

E3 - Ramsgate Centre

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E3 - Ramsgate Centre

This Part includes provisions for land identified within the boundaries of the Ramsgate Commercial Centre as shown in Figure 1.

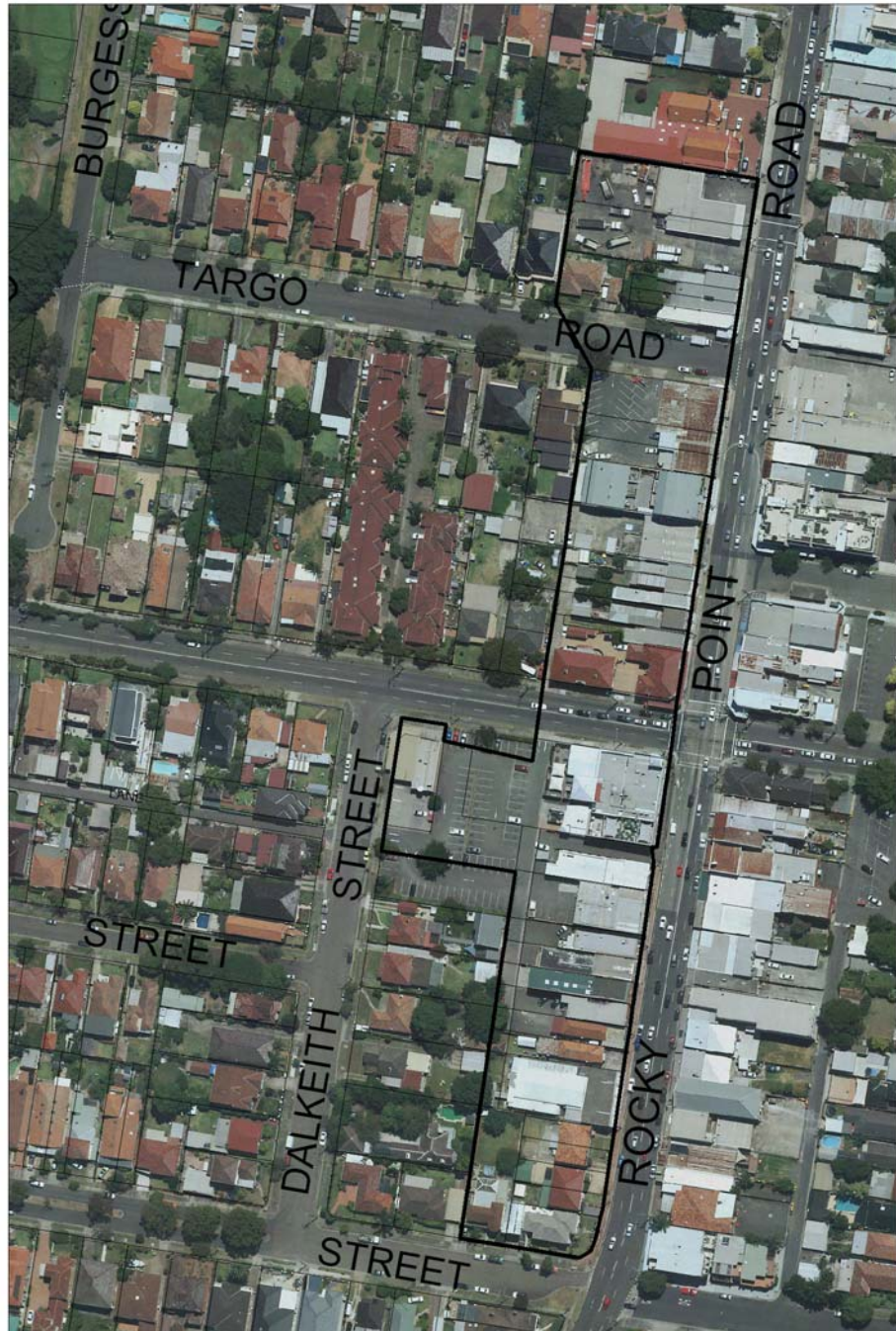


Figure 1. Ramsgate Commercial Centre

I. Background

I.1 The Ramsgate Centre Master Plan

The Ramsgate Shopping Centre has undergone significant change over the last thirty years. From its inception as a small strip shopping centre, originally developed to cater for the needs of the surrounding community, the Ramsgate Shopping Centre has grown to provide a wide variety of services and facilities for not only the local community but for others visiting the area.

The Ramsgate Centre is divided by Rocky Point Road. The eastern portion of the centre is located in the City of Rockdale and the western portion of the centre is located in the City of Kogarah. The preparation of these controls has been the result of a multi-staged collaborative process, which included extensive community consultation and included the preparation of the Ramsgate Master Plan.

The Master Plan identifies the following planning and urban design principles:

The Centre (Rocky Point Road)

- Consolidate a strong and integrated commercial centre
- Provide viable commercial development opportunities in the centre
- Develop the centre as a safe and healthy living environment
- Improve the centre's main gateways
- Generally improve the image, amenity and presentation of the centre
- Maintain similar land uses and densities on opposite sides of the street
- Step down densities longitudinally between lots and away from Rocky Point Road
- Maintain design themes on a block by block basis.
- Development to be compatible with the character of the locality
- Development to be sited to take advantage of landscape and streetscape qualities and potential views from the centre
- Development to be environmentally sensitive in the placement of buildings
- Development to be sited to maximise visual and aural privacy, security and other amenity aspects for the occupants of the development and adjoining residents.

Public Domain, Landscaping and Open Space

- Create opportunities for civic activities and spaces
- Maintain Rocky Point Road as a hard urban thoroughfare, but create landscaped squares and arcades and promote the planting of deciduous street trees in side streets

- Development to be integrated with the surrounded environment by considering pedestrian, bicycle, vehicle and visual links to the street and open space networks.
- Consider the amenity of the public domain including public open space and pedestrian areas, in terms of safety, sunlight and retention of significant views
- Minimise overhead wires on significant streets
- Buildings to be orientated and sited to maximise northern sunlight to internal living and working areas and to consider energy efficiency in building design and siting.
- Developments to make provision for usable private open space for residential occupants either at ground level or adjacent to dwellings
- Retain and supplement existing vegetation and natural features.

Dwellings in Residential Areas

- Protect the environmental quality of neighbouring residential areas by maintaining reasonable amenity for neighbouring properties, such as privacy, the avoidance of undue overshadowing and loss of significant views by those properties.

Traffic

- Maintain the current hierarchy of roads, with Rocky Point Road being a main arterial road and Ramsgate Road, being an important secondary road.
- Development to be sited to take advantage of landscape and streetscape qualities and potential views from the centre.

Parking

- Provide an appropriate level of parking facilities in high demand locations
- Provide adequate parking within the area

Pedestrians

- Enhance pedestrian linkages within the centre and between the centre and adjoining residential areas
- Encourage deeper pedestrian penetration into Rocky Point Road properties

Others/ESD

- Provide adequate drainage, services and facilities to development
- Orientate proposed buildings on an east-west or north-south axis to maximise solar access and energy efficiency.

1.2 Vision Statement

The design principles within the Master Plan reinforce the strong linear element of Rocky Point Road by encouraging a 3 storey minimum façade to define the street line. The Master Plan includes a vision statement for the centre, which can be summarised as follows:

The Master Plan design reinforces the strong pathway element of Rocky Point Rd by encouraging a generally 3 storey façade to define the street line. The mixed use development along the main road will provide a higher level of local population to support the local shopping area.

Entering the centre from the north, the motorist will pass the northern gateway, defined by a marker element (such as a small tower, or special corner details).

Passing down Rocky Point Road the observer will see small local shops at ground level under an awning and a combination of residential and professional offices on the upper floors. Dormer windows or rooftop balconies would also be visible as part of a varied roof-scape along Rocky Point Road.

The junction of Rocky Point Road and Ramsgate Road is emphasised as the 'centre'. The junction is highlighted with a series a clock tower style, or similar elements. The developments occupying these corners would be encouraged to pay particular attention to a corner detailing to ensure it compliments the overall intersection design. Availability of public car parking spaces at basement level is indicated with the special redevelopment sites at the junction of Rocky Point Road and Ramsgate Road.

The southern gateway to the centre would be similar in style to that of the north.

A number of pedestrian lanes have been included to connect Rocky Point Road to the rear streets such as Dalkeith Street. These laneways are wide enough to accommodate a small number of coffee tables, as a pedestrian/shopping refuge from the noise of Rocky Point Road. As the lanes cross the access lane at the rear of the shops, this lane becomes a small pedestrian pathway through the existing residential area which links to the residential street network.

The transition between the business area and the existing residential is softened through a rear building element fronting the laneway. This element, either existing or created, maintains a suitable scale with the existing single and two storey residences within the adjoining residential areas.

2. Amalgamation and Site Isolation Requirements

2.1 Amalgamation Requirements

Whilst some of the principles and design aspects of the Ramsgate Master Plan can be implemented on smaller sized lots, it is unlikely that the permitted floor space ratios will be achieved on these.

In this regard, site amalgamations are encouraged to facilitate appropriate development within the Ramsgate Centre. Where sites are not amalgamated in accordance with the site amalgamation requirements shown below, the permitted floorspace ratio will be reduced by 0.5:1.

Applications for development should conform to the site amalgamations shown below. Council may allow variations to these amalgamation patterns, but only where the objectives and design principles of this part can be achieved.

2.2 Site Isolation Requirements

In considering an application for multi-unit development, Council will consider the impact of the proposed development on adjoining allotments of land that will be left as isolated sites and their future development capacity.

In this regard, where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot requirements, then the applicant must submit to Council, with the development application, the following information:

- Correspondence indicating that negotiations between the owners of the properties commenced prior to the lodgement of the development application;
- Where no satisfactory result is achieved from the negotiations, the development application should include documentation to demonstrate that reasonable attempts have been made to incorporate the adjoining site/s into the redevelopment and documentation of the negotiations between the owners of the properties. This documentation must include copies of correspondence between parties and any formal financial offers and responses to offers. If necessary, Council may require the proponent to fund an independent Valuation Report.

- Where it has been shown that reasonable efforts have been undertaken to facilitate amalgamation of the isolated properties, and where no resolution can be reached between the parties, Council may request that applicants include with their development application a plan of adjoining isolated lots which shows a schematic design of how the site/s may be developed.

A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.

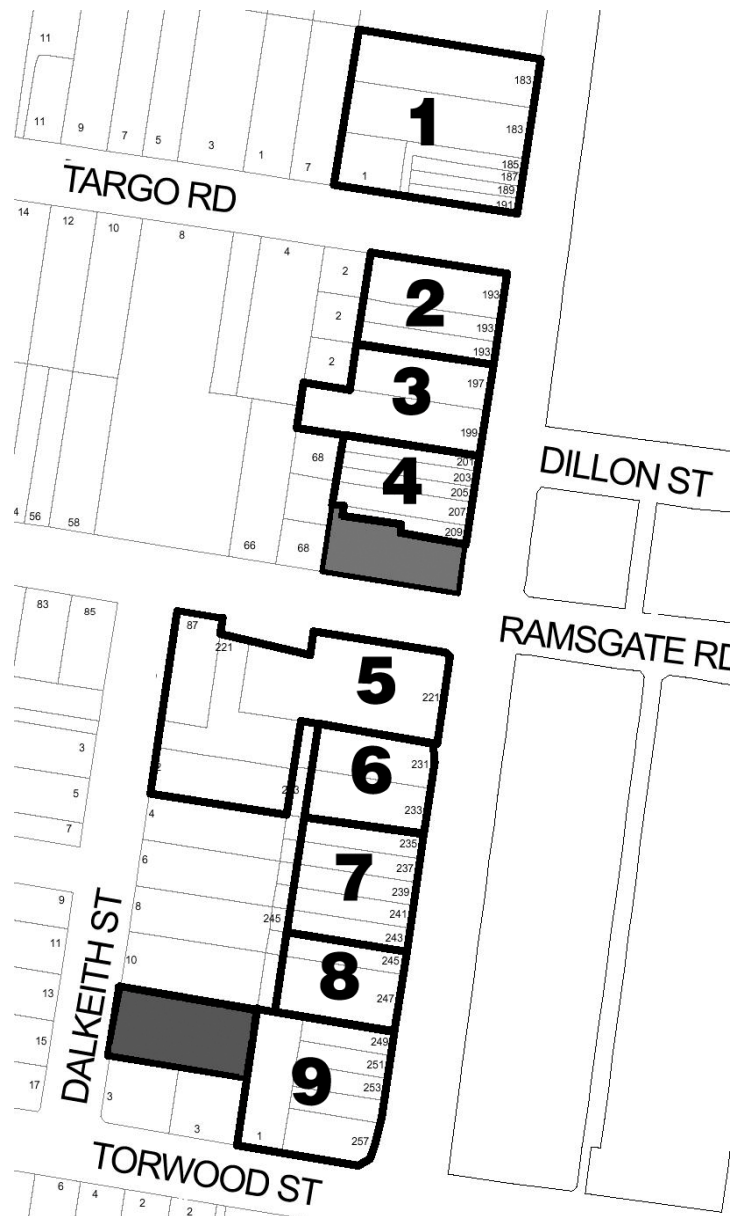


Figure 2. Site Amalgamation Requirements

2.3 Temporary Access ways

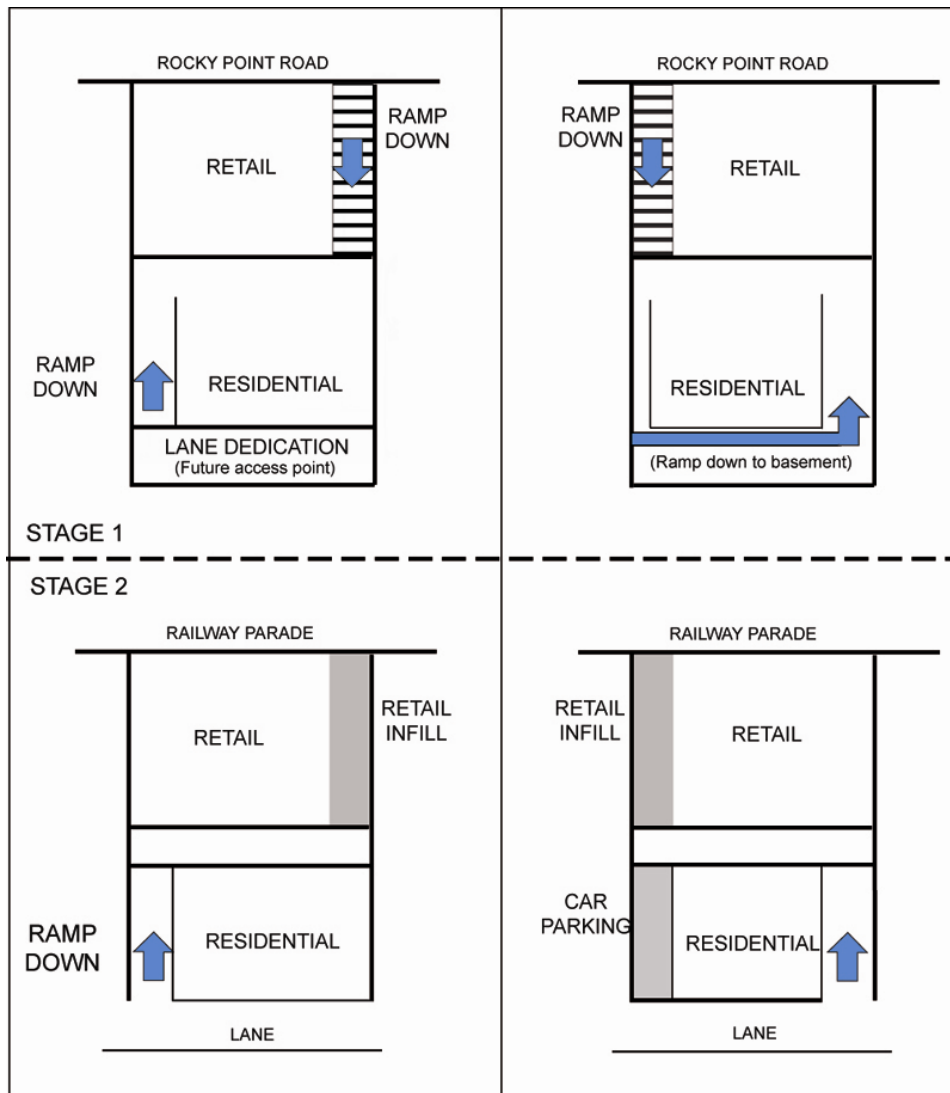
A key feature of ensuring the success of the centre is the creation of laneways to provide service access to the rear of the Rocky Point Road frontage. Because of the multiple land ownerships involved, it will be difficult to facilitate an appropriately phased implementation process. Developments must therefore be able to go ahead without the completion of the full laneway.

Where temporary access is proposed from Rocky Point Road, it is envisaged that developments will either provide a temporary ramp from Rocky Point Road to their basement car parking area, or create a temporary access-way to the laneway dedication at the rear of the property.

These temporary access ways can ultimately be converted into either retail/commercial floor space or car parking. Where temporary access ways are provided, the area identified as the temporary access way (which may at a later stage be transferred to floor area) is to be included in the floor space calculations.

In designing a development with temporary access, it is important that the façade design to Rocky Point Road caters for this temporary access and encourages the sharing of temporary access ways.

Figure 3. Example of a temporary access way



*Hatched areas to be included in floorspace calculations

Scenario A

Temporary access to the site from Rocky Point Rd via a temporary ramp to the basement level. Ramp removed, ground floor infill slab poured and converted to retail at a later stage.

Scenario B

Temporary access to the site from Rocky Point Road via a lane-way to the rear of the site. Access converted to ground floor retail and parking at a later stage.

3. General Objectives and Design Principles

3.1 Urban Framework

The Ramsgate Master Plan provides an Urban Framework for the Ramsgate Centre (Figure 4), which includes the following main elements:

- (a) The retention of the existing business zoned land.
- (b) The retention and expansion of areas of medium density residential around the business zoned lands.
- (c) The creation of potential underground parking areas within the special sites identified at the intersection of Rocky Point Road and Ramsgate Road.
- (d) The creation of laneways along the rear of all business zoned land.
- (e) The potential creation of temporary accessways to link Rocky Point Road with the existing/proposed rear laneways.
- (f) Introduce traffic calming within Targo Road and Torwood Street.
- (g) Closure and landscaping of Dillon Street as a public square.

3.2 Land Uses

Objectives

- (a) Enable and encourage land uses which allow for employment opportunities and a growing residential population.
- (b) Achieve a sustainable mix of uses along Rocky Point Road by allowing opportunities for employment, residential and community uses.
- (c) Site new development appropriately to minimise potential land use conflicts.

Design Principles

- (1) Encourage mixed-use developments with active uses at the ground floor (commercial/retail), commercial or retail at the first floor and residential above.
- (2) Encourage low scale residential development at the rear of development sites, fronting onto the rear lanes.
- (3) Protect the existing amenity of neighbouring low density residential areas (privacy, overlooking, the avoidance of undue overshadowing) by encouraging an appropriate transition, consistent with adjoining development.

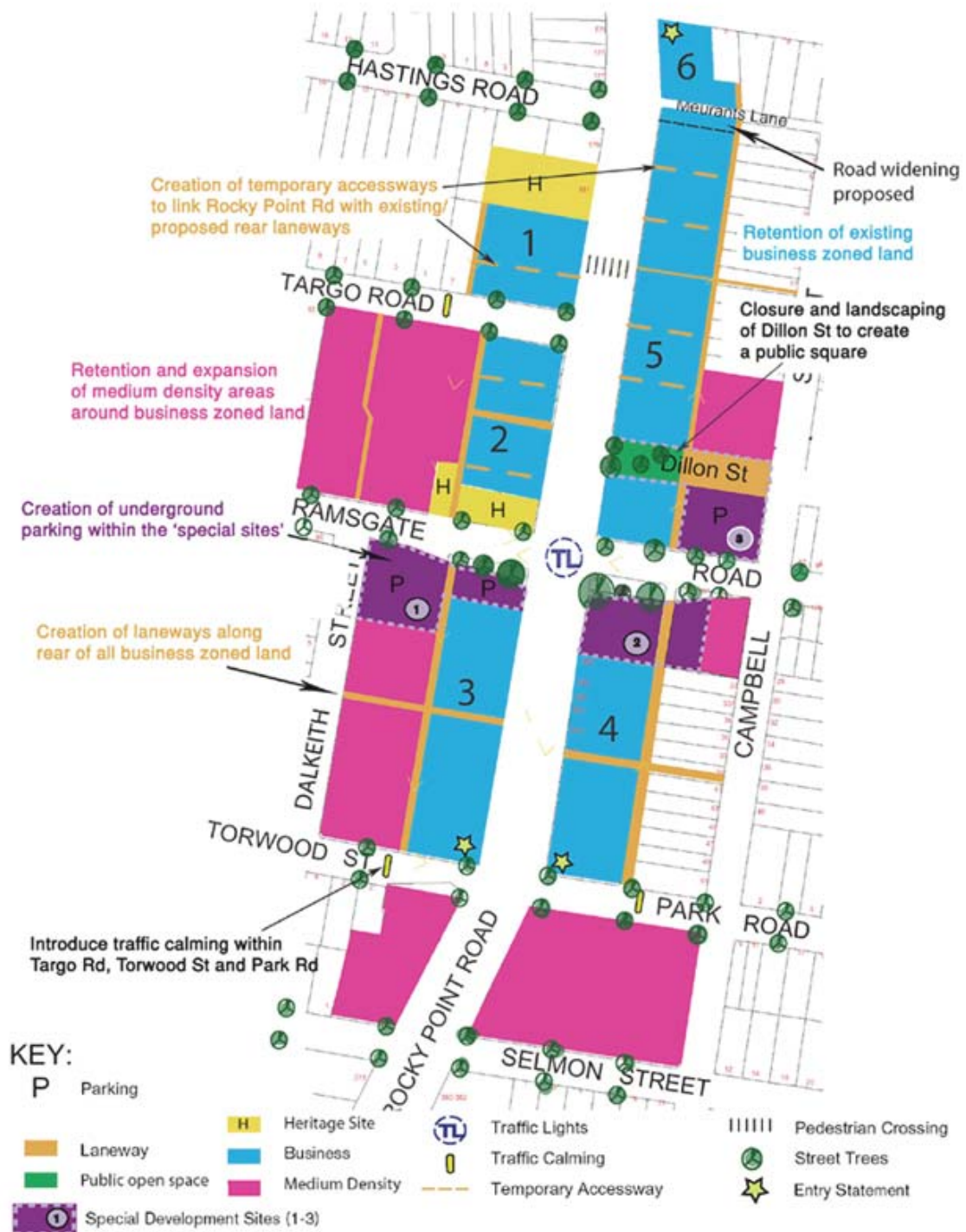


Figure 4. Ramsgate Master Plan

3.3 Urban Form

Objectives

- (a) Provide sensitive and high quality architectural and landscape design that contributes positively to the character of the public domain.
- (b) Encourage high quality landscape design of public spaces within new development.
- (c) Optimise sun access to streets and existing residential uses by minimising building bulk, ensuring adequate building separation and orientating built form appropriately
- (d) Encourage high quality architectural design of all new development.
- (e) Scale and locate built form to protect and enhance view from or towards important natural features, including views and vistas to the Bay.

Design Principles

3.3.1 Building heights

- (1) Permit building heights generally of three (3) storeys along Rocky Point road to define the street edge, with a fourth (4) storey setback from the Rocky Point Road frontage.
- (2) Allow greater heights at the junction of Rocky Point Road and Ramsgate Road and on gateway or special sites to delineate the entrance and exit to the Ramsgate Centre.
- (3) Provide an appropriate transition between new development and existing development in the lower density areas by permitting a maximum building height of two (2) storeys.

3.3.2 Densities

- (1) Provide appropriate densities that are consistent with the character the centre and provide viable commercial development opportunities.
- (2) Provide floor space bonuses where community benefits are provided (eg. creation of a rear lane access and arcades) within developments.

3.3.3 Built Form

- (1) Ensure adequate building separation between built elements, to provide opportunities for sun penetration and landscaping.
- (2) Optimise residential amenity through building orientation, setbacks and apartment design.
- (3) On corner sites, buildings are to address both street frontages.

- (4) Provide awnings to the return corners and along Rocky Point Road frontages to provide pedestrian amenity.

3.4 Heritage

Objective

- (a) Conserve the environmental heritage

Design Principles

- (1) Design new development adjacent to heritage items to make an appropriate transition in scale.

Note: Check KLEP 2012 for heritage items in the Ramsgate Centre.

3.5 Transport/Traffic

Objectives

- (a) Ensure that traffic flow along Rocky Point Road is not compromised by new development and encourage the use of public transport.
- (b) Ensure clear and legible vehicular access between Rocky Point Road, Ramsgate Road and side streets.
- (c) Consolidate and locate vehicular access points (where possible) to new development so as to maintain the flow of traffic, particularly along Rocky Point Road.
- (d) Balance the need to provide adequate parking to service new development with the need to discourage excessive private car usage.
- (e) Provide new rear lane access to mid-block sites when lots are amalgamated.
- (f) Minimise pressure on residential (side) streets.

Design Principles

- (1) The design framework responds to the existing street hierarchy by enabling more diverse uses and greater building height on Rocky Point Road and Ramsgate Road.
- (2) New rear lanes should be introduced where appropriate to buffer existing low scale residential development from higher, denser mixed-use developments. In particular, there is potential for:
 - (i) Providing rear lane access for the properties fronting Rocky Point Road, between Targo Road and Ramsgate Road and

continuing the rear lane access between Ramsgate Road and Torwood Street

- (ii) Rear lane access between Targo Road and Ramsgate Road and Torwood Street is to be a one-way movement (southern direction) to facilitate easy movement onto Rocky Point Road and discourage movement back onto the residential (side) streets. This will be supported with traffic calming measures.
- (3) Provide vehicular access from residential (side) streets or rear lanes where possible. Where rear lane access cannot be achieved in the short term, temporary vehicular access may be provided from Rocky Point Road but should be consolidated and minimised.
- (4) Provide an appropriate level of parking facilities, both public and private, within new developments with full retention or replacement of existing publicly owned car spaces on any redevelopment.

3.6 Pedestrian and Bicycle Movement

Objectives

- (a) Increase and enhance opportunities for pedestrians and cyclists to move safely and comfortably within the public domain.
- (b) Create an attractive and amenable pedestrian environment
- (c) Enhance pedestrian and cycle routes and link them with regional networks, residential areas, commercial, retail and recreational activities and with public transport nodes.

Design Principles

- (1) Consider pedestrian movement when designing major building entries and through block links
- (2) Design pedestrian routes which benefit from high levels of casual surveillance and are clear and direct.

3.7 Public Domain

Objectives

- (a) Create a useable network of streets and public open spaces with high levels of amenity, safety and security.
- (b) Extend street planting from side streets, where appropriate provide landscaping along Rocky Point Road

- (c) Encourage landscaping and mature tree planting in the private domain to provide green spaces and canopies visible from the public domain.
- (d) Design streetscape elements including paving, lighting, signage, street furniture and landscaping to a high standard.

Design Principles

- (1) Development is to be integrated with the surrounding environment by considering pedestrian, bicycle, vehicular and visual links to the street, rear laneways and open spaces.
- (2) Developments are encouraged to make provision for useable private open space for residential occupants either at ground level or adjacent to dwellings.
- (3) Where appropriate, retain and supplement existing vegetation on development sites and in side streets. Select tree species appropriate to soil and microclimate. In particular select local indigenous or Australian native plant species.
- (4) Where appropriate, incorporate deep soil landscaping within the development to accommodate large trees and provide for infiltration.
- (5) Design of new development should consider and respond to the amenity of the public domain, including pedestrian areas, in terms of safety, sunlight and retention of distant views.
- (6) Creation of through site links and public forecourt areas should refer to the Public Domain Improvements Strategy to improve legibility of these spaces as 'public' space.

3.8 Housing Choice

Objectives

- (a) Support opportunities for a diverse community by promoting workplace and housing choices
- (b) Encourage buildings with a high level of adaptability over time as uses change.

Design Principles

- (1) Design of new development should consider accommodating the changing needs of the resident population by designing flexible apartment layouts
- (2) Provide accessible working and living environments.

4. General Requirements

4.1 Floor to ceiling heights

The range of potential uses over the lifespan of a building is increased with high floor to ceiling heights. This is most important at ground floor level, where there is most potential for a number of different uses.

Objective

- (a) Increase adaptability of buildings to new uses and to increase environmental performance and amenity of buildings.

Controls

- (1) Floor to ceiling heights should be a minimum of 3.4m at ground floor level, to allow for a range of uses including retail, commercial offices and home offices.
- (2) Floor to ceiling heights should be a minimum of 2.7m at upper storeys of buildings, to all habitable rooms to allow for a range of uses, and to improve the environmental performance and amenity of the building.
- (3) Design ceiling heights to promote building flexibility over time for a range of other uses, including retail or commercial, where appropriate.

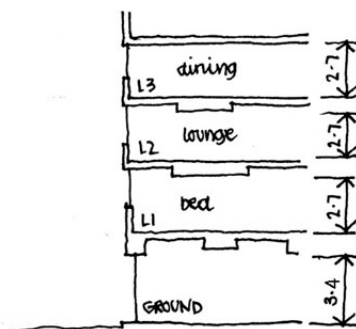


Figure 5. Design floor to ceiling heights to promote building flexibility

4.2 Active street frontages

Active street frontages are characterised by lively pedestrian activity. Busy pedestrian access and non- residential uses such as shops, studios, offices, cafes, recreation and promenade opportunities promote the most active frontages.

Objective

- (a) Encourage pedestrian activity along Rocky Point Road and Ramsgate Road.

Controls

- (1) Buildings fronting the street are to provide pedestrian amenity in the form of active street frontages, building entrances and awnings.
- (2) Buildings setback from the street frontage are to address the street with façade treatment, entrances, stairs, low fences and substantial planting.

4.3 Corners

Buildings on the corner of two (2) streets/roads are highly visible and should address both street frontages.

Objective

- (a) Reinforce the built form of the street block and enhance the public domain at the meeting of streets

Controls

- (1) Buildings are to be sited on the street frontages at corners, addressing the corner.
- (2) The street intersection is to be addressed with splays, curves, building entries and other special architectural elements. Architectural corner elements may be slightly higher than the rest of the building, particularly at the corner of Rocky Point Road and Ramsgate Road



Figure 6. Corner buildings should address the corner

4.4 Façade composition and architectural articulation

A building façade is a streetscape element, whose architectural quality contributes to the character and design of the public domain. The composition and detailing of the building façade has an impact on its apparent scale as well as its appearance. The pattern or rhythm established by the proportions of the façade, the modulation of the external walls, the design of façade elements, their materials and their detailing are all important considerations.

Objectives

- (a) Promote high architectural quality in buildings.
- (b) Ensure that new developments have facades, which define and enhance the public domain and desired street character.
- (c) Ensure that building elements are integrated into the overall building form and façade design.

Controls

- (1) Large areas of flat facade are to be avoided. Facades should be articulated into separate sections, using steps in the facade, expressed entries, panels, bay windows, balconies, pergolas and other architectural elements.
- (2) Articulation elements must be integral with the building design and should consider the whole building - not just the street façade.
- (3) Changes of texture and colour should complement facade articulation.

- (4) Appropriate security (if required) can be provided through security grilles on the inside of the shop windows that are retractable to create an open shopfront/window display area. Roller shutter doors facing onto the street are not permitted.
- (5) Generally shopfronts should be provided with solid upstand and sill to main facing windows with slightly recessed door entry points.
- (6) Provide a balance of horizontal and vertical facade elements to relate to adjacent facades in the streetscape. Avoid simple facade designs containing only horizontal or vertical elements.
- (7) Subdivide long facades with columns, windows and other vertical elements to provide a vertical emphasis.
- (8) Provide substantial cornices, balconies and other horizontal elements to subdivide the facade into a base, middle and top.
- (9) Coordinate and integrate building services, such as drainage pipes, with the overall façade.

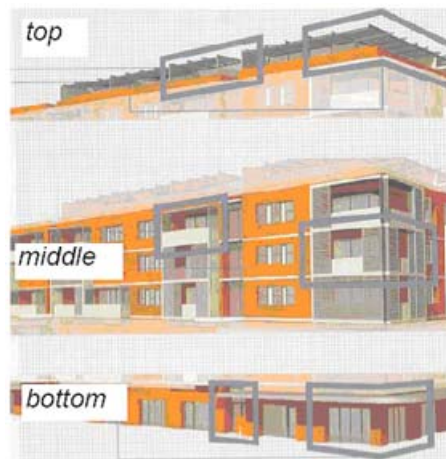


Figure 7. Provide a balance of horizontal and vertical design elements

4.5 Private open space and balconies

Balconies are outdoor rooms which enhance the amenity and lifestyle choices of apartment residents. They provide open space and extend the living spaces of the apartment. Balconies are also important architectural elements, contributing to the form and articulation of apartment buildings.

Objectives

- (a) Provide a high standard of outdoor living for residents.
- (b) Ensure that the location of balconies is functional and responds to the environment.
- (c) Ensure that balconies are integrated into the overall architectural form and provide articulation and detail in facades.
- (d) Contribute to the safety and liveliness of the street by allowing for casual overlooking and surveillance.

Controls

- (1) Every apartment is to have at least one (1) balcony directly accessible from the main living area, of minimum size 10m². The minimum dimension in any direction is to be 2.5m, to enable tables and chairs to be positioned. There is no minimum size for a bedroom balcony (eg/ Juliet balconies).
- (2) Design balconies which are recessed into the wall or enclosed with walls, columns or roofs to provide sufficient enclosure and visual firmness.
- (3) Rooftop terraces are prohibited, except in circumstances where that rooftop terrace is the primary open space area associated with a rooftop development (eg/ penthouse unit). Where a rooftop terrace is proposed, it must have direct access to a living area and it must be level from that living area.
- (4) Primary balconies are to be located adjacent to the main living areas, such as living room, dining room and kitchen to extend the dwelling living space.
- (5) Where balconies are sited off laundries and bathrooms they are to be screened from the public domain.
- (6) Include sunscreens, pergolas, shutters, and operable walls to control sunlight, wind and harsh environmental effects.

- (7) Design balustrades which allow for views into, and along the street, but avoid all glass and all brick balustrades.
- (8) Employ Juliet balconies and French windows to articulate facades with architectural detail and vertically proportioned windows.

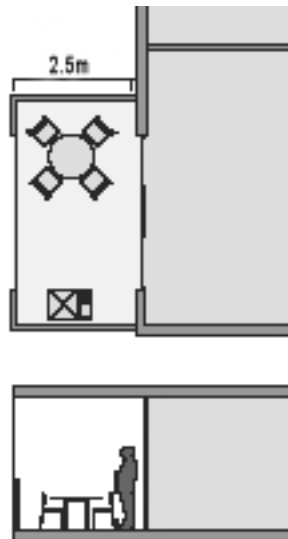


Figure 8. Every apartment is to have at least one balcony directly accessible from the main living area, with a minimum dimension of 2.5m



Figure 9. Include sunscreens, pergolas, shutters and operable walls to control sunlight, wind and noise

4.6 Awnings

Awnings increase the usability and amenity of public footpaths by protecting pedestrians from the elements. They encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the local area.

Objective

- (a) Provide pedestrian amenity and streetscape continuity.

Controls

- (1) All sites fronting Rocky Point Road and within 20m of an intersection must provide a suspended awning across the full frontage of the development. The awning design is to be consistent with the public domain plan pattern awning design.

- (2) Step awnings and other weather protection devices in relation to street level changes and building entrances.
- (3) Provide under-awning lighting to enhance safety.

4.7 Attics and Roof Design

The roof is an important architectural element for the overall composition and expression of a building. Roofs, which are purely functional, having exposed lift over-runs and plant equipment, do not contribute to the streetscape. Plant and lift over-runs should be concealed within the roof space.

Attic development is appropriate for development fronting the laneway where there are no adverse impacts on the adjoining low density development.

Objectives

- (a) Provide quality roof designs, which contribute to the overall design and performance of the buildings.
- (b) Integrate the design of the roof into the overall façade, building composition and desired contextual response.
- (c) Allow attics to provide additional accommodation/storage space.

Controls

- (1) Design roofs as hipped or gable pitched with a minimum pitch of 25 degrees, or composite skillion roofs with a minimum pitch of 10 degrees.
- (2) Attics are permissible for development fronting the laneway as long as they are wholly within the pitch of the roof and face onto the internal courtyards only. No attics will be permitted facing the laneway.
- (3) Roofscapes and building silhouettes shall be varied.
- (4) Design large projections, shade structures and pavilions to enhance the appearance of flat roofed buildings.
- (5) Conceal lift over-runs and plant equipment (including satellite dishes) within well designed roof forms.
- (6) Penthouses are encouraged in residential developments to create interesting skylines using set back upper levels, special fenestration and roof decks (refer to 4.5 for requirements for rooftop terraces).

4.8 Visual and acoustic privacy

Visual and acoustic privacy is extremely important in the creation of successful medium density environments, particularly residential environments.

Objective

- (a) Maintain acceptable levels of visual and acoustic privacy, particularly between residential dwellings, while increasing densities.

Controls

- (1) Locate and orient new development to maximise visual privacy between buildings on site and adjacent buildings by:
 - (i) Providing adequate building separation; and
 - (ii) Employing appropriate rear and side setbacks.
- (2) Blank walls are not desirable but may be built on the property boundary in certain circumstances. They should be articulated, patterned or contain appropriate public art.

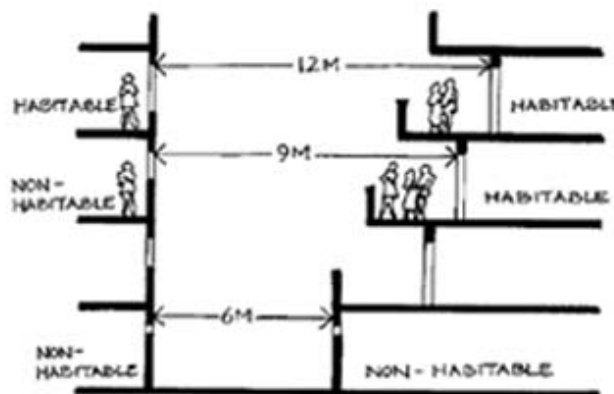


Figure 10. Locate and orient new development to maximise visual privacy between buildings by providing adequate building separation.

- (3) Minimise overlooking by:
 - (i) building on the perimeter of the block and building to the side boundaries of sites, with blank walls, to avoid overlooking.
 - (ii) locating habitable rooms within buildings away from privacy sensitive areas.

- (4) Screen views by:
 - (i) using screens in front of windows and balconies to cut out direct views.
 - (ii) offsetting windows in neighbouring walls.
 - (iii) using horizontal and vertical projecting screens above, below and to the side of windows, to reduce overlooking.
- (5) Comply with the requirements of the ISEPP for development on Rocky Point Road.
- (6) Design restaurants and cafes to diminish the impact of noise associated with late night operation on nearby residents.
- (7) Design new development to locate any noise generating activities (eg service areas, car parking entry) away from residential uses.

4.9 Parking

Accommodating parking on site has a significant impact on the site layout, landscaping design, deep soil zones and stormwater management.

Objectives

- (a) Provide sufficient car parking while minimising its physical and visual impacts.
- (b) Provide secure bicycle parking that is in accordance with the Australian Standards.

Controls

- (1) Residential parking is to be provided on site in accordance with the requirements in Table I below.
- (2) For commercial/retail and other land uses one (1) space per 40m² is to be provided on-site.
- (3) Secure bicycle parking is to be provided in multi unit developments at the rate of:
 - one (1) space per three (3) dwellings, plus one (1) space per ten (10) dwellings, or part thereof for visitors
 - the design of the storage area.

Table 1: Residential Parking Requirements – Ramsgate Commercial Centre

Dwelling Type	Min. Spaces per Dwelling	Visitor Parking Requirements	Specific Requirements
Multi dwelling housing	1.5 spaces	One (1) visitor space to every five (5) units or part thereof. 1 designated car wash bay which may also be a visitor space.	None
Residential Flat Building	1 per one bedroom unit 1.5 per two bedroom unit 2 per three bedroom unit	1 visitor's space for every 5 units or part there of. 1 designated car wash bay which may also be a visitor space.	Of the spaces provided, a wide bay parking space that complies with AS 2890.1 must be provided for each adaptable unit.

4.10 Access ways and driveways

Objective

- (a) Minimise the number of car parking access/egress points from Rocky Point Road.

Controls

- (1) Access ways and driveways from Rocky Point Road are discouraged. Access to car parking is preferred from secondary streets or rear lane ways.
- (2) Where vehicular access is proposed from Rocky Point Road, this must be a temporary vehicular access (Refer to Part 2.3 above)
- (3) Vehicular access points should be clearly visible from the street with adequate sign posting or design cues to alert drivers to their availability.
- (4) Vehicular crossings are to be positioned so that on-street parking and landscaping are maximised and removal or damage to existing street trees is avoided.

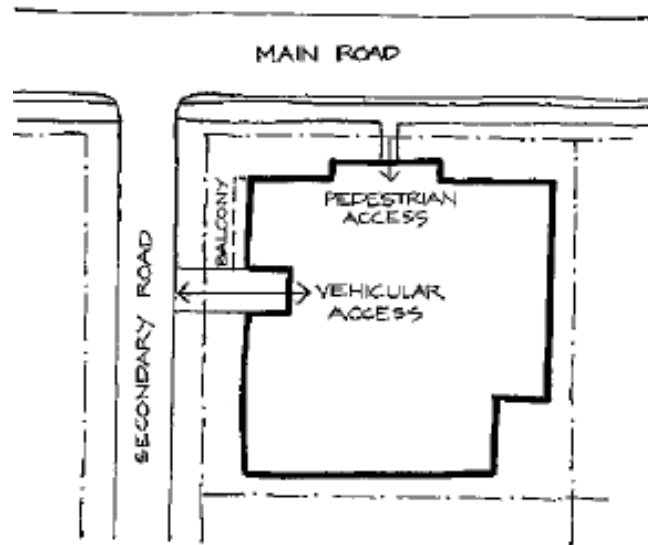


Figure 11. Vehicular access ways and driveways from Rocky Point Road are discouraged. Access to car parking is preferred from secondary streets or rear lanes.

5. Block Controls

The following block controls illustrate the form of development permitted on each of the sites within the Ramsgate Centre. Each type of block control differs and applies to each of the site amalgamations.

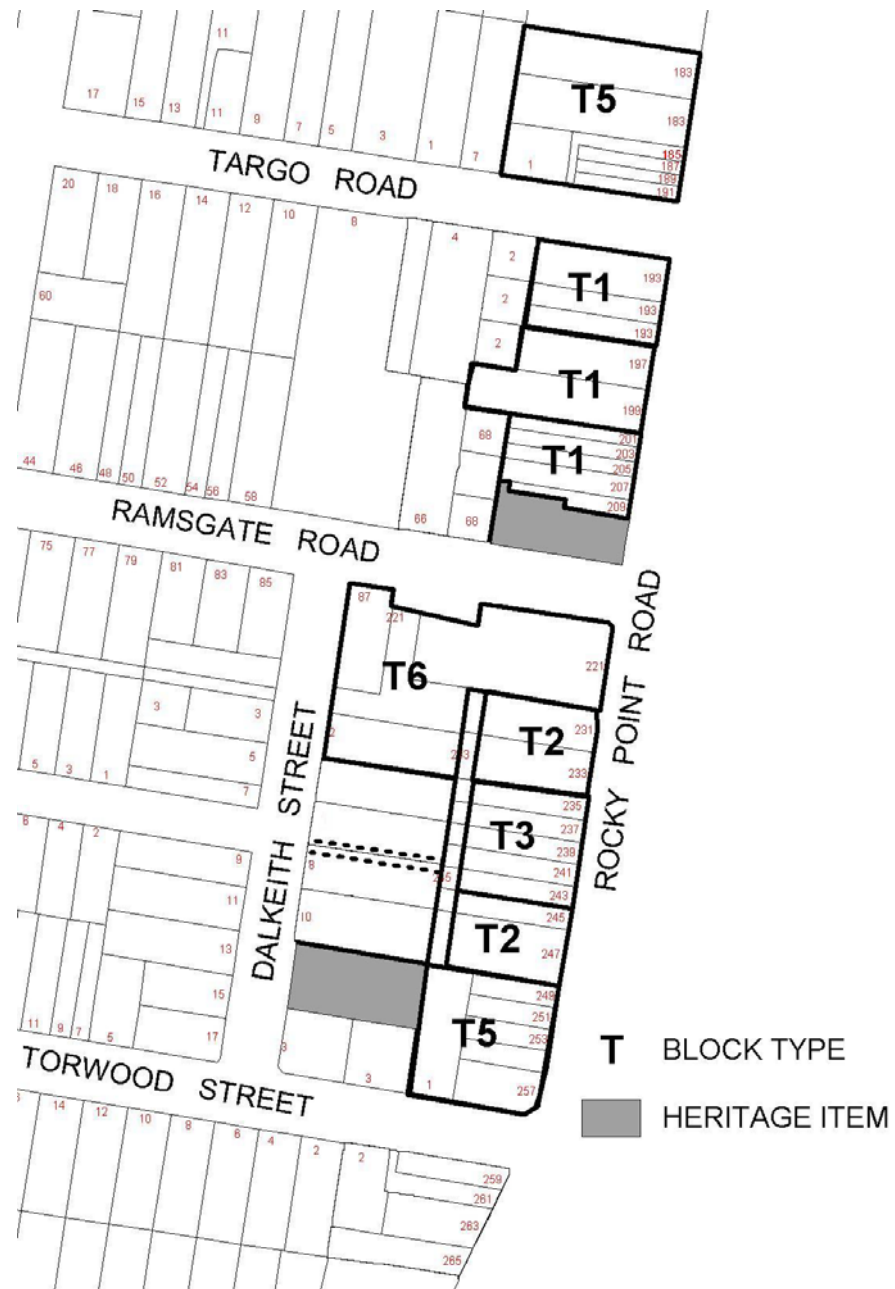


Figure 1. Block Controls

5.1 Type I (TI) – development site with a new lane

These provisions apply to No.193-209 Rocky Point Road, Ramsgate.

Specific Principles

Development adjoining the heritage listed buildings at Nos. 211-217 Rocky Point Road (group of shops) and No. 70 Ramsgate Road (“Roma”) are to provide adequate setbacks and building heights to reduce the impact on the heritage buildings.

Controls	Ground Floor	First Floor	Second Floor & Above
Front Setback Rocky Point Rd	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – build to boundary (Level 3) 3 rd floor – 3 metre setback or to fit within 30 degree angle building plane, which is greater (Level 4)
Targo Road	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – build to boundary (Level 3) 3 rd floor – 2 metre setback or to fit within 30 degree angle building plane, which is greater (Level 4). Attic style with dormer projections in the roof plane.
Rear laneway setback	Build to laneway (Level 1)	Build to laneway (Level 2)	Attic development permitted, but only when wholly within the pitch of the roof, with projecting dormer windows facing only onto internal courtyards and not onto the lane way. (Note: Any attic space will be included in the floorspace calculations).
Land Uses	Active uses such as retail or commercial	Commercial or residential	2 nd floor – Residential (Level 3) 3 rd floor – Residential (Level 4)

Density	<p>Maximum 2:1 to provide for the creation and dedication of rear lane access. Where the laneway cannot be implemented as part of the development, an area must be allocated, and can be used in the interim as car parking. However, when the laneway is implemented, dedication of the portion of land must occur.</p> <p>Where sites are not amalgamated in accordance with the site amalgamation requirements in Part 3.1, the permitted floorspace ratio will be reduced by 0.5:1.</p>
Building height	<p>Rocky Point Rd/ Targo Rd:</p> <ul style="list-style-type: none"> • Maximum number of levels: 4 • No residential development is permitted in the roof void (see section diagram for T1) • Maximum façade height to Level 3 is 10m • Level 4 is to be setback 3m, or to fit within 30o angle building plane, whichever is greater (maximum façade height – 13m). • Maximum overall building height – 15m (to the top of the roof). • Rear lane way – Maximum number of levels is 2 + attic (wholly within the roof). The maximum building façade is 7m, with an overall maximum building height of 10m. Any attic development must be within this 10m height limit, and the attic area will be included in the floorspace calculations. • Projecting dormer windows within attics will only be permitted where they face onto internal courtyards and not the rear laneway.
Vehicular entry	From Targo Road, in a southern direction with egress from Ramsgate Rd.
Temporary Vehicular Access	Permitted from Rocky Point Road in accordance with Section 2.3. Where temporary access ways are provided, the area identified as the temporary access way may be included in the floorspace calculations. Temporary access ways are to be minimised and shared between developments, where possible.
Rear lane access	Minimum 5m wide rear lane access from Targo Road.
Car parking	<p>Basement or sub-basement, under building footprints as far as possible.</p> <p>The basement is not to protrude more than 1m above natural ground level. Where the basement protrudes greater than 1m above natural ground level, it will be considered a storey.</p>
Separation between buildings	<p>12m between habitable rooms/balconies</p> <p>9m between habitable rooms/ balconies and non-habitable rooms</p> <p>6m between non-habitable rooms</p>
Landscaping	Planting in central courtyards as well as laneway setbacks.

	Where deep soil landscaping can be achieved, it is encouraged.
Awnings	Development fronting Rocky Point Rd and within 20m from its intersection are to provide a suspended awning across the full frontage of the development.
Heritage	Development adjacent to the heritage listed buildings at Nos. 211-217 Rocky Point Rd is to step down to two levels (maximum) to reduce the impact on the heritage buildings.

Drainage Easement requirements for Nos. 197-199 Rocky Point Road, Ramsgate:

- (a) A 1.5m drainage easement is to be provided at cost to the developer to drain water from the proposed laneway to Rocky Point Road.
- (b) The easement shall be created in favour of Kogarah Council and the Construction Certificate cannot be issued until the easement has been prepared by a Registered Surveyor and has been lodged with the Land Titles Office for registration.
- (c) Access to the easement and the piped system shall be provided. For commercial and residential buildings the applicant shall demonstrate to Council's satisfaction that suitable access for maintenance and/or replacement of the piped system can be achieved. Additional conditions will be placed on any development consent for the site to ensure that the easement is provided and suitably maintained.



Figure 2. Development site with a new lane

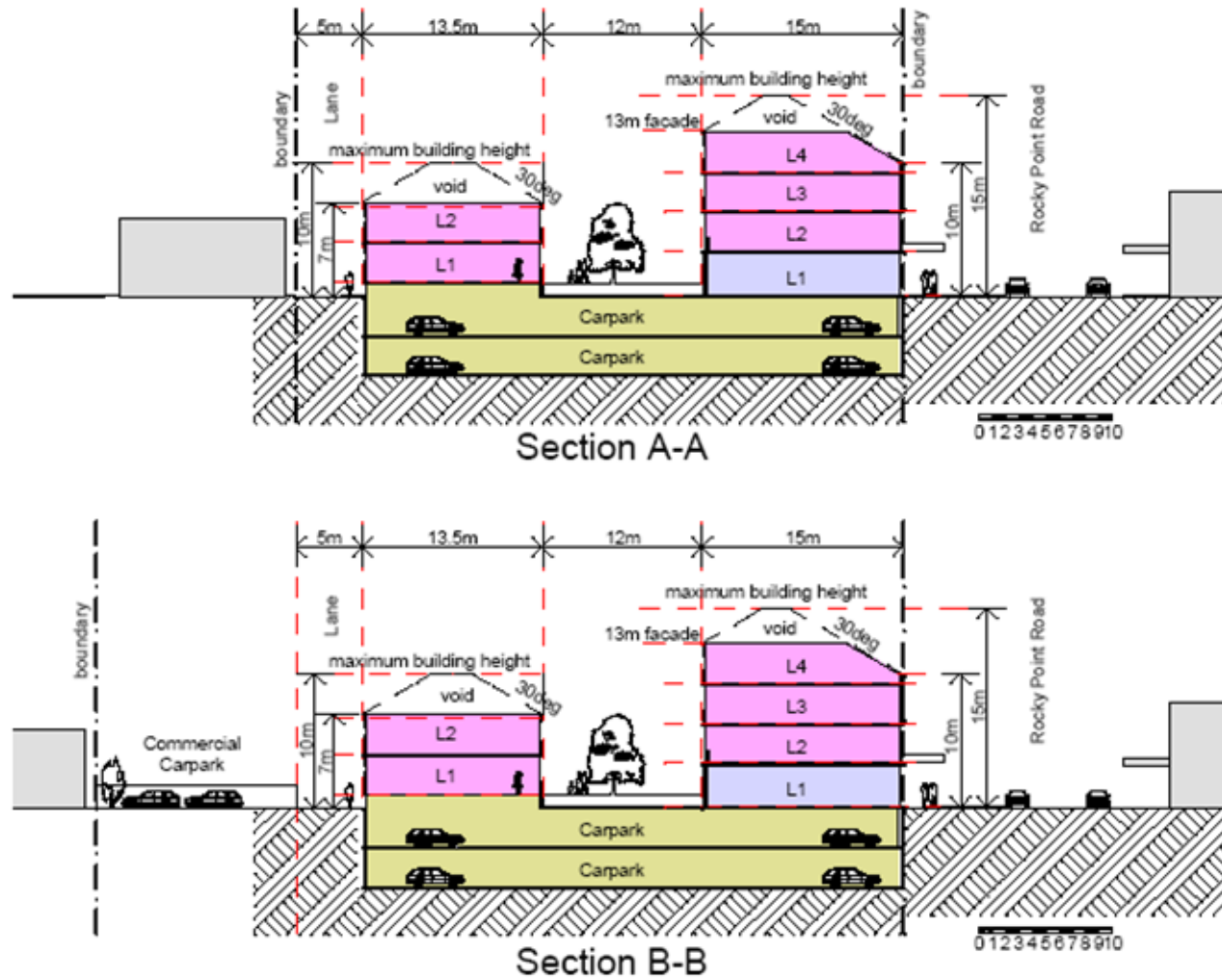


Figure 3. Development site with a new lane (section diagrams)

5.2 Type 2 (T2) Development site with an existing lane

These provisions apply to development occurring on Nos. 231-233 Rocky Point Road, Ramsgate and Nos. 245-247 Rocky Point Road, Ramsgate.

Controls	Ground Floor	First Floor	Second floor & above
Front Setback Rocky Point Road	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – build to boundary (Level 3) 3 rd floor – 3 metre setback or fit within 30° angle of building plane, whichever is greater (Level 4). Attic style with dormer projections in the roof plane.
Rear laneway setback	Build to laneway (Level 1)	Build to laneway (Level 2)	Attic development permitted, but only when wholly within the pitch of the roof, with projecting dormer windows facing only onto internal courtyards and not onto the laneway. (Note: Any attic space will be included in the floorspace calculations)
Rear/side boundary setbacks	Zero side setbacks (Level 1)	Zero side setbacks (Level 2)	2 nd floor – zero side setbacks (Level 3)
Land Uses	Active uses such as retail or commercial	Commercial or residential	Residential
Density	Maximum 1.8:1. However, where sites are not amalgamated in accordance with the site amalgamation requirements in Section 2.2, the permitted floorspace ratio will be reduced by 0.5:1.		
Building height	<p>Rocky Point Rd:</p> <ul style="list-style-type: none"> Maximum number of levels: 3 + attic No residential development is permitted in the roof void (see section diagram for T2) Maximum façade height to Level 3 is 10m Attic is to be setback 3m, or to fit within 30° angle building plane, whichever is greater Maximum overall building height – 15m (to the top of the roof). <p>Rear lane way – Maximum number of levels is 2 + attic (wholly within the roof). The maximum building façade is 7 metres, with an overall maximum building height of 10 metres. Any attic development must be within this 10 metre height limit</p>		
Vehicular	From Dalkeith Street via rear lane access.		

entry	
Temporary vehicular access	Permitted from Rocky Point Road in accordance with Part ?? of the DCP. Where temporary access ways are provided, the area identified, as the temporary accessway is to be included in the floorspace calculations. Temporary accessways are to be minimised and shared between developments, where possible.
Rear lane access	Existing laneway, with access from Dalkeith St
Car parking	Basement or sub-basement, under building footprints as far as possible. The basement is not to protrude more than 1 metre above natural ground level. Where the basement protrudes greater than 1 metre above natural ground level it will be considered a storey.
Separation between buildings	12m between habitable rooms/balconies 9m between habitable rooms/ balconies and non-habitable rooms 6m between non-habitable rooms
Landscaping	Planting in central courtyards as well as laneway setbacks. Where deep soil landscaping can be achieved, it is encouraged.
Awnings	Developments fronting Rocky Point Rd are to provide a suspended awning across the full frontage of the development.

Type 2 (T2) Development site with an existing lane

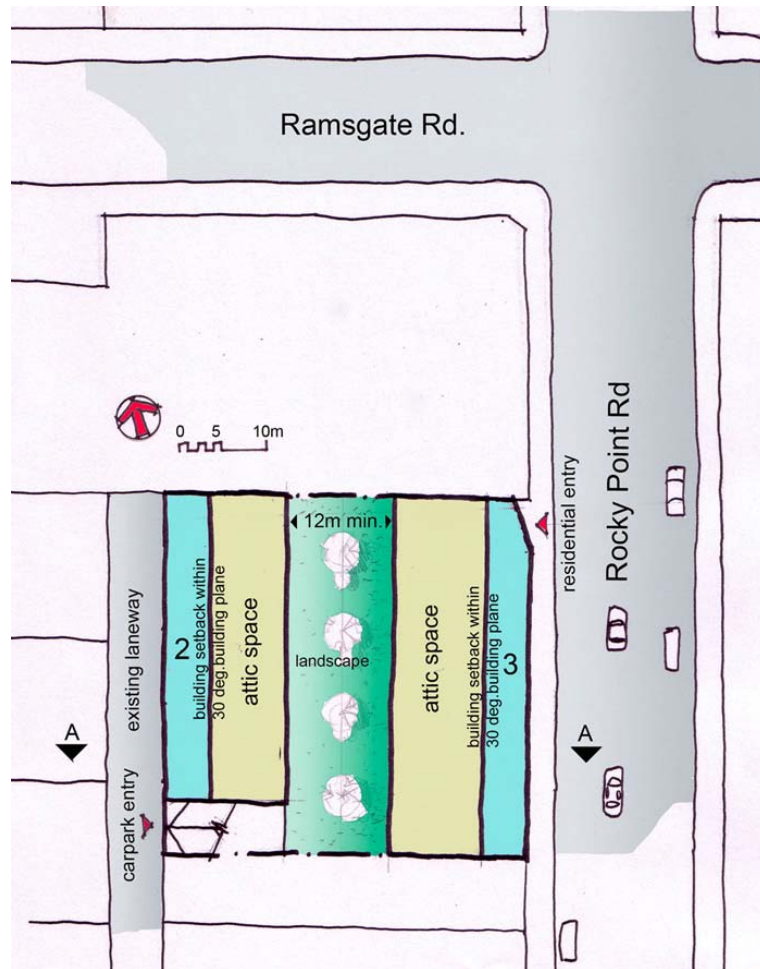


Figure 4. Development Site with an existing lane.

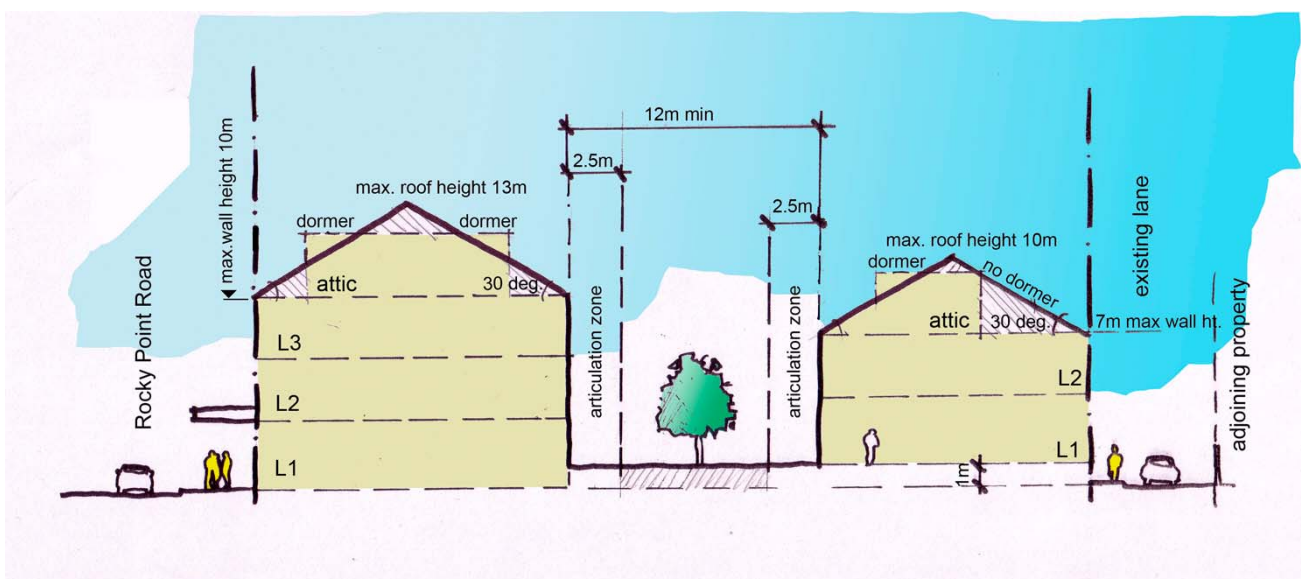


Figure 5. Development site with an existing lane – Section Diagram

5.3 Type 3 (T3) Development site with an arcade

These provisions apply to: Nos. 235-243 Rocky Point Road, Ramsgate

Controls	Ground Floor	First Floor	Second floor & above
Front Setback Rocky Point Road	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – as for ground (Level 3) 3 rd floor – as for ground (level 4) 4th floor – 3 metre setback, or to fit within 30° angle of building plane, whichever is greater. Attic style with dormer projection in the roof plane.
Rear laneway setback	Build to laneway	Build to boundary (Level 2)	Attic development permitted, but only when wholly within the pitch of the roof, with projecting dormer windows facing only onto internal courtyards and not onto the lane way. (Note: Any attic space will be included in the floorspace calculations)
Side boundary setbacks	Zero side setback (Level 1)	Zero side setbacks (Level 2)	2 nd floor – zero side setback (Level 3) 3 rd floor – zero side setback (Level 4)
Land Uses	Active uses such as retail/commercial Active uses (such as cafes, restaurants) along arcade frontage to facilitate usage and surveillance	Commercial or residential	Residential

Density	<p>Maximum 2:1 to provide for the creation of an arcade.</p> <p>However, where sites are not amalgamated in accordance with the site amalgamation requirements in Section 2.1, the permitted floorspace ratio will be reduced by 0.5:1.</p>
Building height	<p>Rocky Point Rd:</p> <ul style="list-style-type: none"> • Maximum number of levels: 5 • No residential development is permitted in the roof void (see section diagram for T3) • Maximum façade height to Level 4 is 13m • Level 5 (Attic) is to be setback 3m, or to fit within 30o angle building plane, whichever is greater (maximum internal residential height – 16m). • Maximum overall building height – 18m (to the top of the roof). <p>Note: The additional height allows for the development and dedication of an arcade, which will provide long term pedestrian access through the adjoining development in Dalkeith St. It also allows accentuation of the arcade as a feature along this section of Rocky Point Road.</p> <p>Rear lane way – Maximum number of levels is 2 + attic (wholly within the roof). The maximum building façade is 7 metres, with an overall maximum building height of 10 metres. Any attic development must be within this 10 metre height limit</p>
Location of Arcade	The arcade should provide a pedestrian link through the development site, with connection through to Dalkeith Street (future link between Nos. 6 & 8 Dalkeith Street upon redevelopment of these sites).
Vehicular entry	From Dalkeith Street, via rear laneway
Temporary vehicular access	<p>Permitted from Rocky Point Road in accordance with Part 2.3 – Temporary access ways. Where temporary access ways are provided, the area identified as the temporary access way is to be included in the floorspace calculations.</p> <p>Temporary accessways are to be minimised and shared between developments, where possible.</p>
Rear lane access	Existing laneway, with access from Dalkeith Street.
Car parking	<p>Basement or sub-basement, under building footprints as far as possible.</p> <p>The basement is not to protrude more than 1 metre above natural ground level. Where the basement protrudes more than 1 metre above natural ground level, it will be considered to be a storey.</p>
Separation between buildings	<p>12m between habitable rooms/balconies</p> <p>9m between habitable rooms/ balconies and non-habitable rooms</p> <p>6m between non-habitable rooms</p>

Landscaping	Planting in central courtyards as well as laneway setbacks. Where deep soil landscaping can be achieved, it is encouraged.
Awnings	Development fronting Rocky Point Road is to provide a suspended awning across the full frontage of the development. The awning above the arcade entrance is to be slightly higher to identify the entrance.

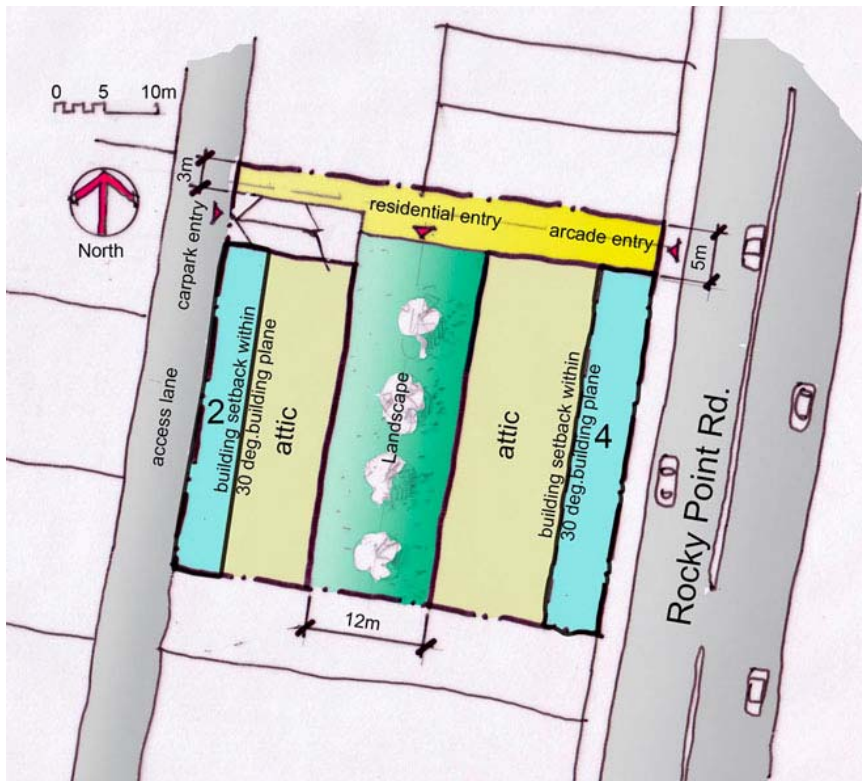


Figure 6. Development site with an arcade

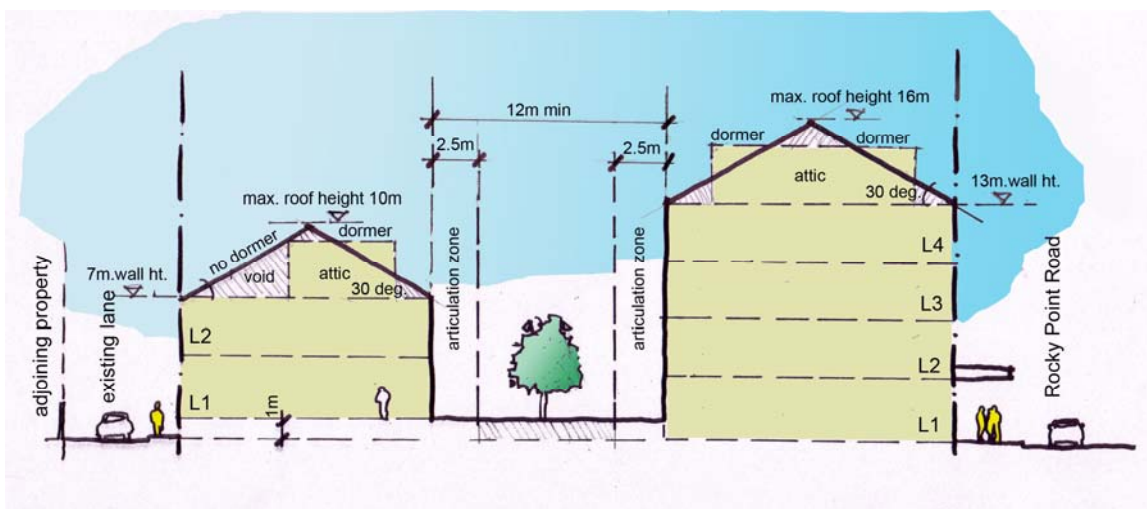


Figure 7. Sectional diagram of development site with an arcade

5.4 Type 5 (T5) Gateway Site

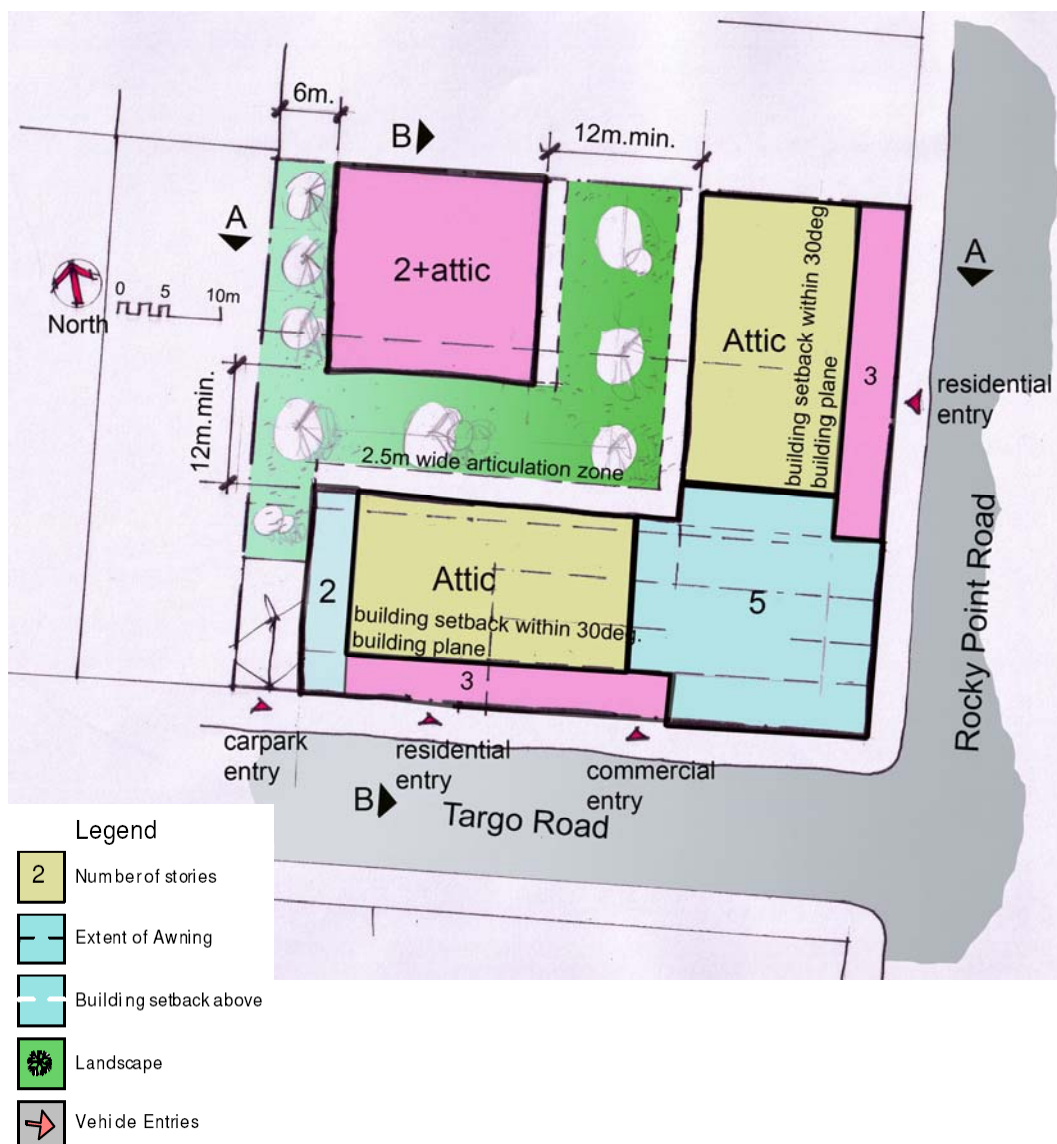
5.4.1 **OPTION 1 - Amalgamation of Nos. 183-191 Rocky Point Rd and 1A Targo Rd.**

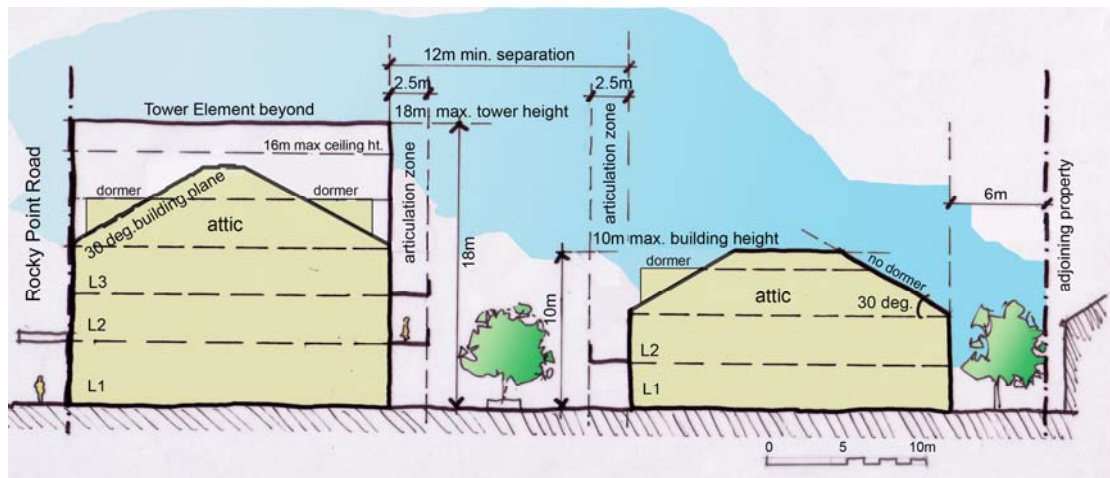
These provisions apply to the amalgamation of Nos. 183-191 Rocky Point Road and No. 1A Targo Road.

Controls	Ground Floor	First Floor	Second floor & above
Front Setback Rocky Point Road/Targo Road	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – build to boundary (Level 3) 3 rd floor – 3m setback or to fit within 30 ^o angle of building plane, whichever is greater. (Level 4). Attic style with dormer projections in the roof plane. 4 th floor – corner element, as indicated on the section diagram for T5. Option 1 (Level 5)
Side boundary setbacks (adjacent to No. 181 Rocky Point Road)	Zero side setbacks	Zero side setbacks	Zero side setbacks
Rear setback (adjacent to No. 1 Targo Road)	6m setback (level 1) Council will permit the 6m setback to be reduced to provide vehicular access to the site	Minimum 6m setback (Level 2)	
Land Uses	Active uses such as retail or commercial along the Rocky Point Road/Targo Road frontage (Level 1)	Commercial or residential (Level 2)	2 nd floor – Residential (Level 3) 3 rd floor – Residential (Level 4) 4 th floor – Residential (Level 5)
Density	Maximum 2.5:1 as an amalgamated site. In circumstances where it is proposed that a supermarket be provided as part of the development, Council has the discretion to permit additional floor space for the supermarket use that is located in basement areas, as long as they do not project more than 1m above natural ground level. Where sites are not amalgamated, then Option 2 applies.		

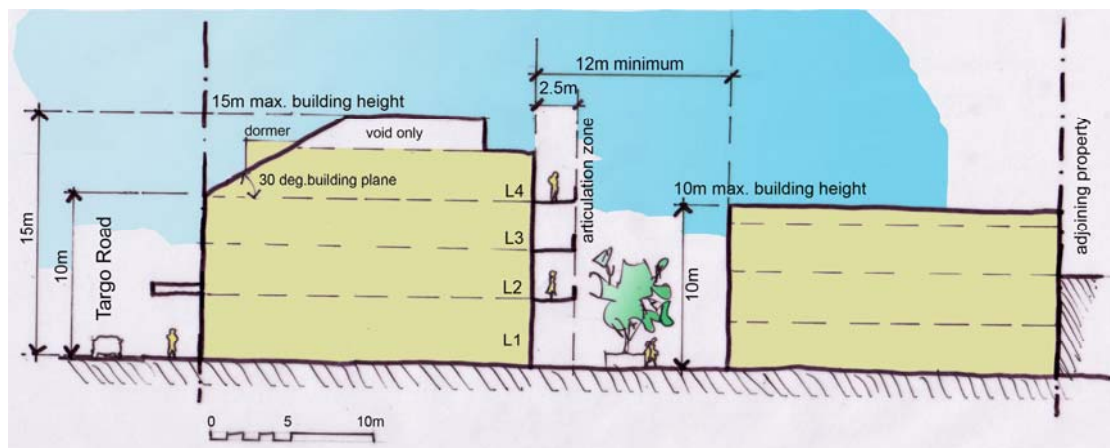
Building height	<p>Development abutting the low density development at No. 1 Targo Road is to provide appropriate building setbacks and heights, consistent with the existing scale of development.</p> <p>Development abutting the heritage-listed building at No. 181 Rocky Point Road is to provide appropriate building heights to reduce the impact on the heritage building.</p> <p>Rocky Point Rd/ Targo Rd</p> <ul style="list-style-type: none"> • Maximum number of levels: 5 • No residential development is permitted in the roof void (see section diagram for T3) • Maximum façade height to Level 3 is 10m • Level 4 is to be setback 3m, or to fit within 30° angle building plane, whichever is greater (maximum façade height – 13m). • An additional level (Level 5) is permitted at the corner of Rocky Point Road/ Targo Rd to accentuate the corner and emphasise the entrance into the centre (at the northern end) • Level 5 is not to exceed 16m • Maximum overall building height – 18m (to the top of the roof). • No residential development is permitted in the roof void. • Building adjacent to No. 1 Targo Rd is to step down to 2 levels. • Adjacent to rear/side boundary – Maximum number of levels is 2 + attic (wholly within the roof). • The maximum building façade is 7 metres, with an overall maximum building height of 10m (to the top of the roof). <p>Any attic development must be within this 10 metre height limit, and the attic area will be included in the floorspace calculations.</p> <p>Projecting dormer windows within attics will only be permitted where they face onto internal courtyards and not the rear laneway.</p>
Vehicular entry	From Targo Road
Car parking	<p>Basement or sub-basement, under building footprints as far as possible.</p> <p>The basement is not to protrude more than 1 metre above natural ground level. Where the basement protrudes greater than 1 metre above natural ground level, it will be considered to be a storey.</p>

Separation between buildings	12m between habitable rooms/balconies 9m between habitable rooms/ balconies and non-habitable rooms 6m between non-habitable rooms
Landscaping	Planting in central courtyards as well as laneway setbacks. Where deep soil landscaping can be achieved, it is encouraged.
Awnings	Development is to provide a suspended awning across the full frontage of the development along Rocky Point Road and within 20m from its intersection (at Targo Rd).





Section A-A



Section B-B

Figure 9. Gateway Site (Option 1) - Section Diagrams

Type 5 (T5) Gateway Site

5.4.2 OPTION 2 – Amalgamation of Nos. 183 Rocky Point Road & No 1A Targo Road. (Site A) Amalgamation of 185-191 (Ste B)

This option provides specific requirements for development if the sites are not amalgamated as one development site. This option provides for two development sites, being the amalgamation of No. 183 Rocky Point Road and 1A Targo Road (Site A) and the amalgamation of Nos. 185-191 Rocky Point Road (Site B).

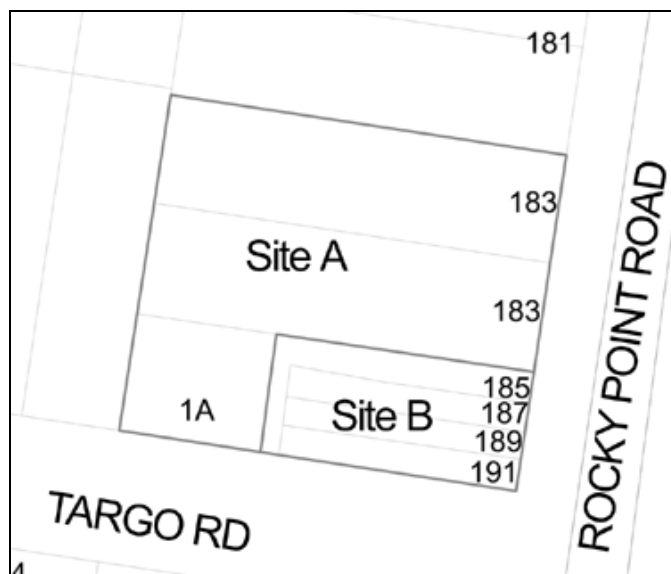


Figure 10. T5 Option 2 – Sites A and B

SITE A - No. 183 Rocky Point Road and No. 1A Targo Road

Controls	Ground Floor	First Floor	Second floor & above
Front Setback Rocky Point Road	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – build to boundary (level 3) 3 rd floor – 3m setback or to fit within 30 ^o angle building plane whichever is greater (level 4)
Side boundary setbacks (adjacent to No.181 Rocky Point Rd)	Zero side setbacks	Zero side setbacks	Zero side setbacks
Rear setback (adjacent to No. 1 Targo Rd)	Minimum 6m setback	Minimum 6m setback	2 nd floor – minimum 6m setback 3 rd floor – 3m setback or to fit within 30 ^o angle building plane, whichever is greater.
Land Uses	Active uses such as retail/ commercial along the Rocky Point Road (Level 1)	Commercial or residential (Level 2)	Residential
Density	Maximum 2:1 In circumstances where it is proposed that a supermarket be provided as part of the development, Council has the discretion to permit additional floor space for the supermarket use that is located in basement areas, as long as they do not project more than 1m above the natural ground level.		
Building height	<p>Development abutting the heritage-listed building at No. 181 Rocky Point Road is to provide appropriate building heights to reduce the impact on the heritage building.</p> <p>Development abutting the low density development at No. 1 Targo Road is to provide appropriate building setbacks and heights, consistent with the existing scale of development.</p> <p>Rocky Point Rd & Targo Road</p> <ul style="list-style-type: none"> • Maximum number of levels: 4 • No residential development is permitted in the roof void (see section diagram for T5) • Maximum façade height to Level 3 is 10m • Level 4 is to be setback 3m, or to fit within 30^o angle building plane, whichever is greater (maximum façade height – 13m). 		

	<ul style="list-style-type: none"> • Maximum overall building height – 15m (to the top of the roof). • No residential development is permitted in the roof void. <p>Building adjacent to No. 181 Rocky Point Rd</p> <ul style="list-style-type: none"> • As per requirements for Rocky Point Rd • See diagram for more information
Vehicular entry	From Targo Road for both development sites. Access to both developments is to be from one access point. Council will condition any redevelopment of the site to ensure that the shared entry point is maintained at no cost to Council.
Rear lane access	No rear lane required
Car parking	Basement or sub-basement, under building footprints as far as possible. The basement is not to protrude more than 1 metre above natural ground level. Where the basement protrudes greater than 1 metre above natural ground level, it will be considered to be a storey.
Separation between buildings	12m between habitable rooms/balconies 9m between habitable rooms/ balconies and non-habitable rooms 6m between non-habitable rooms
Landscaping	Planting in central courtyards as well as laneway setbacks. Where deep soil landscaping can be achieved, it is encouraged.
Awnings	Development fronting Rocky Point Road is to provide a suspended awning across the full frontage of the development.



Figure 11 . Gateway Site – Option 2

Site B – Amalgamation of Nos. 185-191 Rocky Point Rd

Controls	Ground Floor	First Floor	Second floor & above
Front Setback Rocky Point Road/ Targo Rd	Build to boundary (Level 1)	Build to boundary (Level 2)	2 nd floor – build to boundary (level 3) 3 rd floor – 3m setback or to fit within 30 ^o building plane, whichever is greater (level 4) Development on the corner of Targo and Rocky Point Road at the 4 th level can be built to the boundary to accentuate the corner.
Side boundary setbacks (adjacent to No. 183 Rocky Point Rd) + No 1A Targo Rd.	Zero side setbacks	Zero side setbacks	Zero side setbacks
Land Uses	Active uses such as retail/ commercial along the Rocky Point Road/Targo Road frontage	Commercial or residential	Residential
Density	Maximum 2:1		
Building height	<p>Rocky Point Road</p> <ul style="list-style-type: none"> - Maximum number of levels: 4 - No residential development is permitted in the roof void (see section diagram for T5) - Maximum façade height to Level 3 is 10m - Level 4 is to be setback 3m, or to fit within 30° angle building plane, whichever is greater (maximum façade height – 13m). - Maximum overall building height – 15m (to the top of the roof). - No residential development is permitted in the roof void. <p>Corner Targo Road/Rocky Point Rd.</p> <ul style="list-style-type: none"> - Maximum 4 levels at the corner in accordance with the diagram. - As above. <p>Targo Road</p> <p>Requirements consistent with Rocky Point Road. See Figure for more information</p>		
Vehicular entry	From Targo Road for both development sites. Access to both		

	developments is to be from one access point. Council will condition any redevelopment of the site to ensure that the shared entry point is maintained at no cost to Council.
Car parking	Basement or sub-basement, under building footprints as far as possible. The basement is not to protrude more than 1m above natural ground level.
Separation between buildings	12m between habitable rooms/balconies 9m between habitable rooms/ balconies and non-habitable rooms
Landscaping	Planting in central courtyards as well as laneway setbacks. Where deep soil landscaping can be achieved, it is encouraged.
Awnings	Development fronting Rocky Point Road and within 20m from its intersection are to provide a suspended awning across the full frontage of the development.

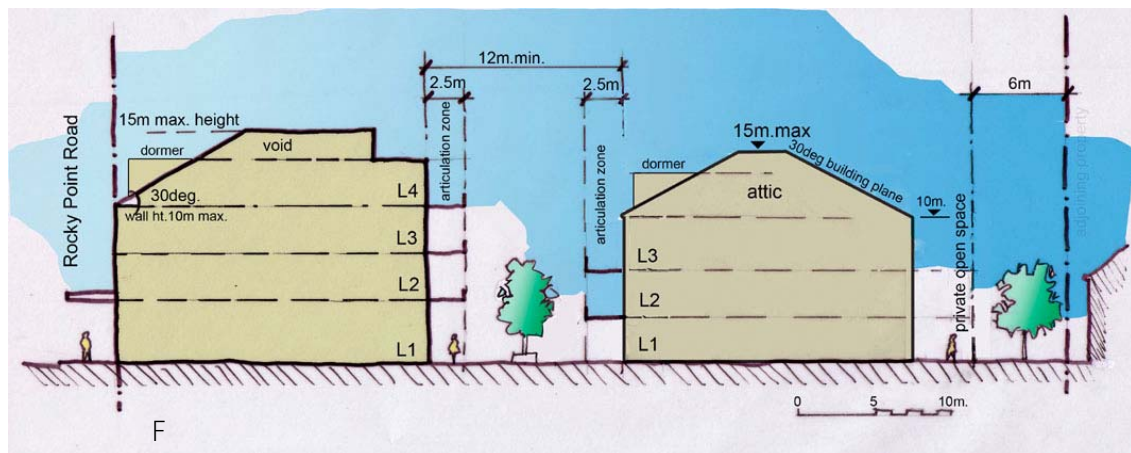


Figure 12. Sectional Diagram of the Gateway Site – Option 2

5.4.3 Type 5 (T5) Gateway Site Amalgamation of Nos. 249-257 Rocky Point Rd and No. 1 Torwood St.

Controls	Ground Floor	First Floor	Second floor & above
Front Setback Rocky Point Road	Build to boundary (Level 1)	As for ground (Level 2)	2 nd floor – as for ground (level 3) 3 rd floor – 3 metre setback or to fit within 30 ^o angle building plane whichever is greater (level 4) 4 th floor - only as a corner element, as indicated on the following diagram (level 5).
Side boundary setbacks	Zero side setbacks	As for ground	As for ground
Land Uses	Active uses such as retail/commercial along the Rocky Point Rd/Torwood St frontage	Commercial or residential	2 nd floor – Residential (level 3) 3 rd floor – Residential (level 4) 4 th floor – Residential (Level 5)
Density	Maximum 2.2:1 as an amalgamated site. However, where sites are not amalgamated in accordance with the site amalgamation requirements in Section 2, the permitted floorspace ratio will be reduced by 0.5:1.		

Building height	<p>Rocky Point Road – maximum building façade of 10m, with an overall maximum building height of 15m to the top of the roof/ parapet. No development is permitted in the roof void.</p> <p>Torwood St – maximum building façade of 10m, with an overall maximum building height of 15m to the top of the roof/ parapet. No development is permitted in the roof void.</p> <p>Corner of Rocky Point Road and Torwood St up to a maximum height of 18m to the top of the roof/ parapet (maximum 5 levels to delineate the corner as shown on the attached diagram (maximum 15m x 15m).</p> <p>Adjoining No. 3 Torwood and No. 12 Dalkeith St – maximum building façade of 7m, with an overall maximum building height of 10m.</p>
Vehicular entry	From Torwood Street, via rear lane access.
Rear lane access	Minimum 5m rear lane required.
Car parking	<p>Basement or sub-basement, under building footprints as far as possible.</p> <p>The basement is not to protrude more than 1m above natural ground level. Where the basement protrudes greater than 1m above natural ground level, it will be considered as a storey.</p>
Separation between buildings	<p>12m between habitable rooms/balconies</p> <p>9m between habitable rooms/ balconies and non-habitable rooms</p> <p>6m between non-habitable rooms</p>
Landscaping	<p>The design should aim to provide a landscaped area at the north-western sector of the site, as indicated in the attached diagram.</p> <p>Where deep soil landscaping can be achieved, it is encouraged.</p>
Awnings	Development fronting Rocky Point Road and within 20m from its intersection are to provide a suspended awning across the full frontage of the development.

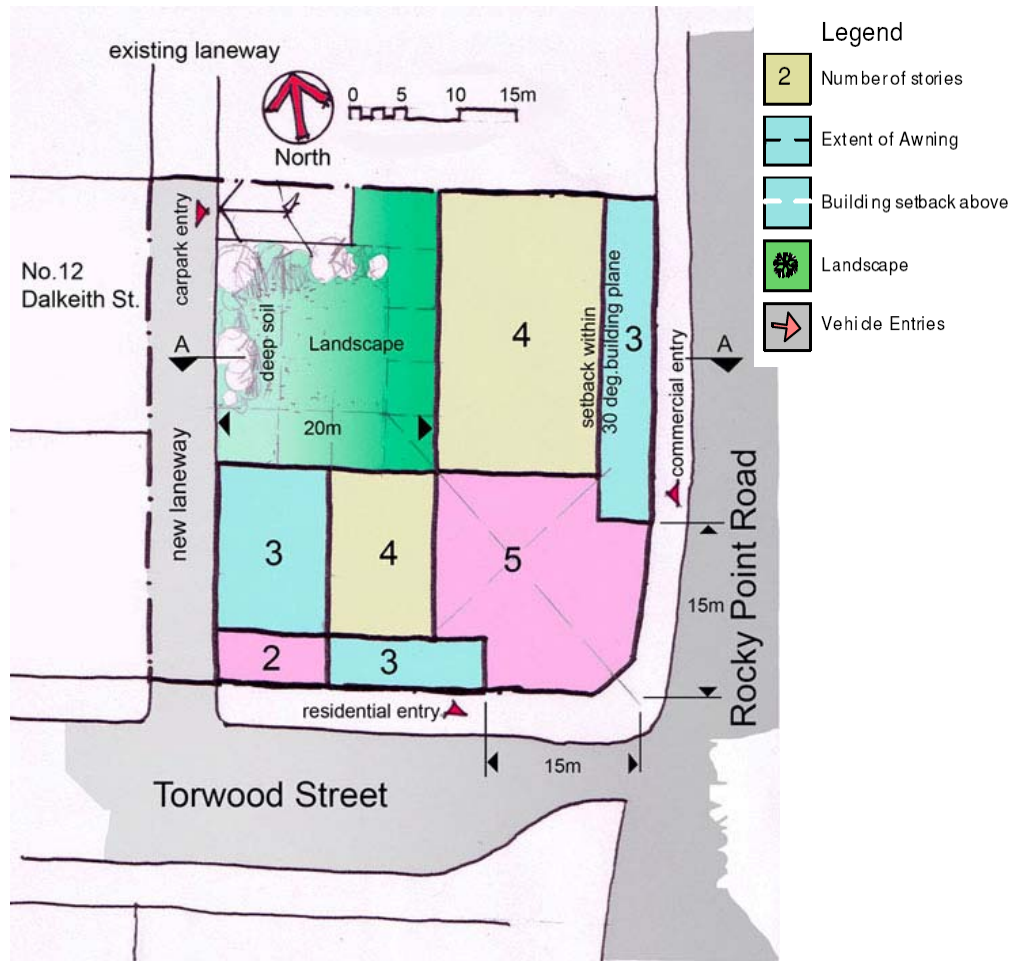


Figure 13. Gateway Site

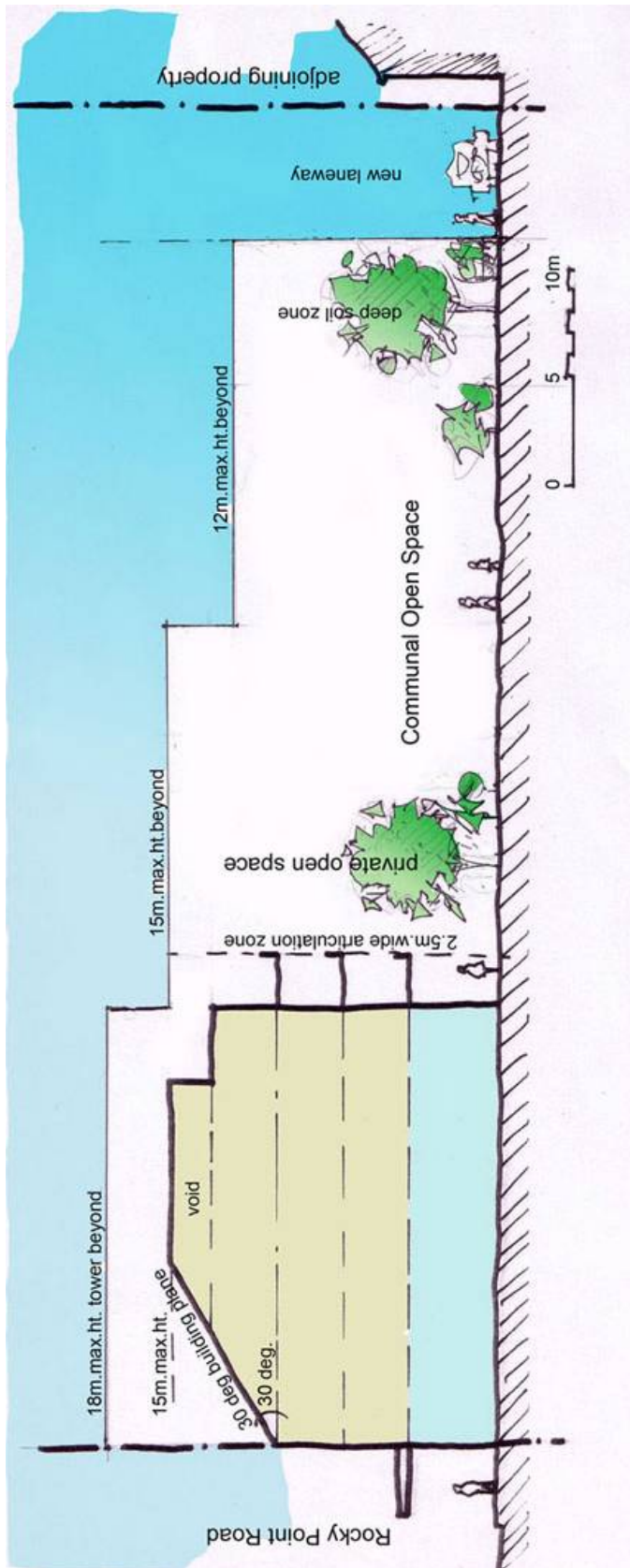


Figure I 4.. Gateway Site (Section Diagram)

5.5 Type 6 (T6) Special Development Site

The following properties form the Special Development Site:

- No. 221 Rocky Point Road, Ramsgate
- No. 87 Ramsgate Road, Ramsgate
- No. 89 Ramsgate Road, Ramsgate
- No. 2 Dalkeith St, Ramsgate

These sites have been defined as a Special Development Site because they:

- Represent a key site within the Ramsgate Centre
- Incorporate Council land
- Have the capacity to provide additional public car parking

It is anticipated that the Special Development Site will be redeveloped as a single site, however partial development of these sites may be considered where the applicant provides a detailed Master Plan for the whole of the Special Development Site. The detailed design of the Special Development Site will be in consultation with Council.

There are two (2) options for this site. Building heights are the same for both options. The difference with Option 2 is that the ground floor level has been amended to provide a retail floor plate to accommodate a supermarket that is located in the basement areas

Specific Principles

1. Development fronting Dalkeith Street should complement the existing streetscape character.
2. Development adjoining No. 4 Dalkeith Street should be of a similar scale and appropriate setback to reduce the impact on the existing dwelling.

Additional Information

Part of the Special Development Site is affected by an arterial road reservation. The extent of the area is indicated on the Kogarah Local Environmental Plan 2012 Land Reservation Acquisition map.

For more information as to the exact affectation, please contact the Roads and Maritime Services.

Controls	Ground Floor	First Floor	Second floor & above
Front Setback	Setbacks for the Special Development Site are taken excluding the area zoned SP2 – Infrastructure. Refer to KLEP2012 for more information.		
Rocky Point Road	Build to boundary	Build to boundary	Build to boundary
Ramsgate Road	Build to boundary	Build to boundary	
Dalkeith Street	Build to boundary		
Rear/side boundary setbacks to No 4 Dalkeith Street	Car parking, up to 1 metre above natural ground level may be built to the boundary of No 4 (level 1)	Residential component – 6 m (Level 2)	2 nd floor– 6m (level 3) Attic development permitted, but only when wholly within the pitch of the roof, with projecting dormer windows facing only onto internal courtyards or onto Dalkeith Street.
Land Uses	Active uses such as retail/commercial along Rocky Point Road and Ramsgate Road	Commercial or residential	Residential
Density	Maximum 2.5:1. Where sites are not amalgamated in accordance with the requirements of this DCP, the FSR will be reduced by 0.5 to 2:1. In circumstances where it is proposed that a supermarket be provided as part of the development, Council has the discretion to permit additional floor space for the supermarket use that is located in basement areas, as long as they do not project more than 1m above natural ground level.		
Building height	<p>Ramsgate Rd - maximum number of levels is 4. No residential development is permitted in the roof void.</p> <p>Maximum facade height to level 3 is 10m. Level 4 is to be setback 3m to fit within 30° angle building plane, whichever is greater (maximum façade height – 13m) Maximum overall building height – 15m to the top of the roof/ parapet.</p> <p>Corner of Ramsgate Rd/ Rocky Point Rd - A tower element (up to a maximum 5 levels) is permitted at the corner of Rocky Point Rd and Ramsgate Rd, with a maximum overall building height of 18m. The tower element may include residential floor space, but should predominantly be a design feature that identifies the intersection.</p> <p>Dalkeith St - Development fronting Dalkeith St is to be a maximum 2</p>		

	<p>levels. The building height fronting Dalkeith St is to have a maximum building façade of 7m (to Dalkeith St).</p> <p>Stepping up to three levels (Figure 15 and Figure 16), with a maximum overall building height (to the top of the roof) of 12m.</p> <p><i>Note: Development fronting Dalkeith St is to be consistent with the existing low density streetscape in Dalkeith St.</i></p>
Vehicular entry	From Dalkeith Street
Car parking	<p>Basement or sub-basement, under building footprints as far as possible.</p> <p>The basement is not to protrude more than 1m above natural ground level.</p> <p>A minimum of 60 spaces must be incorporated into the development as public parking. These public spaces must be dedicated to Council at no cost.</p>
Separation between buildings	<p>12m between habitable rooms/balconies</p> <p>9m between habitable rooms/ balconies and non-habitable rooms</p> <p>6m between non-habitable rooms</p> <p>* Minimum 6m separation (for upper levels) adjoining No. 4 Dalkeith St.</p>
Landscaping	<p>Planting in central courtyards as well as in setbacks.</p> <p>Where deep soil landscaping can be achieved, it is encouraged.</p>
Awnings	As indicated in Figure 15 and Figure 16.

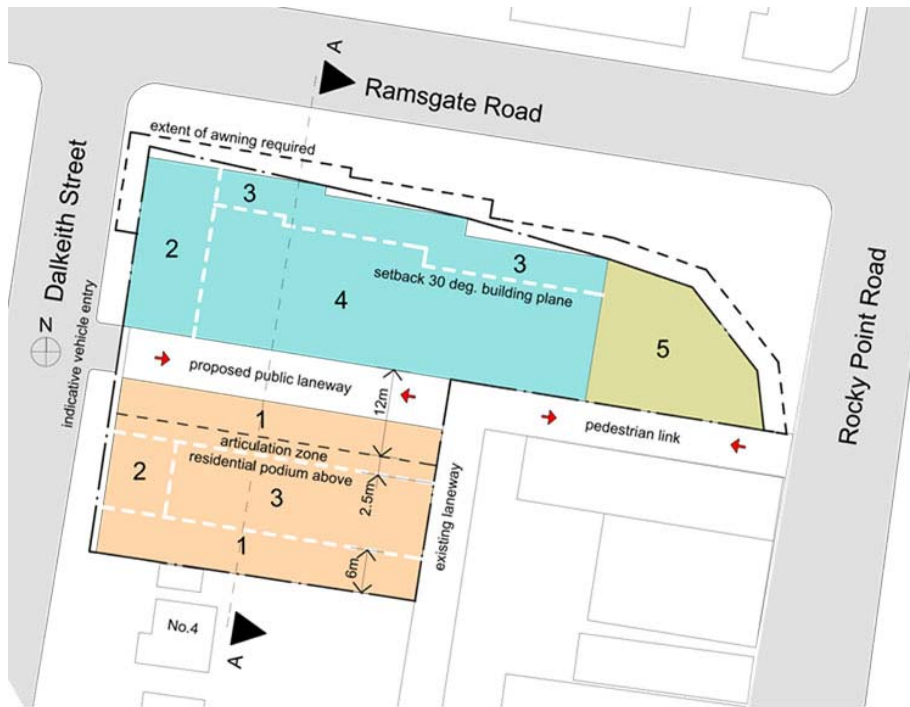


Figure 15. Special Development Site T6 (Option 1)

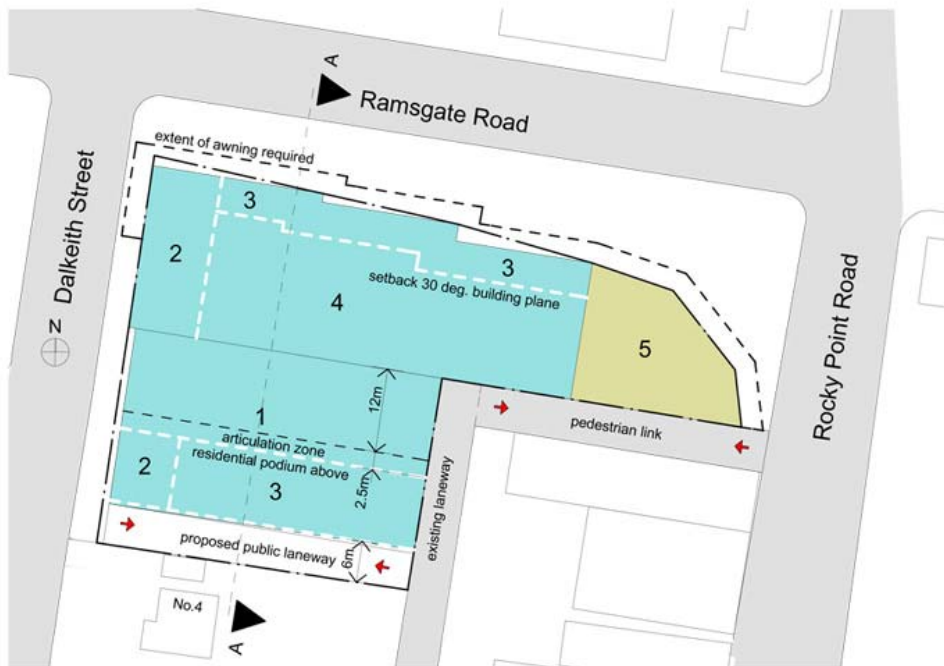


Figure 16. Special Development Site (Option 2)



Figure 17. Indicative presentation of the Special Development Site to the intersection of Rocky Point Road and Ramsgate Road

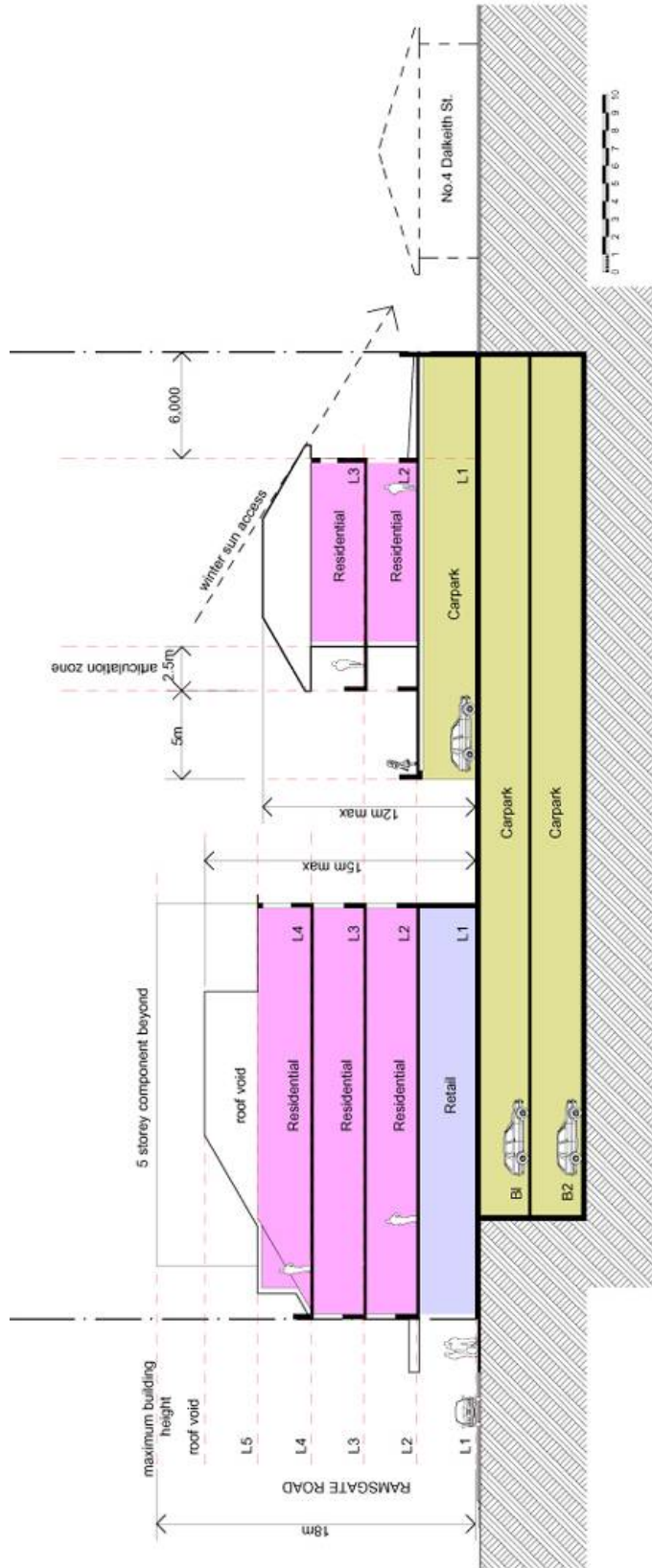


Figure 18. Sectional diagram of the Special Development Site (Option 1)

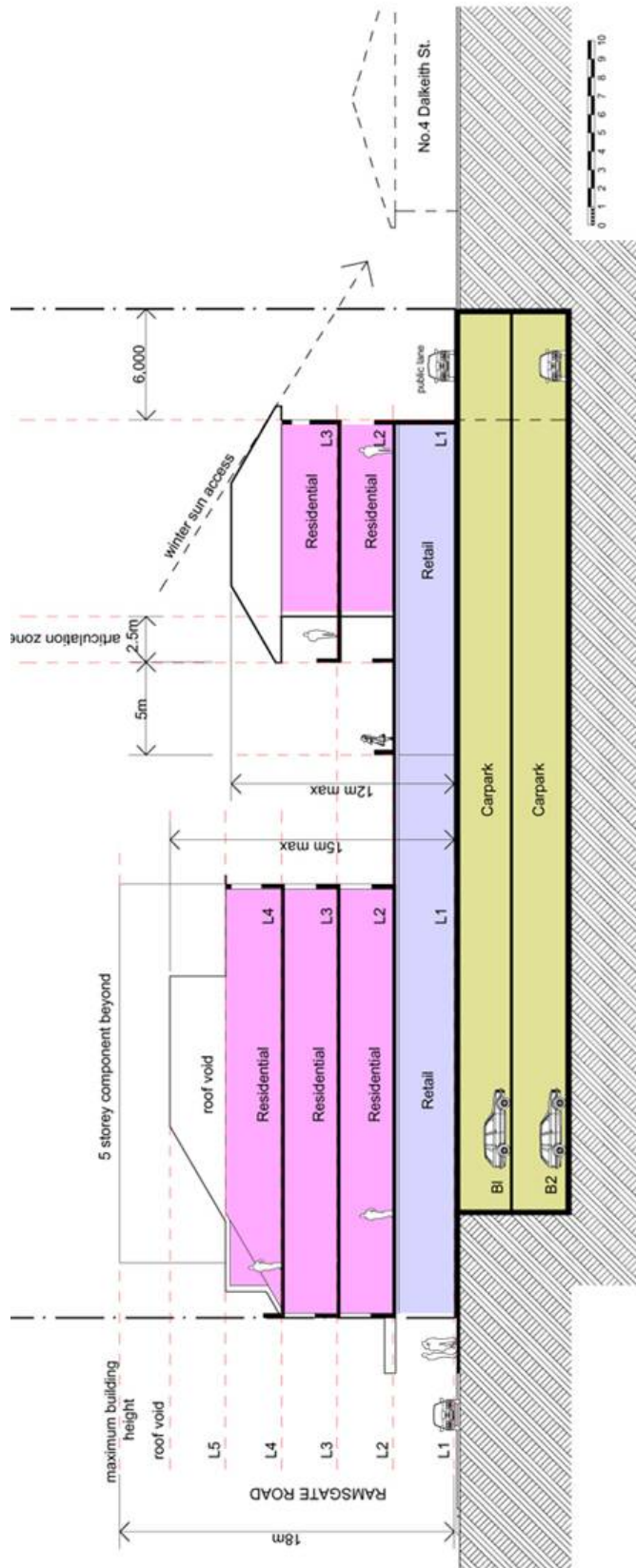


Figure 19. Sectional Diagram of the Special Development Site (Option 2)