RAMSGATE VILLAGE

URBAN DESIGN REPORT

193-199 ROCKY POINT ROAD, 66-68 RAMSGATE ROAD & 2-4 TARGO ROAD, RAMSGATE NSW 2217

REV B | Feb 2025

Prepared by

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ClarkeHopkinsClarke Acknowledges the Dharug & Tharawal people, the traditional owners of the land where Ramsgate is situated and we pay our respects to Elders past, present and emerging.

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01

INTRODUCTION

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01.01 SITE INDIGENOUS HISTORY

The Ramsgate Development concept has the opportunity to acknowledge and incorporate the site's history, Aboriginal culture, and connection to country for a more integrative and inclusionary design outcome. The site area lies within Dharug Country.

It is noted within Council's DCP that the traditional owners of the site area lies within the members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language of the Country. In Dharug culture, there was a strong emphasis on caring for the place of one's conception or birth, including its plant and animal life. By acknowledging the Country and traditional custodians of the land in the development's report, respect and recognition are shown towards the Dharug people and their enduring connection to the land.

The indigenous research, potential collaboration & acknowledgment can also inform the design and building guidelines allowing for the incorporation of indigenous cultural values and sustainable practices. This approach can lead to a more inclusive and respectful design outcome, fostering a sense of belonging for all who interact with the precinct.

It's important to note that historically, there was a cultural distinction between the inland mountain Dharug people, who focused on hunting land animals, and the coastal Eora Dharug people, who relied on seafood. Understanding and respecting these cultural nuances can further inform the design choices, ensuring that the development considers the diverse perspectives and practices within the Dharug culture.

By incorporating these elements into the Ramsgate development, there is an opportunity to create a space that not only meets modern needs but also respects and celebrates the deep cultural heritage of the Dharug people and the wider Aboriginal community.

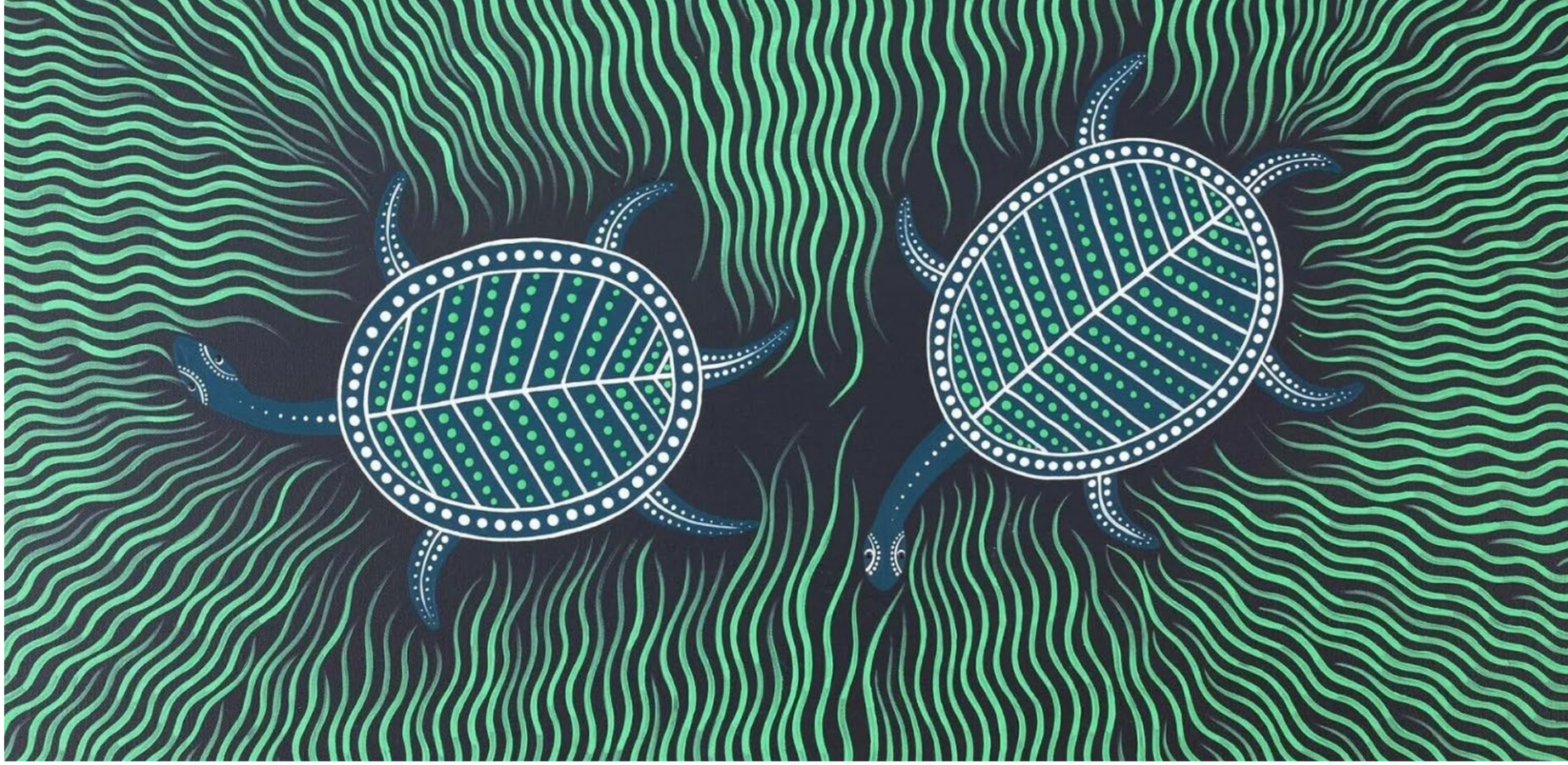

FIG. 1 ILLUSTRATIONS BY LEANE DARUG, SHARING MEMORIES OF HER CULTURE

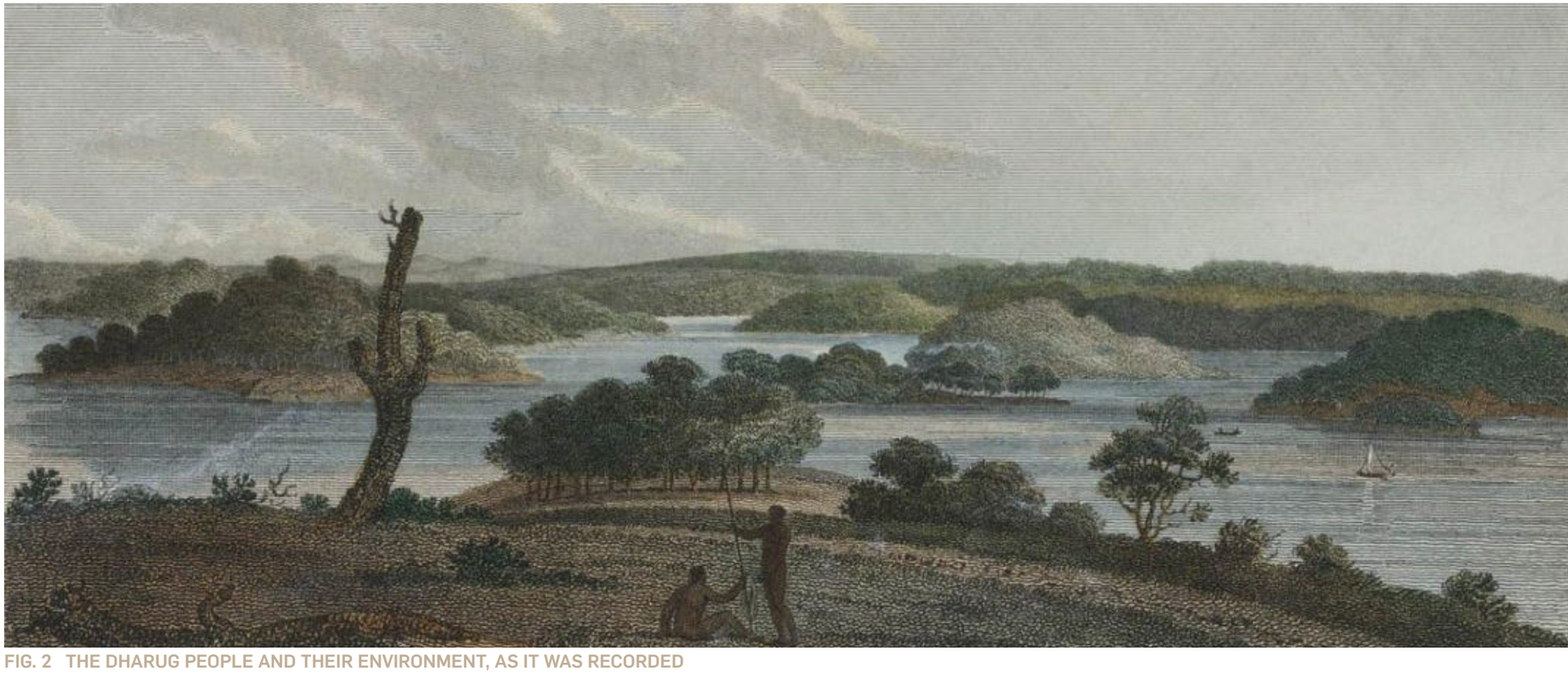

FIG. 2 THE DHARUG PEOPLE AND THEIR ENVIRONMENT, AS IT WAS RECORDED

01.03 DEVELOPMENT VISION STATEMENT

The development proposes positive changes from the previous scheme that hopes to contribute more positively to Ramsgate, such as delivering a supermarket that is more viable and sustainable with the retail presence at the ground floor and street interface.

Shifting from a 'village' to a 'local centre' status

The revised planning proposal vision aims to harness the sites strategic advantages of its location and its neighbourhood to transform it into a development that adds value to the Ramsgate Town Centre and local community.

Supermarket at the ground floor that compliments rather than competes

The supermarket in this development diverges from the previous schemes whereby it proposes a retail presence at the ground floor and street interface. Emphasizing a high-amenity mixed-use hub that reinforces a 'high street' presence at an appropriate grain and scale to the existing built fabric.

Reduced FSR that still meets housing target demands

The development vision seeks to provide a range of residential typologies for different affordability offerings, in alignment with State government directives and local housing targets but also to maintain appropriate scale - suitable height and setbacks - to the built form.

Enhancing pedestrian permeability with setbacks & deep soil links

The development intent envisages equal emphasis on public and pedestrian amenities across the development, enhancing pedestrian experience.

01.04 ARCHITECTURAL STATEMENT

This revised Report aims to deliver the Ramsgate Development Vision and demonstrate the key architectural design improvements proposed to the built form and conceptual masterplan herein.

Reduced basement levels from 4 to 3,reducing vehicular crossovers from 8 to 2, and reducing car parking from 668 bays to 348 bays.

This revised concept design proposes a reduced number of basements and parking bays, reducing the number of vehicles. The improvements hereon also include reduced cross-overs to the site with one centralised basement entry/exit and an additional service lane way and reduced tandem parking bays whilst meeting GRDCP 2021 requirements.

Positive retail activity from the basement to street interface

A primary divergence form the previous scheme is the proposed retail supermarket at the ground floor interface in this concept. The retail supermarket proposed intends to face the street and continues the existing active frontages along Rocky Point Road and portions of Targo Road. The revised proposal creates a more positive street interface for Ramsgate community members and surrounding built form.

Respecting heritage buildings, street interfaces and neighbouring privacy

The proposed podium level- that includes the retail at street interface- has sought to respect the surrounding context, specifically the Art Deco Heritage buildings neighbouring the site. The concept envisions a distinct separation between the ground floor and upper levels from the podium, achieved by employing different materials and setbacks. This not only enhances the perception of building scale but also ensures seamless integration with the heritage buildings at street level. The proposed design includes setbacks to the podium and upper levels -where required- preserving visual sight lines to the historic buildings and providing greater privacy to resident interfaces.

Increasing building setbacks from 3 m to 6m for greater landscaping and 9.06% deep soil planting opportunities

Honouring the building setbacks required at western interface, for neighbouring scale and privacy, the basement and building design has respected these parameters to achieve the 9.06% deep soil for greater tree planting, screening and qualities public amenity spaces.

01.05 ARCHITECTURAL MASTERPLAN

KEY PROJECT AREAS	PROPOSED OFFERING
Site Area	6389m²
Retail GFA	3,996m²
Residential GFA	12,914m²
Deep Soil Corridor (all deep soil)	579m² (9.06% of site)
Communal Open Space **Provided** (exclude Deep Soil Corridor)	1,621m² (25.4% of site)
Communal Open Space **Required** (exclude Deep Soil Corridor)	1,597m² (25% of site)
Total GFA	**16,888m²**
FSR	**2.64:1**
RETAIL GFA BREAKDOWN	**Area**
Basement Retail GFA	251m²
Ground Retail GFA	3,745m²
Number of Retail Parking	200
RESIDENTIAL GFA BREAKDOWN	**Area**
Basement	49m²
Ground	260m²
Level 1	2339m²
Level 2	2142m²
Level 3	2,112m²
Level 4	1,757m²
Level 5	1,483m²
Level 6	1,483m²
Level 7	1,228m²
Roof	61m²
Number of Residential Parking	245
Number of Apartments	141 units
BUILDING HEIGHTS	**Height**
(inc 3.8m lift overrun / services at rooftop)	
Building A	32.8m
Building B	31.3m
Building C	19.8m

02

SITE CONTEXT

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02.01 BROAD SCALE CONTEXT

02.01.01 STRATEGIC LOCATION

Ramsgate is situated around 13km to the south of Sydney CBD, on the Sans Souci peninsula. It holds a distinct regional significance, being located between Botany Bay to the east and the George River to the west.

Ramsgate's location along Rocky Point Road puts it in a strategic regional location alongside an important north-south connector between Kogarah and Taren Point.The Princes Highway (A1) arterial road runs parallel to Rocky Point road, also crossing the George's River and creating an effective bypass to alleviate heavy traffic from passing the site.This presents an opportunity to create a dynamic urban hub that caters to the needs of travelers, future residents, and businesses.

Ramsgate is strategically in an advantageous position for the development of densified residential offerings, not just premised economics but locationally, with its proximity to schools and essential services such as St George's Hospital making it an ideal location for expanding families.

It enjoys access to natural amenities and a 360 degree catchment that makes it an ideal place for a Local Centre that can serve the needs of a broader community. Nestled along the picturesque coastline, Ramsgate benefits from its proximity to the vibrant city of Sydney while maintaining a unique coastal charm.

KEY: STRATEGIC NODES

- Site
- Hospital
- Airport
- Train Station
- Parklands & Recreation Areas
- Water Bodies
- Primary Access through site
- Main arterial roads
- Secondary roads

FIG. 3 BROADER SITE CONTEXT

02.02 LOCAL SCALE CONTEXT

02.02.01 MOVEMENT NETWORK

At a local scale, the site is uniquely positioned at the intersection between two retail activity streets and a residential street, this starts to inform the street interfaces at conceptual design.

The roads and streetscape character of the streets surrounding the site inform the street interfaces of the proposal.

Rocky Point and Ramsgate Road are important routes connecting Ramsgate regionally which border the site. Ramsgate Road conveniently links the site to Ramsgate Beach and the major A1 arterial. Both Rocky Point and Ramsgate Road have lively retail characteristics within a 1km walking radius of the site.

The site, which is positioned at the intersection between Rocky Point and Ramsgate Road, has the potential to continue the vibrant 'high-street' activity along these roads. Targo Road to the north is a quieter, residential, while the west is surrounded by lower density residential land.

Locationally, the site and its surrounding street network is well positioned for densification from an 'ease-of-access' perspective.

FIG. 4 LOCAL NEIGHBOURHOOD CONTEXT

KEY: MOVEMENT NETWORK

- Existing Local Retail Zones
- Surrounding Suburbs
- Water Bodies
- Park & Recreation Areas
- Green Corridor
- Main Arterial Roads
- Secondary Roads
- Primary Vehicular Access to site
- Recreational Locations
- Educational Locations

02.02 LOCAL SCALE CONTEXT

02.02.02 NEIGHBOURHOOD ACTIVITY

Ramsgate Village sits at the convergence of multiple neighourhoods, each with a different character.

The surrounding retail context consists mainly of small clusterings of cafe and dining offerings along arterial roads (see Figure 6).

The Local Centre zoning, as detailed in the policy section, underscores the importance of proposing a supermarket within this area, aligning with sustainable principles and promoting convenience for the expanding local community. The potential for the area is not yet realised and can be seen in the diagram.

The site is centrally located within a 1km radius of a number of expanding catchment areas. To further substantiate the site as a suitable location, the site is along a strong axis to all of these catchments and at a key intersection between Ramsgate and Rocky Point Road, highlighting the supermarket opportunities for the site.

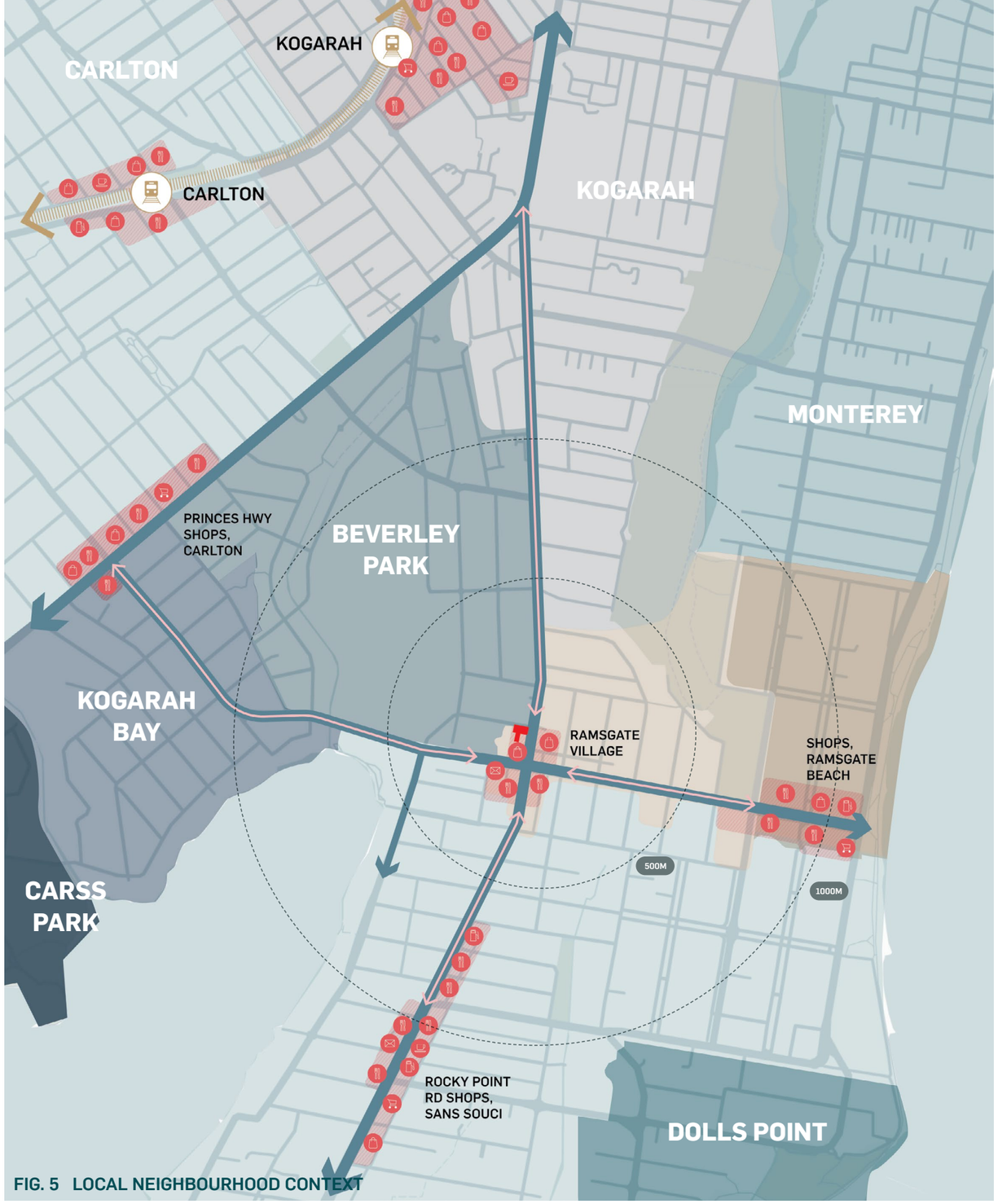

FIG. 5 LOCAL NEIGHBOURHOOD CONTEXT

KEY: NEIGHBOURHOODS

- Site
- Ramsgate
- Ramsgate Beach
- San Souci
- Dolls Point
- Beverly Park
- Kogarah
- Kogarah Bay
- Carss Park
- Carlton
- Primary Arterial Road
- Retail

- CAFE
- RESTAURANT
- SUPERMARKET
- RETAIL
- PETROL
- POST OFFICE

02.04 SITE SCALE STRUCTURING ELEMENTS

02.04.01 MOVEMENT & ACCESS

Currently, the interface of the site to surrounding streets contributes a fragmented street frontage, with multiple vehicle crossovers appearing to contribute to traffic congestion. This suggests an opportunity to amalgamate these frontages into a cohesive, but permeable development site.

The road network outlined in 02.01 establishes a clear distinction between the various site surroundings and road characters, providing valuable insights into the distinct streetscape characters each side of the site should embody at street interface design.

At a local scale, the existing conditions suggest a fragmented front with multiple existing vehicular crossovers to the site. With multiple cross-overs, the opportunity for activity streets to flourish diminish with vehicular disruption. At the same time, the movement along Rocky Point Road becomes congested.

Rocky Point and Ramsgate Road, serving as higher-order movement routes, feature public transport stops along them too. This suggests that the number of car parking spaces provided in the previous scheme could be reduced on the premise that residents have greater access to public transport.

At the same time, these public bus routes reinforce the opportunity for the delivery of a supermarket - bringing Ramsgate community to the site. Rocky Point Road provides local residents with a connection from Kogarah to the Sutherland Shire.

FIG. 6 SITE MAP

KEY: MOVEMENT & ACCESS LINES

- Site Boundary
- B 447 Bus Stops
- Major Arterial Road (Retail Corridor)
- Major Arterial Road
- Secondary Road
- Local Lane ways
- Desirable Deep Soil Landscape Buffer
- Site Mid-Block Connection Opportunities
- B 947 Kogarah to Hurstville via Dolls Point
- B 476 Rockdale to Dolls Point
- B 447 Miranda to Rockdale

02.05 SITE SCALE STRUCTURING ELEMENTS

02.05.02 ZONING & HEIGHT

With consolidation of multiple sites, an amalgamated height proposal should be considered that responds to densification demands. The site is well positioned to offer a transition between the lower density residential uses to the west and the higher intensity Rocky Point Road to the east.

The existing buildings, zoning and height indicate that this site is well-positioned for a mixed-use development with both retail and residential uses. Its location on an important corner indicates the need for a prominent building at this location, with potential to increase the height limit above the existing 21m height limit along the western side of Rocky Point Road.

This enables the concept design to be conscious of future development intensification whilst understanding the current finer-grain buildings that require consideration for a practical outcome.

Notably, the site currently straddles two zoning schemes, with a lower density zoning to the west (a residential interface) and higher density zoning to the east (activity and movement corridor).

This amalgamation of site area has been a collective effort for several years to achieve. Future development should balance the need for an increased height limit with the sensitive interfaces to the southwest and eastern.

The existing footprints remain granular and small in scale, despite their opportunity for increased height and potential densification. As a result, the proposal has the opportunity to deliver the finer scale at ground floor and street interface whilst fragmenting the built form above into multiple smaller buildings and setting them back from the surrounding developments. These considerations will ensure harmonious integration with the surrounding built environment.

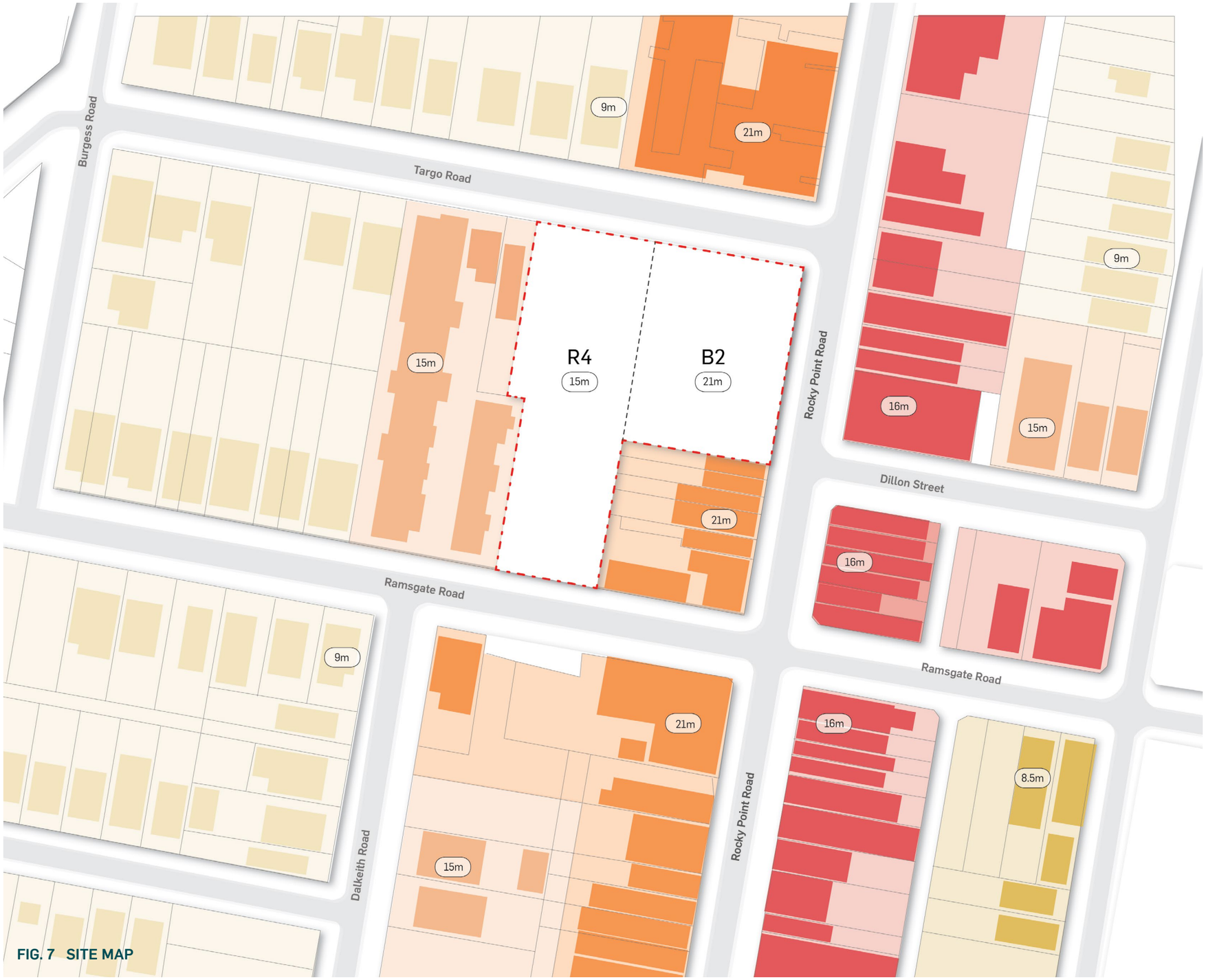

FIG. 7 SITE MAP

KEY: ZONING & HEIGHT

- 9M Maximum Height
- 8.5M Maximum Height
- 15M Maximum Height
- 21M Maximum Height
- 16M Maximum Height
- Site Boundary

02.03 SITE SCALE STRUCTURING ELEMENTS

02.03.03 FRONTAGE & GRAIN

The surrounding streetscapes, prevailing setbacks and intensity of uses indicate where future development should locate high-intensity and lower-intensity elements of the development.

The surrounding edge conditions were assessed against their front-facing interface and typical land-use to further inform the concept design.

To the west, the lower-density residential zoning does front directly onto the site, and suggests an appropriate setback between buildings to provide relief and privacy adjacent to the future development.

In contrast, at the Rocky Point Road and Targo Road intersection, the building faces are characterized by increased activity, varying building height, and multiple retail frontages. An active building front to the concept design is more suitable along these interfaces at the ground floor.

There are significant heritage residential features adjacent to the site at the corner of Ramsgate Road and Rocky Point Road. Careful consideration of proposed building setbacks and height is essential for a harmonious integration with the surrounding context along this interface.

FIG. 8 SITE MAP

KEY: FRONTAGE & GRAIN

- Site Boundary
- Residential Frontage
- Retail Frontage

02.03 SITE SCALE STRUCTURING ELEMENTS

02.03.04 OPPORTUNITIES & CONSTRAINTS (SITE SPECIFIC)

The opportunities and constraints start to inform the sites revised structure, design and site 'fixes'.

To the west, the constraint of residential privacy can be resolved by proposing a greater setback to the built form, and increases deep soil landscaping to the site.

Key intersections and corners to the site provide visual sight lines traveling toward the site. Opportunities for legible landmarks, entrances, lobbies or architectural features are best suited at these interfaces.

The heritage buildings to the south of the site suggest opportunities for setbacks, and integration with materiality and sensitive heights.

The upper levels to future building design should capture surrounding views, sunlight and considering prevailing winds. The orientation will be better suited to a north-south aspect. Their footprints are better suited to multiple smaller buildings, opposed to one large building above.

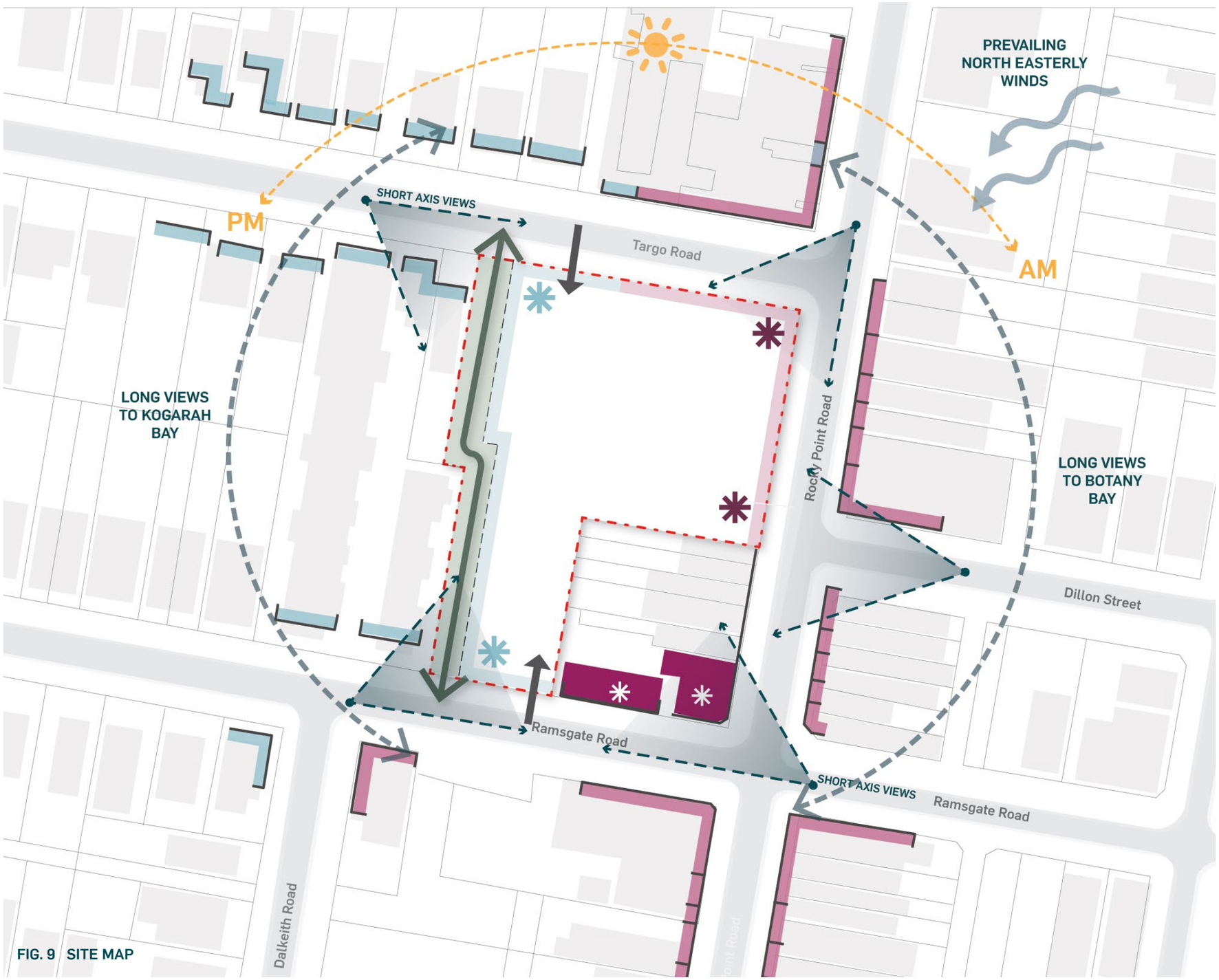

FIG. 9 SITE MAP

KEY: OPPORTUNITIES & CONSTRAINTS

- Site Boundary
- Ex. Heritage Neighbouring Buildings
- Activated Frontages
- Vehicular Access
- Views
- Deep Soil Green edge
- Gateway

02.04 SITE CONTEXT

FIG. 10 Site Plan Aerial Image

01. Corner Rocky Point Road & Targo Road

02. Looking towards site from Southern end of Rocky Point Road

03. Corner of Dillon Street & Rocky Point Road

04. View towards site from Targo Road

05. View towards site from Ramsgate Road

03

POLICY & PLANNING

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03.01 STRATEGIC POLICY DOCUMENTS

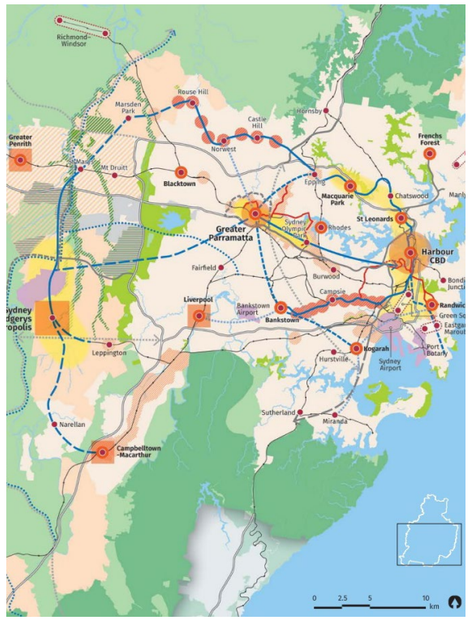


FIG. 11 GREATER SYDNEY REGION PLAN

In March 2018, the Greater Sydney Commission unveiled the Greater Sydney Region Plan, A Metropolis of Three Cities, emphasizing a vision where the majority of residents have easy access within 30 minutes to work, education, and essential services. This integrated approach to land use and transport planning aims to enhance Greater Sydney's livability, productivity, and sustainability by ensuring the equitable distribution of growth benefits.

The implications...

The Greater Sydney Region Plan (GSRP), introduced in March 2018, sets a visionary framework for the development of Greater Sydney, aiming to enhance livability, productivity, and sustainability through integrated land use and transport planning. While the GSRP does not explicitly mention Ramsgate or its Local Centre, it designates Kogarah as a strategic center, suggesting a potential ripple effect on nearby areas. The plan underscores the need to address strategic access and mobility, with a focus on relieving congestion on the Princes Highway.

The proposed alternative road investigation from Botany Bay to Sutherland in the next 5 to 10 years aligns with the broader vision for improved transportation and infrastructure, impacting the development landscape of the site.

FIG. 12 SYDNEY SOUTH DISTRICT PLAN

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

The South District Plan concludes that the South District will need to accommodate more that 680,000 sqm of additional retail floorspace over the next 20 years. Specifically, the District Plan recognised the importance of growth of supermarket-based local centres in the context of jobs provided and new trends with emerging technologies in the retail sector. The District Plan notes approximately 200 local centres include a supermarket with floorspace greater than 1000 sqm, and these centres account for circa 18% of all Greater Sydney's jobs.

The implications...

The site, situated within the South District and closely bordering the Eastern City District, faces a unique position as it is labeled as part of the confluence of key corridors, including a 'Train Link/Mass Transit Visionary,' 'Road Investigation 0-10 years,' and 'Road Visionary.'

While the Eastern City District Plan designates Ramsgate as a Local Centre, it places the Ramsgate Local Centre further east, specifically at Ramsgate Beach, rather than the immediate site at Ramsgate. Despite this distinction, both the South District Plan and Eastern City District Plan recognize the site's strategic location at the intersection of significant transportation corridors.

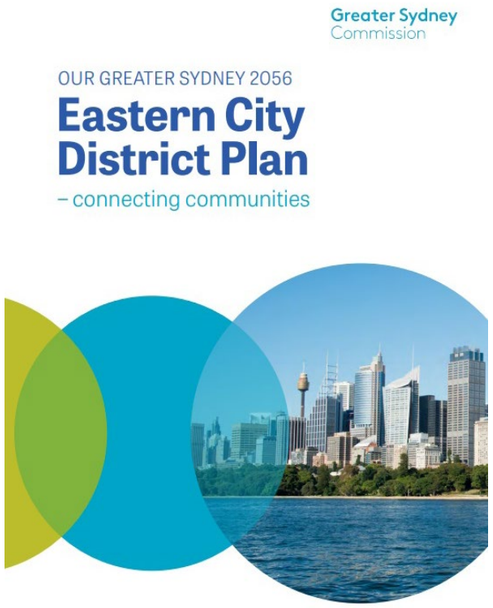


FIG. 13 SYDNEY EASTERN CITY DISTRICT PLAN

The Eastern City District Plan, approved in March 2018, aims to enhance the social, economic, and environmental aspects of the district within the context of Greater Sydney's Three Cities. It emphasizes unprecedented city-scale infrastructure investment to support growth, with a focus on the Sydenham to Bankstown Urban Renewal Corridor and strategic centers like Kogarah.

Planning Priority E17 highlights the importance of increasing urban tree canopy cover and establishing Green Grid connections. The site, located within the Southern City District but at the boundary with the Eastern City, is identified as part of Ramsgate, a Local Centre, with potential future transport link investigations in close proximity.

The implications...

The positioning of Ramsgate within the promoted Health and Innovation Precinct in Kogarah, coupled with new transport connections and its proximity to Kogarah, is poised to significantly enhance the site's appeal for both residential living and professional work, further accentuated by the potential future mass transport investigation link towards Wollongong.

03.01 STRATEGIC POLICY DOCUMENTS

"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.*** *" - Ramsgate Village, Urban Design Report, 2022*

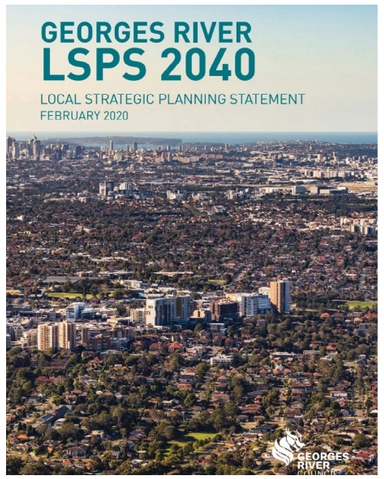


FIG. 15 LOCAL STRATEGIC PLANNING STATEMENT

The Local Strategic Planning Statement (LSPS 2040) designates Ramsgate as a Local Centre within the South District Plan. Outlined themes guide future actions, emphasizing access, infrastructure, housing, economy, and environment. The vision for Local Centres includes vibrant atmospheres, diverse offerings, and integration of services. Ramsgate is identified as a commercial center to grow, accommodating additional employment floor space.

The LSPS highlights evidence-based assessment for future growth, a potential mass transit link, and the importance of green corridors. The key implication for Ramsgate is its recognition as a Local Centre, with the green corridor separating Ramsgate Centre from Ramsgate Beach.

The implications...

The Local Strategic Planning Statement (LSPS 2040) positions Ramsgate as a crucial Local Centre within the South District Plan, emphasizing key themes of access, infrastructure, housing, economy, and environment. This designation indicates a strategic vision for Ramsgate, envisioning vibrant atmospheres, diverse offerings, and integrated services. Notably, Ramsgate is identified as a commercial center poised for growth, allowing for additional employment floor space.

The LSPS underscores the importance of evidence-based assessments for future growth, suggesting potential for a mass transit link and emphasizing the significance of green corridors. For Ramsgate's new development, the key implication lies in its recognized status as a Local Centre, with the green corridor serving as a distinctive feature, separating Ramsgate Centre from Ramsgate Beach. This recognition positions Ramsgate as a focal point for future development, emphasizing sustainability, accessibility, and economic growth.

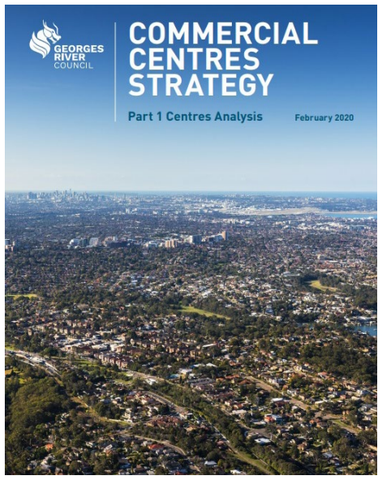


FIG. 14 COMMERCIAL CENTRES STRATEGY

The Georges River Commercial Centres Strategy, 2020, guides future land use planning in the Georges River Local Government Area (LGA). Part 1 of the Strategy focuses on a thorough analysis of the 48 commercial centers within the LGA, establishing a center hierarchy. It aims to inform the development of a consolidating Local Environmental Plan (LEP) and development control plan.

The hierarchy identifies key centers, such as Hurstville City Centre and Kogarah Town Centre, highlighting their roles, functions, and employment spaces. Additionally, Ramsgate and Sans Souci are identified as centers suitable for an increase in employment floorspace, contingent on a detailed and stringent assessment process, as outlined in the Strategy's Section 4.5. This involves evidence-based investigations, a Strategic Positioning Paper to evaluate competitive impacts, and an Economic Impact Assessment to assess relevant economic drivers for the proposal.

The implications...

Ramsgate, classified as a village, is acknowledged for its role as a strip of shops supporting the local residential and worker population. Villages, as defined in the Strategy, generally provide 3,000 to 5,000m² of retail space, catering to small catchment areas, often featuring a small neighborhood supermarket or convenience store. While the Strategy identifies Ramsgate as suitable for an increase in employment floor space, it underscores the need for a detailed and stringent assessment process, including a Strategic Positioning Paper and an Economic Impact Assessment.

The implications for Ramsgate's development lie in the potential for increased employment spaces, aligning with the broader strategy while adhering to the specific characteristics and functions defined for villages in the hierarchy.

FIG. 16 GOVERNMENT ARCHITECTURE BETTER PLACED

The Government Architecture Better Placed report presents key proposals that strategically inform future development. It emphasizes the importance of well-designed and sustainable government buildings and spaces to enhance public services, connectivity, and community engagement.

The report advocates for a holistic approach, promoting innovation, resilience, and environmental responsiveness in architectural design. By prioritizing collaboration, adaptability, and accessibility, the proposals aim to create government structures that not only meet the present needs but also anticipate and accommodate future challenges and advancements in urban development.

The implications...

Ramsgate's development can strategically align with the proposals by focusing on densification to meet the future needs outlined in the report. Implementing innovative and sustainable architectural designs, the development can enhance public spaces, connectivity, and community engagement. Emphasizing adaptability and resilience in structures will ensure that the evolving needs of the community are met effectively.

The report's call for collaboration aligns with the potential for mixed-use developments in Ramsgate, fostering a vibrant and interconnected urban environment. By integrating the principles of the report, Ramsgate can emerge as a model for well-designed, sustainable, and future-ready urban development.

03.01 STRATEGIC POLICY MAPS

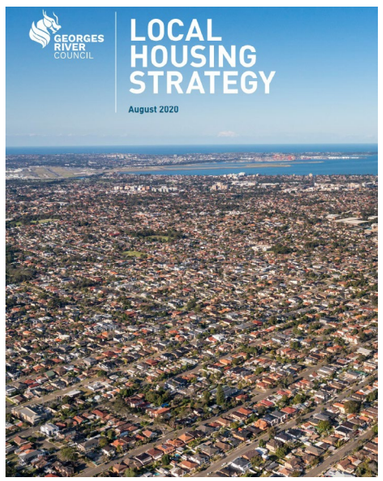


FIG. 17 LOCAL HOUSING STRATEGY

The local housing strategy proposes leveraging existing height precedents in the area, with current constraints ranging from 15m to 21m. Notably, there's a precedent for taller developments further north, reaching up to 29m and 33m (10 storeys).

The strategy aims to capitalise on this, suggesting that the proposed development in Ramsgate could offer additional apartments, enabling local residents to downsize while staying in their community.

The implications for the site...

The local housing strategy proposes leveraging existing height precedents in Ramsgate, where current constraints range from 15m to 21m. Notably, there are taller developments further north, reaching up to 29m and 33m (10 storeys). The key implication for future development in Ramsgate is the potential to capitalize on these height precedents.

The strategy suggests that the proposed development could offer additional apartments, providing an opportunity for local residents to downsize while remaining within their community. This approach aligns with the goal of densifying the area and delivering residential units, addressing housing needs and fostering a more diverse and sustainable living environment in Ramsgate.

03.02 GEORGES RIVER LOCAL ENVIRONMENTAL PLANNING

03.02.01 ZONING, FAR & HEIGHTS

FIG. 18 SITE ZONING

Local LGA: Georges River Council
Land Zoning: R4 High Density Residential & E1 Local Centre

R4: Objectives of zone

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To enable other land uses that contribute to the vibrancy of the neighbourhood while ensuring that business centres remain the focus for business and retail activity.
- To encourage development that maximises public transport patronage and promotes walking and cycling.

RE1: Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To ensure development contributes to the vibrancy and economic viability of the centre.
- To allow residential development to provide housing that meets the needs of the community

Floor Space Ratio: 2.5:1 &, 2:1

Height of buildings: 15m & 21 m

Information from: Georges River Local Environmental Plan 2021

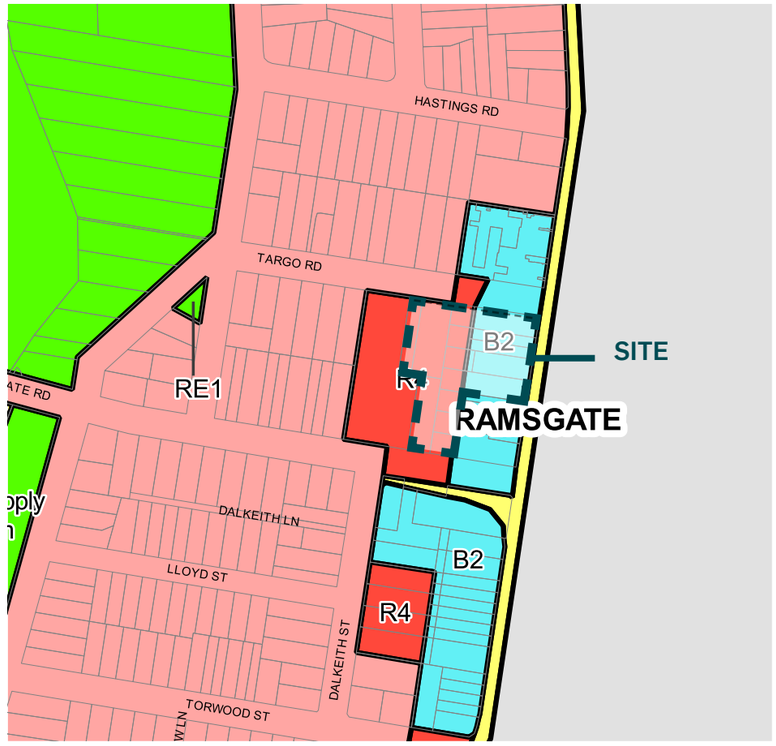


FIG. 20 LAND ZONING

FIG. 21 LOT SIZE

FIG. 22 FLOOR SPACE RATIO

FIG. 19 BUILDING HEIGHT

03.03 SITE LOTS FOR CONSOLIDATION

03.03.01 SITES TO BE CONSOLIDATED

1. B/DP347589	1,134 sqm
2. 1/DP133817	232 sqm
3. 8/DP653883	692 sqm
4. 2/DP133817	236 sqm
5. A/DP311887	344 sqm
6. B/DP311887	349 sqm
7. 1/DP970852	234 sqm
8. 301/DP1142822	76sqm
9. SP83814	615 sqm
10. B/DP371250	833 sqm
11. SP77494	928 sqm
12. 12/DP455810	239 sqm
13. 13/DP455810	235 sqm
14. 14/DP455810	236 sqm
TOTAL	6383 sqm

FIG. 23 SITE LOTS

03.04 PLANNING PARAMETERS FOR THE SITE

	PREVIOUS PROPOSAL	CURRENT PROPOSAL	VARIANCE
TOTAL GFA	24,772m²	16,888m²	7884 m² less
RESIDENTIAL GFA	16,587m²	12,914m²	3673 m² less
RETAIL GFA	8,185m²	3,996m²	4189 m² less
FSR	3.6:1	2.64:1	- 0,96:1
NUMBER OF APARTMENTS	176	141	35 units less
NUMBER OF CAR PARKING PROVIDED	668	445	223 bays less
BUILDINGS HEIGHT			**VARIANCE**
BUILDING A	8 Storeys	8 Storeys	
BUILDING B	8 Storeys	8 Storeys	
BUILDING C	6 Storeys	4 Storeys	2 storeys less
OVERALL HEIGHT	29m	29m	
PODIUM (STREET INTERFACE) HEIGHT RANGE			**VARIANCE**
ROCKY POINT ROAD	15.6 - 22m	6m	16m reduction
TARGO ROAD	15.6- 22m	6m	16m reduction
RAMSGATE ROAD	15.6m	6m	9.6m reduction
WESTERN BOUNDARY	9.2 - 15.6m	6m	9.6m reduction
BUILDINGS SETBACKS (FROM SITE BOUNADRY)			**PROPOSED DIFFERENCE**
BUILDING A	**BUILDING A**	**BUILDING A**	**BUILDING A**
ROCKY POINT RD	GF - L3: 0m setback L4 - L7: 3m setback	GF: 1m walkway setback L1-L6: 5m setback L7: 8m setback	GF: 1m additional walkway setback L1-L5: 5m additional setback L6: 2m additional setback L7: 8m setback
TARGO RD	GF - L5: 0m setback L6 - L7: 3m setback	GF: 3.3m ped concession cnr setback L1 - L6: 5m setback L7: 8m setback	GF: 3.3m ped concession setback L1-L5: 5m additional setback L6: 2m additional setback L7: 8m setback
BUILDING B	**BUILDING B**	**BUILDING B**	**BUILDING B**
TARGO RD	GF- L4: 0m setback L4 - L7: 3m setback	GF: 0m setback GF: 3.3m ped concession cnr setback L1-L6: 5m setback L7: 8m setback	L1-L4: 5m additional setback L5-L6: 2m additional setback L7: 8m setback
WESTERN BOUNDARY	GF - L1: 3m setback L2 - L3: 6m setback L4 - L5: 9m setback L6 - L7: 15m setback	GF: 6m setback L1 - L4: 9m setback landscape buffer L1- L4: 11m building facade L5 - L6: 12m setback L7: 13.5m setback	GF: 3m additional setback L1-L4: 3m additional setback L5: 3m additional setback
BUILDING C	**BUILDING C**	**BUILDING C**	**BUILDING C**
RAMSGATE RD	G -L3: 0m setback L4 -L5: 3m setback	GF-L3: 6m	GF-L3: 6m setback introduced
WESTERN BOUNDARY	GF - L1: 3m setback L2 - L3: 8m setback L4 - L5: 9m setback	GF-L3: 6m L4: 13m communal space	6m setback introduced L4: 13m communal space

04

DESIGN EVOLUTION & COMPARATIVE PROPOSAL

ClarkeHopkinsClarke

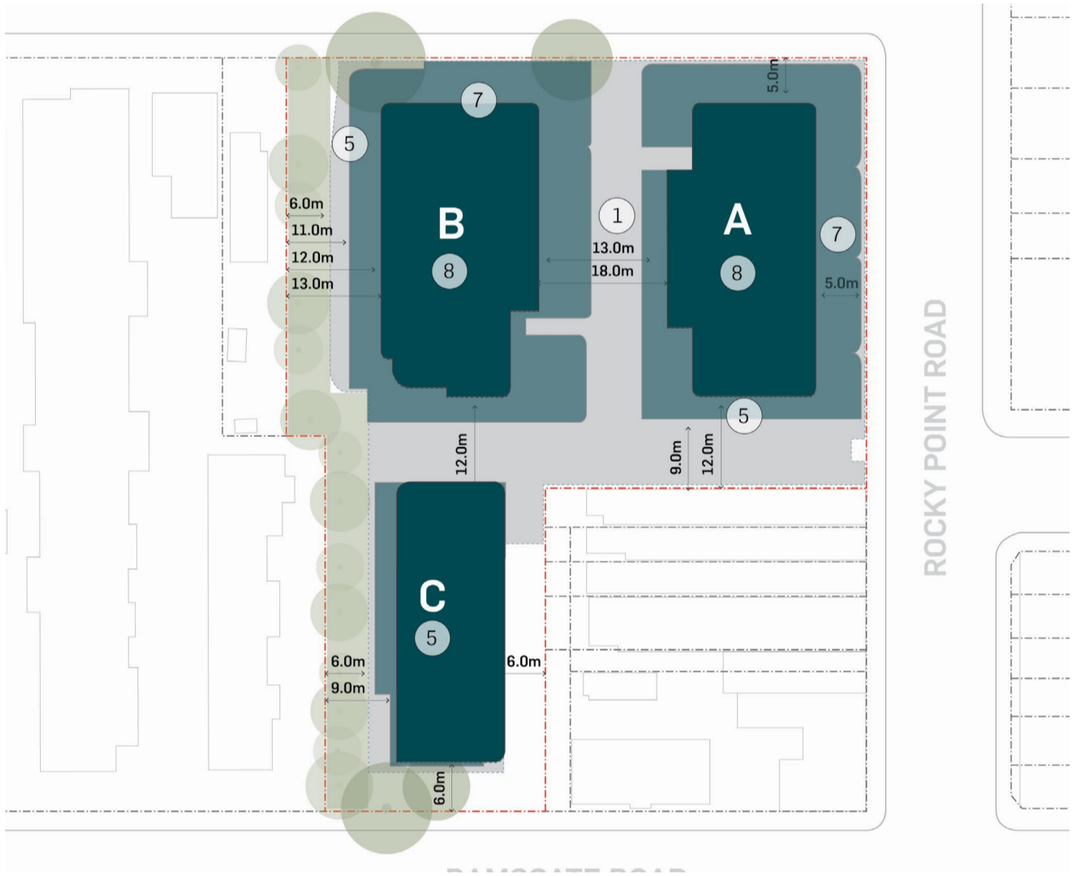
04.01 COMPARATIVE SUMMARY: PREVIOUS VS PROPOSED

Previous Proposal (2D Plan)

PREVIOUS SCHEME

The built form of the buildings in the previous proposal sought to integrate the high-density development with the surrounding boundaries but failed to deliver in terms of appropriate street interface heights, setbacks, heritage relationships and low-density neighbouring height sensitivities.

Current Proposal by CHC (2D Plan)



CURRENT PROPOSAL BY CHC

The revised proposal seeks to better integrate a high-density development into its surrounding context by honouring the interface with heritage, low-density western boundary with a greater building separation and reducing the height and activating the interface with the street along Rocky Point Road and Targo Road

04.02 BUILT FORM COMPARISON

04.02.01 MASSING COMPARISON OVERALL

View: Corner of Rocky Point Road and Targo Road

PREVIOUS PROPOSAL

Street Interface: Rocky Point Rd

- Retaining a 4-storey street wall along Rocky Point Road with a 3m setback for taller elements above.

Cnr of Rocky Point Rd & Targo Rd

- Accentuating the corner of Targo and Rocky Point Road by raising the street wall at this intersection to six storeys.

Building C

- Proposing 8 Storeys to building C with 3 m steback from Heritage buildings boundary

-

CURRENT PROPOSAL

Street Interface: Rocky Point Rd

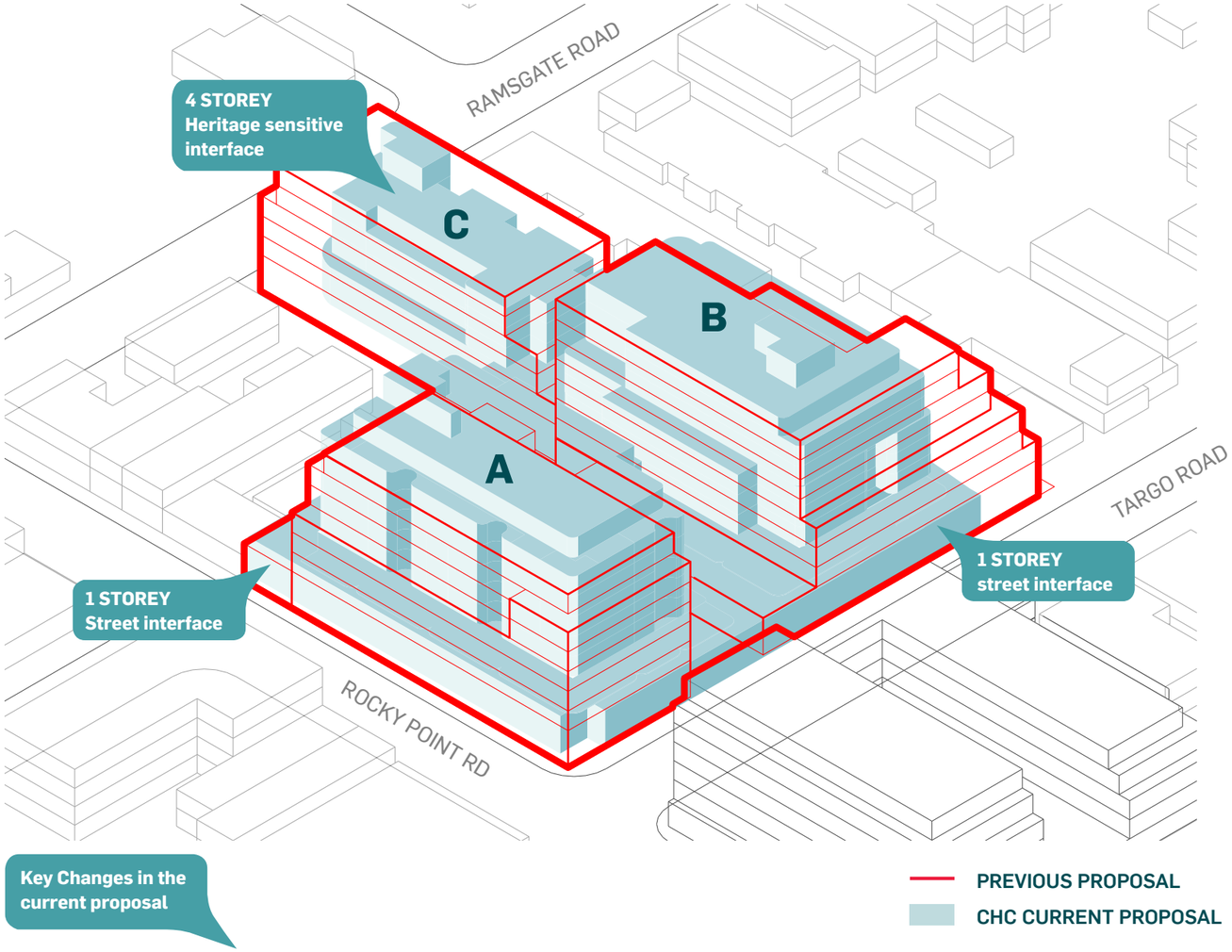
- Proposing a single-storey street wall/ podium at ground floor. 1m setback along Rocky Point Road, with a 5m setback for taller elements above.

Cnr of Rocky Point Rd & Targo Rd

- Activating the corner of Targo and Rocky Point Road with 3m setback for communal seating and by opening up the supermarket retail entrance from the ground floor.

Building C

- Proposing 4 Storeys, setting back Building C with 6m laneway from the heritage buildings boundary



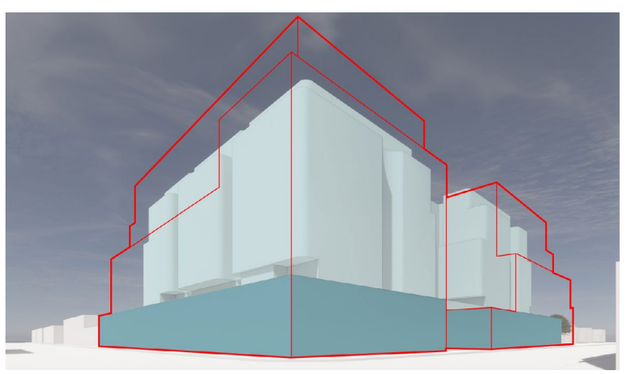


FIG. 24 CNR ROCKY POINT & TARGO ROAD

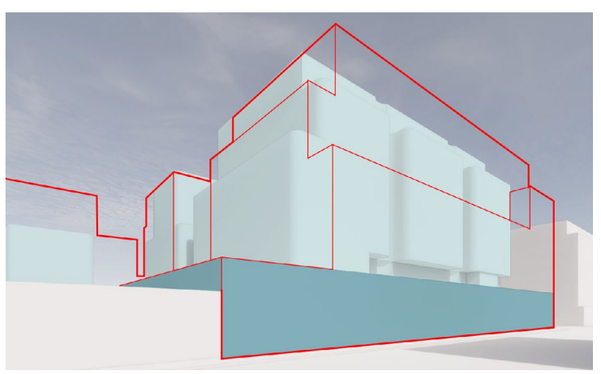


FIG. 25 VIEW FROM ROCKY POINT ROAD

04.02 BUILT FORM COMPARISON

04.02.01 MASSING COMPARISON OVERALL

View: Corner of Targo Road and the western boundary

PREVIOUS PROPOSAL

Building distance from western boundary

- Starting built form at 3m from the western boundary

Building Mass Articulation

- Proposed 8 storeys (Building B) and 6 Storeys (Building C), buildings terrace backwards, away from western interface
- 0% Deep Soil Proposed

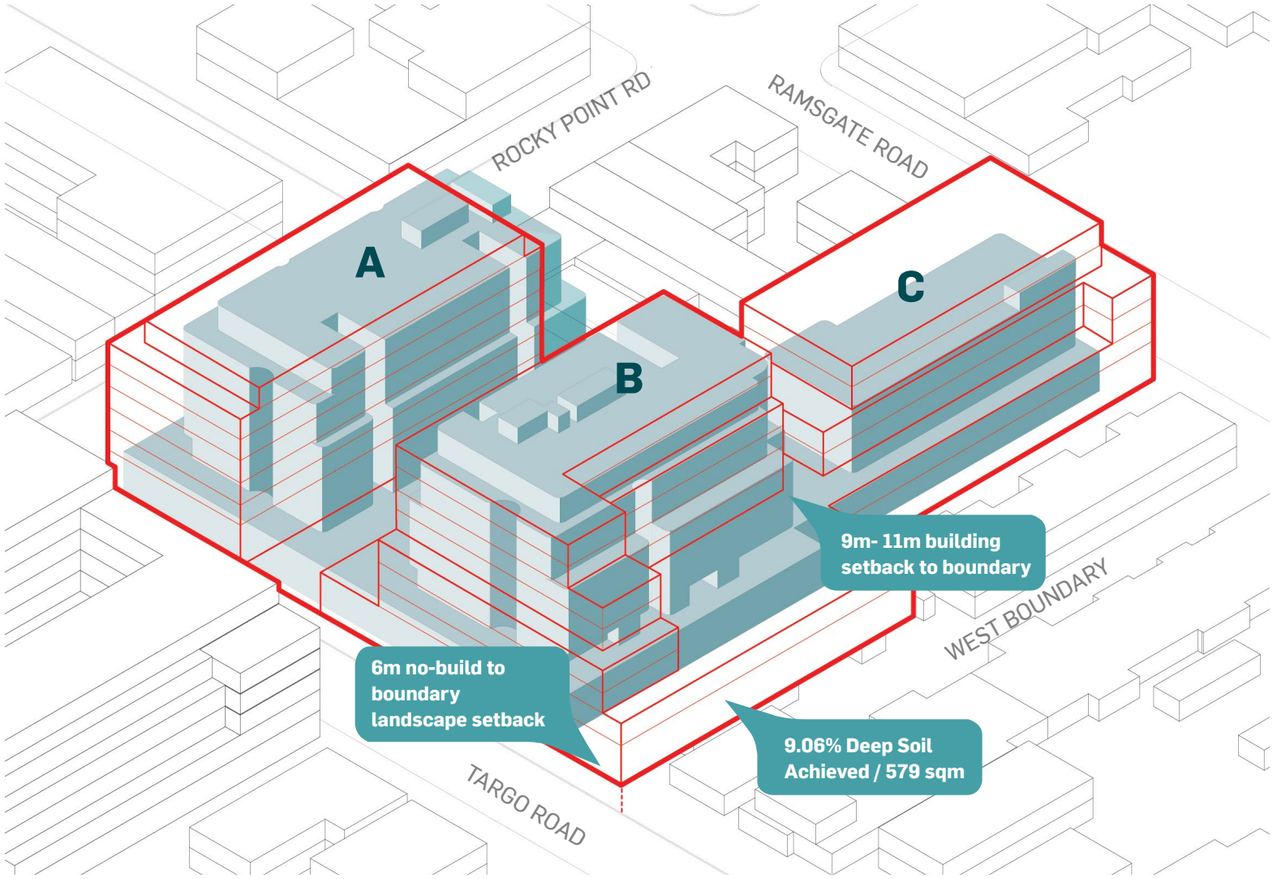
CURRENT PROPOSAL

Building distance from western boundary

- Starting with a 6m no-build deep soil landscaping separation from the west boundary before built form starts with a 6m podium level and then additional 6m steback for balconies before a 11m setback for the building.

Building Mass Articulation

- Proposing 8 storeys (Building B) and 4 Storeys (Building C), buildings terrace backwards from western interface and include vertical separations to reduce building mass
- 9.06% Deep Soil Proposed



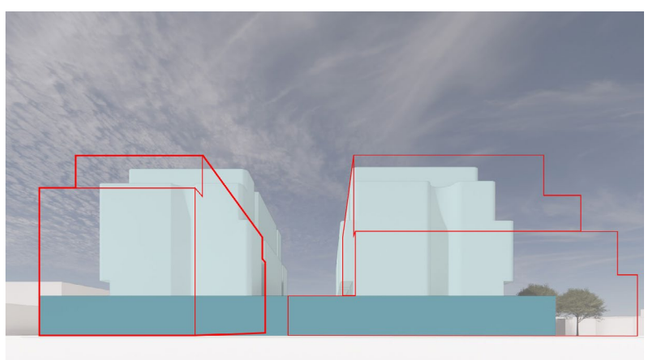


FIG. 26 VIEW FROM TARGO ROAD

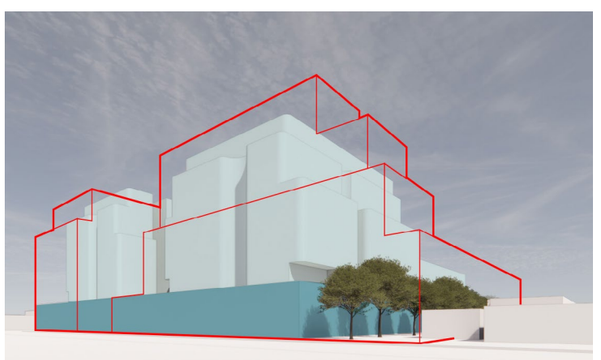


FIG. 27 VIEW FROM TARGO ROAD

04.02 BUILT FORM COMPARISON

04.02.01 MASSING COMPARISON OVERALL

View: Corner of Ramsgate Road and Rocky Point Road

PREVIOUS PROPOSAL

Building Heights

Building A

- Proposed 8 Storeys
- Building proposing 2 and 7 storey street interface wall. not engaging with existing form at groundfloor

Building B

- Proposed 8 Storeys
- Building proposed terracing setbacks from western boundary, setback 3m from western boundary

Building C

- Proposed 6 Storeys
- With 3m setback along heritage and street boundary, building is over-towering heritage buildings and attempting to be a landmark instead of shifting focus onto the heritage buildings.

CURRENT PROPOSAL

Building Heights

Building A

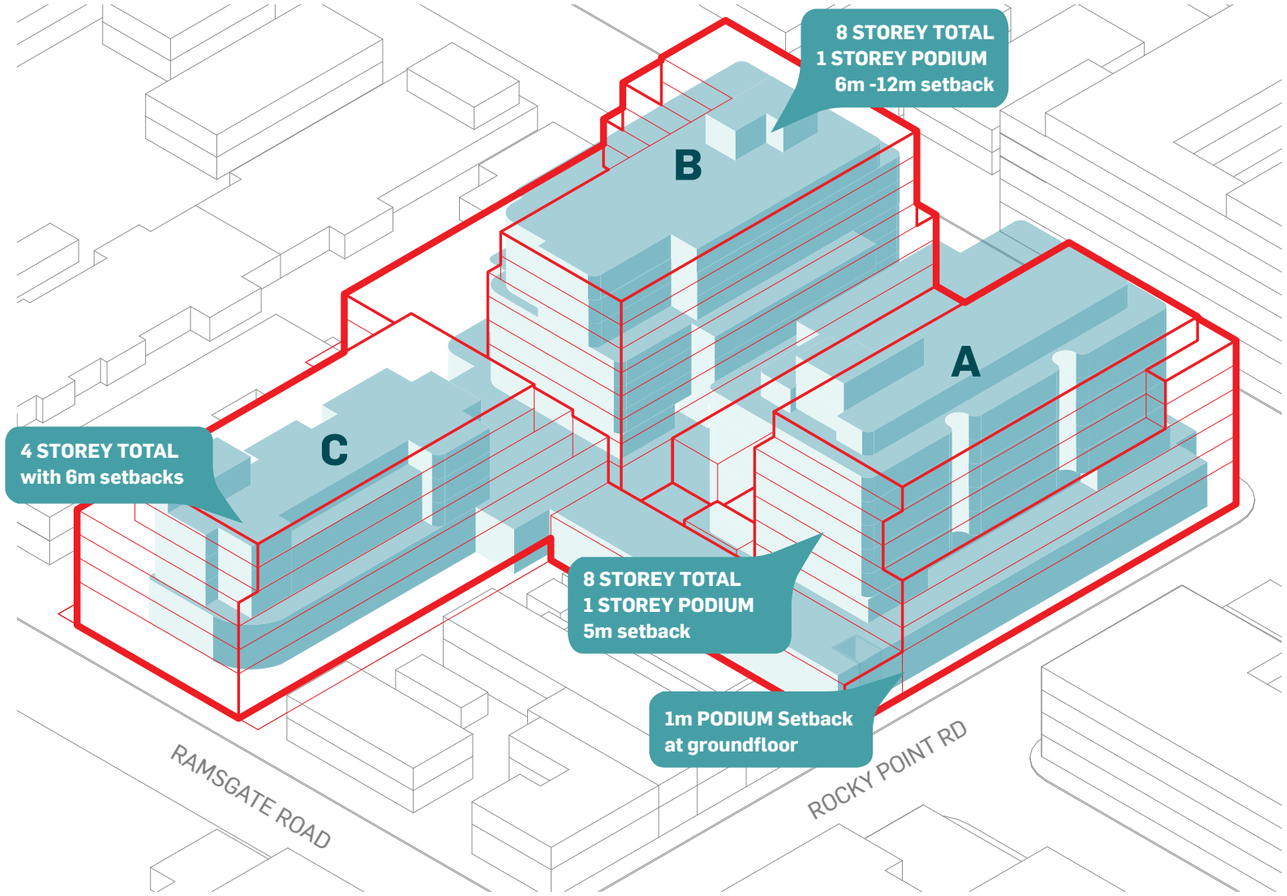
- Proposing 8 Storeys
- Building proposes single-storey podium at street interface with 1m setback at grounfloor
- Buildings setback above podium by 5m from street

Building B

- Proposing 8 Storeys
- Podium is setback 6m from western boundary. Building is setback above podium by 9m with balcony and 11m to the habitable building area.

Building C

- Proposing 4 Storeys
- With 6m setback along heritage and street boundary, building is reduced in height and setback to honour the heritage in the foreground.



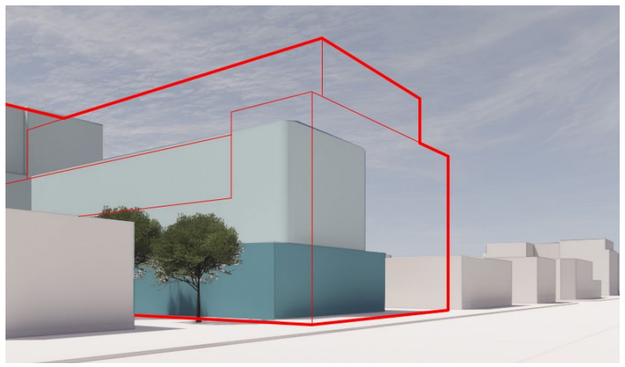


FIG. 28 VIEW FROM RAMSGATE ROAD

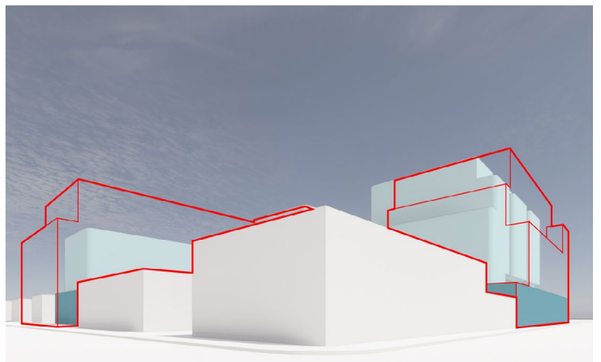
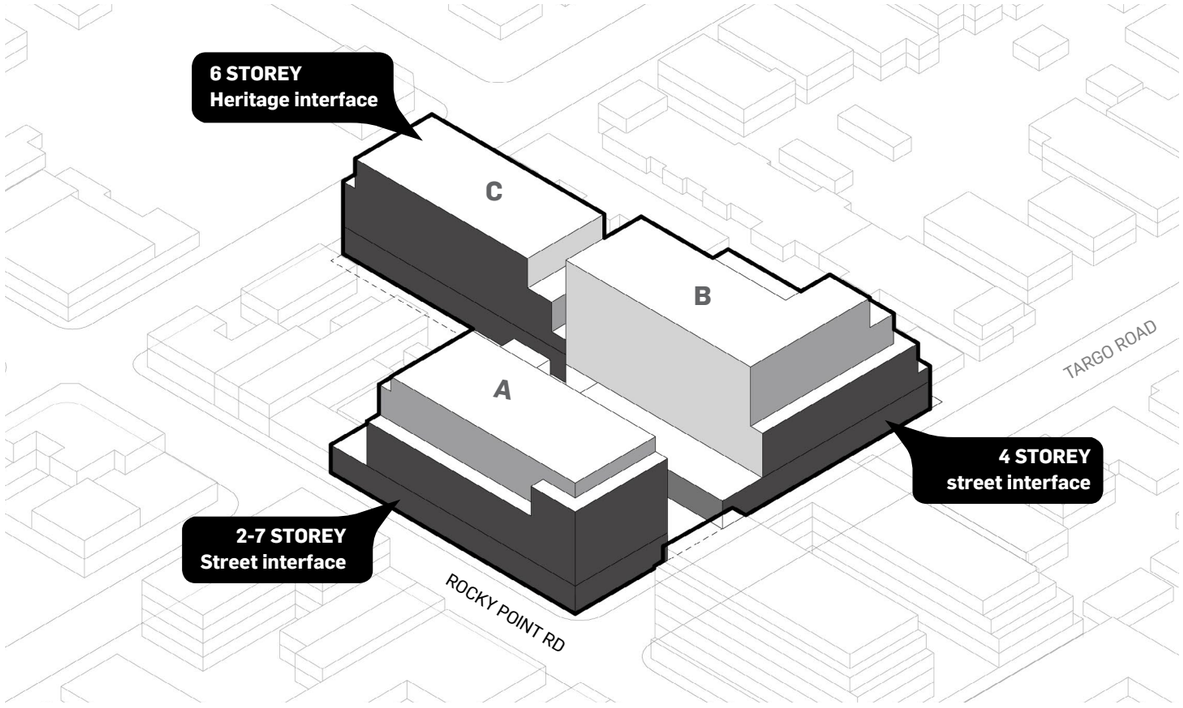


FIG. 29 VIEW FROM CNR RAMSGATE & ROCKY POINT ROAD

04.02 BUILT FORM COMPARISON

04.02.02 STREET INTERFACE HEIGHT



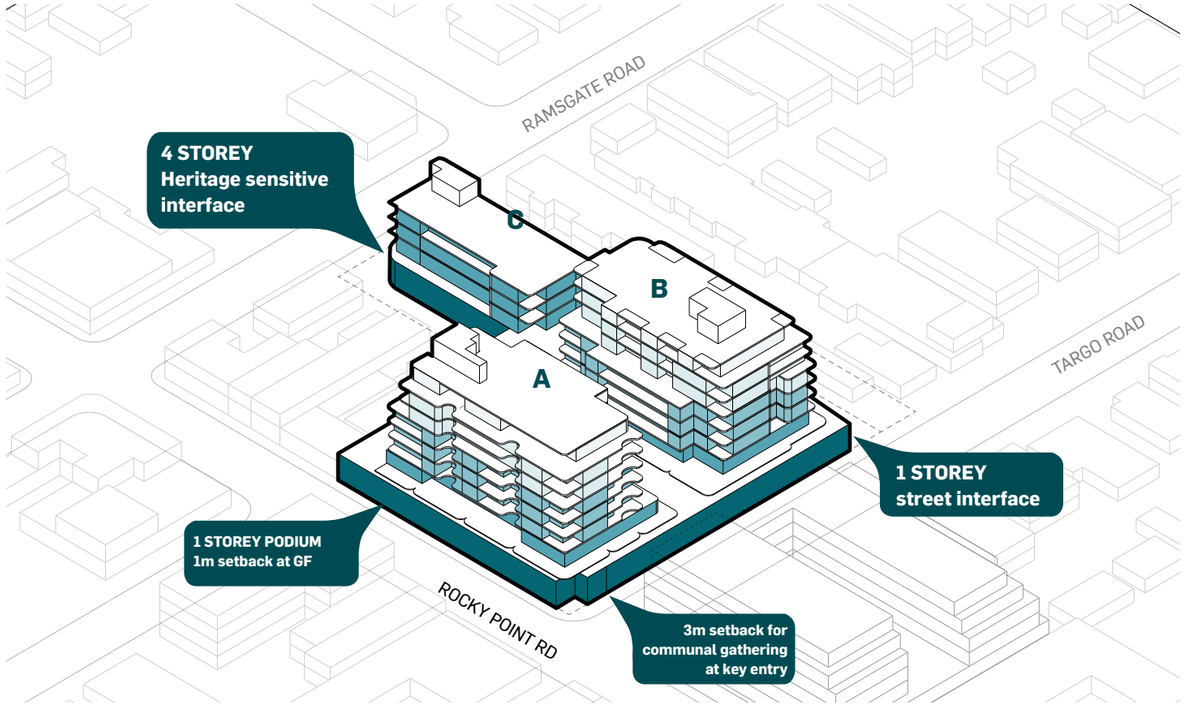
PREVIOUS PROPOSAL

01: STREET INTERFACE HEIGHT

Previous Proposal: An internally focused retail scheme that lacks engagement with street interface and neighbouring built form scale. Proposed supermarket at basement level removes street activation.

Rocky Point Road	15-22m
Targo Road	15-22m
Ramsgate Road	12-15m
Western Boundary	9-15m

Inappropriate street interface wall heights



CURRENT PROPOSAL BY CHC

01: STREET INTERFACE HEIGHT

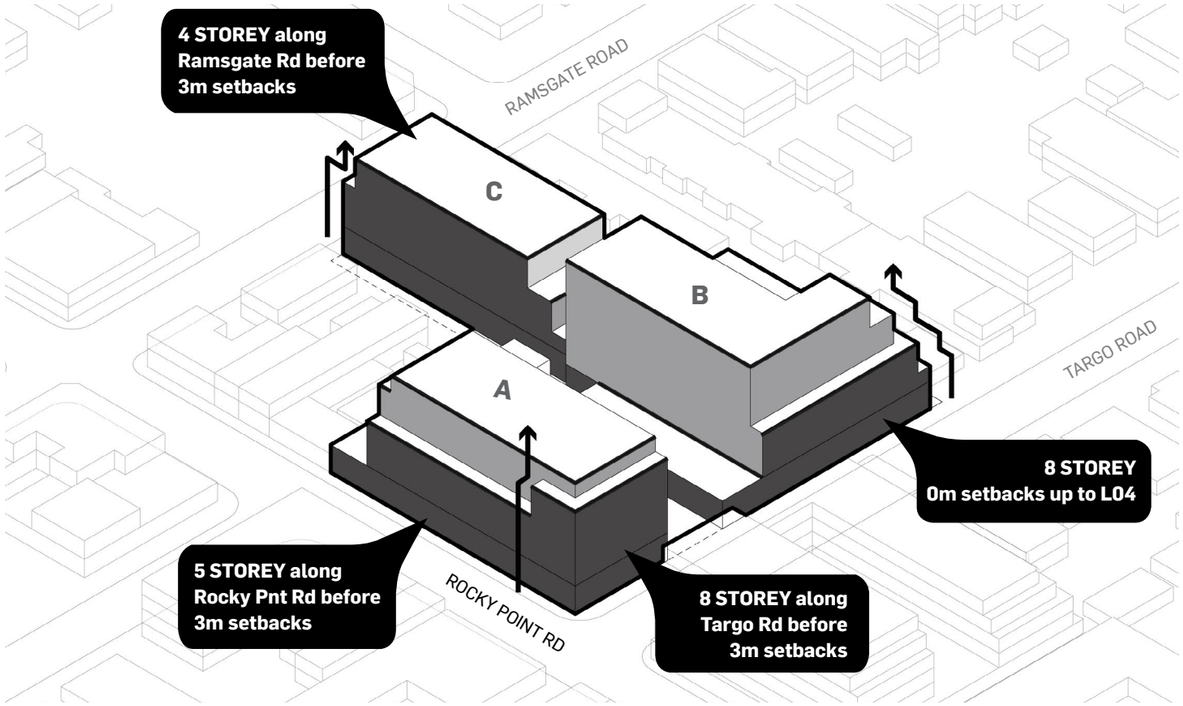
Current Proposal: A modest single-storey podium with retail frontage at street interface to positively respond to immediate neighbours and surrounding context.

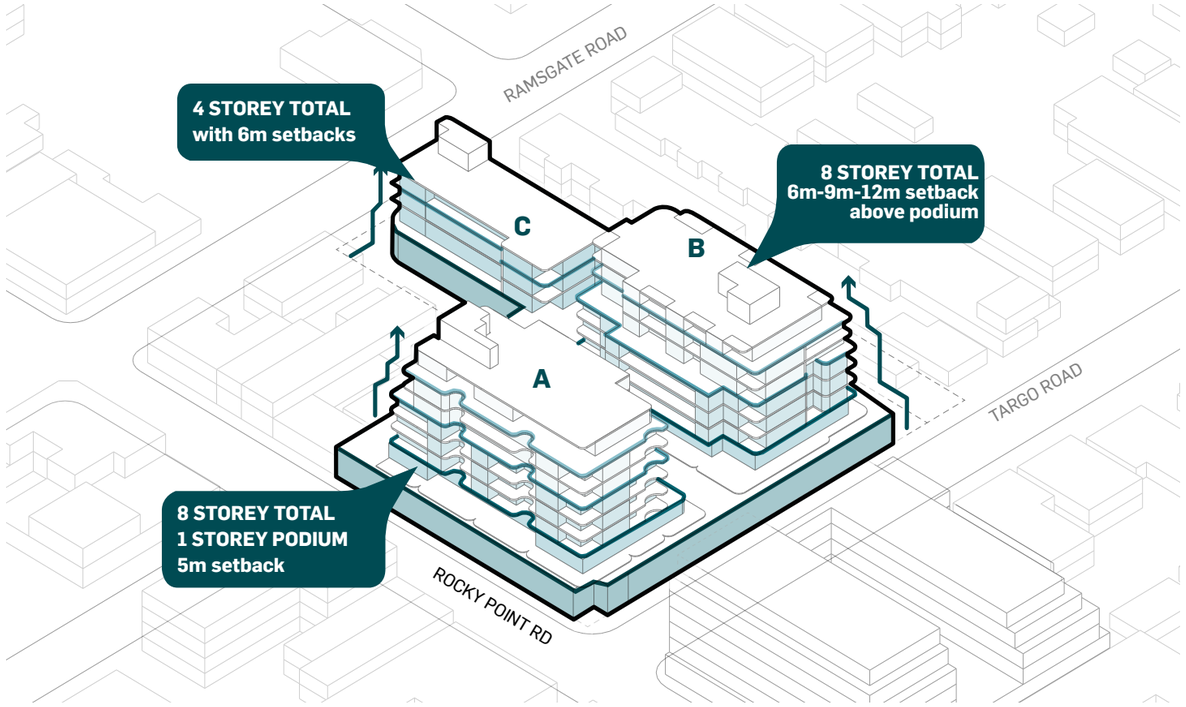
	6m
	6m
	6m
	4m

Modest & activated wall heights along road interfaces

04.02 BUILT FORM COMPARISON

04.02.03 HEIGHT - OVERALL SETBACKS & BULK





PREVIOUS PROPOSAL

03: SETBACKS - UPPER LEVELS

Previous Proposal: Heights of the residential buildings flank the street edges which appear to "tower" over neighbours from street interface. Setbacks are minimal the heights increase which generates little integration with finer grain surrounding scale.

CURRENT PROPOSAL BY CHC

03: SETBACKS - UPPER LEVELS

Current Proposal by CHC: Council's review of the previous scheme's setbacks have been maintained in the revised proposal, setting back buildings above podium from the streets and neighbouring lots, fragmenting the buildings with greater setbacks and vertical separations.

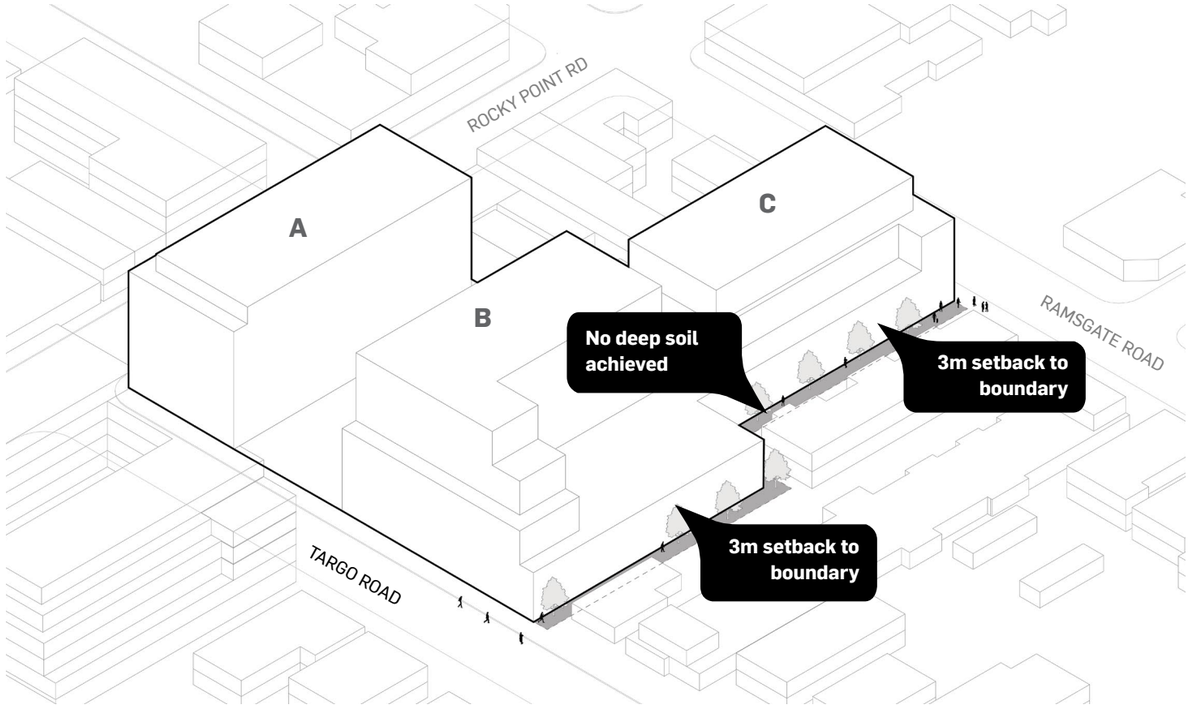
BUILDING A (Rocky Point)	0m (GF-L3), 3m (L4-L6)	GF: 1m walkway setback, L1-L6: 5m setback, L7: 8m setback
BUILDING B (Western)	3m (GF-L1), 6m (L2-L3), 9m (L4-L5), 15m(L6-L7)	GF: 6m, L1 - L4: 9m landscape buffer, L1- L4: 11m building facade, L5 - L6: 12m, L7: 13.5m
BUILDING C (Ramsgate)	0m (GF-L3), 3m (L4-L6)	GF-L3: 6m

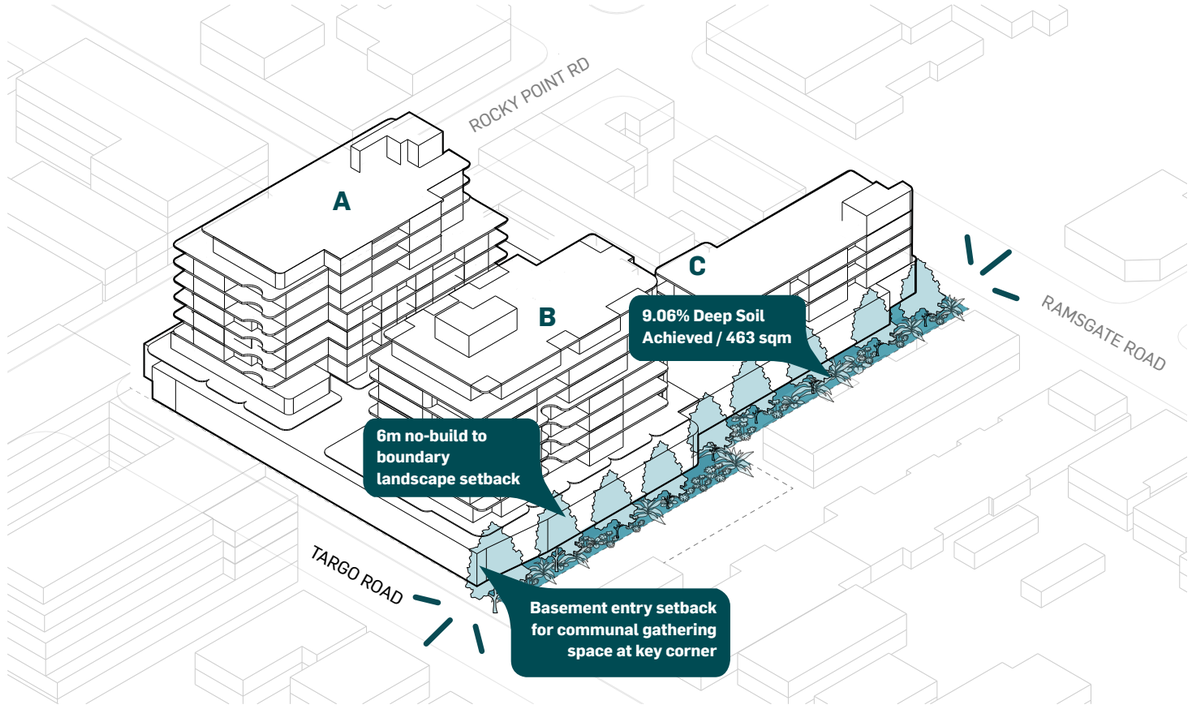
Inadequate setbacks above podium before tower terracing

5m- 12m setbacks above podium before tower terracing

04.02 BUILT FORM COMPARISON

04.02.04 DEEP SOIL PLANTING





PREVIOUS PROPOSAL

05: DEEP SOIL PLANTING

Previous Proposal: Non-compliant with site's deep soil planting requirements. 3m is setback does not provide any deep soil landscaping opportunities.

CURRENT PROPOSAL BY CHC

05: DEEP SOIL PLANTING

Current Proposal by CHC: A 6m groundfloor setback to the western boundary is proposed. A landscaped green corridor is proposed to allow for 9.06% deep soil planting, passive privacy and screening through the west of the site.

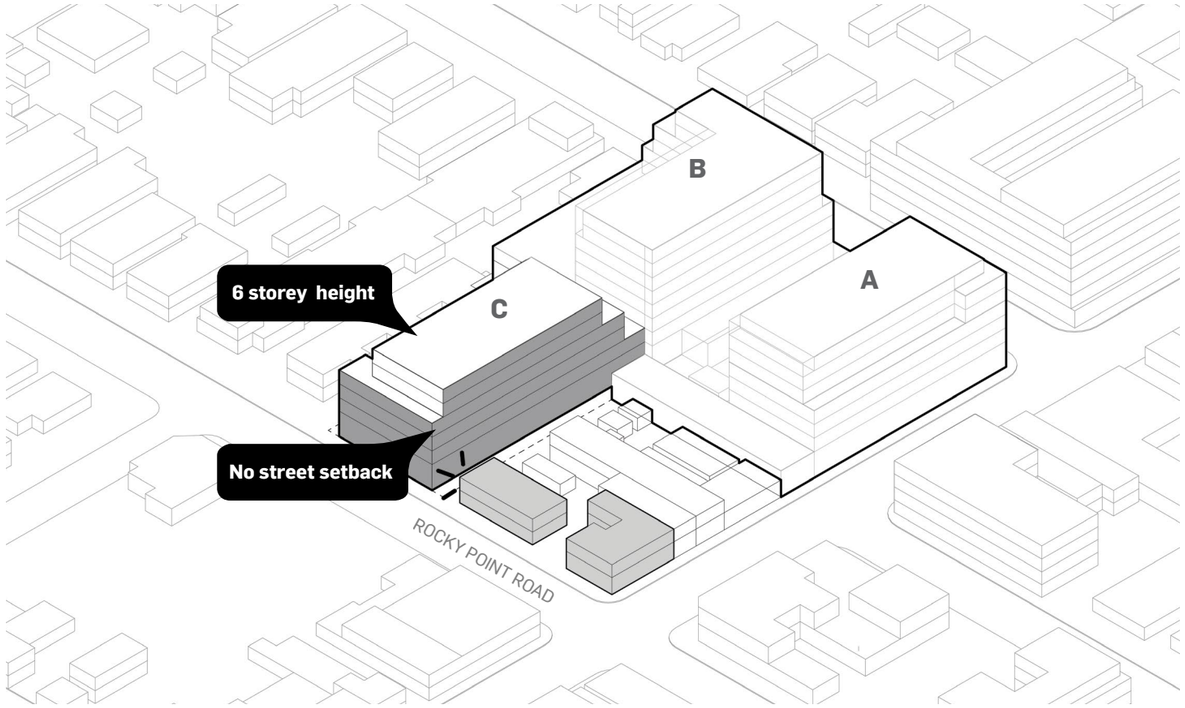
DEEP SOIL	**9.06% Deepsoil - 579 sqm**

Deep soil not achieved

Deep soil and tree planting achieved and proposed

04.02 BUILT FORM COMPARISON

04.02.05 HERITAGE RESPONSE

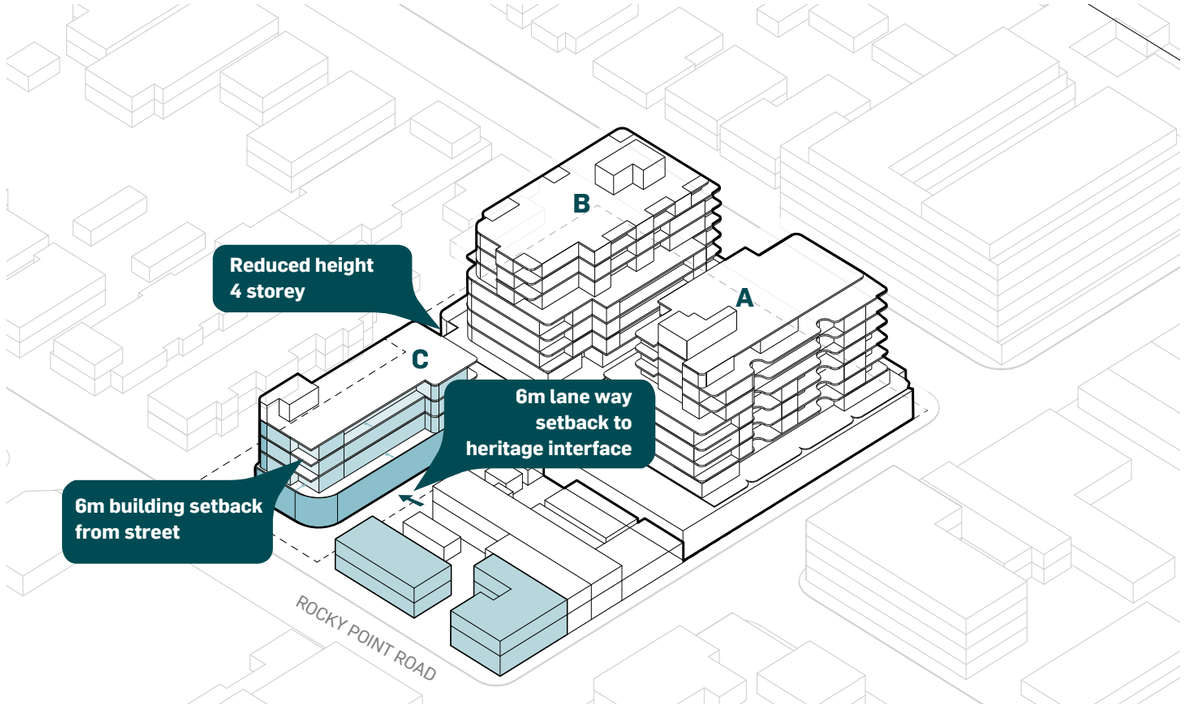


PREVIOUS PROPOSAL

04: SETBACKS - INTERFACE WITH HERITAGE

Previous Proposal: No relationship to the neighbouring heritage buildings.

Heritage character, setbacks & built form neglected



CURRENT PROPOSAL BY CHC

04: SETBACKS - INTERFACE WITH HERITAGE

Current Proposal by CHC: Proposed podium level setbacks 6m from Ramsgate Road and provides required 6m lane way to the back of the heritage interface. The Building C above has also reduced to 4 storeys in this proposal. Podium materiality across the building seeks to compliment the Art Deco Heritage character and incorporate it into the Masterplan. The façade cladding directly facing the heritage item is proposed to use acoustic blades and the loading dock entry door has been changed from a roller door to a batten sliding gate with acoustic backing. This sliding gate should be closed at all times apart from when vehicles are entering and exiting the loading dock.

Heritage setbacks, materiality, character and scale respected and included within the design.

04.02 BUILT FORM COMPARISON

04.02.06 KEY DESIGN MOVES

1. Reduced basement parking & crossover

8 crosses were removed and reduced to 2, Basement entry is proposed 7m off the western boundary on Targo Road, and the lane way entry is from Ramsgate, 6m away from the heritage buildings. The vehicular parking in the basement reduces congestion along the street. Truck movements have now been amended to no longer egress onto Targo Rd.

2. Smaller site area & reduced bulk

Along with a reduced site boundary, the overall development GFA was reduced from 24,772m2 to 16,888m2 ,for a more balanced development outcome.

3. Western boundary setbacks with landscape links

This setback was seen as an opportunity to deliver on ADG guidelines, Housing SEPP 9.06% deep soil requirements which results in an appropriate neighbourly landscape buffer with the residents to the western interface but also a lovely walkable amenity for the public pedestrians.

4. Active Podium, Finer Grain Edges & Multiple Entries

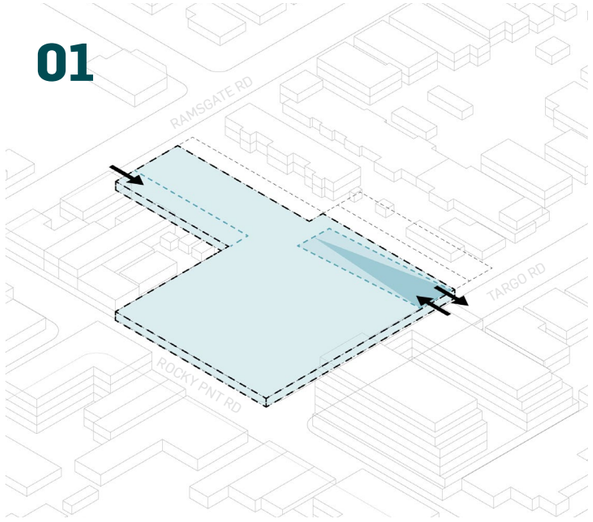
There are active edges proposed at the ground floor along the podium at 3 key interfaces, Targo and Rocky Point Road corner, and the southern edge at Ramsgate road considering the heritage form to the south corner of the site, and sensitively proposing the required 6m wide setback to the southeast boundary. These podium interfaces are also finer grain to respond in scale to the existing frontage and built fabric along rocky Point road (see street interface section 8 of the report)

5. Upper levels setback above

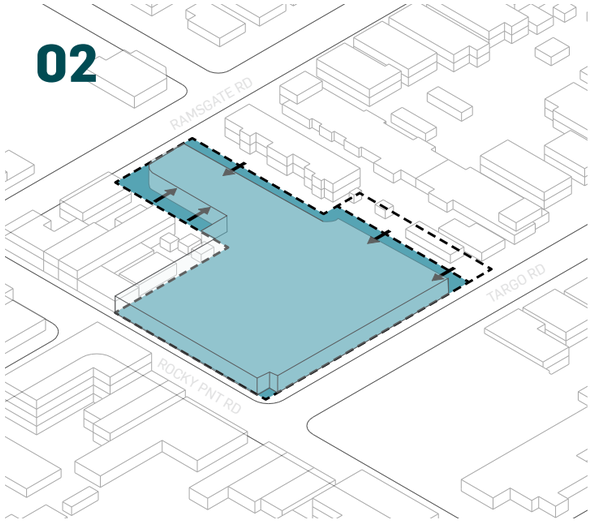
There is a minimum 5m street setback to the buildings above podium and further setback from the heritage buildings to the south at Ramsgate Road interface. The towers are further articulated vertical to give the perception of lighter mass to the built forms above

6. Celebrated amenities

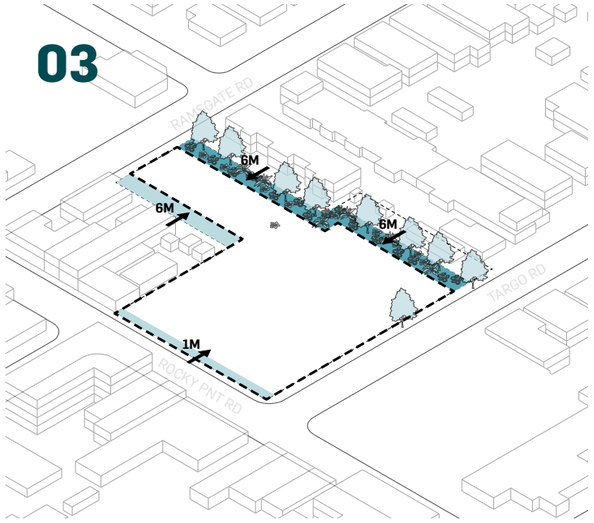
Communal areas delivered on the upper levels for residents to enjoy indoor/outdoor living and amenity, whilst capturing all the surrounding views from the upper levels.



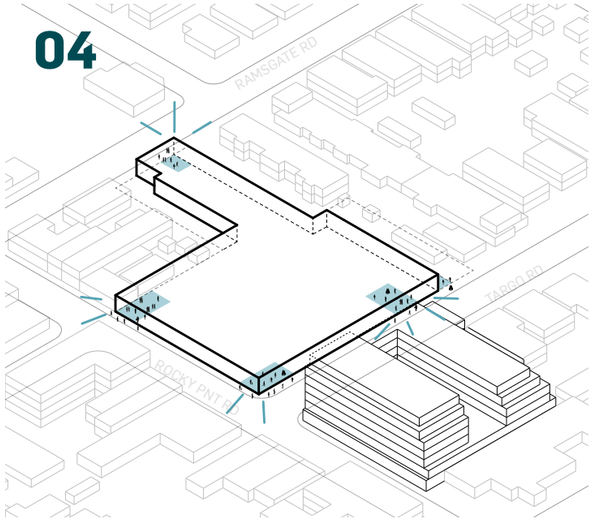
Basement below reduced to 2 levels



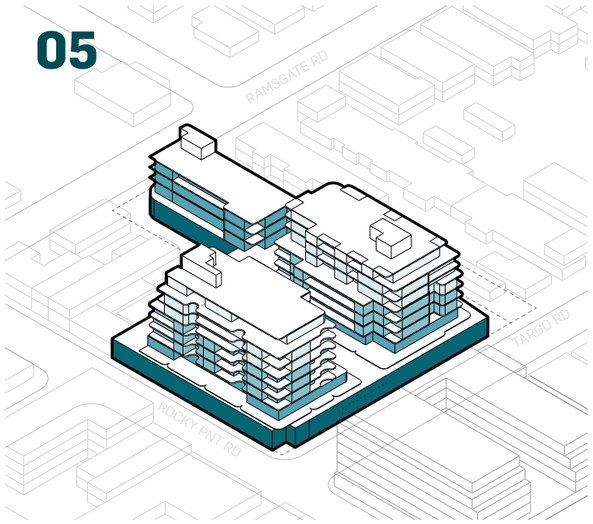
Building footprint & boundary reduced



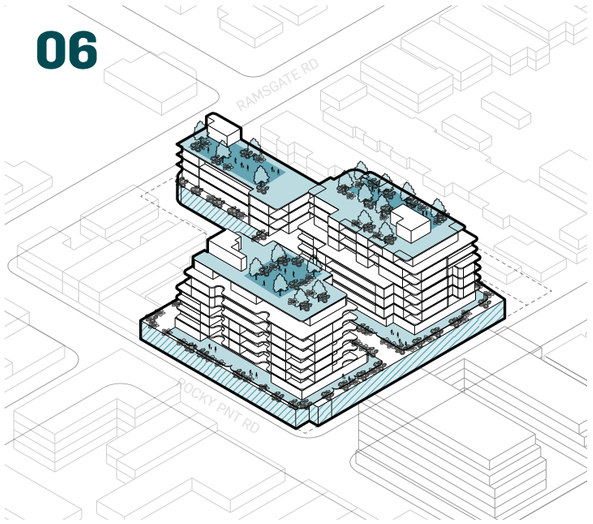
Ground floor setback presenting an opportunity for landscape links



Activated podium encouraging engagement at street frontages



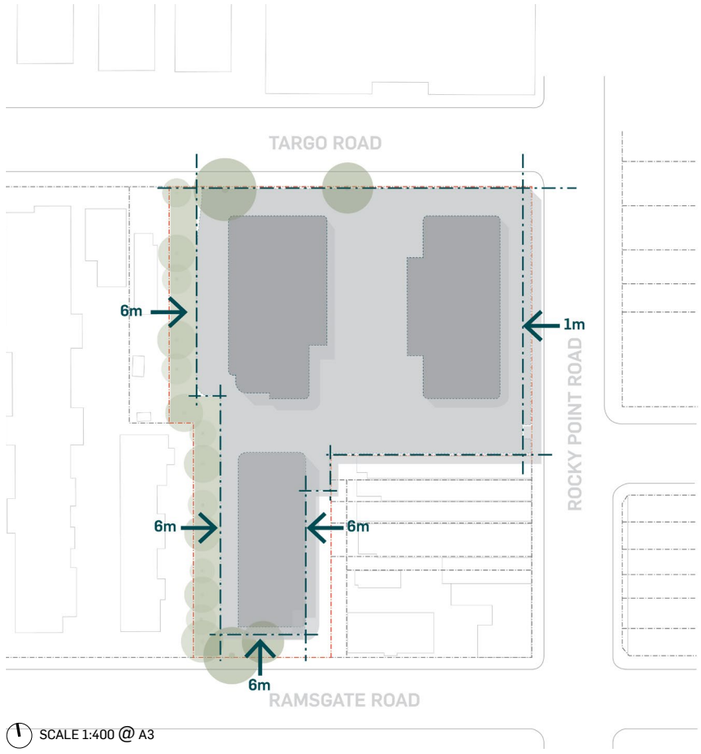
Upper levels setback above

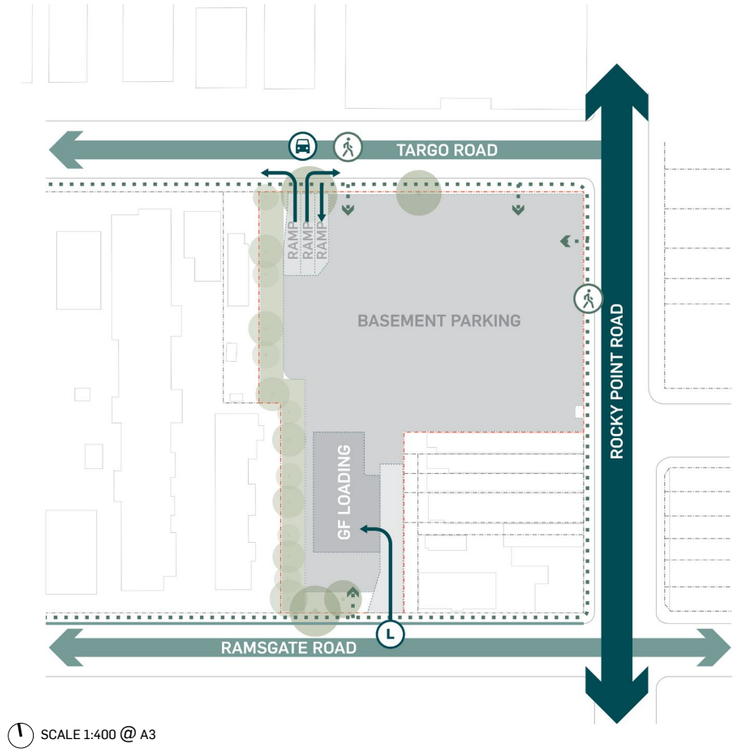


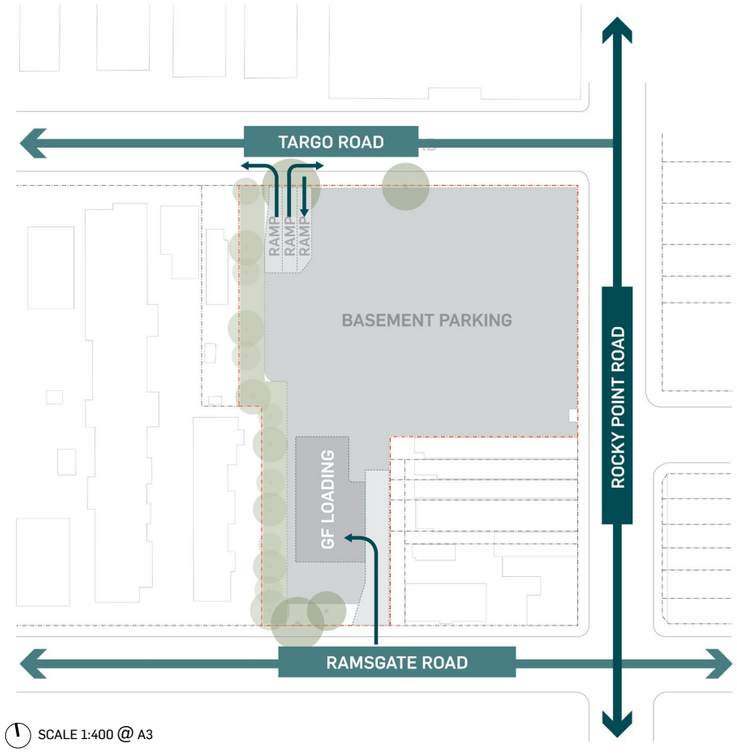
Indoor/Outdoor living and communal amenities

04.03 EVOLUTION OF THE SITE PLAN

These key design moves shown in the respective site plans should be included at the final detailed building design stage.







04.03.01 Boundary & Setbacks

In keeping with a compact environment & densification principle, the site area is appropriately offset from its boundary at the ground floor, prior to conceptual building design. To the west, the deep soil offset applies from the adjacent boundary to allow for landscaping corridor.

To the south, a 5m setback from the Ramsgate Rd and mandatory 6m Lane way is applied to the south-west boundary. To the east, a 1m setback to increase pedestrian movement is applied. The podium does build up to the boundary on Targo Rd, north and Rocky Point Road, east.

04.03.02 Road Network

The site is bounded by the existing road network on three sides, notably Rocky Point and Ramsgate Road being the higher order movement routes and Rocky Point being activated with retail in character and hence the decision to propose the activated retail entry along this road in the concept. A landscape buffer proposed along the western boundary, maximising amenities along the boundary setbacks.

04.03.03 Parking & Access

Basement parking includes 3 levels and is proposed below the built structure to remove vehicular congestion off of the street and ensuring a more positive ground floor interface, especially along Targo and Ramsgate Road. Access to the basement is proposed within the building setback to the north west on Targo Road, ensuring deep soil is still achieved to the western boundary, accomodation for guided pedestrian walkway and seating is added to this corner to avoid trafficable collissions with pedestrians. To the south, the service and loading entry can be found which is strategically setback and screened along the neighbouring interface..

04.03 EVOLUTION OF THE SITE PLAN

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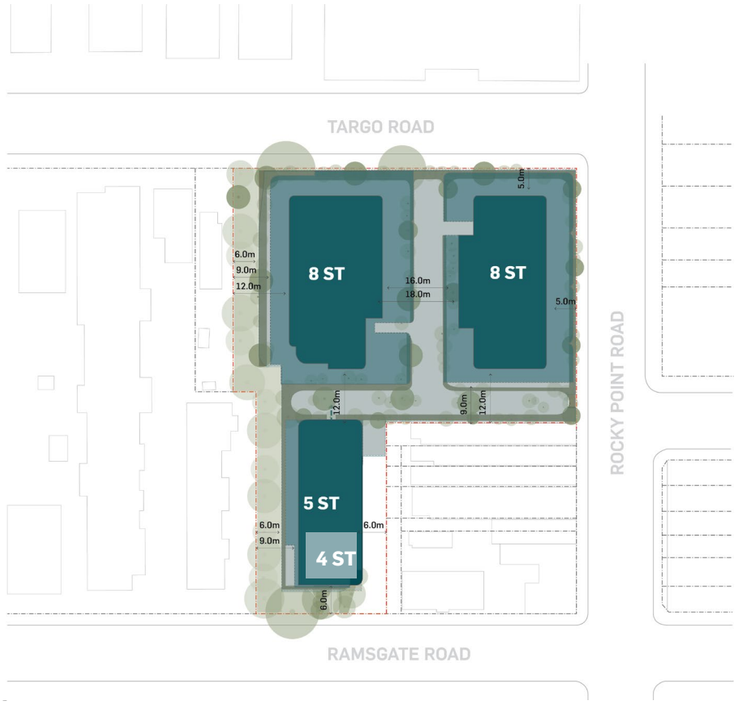
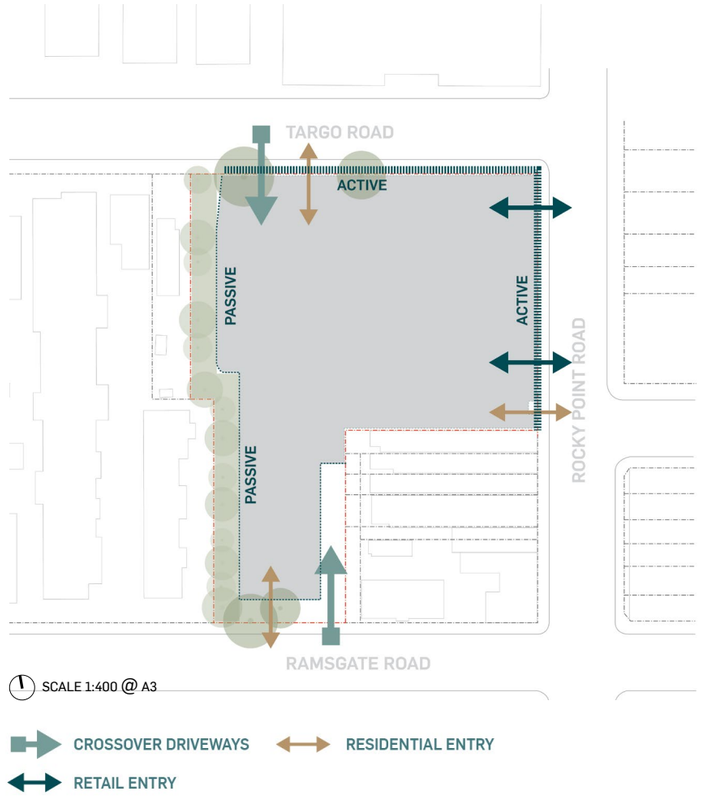




04.03.04 Building Footprints

At the ground floor the podium is setback by 6m to the western boundary, 5m to the southern boundary and 1m setback to teh eastern boundary, whilst the there are three residential towers positioned above the podium setback at varying points, ranging from a further 5m to 12m setbacks from surrounding boundaries.

04.03.05 Building Setbacks (Upper Levels)

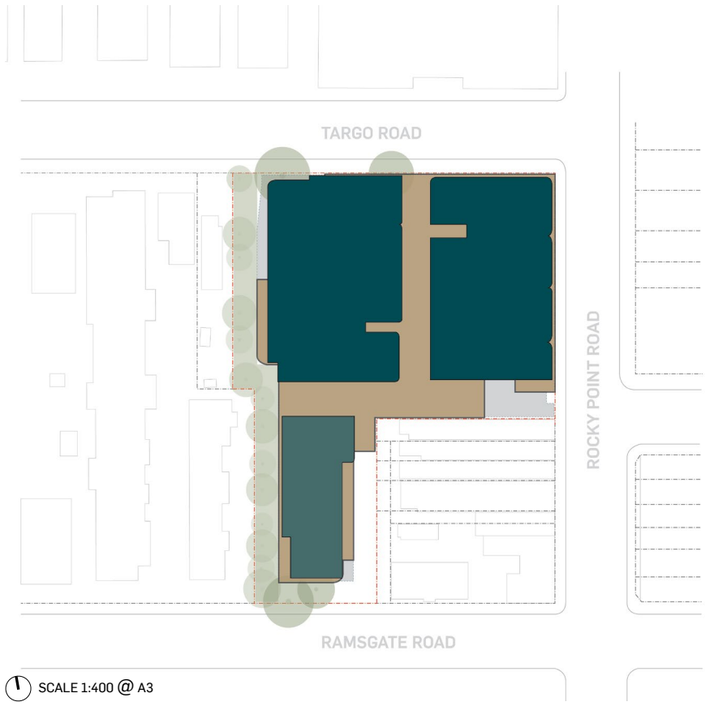
The varying heights are proposed across the three residential tower buildings proposed above the podium. The north and south towers are setback further from their western boundary with 9m -11m upto 12 m setbacks above the podium. The smaller tower to the south is 4 storey.

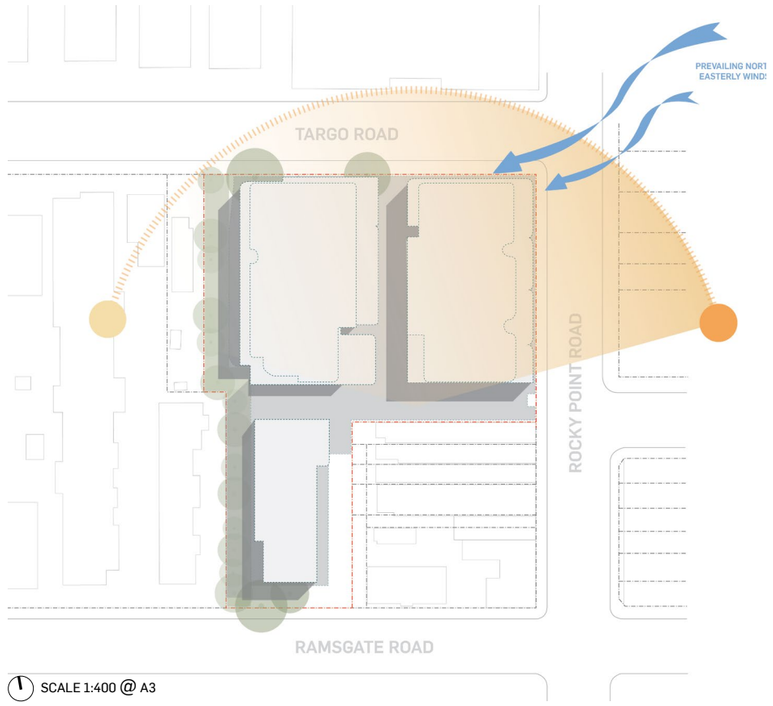
04.03.06 Edge Conditions

Following from the urban design principles, it is proposed to develop active frontages, with suitable awnings and access that is fitting to the surrounding street character. An order to building facades is proposed, with active edges or semi-active edges facing Targo Road and Rocky Point Road and less active internally facing the western deep soil planting. This will dictate the architectural form and design treatment.

04.03 EVOLUTION OF THE SITE PLAN

These key design moves shown in the respective site plans should be included at the final detailed building design stage.





04.03.07 Land Use Mix

In response to the urban design principles and place pillars of Ramsgate Village, a mix of retail, residential and recreational is proposed for the site. Retail is proposed on the ground floor along Rocky Point and Targo Road and pedestrian-focused street interface to the west. Recreational amenities are proposed for diverse resident mix on communal podium spaces and the rooftops.

04.03.08 Natural Conditions

A western offset is imposed to the built form to accommodate a deepsoil landscape planting and breathable spaces between built form and boundary, this is also considered when proposing building heights that terrace to accommodate greater solar access to the internal facing apartments. The communal podium space is sheltered from the prevailing wind by the eastern building. Communal Rooftop spaces will have stratgic landscaping strategies to provide shelter and comfort from the natural elements.

04.03.09 Open Space Network

The open space network is clearly defined, starting with a 9.06% deepsoil landscape corridor to the western boudnary which should be landscaped differently - with taller treeplanting-changing in character to the shared communal spaces above the podium. The distinctions inform the nature of landscaping and both hard and soft elements.

05

VISION & PLACEMAKING PRINCIPLES

05.01 ESTABLISHING DESIGN PRINCIPLES

Building upon the key gateway site, the development will establish the role of Ramsgate as a local centre, transitioning from a village.

The vision for the centre is to create a premier multi-residential urban center between major intersections, establishing a symbiotic relationship with its surroundings.

This is envisaged through vibrant street-level retail, seamless connections to the surrounding neighbourhoods a grand arrival experience at Ramsgate and Targo Road, and enhanced legibility for the surrounding residential neighbours.

FIG. 30 VISUAL ARTISTIC IMPRESSION

05.02 PLACEMAKING PILLARS

Designing a place with a strong sense of identity is crucial for the quality of urban place-making and design as it fosters a sense of attachment, belonging, and pride among the community.

When a place has a clear and distinct identity, it becomes more than just a physical space; it becomes a reflection of the community's values, history and aspirations.

This sense of identity creates a unique character that sets the place apart, attracting people, fostering social interactions, and promoting a sense of ownership and stewardship. It contributes to the overall livability and vibrancy of the urban environment, enhancing the well-being and quality of life for its residents and visitors.

This site proposes a strong place identity that can serve as a catalyst for economic development and social cohesion between residents, making it a vital aspect of creating successful and sustainable urban spaces. For Ramsgate, four key place pillars are established for the development and which informs the proposed concept design;

- **A gathering place**
- **Fine grain heritage response**
- **Landscaped Amenity**
- **Bringing Retail to the street**

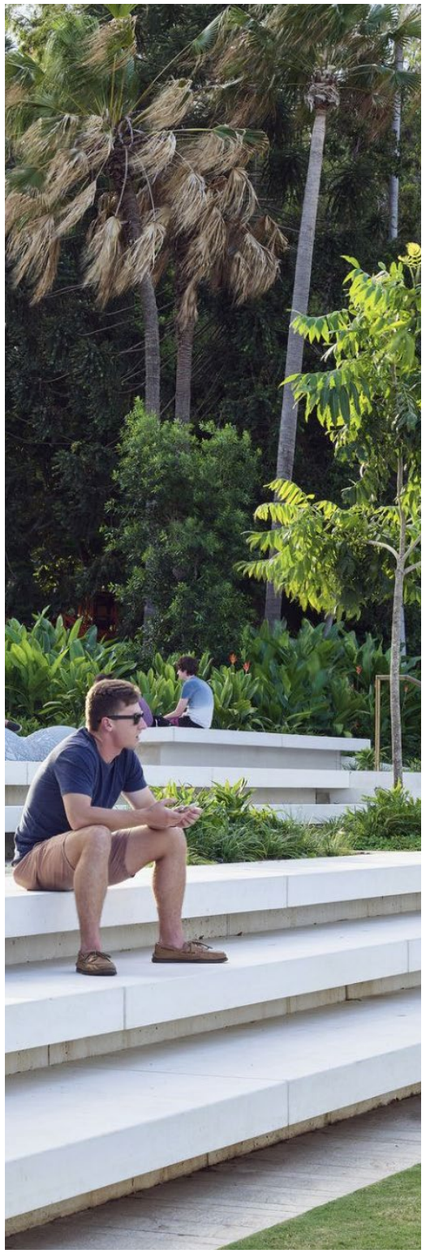


FIG. 31 A GATHERING PLACE

Establish a key deep soil landscape corridor to break down an impermeable super block, promoting internal residential pedestrian flow and fostering desirable amenity throughout the site and creating public activity nodes to the north and south.

This initiative aims to create a distinctive green boundary, enhancing visibility for residents and neighbours as an anchoring pillar to the site while creating activation nodes for the community

FIG. 32 FINE GRAIN HERITAGE RESPONSE

A crucial aspect of place-making involves a thoughtful response to the surrounding context, particularly the nuanced heritage character within Ramsgate.

This entails crafting an engaging building frontage that is intelligently designed and fragmented, creating the illusion of a more intricate texture that is sensitive and appropriate.

FIG. 33 LANDSCAPED AMENITY

Optimising site setbacks by incorporating landscaped opportunities at the ground floor serves to elevate the pedestrian and public realm experience. This approach not only softens the harsh urban edges but also contributes to the overall enhancement of the greater green corridor.

These micro connections, integral to the localised place design, play a pivotal role in fostering a sense of community and design cohesion.

FIG. 34 BRINGING RETAIL TO THE STREET

Diverse residential living options and shared amenities are key place making pillars that promote convenience, livability and social cohesion across a community.

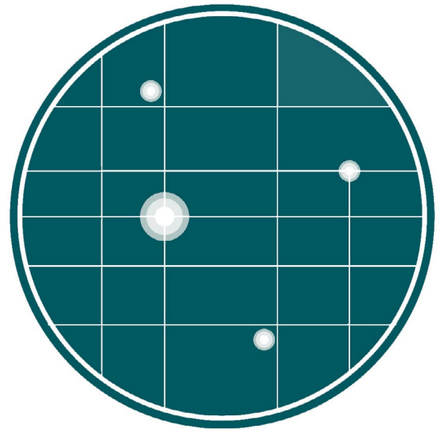
By incorporating retail elements at the ground floor, the site creates a vibrant and inclusive community that enhances retail experiences for everyone in the neighbourhood.

05.03 URBAN DESIGN PRINCIPLES

Establishing urban design principles that respond to the established place-making pillars is essential as they dictate the design, ensuring a high-quality space, cohesive relationship between buildings and the public realm, and alignment with the site's unique characteristics and buildings primary design needs.

ACTIVITY NODES | WESTERN LANDSCAPE ZONE

The site should prioritise community connectivity and permeability with its surroundings, promoting cohesion through effective activity nodes to the 3 key corners of the site. Creating these gathering spaces will ideally ensure a large development parcel is appropriately located to allow for resident and neighbour tranquility and interaction.

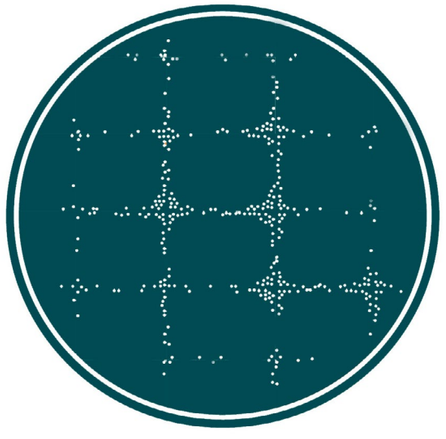


GATEWAY CORNERS | RAMSGATE & TARGO INTERFACE

The legibility of a site is enhanced through the inclusion of a visual gateway building at key intersections, a visually distinct and recognizable landmark that aids way-finding, fosters a sense of place, and effectively guides users within the urban context of Ramsgate.

CHARACTER & IDENTITY | HERITAGE DESIGN ELEMENTS

Inherent to the urban design principles of this site is the emphasis on character and identity. Expanding on the place pillar of finer grain retail streets that are both active and well-suited in scale, it is equally imperative to harmonize the local character with a distinctive space that resonates with a resident of Ramsgate. This consideration should guide the design of facades, both active and passive fronts, ultimately contributing to an overall enhanced visual experience.



DENSIFICATION | RESIDENTIAL LIVING ABOVE

Densification and a balanced distribution of densification are important principles for this site. By providing a mix of apartment types, amenities, and services, and fostering social interaction, densification creates walkable and inclusive neighbourhoods. It also reduces urban sprawl, encourages sustainable transportation, and supports economic vitality, contributing to the overall livability of the area.

06

ARCHITECTURE FORM & DESIGN EXCELLENCE

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06.01 DESIGN EXCELLENCE

In terms of design excellence this revised proposal has sought to sincerely improve the building aesthetic outcome despite being at planning proposal stage and deliver a balanced distribution of densification whilst aiming to improve the overall perception of reduced scale and height.

This was achieved through proposing building separations from the podium at street interface with the buildings above. Applying vertical and horizontal setbacks to the built form and delivering on privacy at critical sight lines.

Paying respects to the Art Deco heritage design

The podium pays homage to the Art Deco Heritage buildings neighbouring the site by complimenting the existing brickwork in facade materiality, scale, proportion and the alignments of geometry in the building.

Proposing lighter design elements above

The three residential buildings seek to lightly blend in and integrate above the podium - instead of compete- by proposing lighter material elements that capture the surrounding coastal environment.

Delivering more landscaping

To aid further integration, visual privacy, and site beautification additional landscaping elements to communal and public spaces were accounted for in the concept design.

FIG. 35 | ARTIST IMPRESSION OF SITE

06.02 MASSING FORM & SETBACKS

06.02.01 BUILDING HEIGHTS

The building proposes two key massing forms, the podium at ground floor and seperationof three separate buildings above. Each building is setback and shaped according to it's role in the development and relationship to the surrounding context.

Policy sentiment towards increased densification

Outlined in the policy section and future housing strategy for the area, the concept proposal has sought to deliver increased densification across a consolidated site. The proposal does not exceed 8 storeys. Notably, there are taller developments further north, reaching up to 29m and 33m (10 storeys). This suggestsprecedent for increased height and density in a local centre context. This ultimately requires an increase in height.

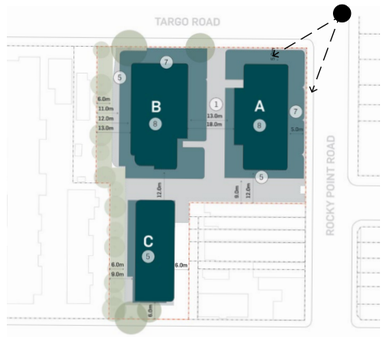
The proposed built form remains sensitive to the existing surrounds with appropriate setbacks and storeys, respecting lower-density residents to the west, the heritage buildings to the south and retail activity at street interface, east and north. Notwithstanding vertical separation to the residential massing.

Delivering supermarket to residents on-site

Localising convenience, a walkable neighbourhood and sustainable development principles, the proposal includes a retail on-site, below the increased residential offering. This supermarket would help to address the need for local convenience retail within a growing community.

Providing celebrated public amenities for a denser urban environment

In keeping with the sites' vision and design principles, celebrated communal amenities proposed to the shared spaces for residents ensure that the residential intensification and subsequent height remains liveable.



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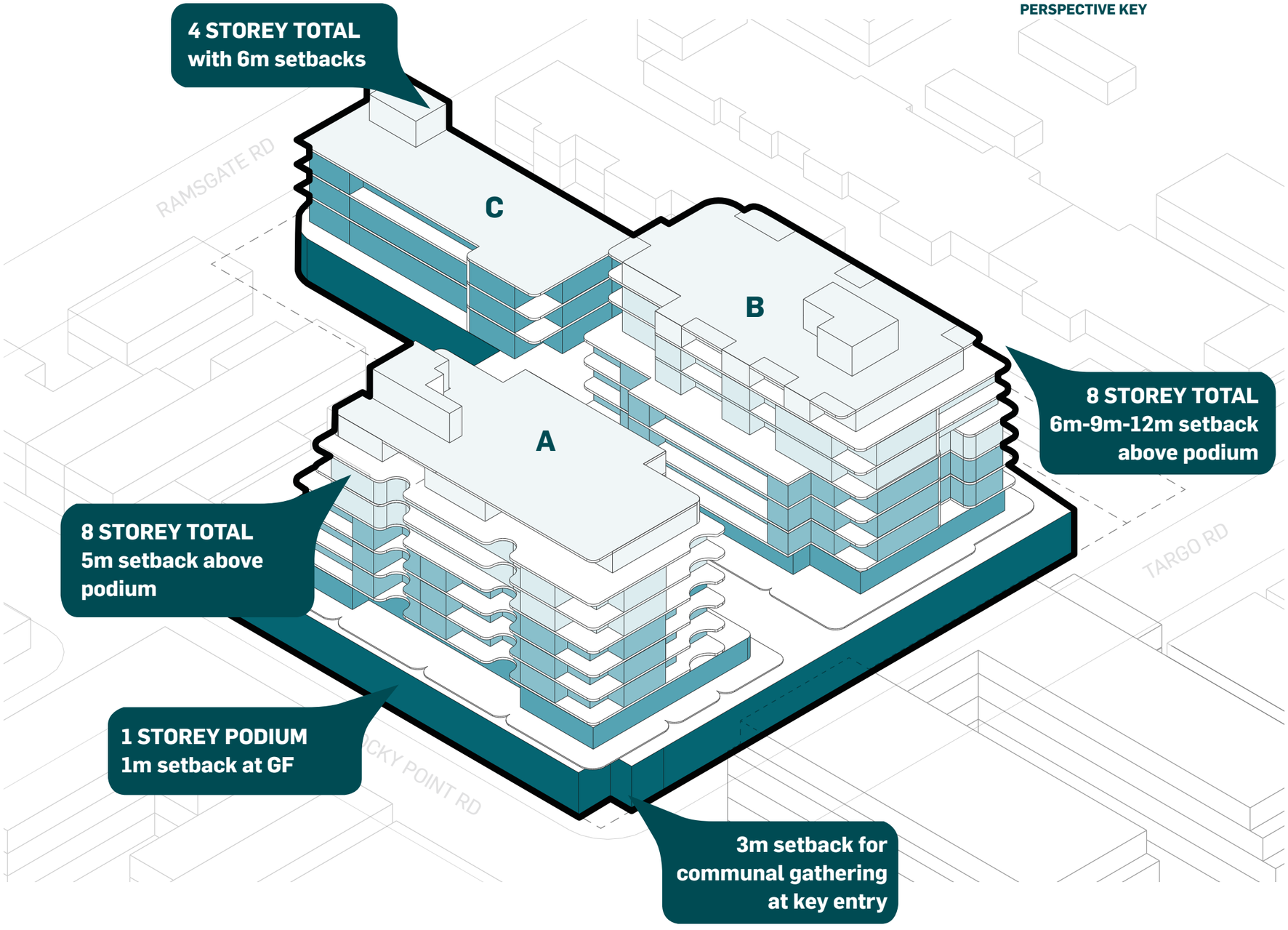


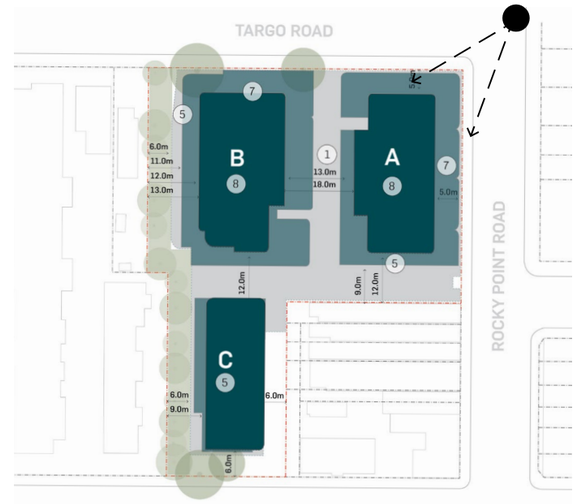
FIG. 36 MASSING PERSPECTIVE OF HEIGHTS

06.02 MASSING FORM & SETBACKS

06.02.02 BUILDING HEIGHTS

FIG. 37 GENEROUS BALCONIES PROVIDED ON UPPER LEVEL SETBACKS

FIG. 38 LANDSCAPED SEPARATION FROM PODIUM TO RESIDENTIAL ABOVE



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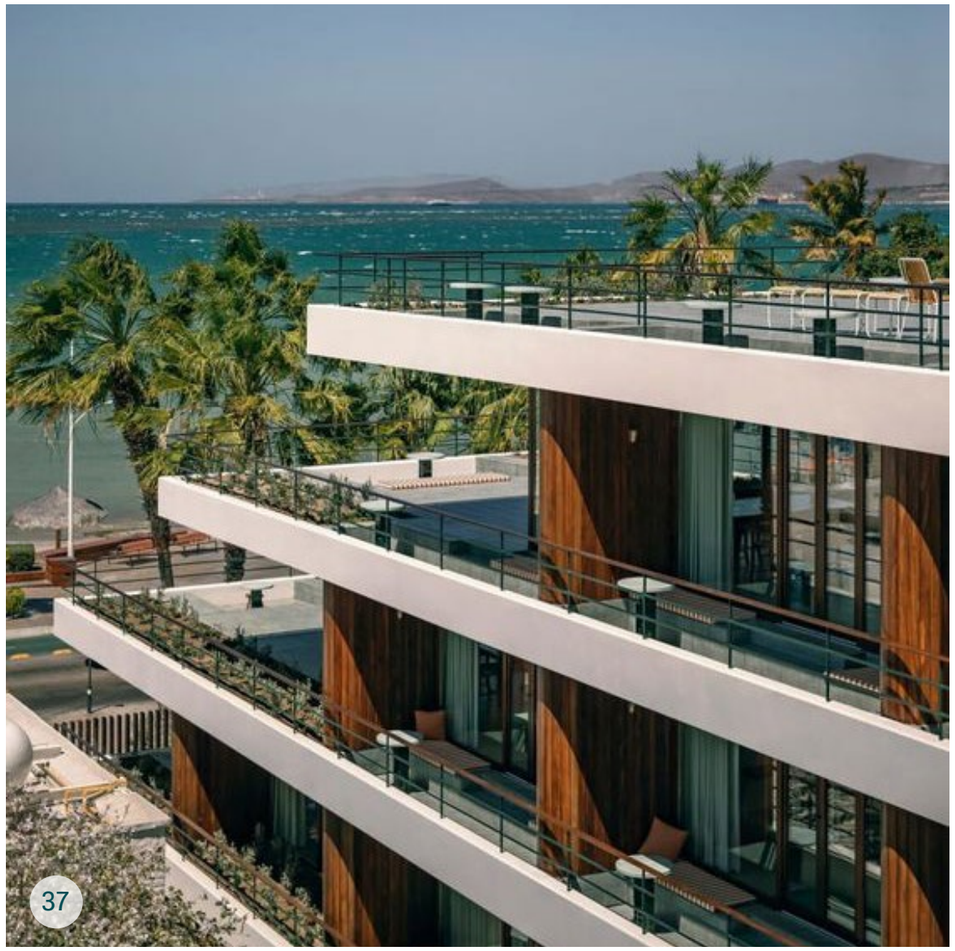

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06.03 AMENITY OFFERING

06.03.01 PUBLIC OPEN SPACE

The building proposes clear distinguishable deep soil planting offering, anchored by north and south activity nodes as shown in the respective illustration, demonstrating an opportunity to provide amenity for Ramsgate pedestrians into the landscaping design of the site.

Achieving 9.06% Deep soil for meaningful landscaping.

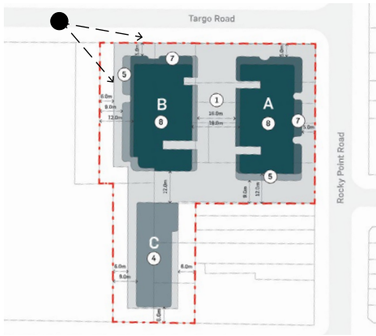
The concept design maximises the opportunities of requested council setbacks to the western boundary for deep soil planting.

Providing gathering places for the public.

Community connectivity and permeability with its surroundings is promoted through cohesive activity nodes to the 3 key corners of the site. Creating these gathering spaces will ideally ensure a large development parcel is appropriately located to allow for resident and neighbour tranquility and interaction.

Deep soil planting that assist with screening and passive privacy.

Creating a breathable green space between built form at ground floor interface that screens residents from one another along the western interface, ensures a sense of privacy between both residents and pedestrians.



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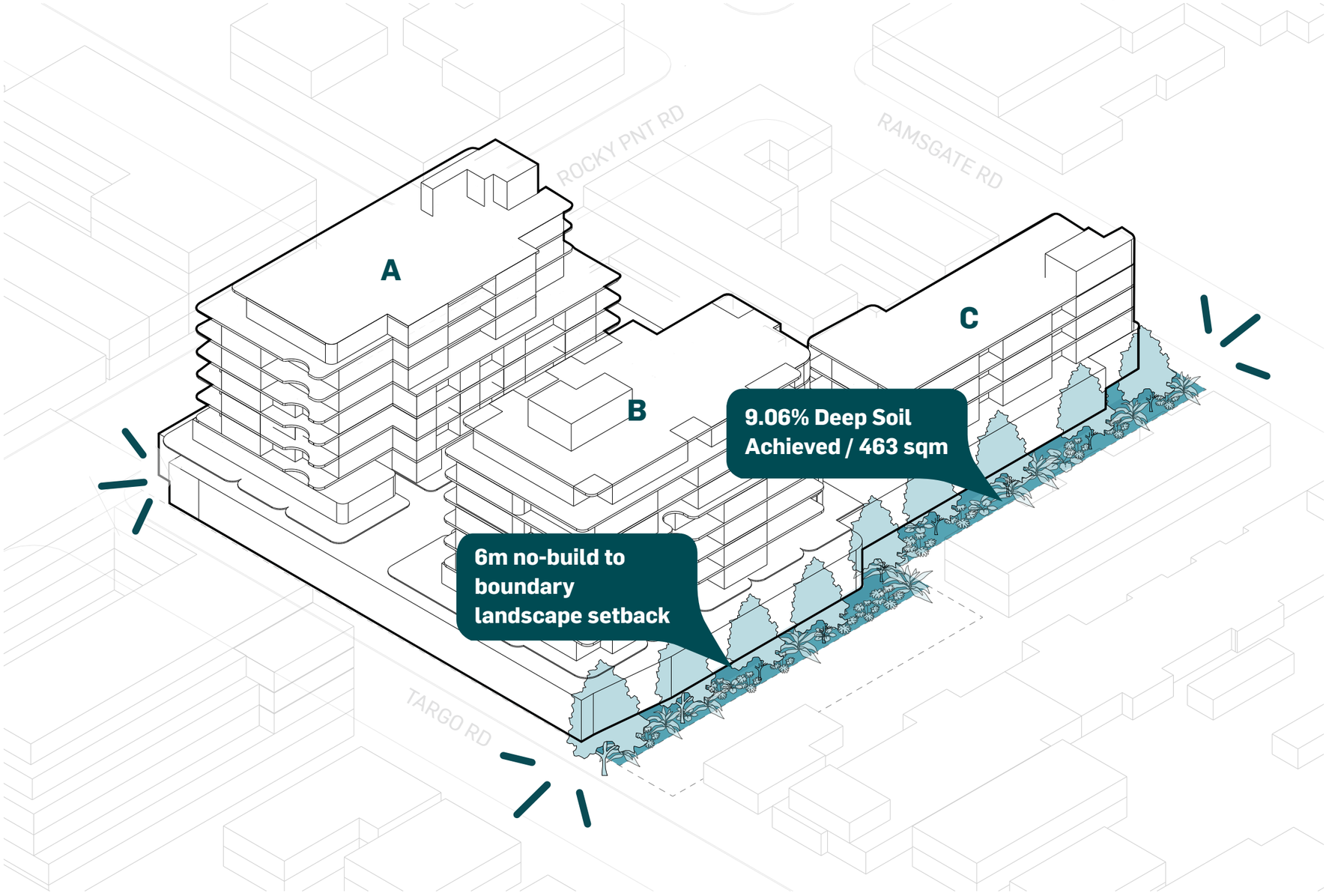


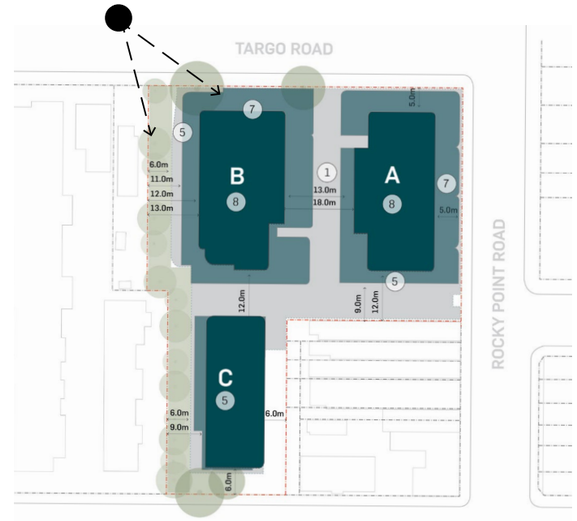
FIG. 39 MASSING PERSPECTIVE OF GREEN LINK SPACES

06.03 AMENITY OFFERING

06.03.01 PUBLIC OPEN SPACE

FIG. 40 VARIATION TO HEIGHT IN THE LANDSCAPE FOR PASSIVE SCREENING

FIG. 41 OUTDOOR TIERED SEATING AREA FOR PUBLIC PEDESTRIAN USE



PERSPECTIVE KEY

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06.03 AMENITY OFFERING

06.03.02 PRIVATE & COMMUNAL SPACES

The proposal seeks to deliver communal open spaces for residents of the development by using rooftops as recreation and landscaped areas.

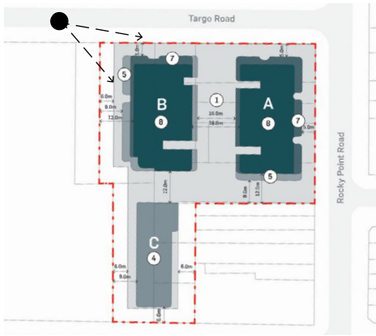
Whilst the western edge at ground floor provide quality amenities, the upper levels of the conceptual design deliver communal celebrated spaces for future residents.

Delivering landscaped walkways for residents between buildings above

Communal open spaces propose landscaping features above the podium, providing green connections between the residential buildings.

Providing personalised communal amenities for individual buildings

Landscaped rooftops provide green connections between the residential buildings, and can be adapted to each building's specific design and character.



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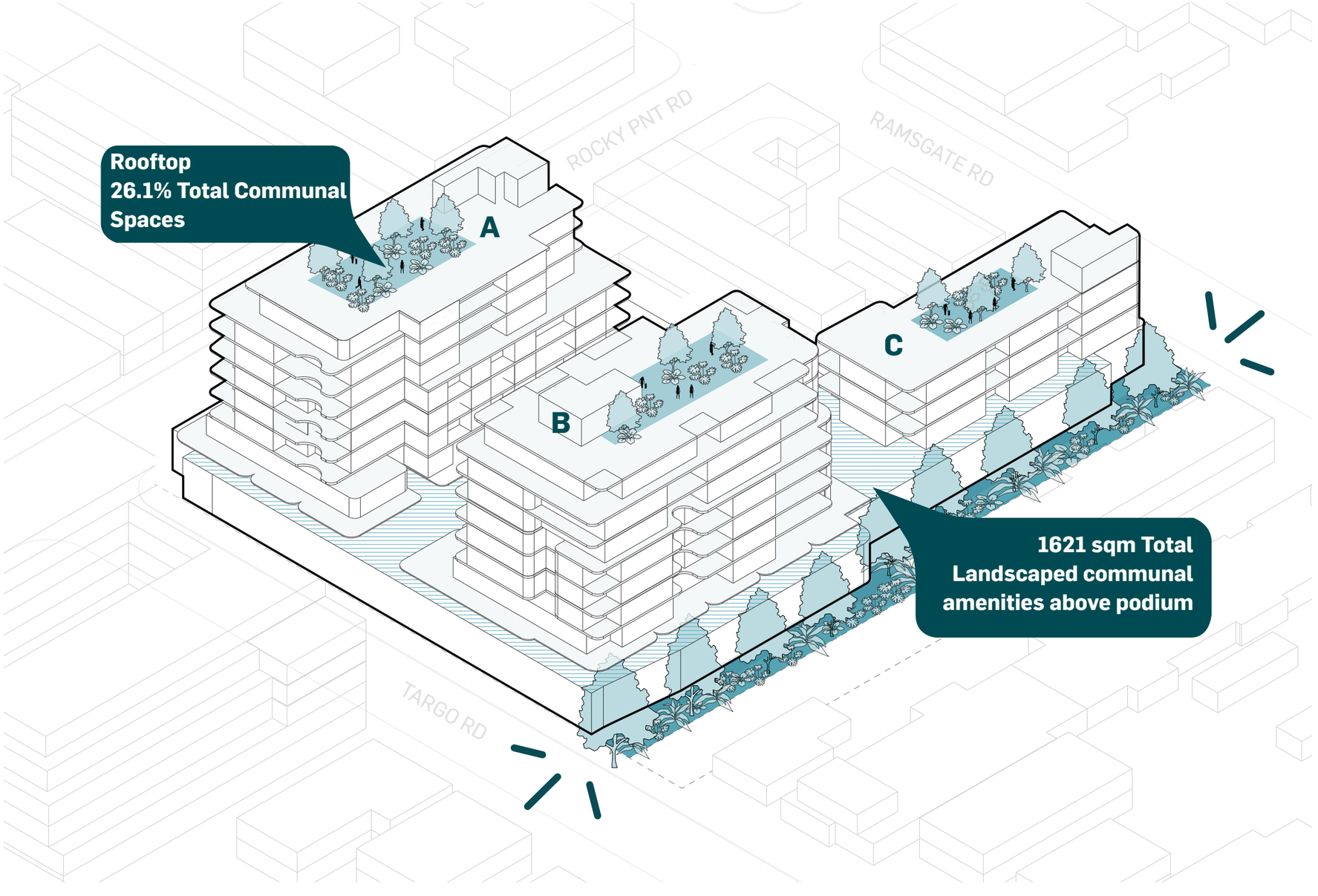


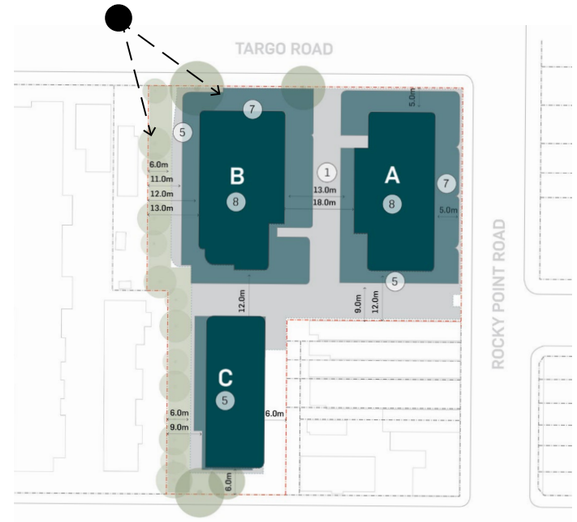
FIG. 42 MASSING PERSPECTIVE OF COMMUNAL SPACES

06.03 AMENITY OFFERING

06.03.02 PRIVATE & COMMUNAL SPACES

FIG. 43 UNIQUE BALCONIES WITH OPPORTUNITY FOR LANDSCAPING

FIG. 44 SEASONAL LANDSCAPING FOR FEATURE VIEWS FROM THE STREET



PERSPECTIVE KEY

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06.03 AMENITY OFFERING

06.03.03 LAND USE MIX

The proposed conceptual layout of the building introduces a range of residential unit typologies to the buildings above the podium. Whilst the podium delivers a retail focus that gives back to the street interface.

Designing for diverse residents

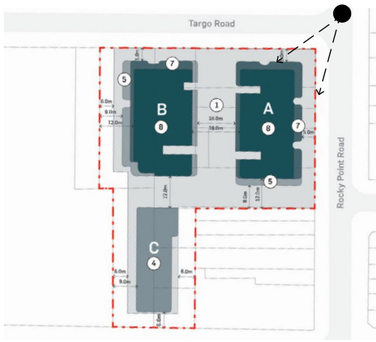
The diversity of the residential units promote inclusivity by catering to a varied tenant mix.

Designing for the street

The inclusion of a retail supermarket proposed on the ground floor enhances the building's appeal to the public, creating a vibrant and inviting atmosphere.

Designing for activation & passive surveillance

The rooftop amenities located above buildings provide a vibrant temporal activity to the upper levels of the building.



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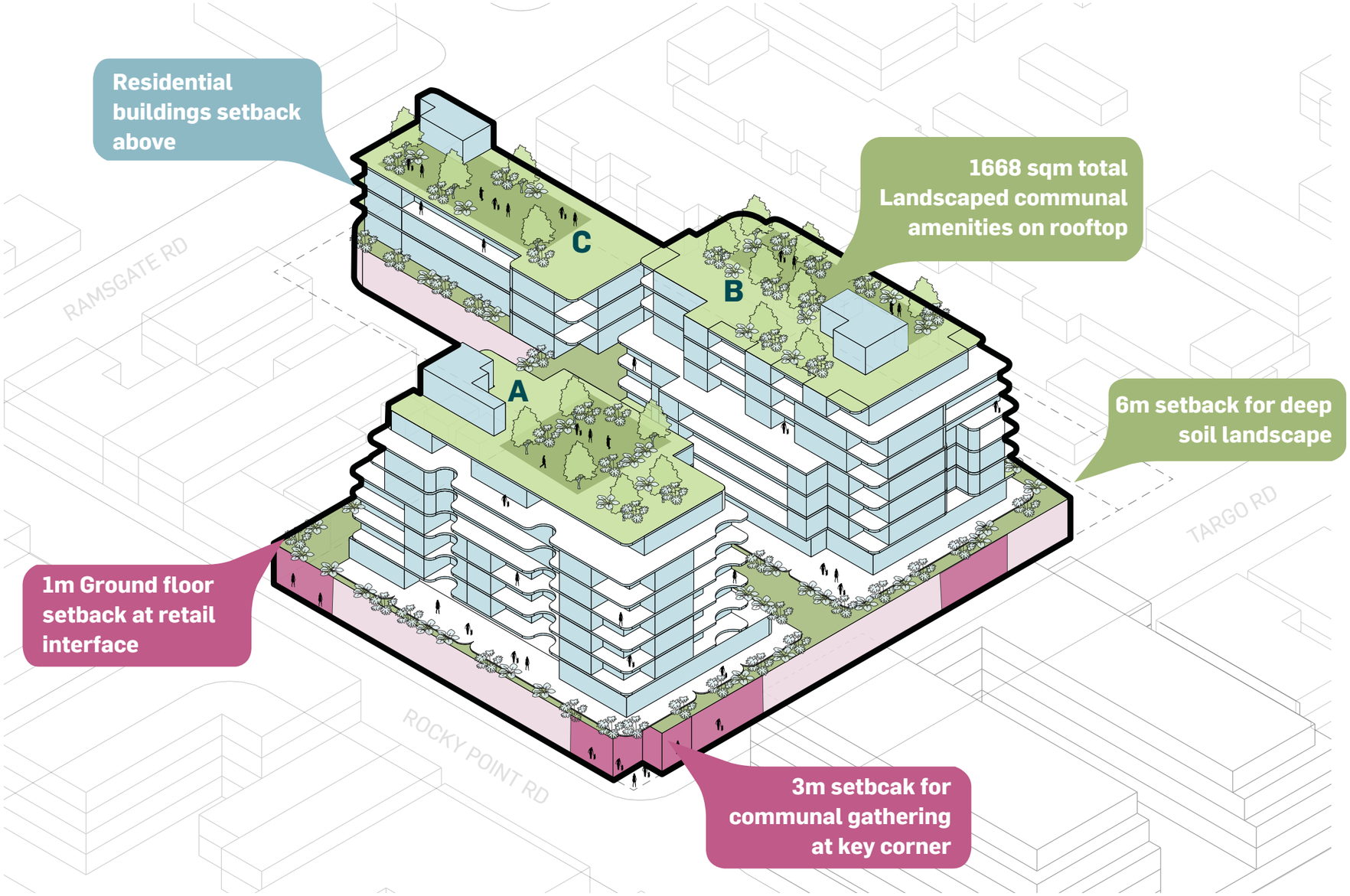


FIG. 45 MASSING PERSPECTIVE OF VARIED PROGRAM TYPOLOGY

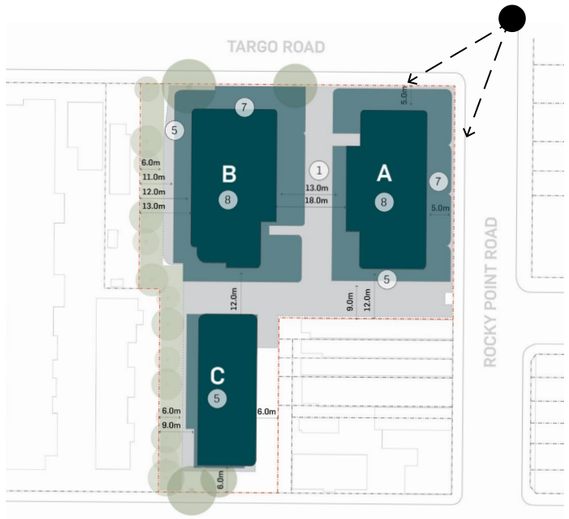
06.03 AMENITY OFFERING

06.03.06 LAND USE MIX

FIG. 46 TIERED RESIDENTIAL LIVING WITH LANDSCAPES EDGES & ROOFTOPS WITH COMMUNAL OPEN SPACES

FIG. 47 ACTIVATED RETAIL WITH BUILDING CANOPIES BELOW RESIDENTIAL

FIG. 48 ACTIVE GROUND FLOOR RETAIL INTERFACE WITH LATERAL CANOPIES FOR FINER GRAIN SCALE DIVISIONS, APPROPRIATE MATERIALITY TO RESPOND TO SURROUNDS



PERSPECTIVE KEY

06.04 FRONTAGE CONDITIONS

06.04.01 FRONTAGE TYPES

The concept aims to balance both active and passive street frontages, based on the character of the surrounding streets.

Providing active frontage that is intentional

The active frontages are proposed at key entrances such as the residential lobbies and retail entrances that also engage directly with the community through their functions, fostering a vibrant streetscape. They are also located at key visual corners and sight lines, assisting legible purpose.

Delivering passive frontage that are positive

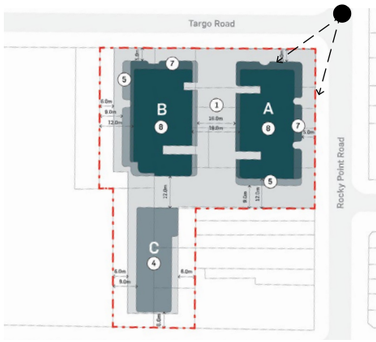
The podium design to the building has proposed a balanced distribution of passive frontage which contributes to the overall aesthetic quality of the building and the surrounding public spaces, creating a cohesive and visually appealing urban landscape. These can be found adjacent to primary entrances that still provide visual connection to the inside of the retail.

Creating Key Nodes of Activity at Primary Corners

The corner of Targo and Rocky Point Roads is one of 3 key corners of our site that we are now treating as activation nodes for pedestrians and interaction with 3m setback at the corner.

The second node is the public seating area/gathering space to the north of the Deep Soil Planting Zone on Targo Rd.

The third is to the south of the Deep Soil Planting Zone and the intention is again to provide additional planting along Ramsgate rd where previously there was hard paving. The additional seating provided will also aide in allowing local residents a waiting area for the nearby bus stop in front of the Heritage building 'Roma' which is only serviced by a park bench currently.



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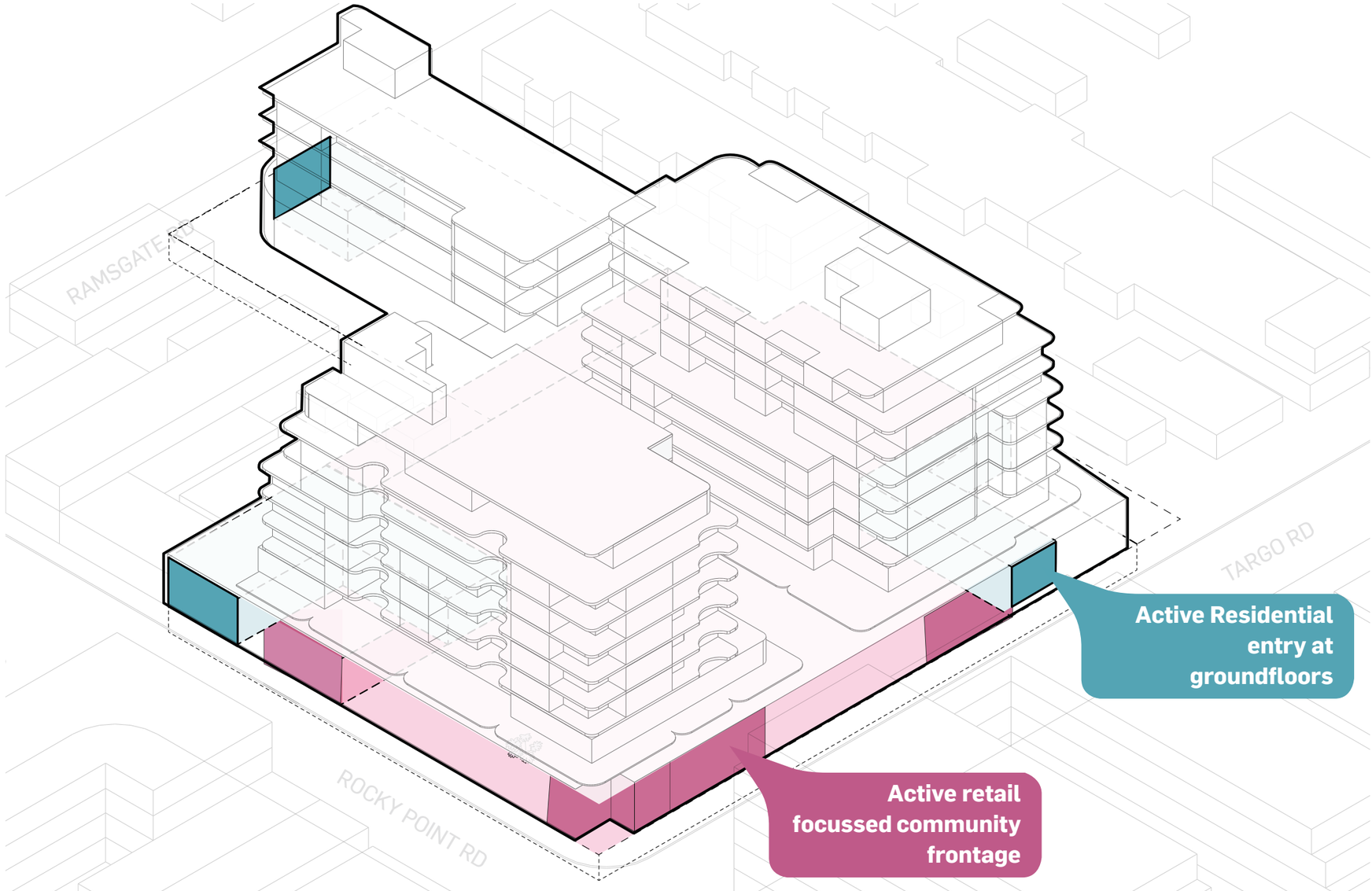


FIG. 49 GROUNDFLOOR FRONTAGE TYPES

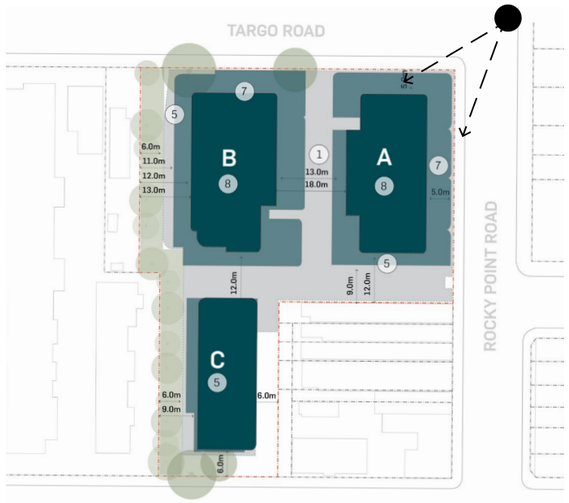
06.02 MASSING FORM & SETBACKS

06.02.04 FACADE TREATMENT

FIG. 50 VERTICAL PRIVACY SCREENS THAT VERTICALLY FRAGMENT THE FACADE MASS

FIG. 51 UNIQUE FRONTAGE AND ENTRANCES AT KEY INTERFACES

FIG. 52 FEATURE BRICKWORK TYING INTO THE EXISTING HERITAGE LANGUAGE OF NEIGHBOURING SITES



PERSPECTIVE KEY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07

ENVIRONMENTAL PERFORMANCE

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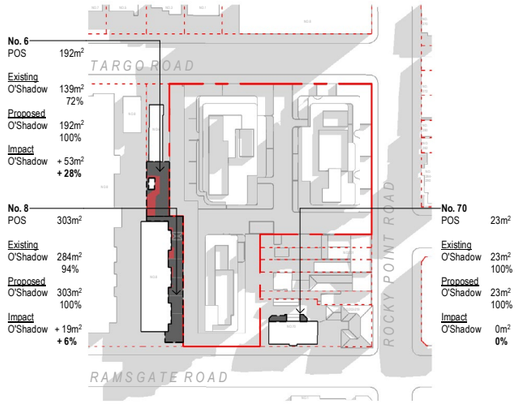
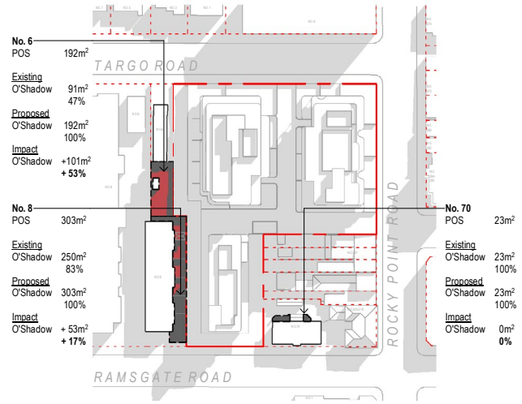
07.01 SHADOW STUDY

07.01.01 SOLAR STUDY ONTO NEIGHBOURING PROPERTIES COMMUNAL SPACE

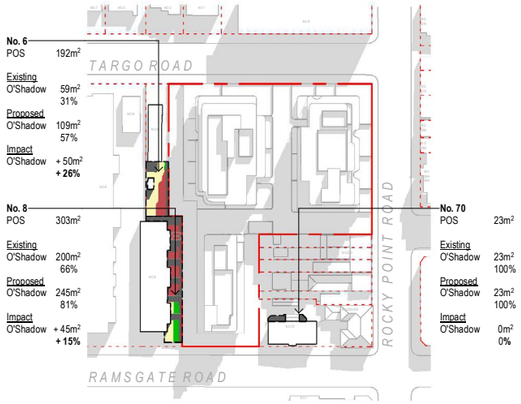
The shadow diagrams depict the resulting shadow impact of the proposed development during winter solstice, June 21, between 9 am and 3 pm on neighbouring properties and their solar access.



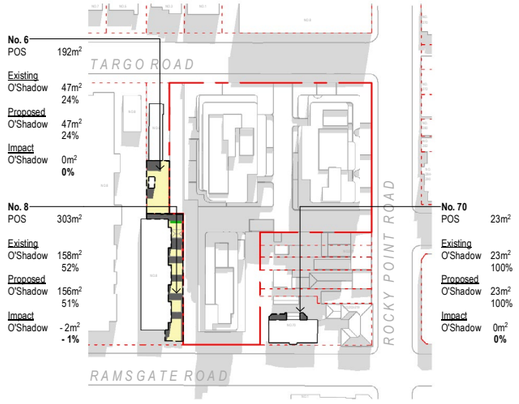
Neighbour Overshadow Plan - 21 June @9am



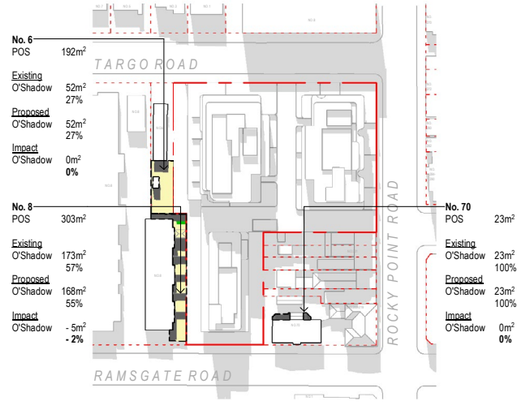
Neighbour Overshadow Plan - 21 June @10am



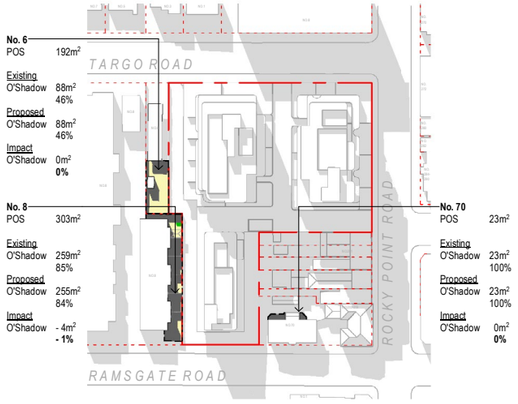
Neighbour Overshadow Plan - 21 June @11am



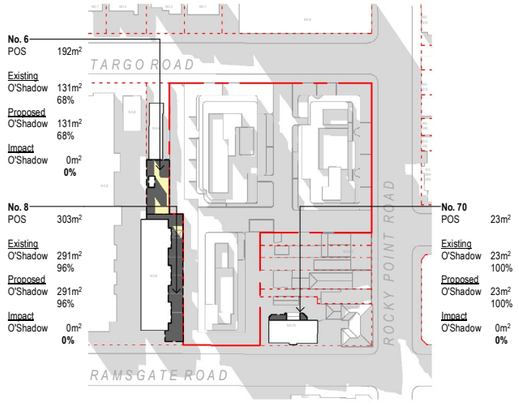
Neighbour Overshadow Plan - 21 June @12pm



Neighbour Overshadow Plan - 21 June @1pm



Neighbour Overshadow Plan - 21 June @2pm



Neighbour Overshadow Plan - 21 June @3pm

Legend - Overshadow to Neighbouring Properties

- EXTENT OF PRIVATE OPEN SPACE OF NEIGHBOURING PROPERTIES AT GROUND LEVEL.
- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY EXISTING CONDITIONS.
- EXTENT OF DIRECT SUNLIGHT ONTO PRIVATE OPEN SPACE OF NEIGHBOURING PROPERTIES BY PROPOSED STRUCTURES.
- EXTENT OF ADDITIONAL SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES.
- EXTENT OF REDUCED SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES.

NOTE:
- EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL
- PROPERTY FENCES (1.8M HIGH) ARE INCLUSIVE OF CAST SHADOWS OF EXISTING OR PROPOSED CONDITIONS

Overshadow to Neighbouring Properties

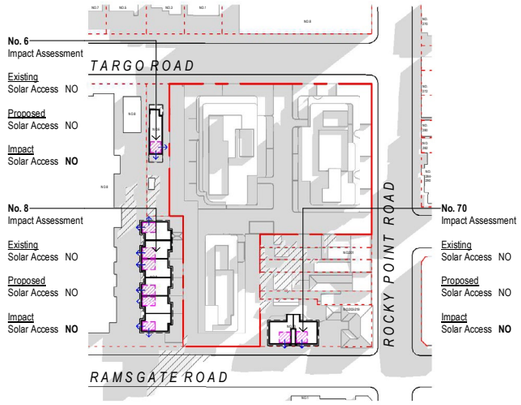
LOT NO.	09:00		10:00		11:00		12:00		13:00		14:00		15:00		SOLAR ACCESS (HRS)		COMPLY (Y/N)		VARI-ATION (HRS)	AVG. VARI-ATION / HR (%)
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED		
6															3	2			-1	15
8															0	0			0	6
70															0	0			0	0

NOTE:
SOLAR ACCESS COMPLIANCE HAS BEEN DETERMINED BY ACHIEVEMENT OF 2 HOURS MIN. DIRECT SUNLIGHT ON 21 JUNE, WITH 50% MIN. DIRECT SUNLIGHT TO PRIMARY PRIVATE OPEN SPACE PER HOUR

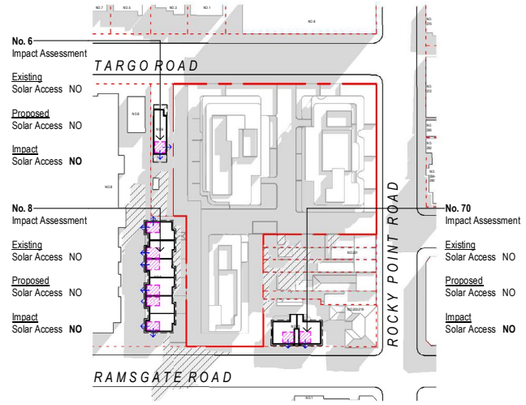
07.01 SHADOW STUDY

07.01.02 SOLAR STUDY ONTO NEIGHBOURING PROPERTIES INTERNAL SPACE

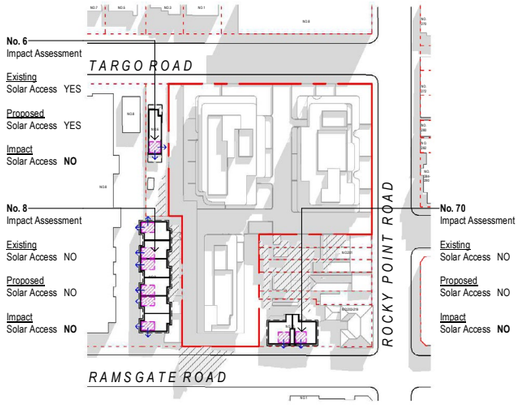
The shadow diagrams depict the resulting shadow impact of the proposed development during winter solstice, June 21, between 9 am and 3 pm on neighbouring properties and their solar access.



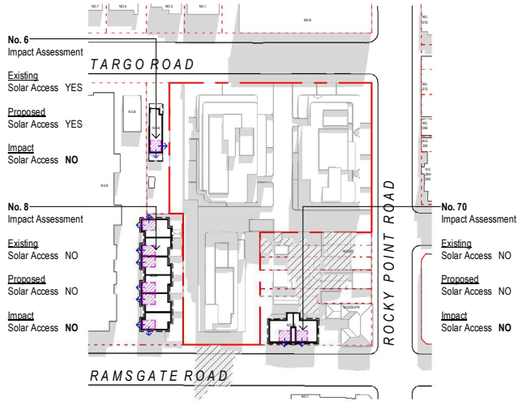
Neighbour Living Area Overshadow - 21 June @9am



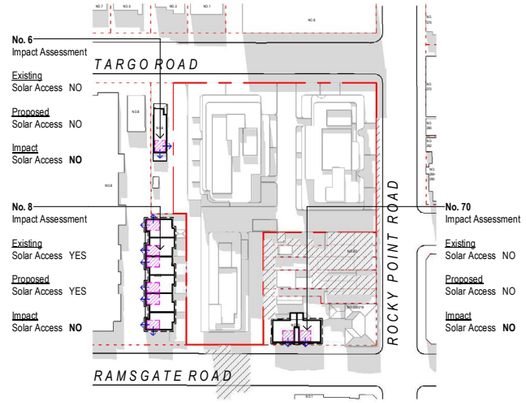
Neighbour Living Area Overshadow - 21 June @10am



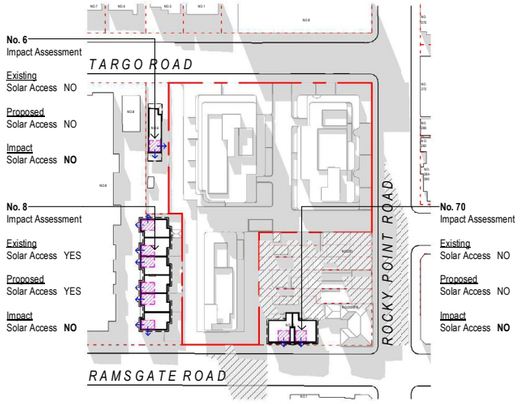
Neighbour Living Area Overshadow - 21 June @11am



Neighbour Living Area Overshadow - 21 June @12pm



Neighbour Living Area Overshadow - 21 June @1pm



Neighbour Living Area Overshadow - 21 June @2pm

Neighbour Living Area Overshadow - 21 June @3pm

Legend - Shadow

EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY EXISTING AND PROPOSED BUILT FORM.

EXTENT OF ADDITIONAL SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES. NOTE: EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL.

NOMINAL LIVING AREA LOCATION AT GROUND FLOOR OF NEIGHBOURING BUILDING. LOCATIONS ARE APPROXIMATE, AND DERIVED FROM RESEARCH CONDUCTED ON REAL ESTATE PLANS AND AERIAL PHOTOGRAPHS.

POSITION AND ORIENTATION OF WINDOWS FROM LIVING AREAS OF NEIGHBOURING BUILDINGS. LOCATIONS ARE APPROXIMATE, AND DERIVED FROM RESEARCH CONDUCTED ON REAL ESTATE PLANS AND AERIAL PHOTOGRAPHS.

Overshadow to Neighbouring Living Areas

LOT NO.	09:00		10:00		11:00		12:00		13:00		14:00		15:00		IMPACT ASSESSMENT
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	
6															NO IMPACT
8															NO IMPACT
70															NO IMPACT

NOTE:
THE FOLLOWING SHADOW STUDY TRACKS THE PATH OF SHADOWS CREATED BY THE DEVELOPMENT AT WINTER SOLSTICE (21 JUNE).

EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL

07.02 SOLAR STUDY

07.02.01 SOLAR STUDY OF TYPOLOGIES

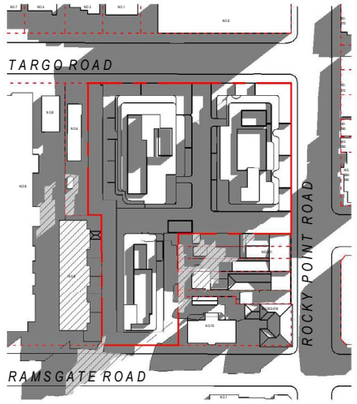
The ADG requires at least 70% of apartments to receive a minimum of 2 hours of direct sunlight to their living space between 9am and 3pm at midwinter.

The adjacent plans illustrate 2 hours solar access ADG compliance that can be achieved at winter solstice.

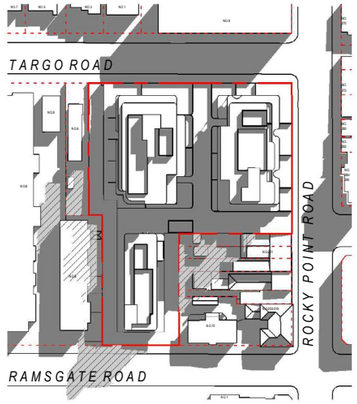
It also requires a maximum of 15% of apartments receive no direct sunlight between 9am and 3pm at midwinter.

Narrow floor plates with compliant building separation allow for adequate solar access into apartments. Buildings are orientated to ensure maximum solar gain where possible.

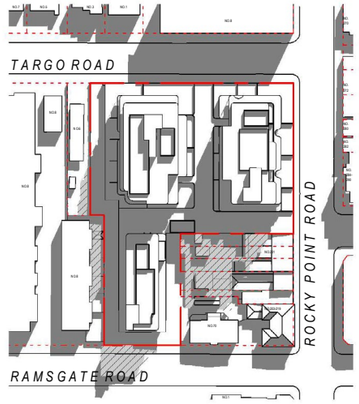
108 / 141 Compliant Apartments = 77%



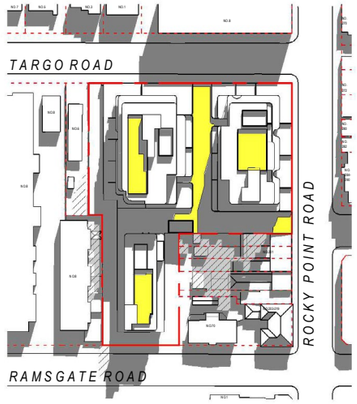
Shadow Plan - 21 June @9am



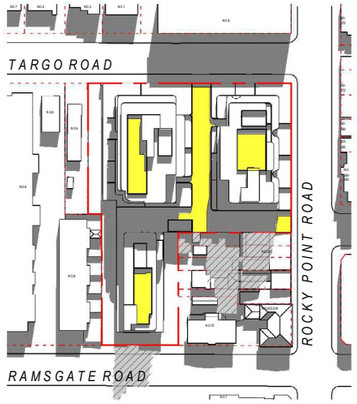
Shadow Plan - 21 June @10am



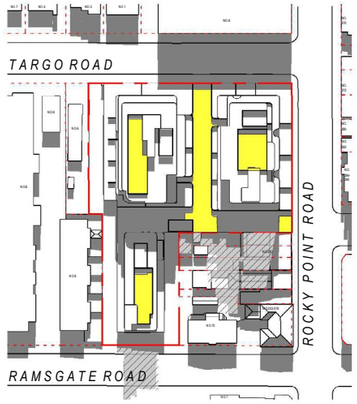
Shadow Plan - 21 June @11am



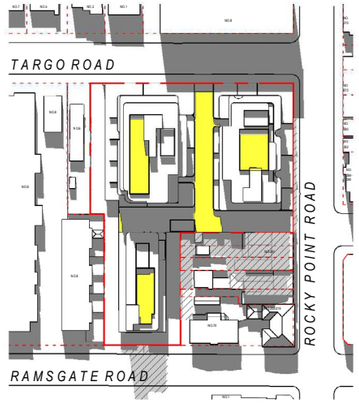
Shadow Plan - 21 June @1130am



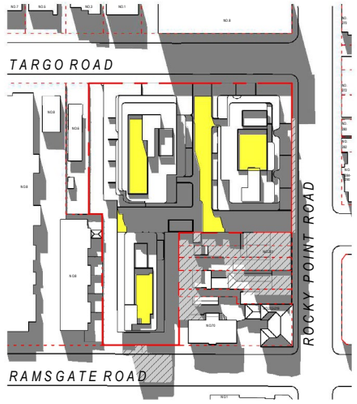
Shadow Plan - 21 June @12pm



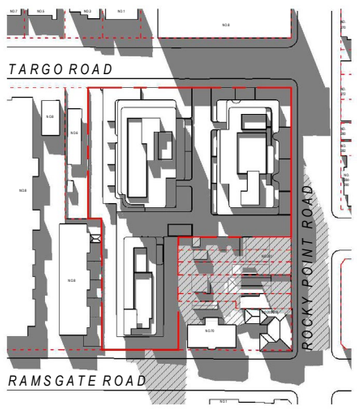
Shadow Plan - 21 June @1230pm



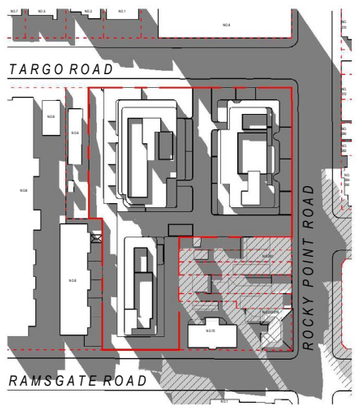
Shadow Plan - 21 June @1pm



Shadow Plan - 21 June @130pm



Shadow Plan - 21 June @2pm



Shadow Plan - 21 June @3pm

Legend - Shadow

EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY EXISTING AND PROPOSED BUILT FORM.

EXTENT OF ADDITIONAL SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES. NOTE: EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL

EXTENT OF DIRECT SUNLIGHT ONTO COMMUNAL OPEN SPACE.

THE FOLLOWING SHADOW STUDY TRACKS THE PATH OF SHADOWS CREATED BY THE DEVELOPMENT AT WINTER SOLSTICE (21 JUNE).

SITE AREA: 6,389m²
COMMUNAL OPEN SPACE REQUIRED: 1597m² (25% of site)
COMMUNAL OPEN SPACE PROVIDED: 1621m² (25.4% of site)
Level 1: 1011m²
Level 4: 153m²
Roof: 457m²

MIN. 50% SUNLIGHT to COMM. OPEN SPACE for MIN. 2 HOURS:
11:30am: 856m² (53.6%)
12:30pm: 1011m² (62.3%)
1:30pm: 846m² (52.1%)

SOLAR ACCESS

- 2 HRS OR MORE SOLAR ACCESS
- LESS THAN 2 HRS SOLAR ACCESS
- DOES NOT ACHIEVE DIRECT SOLAR ACCESS

07.03 CROSS VENTILATION STUDY

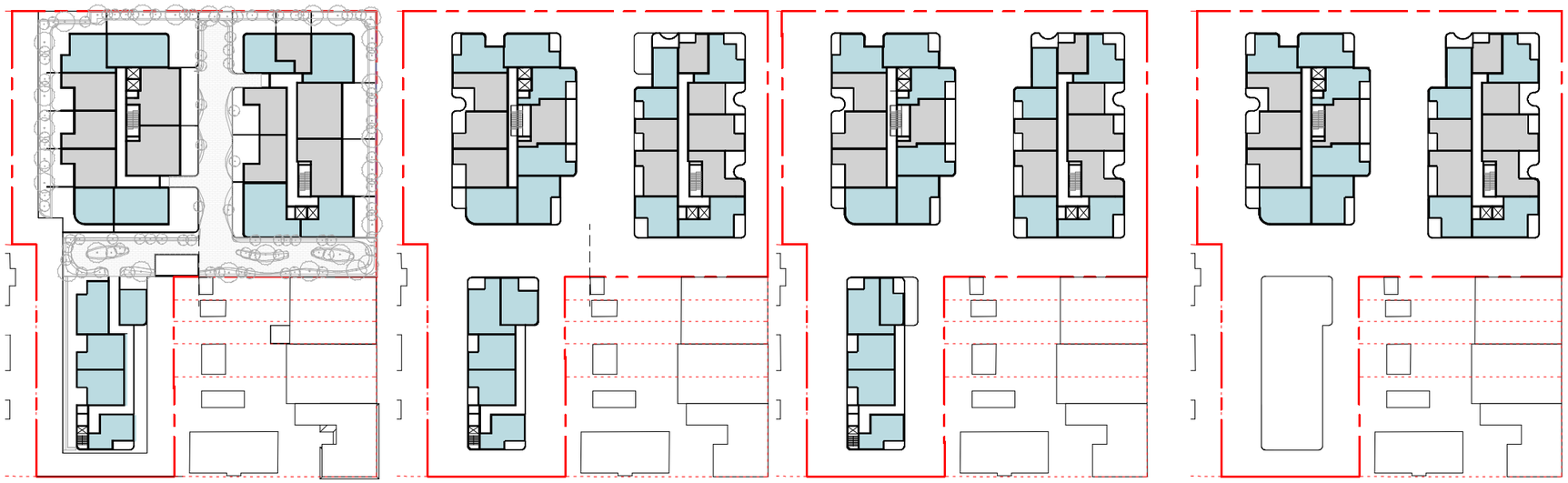
07.03.01 CROSS VENTILATION STUDY OF TYPICAL APARTMENTS

The ADG requires at least 60% of apartments are naturally cross ventilated in the first nine storeys of a building. The adjacent plan illustrates cross ventilation ADG Compliance.

62.4% cross-ventilation is achieved by limiting the number of apartments per floor plate and introducing separation in the facade.

The building's consideration for substantial cross-ventilation and access to natural sunlight - as shown in the accompanying diagrams - should be aspired towards at the architectural detailed building design stage and demonstrated respectively.

88 / 141 Compliant Apartments = 62.4%



CROSS VENTILATION

ACHIEVES CROSS-VENT

NOT CROSS-VENTED

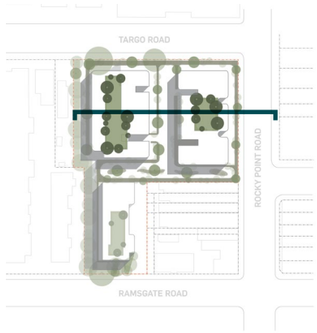
08

STREETSCAPE ANALYSIS

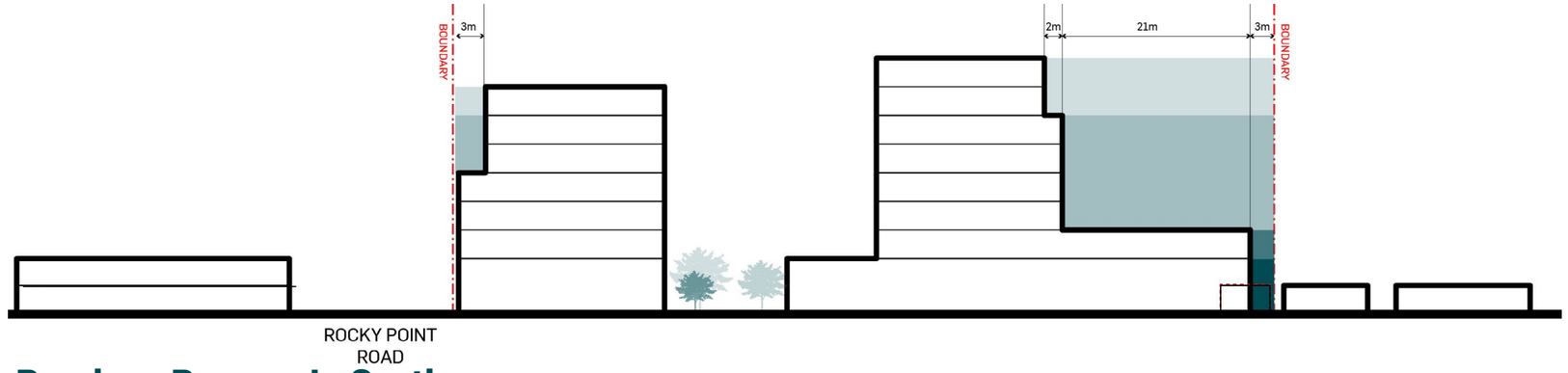
ClarkeHopkinsClarke

08.01 STREETSCAPE INTERFACES

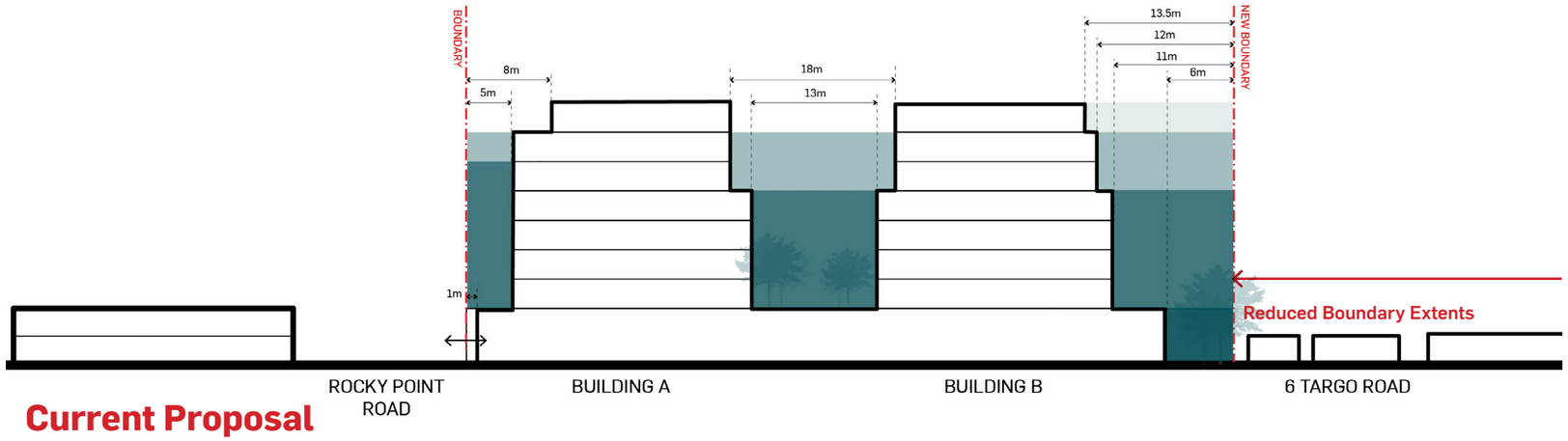
08.01.01 MASSING SECTION



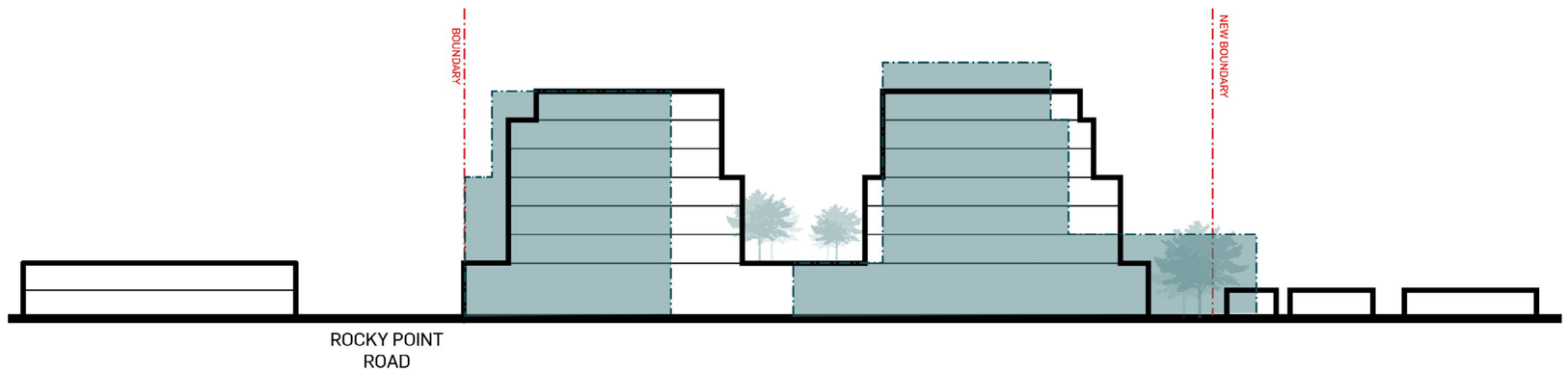
PERSPECTIVE KEY



Previous Proposal - Section



Current Proposal



Overlay Massing - Section

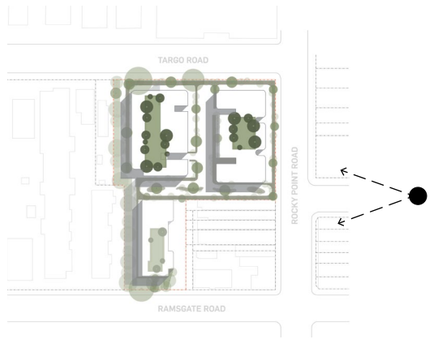
Previous Proposal

CHC

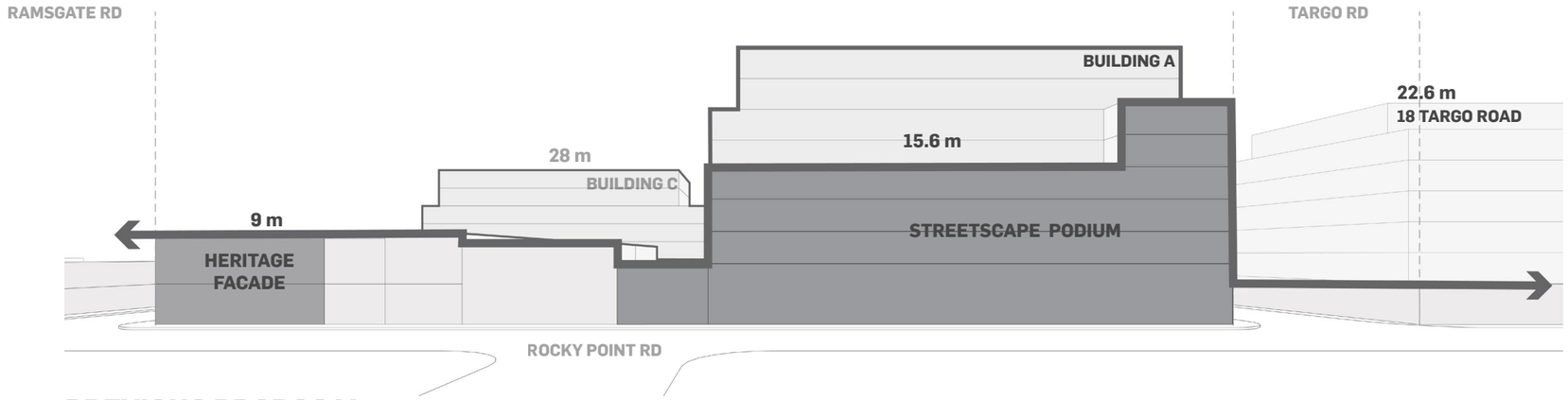
08.02 STREETSCAPE INTERFACES

08.02.01 ROCKY POINT ROAD - STREETSCAPE

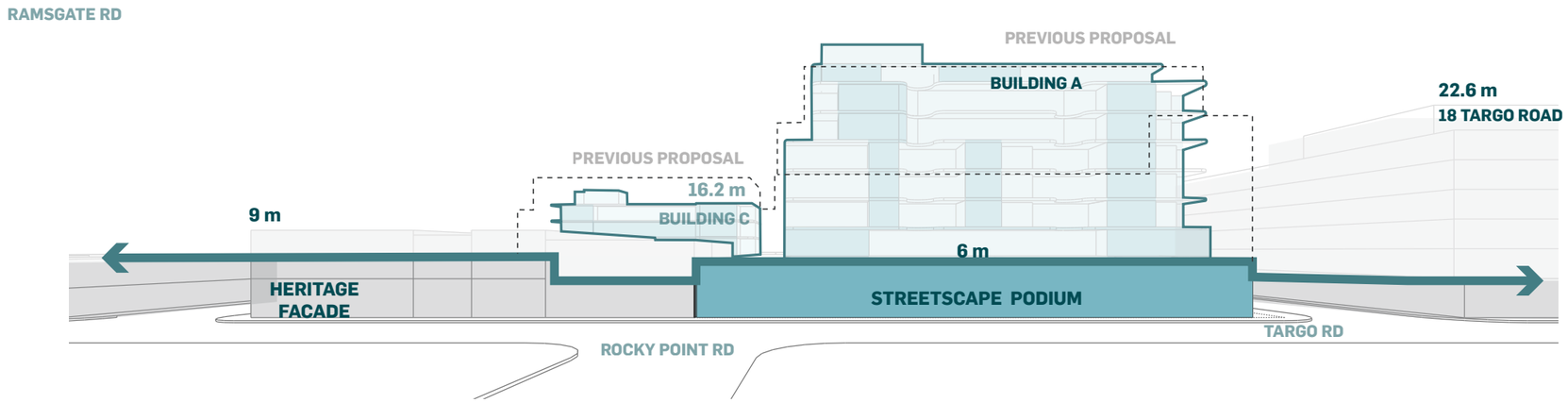
This section specifically focuses on showing the proposed boundary interface of the built form to the pavement/road / neighbouring buildings and proposed setbacks.



PERSPECTIVE KEY



PREVIOUS PROPOSAL



CHC CURRENT PROPOSAL

Street view photographs were taken of Rocky Point Road from a pedestrian's perspective, the previous and proposed massing is imposed onto the views tro demonstrate the building impact at streetscape interface. The annotated arrows and lines highlight the podium scale in relation to the surrounding buildings. Figure 53 (previous proposal) and Figure 54 (current proposal).

The current proposal shows a more continuous street interface at podium scale.

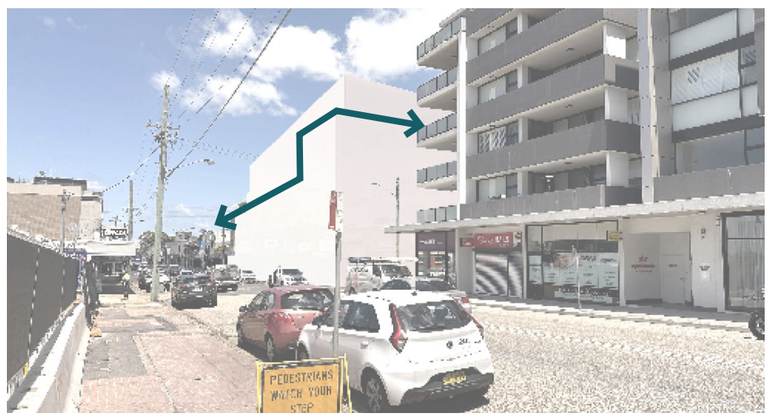


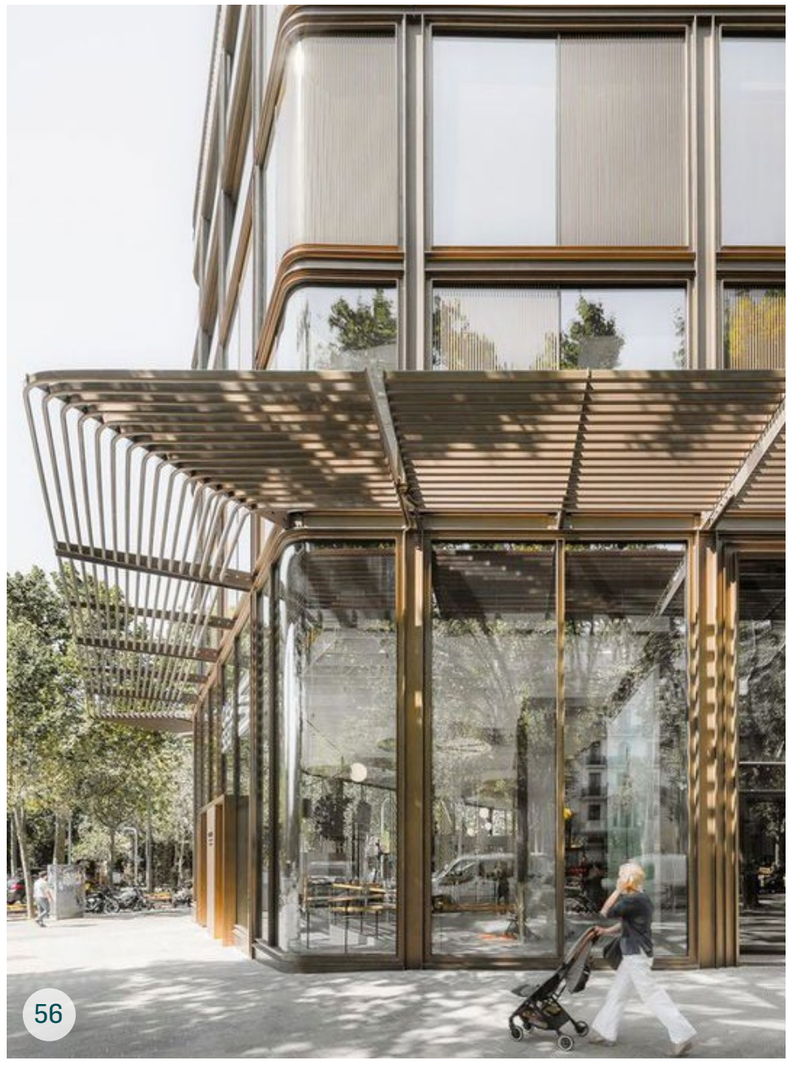
FIG. 53 PREVIOUS PROPOSAL

FIG. 54 CURRENT PROPOSAL (CHC)

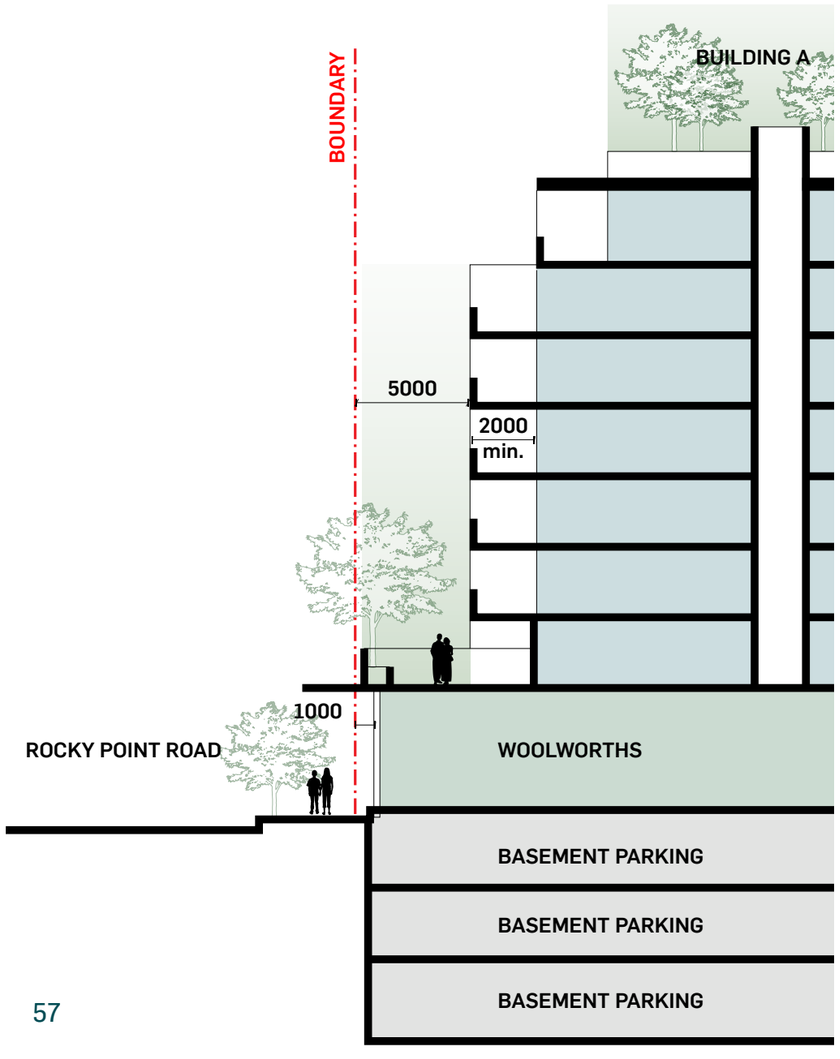
08.02 ROCKY POINT ROAD INTERFACE

FIG. 55 PODIUM GARDEN AREA
FIG. 56 ACTIVE FRONTAGE OCCUPYING PODIUM
FIG. 57 SECTION OF ROCKY POINT ROAD INTERFACE

55



56



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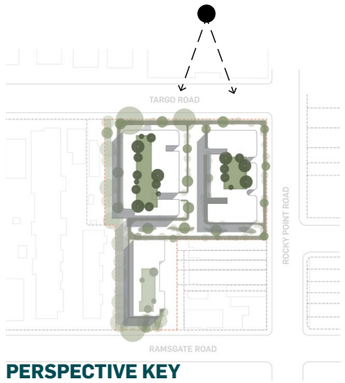
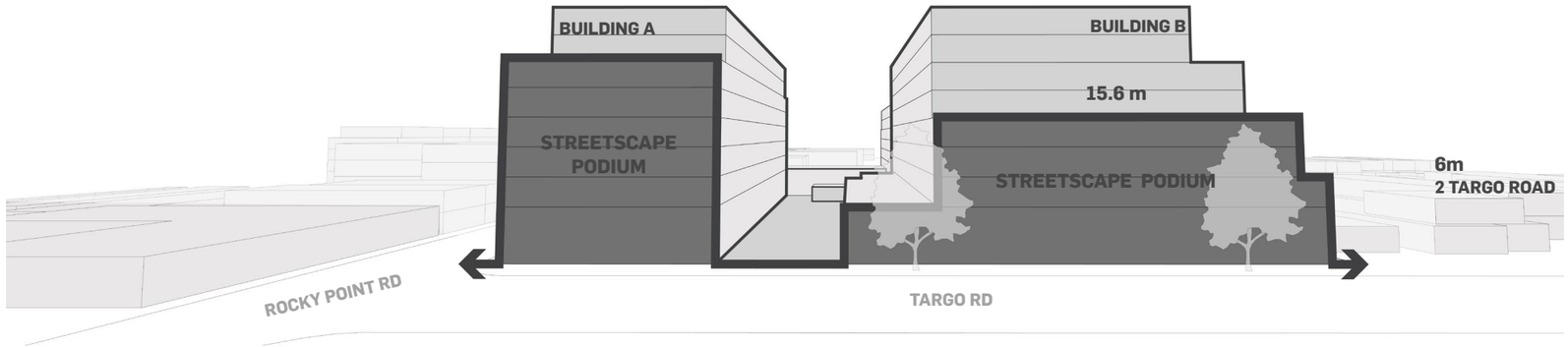
08.03 STREETSCAPE INTERFACES

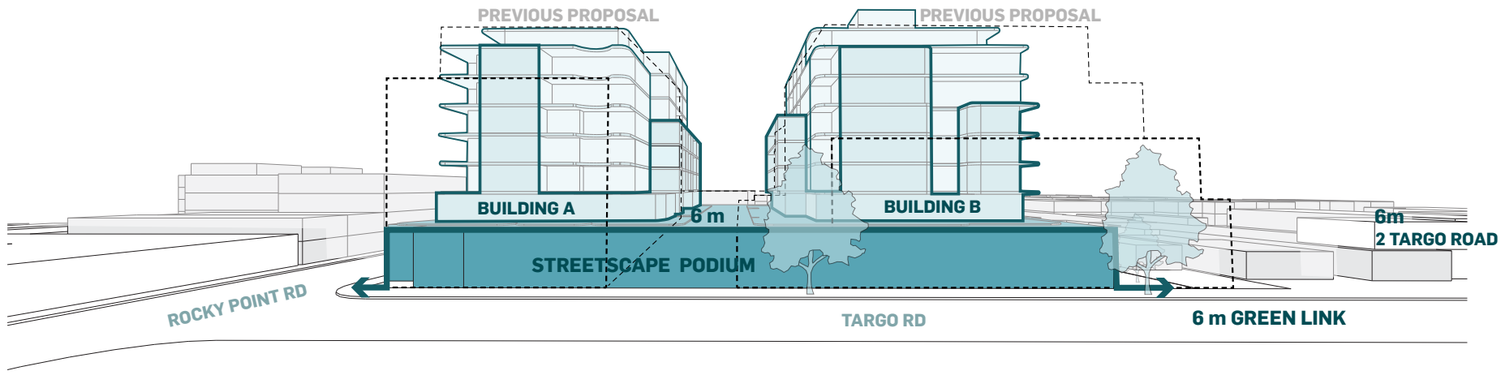
08.03.01 TARGO ROAD - URBAN WALL



PERSPECTIVE KEY



PREVIOUS PROPOSAL



CHC CURRENT PROPOSAL

Street view photographs were taken at the corner of Targo Road and Rocky Point Road from a pedestrian's perspective, the previous and proposed massing is imposed onto the views tro demonstrate the building impact at streetscape interface. The annotated arrows and lines highlight the podium scale in relation to the surrounding buildings. Figure 58 (previous proposal) and Figure 59 (current proposal).

The current proposal shows a modest podium hieght at street interface that responds to surrounding buildings heights and scale, it is also clear tha buildings above are setback.

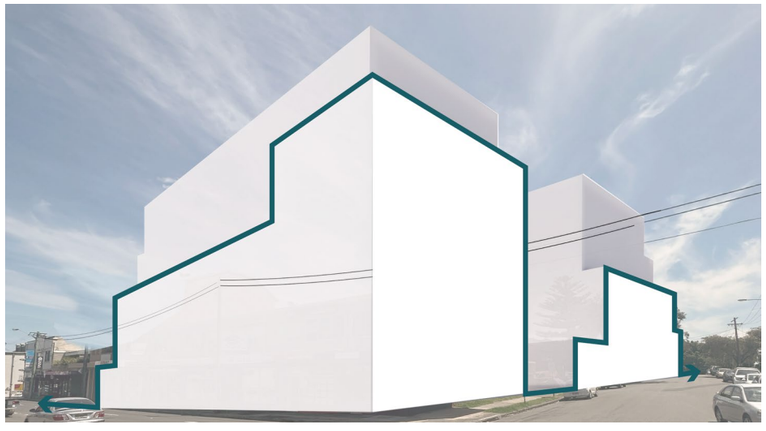


FIG. 58 PREVIOUS PROPOSAL

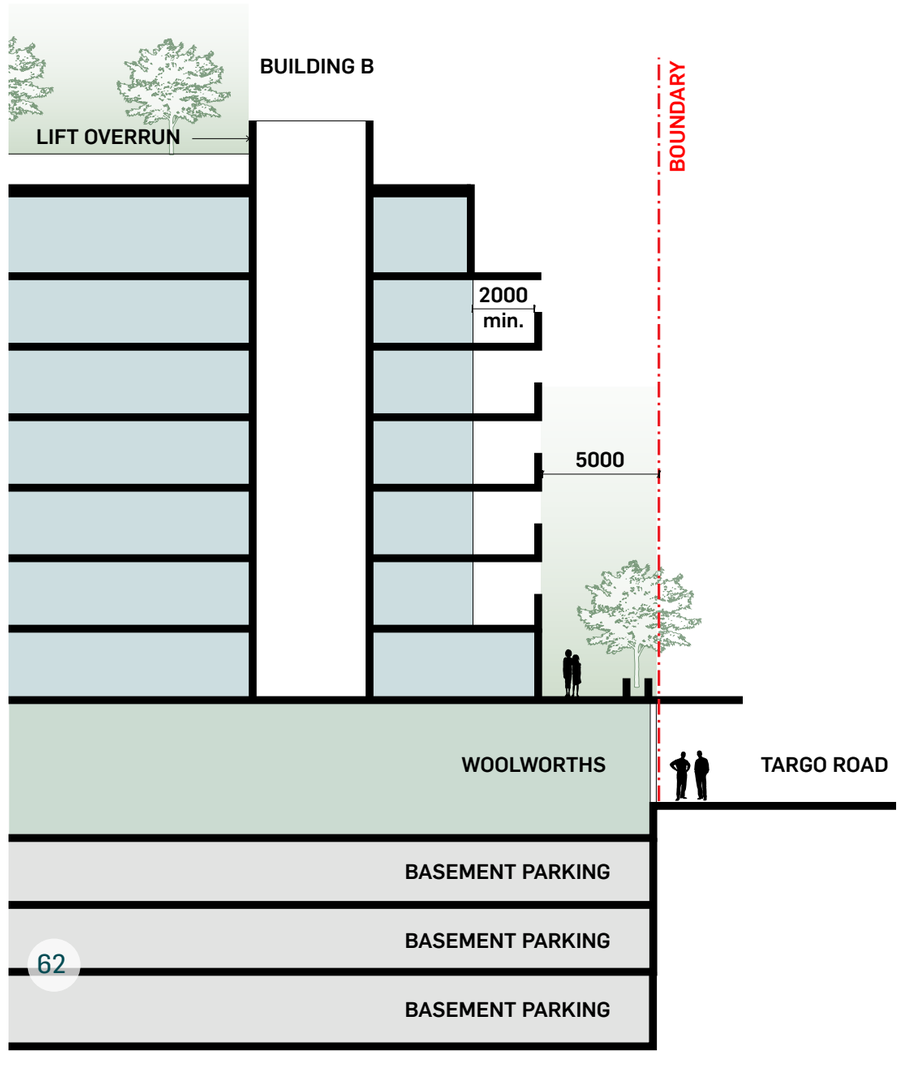
FIG. 59 CURRENT PROPOSAL (CHC)

08.03 TARGO ROAD INTERFACE

FIG. 60 RETAIL FRONTAGE

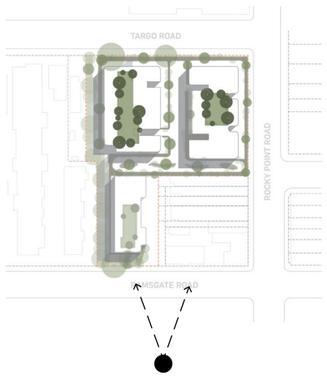
FIG. 61 APARTMENT LOBBY

FIG. 62 SECTION OF TARGO ROAD INTERFACE



08.04 STREETSCAPE INTERFACES

08.04.01 RAMSGATE ROAD - URBAN WALL



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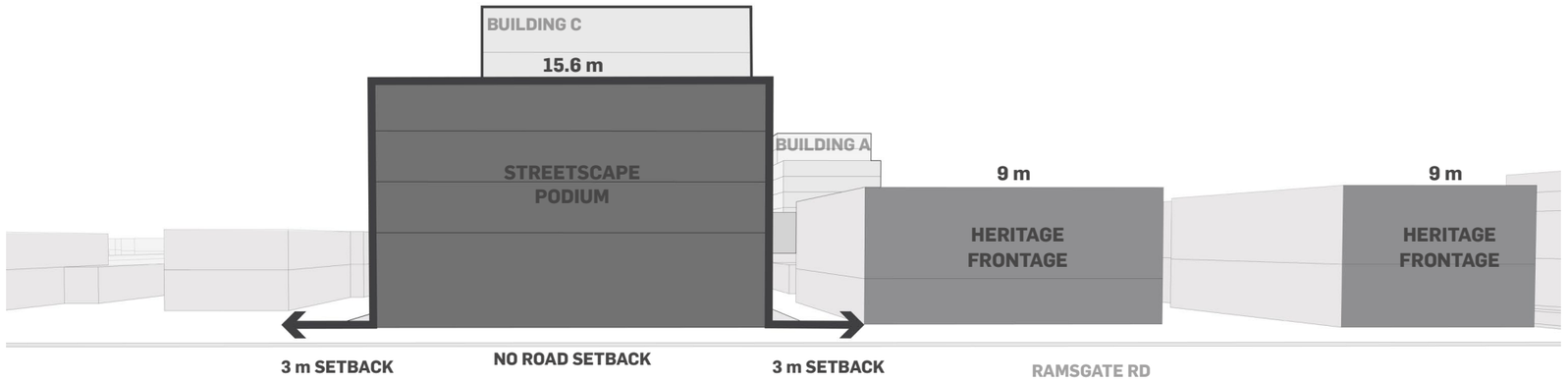
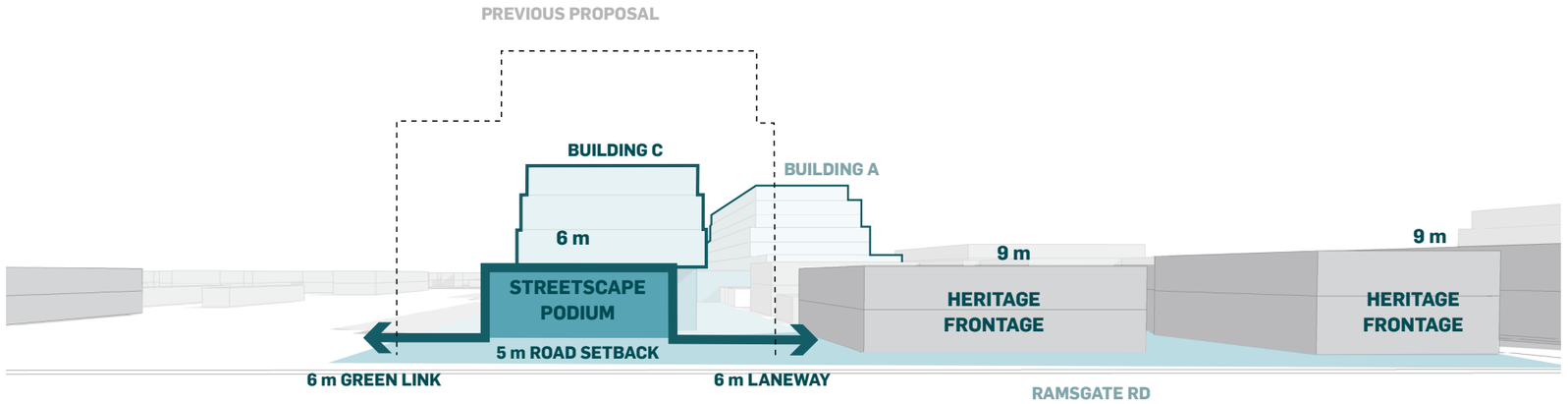


PREVIOUS PROPOSAL



CHC CURRENT PROPOSAL

Street view photographs were taken of Ramsgate Road from a pedestrian's perspective, the previous and proposed massing is imposed onto the views tro demonstrate the building impact at streetscape interface. The annotated arrows and lines highlight the podium scale in relation to the surrounding buildings. Figure 53 (previous proposal) and Figure 54 (curent proposal).

The current proposal shows a clear setback from the heritage buildings in the foreground and the reduced height is also visible.

FIG. 63 PREVIOUS PROPOSAL

FIG. 64 CURRENT PROPOSAL (CHC)

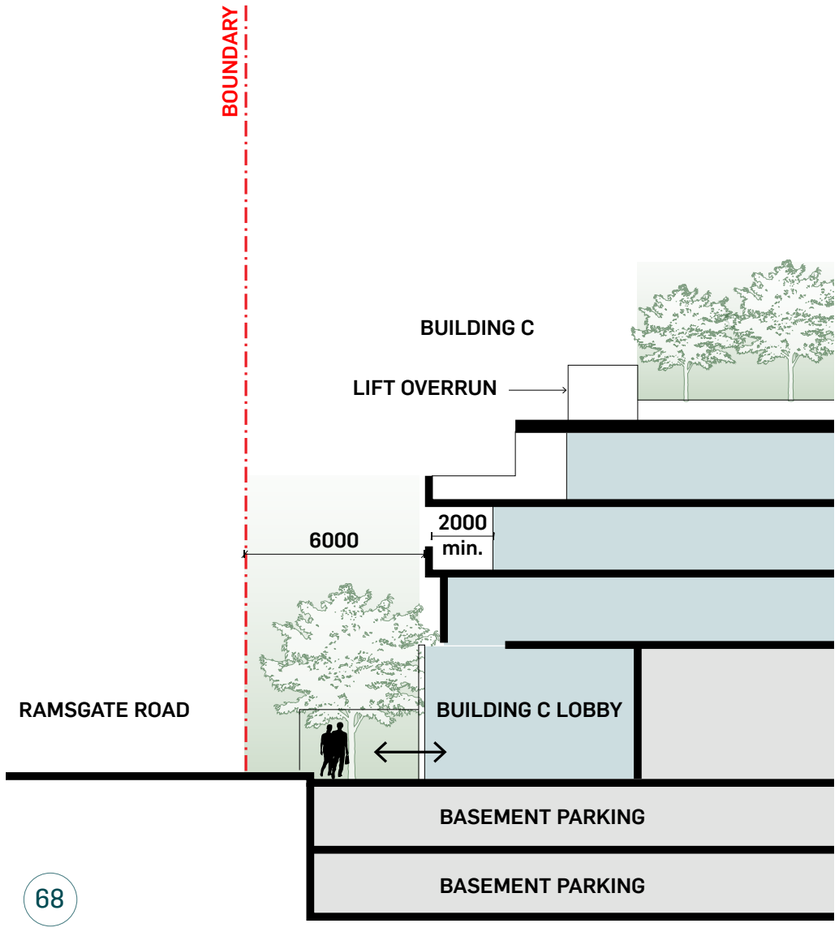
08.04 RAMSGATE ROAD INTERFACE

FIG. 65 SETBACKS DIFFERENTIATED WITH MATERIALITY
FIG. 66 BUILDING PROFILE SOFTENED WITH CURVILINEAR FORMS
FIG. 67 SETBACKS WITH GARDEN TERRACES
FIG. 68 SECTION OF RAMSGATE ROAD INTERFACE

65

66

67



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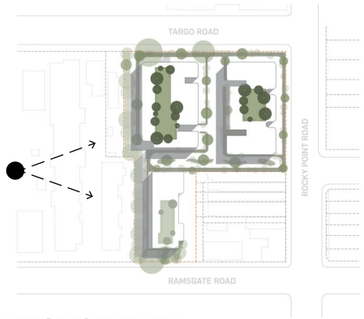
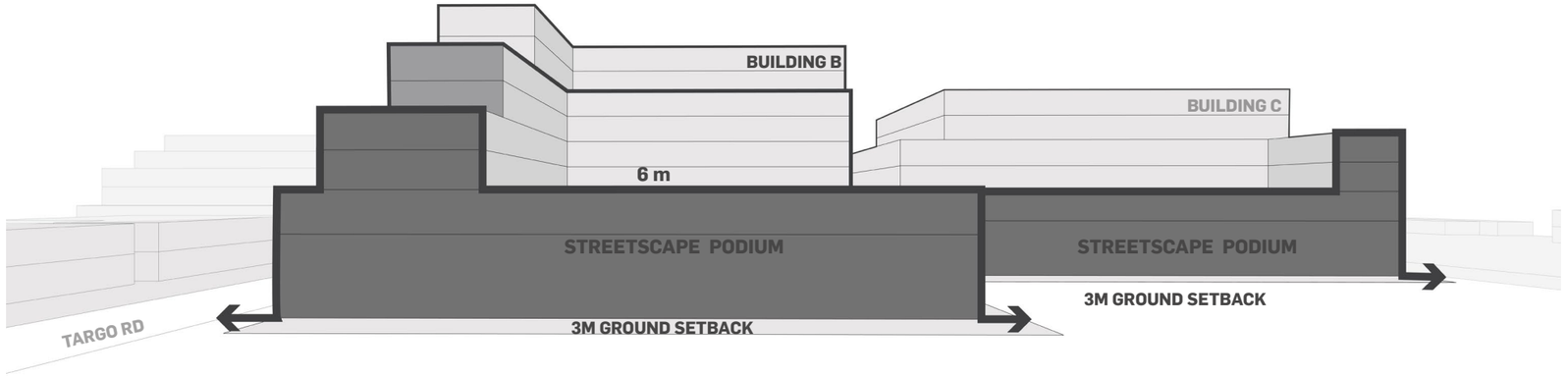
08.05 STREETSCAPE INTERFACES

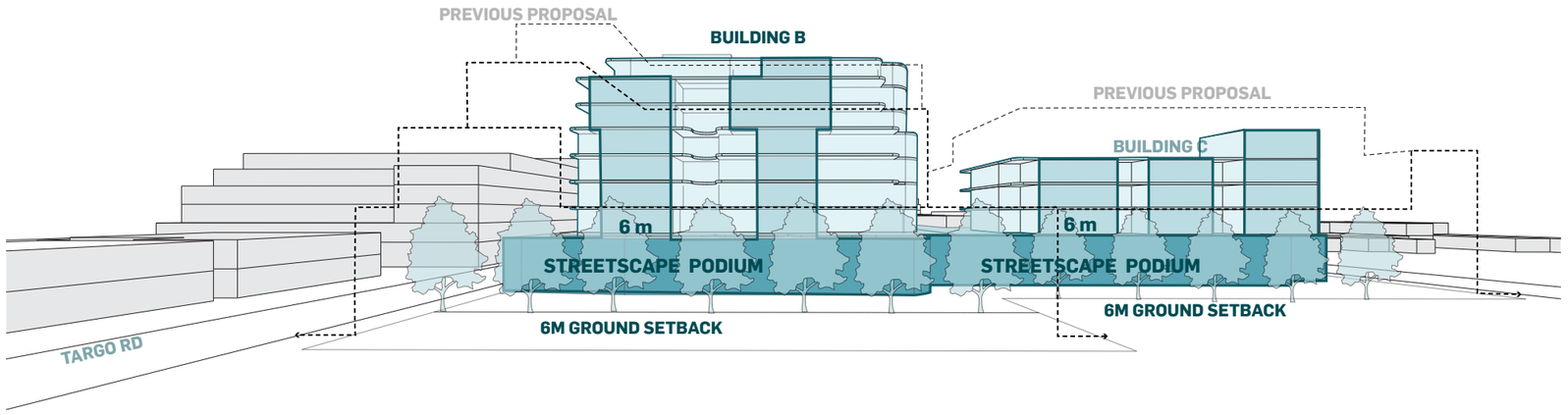
08.05.01 WESTERN BOUNDARY - URBAN WALL



PERSPECTIVE KEY



PREVIOUS PROPOSAL



CHC CURRENT PROPOSAL

Street view photographs were taken of Western boundary interface from a pedestrian's perspective, the previous and proposed massing is imposed onto the views tro demonstrate the building impact at streetscape interface. The annotated arrows and lines highlight the podium scale in relation to the surrounding buildings. Figure 69 (previous proposal) and Figure 70 (curent proposal).

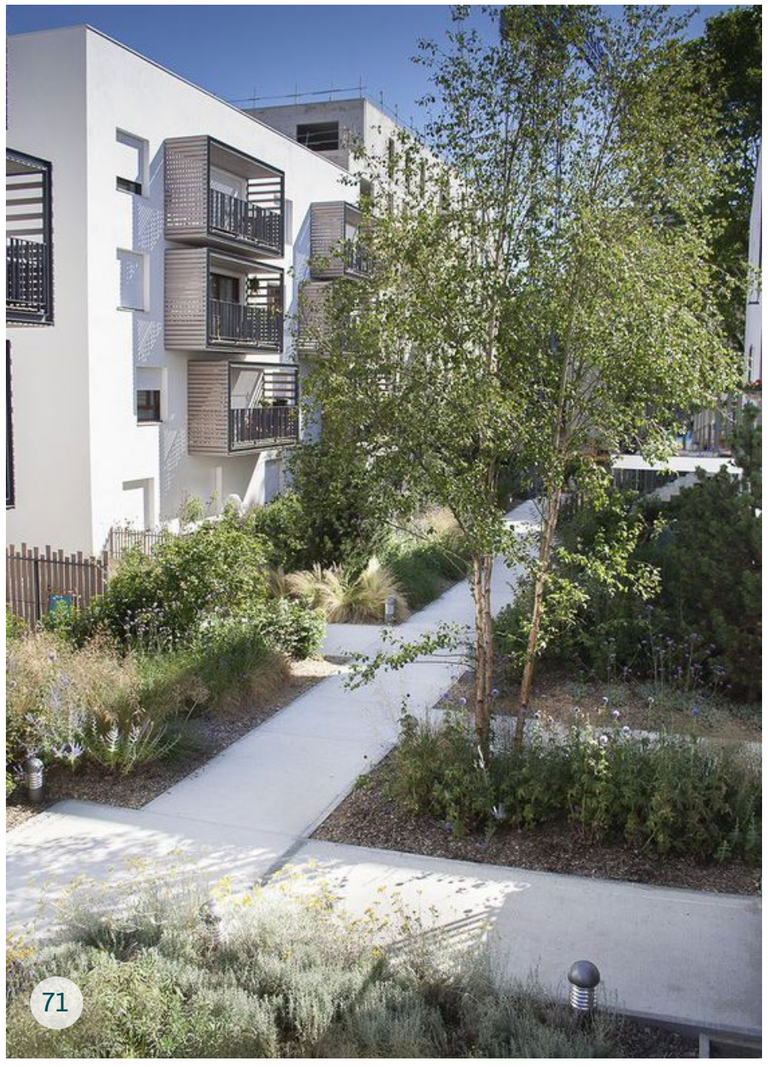
The current proposal shows a clear setback from the wetsern buildings in the foregroun, the proposed landscape buffer suggests greater privacy along teh interface and the buildings above appear smaller, based on setbacks and vertical seperation to the buildings.

FIG. 69 PREVIOUS PROPOSAL

FIG. 70 CURRENT PROPOSAL (CHC)

08.05 WESTERN BOUNDARY INTERFACE

FIG. 71 EXPANDS PUBLIC REALM
FIG. 72 SUSTAINABLE LIVING
FIG. 73 SECTION OF WESTERN BOUNDARY INTERFACE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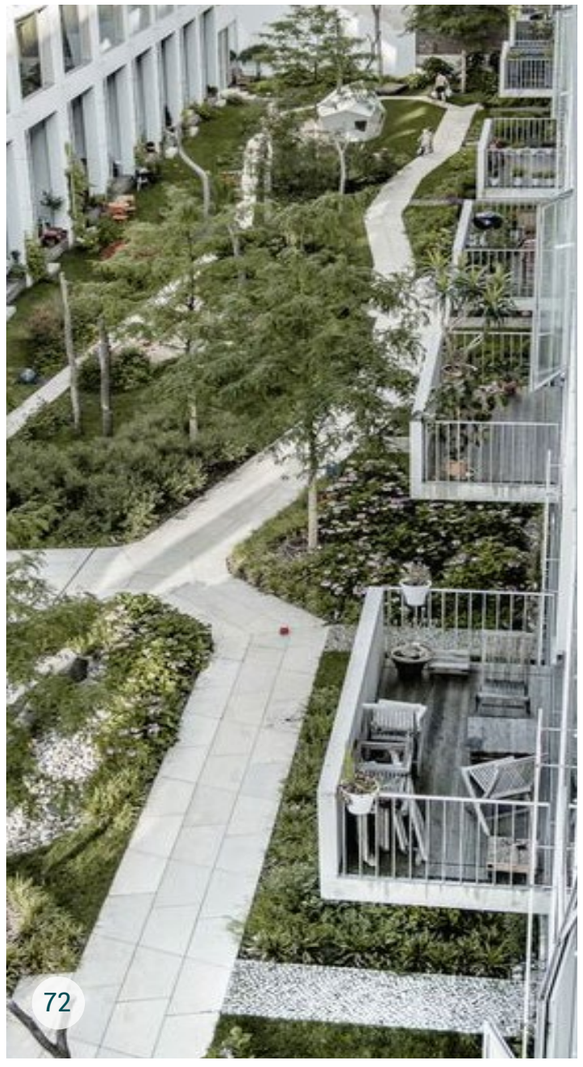
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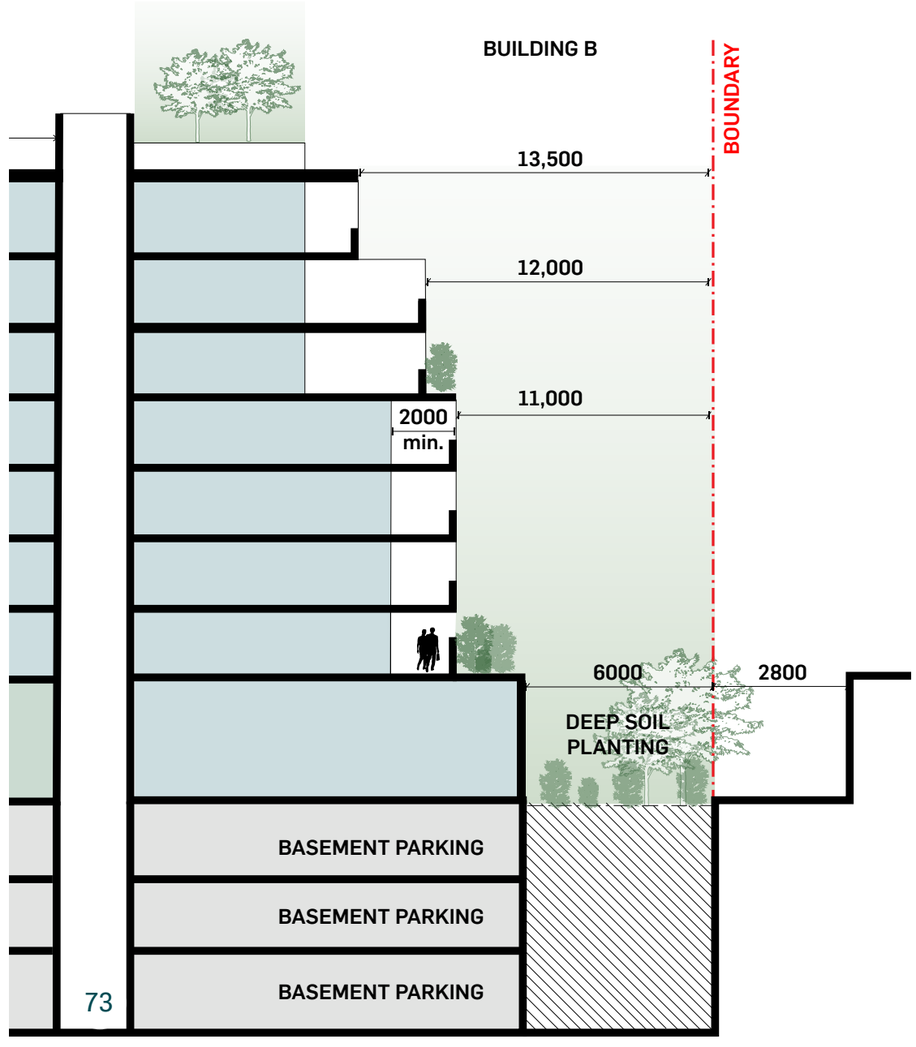

73

09

ADG COMPLIANCE

ClarkeHopkinsClarke

09.01 POLICY & ADG COMPLIANCE

SEPP 65 ***SEPP 65 applies to development for the purpose of a residential flat building, shop-top housing or mixed-use development with a residential accommodation component if it includes a new building of at least three storeys and more than four dwellings. SEPP 65 is accompanied by the Apartment Design Guidelines (ADG) which set out a range of minimum standards to improve the amenity of residential flat buildings.***

PART 1 | ADG | IDENTIFYING THE CONTEXT

CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
1A APARTMENT BUILDING TYPES	*Apartment development encompasses various arrangements, configurations, and types, catering to different lot sizes, locations, and building mixes. This section outlines generic apartment building types that share common characteristics. During the strategic planning phase, these types can be utilized to determine appropriate scale, communicate desired area character, and assist in testing envelope and development controls to achieve high amenity and environmental performance in future buildings.*	*Y*	The concept design described in this planning proposal would allow for a development that is most consistent with a **hybrid development** as outlined in 1A of the ADG. To respond to various surrounding site constraints, an irregular block shape is proposed at the ground floor podium which accommodates retail. The three individual buildings above have sought to respond to the council's development controls with residential uses in response to the site context in the Ramsgate. Massing proposed, consider the neighbouring buildings with setbacks and vertical voids incorporated to reduce the appearance of bulk.	Section 5
1B LOCAL CHARACTER CONTEXT	*Good design is intrinsically linked to and influenced by its context. Context encompasses the natural and built features, as well as social, economic, and environmental factors that shape an area. By understanding the interrelationships between these factors and their impact over time, designers can create apartments that respond to and enhance the quality and identity of the area. Defining the context's setting and scale establishes parameters for individual development, directly impacting the design quality of apartments and ensuring they contribute positively to their surroundings.*	Y	**Wider scale:** the proposal demonstrates that the development is consistent with desirable land uses such as retail (at a supermarket scale) and residential (with intensification), it also substantiates this through strategic location along key movement corridors. **Neighbourhood scale:** the development proposes a transition between existing low-density housing and landscaped open space to the west and the more intense retail activity focused on the east street of Rocky Point Rd. **Streetscape scale:** The neighbouring heritage buildings are incorporarted and respected in the development proposal by aiming to compliment the Art Deco buildings, rather than to mimic or neglect the scale and materiality. This is seen in the proposed building setbacks, heights, and materiality that intend to influence the character of the proposal.	Section 5

PART 2 | ADG | DEVELOPING CONTROLS

CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
2A PRIMARY CONTROLS	1. Retention of Trees 2. Minimum Setbacks 3. Deep Soil zones and basement levels 4. Building Separation and depth 5. Building Performance and orientation 6. Three-dimensional building envelope	Y	Primary controls have been developed for tree retention, minimum setbacks, deep soil zones, building separation and depth, building performance and orientation, and building envelopes. See below for specific controls proposed and a section of this Urban Design Report explaining these controls.	Section 5 Section 6 Section 8
2B BUILDING ENVELOPES	*Building envelopes set the appropriate scale of future development in terms of bulk and height relative to the streetscape, public and private open spaces, and block and lot sizes in a particular location […]. A building envelope should be 15- 30% greater than the achievable floor area to allow for building components that do not count as floor space but contribute to building design and articulation such as balconies, lifts, stairs and open circulation space.*	Y	The proposed building envelope comprises an approximately 6m high podium, with 3 residential buildings above of varying height. Building A and Building B propose 8 storeys (with additional rooftop lobby for communal spacaes above). Building C proposes 4 storeys. These are setbacks as per building setbacks outlined below in response to ADG 2H.	Section 3 Section 5 Section 6 Section 8

09.01 POLICY & ADG COMPLIANCE

PART 2 | ADG | DEVELOPING CONTROLS				
CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
2C BUILDING HEIGHT	*Building height helps shape the desired future character of a place relative to its setting and topography. It defines the proportion and scale of streets and public spaces and has a relationship to the physical and visual amenity of both the public and private realms. Height controls should be informed by decisions about daylight and solar access, roof design and use, wind protection, residential amenity and in response to landform and heritage.*	Y (can comply at DA Detailed Design Stage)	The feedback from council in the previous scheme proposed a maxiumum height limit of 29m. The proposed development proposes 32.8 m at the tallest building above the building (building A) this additional height - difference from allowed - is for lift overruns only.	Section 6 Section 8
2D FLOOR SPACE RATIO	*The floor space ratio (FSR) is the relationship of the total gross floor area (GFA) of a building relative to the total site area it is built on. It indicates the intended density. FSR is a widely used method for estimating the development potential of a site. Test the desired built-form outcome against the proposed FSR to ensure it is coordinated with the building.*	Y	The current Proposal FSR is 2.65:1, the current proposed scheme's FSR is closer to the Council's desired outcomes.	Section 1 Section 3
2E BUILDING DEPTH	*Building depth influences building circulation and configuration and has a direct relationship to internal residential amenity by determining room depths, which in turn influences access to light and air. Use a range of appropriate maximum apartment depths of 12-18m from glass line to glass line when precinct planning and testing development controls.*	Y	Proposed apartment depths have aligned with ADG guidelines to improve liveable residential apartment layouts, achieve solar access, and cross-ventilation (see part 3), and aesthetically reduce the bulky external appearance.	Section 7
2F BUILDING SEPARATION	*Building separation is the distance between buildings, which contributes to the urban form and amenity within apartments and open spaces. It improves privacy, sunlight, and landscaping, while also enhancing visual and acoustic privacy, outlook, ventilation, and daylight access. Building separation controls should be aligned with height regulations and considerations for open spaces and privacy.*	Y	Between Buildings of the proposal A and B - 12m separation Between Buildings B and C of the proposal - 12m separation The 3 building concepts above propose tiering the building out both at the street frontages and internally between Buildings A, B, and C.	Section 5

09.01 POLICY & ADG COMPLIANCE

PART 2 | ADG | DEVELOPING CONTROLS				
CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
2H SIDE AND REAR SETBACKS	*Setbacks vary according to the building's context and type. Larger setbacks can be expected in suburban contexts in comparison to higher-density urban settings. Setbacks provide the transition between different land uses and building typologies. Side and rear setbacks can also be used to create useable land for common open space, tree planting, and landscaping.*	Y	**Regarding the concept design, the following setbacks are proposed:** **Groundfloor Podium Setbacks** East Boundary, Rocky Point Rd: 0 m West Boundary, residential neighbours: 6 m North Boundary, Targo Rd: 0 m South Boundary, Ramsgate Rd: 5.3m **Building A (above Podium): 8 STOREYS** **East Boundary: Rocky Point Road** GF: 1m walkway setback L1-L7: 5m setback L8: 8m setback **North Boundary: Targo Road** GF: 3.3m ped concession cnr setback L1 - L7: 5m setback L8: 8m setback **Building B (above Podium): 8 STOREYS** **North Boundary: Targo Road** GF: 0m setback GF: 3.3m ped concession cnr setback L1-L7: 5m setback L8: 8m setback **Western Boundary:** GF: 6m setback L1 - L4: 9m setback landscape buffer L1- L4: 11m building facade L5 - L6: 12m setback L7: 13.5m setback **Building C (above Podium): 4 STOREYS** **South Boundary: Ramsgate Road** GF-L3: 6m **Western Boundary** GF-L3: 6m L4: 13m communal space	Section 4 Section 5

09.01 POLICY & ADG COMPLIANCE

PART 3 | ADG | SITING THE DEVELOPMENT				
CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
3A SITE ANALYSIS	*3A - 1 (Site Analysis) Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context*	Y	A site analysis, including a site location plan, local context plan, site context analysis has been undertaken and demonstrated in the Urban Design Report.	Section 2
3B ORIENTATION	*3B - 1 (Orientation) Building types and layouts respond to the streetscape and site while optimising solar access within the development* *3B - 2 (Overshadowing)* *Overshadowing of neighbouring properties is minimised during mid winter*	Y	**Objective 3B - 1:** **Ground Floor Podium** The proposal defines the street edge along Rocky Point Road and Targo Road, by facing the street with retail and direct access. There is a 3m setback on the corner or Rocky Point Rd and Targo Rd to accommodate Pedestrians and a 1m setback across the extent of the facade along Rocky Point. **Residential buildings above the Podium** The conceptual apartments' floor plans aim to maximise daylight access, natural ventilation, and cross ventilation to individual units as ADG recommends. The proposal will provide 63% of cross-ventilated apartments and 77% of apartments include solar access for more than 2 hours a day. **Objective 3B - 2:** Buildings A, B, and C are orientated northwards, with setbacks of 5m from all four sides, to avoid overshadowing directly neighbouring residential properties and to allow for more significant solar gain to the surrounding street-level spaces. Detailed shadow analysis should be undertaken at the Development Application phase.	Section 7
3C PUBLIC DOMAIN INTERFACE & AMENITY	*3C - 1 (Public Domain)* *The transition between private and public domain is achieved without compromising safety and security* *3C - 2 (Amenity Offering)* *The amenity of the public domain is retained and enhanced*	Y	**Rocky Point Road** street interface proposes a single-level podium with active entrances to the retail supermarket and residential lobby to the building above. There is a 3m setback at the Rocky Point Rd and Trago Rd interface to accommodate pedestrians concession space. **Targo Road** street interface proposes to continue the retail frontage at a single-level podium, where canopies are provided for pedestrians. The primary residential and retail basement entrance is proposed as a dual carriageway to minimize crossovers and congestion. There is a low barrier wall proposed at the basement and pedestrian crossover to guide pedestrians away from the vehicular collision path. A second residential lobby to the building above is also proposed. **Ramsgate Road** proposes a 6m service laneway and sets back from the street by 5m to respect the existing heritage buildings in the foreground. A residential lobby is proposed to activate the corner and service the building above.	Section 5 Section 8

09.01 POLICY & ADG COMPLIANCE

PART 3 | ADG | SITING THE DEVELOPMENT				
CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
3D COMMUNAL OPEN SPACE	*3D - 1 (Communal Open Space) An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping* *1.Communal open space has a minimum area equal to 25% of the site.* *2.Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter)* *3D - 2 Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting* *3D - 3 Communal open space is designed to maximise safety* *3D - 4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood*	Y	The concept design proposes 25.4 % of the site area as communal space and complies with the communal space requirements of Objective 3D-1 (minimum area of 25% of the site of communal open space). Based on the building orientations which prioritses northerly sunlight aspect, the designated communal spaces provided on podiums and rooftops accommodate sufficient access to sunshine.	Section 4 Section 5
3E DEEP SOIL ZONES	*3E -1 Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenities and promote the management of water and air quality* *Deep soil zones are to meet the following minimum requirements:*	Y (capable to comply subject to detail design at DA stage)	The proposed scheme provides 9.06 % of the site for deep soil coverage (exceeding Objective 3E-1), through a deep soil/landscape corridor along the full extent of the western boundary. The green buffer provides privacy to the western neighbours, as well as a comfortable breathing space between built forms with tree canopies along the corridor.	Section 4 Section 5
3F VISUAL PRIVACY	*3F -1 Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy* *Separation between windows and balconies is provided to ensure visual privacy is achieved. The minimum required separation distances from buildings to the side and rear boundaries are as follows:*	Y (capable to comply subject to detail design at DA stage)	Building Separation is promoted and in line with the ADG guidelines. Visual privacy is achieved with setbacks, terraced built forms, and breaks in the overall building for each residential complex incorporated into each façade. See building separations (in response to ADG 2F/2H) above.	Section 5
3G PEDESTRAIN ENTRIES	*3G-1 Building entries and pedestrian access connects to and addresses the public domain* *3G-2 Access, entries and pathways are accessible and easy to identify* *3G-3 Large sites provide pedestrian links for access to streets and connection to destinations*	Y	Pedestrian routes and access points are proposed in the concept development design, landscape architecture, and Urban Design Report with the inclusion of clear wayfinding signage. Vehicular access is separated to ensure safety and a north-south link has been introduced to assist with pedestrian and neighbourhood links.	Section 4 Section 5
3H VEHICLE ACCESS	*3H-1 Vehicle access points are designed and located to achieve safety, minimize conflicts between pedestrians and vehicles, and create high quality streetscapes*	Y	The current proposal reduces the number of vehicle crossovers to 2 (improving from 8 which currently exists), and are identifiable and separated from pedestrian entryways. They have been designed to minimise visual impact and provide more frontage to such items as retail frontage and landscaping.	Section 5

09.01 POLICY & ADG COMPLIANCE

PART 3 | ADG | SITING THE DEVELOPMENT				
CRITERIA	*GUIDELINE SUMMARY*	*COMPLIANCE*	*RESPONSE*	*URBAN DESIGN REPORT SECTION*
3D COMMUNAL OPEN SPACE	*2.Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter)* *3D - 2 Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting* *3D - 3 Communal open space is designed to maximise safety* *3D - 4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood*	Y	The concept design proposes 25.4 % of the site area as communal space and complies with the communal space requirements of Objective 3D-1 (minimum area of 25% of the site of communal open space). Based on the building orientations which prioritses northerly sunlight aspect, the designated communal spaces provided on podiums and rooftops accommodate sufficient access to sunshine.	Section 4 Section 5
3E DEEP SOIL ZONES	*3E -1 Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenities and promote the management of water and air quality* *Deep soil zones are to meet the following minimum requirements:*	Y (capable to comply subject to detail design at DA stage)	The proposed scheme provides 9.06 % of the site for deep soil coverage (exceeding Objective 3E-1), through a deep soil/landscape corridor along the full extent of the western boundary. The green buffer provides privacy to the western neighbours, as well as a comfortable breathing space between built forms with tree canopies along the corridor.	Section 4 Section 5
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3G PEDESTRAIN ENTRIES	*3G-1 Building entries and pedestrian access connects to and addresses the public domain* *3G-2 Access, entries and pathways are accessible and easy to identify* *3G-3 Large sites provide pedestrian links for access to streets and connection to destinations*	Y	Pedestrian routes and access points are proposed in the concept development design, landscape architecture, and Urban Design Report with the inclusion of clear wayfinding signage. Vehicular access is separated to ensure safety and a north-south link has been introduced to assist with pedestrian and neighbourhood links.	Section 4 Section 5
3H VEHICLE ACCESS	*3H-1 Vehicle access points are designed and located to achieve safety, minimize conflicts between pedestrians and vehicles, and create high quality streetscapes*	Y	The current proposal reduces the number of vehicle crossovers to 2 (improving from 8 which currently exists), and are identifiable and separated from pedestrian entryways. They have been designed to minimise visual impact and provide more frontage to such items as retail frontage and landscaping.	Section 5