



Redevelopment of Twin Towns Services Club

At Lot 1 DP 777183
Wharf Street, Tweed Heads

Architectural Design Statement

Environmental Assessment Submission
January 2009

B a y d e n G o d d a r d D e s i g n P t y L t d

ACN 078 773 323

Level 3 16 Queensland Avenue PO Box 403 Broadbeach Queensland 4218 Australia

t - +61 7 5592 6188

f - +61 7 5592 6133

e - bgd@bgdarchitects.com

w - bgdarchitects.com

QLD Reg 3430 | NSW Reg 7065 Nominated Architect Bayden Foster Goddard

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B



Stage 1 Perspective view from Griffith Street



Stage 1 Perspective view from Parkland



Stage 1 Perspective view from Jack Evans Boat Harbour



Stage 1 Perspective view from Jack Evans Boat Harbour



Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B



Stage 2 Perspective view from Griffith Street



Stage 2 Perspective view from Parkland



Stage 2 Perspective view from Jack Evans Boat Harbour



Stage 2 Perspective view from Jack Evans Boat Harbour



Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B



Stage 3 Perspective view from Griffith Street



Stage 3 Perspective view from Parkland



Stage 3 Perspective view from Jack Evans Boat Harbour



Stage 3 Perspective view from Jack Evans Boat Harbour



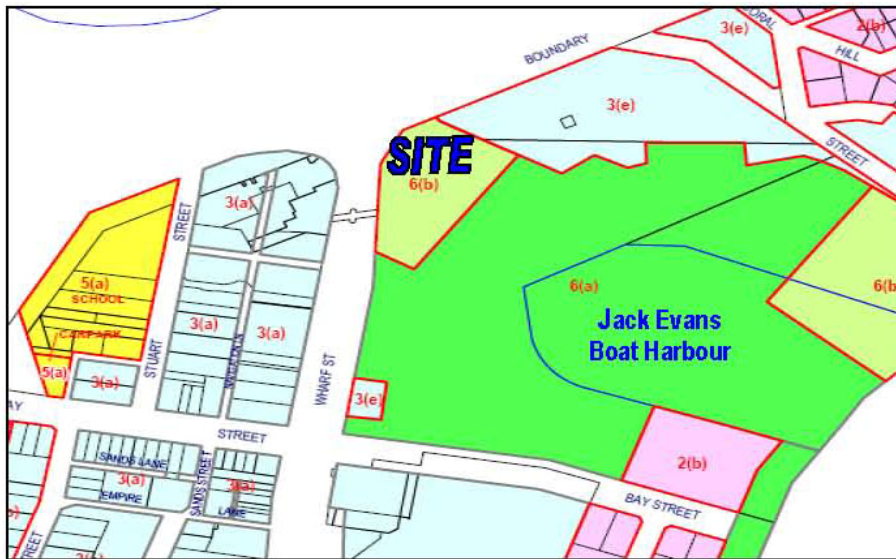
Site Description

Location and Context

Located on the New South Wales/Queensland border, the site has frontage to Wharf Street and Boundary Street, Tweed Heads. Jack Evans Boat Harbour adjoins the site to the east and to the northeast is the former border caravan park site which now forms part of the Jack Evans Boat Harbour precinct. Chris Cunningham Park adjoins the site to the west. Opposite the club, on the western side of Wharf Street is the Twin Towns Resort complex which is linked to the main club building by an enclosed pedestrian overpass.

Property Description

In real property terms, the Twin Towns Services Club site is described as Lot 1 DP777183, Wharf Street, Tweed Heads. The total area of the site is 1.028 hectares on which is located the existing Twin Towns Services Club.



Architectural Design Statement
 Lot 1 DP 777183 - Wharf Street, Tweed Heads



IMAGINE
 INNOVATIVE DESIGN GROUP
**Master Planning
 Landscape Design**
 250 Argyle Rd
 Tweed Heads NSW 2486
 Phone: 07 23622248
 Fax: 07 23622248
 Email: info@imagineidg.com.au
 Email address: ogg@imagineidg.com.au
Project and Client
TWIN TOWNS



Revisions

Title
SPATIAL LAYOUT



Scale: 1:500 @ A1
 Date: APRIL 2007
 Drawn: JAS
 CHK: BT
 Sheet No: **L&A-04**



- LEGEND**
- 1 JACK EVANS BOAT HARBOUR
 - 2 TWEED RIVER
 - 3 DURANBAH BEACH
 - 4 GREENMOUNT BEACH
 - 5 RAINBOW BAY
 - 6 CENTRO TWEED
 - 7 SEASCAPE APARTMENTS
 - 8 CHRIS CUNNINGHAM PARK
 - 9 TWIN TOWNS SERVICES CLUB
 - 10 JACK EVANS BOAT HARBOUR PARK
 - 11 FINGAL HEADS
 - 12 BEACHCOMBER INTERNATIONAL RESORT
 - 13 OUTRIGGER COOLANGATTA BEACH RESORT
 - 14 ANZAC MEMORIAL PARK
 - 15 BORDER GATEWAY ENTRY STATEMENT



Architectural Design Statement

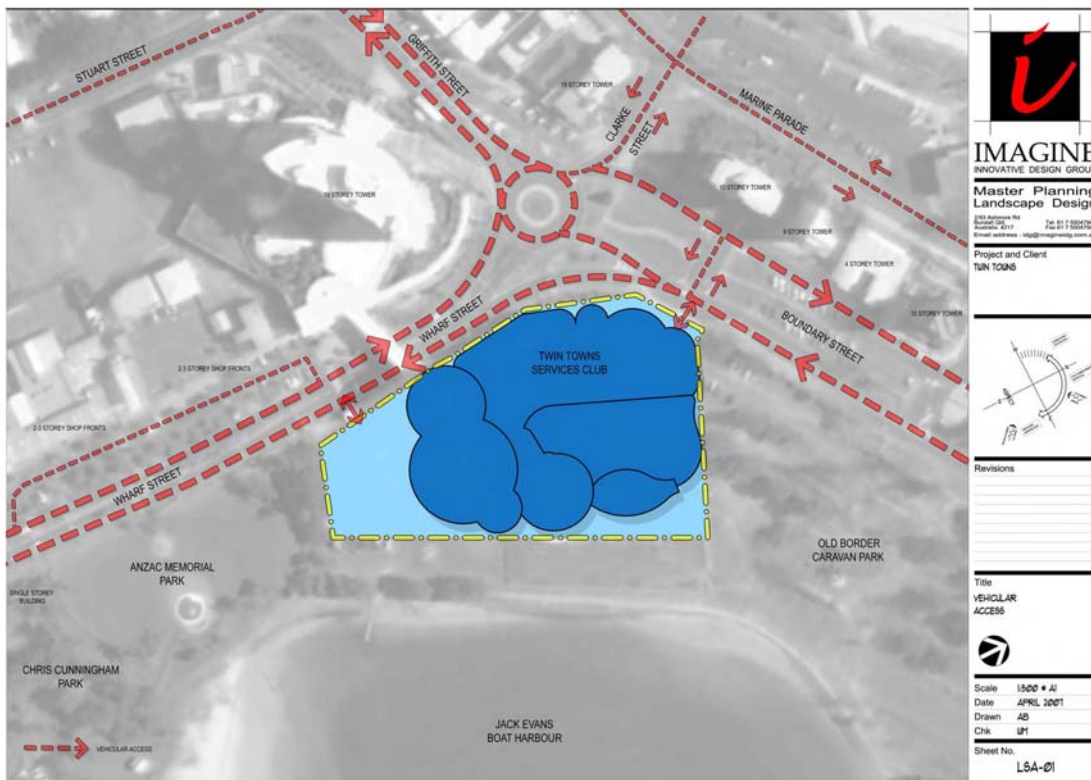
Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Site Analysis and Description of Existing Environment

Site levels range from approximately RL 1.3m AHD to approximately RL 2.0m AHD towards the Wharf Street frontage of the site. The site is bounded to the north by Boundary Street, to the east and south by the Jack Evans Boat Harbour Foreshore Reserve and to the west by Wharf Street. Very little native vegetation exists on the subject land which is mainly paved and contains the existing Twin Towns Services Club building which is up to six storeys in height. On the western side of Wharf Street the Twin Towns Resort towers exist to a height of approximately RL 50m AHD and further redevelopment of the Wharf Street west precinct, south of the existing towers is progressing including the high rise Tweed Ultima development on the corner of Wharf Street and Bay Street. On the northern side of Boundary Street (in the state of Queensland) there are a number of high rise residential buildings and mixed use residential/commercial properties.

The Jack Evans Boat Harbour exists immediately to the east of the site.

Vehicular Access



Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Description Of The Proposed Development

The development will replace the two storey members' building, constructed in 1968, with a purpose built gaming and lounge facility able to respond to the non smoking legislation that came into place from 2007, incorporating balconies and open spaces. Above this will be a level of meeting rooms, administration and possibly cinemas, leveraged off the dining and circulation paths in the existing building. The top storey is to contain a purpose built, clear span, convention space designed to respond to the market being attracted to the expanded Twin Towns Resorts. The project will be carried out in three (3) stages as indicated in the following summary of the key elements of the project;

- Demolish part of the existing club building at ground level and Level 2 (Stage 1);
- Internal refurbishment of the existing building in stages, as shown on the application plans;
- Ground Level – Rationalise existing car parking and circulation including a marked pedestrian pathway through the car parking area to the Club entry point (Stage 1);
- Ground Level – Rationalise internal flow of patrons, construction of an atrium to link the two (2) existing club entries, including new internal lift and stairs. The new atrium is predominately outside the existing wall line and is located under the under croft of the building. The new atrium provides patrons with additional points of access to the club along its length, with all access controlled at the new two (2) level sign in point. (Stage 1);
- Level 2 – new building comprising entertainment, light food and balcony/beer garden and outdoor smoking area (Stage 1);
- Level 4 – Cinema and/or conference facilities, meeting room, balcony offices, entertainment and outdoor smoking area (Stage 2);
- Level 6 – Conference and entertainment facilities back of house amenities, bar, foyer, balcony and outdoor smoking area (Stage 3).

The building is conveniently referred to as Levels 2, 4 and 6 because there is a two storey (approximately 6m) space between each level.

Proposed New Building Works – GFA Table	
Level 0	sqm
Existing Club (incl. refurbished areas & unchanged areas)	2,788
New Atrium	211
New Fire Escape Stairs	229
Total	3,228
Level 2	sqm
Existing Club (incl. refurbished areas & unchanged areas)	5,055
New Entertainment	920
New Circulation	588
New Bar	36
New Lounge	181
New Fire Escape Stairs	229
New Void	142
New Balcony	600
Total	7,151
Note: The Level 2 Proposed New Building Works has increased the Existing Club Level 2 floor area by 378 sqm (excludes void & balcony).	
Level 4	Sqm
Existing Club (incl. refurbished areas & unchanged areas)	2,641
New Cinemas	808
New Foyer / Lounge / Circulation	386
New Fire Escape Stairs	229
New Back of House	549

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

New Back of House Balcony	206
New Balcony	335
Total	4,615
Level 5	sqm
New Back of House	330
Total	330
Level 6	sqm
Existing Club (Incl. refurbished areas & unchanged areas)	2,641
New Function Room	810
New Foyer / Lounge / Circulation	254
New Back of House	617
New Fire Escape Stairs	229
New Balcony	270
New Back of House Balcony	211
Total	4,551
Floor Space Ratio = 1.93 : 1	
Level 0 (sqm)	3,228
Level 2 (sqm)	7,151
Level 4 (sqm)	4,615
Level 5 (sqm)	330
Level 6 (sqm)	4,551
Total GFA (sqm)	19,875
Site Area (sqm)	10,280

Design Philosophy

The development replaces the existing circa 1968 portion of the Club (highlighted above) and also extends closer to the northern parkland and eastern Jack Evans Boat Harbour boundaries. The western Wharf Street 2 and 6 storey portions (circa 1978 and 1985) of the club and the southern 6 storey (circa 1978) building to Anzac park remain unchanged.

The redevelopment responds to the clients brief to create a landmark building with a centralised Club arrival experience that addresses both Wharf Street and the waterfront carparking, as well as housing a number of entertainment experiences and facilities delivered within an extremely tight construction market with a relatively modest budget. The proposed development has been designed to be contained within the height of the existing development and to complement its current context while creating minimal overshadowing to the foreshore and surrounding parklands. The building also provides generous external areas/balconies to further improve the Club's interaction with the Jack Evans Boat Harbour and to comply with the new smoking laws.

BGD in consultation with Twin Towns Services Club have chosen to build upon the Club's existing circular and curvilinear forms as the driving external aesthetic for the new building. We have chosen to create the new structure employing relatively simple materials and construction techniques used in a sculptural expressive style. We have chosen to house the internal uses of the Cinemas (Stage 2) and Conference Facilities (Stage 3) deep within the external forms to allow the drama of the external forms to be heightened.

The curvilinear balcony edges and solar awnings are offset to create twisting dynamic forms that animate and energise the forms through a play of light and shade to heighten the sculptural elements between levels as well as terracing inwards from the boundaries as the building height increases. In relation to built form, the majority of the built form on Wharf Street is found on the western side. The eastern side of the street consists of one major development, the Twin Towns Services Club which is six storeys high.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Context

The only other structure on this side of the street is the Wright on the Water Restaurant which is a single storey structure. Most of the eastern side of Wharf Street fronts on to the Chris Cunningham Park and Anzac Memorial. There is some built form in the Memorial by way of a Cenotaph water feature and feature wall. The western side of Wharf Street is completely lined with the built form ranging from two to nineteen storeys in height.



Tweed Ultima, Wharf Street (western side).

The tallest buildings on this side of the street are the Twin Towns Resort that is connected to the Twin Towns Services Club via a covered pedestrian bridge. The other significantly tall structure on this side of the street is a twelve to fifteen storey dual tower development called the Tweed Ultima. The balance of the remaining built form is in the two to three storey range consisting of a variety of shopfront developments which include a pawn shop, The Harbourside Bistro, The Deck Saloon, adult shop and a number of vacant shops.



Twin Towns Resort

For the purposes of this report there is no built form on the southern side of Boundary Street, except for the Twin Towns Services Club located on the corners of Boundary and Wharf Street. There are buildings on

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

this side of the street, but they exist outside of the scope of this report. The northern side of Wharf Street is completely flanked with the built form, which blocks almost all views to Greenmount Beach. These buildings range from six to ten storeys in height and are all forms of holiday and residential accommodation. There is no consistency in architectural style given that some of the developments on this street have only recently been completed. The southern side of Boundary Street is made up primarily of vegetation that leads into the Old Border Caravan Park which opens out to the Jack Evans Boat Harbour.



View along Boundary Street.

The majority of the built form on Bay Street is on the southern alignment. Here there is a mix of three to four storey buildings consisting of the Tweed Centro Shopping Centre and a number of residential unit blocks. The Tweed Centro Shopping Centre also has a two level car parking facility. To the north of Bay Street there is little by way of the built form except for a one storey set of public toilets which is mainly hidden by the existing vegetation that has been previously discussed.

There is however a twenty-four storey hotel (Seascape residential apartments) towards the eastern end of Bay Street that is disproportionate to the rest of the built form. The Tweed Heads Shire Town Centre Master Plan identifies that these taller developments usually occur close to the water's edge, particularly the beach, to obtain maximum views and frontage and reduce in size the further away the development is. This structure is the closest structure to the Jack Evans Boat Harbour. There is a mix of architectural styles within these buildings ranging from the tilt-up slab construction of the Tweed Centro Shopping Centre, to an older brick veneer construction used in the toilet blocks and residential units.

In relation to the public domain, the old Border Caravan Park Site was once a key point of interest due to its previous tenancy. However now the old Border Caravan Park is simply the remnants of what used to be there. Laneways of asphalt and gravel still exist here in rows where caravans and tents would be situated. Despite being largely unchanged this area still is used to gain access to the Jack Evans Boat Harbour, particularly by those bringing non-powered water craft like canoes and catamarans. The connectivity of this area is disjointed by the same path mentioned on the perimeter of the boat harbour, which comes to point and stops.

Wharf Street is a highly active public domain. This is due to the shopfront exposure on the western side and the access offered on the eastern side to the Anzac Memorial and Chris Cunningham Park. Pedestrian footpaths on both sides of the street allow for safe efficient movement of pedestrians with two major crossings allowing pedestrians relative safety crossing near the pedestrian bridge of the Twin Towns Services Club and at the end of the axial path of the Anzac memorial. A vegetated median also adds to the visual amenity of the street by softening the mass of the built form, and offering a point of respite for pedestrians crossing the street.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B



Seascape Hotel on Bay Street.



Old Border Caravan Park on Boundary Street.

Boundary Street is not as busy as Wharf Street, but has been identified by the Tweed Heads Shire Town Centre Master Plan as a major movement network in the future. In this domain the majority of the movement is vehicular by those accessing the number of accommodation facilities on the northern side of the street. Boundary Street is also a connection through the main town centre to the west and the lookout and beaches located at the eastern most point of the street. The median in this street allows for some angled parking and also offers access for pedestrians travelling west.

Building Height

The Height of Buildings Map (Tweed LEP 2000) indicates that a maximum building height of RL 50m AHD applies to this site. As indicated on the application plans the proposal comprises a maximum building height of six storeys (approximately RL 26m AHD). The proposal therefore complies with this Clause of the Local Environmental Plan.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

External lighting design statement

The external lighting design outcome for the proposed new addition to the Twin Towns Services Club complex will derive from a combination of specific, strategically mounted luminaires on or within the façade/structure of the building, and the interior luminance to contribute to the façade glow.

The large overhanging balcony forms and associated shading structures will be identified as elements upon which indirect light will be reflected to both define the building form at night and create a soft glow for outdoor socialising and circulation.

Architectural features including the vertical battening on the northern elevation of the building will be identified and featured (subtly) at night.

It is intended to limit the use of recessed downlights and open face floodlights to ensure glare from luminaires does not become an issue.

All external lighting systems will comply with the requirement of AS4282 and Section J of the BCA.



Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Design Integrity Panel (DIP) Process

The Design Integrity Panel has included the following members throughout the design process;

- Nick Turner
- Margaret Petrykowski
- Phillip Follent

Department of Planning staff and others present;

- Heather Warton (Department of Planning),
- Sally Munk (Department of Planning),
- Joanna Bakopanos (Department of Planning),
- Craig Brown (Department of Lands),
- Josh Townsend (Tweed Shire Council),
- Rob Smith (Twin Towns Services Club),
- Darryl Anderson (Darryl Anderson Consulting).

The Design Integrity Panel was formed after the initial concept was lodged for discussion. The Design Integrity Panel has met for a number of productive meetings resulting in several submissions by the Twin Towns Services Club and BGD Architects as per below;

1. **Initial Lodgement dated 22nd August, 2006** – Architectural Submission feedback held with Chris Johnson (Executive Director Department of Planning);
2. **Revised Scheme (External Appearance) dated 23rd November, 2007** – DIP Minutes dated 30th November, 2007 attached;
3. **Revised Scheme - Overall Site Redevelopment dated 17th March, 2008** – in response to DIP Minutes attached dated 30th November, 2007.
4. Department of Planning – Meeting Minutes dated 21 August, 2008 (including cover letter & Car Parking Options for Consideration)
5. **Current Major Project Application dated 31st October, 2008** – Response to DoP meeting minutes dated 21st August, 2008 & Design Integrity Panel meeting minutes and cover letter dated 18th March, 2008 dealing with identified Stage 1 development as requested -

“It was suggested that the Club consider the longer term development of the site and prepare a concept plan as well as a project application for the current extensions. However, while the panel still needs to understand the context of stage 1 within the longer term overall plans for the site, effort should be concentrated on Stage 1. “

Twin Towns Services Club Redevelopment (MP06_0237) – Design Integrity Panel Cover Letter, Heather Warton – Director of Coastal Assessments.

Following our most recent submission to the Design Integrity Panel on the 17th March, 2008, we have prepared the current submission in response to the Design Integrity Panels Minutes (as mentioned above).

Response to the Minutes of Design Integrity Panel Meeting – Design Principles dated 30th November 2007. (Minutes issued 7th December 2007).

Key Issues Raised:

- 1. *“The overall long term master plan/concept plan for the site needs to be considered and presented with this application.”***

In response to the request for a long term master plan for the site a 3 stage vision for the TTSC was presented to the DIP for discussion regarding development opportunities for the site (height, density, mixed uses etc). Unfortunately we received a letter dated 18th March, 2008 which did not provide the guidance/support and were requested to pursue stage 1 only. Following this advice TTSC revised their brief and instructed us to prepare the current project application.

- 2. *“The legibility of public access to the club from both Wharf Street and the Jack Evans Boat Harbour Park needs to be simplified and strengthened.”***

Public access legibility issues addressed as part of the submission dated 17th March, 2008. Entry statements to Wharf Street and JEBH have been designed to improve public access to the site. The existing Wharf Street access is adequate for TTSC and does not form part of this application. The JEBH public access design is simplified and strengthened through the use of a landscaped pathway and feature ceiling statement. TTSC has provided this public access as a gesture due to the uncertainty of the final JEBH Parkland design.

- 3. *“The car parking under the building is to be redesigned to allow for safer and more attractive pedestrian access to the club from JEBH.”***

A revised carparking design including pedestrian drop off areas was submitted as part of the submission dated 17th March, 2008. This included a feature entry to the JEBH.

- 4. *“The façade design and geometry of the building.”***

Refer Item 14 of DIP Meeting Minutes dated 18th March, 2008.

- 5. *“The environmental and sustainability issues.”***

The use of high performance glazing (Low E) is proposed to the club and is located in deep relief from the articulated balcony designs edges to reduce heat load and improve energy use to the building. The orientation and façade elements of the building maximise opportunities for controlled solar access, reducing demand for energy intensive air conditioning systems. The external masonry walls reduce the heat loads in summer and the heat loss in winter. The roof is to be insulated to improve the heat gain and loss to these areas.

Response to the Minutes of Design Integrity Panel Meeting – Design Principles dated 18th March, 2008.

Key Issues Raised: Stage 1 – Redevelopment of Northern Building, Commercial Precinct & Smokers Gaming.

- 1. *Stage 1 needs to be redesigned as a complete and stand-alone development.***

Noted & incorporated in the new proposal dated 31st October, 2008.

- 2. *The entire ground level of the club needs to be redesigned to consider better entry off the JEBH and the better incorporation of the commercial/café use on the waterfront.***

Noted & incorporated into redesign of the ground level to the Club - part of the submission dated 31st October, 2008. Revise pedestrian access from JEBH as shown in Item 10 below.

- 3. *The southern car parking under the building is to be removed to allow for safer and more attractive pedestrian access to the club from JEBH and better integration of the commercial/café function with the building***

Refer response to Department of Planning meeting minutes dated 21st August, 2008 following. Commercial/café function is no longer applicable and does not form part of the current proposal.

- 4. *Vehicle drop off area between the harbour foyer and the JEBH waterfront is not supported and must be removed***

Refer response to Department of Planning meeting minutes dated 21st August, 2008 following. Noted - Vehicle drop off area has been removed as requested.

- 5. *The entry foyer should extend to the club boundary and connect with the JEBH foreshore via a courtyard, forecourt or the like.***

Refer response to Department of Planning meeting minutes dated 21st August, 2008 following. New pedestrian access provided from JEBH to new foyer which combines existing 2 entry points into 1 controlled entry to the club. This allows carparking circulation Option 4 preferred by Twin Towns Services Club.

- 6. *Commercial precinct needs to be integrated into the geometry of the Twin Towns Club building and not located as an “add on” on the Department of Lands land.***

The indicated location of the commercial precinct shown on the application was as agreed with Department of Lands following discussions with them. The relocation of the commercial precinct within the Twin Towns site is not viable to the club. The foreshore precinct inclusive of the commercial/café is no longer applicable and does not form part of the current proposal.

- 7. *Plans to show design of commercial precinct – height, bulk, scale, façade. Internal fit-out can be subject to a separate DA from Council. The design should reflect the curved form of the upper levels.***

The commercial precinct is no longer applicable and does not form part of the current proposal.

- 8. *Rear of commercial precinct should not create a wall between the club land and the foreshore area. This area should be visually and physically permeable for pedestrians and fully integrated with the entry to the club.***

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

The commercial precinct is no longer applicable and does not form part of the current proposal.

9. Public interface on the waterfront requires a redesign. The commercial function needs to be located closer to the clubs entry from the JEBH and a new plaza/forecourt

The commercial precinct is no longer applicable and does not form part of the current proposal.

10. Safe pedestrian access to the club from the JEBH and from Wharf Street is essential to the overall design.

Pedestrian circulation from Wharf Street & JEBH to the Club entry foyer has been redesigned to provide safe access. Raised pedestrian accessway, traffic calming devices & signage and feature ceiling treatment including architectural lighting all combine to improve legibility of access to the club in a safe manner.



C:\Projects\2006\335 TT Waterfront\Draw\DA\DA1 10-21 (Proposed) LV, D Crossbld.dwg, 12/12/2008 1:47:40 PM, AA, 0.0993701 354.790, Marcus

Pedestrian link from Wharf St through the New Club Foyer to JEBH.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

- 11. Servicing at ground level should be integrated into the design in a way that is safe and visually acceptable. Servicing should be considered and treated as 'front of house', even if it is 'back of house'**

Twin Towns services areas under the new development shall be appropriately screened/concealed and treated as front of house. The under-croft of the new development will be treated with front of house quality ceilings concealing services and including signage and architectural lighting treatments for the patrons of the club and where visible from the adjoining parkland.

- 12. Area of Crown Land adjacent to the Twin Towns has been over-landscaped – issues relating to safety/crime as a result of too many shrubs. The high landscaped earth mound and retaining wall along clubs boundary is considered to be unnecessary and it may create safety issues**

This item relates to works outside of the Twin Towns Services Club site and does not form part of the current proposal.

- 13. Council landscape architect (Georgina Wright) to liaise with proponents landscape architect in a redesign of the foreshore area. Department of Lands to give land owners consent/approval.**

This item relates to works outside of the Twin Towns Services Club site and does not form part of the current proposal.

- 14. Better resolution of façade design for the entire building is required. The current proposal is not clear.**

The initial design proposal was to enhance the Twin Towns Millennium Building architectural style to the new development by replicating the materials and feature diagonal elements etc. However, following early DIP consultation the new development was suggested to develop a more complementary style. The proposed design was developed to provide a more articulated and dramatic form from all directions enhancing horizontal elements of balconies, soffits and pergolas with more transparent fire stairs to the park while including provisions for signage to the club. The expectation for the club is that the architectural style would continue through to the redevelopment of older portions of the club in the future.

It is emphasised that the current economic climate particularly in the Club industry is impacting significantly on patronage and revenues and the social and economic consequences of that for the Club and the community generally are significant. TTSC have briefed us that rather than incur costs for interim façade treatments of the older portions of the Club their position is to invest those costs towards their future redevelopment (ie: 2 storey portion to Wharf Street and 6 storey portion to Anzac Park) as they occur. Whilst we professionally agree within reason with DIP recommendations regarding the interim façade treatments it should be noted that the TTSC has a past record of major redevelopment at regular intervals.

The material palette of the façade treatment has been developed to complement the existing buildings concrete, masonry, aluminium & glazed facades and as further portions of the club are redeveloped this would form the dominant architectural palette (refer BGD Drawing DA1 20-04).

FINISHES SCHEDULE



① **Balcony Spandrels/Edges**
 Rockcote Sandcote finish -
 Dulux Lexicon (code - PW1 - G9)



② **Feature External Wall Colour**
 Rockcote Sandcote finish -
 Dulux Domino (code - PG1-A8)



③ **Balcony Feature Awnings & Support Frames -**
 Alucobond Cladding -
 colour Silver Metallic



- ④ **New Building Glazing -**
 G James Panasap Blue
 (To match existing
 Millenium Tower)
- ⑤ **New Glazing Frames -**
 Aluminium Colour coded
 to match glazing
 (To match existing
 Millenium Tower frames)
- ⑥ **Balustrades - Clear**
 structural glass with s.s.
 handrails & patch fittings



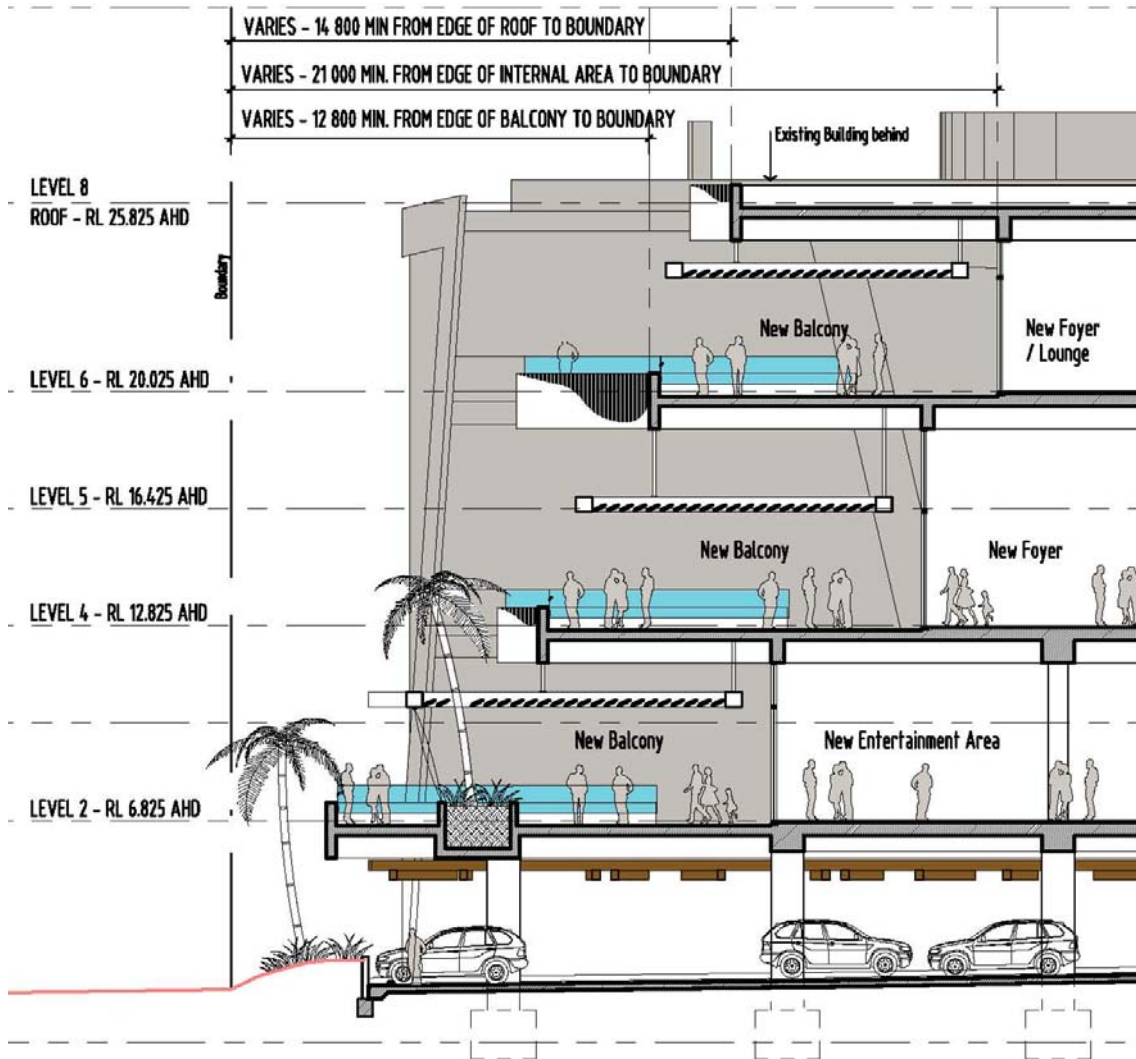
⑦ **Stair Feature Privacy Screens -**
 Aluminium Powdercoat Dulux
 Duratec Citi Pearl 88471 Matt



Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

The soffit design includes a mid-level feature aluminium pergola system to address its visual prominence from JEBH and to also offer a high quality finish to the patrons of the club to the extensive balconies and from within.

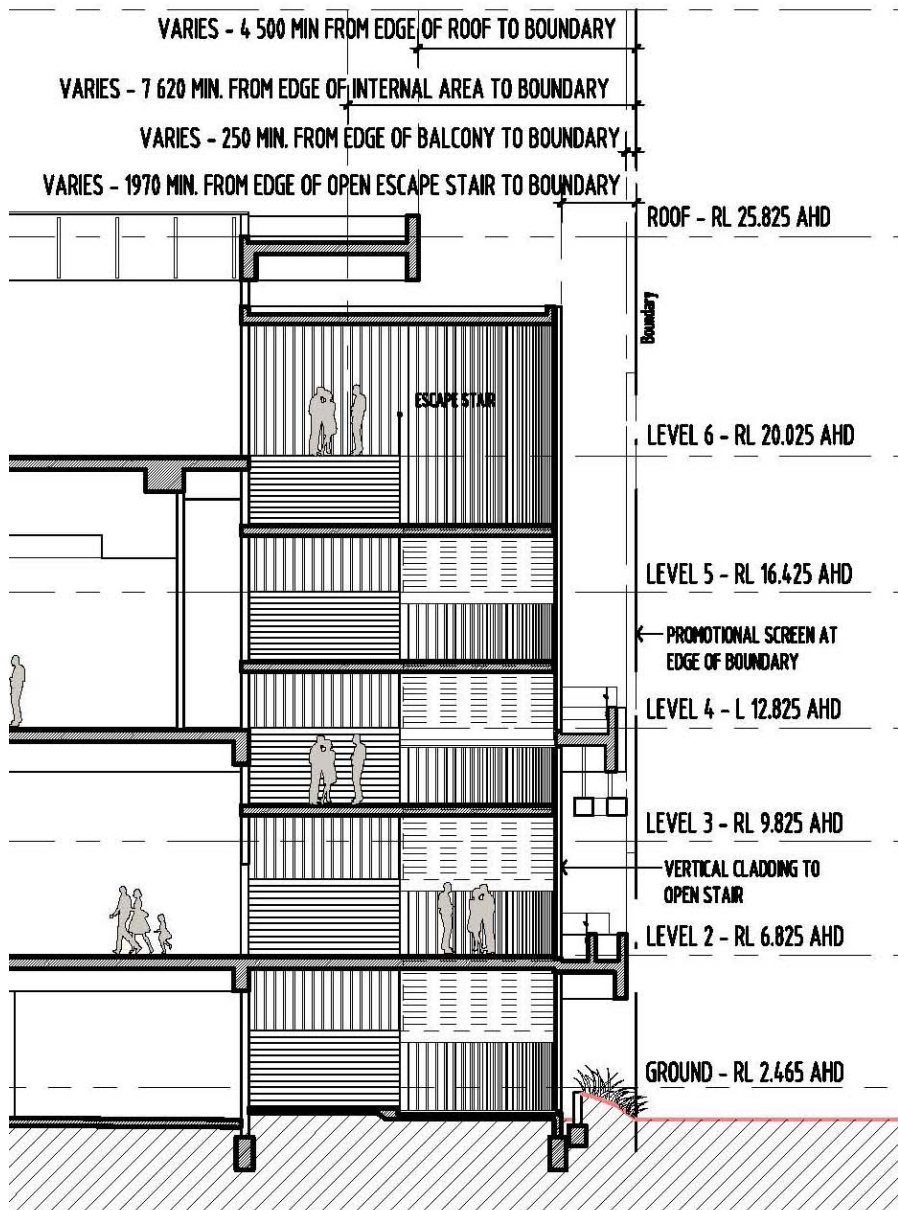


Façade treatment to JEBH indicating aluminium pergola soffit detail and articulated balcony design. The new 6 storey building is complementary in scale to the existing 6 storey club. The stepped, curving balcony forms have been designed to greatly decrease the buildings vertical edge to the JEBH.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Following comments from the DIP, the fire stairs in consultation with the Twin Towns Services Club is not acceptable as internal circulation due to Club Management of patron circulation issues. The design has addressed comments regarding aesthetics and revised the fire stair to be more transparent by incorporating vertical aluminium screening elements. The fire stair screening is to be lit from the inside to create a lantern style effect.



Fire Stair detail with feature fine vertical aluminium screening. Internal lighting to the fire stair is intended to create a lantern effect to the stair at night.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Response to the Minutes of Department of Planning Meeting – dated 21st August, 2008 (Attachment 1 to the letter Twin Towns Services Club Redevelopment Proposed 4 Options for Consideration as per below Table 1).

The Clubs brief to proceed with the Department of Planning - Car Park Design Options for Consideration - Option 4 (refer DA1-10-21 B following) responds to the following;

- 1. Uncertainty of the Harbour Front development scheme
- 2. Not viable to lose North-South carpark circulation
- 3. Not viable to lose carparking on Harbour Front side of the development
- 4. The current economic climate particularly in the Club industry

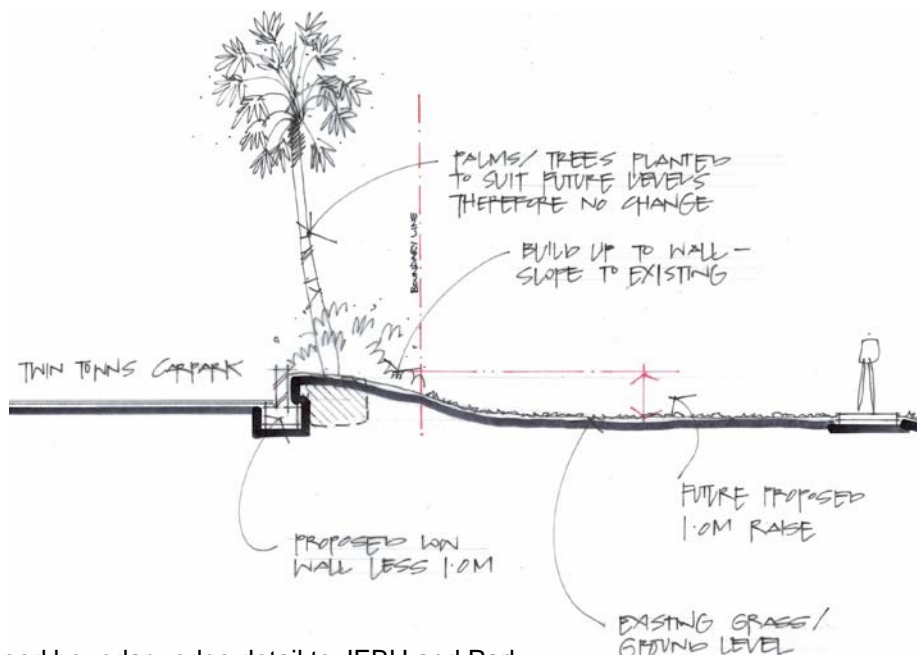
Following comments from DIP meeting minutes 18th March, 2008;

“Vehicle drop off area between the Harbour Foyer and the JEBH waterfront is not supported and must be removed..”

the complete ground floor has been redesigned to delete the conflict point of the new foyer/porte-cochere with traffic movement. The Clubs existing two entry points have been linked into one entry providing a single, central control point for successful patron management by the Club. As part of this redesign, the grand gesture link between the Club and the JEBH foreshore redevelopment has been deleted and replaced with a pedestrian link from the new foyer location to the JEBH in approximately the same location. The pedestrian link incorporates all the traffic calming devices and signage for the safety of pedestrians as indicated in the Traffic and Car Parking Assessment prepared by Cardno Eppel Olsen.

The under-croft of the new development will be treated with front of house quality ceilings concealing services and including signage and architectural lighting treatments for the patrons of the club and where visible from the adjoining parkland.

It is also worth noting that councils current Harbour Front Scheme requires an approximately 1.0m high landscaped mound to the site boundary which will aid in reducing the visual prominence of the carpark to the JEBH and parkland adjacent.



Landscaped boundary edge detail to JEBH and Park.

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

TABLE 1 – ACCESS AND PARKING OPTIONS (DoP Meeting Minutes dated 21/08/08)	
OPTION FOR CONSIDERATION	COMMENTS
Option 1 - No North-South Vehicle Movement & Additional Car Parking on Crown Land	
<p>This option allows no north-south movement of vehicles across the JEBH/Club entry and the provision of additional car parking on Crown land immediately to the north of the Club site. This will involve negotiating a lease and car park design with the Department of Lands having consideration for the Masterplan developed by Aspect Studios on behalf of Council for the JEBH. Department of Lands has indicated that they are willing to discuss this option with the Club. The southern Club car park could still be used for Club patrons with a left-in left-out entry/exit onto Wharf Street.</p>	<p>The original proposal to "reorientate" the Club such that it addressed the Jack Evans Boat Harbour, involving a "Harbour Front Grand Entry" was based on the premise that a prompt approval would be obtained and the Club's offer to embellish the Jack Evans Boat Harbour foreshore, in accordance with the plans agreed to by Tweed Shire Council and Department of Lands, would be accepted to enable the project to be built promptly. Because of the Department's requirements in relation to aesthetic improvements to the existing Club building and changes to the agreed Jack Evans Boat Harbour foreshore embellishment plan, the Club is no longer prepared to proceed with the original proposal.</p> <p>In addition, because of the age demographic in particular of Club patrons and their familiarity with existing parking and access requirements the existing ground level car park between the Club and the Jack Evans Boat Harbour is critical to the viable operation of the Club. If vehicle movements are restricted to south bound only many patrons who enter the car park and cannot readily locate a car parking space will simply exist the car park and proceed back to Wharf Street and travel south to another Club or destination. In the current economic circumstances, particularly those applicable to the Club industry, any potential loss of patronage as a result of reconfiguration of the car parking area is economically untenable.</p> <p>The difficulty with the option of a lease and car park on the Jack Evans Boat Harbour site involve time and cost. There is great uncertainty in relation to final outcomes for Jack Evans Boat Harbour and as this project has already been delayed for some two years and given cost escalations and the limited budget, the Club is not in a position to consider any further costs and delays involved with the negotiation of a lease, design, approval and construction of an additional car park on the Crown land comprising Jack Evans Boat Harbour. In addition, the Club has more than adequate car parking available as indicated in the Traffic and Parking Report prepared by Cardno Eppell Olsen (Annexure H of DAC Report Draft Environmental Assessment Under Part 3A of the Environmental Planning & Assessment Act, 1979 – Application No. 06_0237) and therefore does not need additional spaces for the proposed development. In summary, having regard to commercial realities and the significant risks involved with the car parking option on the Jack Evans Boat Harbour Option 1 is simply not acceptable to the Club.</p>
Option 2 -No North-South Vehicle Movement	
<p>This option allows no north-south movement of vehicles across the Jack Evans Boat Harbour/Club entry and the southern Club car park could be used for staff and service vehicles only to simplify parking arrangements for Club patrons. This may require some minor reconfiguration of the northern car park to provide the required car parking spaces. Alternatively, the southern Club car park could still be used for Club patrons with a left-in left-out entry/exit onto Wharf</p>	<p>Similar comments apply as apply to Option 1. In particular, designation of any of this conveniently located car park for staff would be commercially untenable. All staff are required to park in the multi level car parking bays on the western side of Wharf Street to ensure that the at grade car parking adjacent to the Club entry is available to members and guests only. Option 2 is, essentially for the same reasons as Option 1, commercially untenable and not acceptable to the Club.</p>

Architectural Design Statement

Lot 1 DP 777183 - Wharf Street, Tweed Heads
30 January 2009 – Revision B

Street.	
Option 3 -Southern Vehicle Movement Only	
<p>This optional allows southern movement only of vehicles across the JEBH/Club entry to minimise traffic and pedestrian conflict. The southern Club car park could be used for Club patrons with a left-in left-out entry/exit onto Wharf Street. Pedestrian/vehicle conflict is to be managed through incorporation of traffic calming devices, signage, lighting and surface treatments.</p>	<p>Again, for the reasons referred to in relation to Options 1 and 2 this option is not acceptable to the Club. In addition, the speed environment for vehicles in the car parking area and the geometry of the car park results in low travel speeds, as indicated in the memo from Paul Morgan to Vince Connell attached at Annexure Z (of DAC Report Draft Environmental Assessment Under Part 3A of the Environmental Planning & Assessment Act, 1979 – Application No. 06_0237). It is therefore submitted that the potential for conflicts between motor vehicles and pedestrians using the car park are negligible, however it is proposed to provide a defined pedestrian pathway across the car park as shown on the amended Application Plans. It is not considered that there is a need for speed humps however appropriate pavement colouring and signage will be provided together with improved lighting.</p>
Option 4 - North-South Vehicle Movement	
<p>This option allows a north-south movement of vehicles across the JEBH/Club entry managed through incorporation of traffic calming devices, signage, lighting and surface treatments.</p>	<p>For the reasons identified in Options 1, 2 and 3 above, Option 4 is the Club's preferred option in that it essentially maintains the status quo. It is emphasised that the current economic climate particularly in the Club industry is impacting significantly on patronage and revenues and the social and economic consequences of that for the Club and the community generally are significant. Therefore, any decisions which impact on the accessibility, attractiveness and commercial viability of the Club are simply untenable and not acceptable to the Club. It should also be noted that 52 car parking spaces have been lost from the long term lease area on the foreshore. The proponent's amended plans therefore adopt Option 4 and they provide for a marked at grade pedestrian crossing from the Jack Evans Boat Harbour foreshore area to the new Club entry. The pedestrian crossing will be appropriately marked with a coloured pavement, together with signage and upgraded lighting. The general car park will be separated from the loading bay area by a median separator. It is proposed to provide a gate at the south eastern aisle to allow some patron's vehicles to exit via Wharf Street.</p>
<p>Options 1 or 2 are the Department's preferred options. However, should the Club prefer Options 3 or 4, a detailed assessment of traffic movements and sight distances within the car park and a review of the proposed refuse management plan are required. Refer to Council's memo attached for more detail. The Club is welcome to investigate any further options that are considered to be appropriate.</p>	<p>Preferred Option 4 is further addressed in the Revised Traffic and Parking Report at Annexure 8 (of DAC Report Draft Environmental Assessment Under Part 3A of the Environmental Planning & Assessment Act, 1979 – Application No. 06_0237).</p>

M:\R g:\projects\2006\335 tt waterfront\admin\05consultant\5-02\down\2008 architectural design statement.doc

