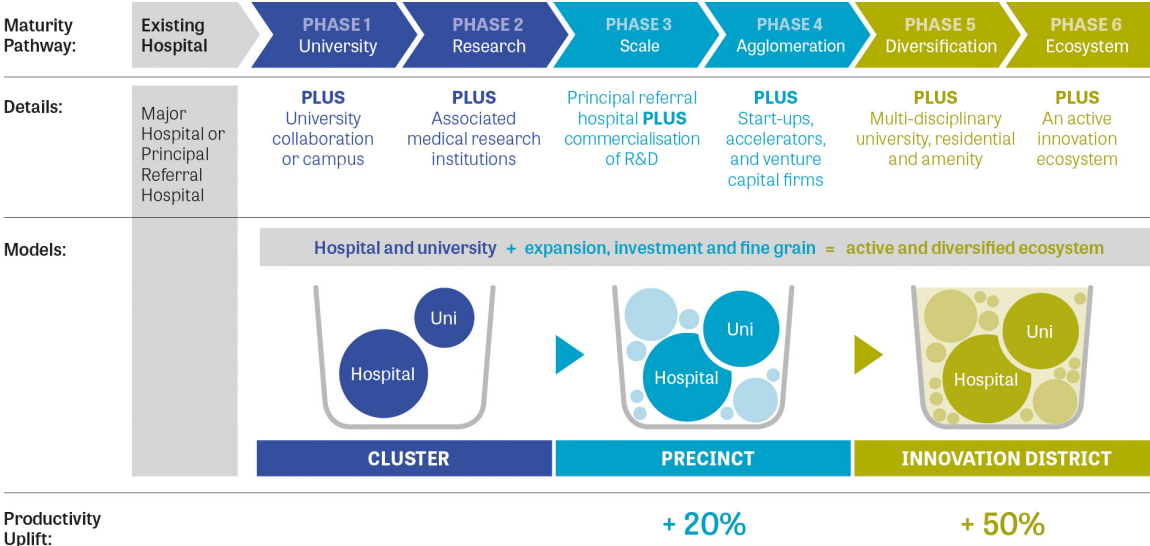
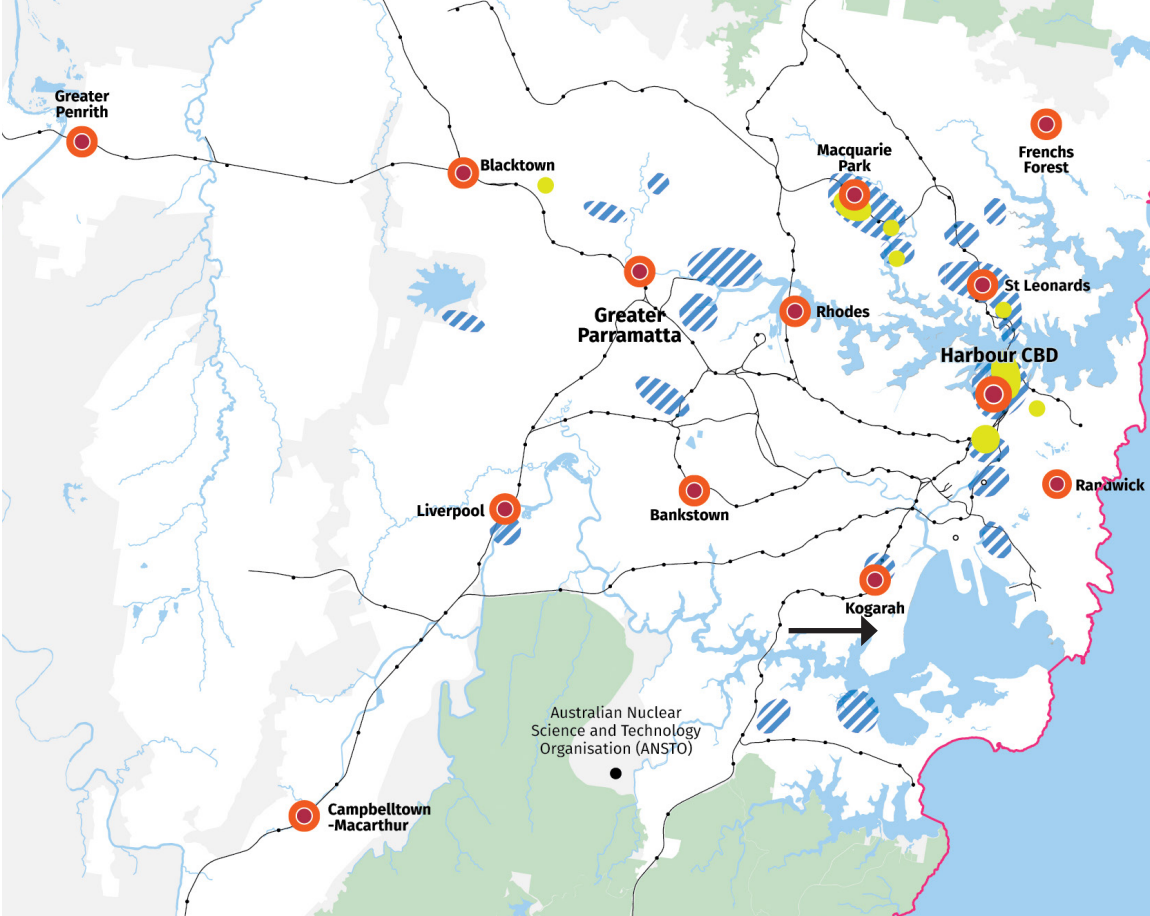


Figure 04: Health cluster maturity pathway (GSC)

Policy Context

2.4 Georges River Council Local Strategic Planning Statement 2020

The Local Strategic Planning Framework (LSPS) sets the development vision for the LGA with a time horizon to 2040. The LSPS contains the overall Structure Plan for Georges River 2040 and is the spatial representation of Georges River Council's desired future including how the Council is planning for population and employment growth whilst being responsive to environmental and other constraints and community values. (GRLSPS 2019)

The vision for the LGA is that it will be:

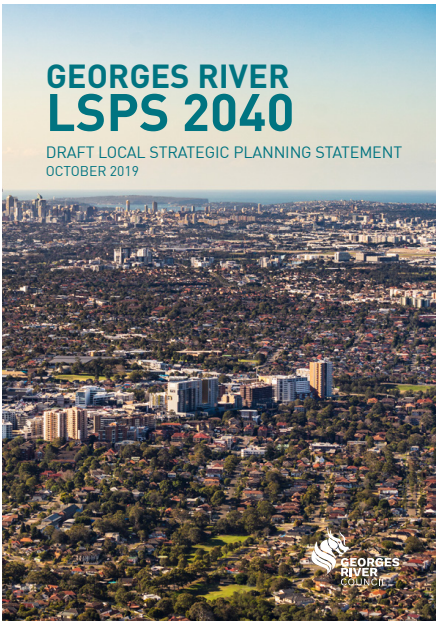
"A productive place to live, work and enjoy - with diverse, active green, well designed and connected places"

The LSPS aligns with the South District Plan that designates Ramsgate as a Local Centre. Five themes are put forward to guide the future action. The themes include:

- Access and Movement
- Infrastructure and community
- Housing and neighbourhoods
- Economy and Centres
- Environment and Open Space

The LSPS includes a vision for Local Centres to have good shops and great services, walkable centres and homes close to open space. Local Centres are described as *having an urbane, vibrant atmosphere and are diversified, offering both experience and convenience including artistic and cultural activities and healthy fresh food options. Deliveries and the servicing of businesses are efficiently and seamlessly integrated into the everyday uses of our centres.* (GRLSPS 2019, 56)

The LSPS identifies Ramsgate as a Local Centre on Rocky Point Road at the location of the site (and not further to the east as identified in the Eastern City District Plan).It identifies Ramsgate as a commercial centre to be grown to accommodate additional employment floor space.



The LSPS notes that future centres growth will need to be based on evidence based assessment to determine the demand for housing, employment, retail, commercial, services and community infrastructure.

The LSPS also identifies a future mass transit/train link corridor in close proximity to the site.

The north south green link along the former F6 motorway is seen as important and is included in their vision of connected blue and green corridors. A challenge identified in the Environment and Open Space theme is increasing passive green open space around centres.

Key implications for the study

- The Local Centre status of Ramsgate is recognised
- The green corridor along the ridge separates Ramsgate Centre from Ramsgate Beach

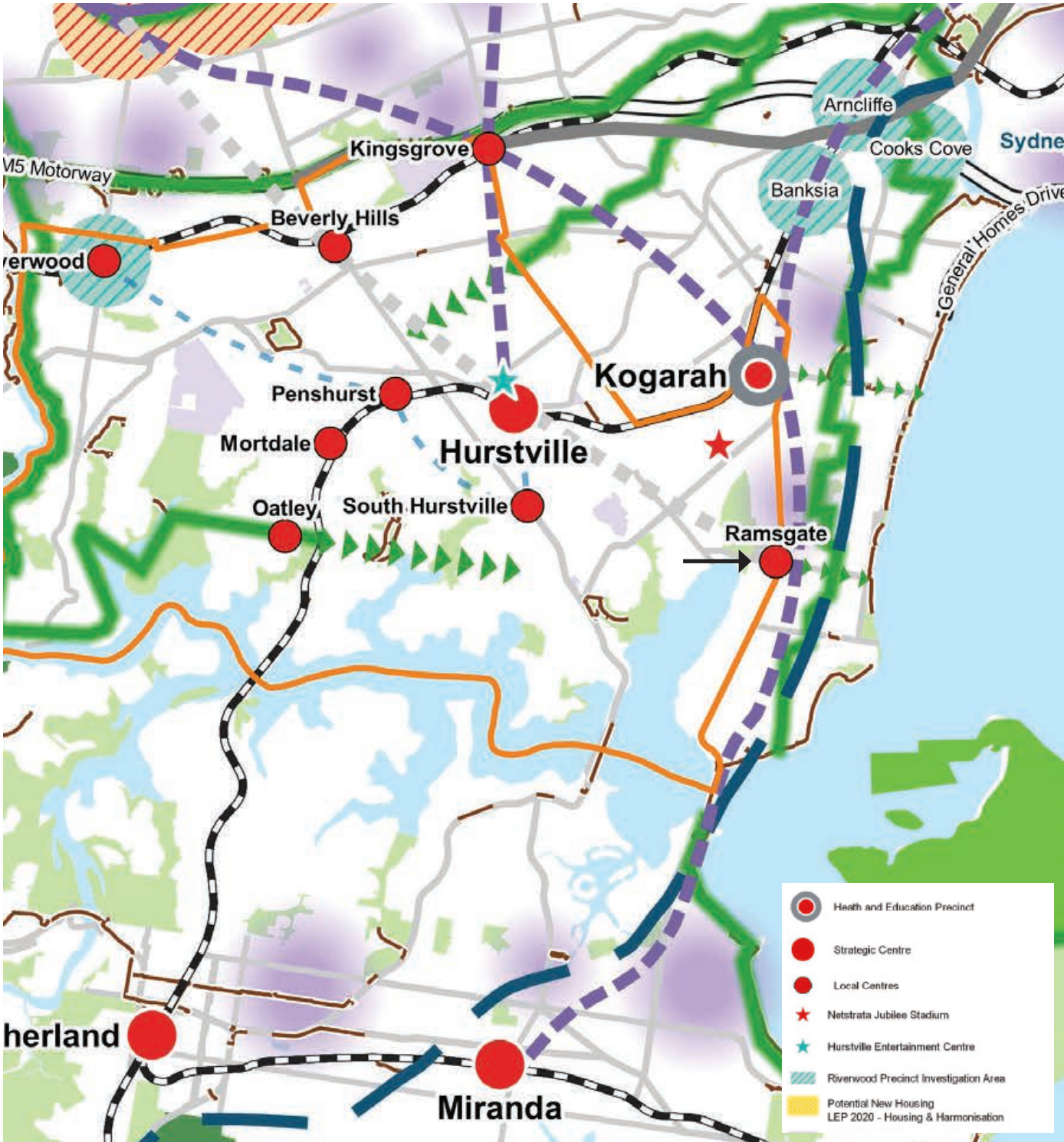


Figure 05: Georges River Council LSPS (Source: Georges River Council, 2020)

Policy Context

2.5 Bayside Council Local Strategic Planning Statement 2020

The Bayside Council Local Strategic Planning Framework (LSPS) sets the development vision for the LGA with a time horizon to 2036. There are Twenty-Four Planning Priorities identified in the LSPS under four themes:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability

The LSPS aligns with the Eastern City District Plan. It again captures the key structuring elements of the Eastern City District Plan with a strong focus on the coastal edge along Botany Bay.

It also identifies the green spine along the centre of the peninsular as a key structuring element with long term plans for the north south road investigation illustrated with a dashed line with no detail provides.

Unlike the Georges River LSPS, the Bayside LSPS places a greater focus on the Ramsgate Beach Centre. Due to its coastal location, Ramsgate Beach Centre is limited to a 180 degree catchment which reduces the potential vibrancy of the centre and the population that it could serve.

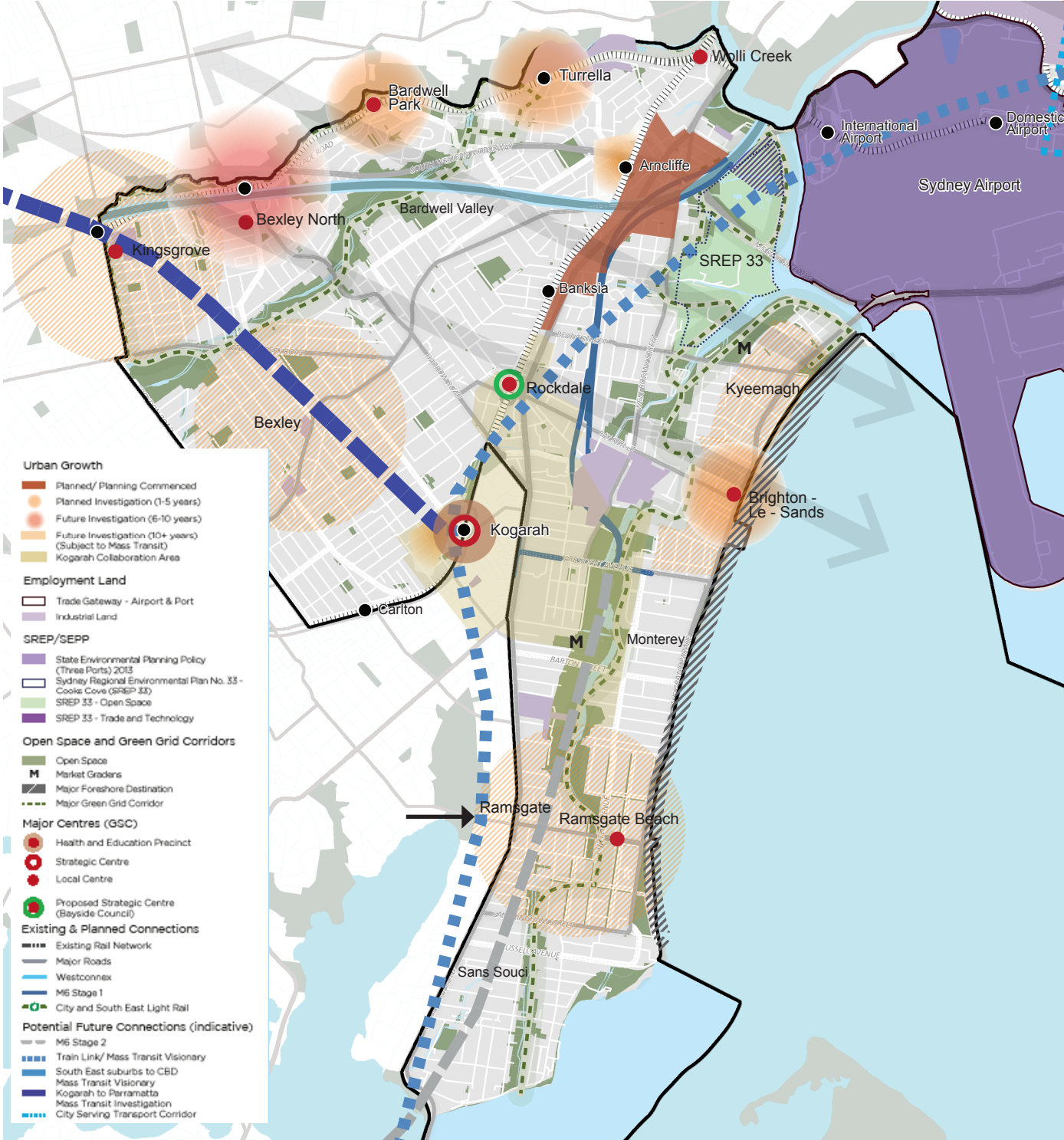
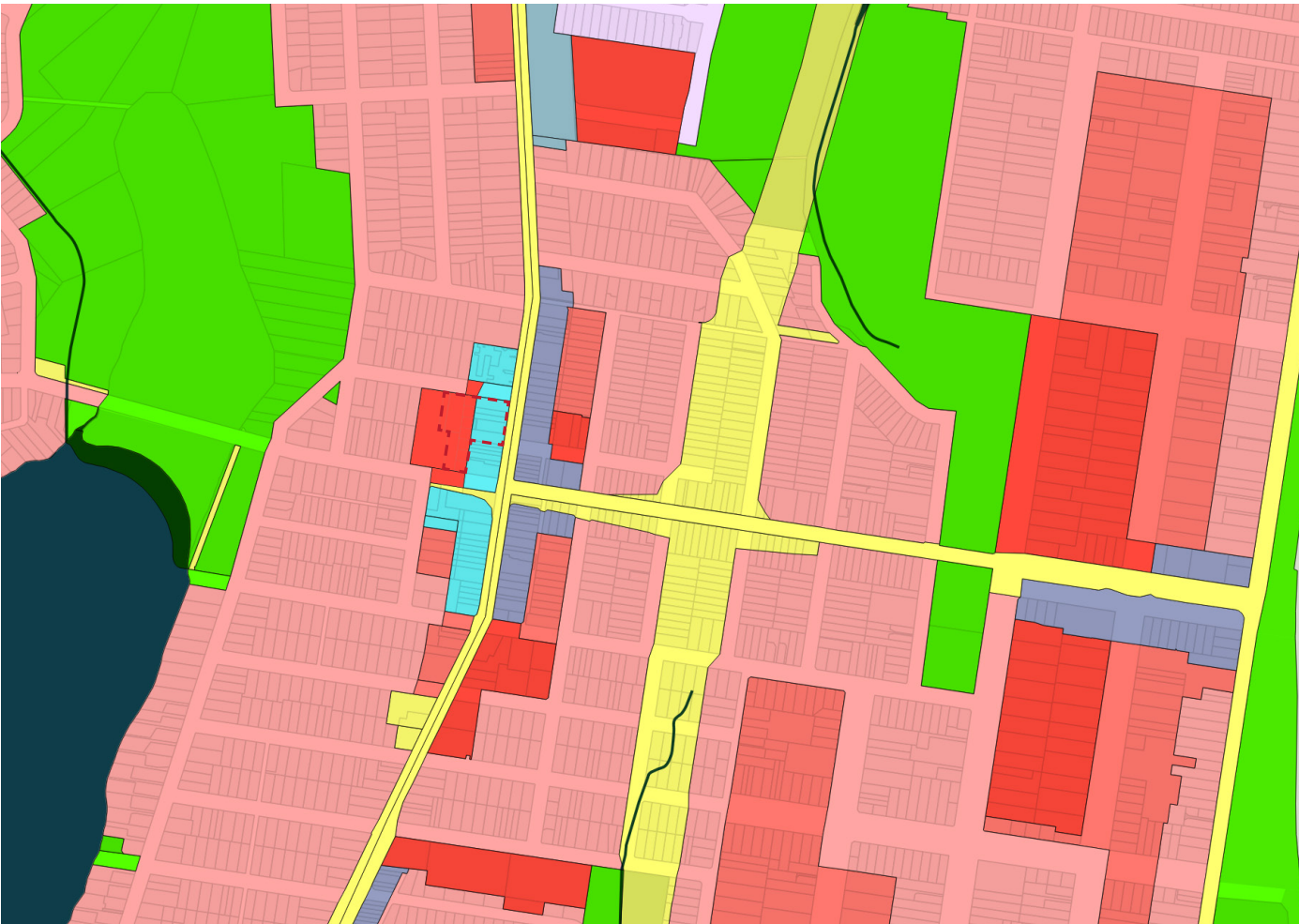


Figure 06: Bayside Council LSPS (Source: Bayside Council, 2020)

Key implications for the study

- The green corridor between Ramsgate Bridge and Ramsgate Bridge is clear

2.6 Georges River Local Environment Plan



Land Zoning

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

Key

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



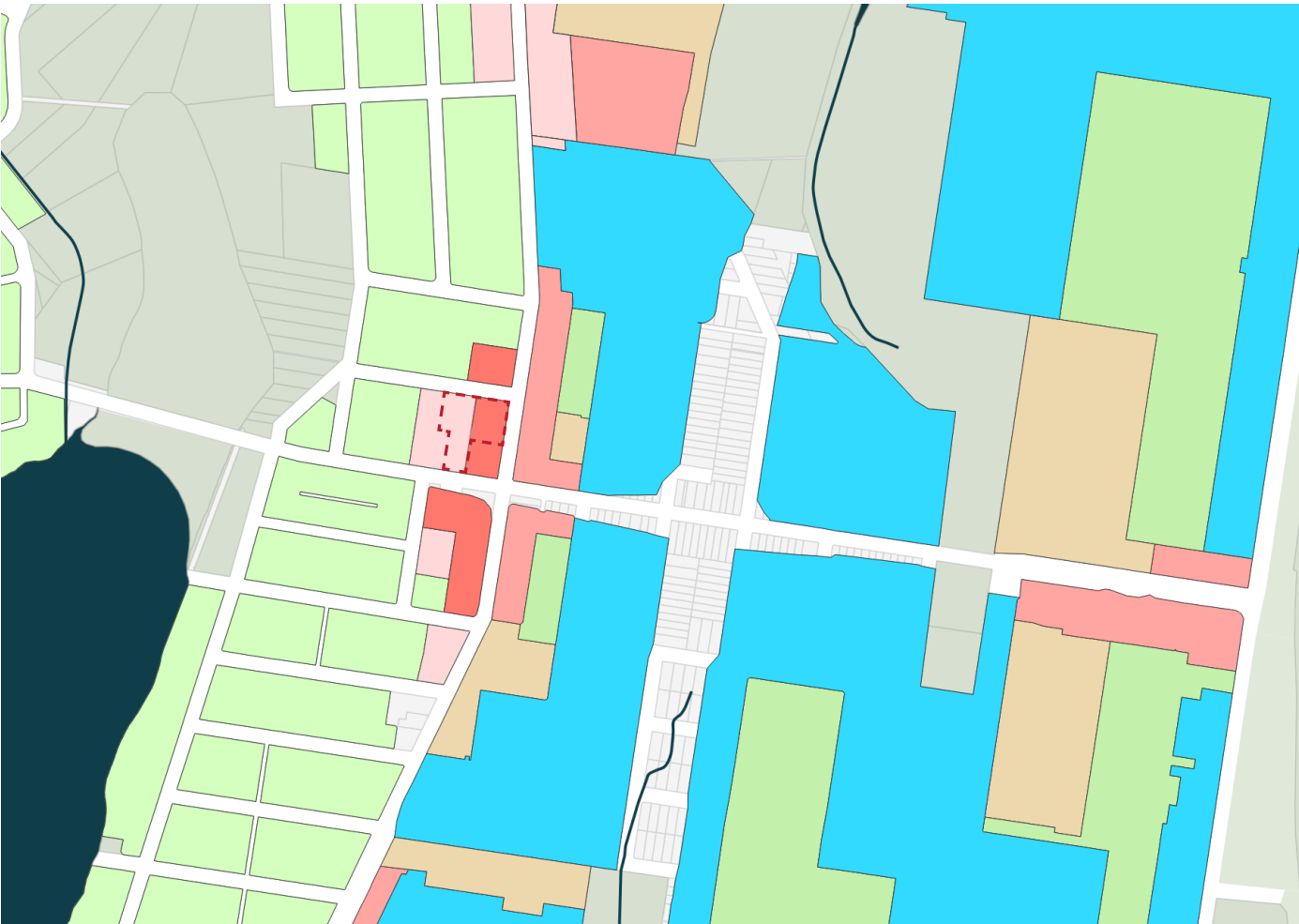
Height of Buildings

The subject site currently has both 15m and 21m height constraints. There is a noticeable increase in height within the centre compared to its broader surroundings. Further north of the site, there is an isolated instance of permissible building heights of 29m and 33m (up to 10 storeys).

This suggests that there is precedent for taller development within the local area as these developments are remote from the broader urban structure of the peninsula which is concentrated along both Rocky Point and Ramsgate Road.

Key

- Project Boundary
- 33m
- 29m
- 21m
- 18m
- 15m
- 14.5m
- 9m
- 8.5m

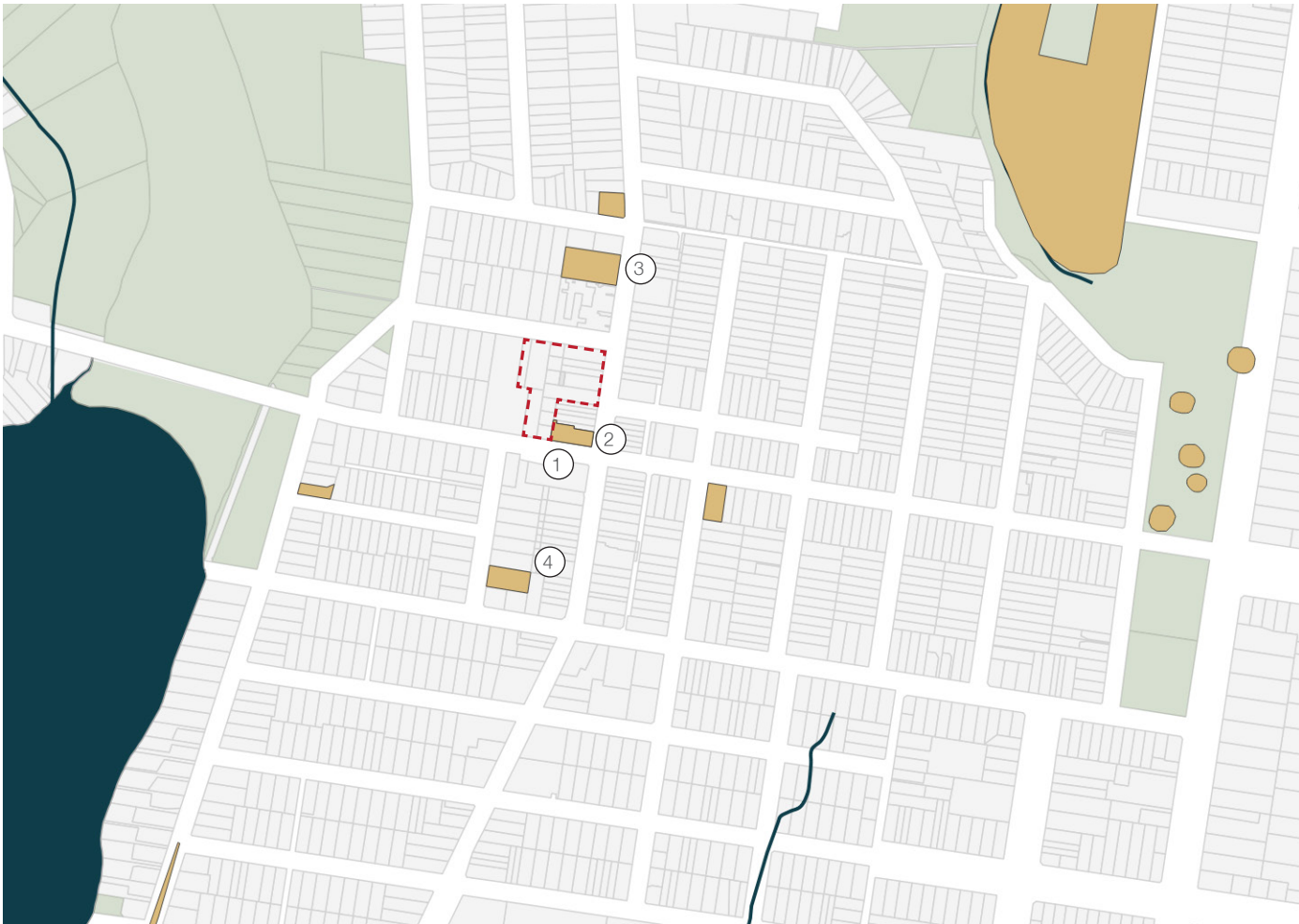


Floor Space Ratio

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

Key

- Project Boundary
- 2.5:1
- 2:1
- 1.5:1
- 1:1
- 0.55:1
- 0.5:1



Heritage

There are four locally listed heritage items within the close to the site.

1. Residential Flat Building 'Roma'
2. Art Deco Shops
3. Former Ramsgate Methodist Church
4. House and Garden 'Torwood'

Refer to Heritage Impact Statement by NBR Architecture for detailed assessment on these items

Key

- Project Boundary
- Heritage Item

Policy Context

2.7 Georges River Development Control Plan 2021

The Georges River DCP was developed in 2021 with the aim of providing a single document to replace the Hurstville DCP and Kogarah DCP 2013. The intention is to provide clear guidelines for development and produce a high quality urban environment and built form character in the Georges River LGA.

The subject site is included in the Beverley Park and Ramsgate Locality Statement. The desired future character encourages well-designed high density residential development along Rocky Point Road. The DCP includes a preferred Site amalgamation diagram with required to provide rear access lanes to maintain active frontages on Rocky Point Road and protect its mobility function.

Some controls include the provision of a minimum 5m wide rear lane between Targo and Ramsgate Road with opportunities for permanent and temporary laneways.

The Georges River DCP 2021 is now effective upon the gazettal of the Georges River LEP 2021.

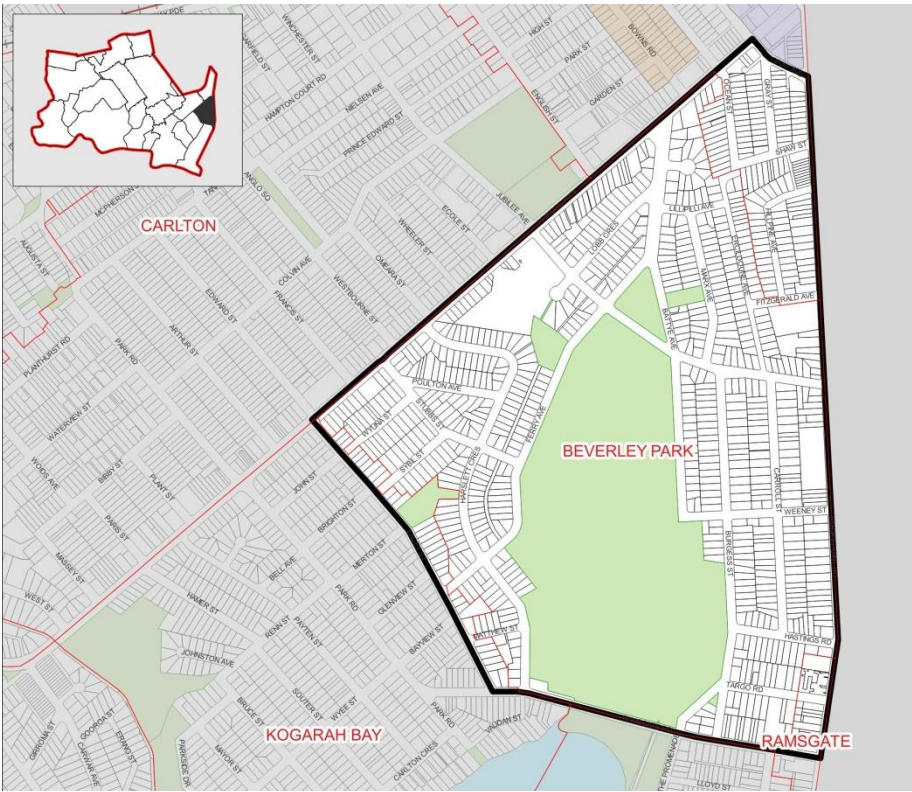


Figure 07: Beverley Park and Ramsgate Locality Statement (Source: Georges River DCP, 2021)



Figure 08: Ramsgate Centre Local Centre (Source: Georges River DCP, 2021)

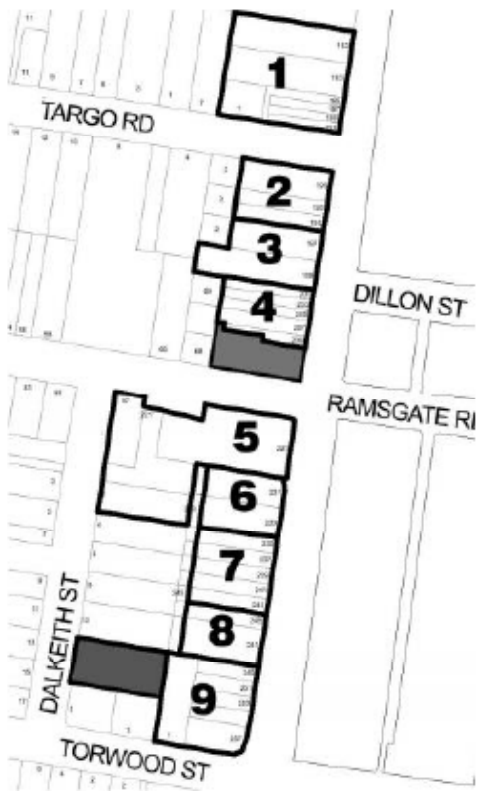


Figure 09: Site amalgamation requirements from the GRC DCP Part 7 Business precinct page 52



Key implications for the study

- The site is included in the Local Centre area
- Well designed high density residential development is supported along the Rocky Point Road corridor

Site Analysis

3

This section of the report presents a broader understanding of the contextual conditions that have guided the development of the Planning Proposal.

Site Analysis

3.1 Open Space and Public Domain



Figure 10: Greater Context: Open Space and Public Domain

The site is located strategically between Kogarah Bay and Botany Bay. There are large open space corridors throughout the wider Ramsgate area, however there is none within the centre or immediate vicinity of the site.

The area is largely serviced by Claydon Reserve on Kogarah Bay and Leo Smith Reserve to the north-east, both of

which contain sports fields and playgrounds. To the east is Ramsgate Beach which forms part of Botany Bay and provides opportunity for water-based recreational activities.

There are no smaller urban or pocket parks within Ramsgate Local Centre to provide points for community gathering or reprieve from the main roads.



Figure 11: Local Context: Open Space and Public Domain

Ramsgate and Rocky Point Roads have minimal street canopy cover and few mature trees.

Walking Distances to Open Space
Southern boundary of site to Claydon Reserve - 260m
Northern boundary of site to Claydon Reserve - 300m
Eastern boundary of site to Claydon Reserve - 450m

Key

- Project Boundary
- Pedestrian Access to Open Space
- Public Open Space
- Private Open Space

3.2 Movement - Movement and Place

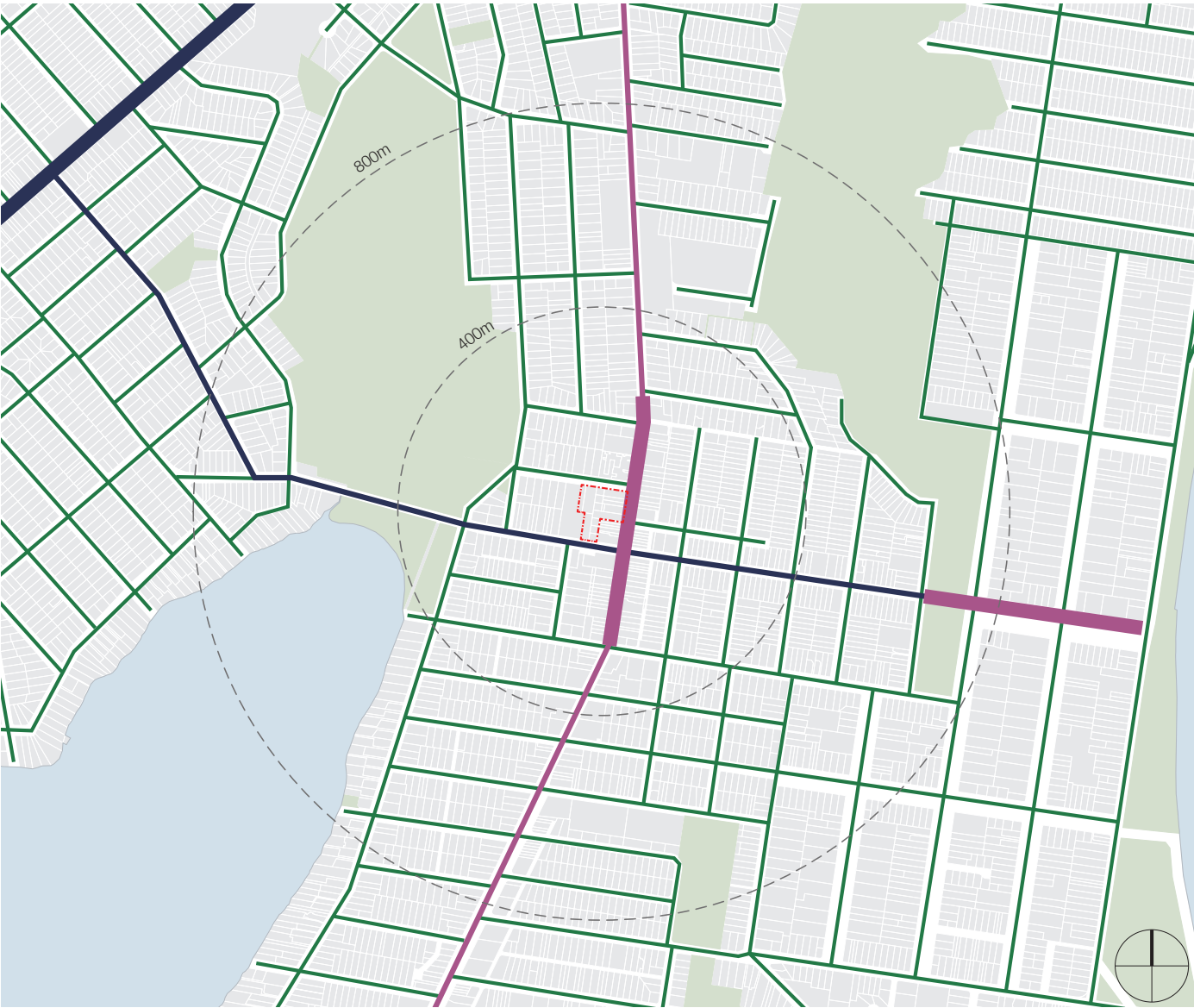


Figure 12: Greater Context: Movement and Place

The GANSW's Movement and Place Framework identifies four street environments to provide an understanding of where movement and place interact with the view of achieving better outcomes for all users. The wider precinct categorisation of the streets highlights *major main roads and main streets within a supporting network of local streets*. **The lack of civic spaces (pedestrian priority shared spaces) is evident.**

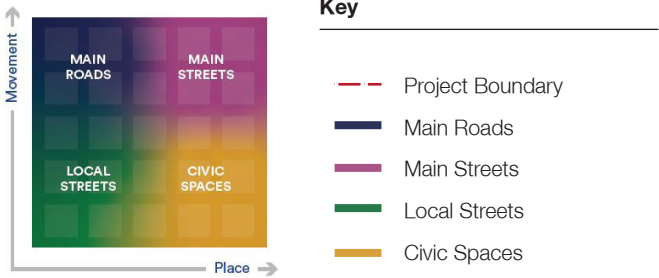
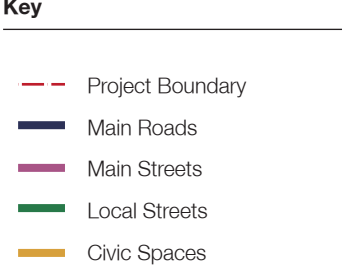


Figure 13: Local Context: Movement and Place

Within the immediate vicinity of the site is the intersection of the main street of Rocky Point Road and the main road of Ramsgate Road. Main streets provide significant movement functions and place qualities. **There is a clear need for more people centred streets that invite economic activity and support community growth in the Ramsgate Local Centre.**



3.3 Movement - Public Transport



Figure 14: Greater Context: Movement and Public Transport

The wider area is serviced by the Princes Highway that links to greater Sydney. Public transport connections to the precinct are provided by local bus routes along major roads and local streets.

Rocky Point Road provides local residents with a connection from Kogarah to the Sutherland Shire.

Key

- Project Boundary
- Primary Roads
- Secondary Roads
- Bus Route



Figure 15: Local Context: Movement and Public Transport

Movement within the precinct prioritises vehicular access with limited permeability for pedestrians.

The subject site is well connected to the road network and there are multiple bus stops in the immediate vicinity of the subject site which provide easy access to the wider area.

Key

- Project Boundary
 - Primary Roads
 - Secondary Roads
 - Bus Route
 - Bus Stop
- | | |
|-----|-------------------------|
| 476 | Rockdale to Dolls Point |
| 477 | Miranda to Rockdale |
| 947 | Kogarah to Hurstville |

Site Analysis

3.4 Land Use and Amenity

The existing land use shows a Local Centre along Rocky Point Road and spreading along the intersection of Ramsgate Road which includes the subject site and indicates opportunity for growth.

Local services are concentrated within the Local Centre, particularly health services, restaurants, cafes and beauty services. There is no supermarket within the Local Centre.

Surrounding that is low to medium density residential development with a few lots zoned for high density residential. Further out from the Local Centre is low density residential and public recreation spaces. While there has been recent mixed use development with shop top housing, the quality of the accommodation along Rocky Point Road does not elevate the context as there is no real benchmark for quality development in the area.

As noted above the subject site is zoned a mixture of R4 medium density residential and B2 Local Centre.

Amenity and Services:

- Open Space
- Sports and Recreation
- Community Service
- Health Service
- Cafe
- Restaurant
- Bar

Key

- Project Boundary
- Local Centre
- Low Density Residential
- Medium Density Residential
- High Density Residential

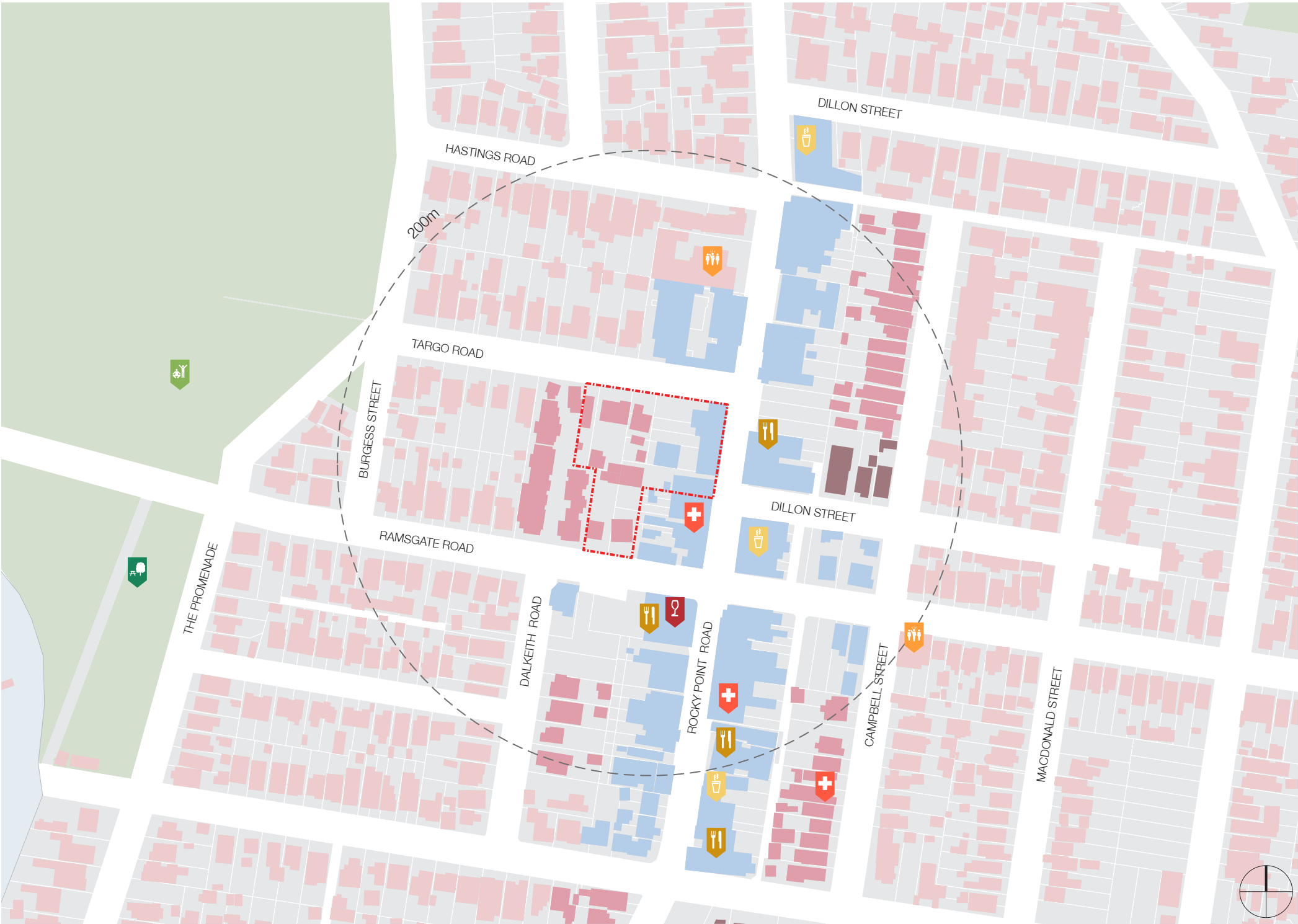


Figure 16: Local Context: Land Use and Amenity

Site Analysis

3.5 Built form and massing

Ramsgate Local Centre forms an important part in connecting key centres in the wider Botany and Georges River area. The LEP controls create a very uniform and undiversified cross section between the two bays with taller buildings located at Ramsgate Beach and along Rocky Point Road. Creating an identifier with built form and active street frontages will transform and revitalise the centre, generating more economic activity and improving amenity.

The Figure Ground diagram in Figure 17 shows the relationship between built and unbuilt space reveals the extent of open space within the local context of Ramsgate Centre. This highlights the concentration of larger floorplate buildings along Rocky Point Road, but also absence of large floorplate retail footprints or supermarkets in the area. The amalgamation of the site presents an opportunity for uplift and for a new element to be inserted into the fabric to support the growth of the centre.

The Figure Ground also highlights the edge conditions of built form on Rocky Point Road and Ramsgate Road and the need for active street frontages and a solid interface with main roads with relief provided through laneways and civic spaces.

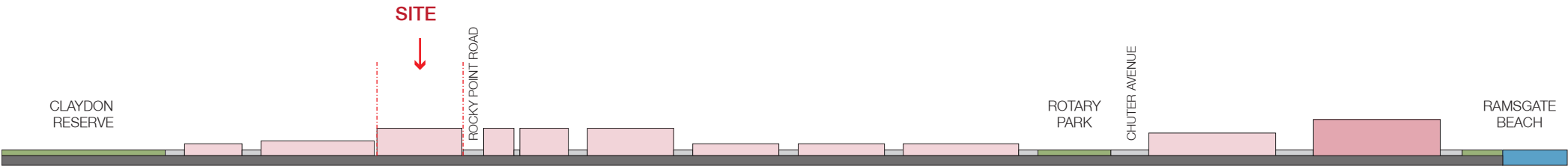


Figure 17: Present Condition



Figure 18: Local Context: Figure Ground

Site Analysis

3.6 Streetscape conditions



Figure 19: Rocky Point Road

ROCKY POINT ROAD - WEST

The above photo montage presents the eastern elevation of Rocky Point Road. What is evident is an eclectic collection of commercial and mixed use buildings from different periods. There is no clearly identifiable character or quality that defines the streetscape, and this is true of the other side of Rocky Point Road as well. On the intersection of Ramsgate Road are Art Deco shops which are listed as a heritage item. Adjacent to that are a row of shops from the interwar period.

The subject site then covers the remainder of the block with a mixture of late 20th century and early 21st Century development which includes ground floor retail and commercial, 1st floor commercial and residential apartments.

Across Targo Road is a recent development with retail and commercial on the ground floor and strata residential above. To the north is the heritage listed, Ramsgate Community Church.

Another notable observation of the street is the absence of street trees. Any views of green are framed views of the surrounding adjoining streets.

Site Analysis

3.7 Built form and recent development

Recent development in Ramsgate has been concentrated along Rocky Point Road and the Ramsgate Beach Commercial Area. The majority of these are shop-top with retail and commercial provided on the ground floor and strata residential on the levels above.

- 1. Ramsgate Park Apartments (152-206 Rocky Point Road) are a new major development on Rocky Point Road which has changed the LEP for Height of Buildings to a maximum of 33m on the site.
- 2. 187 Rocky Point Road is located across Targo Road from the subject site. It is a new development with retail on the ground floor and residential apartments above. It is six storeys high and established a strong street wall within the Local Centre.
- 3. Ramsgate Beach Centre has three new developments on the north side of Ramsgate Road. Commercial and retail are located on the ground floor with residential apartments above. One of the developments has a large roof terrace.

Key

Project Boundary

5 Storeys

6 Storeys

7 Storeys

8 Storeys +

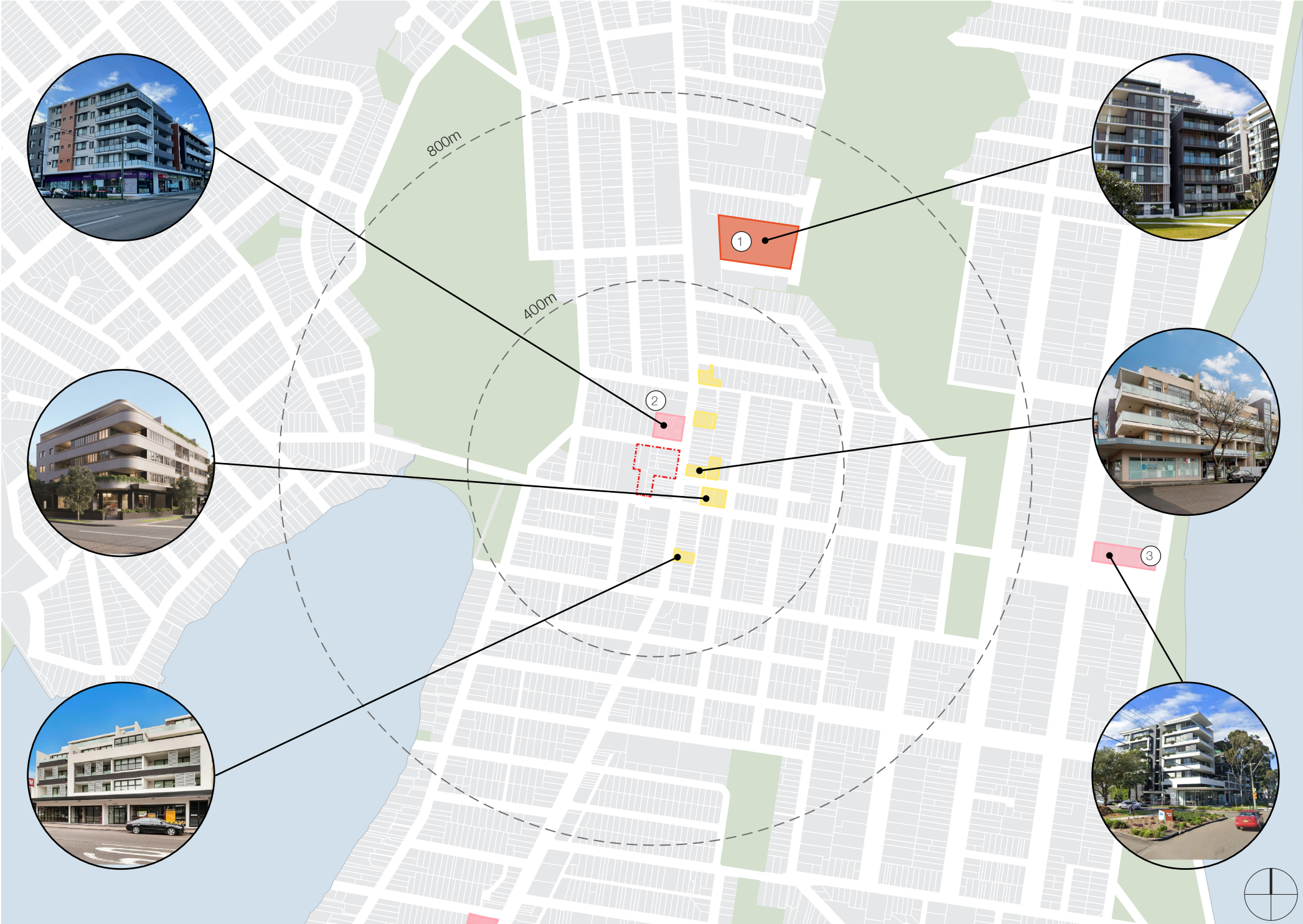


Figure 20: Greater Context: Built Form and Recent Development

Site Analysis

3.8 Spatial constraints

The following have been identified as key constraints for the site:

- 1. 187 and 284-290 Rocky Point Road are recent developed strata residential buildings that are adjacent to the subject site and are unlikely to change in the near future.
- 2. 8 Targo Road is adjacent to the subject site and is a strata residential development.
- 3. The western boundary adjoins a relatively low rise multi-residential development and a sensitive approach needs to be adopted as a transition in height and scale.
- 4. Two heritage items, an apartment building and shop fronts are located adjacent to the site on Ramsgate Road.
- 5. The intersection of Ramsgate and Rocky Point Roads is a key intersection for the wider peninsular.
- 6. Future development should consider treatment to noise from Ramsgate Road and Rocky Point Road.

Key

Project Boundary

Surrounding Strata Properties

Heritage Items

Interface with Neighbour

Vehicular Movement

Major Intersection

Noise



Figure 21: Local Context: Spatial Constraints

Site Analysis

3.9 Spatial opportunities

The following have been identified as key opportunities for the centre and site:

1. The subject site addresses Rocky Point Road, Targo Road and Ramsgate Road, providing an opportunity to support the future desired character of the Local Centre as an active and people focused space.
2. To create a new local destination that brings people together, which the community can identify with.
3. The size of the amalgamated lot creates a unique opportunity to accommodate larger floorplate land uses, and for more significant development that would help with the transformation of Local Centre.
4. Opportunity for views north and west towards open space and parklands, southwest towards Georges River and east towards Ramsgate Beach.
5. Improve connections to public open space and parklands within walking distance of the Local Centre.
6. Good opportunity for solar access to future development.
7. Multiple bus stops in the immediate vicinity of the site service both the local area and key centres in southern Sydney.
8. Pedestrian access from three boundaries creates catalyst for effective through-site links.
9. To improve housing diversity in Ramsgate Town Centre.

Key

-
- Legend:
- Project Boundary
 - Pedestrian Access
 - Indicative Basement
 - Active Street Frontages
 - Local Destination
 - Open space opportunity
 - Views
 - Public Open Space
 - Private Open Space
 - Bus Route
 - Local Bus Stop

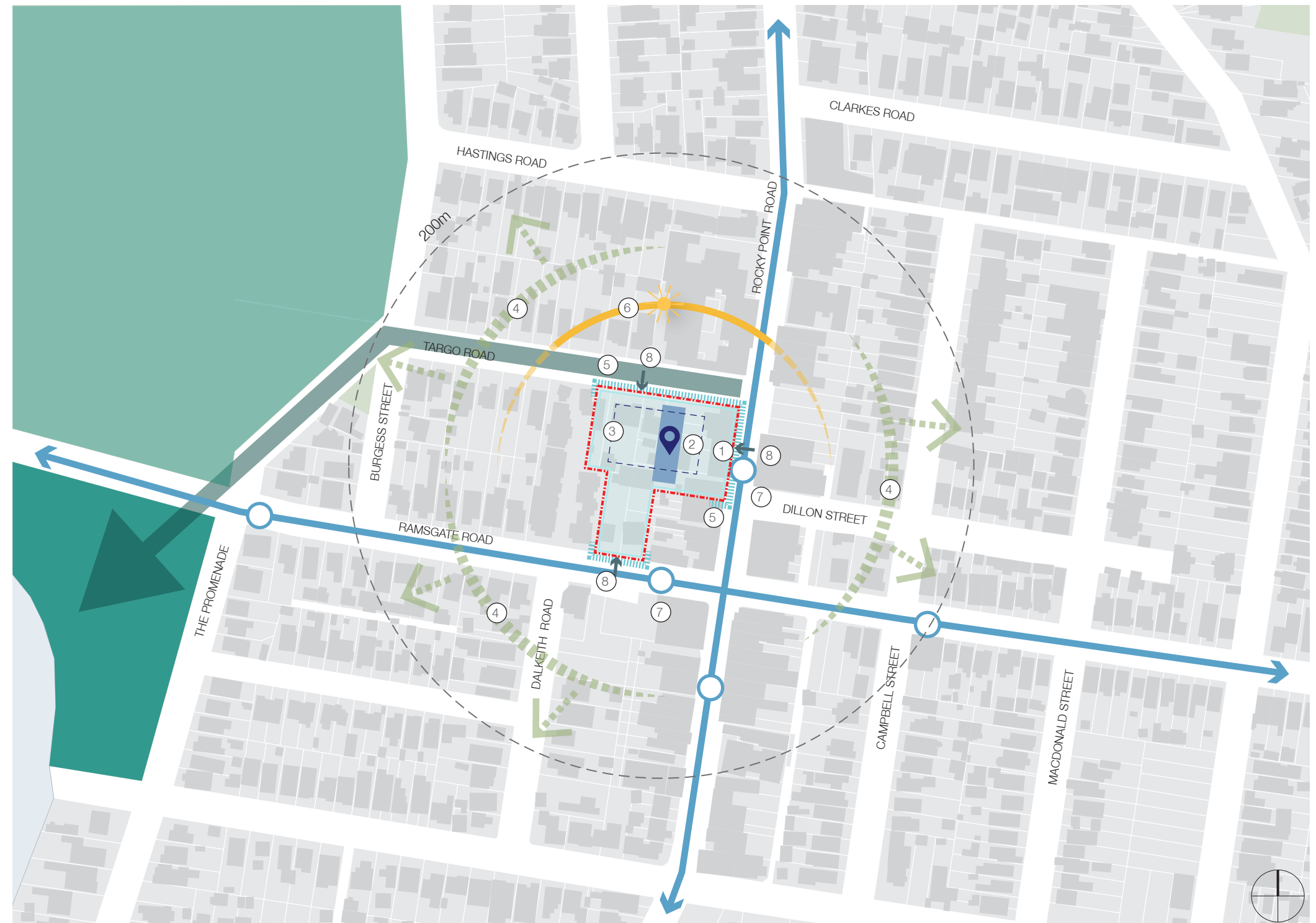


Figure 22: Local Context: Spatial Opportunities

Vision & Principles

4

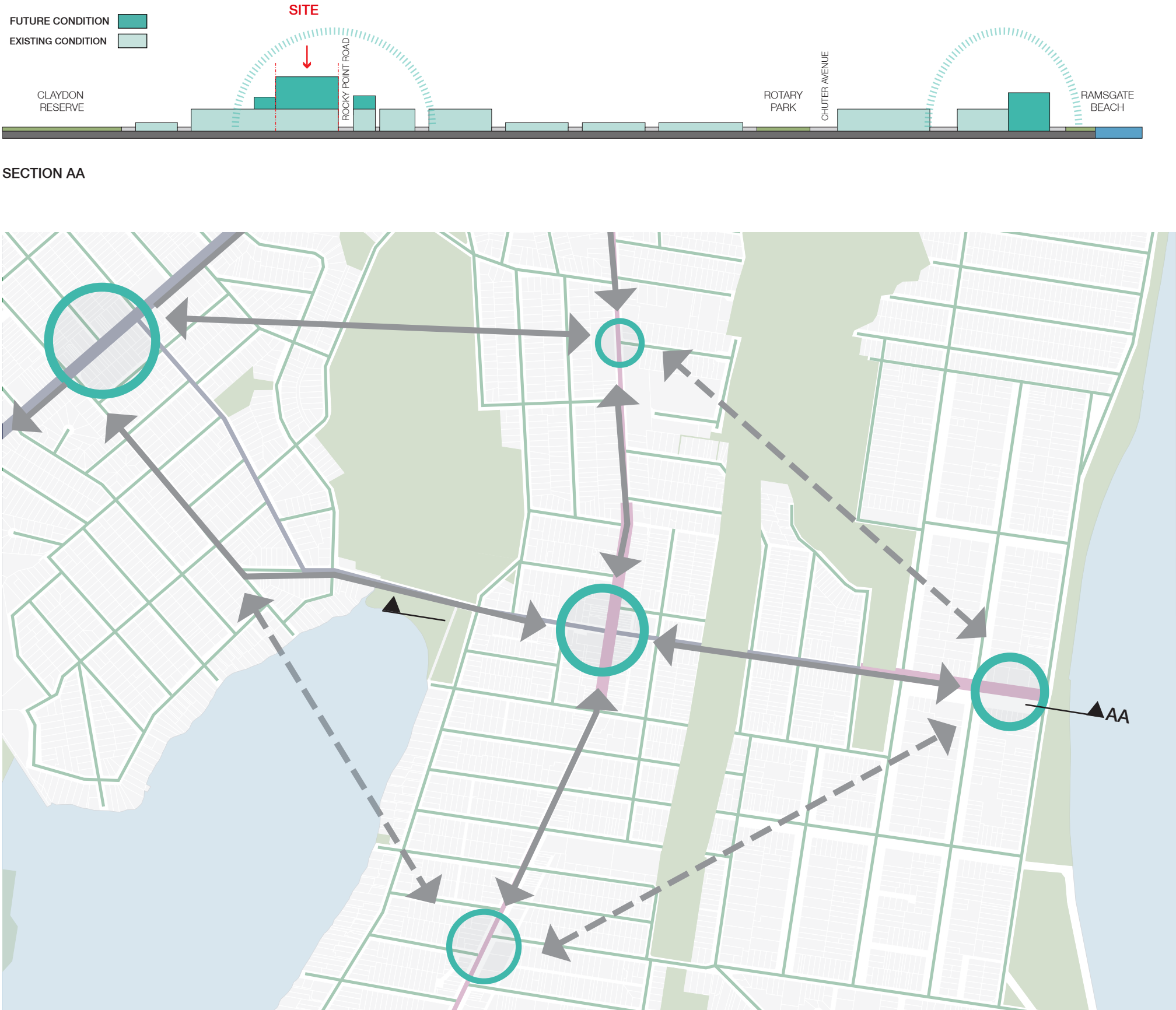
Vision & Principles

4.1 Network of centres

The real opportunity for the broader Sans Souci peninsula and Ramsgate is to strengthen and develop a strong network of centres that support each other and the growth of the community. To date, this opportunity has not been realised as the centre sits on the boundary of two LGAs that prioritise other strategic centres.

The Ramsgate centre is well connected, has a 360 degree catchment and the existing B2 Local Centre zoning confirms the significance of the centre within the broader area. It needs a suite of components including an expanded retail, commercial and public domain offering to grow and service its growing community.

The project opportunities that the site presents is outlined on the following page.



4.2 Project Opportunities



A place for the community

- Being located in the heart of Ramsgate, the site offers an opportunity to create a new place that the community can identify with and be proud of

A new publicly accessible open space protected from the noise and traffic of Rocky Point Road would contribute to a more diverse open space offering and provide a high quality urban space with high levels of amenity, solar access and character



A local destination

- The Ramsgate Local Centre lacks a large format supermarket that would meet the needs of the local community

The delivery of a supermarket within the site in addition to the open space would support greater patronage within the centre and support further development and commercial activity



Catalyst for further investment

- Without a substantial investment into the centre Ramsgate is likely to remain a low level Local Centre that will not attract substantial non-residential investment into the centre

A large scale, high quality development would help lift the status of the centre and attract further non-residential land uses that would increase the offer that the centre can provide to the broader community



Release the ground plane for people

- While accommodating a large format retail anchor on the site would be beneficial for the centre from an economic perspective, locating it at ground floor level would be inconsistent with the nature and character of the centre

Burying the supermarket and its associated car park below ground would allow for the delivery of the community heart space at ground floor level with a relationship with Rocky Point Road



Identifier

- Being located close to the ridge and the key intersection of Rocky Point Road and Ramsgate Road presents an opportunity to visually mark the centre and help improve legibility within what is currently a uniform low scale environment that is anticipated to increase to a uniform six storeys across the centre

A development above the height of the existing buildings which are all 6 storeys would give prominence to the site and mark the location of the community heart and retail destination of the supermarket



Transition in height

- The low rise environment and heritage assets to the west and south of the site require a sensitive approach to built form that allows for a taller identifier whilst being respectful to the existing context

Transitioning down from a taller element in the centre of the site towards the west and south through lower rise elements will ensure a more sensitive change in height and built form



Reinforce street wall

- The emerging built form character of Rocky Point Road includes a six storey height across the centre

The retention of a six storey street wall will help to contain perceptions of enclosure and frame the street



Housing diversity

- The proximity to Botany Bay and other local destinations make Ramsgate a very attractive place to live. This has driven up property prices which make it an unaffordable place for many young families to live and for older members of the community to downsize

The inclusion of a range of apartment options within the development would help diversify the housing offer and offer opportunity for existing residents to stay close to family and their community

4.3 Vision



Figure 23: Artists impression of the Targo Street entrance to the interior courtyard

The vision for the site is to support the growth and well-being of the community by:

- creating a new open space that contributes to the quality of life and identity of the centre
- economic functioning of the centre through the provision of a new anchor retail destination
- new benchmark for future development

The proposal includes :

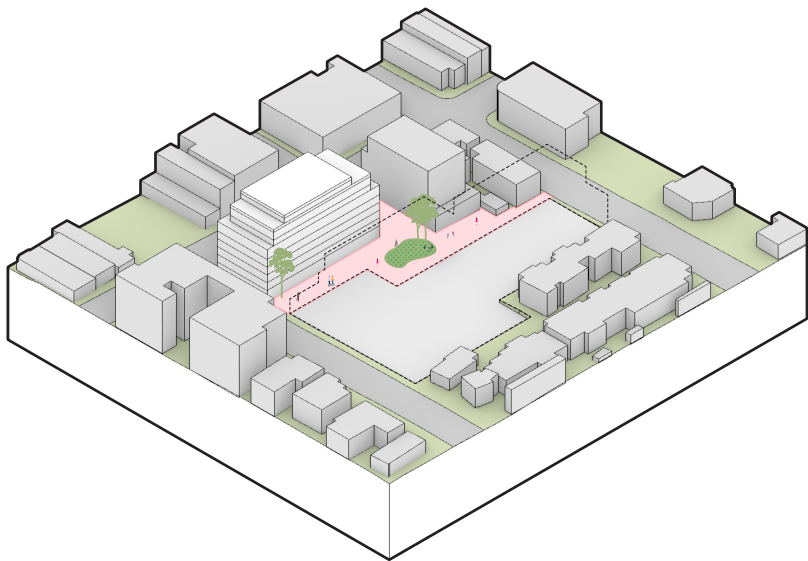
- a new open space that will contribute to the diversity and quality of destinations within the Local Centre
- a new full line supermarket that is buried below ground so that the ground plane can be utilised as an open space by the community



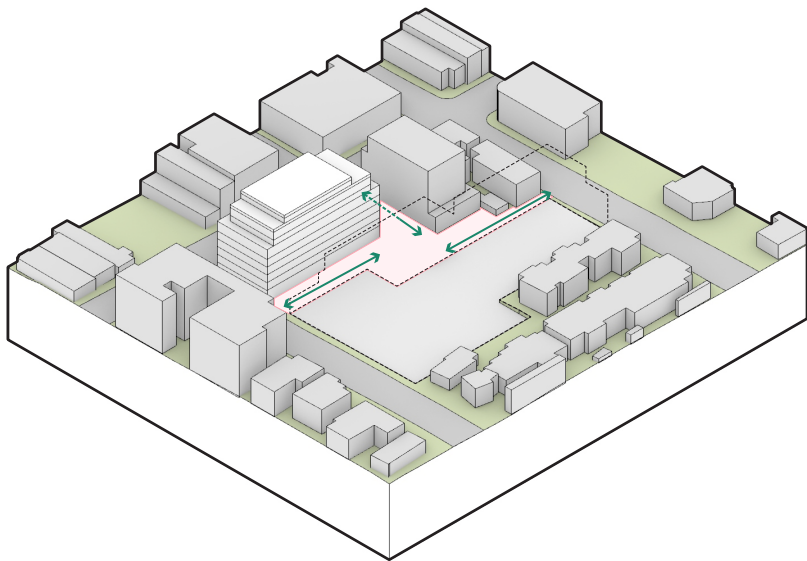
Figure 24: Artists impression of the interior view of the courtyard looking northwards

4.4 Key moves

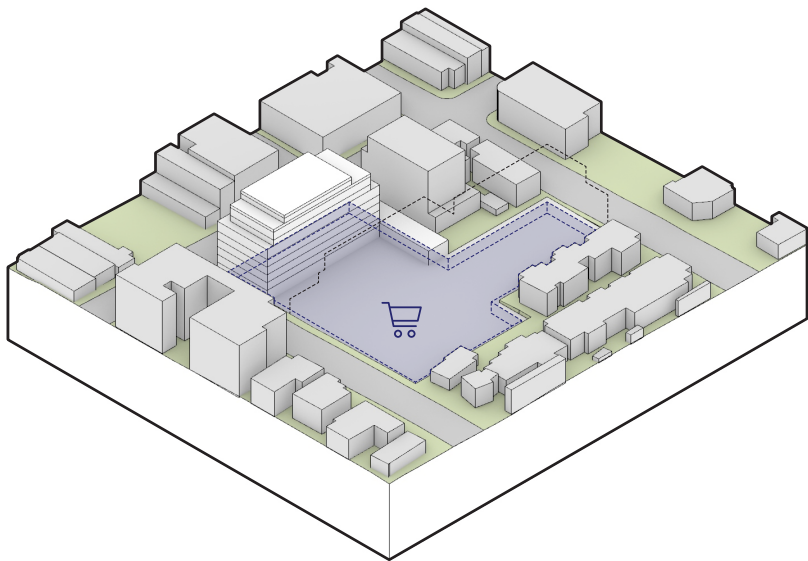
The reference scheme is underpinned by the following key moves:



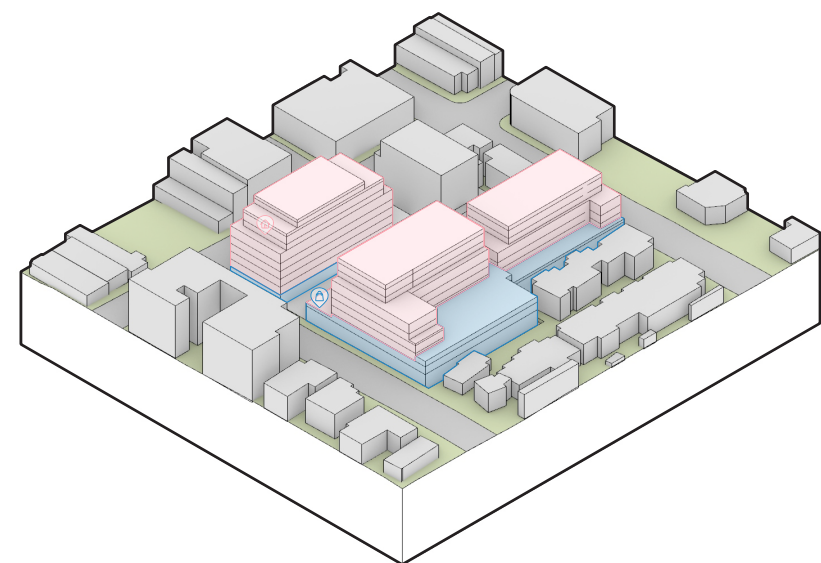
- 01 Create activated civic space in the centre of the site that is protected from the noise and pollution on Rocky Point Road
- Site analysis identifies a lack of civic spaces within Ramsgate Town Centre.
 - Creating an open space which is protected from the busy roads.
 - North orientation provides for good solar access.



- 02 Create pedestrian connections that retain connections to local streets and Rocky Point Road
- Connect and activate the civic space with pedestrian connections to Rocky Point Road, Ramsgate Road and Targo Road.
 - Creating block permeability in line with Council's DCP.

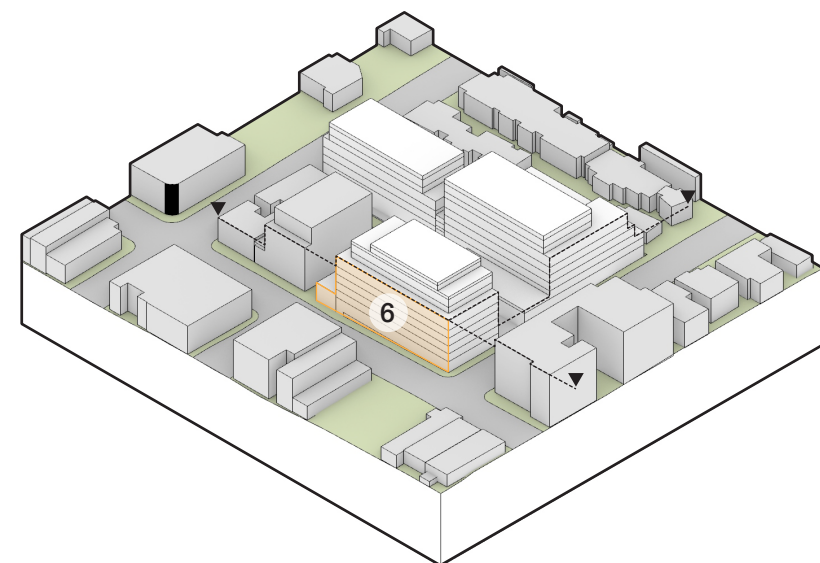


- 03 Bury the supermarket below ground
- Providing the Local Centre with a supermarket to create a local retail destination.
 - Undergrounding the supermarket frees up the ground floor for an activated ground plane.
 - Basement parking and servicing also helps to mitigate the impacts of large floorplate land uses on the human scaled and people focused centre.



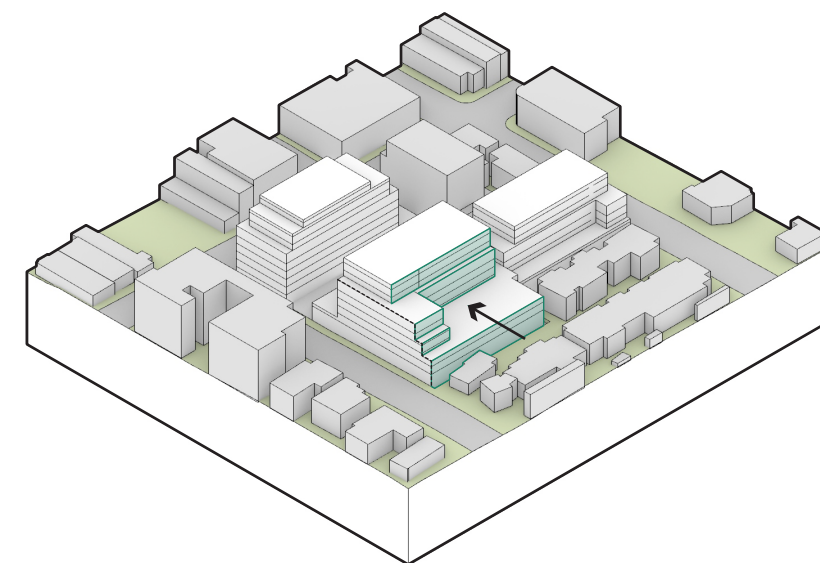
04 Provide active street frontages and residential towers

- Retaining retail on the ground floor activates street frontages to Rocky Point Road and around the civic space.
- Residential apartments above podium creates passive surveillance and activation of common areas.



05 Respect the character of the centre by maintaining a consistent street wall along Rocky Point Road

- Maintaining a clear street wall along Rocky Point Road and Ramsgate Road reinforce presence of Local Centre.
- Setbacks above 6 storeys provide relief from built form.



06 Move bulk away from neighbours

- Moving bulk of building away from key neighbours to the west of the development improves transition in height and provides appropriate move from Local Centre to Low Density Residential.

Vision & Principles

4.5 Land use

The adjacent diagram shows the location of land uses across the site. The large footprint retail anchors are located below ground with ground floor retail activating the street and public domain. Residential apartments are located above ground floor

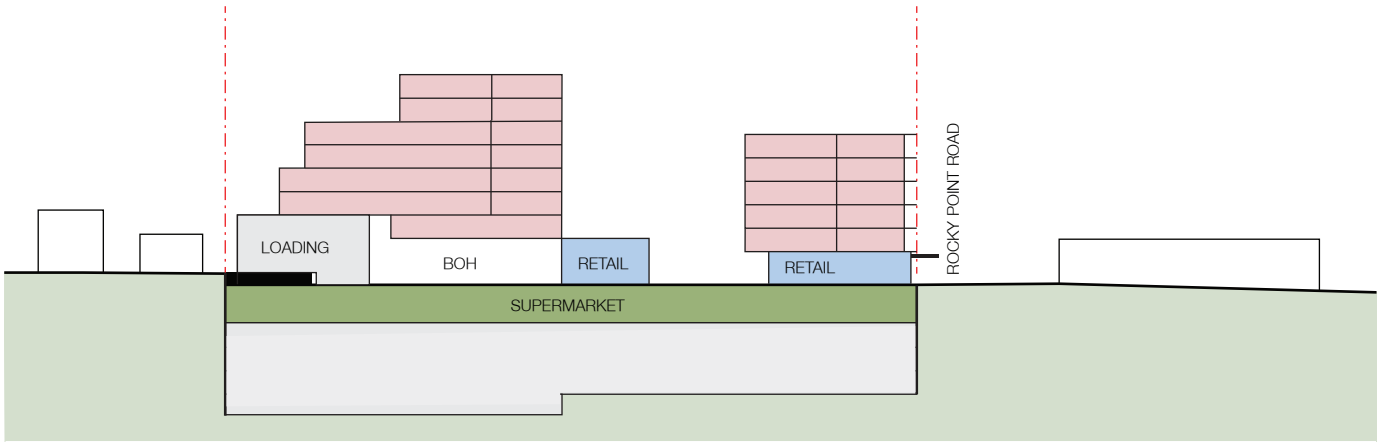


Figure 26: Land Use Section

Key

- Project Boundary
- Retail
- Residential
- Supermarket
- BOH + Loading
- Open Space
- Through-site Link
- Vehicle Access
- Pedestrian Access

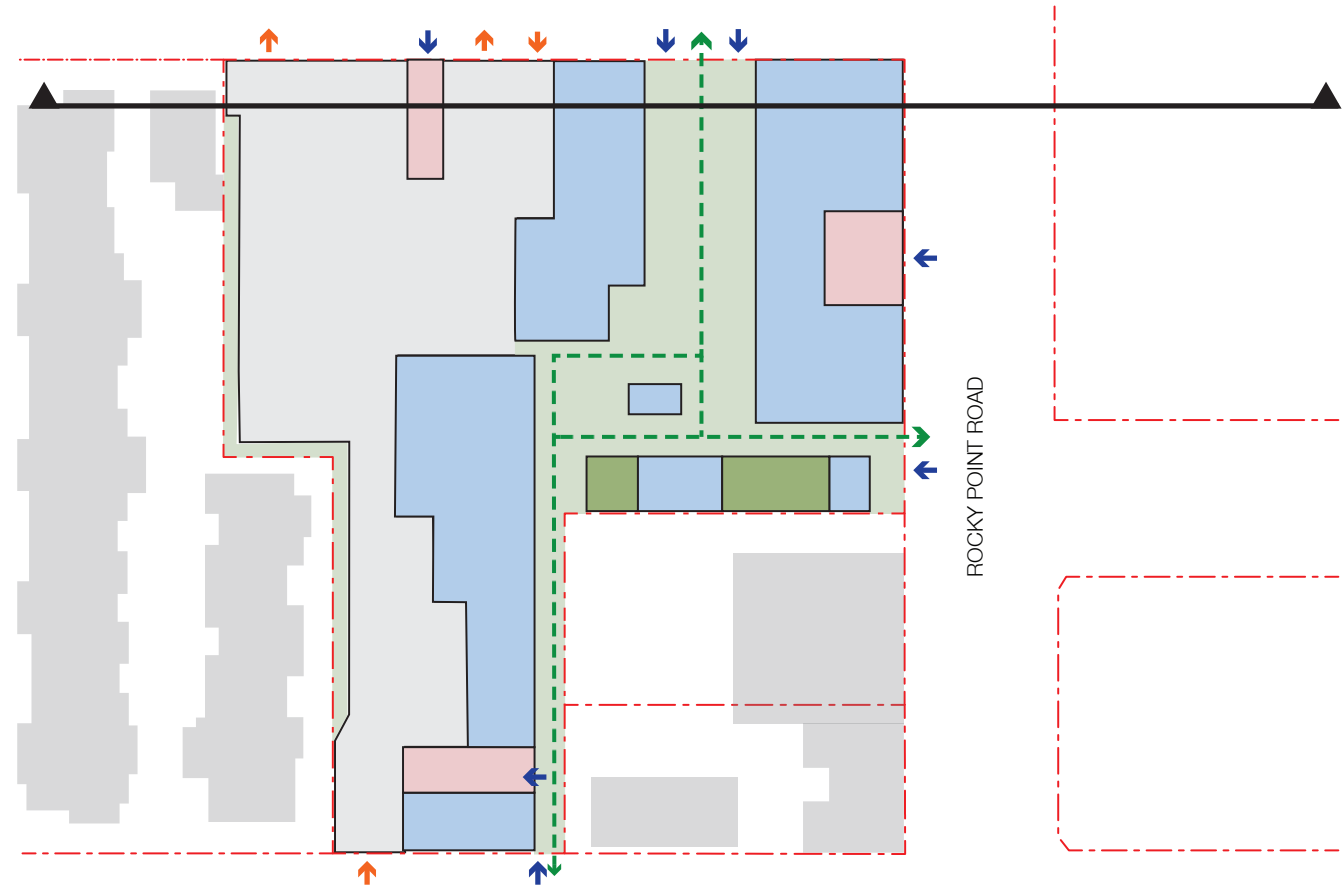


Figure 25: Ground Floor Land Use Plan

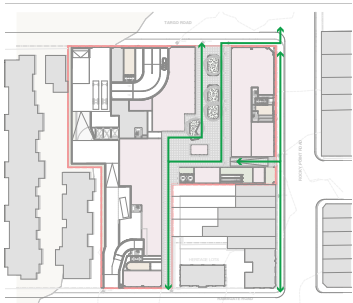
Vision & Principles

4.6 Access - pedestrian, servicing and vehicular

Access to and through the site has deliberately been arranged to minimise impacts on the public domain and local residents. Greater emphasis is given to pedestrian movement while vehicular access and servicing is carefully managed

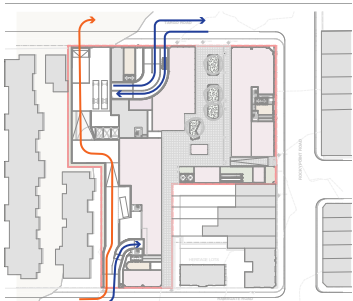
Pedestrian movements

- Pedestrian permeability through the block provides relief from Rocky Point Road and activated open space.
- Different points of choice for entering the development create interest and activation across the whole site.



Vehicle movements

- Private vehicle access for both residents and visitors is through a left in from Ramsgate Road and full access from Targo Road.
- No direct access from Rocky Point Road allows for an active street frontage with maximum pedestrian usage.



Servicing movements

- Loading and servicing access is provided from Ramsgate Road as a one-way internal route with a left-in from Ramsgate Road and Right out on Targo to minimise disruption to existing traffic flows on Ramsgate Road and Rocky Point Road.
- No egress from Ramsgate Road to mitigate risk of service vehicles crossing multiple lanes in a short span to turn right onto Rocky Point Road.

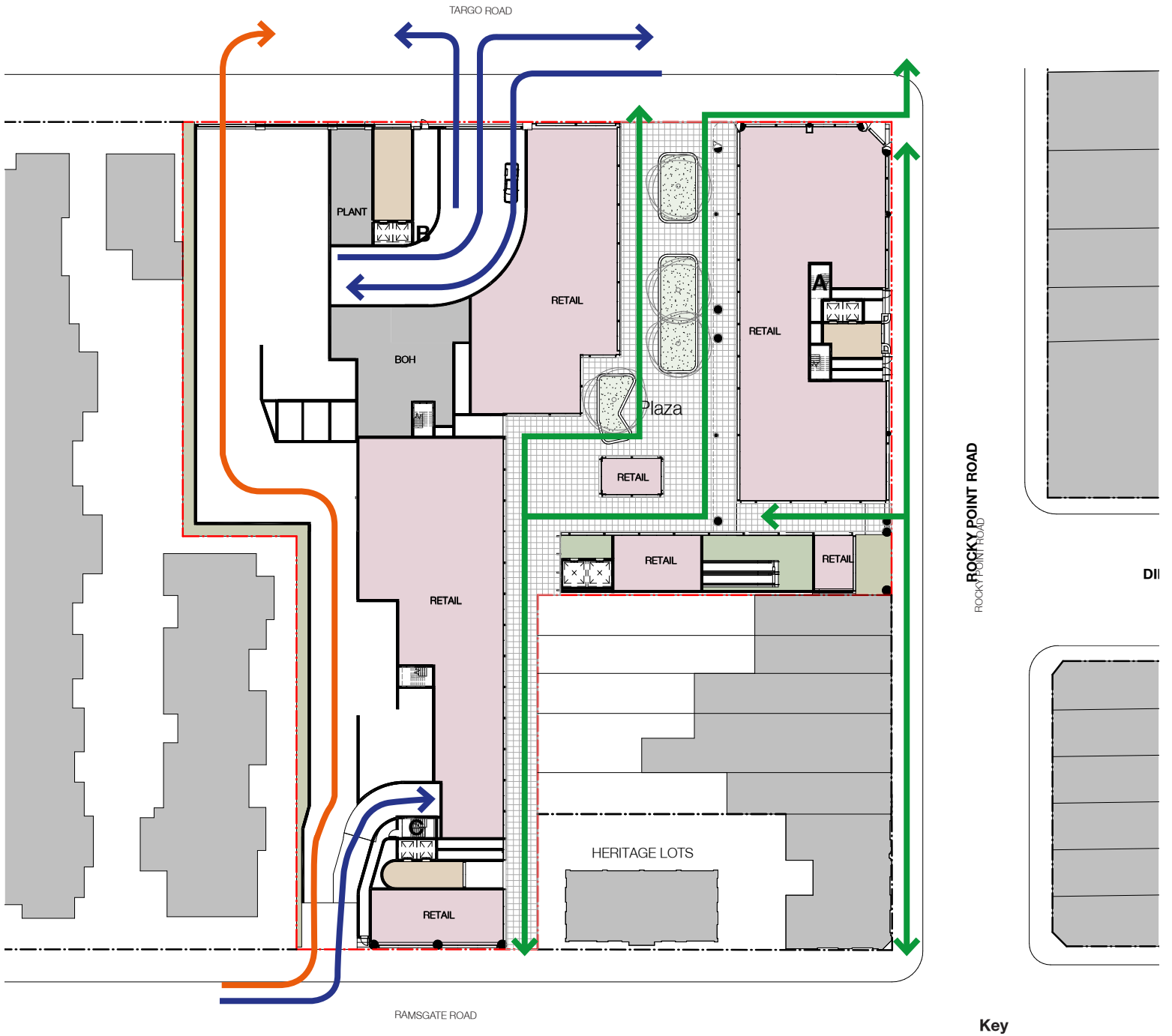
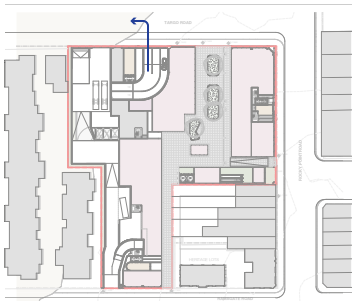


Figure 27: Access plan

Vision & Principles

4.7 Built form - height and setbacks

The built form of the buildings has been arranged with the view of integrating a high density development seamlessly into its surrounding context. Architectural devices that have been employed include:

- Retaining the six storey street wall along Rocky Point Road with a 3m setback for taller elements
- Locating taller elements as markers to the north of the site to minimise impacts on the heritage items
- Arranging built form to maximise solar access into open spaces between 11am and 2pm
- Setting back the bulk and massing from the heritage item with a transition in buildings heights
- Setting back development from the western property boundary
- Scaling down the heights westwards to transition into the low rise neighbourhood to the west

These principles and setbacks are further explained in the sections that follow.



Figure 28: Building heights and setback plans

Vision & Principles

- The following street wall and setback controls are proposed:
- A planted setback from the western property boundary for the first two storeys, unless there is a 0m setback
 - A 6m setback from the side boundary for buildings between 2 and 4 storeys
 - A 12m setback from the side boundary for buildings of between 4 and 6 storeys
 - A six storey / 21m street wall along Rocky Point Road with a 3m setback
 - A 3m setback street wall for buildings over 8 storeys
 - A 3m setback along the boundary with the heritage item to create a laneway / through site link
 - Incremental setbacks from the northern boundary of 201 Rocky Point Road of 9,12 and 21m as a transition to the heritage item

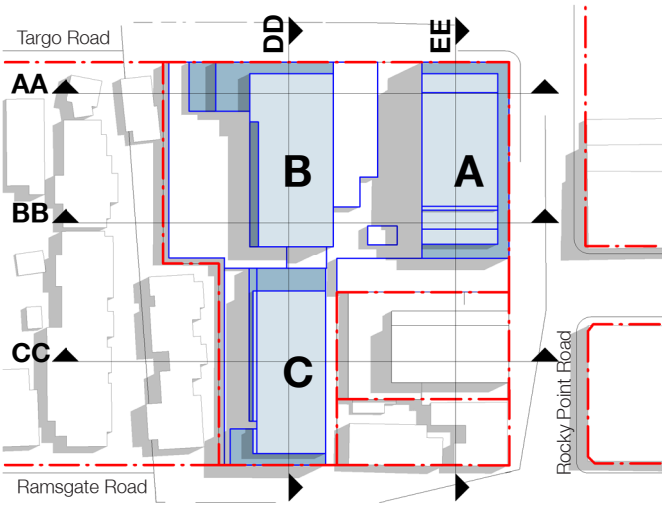


Figure 29: Sections reference plan

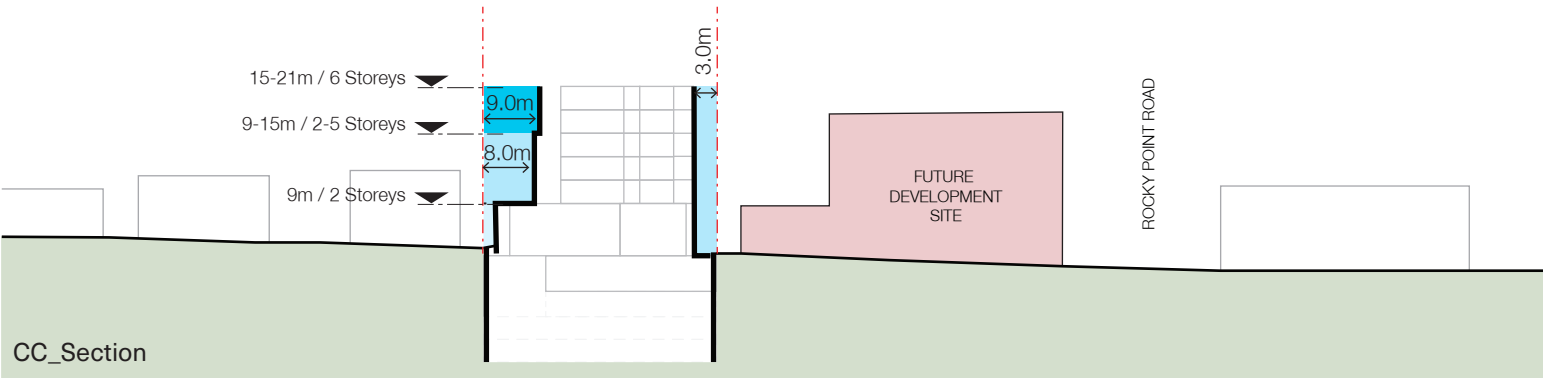
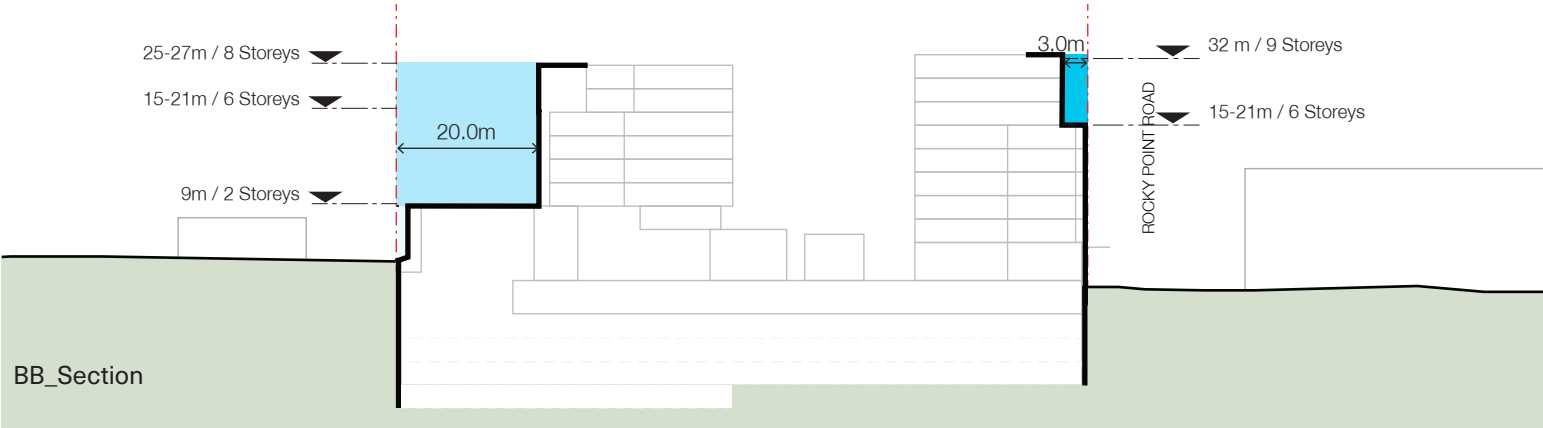
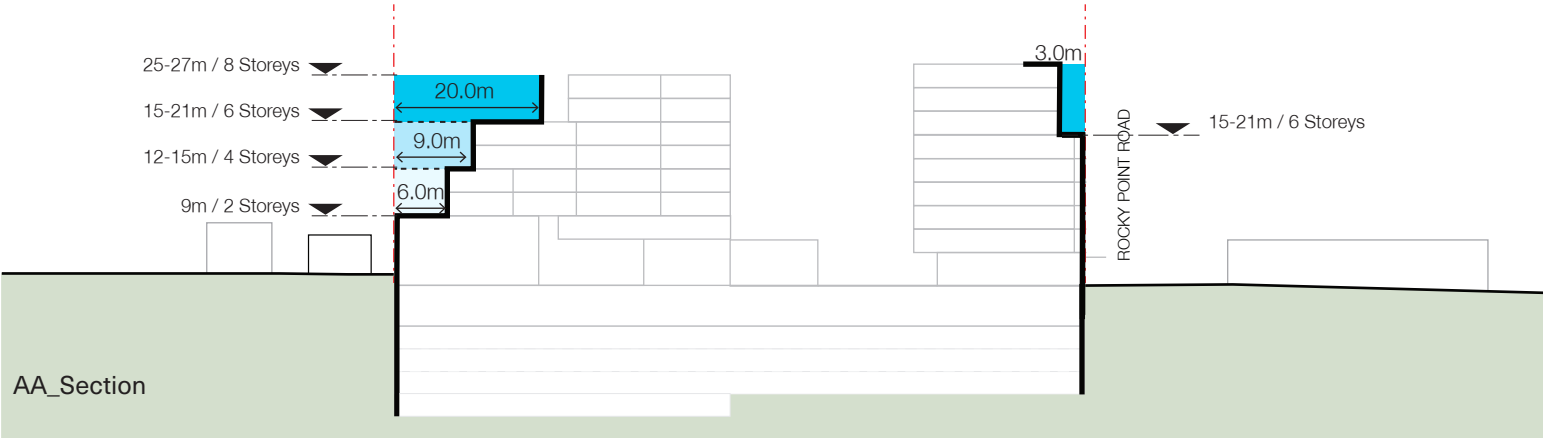


Figure 30: Site sections - Built form and setbacks

Vision & Principles

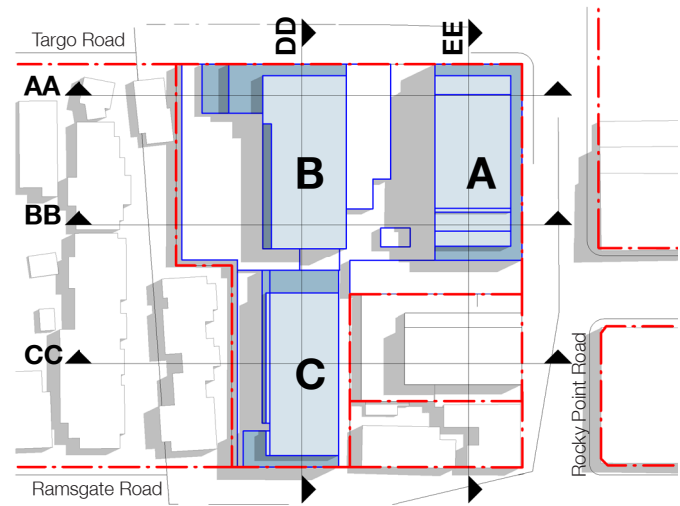


Figure 31: Sections reference plan

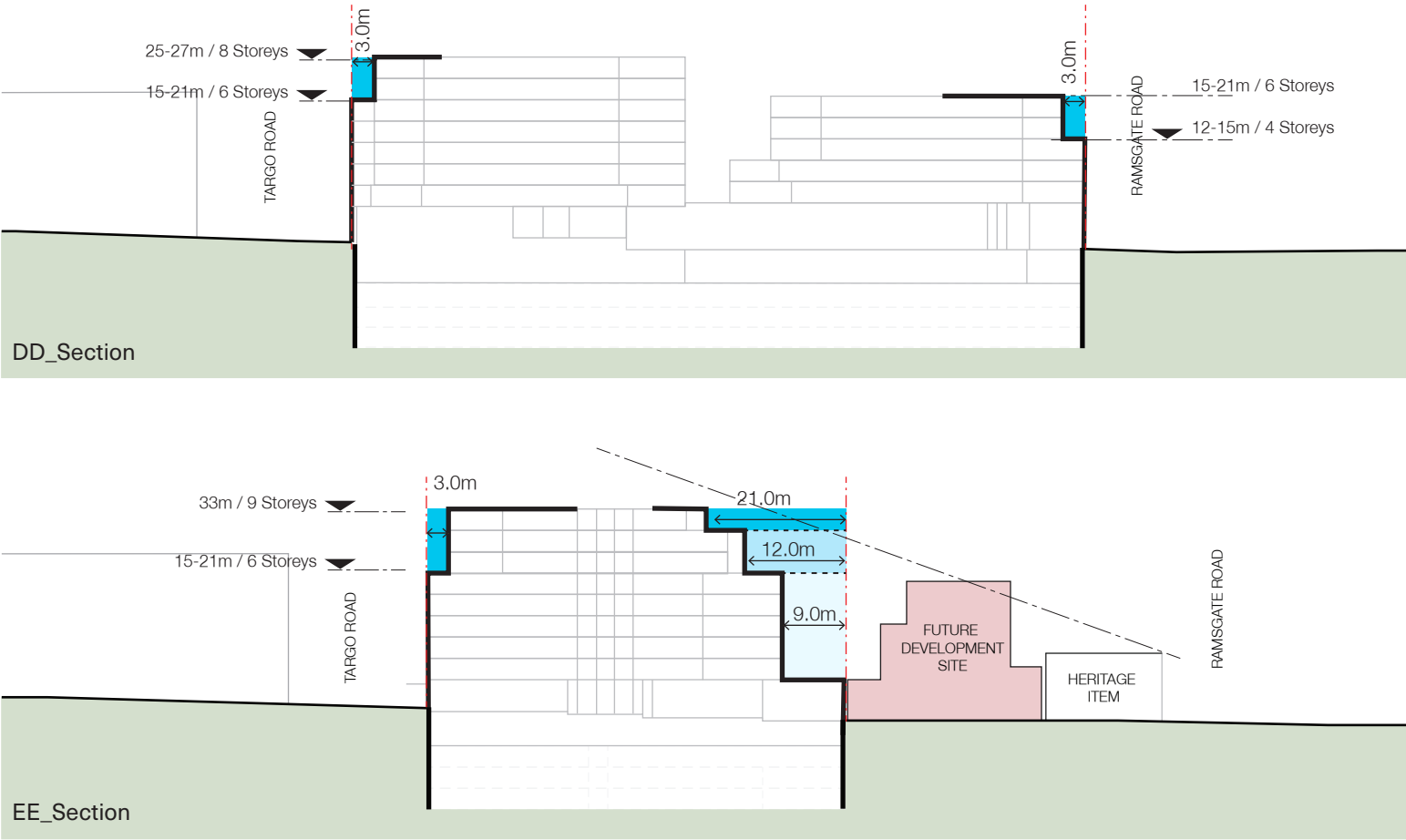


Figure 32: Site sections - Built form and setbacks

Reference scheme

5

This section of the report presents a reference scheme that illustrates a future redevelopment option for the site that would be enabled by the Planning Proposal.

Reference scheme

5.1 Area summary

Key project statistics	Proposed Offering
TOTAL GFA	25,331m ²
RESIDENTIAL GFA	16,945m ²
GROUND RETAIL GFA	2,434m ²
BASEMENT RETAIL GFA	5,652m ²
TOTAL RETAIL GFA	8,386m ²
FSR	3.68:1
FSR ABOVE GROUND	2.84:1
SITE AREA	6,881m ²
BUILDING A STOREYS	9 Storeys
BUILDING B STOREYS	8 Storeys
BUILDING C STOREYS	6 Storeys
OVERALL HEIGHT	32m
OPEN SPACE (EXCLUDING WALKWAYS)	794m ²
NUMBER OF UNITS	185



Figure 33: Artists impression of the corner of Rocky Point Road and Targo Road

5.2 Plans -Typical basement plan

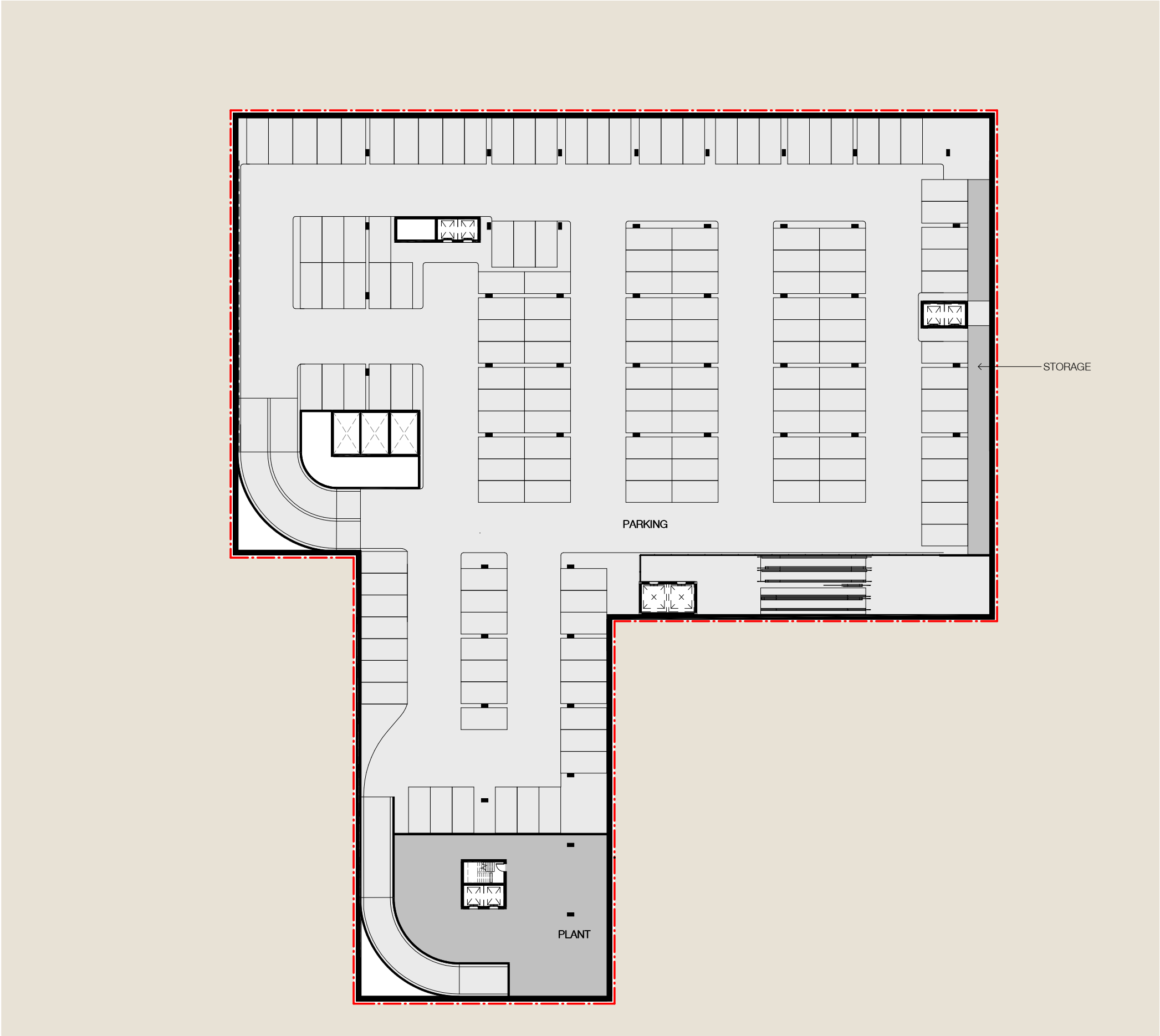


Figure 34: Typical basement plan

Reference scheme

5.3 Plans -Below ground retail plan

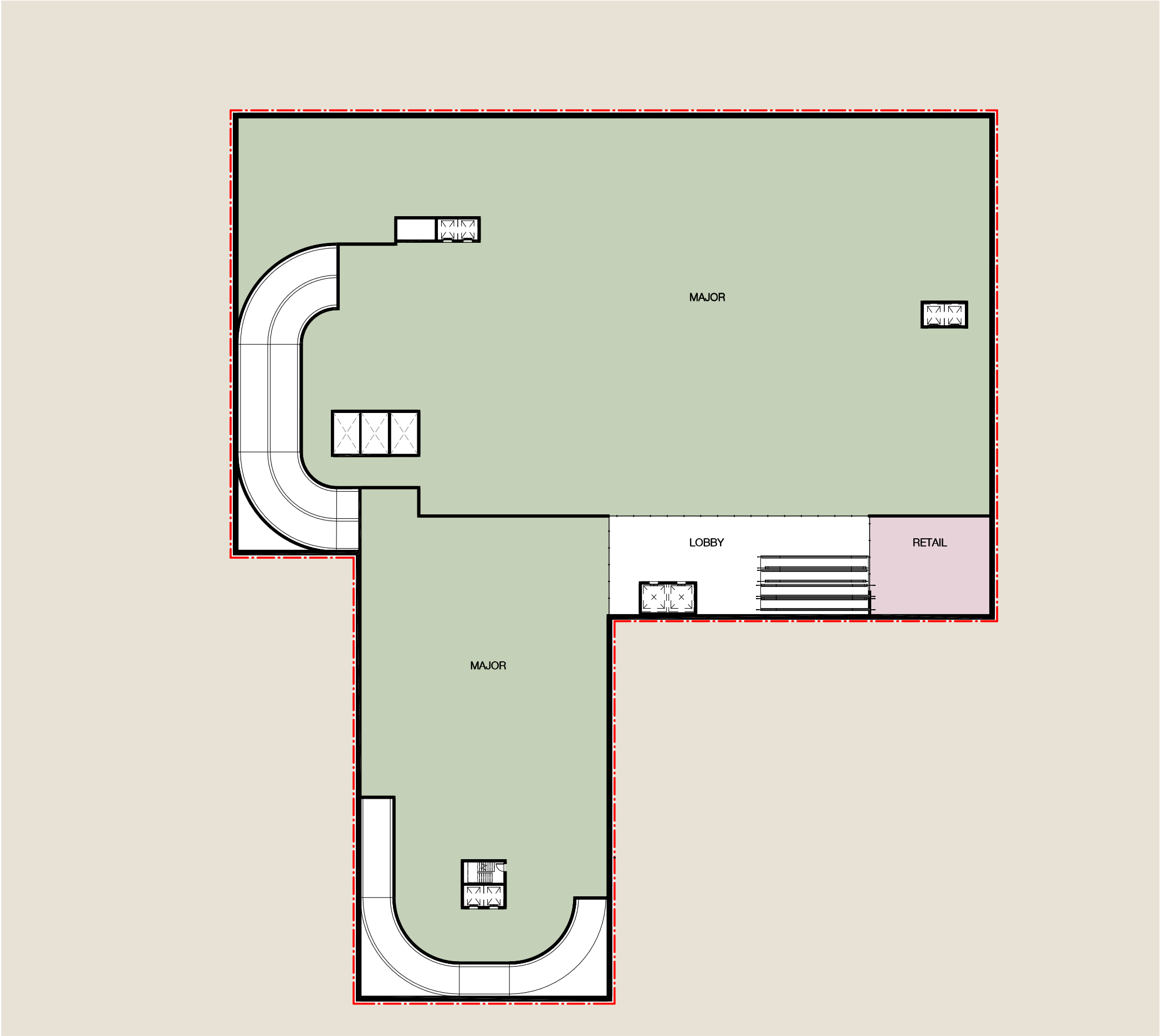


Figure 35: Below ground retail plan

5.4 Plans -Ground Floor Plan

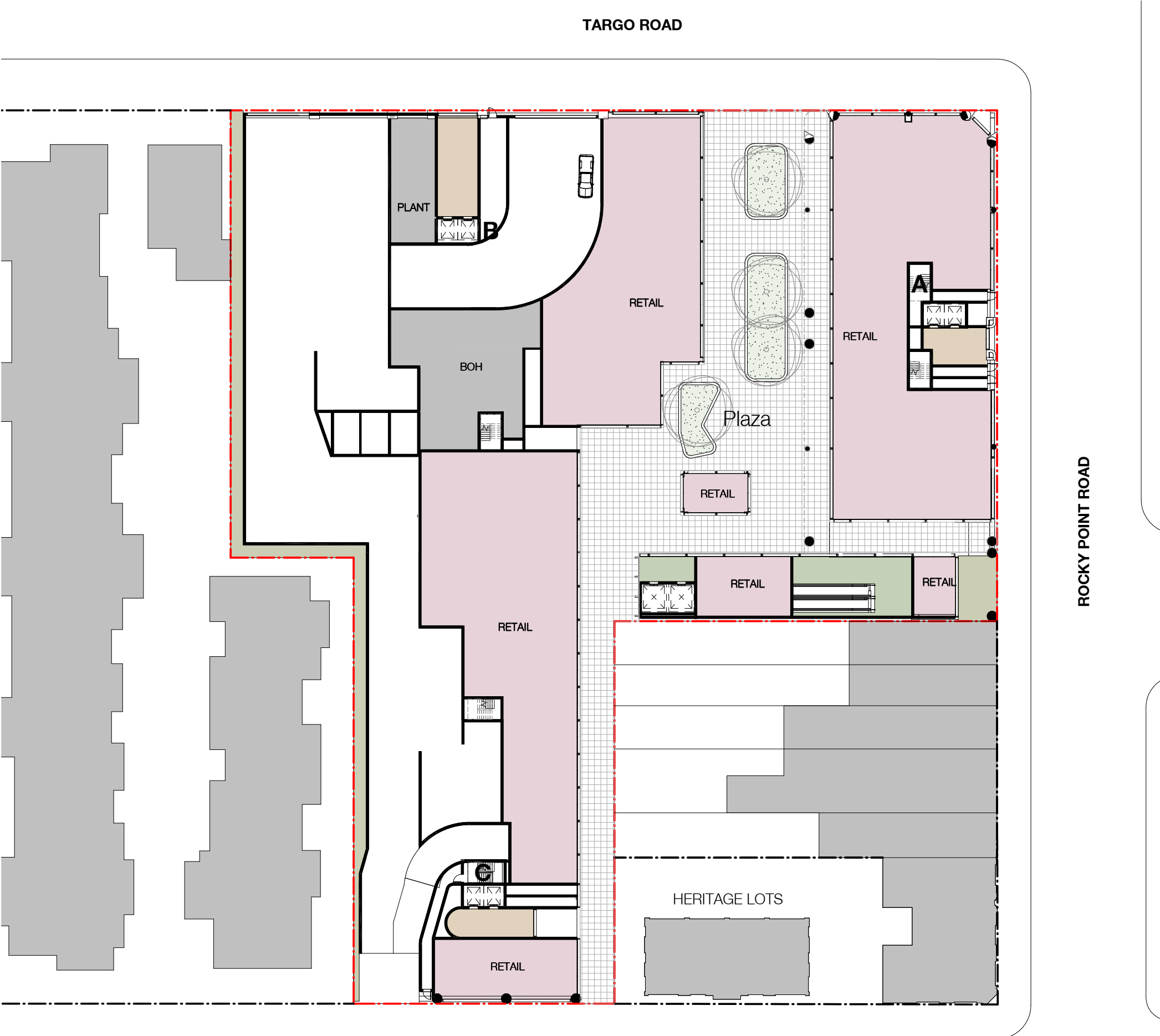


Figure 36: Ground Floor Plan

5.5 Plans -Level One Plan



Figure 37: Indicative level one plan

5.6 Plans -Level two plan



Figure 38: Indicative level two plan

5.7 Plans -Typical mid level plan



Figure 39: Typical mid level building plan

5.8 Plans -Typical tower floor plans



Figure 40: Typical tower floorplates

Reference scheme

5.9 Proposed site sections

Suggesting built form outcomes that deliver on our massing ambitions to mediate the scale of the street, to deliver vertically proportioned and activated street edges while respecting adjoining development.

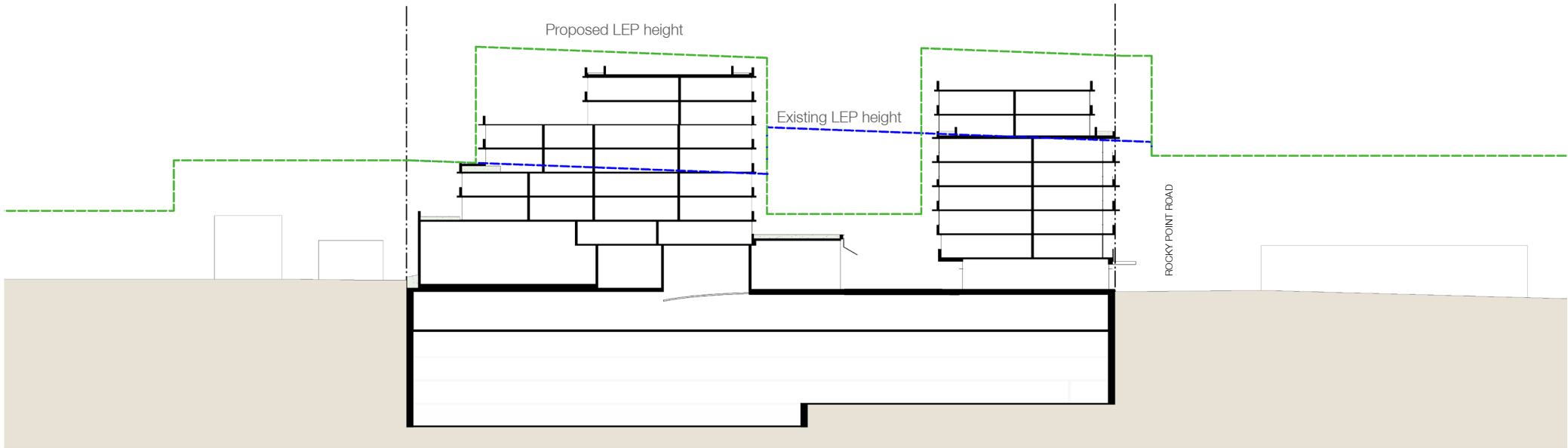


Figure 42: Section AA

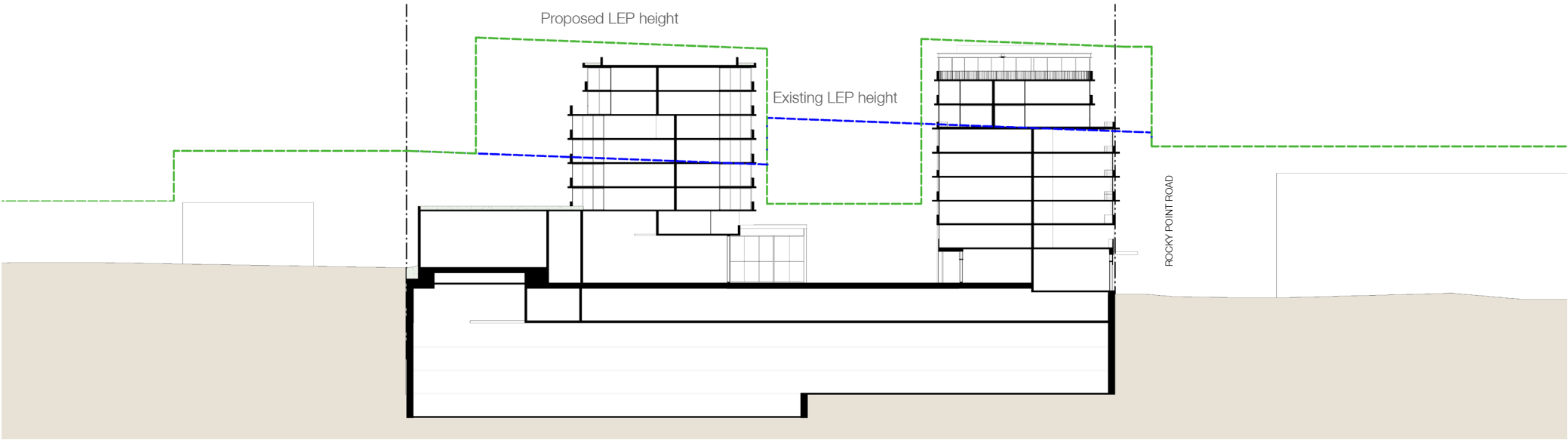


Figure 43: Section BB

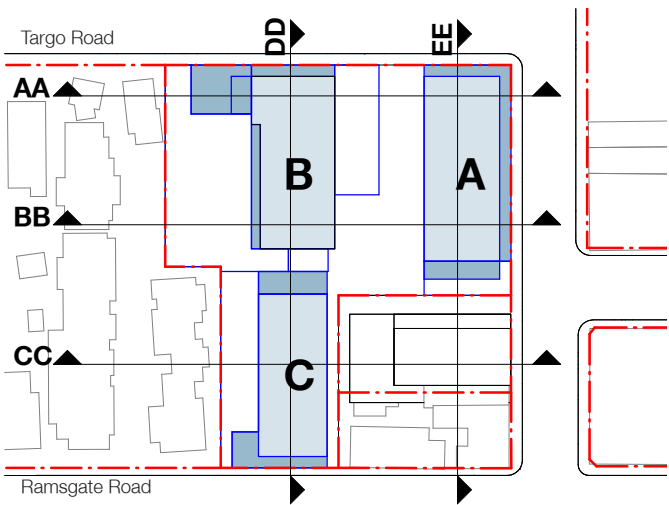


Figure 41: Sections reference plan

Reference scheme

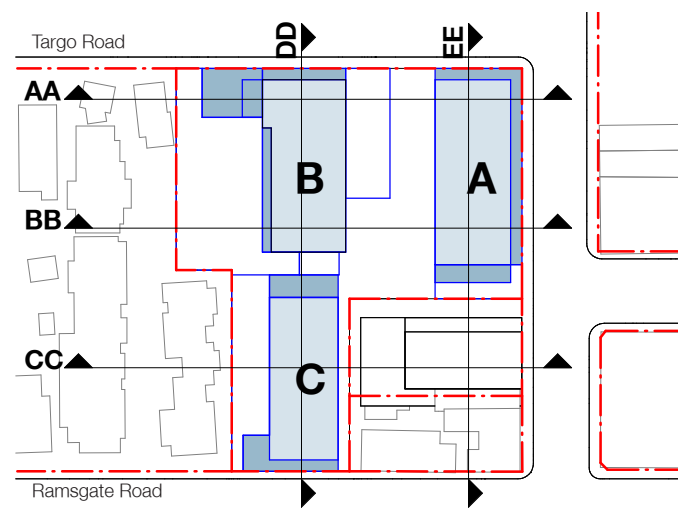


Figure 44: Sections reference plan

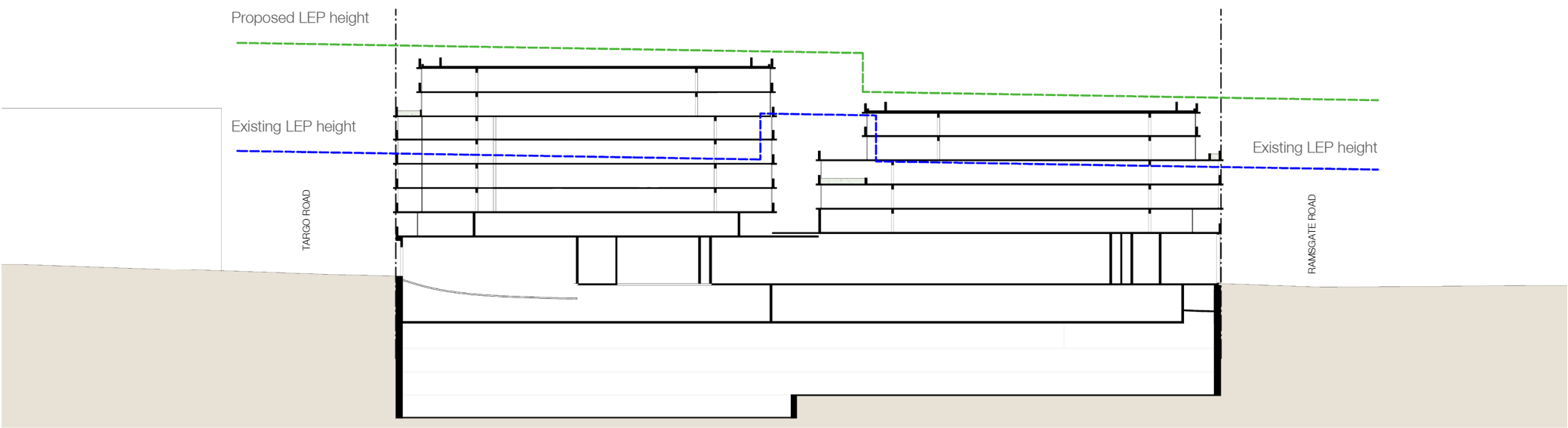


Figure 45: Section DD

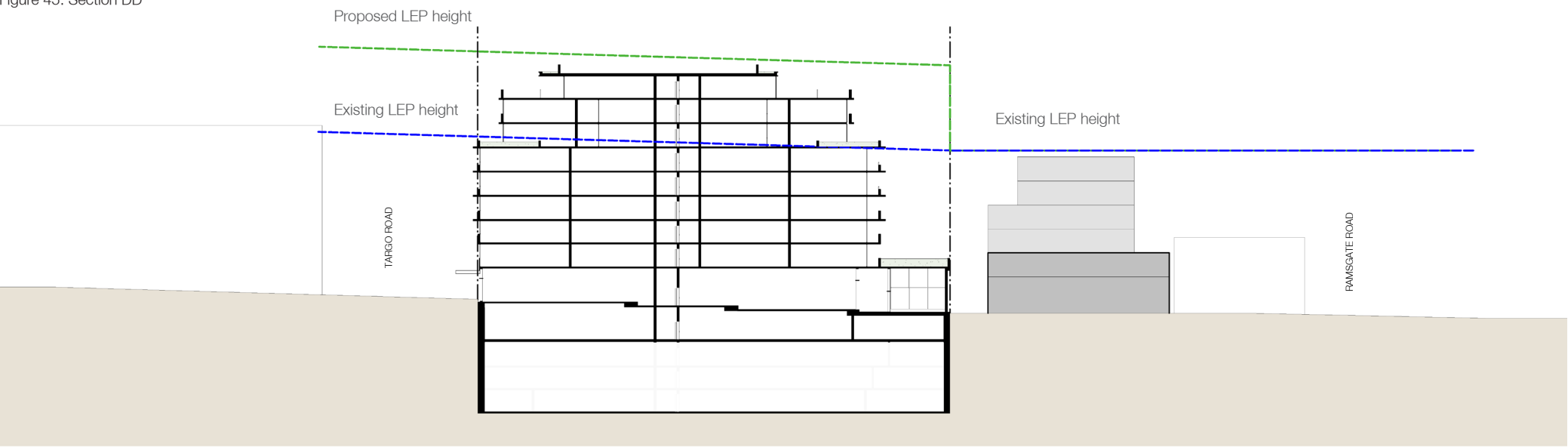


Figure 46: Section EE

Reference scheme

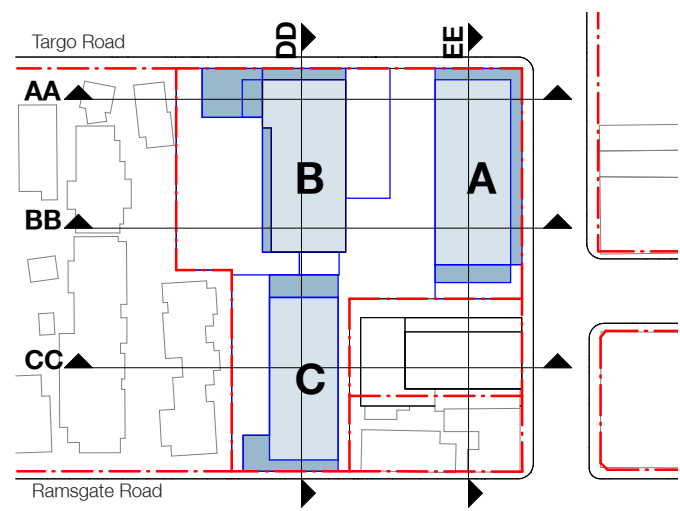


Figure 47: Sections reference plan

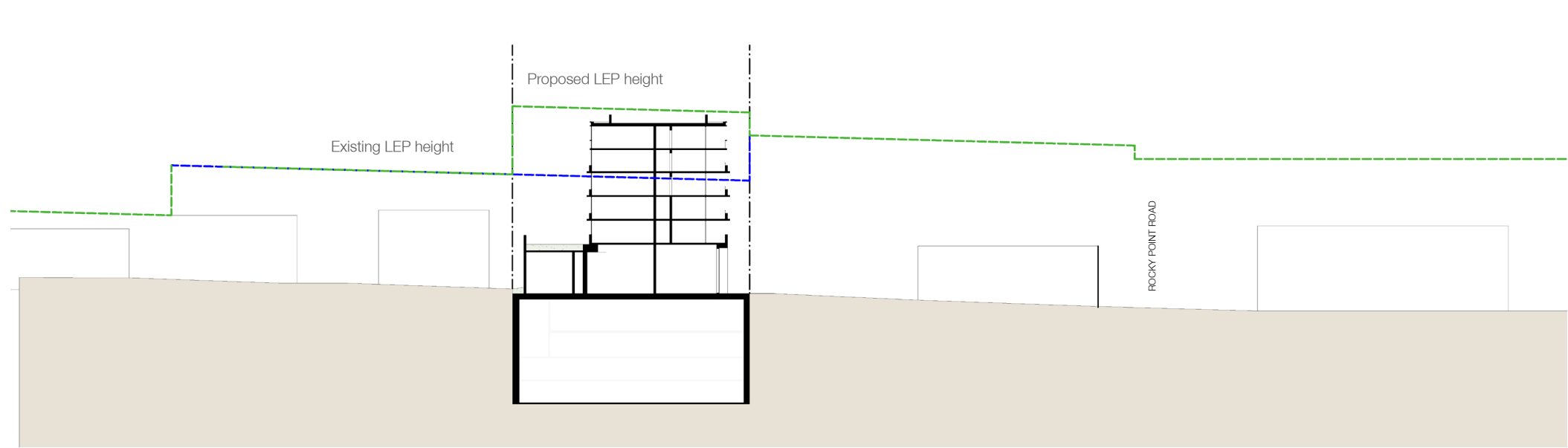


Figure 48: Section CC

Reference scheme

5.10 Proposed elevations

The following elevations illustrate the architectural treatment of the building envelope delivering built form outcomes that meet the ambitions of the project and mediate the scale of the street, to deliver vertically proportioned and activated street edges while respecting adjoining development.

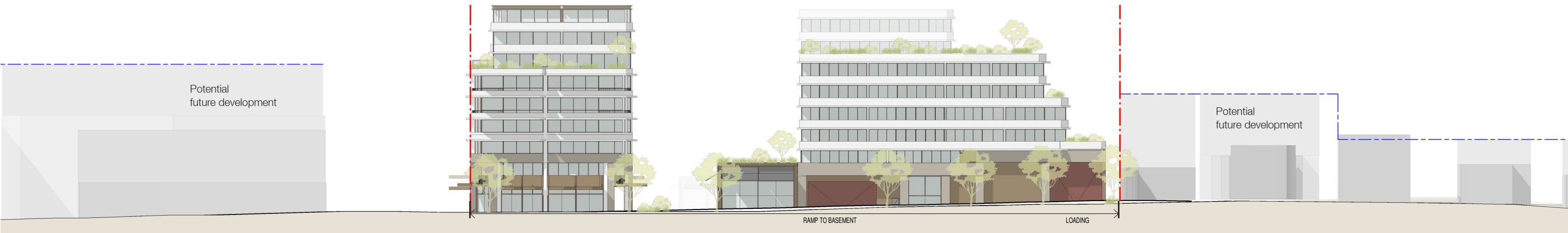


Figure 49: Targo Road Elevation

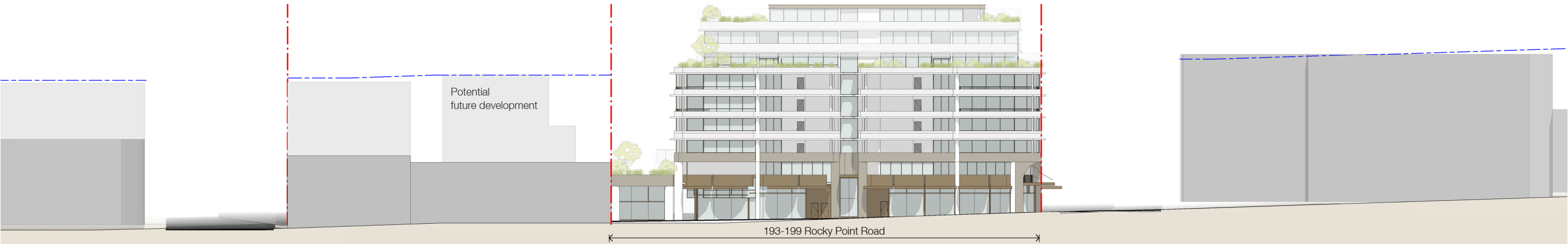


Figure 50: Rocky Point Road Elevation

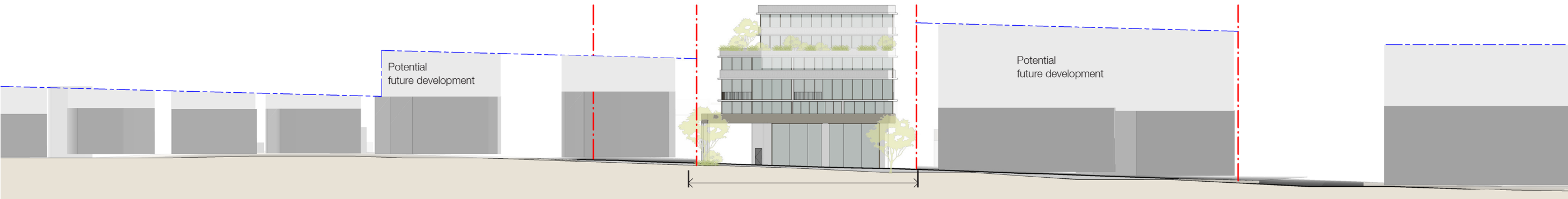


Figure 51: Ramsgate Road Elevation

Reference scheme

5.11 Landscape Plan

The landscape plans includes the following key elements:

- The central publicly accessible open space
- A through site link from Ramsgate Road to Targo Road
- A through site from Rocky Point Road to the internal court
- Improved public realm to Rocky Point Road, Targo Road and Ramsgate Road
- New street tree planing along Targo Road
- A vegetated buffer to the west of the site adjacent to the existing low rise town house development



Figure 52: illustrative landscape plan

Assessment

6

This section of the report assesses the reference scheme against the principles established in policy, including Better Placed and the Apartment Design Guide.

6.1 Alignment with the Better Placed Principles



The GANSW has developed a number of policies and guidelines to further design excellence within NSW and help in the assessment of development proposals. The assessment on this page demonstrates how the proposal aligns with the core principles of the Better Placed Framework. Alignment with a select number of non-overlapping criteria of the ADG is demonstrated in the pages that follow.



Better Fit

contextual, local and of its place

- The proposal references the emerging six storey street wall along Rocky Point Road and creates a local landmark of a suitable scale to mark a key destination within the Local Centre
- The massing has been articulated to be sensitive to the adjacent heritage items and low rise development
- Active frontages onto Rocky Point Road have been maintained



Better for People

safe, comfortable and liveable

- The proposal includes through site links improving permeability and local access
- The burying of the supermarket and servicing areas releases the ground plain for activation and open space
- A new open space has been provided as a gathering space for the community and point of reference for visitors
- The open space enjoys high level of solar access between 11am and 2pm
- While there are overshadowing impacts on the adjacent properties to the west of the site, the proposed building envelope is broadly consistent existing controls and with ADG building separation requirements. The units that are overshadowed are through-apartments and benefit from good solar access on other facades



Better Performance

sustainable, adaptable and durable

- The compact and high density nature of the development close to public transport supports sustainable transport choices
- Structure planting within the development will contribute towards ameliorating the impacts of urban heat and increase biodiversity



Better Value

creating and adding value

- The amalgamation small development sites within the centre and the delivery of a supermarket anchor creates a new destination within the centre that will attract people, businesses and future investment into the centre
- The intensity of development allows for the improvement of the public domain along Rocky Point Road



Better for Community

inclusive, connected and diverse

- The proposal delivers a new publicly access open space which improves the diversity of open spaces available to the community
- The development includes range of different apartment types and sizes as well as a proportion of affordable housing broadening the residential offer in the local area



Better Working

functional, efficient and fit for purpose

- The separation of vehicular access from pedestrian access reduces conflict and improves safety
- The consolidation and internalisation of servicing within the sites reduces negative impacts on the public domain and reduced congestion



Better Look and Feel

engaging, inviting and attractive

- The aesthetics of the building have been well considered and attention has been paid to the detailing of the architecture and the interface with the public domain.
- The development sets a high standard for future development within the centre

6.2 Alignment with SEPP 65 Principles

The following section assesses the proposal against the SEPP 65 principles. It is important to note that many of the principles overlap with the Better Placed Principles outlined above and in the interest of brevity are not repeated in detail in this section.

<p>PRINCIPLE ONE</p> <p>Context and Neighbourhood Character</p> <p>Requirement</p> <p><i>Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.</i></p> <p><i>Responding to context involves identifying the desirable elements of an area’s existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.</i></p>	<p>PRINCIPLE TWO</p> <p>Built Form and Scale</p> <p>Requirement</p> <p><i>Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.</i></p> <p>Good design also achieves an appropriate built form for a site and the building’s purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook</p>	<p>PRINCIPLE THREE</p> <p>Density</p> <p>Requirement</p> <p><i>Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. Appropriate densities are consistent with the area’s existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.</i></p>
<p>Assessment</p> <ul style="list-style-type: none">· As outlined above, the proposal is consistent with the scale and character of a Local Centre and contributes to the functioning of the centre from an economic perspective.· It provides a new type of open space within the community and increases the diversity of spaces available to the community	<p>Assessment</p> <ul style="list-style-type: none">· The proposal references the emerging 6 storey street wall along Rocky Point Road· The scale of the development tapers down towards the lower rise adjacent context and heritage items· The taller element creates a local landmark that will help with orientation	<p>Assessment</p> <ul style="list-style-type: none">· The intensity of retail uses on the site is consistent with the aspirations for a vibrant urban centre· The increased density of residential accommodation offers well located, high quality accommodation within the heart of the Local Centre and is consistent with the scale of development taking place along Rocky Point Road.

Assessment

PRINCIPLE FOUR
Sustainability

Requirement
Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation

Assessment

- The proposal optimises orientation to minimise the need for artificial lighting, heating and ventilation
- The proposal includes substantial structured planting that will help address issues of urban heat
- Other strategies will be explored at the next stage of design

PRINCIPLE FIVE
Landscape

Requirement
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood management.

Good landscape design enhances the development’s environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, microclimate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours’ amenity, provides for practical establishment and long-term management..

Assessment

- The proposal includes improvements to the public domain on Rocky Point Road, Targo Street and Ramsgate Road
- It also includes new through site links and laneway connections through the centre
- It includes a new publicly accessible open space that adds to the diversity of spaces within the centre

PRINCIPLE SIX
Amenity

Requirement
Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well-being.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.

Assessment

- The development ensures seeks to minimise overshadowing impacts on adjacent properties. While there are overshadowing impacts on the adjacent properties to the west, the proposed building envelope is broadly consistent with existing DCP and LEP controls and ADG building separation requirements. The units that are overshadowed are through-apartments and benefit from good solar access on other facades
- The units and built form has been arranged to maximise natural ventilation and solar access to apartments (see the studies that follow)

PRINCIPLE SEVEN
Safety

Requirement
Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points and well-lit and visible areas that are easily maintained and appropriate to the location and purpose.

Assessment

- The proposal minimises the conflict between pedestrian and vehicles and prioritises pedestrian movement on the ground plane
- Retail and residential uses provide passive surveillance over public open spaces and laneways increasing perceptions of spaces
- Blind spots and entrapment spaces have been avoided by improving visibility through the development, particularly at ground floor level
- A lighting and surveillance strategy will be explored at the next stage of design

Assessment

PRINCIPLE FOUR
Housing Diversity and Social interaction

Requirement
Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets. Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.

Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents.

- Assessment**
- The area contains an abundance of low to medium density housing options and the delivery of more high quality apartments will improve the diversity of housing on offer in Ramsgate
 - The mix of apartments makes provision for a range of potential users including down sizes, young professionals and young families

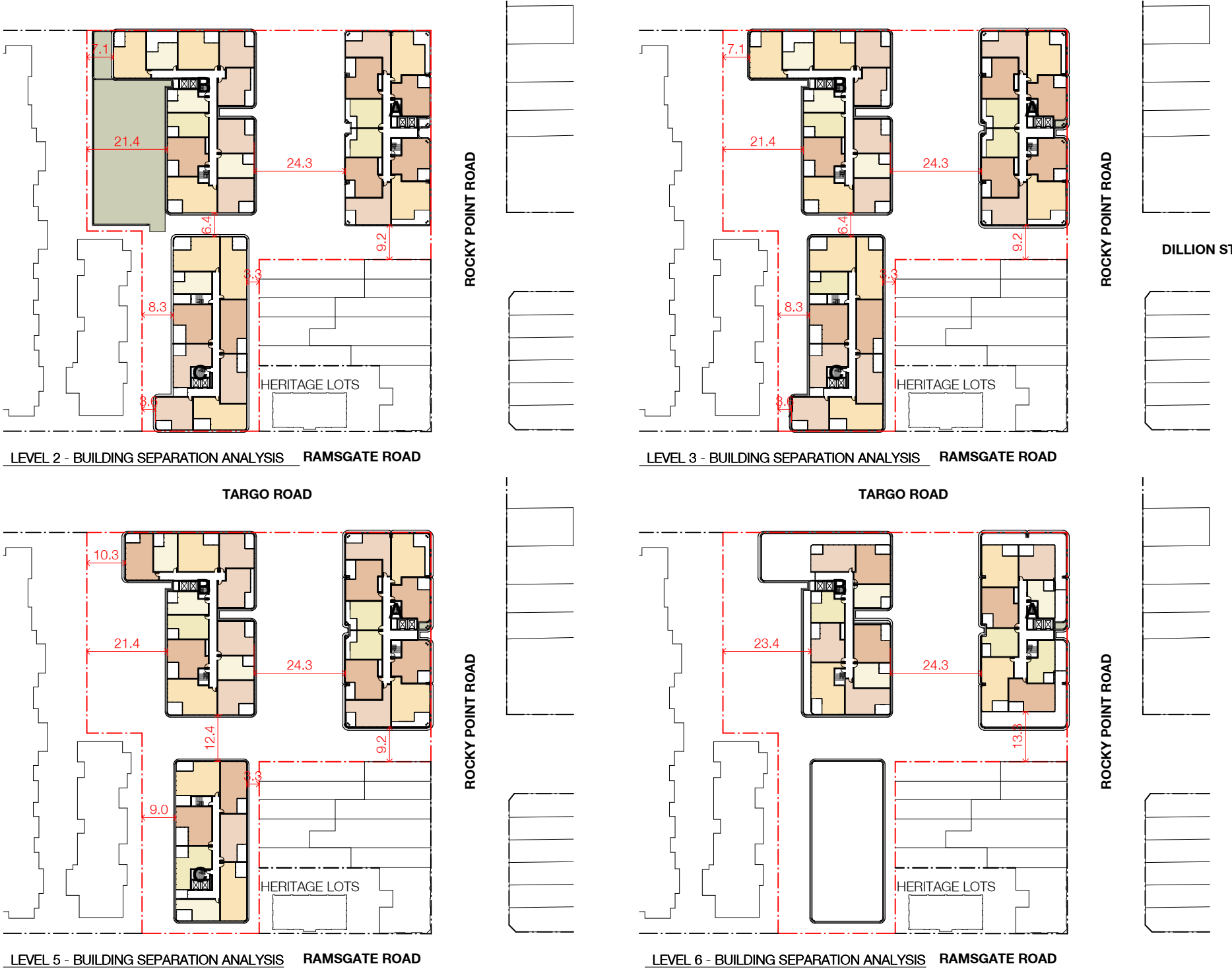
PRINCIPLE FOUR
Aesthetics

Requirement
Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures. The visual appearance of well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape..

- Assessment**
- The high quality design and detailing of the proposal will set a benchmark for the future development of the centre
 - The composition of elements has been well considered with a strong and active base, an articulated middle level and a set back upper level
 - The intent is to use natural and self coloured material that will improve durability and reduce the need for regular maintenance

6.3 ADG compliance - Building separation

The adjacent plans illustrate the developments fulfilment of the ADG building separation requirements. The only areas where building separation requirements are not fulfilled are where the site adjoins the heritage asset and where a three -6m pedestrian lane is envisaged and to the west of the site along Targo and Ramsgate Road where blank walls are proposed. Issues of overlooking through screening will be addressed at the DA stage of the approvals process,



6.4 ADG compliance - Cross ventilation



APARTMENT CROSS FLOW COMPLIANCE

COMPLIANT

TOTAL APARTMENTS: 185

TOTAL APARTMENTS ACHIEVING CROSS VENTILATION: 113

PERCENTAGE OF APARTMENTS ACHIEVING CROSS VENTILATION: 61%

The adjacent plans illustrate that the proposal meet the ADG criteria that 60% of all apartments must be cross ventilated.

6.5 Shadow Diagrams



SHADOW PLAN - 21-Jun-20-9.00



SHADOW PLAN - 21-Jun-20-10.00



SHADOW PLAN - 21-Jun-20-11.00



SHADOW PLAN - 21-Jun-20-12.00



SHADOW PLAN - 21-Jun-20-13.00



SHADOW PLAN - 21-Jun-20-14.00



SHADOW PLAN - 21-Jun-20-15.00

SHADOW PLAN KEY

EXISTING SHADOW FROM NEIGHBOURING BUILDINGS

The following shadow study tracks the path of shadows created by the development at winter solstice (21 June)

6.6 ADG compliance - Solar Access



The adjacent plans illustrate that 72% of apartment meet the ADG criteria of two hours of direct sunlight at winter solstice (21 June). If the measuring period is extended by 15 minutes in the morning then 89% of apartments will meet this requirement.

6.7 View analysis



Figure 53: View southwards down Rocky Point Road



Figure 54: View northwards up Rocky Point Road



The above views along Rocky Point Road illustrate the maintenance of a six storey street wall along Rocky Point Road and the setting back of taller elements on key corners.



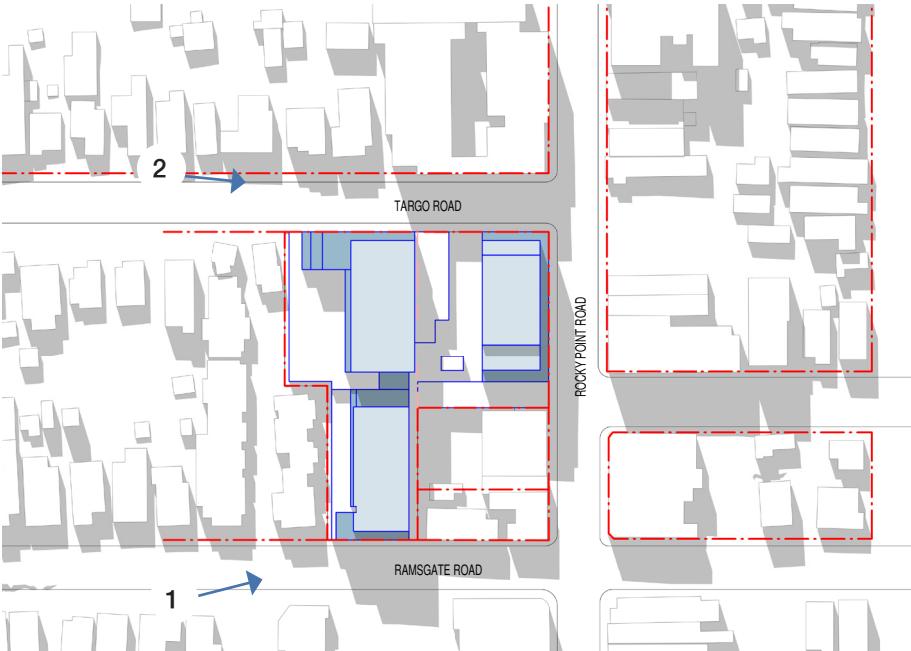
Figure 55: Ramsgate Road

The stepping down of the buildings to the south of the site creates a four storey street wall along Ramsgate Road



Figure 56: Targo Road

The stepping down of the buildings to the west along Targo Road creates a transition in scale from high rise to low rise development



6.8 Site isolation study

As part of the Planning Proposal, a significant number of sites have been amalgamated into a single site. The Planning Proposal site includes amalgamated Lots 2 and 3 as identified in Part 7.2.6 of the Georges River DCP 2021, as well as additional lots to the west. This means that the Planning Proposal provides an even larger amalgamation of lots that envisaged it still achieves the objectives of the DCP and enables the site to provide a high-quality mixed-use development and deliver a significant public benefit in the form of the Publicly Accessible Open Space.

The DCP talks to rear access lanes of 5m being provided to the rear of the amalgamated lots within the blocks adjacent to Rocky Point Road to maintain active frontages and preserve the mobility function of Rocky Point Road. It does not require any lane to be provided to the west of the lot amalgamations and it is important to note that there is an existing lane way to the west of the heritage item that currently provides access and servicing to Lot 4 (203-207 Rocky Point Road).



Figure 57: Site amalgamation requirements from the GRC DCP Part 7 Business precinct page 52

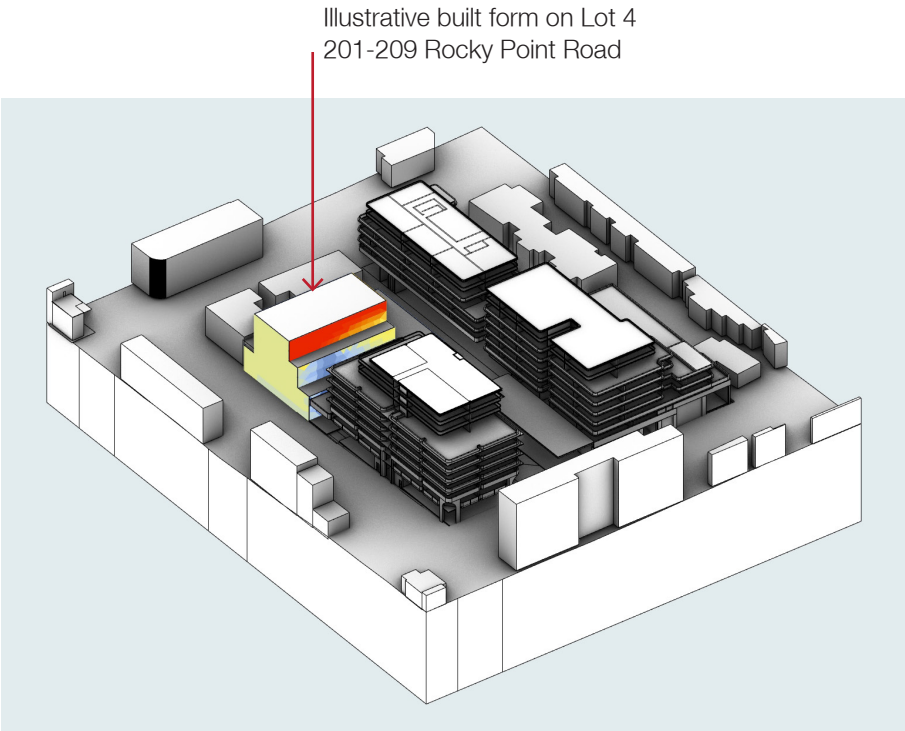


Figure 59: North East Isometric

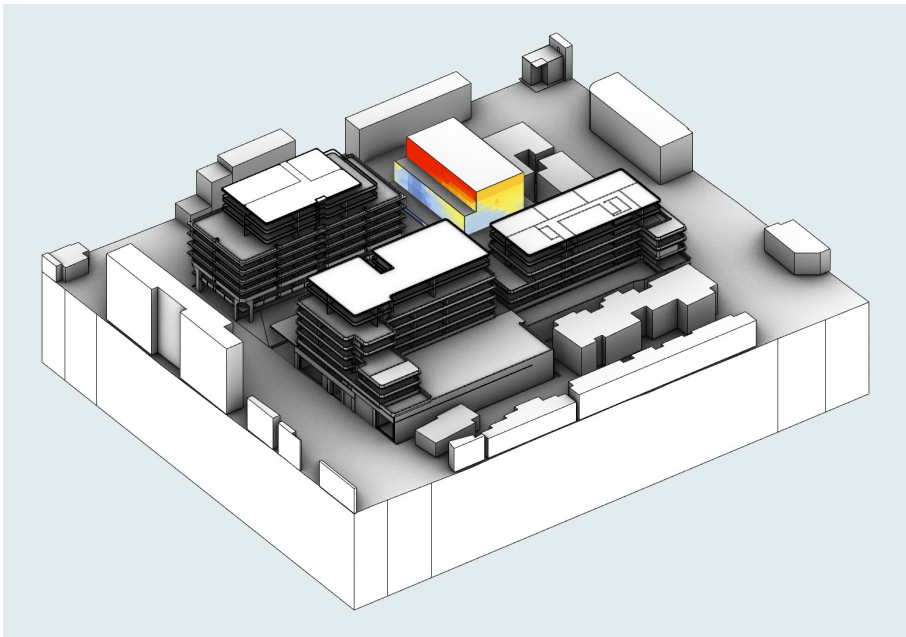


Figure 60: North West Isometric

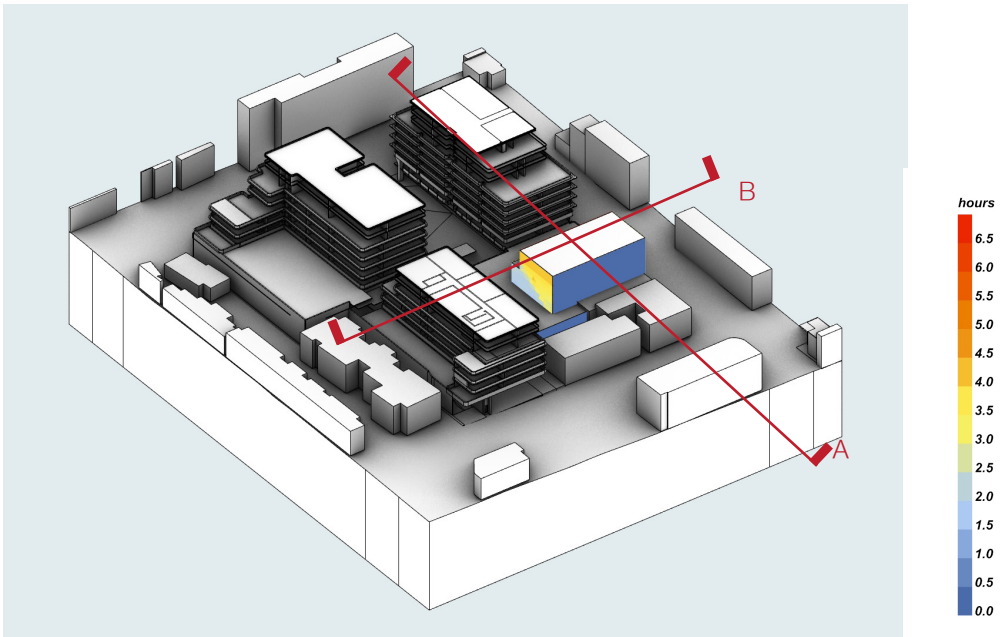


Figure 61: South East Isometric

The adjacent study illustrates that the proposal, through the amalgamation of fourteen individual lots, does not result in an isolated site and that the remaining properties can still be developed to the maximum potential as outlined in the LEP. This pertains specifically to the adjoining site to the south and east of the proposal (201-209 Rocky Point Road).

The above diagrams (Figures 58-60) illustrate the adjacent site developed with ground floor retail and five levels of residential apartments above achieving the maximum FSR of 2.5:1 within the 21m Height of Building control.

Whilst amalgamated Lot 4 does not form part of the Planning Proposal site, the Planning Proposal will not prejudice future redevelopment of this site. The adjacent illustration show that:

- ADG separation distances are complied with
- The Planning Proposal does not hinder the adjacent sites ability to meet ADG solar access requirements
- Vehicular access to the Lot 4 below is still possible via the existing lane way from Ramsgate Road, noting that the Planning Proposal reference scheme sets back from the existing lane way by 3m.

Maintaining a 5m one way lane way through the Planning Proposal site would undermine the quality of new retail plaza and open space. Given the limited development this lane way would serve as left-in left-out arrangement on Ramsgate Road is considered a more positive outcome.

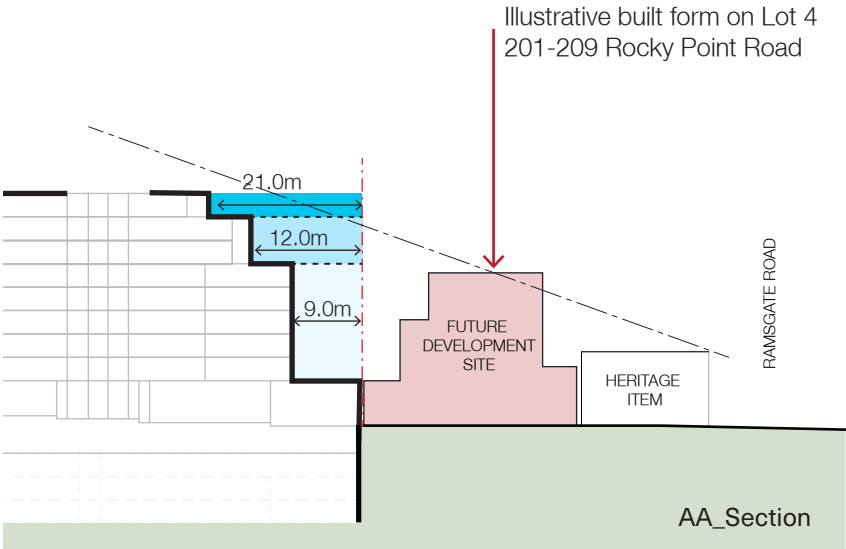
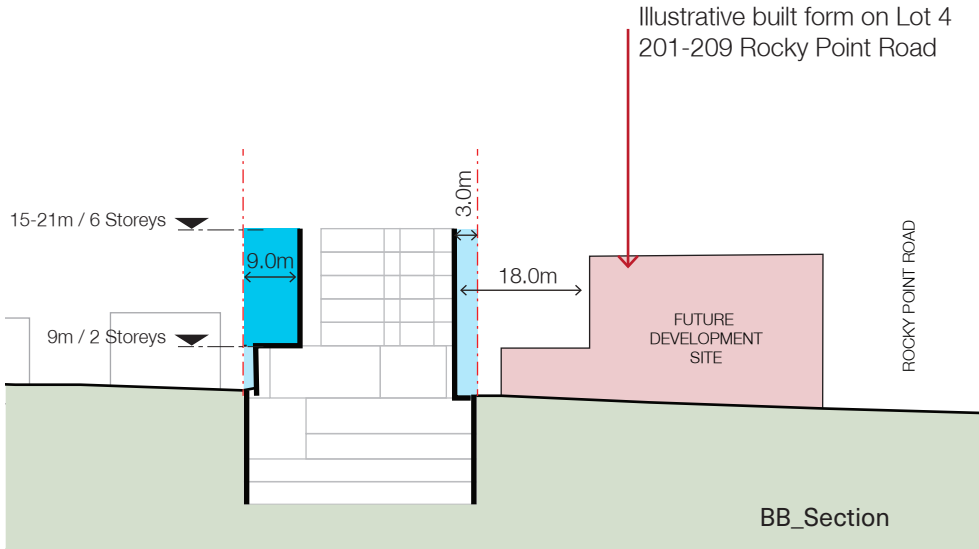


Figure 58: Sections illustrating that the proposed development complies with ADG separation distances and does not hinder the development of the adjacent site



6.9 Amenity impacts on adjacent properties

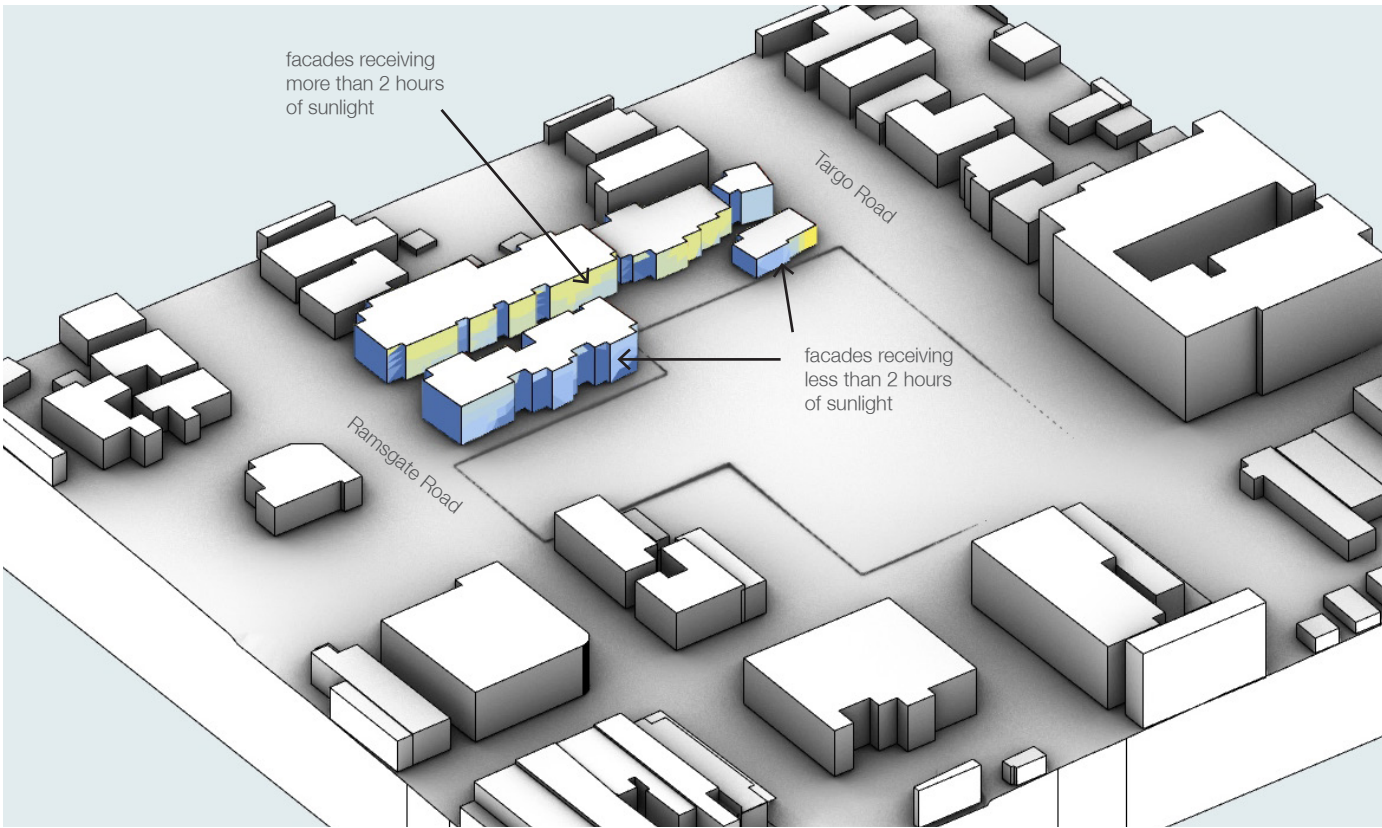


Figure 62: View from South-East
The above study illustrates that impact on the indicative built form envelope on the adjacent property as a result of the development at winter solstice. It illustrates that the east facing facades are overshadowed by the development. Those units located further away from the property boundary still achieve 2 hours of direct sunlight at winter solstice, however those units located closer to the western boundary are significantly impacted and receive less than two hours. Notwithstanding the above these units would have been overshadowed by a development on the site built within the permissible envelope. It is worth noting that these units are through units and only those rooms facing eastwards are impacted by the development. those rooms facing westwards would still receive more than three hours of direct solar access at winter solstice.

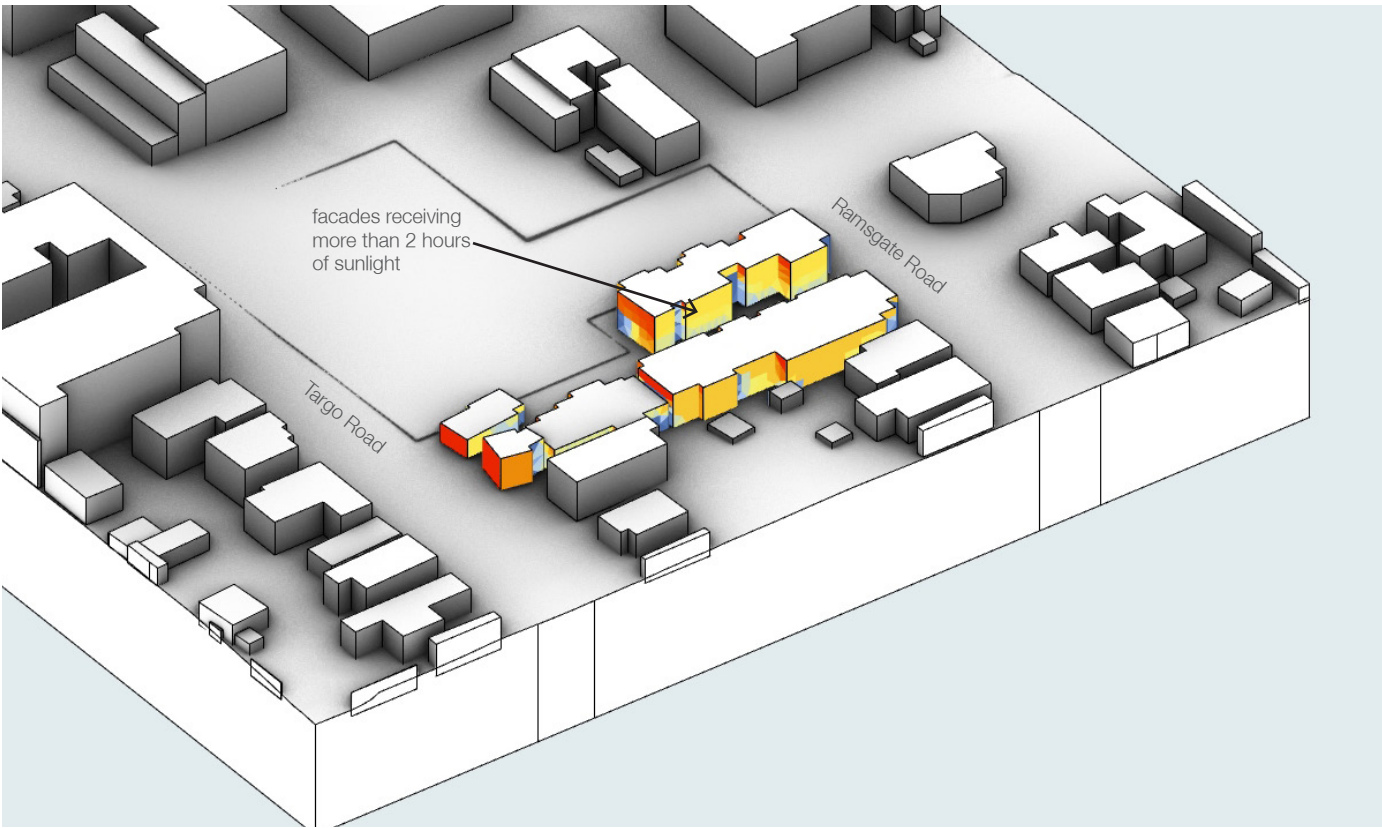
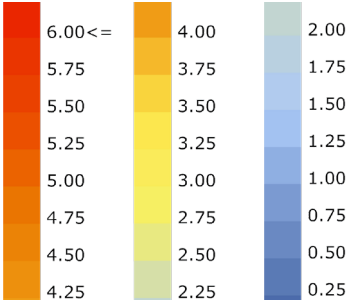


Figure 63: View from North-West
The above view illustrates that the units still receive more than 2 hours of direct sunlight on their western facades.



Conclusion

7

Conclusion

7.1 Conclusion

The Ramsgate Local Centre sits at the interface of two Local Government Areas and serves a broader community that includes Ramsgate and the San Souci Peninsula. This fringe location has made the comprehensive planning of the centre challenging for local Councils as the current planning controls do not adequately recognise the opportunities and role that this centre can play within the district. Ramsgate is identified as a Local Centre in the Georges River Local Strategic Planning Statement and further investment in this area will be important to help fulfil this role.

This proposal for the redevelopment of an amalgamated site, 6,881m² in extent, within the heart of Ramsgate Local Centre is unprecedented. Its size and central location presents unique opportunities to support the economic, environmental and social performance of the Local Centre as a whole and become a catalyst for the transformation of the area.

The proposal for the site includes:

- A new community focused open space at the heart of the development
- A new large format retail anchor to complement the existing retail mix and draw of the centre
- New residential accommodation that broadens the diversity and appeal of living in the centre and sets a new benchmark in quality design and development

In order to realise the project opportunities and deliver the identified community benefits adjustments to the existing LEP controls are required.

1. An extension of the B2 Local Centre zoning westward across the site to facilitate the development of a mixed-use development with a large format supermarket below street level and a publicly accessible open space at ground level
2. An increase in the permissible FSR for the subject site from 2.5:1 to 3.68:1. This will achieve following objectives:
 - the additional GFA is will support the delivery of the community focussed open space and make the undergrounding of the supermarket feasible
 - The burying of the supermarket below ground results in the FSR above ground being approximately 2.84:1. This means that the scale of the development above ground is broadly consistent with the existing character and identity of the centre
3. An increase in permitted Height of Building from part 15 metres and part 21 metres to part 9 metres, part 15 metres, part 24 metres, part 29 metres and part 32 metres. This will ensure:
 - A creation of a visual marker within the centre
 - The retention of a 6 storey street wall
 - A transition in building heights within the site and to the west where lower rise development is likely to remain for the medium to long term
 - A Site Specific DCP has been prepared to ensure the vision and design principles are maintained and to allow greater flexibility for future development on the site to provide roof top communal open space and end of journey facilities.

The assessment of the reference scheme demonstrates that proposal meets the Better Placed principles and the requirements of the Apartment Design Guides. This proposal will be subject to further review and refinement prior to the submission of the Development Application.



Figure 64: Artists impression of Rocky Point Road

7.2 Proposed Amendments to the LEP Land Zoning Map

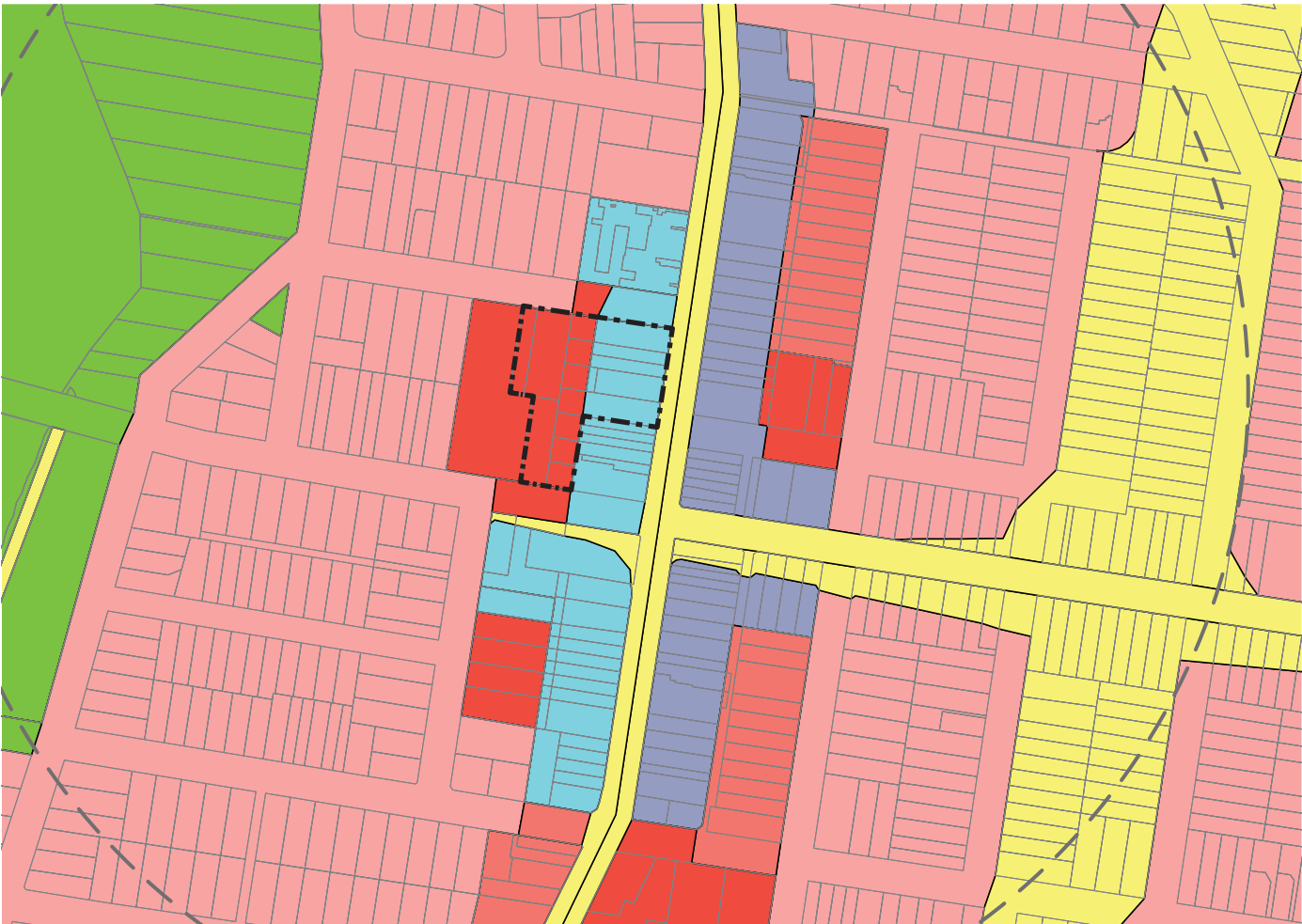


Figure 65: Existing Land Use Zoning

The existing controls for the subject site include B2 Local Centre and R4 High Density Residential.

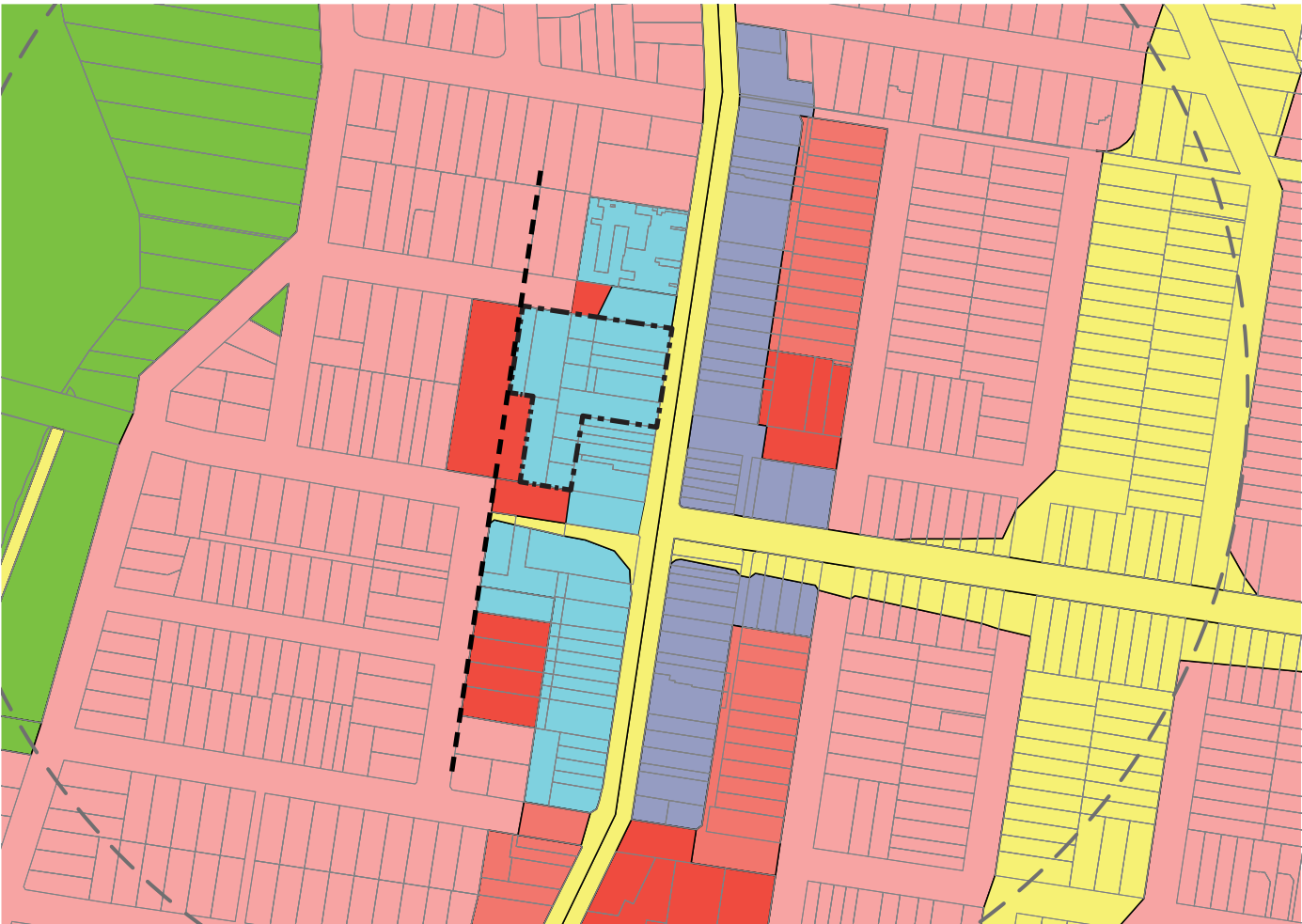


Figure 66: Proposed Land Use Zoning

The proposed B2 Local Centre Zoning is to be extended westwards to align with the B2 zoning to the south of Ramsgate Road.

Key

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

Conclusion

7.3 Proposed Amendments to the LEP Floor Space Ratio Map

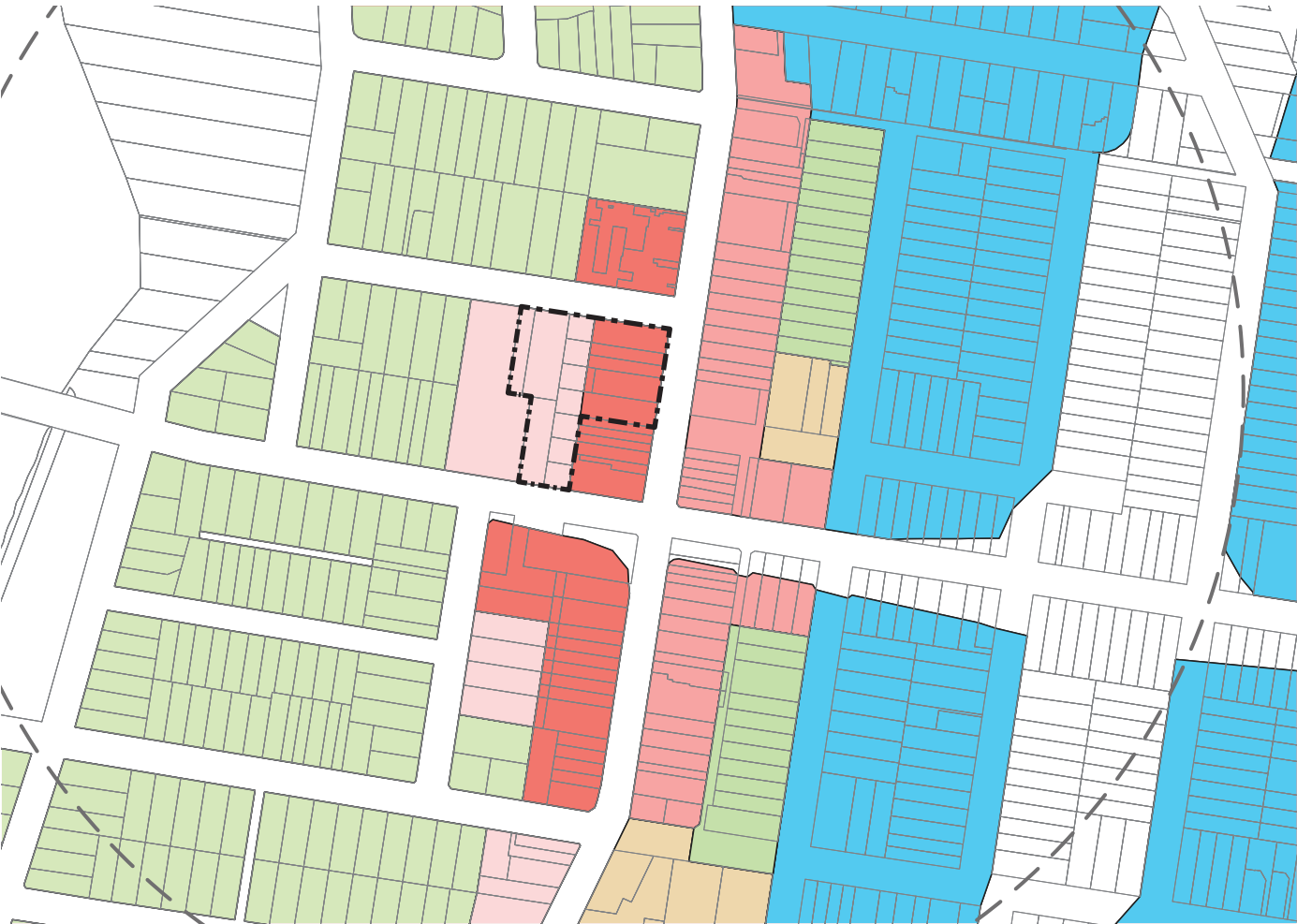


Figure 67: Existing Floor Space Ratio (FSR)

The existing controls for the subject site include 2.5:1 and 1.5:1 Floor Space Ratio.

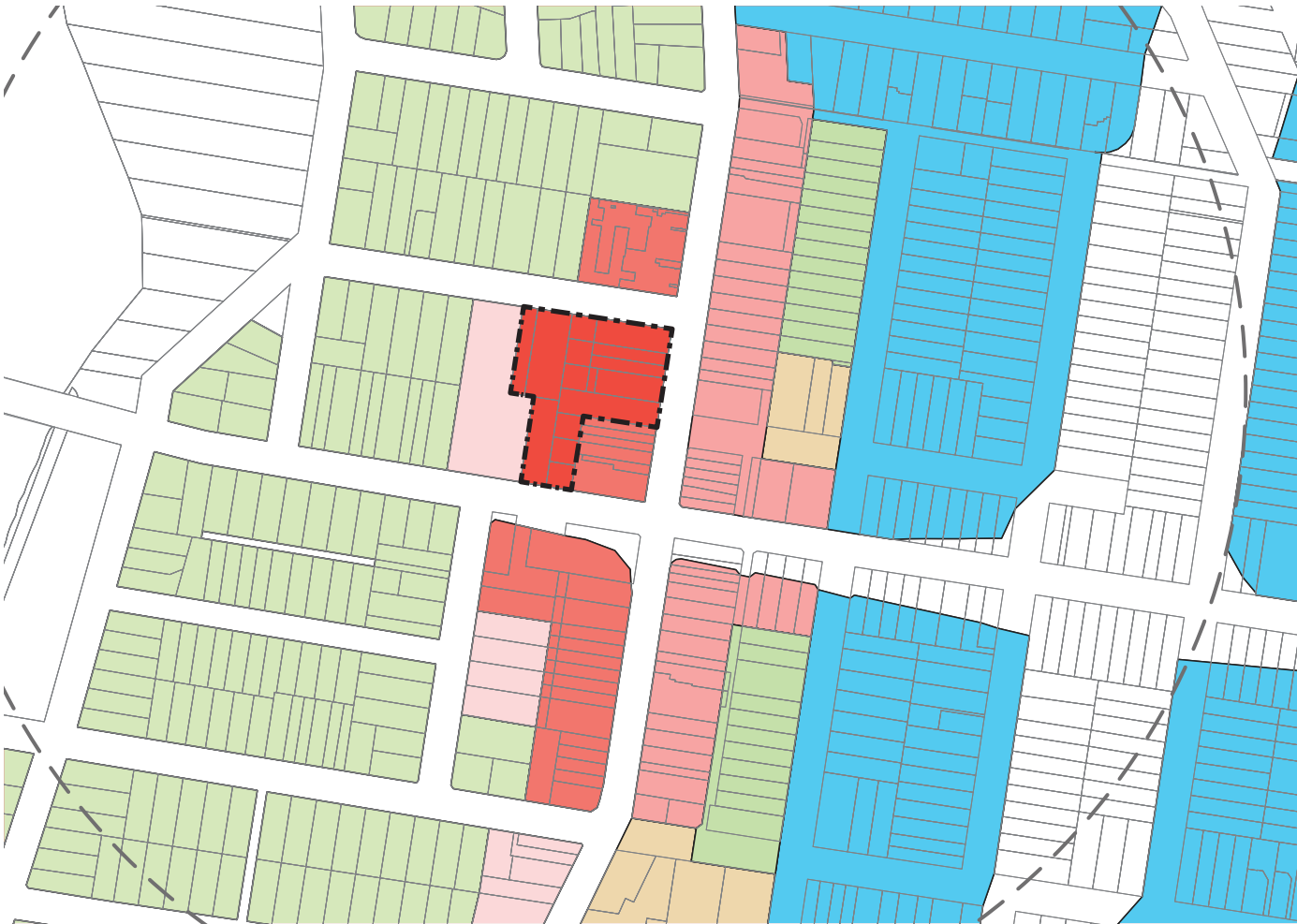
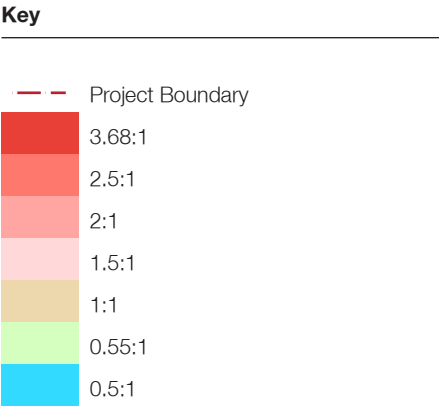


Figure 68: Proposed Floor Space Ratio (FSR)

An increase in the permissible FSR for the subject site from 2.5:1 to 3.68:1. A specific provision is proposed in the site-specific draft DCP accompanying this Planning Proposal to limit the above ground FSR to 2.84:1.



Conclusion

7.4 Proposed Amendments to the LEP Height of Buildings Map



Figure 69: Existing Height of Buildings

The existing controls for the subject site include 21m and 15m height of buildings.

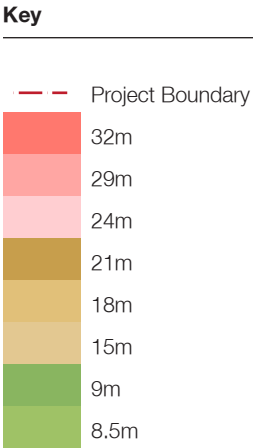


Figure 70: Proposed Height of Buildings

The proposed changes to Height of Buildings are identified in the plans above. The following key changes are proposed:

- Part 9 metres – to limit development in the central part of the site and ensure publicly accessible open space is provided on the site (refer to the draft site specific DCP for controls for additional site-specific controls to ensure a minimum area of publicly accessible open space on the site that is contiguous and open to sky).
- Part 15 metres (as per current controls) – along the western edge of the site to ensure a transition to the lower scale adjacent development.
- Part 24 metres – within the southern portion of the site to step down to the neighbouring sites including the adjacent heritage items

- Part 29 metres – to focus built form within the site away from sensitive neighbours to the west
 - Part 32 metres – to focus built form along Rocky Point Road
- Refer to the draft site-specific DCP for further site-specific built form controls which address building heights, setbacks and street wall height requirements.

Conclusion

7.5 Proposed site specific DCP controls

The Planning Proposal and changes to the LEP is supported by a set of Site Specific DCP controls that will inform the future development of the design prior to the lodgement of a Development Application. Please refer to “Site Specific Development Control Plan for 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-6 Targo Road, Ramsgate , URBIS July 2021.

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