



Response to:

“Summary of Submissions and Department of Planning’s Issues for the proposed Redevelopment of Twin Towns Services Club, Tweed Heads – 06_0237”.

Chris Wilson/Sally Munk 08 April, 2009

Additional Information Required / Comments: Annexure 2 – Architectural design Statement

1. ***“Please provide sample images of what the proposed reflected ceiling plan will look like. What materials are proposed to be used? (Drawing No. DA1-10.41)”***

Refer drawing no. DA1-10.42 for details.

2. ***What are the blue circles on drawing no? DA1-30.03?***

The blue circles indicated on the drawing are windows to the building.

3. ***Is the pedestrian walkway through the carpark raised? It is not clear on the plans. The ADS states that it will be raised, but the plans do not reflect this. If it is to be raised, please provide a cross section that illustrates the proposed RL's.***

Please refer attached drawing DA1-10.42 for details of the raised platform indicating RL's etc.

4. ***All new access points to and within the building should provide appropriate access for people with a disability having regard for section 23 of the Disability Discrimination Act 1992. Disabled parking should also be provided in appropriate locations and in number.***

Access for people with a disability will be provided in accordance with Section 23 of the Disability Discrimination Act 1992 and Australian Standard AS 1428.1. Disabled parking spaces have been indicated on drawing no. DA1-10.21 with an accessible path of travel also being provided.

5. ***What does the white rectangle in drawing no. DA3-20.03 represent?***

The white rectangle was a graphical error that has been removed – please see revised drawing.

6. ***It is unclear whether guests will be able to circulate from the waterfront side of the building to the wharf street side of the building via the external terraces/balconies.***

The guest balconies are focused towards the Jack Evans Boat Harbour with Back of House balconies to Wharf Street. Please refer attached revised floor plans for extents of guest balconies and back of house balconies (DA2-10.23 & DA3-10.24).

7. ***It is not clear how pedestrians access the external terrace/balcony on the Wharf Street elevation.***

Please refer attached revised drawings indicating pedestrian access to the back of house balconies (DA2-10.23 & DA3-10.24)..

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Architectural Design Statement – Annexure 1

Lot 1 DP 777183 - Wharf Street, Tweed Heads
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8. ***The North Coast Regional Environmental Plan states that development should not overshadow the foreshore before the specified times of 3:00pm mid-winter and 6:30pm mid-summer. There has been no consideration of the cumulative impact of the overshadowing of the Jack Evans Boat Harbour foreshore, taking into account that part of the Club already overshadows a considerable amount of the foreshore.***

Refer Darryl Anderson Consulting reply.

Response to:

“Urban Design & Architectural Issues”.

Email - Phillip Follent – 09 April, 2009

1. **VEHICLES & PEDESTRIANS** - Potential conflicts exist between private motor vehicles exiting the site (westwards) through the service and loading dock area. The two way access from the northern corner of the site should be the only public entry and exit point.

The width of the crossover in Wharf St is necessarily wide to suit large and articulated vehicles and therefore is incompatible with the pedestrian nature and needs of pedestrians and cyclists along the Wharf St footpath. Details of the pavements, other landscape components, signage and embellishments that will ensure safety, sight lines for drivers and pedestrians, and a high quality street environment are required.

The containment of the loading and service area by fencing, walls and other landscape treatments is required to be of a very high standard to ensure that the Back of the House areas does not read as such and that they add to the quality of the streetscape.

Entry to the building from the JEBH relies on the suspended pergola “artwork”. Details are required to demonstrate that the beginning of the route from the Park is prominent and that the associated landscape treatments and lighting of the journey routes into the “New Atrium” are of high legibility and pedestrian priority and designed to high standard.

The loading and service area will be screened via an existing site wall and proposed landscaping – refer Imagine IDG drawings. There is an existing landscaped mound to the Anzac Park boundary that also provides screening to the loading area.

For pergola details to the JEBH pathway refer drawing no. DA1-10.42.

2. **LANDSCAPING** - The landscape opportunities and intent to enhance the overall development have not been described other than by drawings and a proposed plant schedule. The project offers the chance for the building to present a strong statement of subtropical architecture (already indicated by generous balconies and screens) and enhanced by soft landscape elements. A Statement of Landscape intent should be provided to describe the design ethos and the contribution the integrated landscaping and building proposal can make to its setting and visitor and staff experiences.

The landscape concept drawings indicate planting in pots aligned along a pedestrian route within the car park. Details are essential to show how damage to planters can be effectively avoided through an integrated design of wheel stops, bollards, pavement levels and planters.

The project offers the opportunity for the external screen wall (to the north) to be in part also a “green wall” to add to the subtropical character of the development.

Please refer Landscape Architects Imagine IDG documentation.

The raised pedestrian walkway and the use of wheel stops will provide protection to the pedestrian refer DA1-10.42.

3. **ARCHITECTURAL EXPRESSION** – The screening of the northern end of the building is a unifying element and has the potential to be a memorable feature of the architecture. The proposed colour and finish proposed for the screen does not achieve the composition or character alluded to in the “intent images”. Reconsideration of the colour and material should be undertaken. Timbers should also be considered (in the salt laden and corrosive

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environment) and also to add warmth to the otherwise homogenous materials and colours of the new construction.

The use of “blue” coloured glazing is to be discouraged. Whilst its incorporation may be to help marry with the existing building its use should be restricted to small feature areas to achieve such a goal. The use of clear or marginally tinted “grey” glazing is important in providing a natural visual connection with the outside environment particularly for staff and also for visitors. Appropriate sun and glare control measures and detailing can be employed to reduce any sun and glare issues.

The location of the fire stairs behind the floor to floor screen offers the chance for the fire stair to be a desired circulation path between floors. Confirmation is required the stairs are enclosed by floor to ceiling transparent glazing.

A large sign is proposed on the northern side of the building. Details and information are required regarding the purpose and construction and finishes of such a billboard scaled element.

Screening to the northern end of the building.

Variations of colours and materials were considered to the fire stair screen. Aluminium battens have been selected as the most effective low maintenance architectural finish. The selected colour maintains continuity between various feature elements throughout the building.

Blue Coloured Glazing.

The glazing has been revised following comments received to grey tint glass – refer revised finishes drawings DA1-20.04, DA2-20.04 & DA3-20.04

Fire Stairs.

As addressed in the Architectural Design Statement (page 22) - *...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.*

Billboard to Northern Elevation.

The billboard is intended to promote the Twin Towns Services Club facilities and events. The billboard will be constructed using a minimal Powdercoated steel frame complimentary to the architecture of the building. The signage is intended to be static.

Response to:

“Major Project 06_0237 Redevelopment of Twin Towns Services Club – Urban Design Comments”

Margaret Petrykowski 18 March, 2009

Pedestrian access to the Club from Jack Evans Boat Harbour

I have a major concern about the location of the pedestrian access from the Jack Evans Boat Harbour to the Club through the modified carpark layout.

Our original suggestion to reduce the number of undercroft carparks in order to improve public access and to order them to improve legibility has been ignored by the applicant and more carparking bays in awkward locations have been provided in this application. The number of columns in the carpark has also increased making the legibility and movement awkward and very difficult.

The submission describes various parking reconfiguration options but there are no drawings illustrating them. The only option drawn is the Option 4, the Club's preferred option, which in my opinion has some inherent problems. The location of the new fire stairs creates a blind spot and makes the pedestrian route potentially very dangerous for public trying to negotiate it.

The overly curved vehicular driveway at the entry to the Club diminishes the access for pedestrians. I am suggesting two options for the Club to consider:

1. To reduce the bulk of the existing stair and lift area to improve visibility of pedestrians and to relocate proposed stairs to the east of the existing structure. Widening of the footpath along the enlarged public entry. In addition removing 4 car parking bays to improve visibility of pedestrians along the JEBH boundary. This would also allow having a better articulation of the entry from the Park. See attached sketch.

The reduction and relocation of existing services is not a practical option and has not been further considered.

2. To relocate the pedestrian entry to the south of the existing stairs and lift structure and remove one additional car cross circulation route. Incorporating the new stair into the existing stair/lift structure to reduce visual chaos and clutter and to improve legibility. Widening of the footpath along the enlarged public entry. See attached sketch.

This option has been adopted and further developed to achieve the improved public access pathway to JEBH - refer revised drawings DA1-10.21-C and DA1-10.24-A. Changes to the existing services area are not practical however the visibility has been increased due to the fire stair mass being reduced (open under stair under-croft).

Public Domain Interface

There are still unresolved issues about the activation of the Wharf Street edge of the Club in the third stage of the project. There is no intention to create a better public interface and to activate the edges of the public domain at all.

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The delivery to the loading dock along Wharf Street is very intrusive into the street and the impact of the manoeuvring of large vehicles on the pedestrian amenity. The visual impact of the loading area on the quality of the public domain in such an important location has not been addressed at all.

It is quite unreasonable that with such a significant growth of the Club planned there is no attempt to improve this situation and to design a better solution/screening improved interface with the street and pedestrians for the loading and the club's interface with the street in the long term.

The quality of the design has not improved from the previous proposals; however it is considered that the current proposal is in keeping with the existing club's image and that it will not be possible to achieve a better result from the current architectural team.

Drawing Transmittal

DEVELOPMENT APPLICATION

Attention **Darryl Anderson**

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Project **Major Project Application**
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DA1-10.52	SHADOW DIAGRAM - MID-SUMMER	1:1000	A3	B	A		A					B	B				

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DA3-10.56	SHADOW DIAGRAM - MID-WINTER	1:1000	A3	B									B	B			
DA3-10.57	SHADOW DIAGRAM - MID-WINTER	1:1000	A3	B									B	B			
DA3-20.01	PROPOSED ELEVATIONS	1:500	A3	B	A		A		A			A	A	B			
DA3-20.02	PROPOSED ELEVATIONS	1:500	A3	B	A		A		A			A	A	B			
DA3-20.03	PROPOSED ELEVATIONS	1:500	A3	B	A		A		A			A	A	B			
DA3-20.04	SCHEDULE OF FINISHES	NTS	A3	B	A		A		A			A	A	B			

Drawing Transmittal

DEVELOPMENT APPLICATION

Attention **Darryl Anderson**

Client **Twin Towns Services Club**
Project **Major Project Application**
Number **335**

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Medium: P-Prints T-Transparency D-Disk E-Email F-Fax O-Original FT- FTP Purpose: B-BA Application D-DA3 Application E-Estimating T-Tendering C-Construction R-Requested I-Information P-Preliminary PR-Presentation CO-Coordination A-Approval TP-Town Planning Application Other: A3/A4-Reductions L-Laminated C-Colour B-Bound				day	03	06	10	11	12	14	30	10	07		
				month	11	11	11	11	11	11	01	02	05		
				year	08	08	08	08	08	08	09	09	09		
				medium	P	E	P	E	E	E	E	P	P		
				purpose	D	D	D	D	D	D	D	D	D		
				other	-	-	-	-	-	-	-	-	-		
Issued By:				initials	MR	MR	MR	MR	MR	CW	MR	MR	MR		
Dwg No	Description	Scale	Size	Rev	Issued										
DA3-30-01	PROPOSED SECTION A-A	1:250	A3	A	A		A				A	A			
DA3-30-02	PROPOSED SECTION B-B	1:250	A3	A	A		A				A	A			
DA3-30-03	PROPOSED SECTION C-C	1:250	A3	A	A		A				A	A			
DA3-30-04	WATERFRONT DETAIL SECTION	1:150	A3	A	A		A				A	A			
DA3-30-05	ATRIUM DETAIL SECTION	1:150	A3	A	A		A				A	A			
DA3-30-06	WHARF ST DETAIL SECTION	1:150	A3	A	A		A				A	A			
DA3-30-07	PARKLAND DETAIL SECTION	1:150	A3	A	A		A				A	A			
Architectural Design Statement			A4	B								B			
Annexure 1			A4										A		