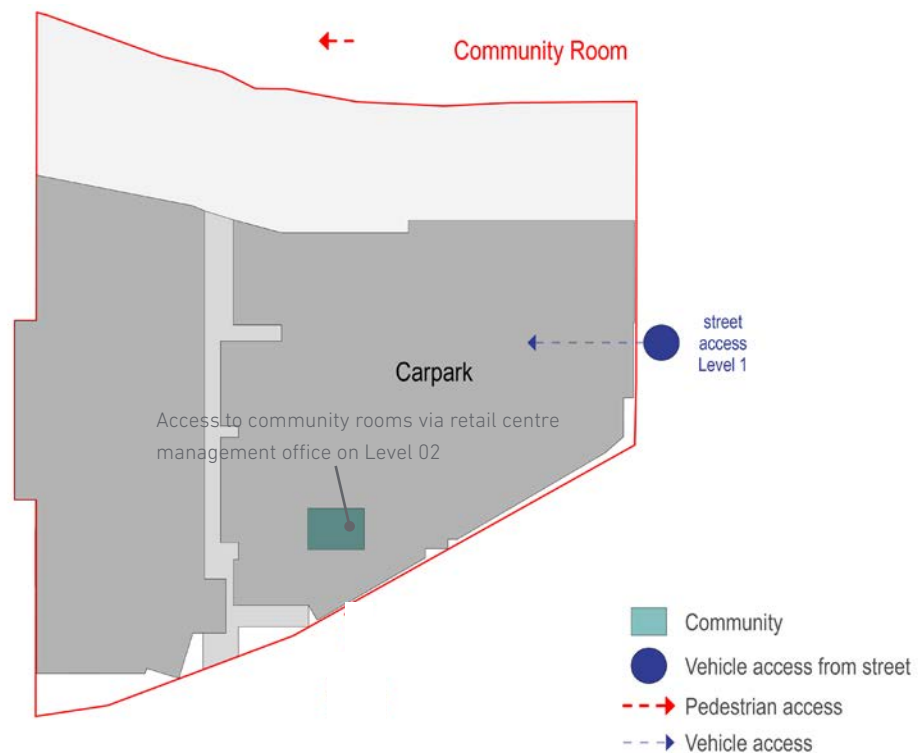


Wayfinding and the Legibility of Use

Community Rooms

The engagement and inclusion of the local community is key to the overall success of the proposed Bay Central precinct. As part of the community inclusion, a large dedicated space is to be provided accessible off the retail plaza at Level 2. This community space will be managed by the adjacent centre management and will be for the use of community groups in the Woollooware and Sutherland Shire area. The community room totals approximately 223sqm in area and can be subdivided into smaller spaces as required. The planning and layout will maximise the flexibility of uses, whether it is for art groups, sporting groups, teenage focused activity, etc. The choice of materials and finishes will be low maintenance and durable, while providing an inviting and friendly atmosphere.

Pedestrians can access the community rooms from inside Level 02 of the retail centre - this is to ensure adequate security and overview by management. Cars will arrive via Woollooware Road North entry in the north east corner of the site and then park within the retail and club parking on level 01. Users of the community rooms can share the pick-up and drop-off zone located outside the Retail Centre on level 01. e.g. parents waiting to pick up children after a group activity, etc.



Wayfinding and the Legibility of Uses

The evolution of the design proposal involves the introduction of additional uses to the site. How these varied uses are placed on the site is paramount to the overall success of the development. The following section outlines where each of the uses are located within the precinct, and how the wayfinding for pedestrian and vehicular movement has been considered.

Retail

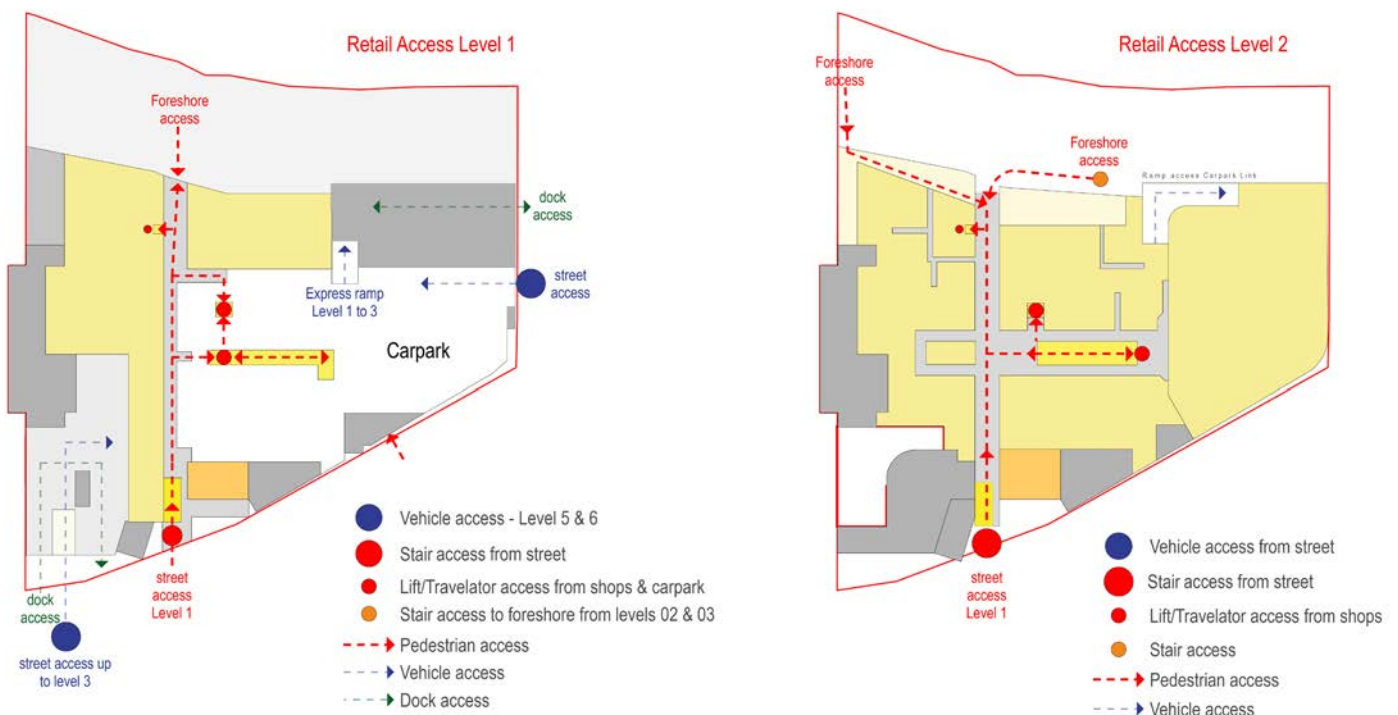
The current approval contains retail on levels 1 & 2, with associated parking on Levels 1, 3 & 4 with 770 non-residential spaces. This remains essentially unchanged in the new proposal (with the additional of a Level 5 of retail parking). The external entry points, internal mall configuration, and tenancy layouts are generally as per the approved application.

Retail pedestrian movement:

The main external entry to the retail centre is from the retail forecourt on Captain Cook Drive. This landscaped public plaza will have a bus stop for public transport links to local train stations and Cronulla beach, and will also contain a taxi pick-up and drop off area. A through site link at Level 01 gives access to the retail areas on that level and connects the retail forecourt on Captain Cook Drive with the Foreshore Parklands to the north of the site. Pedestrians who wish to access the retail areas on Level 02 can do so directly from Captain Cook Drive via stairs whose configuration allows for a direct line of sight into the main retail area.

Pedestrians can move between the retail levels and associated parking via travelators and lifts located in the central atrium. This atrium is intended as the heart of the scheme, assisting wayfinding and providing a quick connection between all levels. The atrium also links to the newly proposed shared way on level 03, and to the club and tourism accommodation located along this new street. The atrium brings natural daylight into the centre of the retail area.

The northern elevation of the retail centre consists of a series of outdoor dining terraces. The terraces avail of the views over the mangroves and Woolloomare Bay, and pedestrians can connect directly from the Foreshore Parklands to the Level 02 foodcourt area via an external ramp, stairs and dedicated lift.



Circulation Diagrams: Retail pedestrian and vehicular movement

Retail car parking:

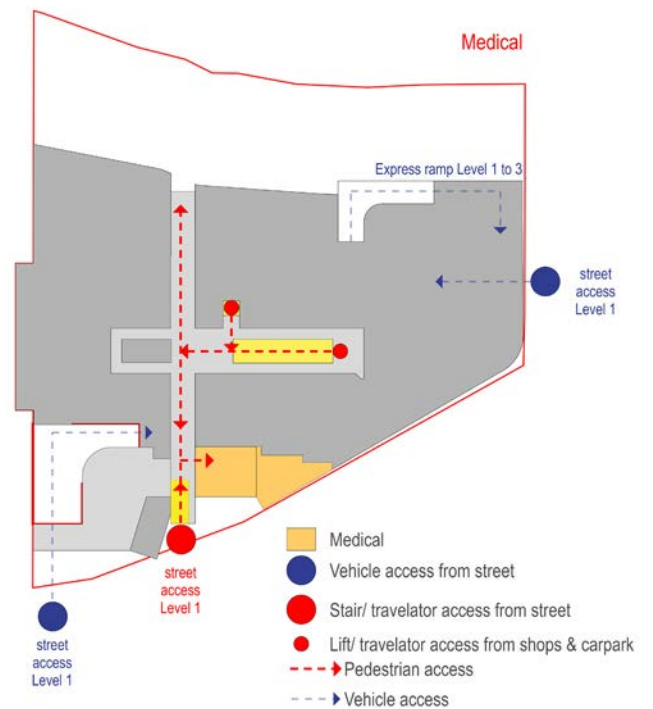
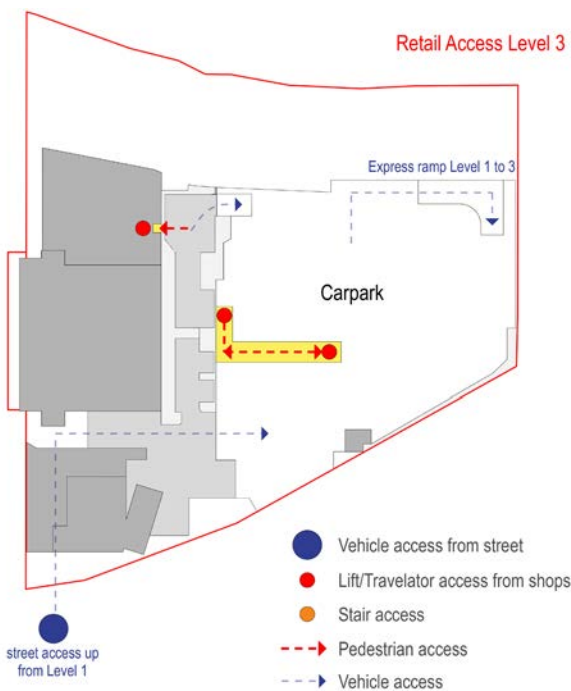
The retail car park entry points remain the same as the approved retail scheme with entry to Level 01 from Woollooware Road North to the east of the site. Access to parking on levels 03 and above will be from Captain Cook Drive at the south-west corner of the site. For cars unable to find parking at Level 01, an express car ramp will link to Level 03.

A total of 770 car spaces are proposed for non-residential uses at the Bay Central precinct. Refer to the traffic report as prepared by McLaren Traffic consultants which describes the breakdown of this parking between the various uses, and the proposed management of the car parks on game day, etc. An additional 50 car spaces are located to the west of the ET stand for club use only as per the previous approval. There is a car share pod with 5 bays located on Level 03 of the retail car park.

The location of the two retail loading docks remains the same as the approved retail scheme, with one located at the north east corner of the site off Woollooware Road North, and the other located off Captain Cook Drive in the south east corner. Retail staff parking will be located on Level 05.

Medical Centre:

The medical centre is located along Captain Cook Drive. The facility links directly into the main retail area where it benefits from the proximity to linked retail uses such as the pharmacy, optometrist, etc. The tenancies within the medical centre are configured around a central reception and waiting area. Parking for users of the medical centre will be located within the retail and club parking levels on level 01, 03 & 04. Staff parking will be located on level 05.



Circulation Diagrams: Retail pedestrian and vehicular movement

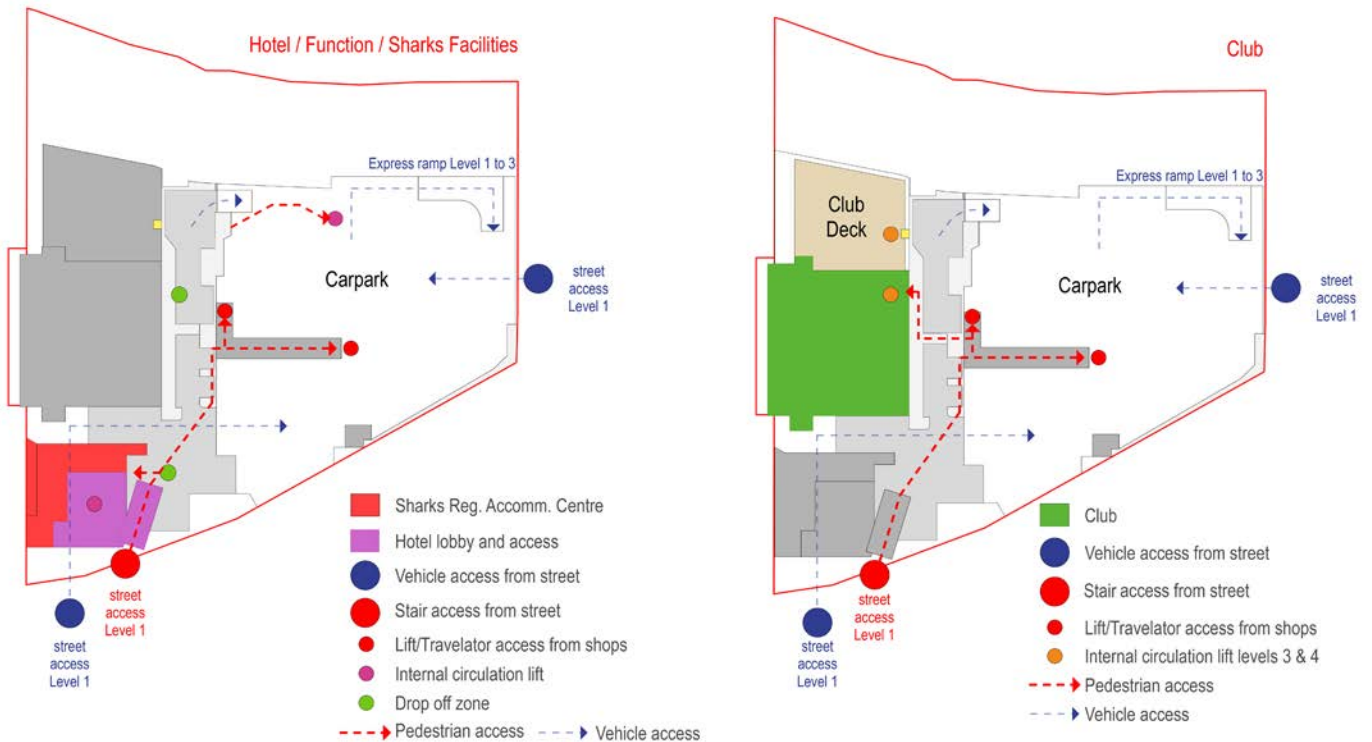
Wayfinding and the Legibility of Use

Sharks Club Facilities:

The proposed Sharks Leagues Club facilities remain unchanged from the approved retail scheme, with the club facilities being consolidated into levels 03 & 04 and the existing levels 01 & 02 being reconfigured for retail uses. A large external club terrace will be provided on the northern side of the existing club facility at level 03, with views over the Foreshore Parklands and Woollooware Bay.

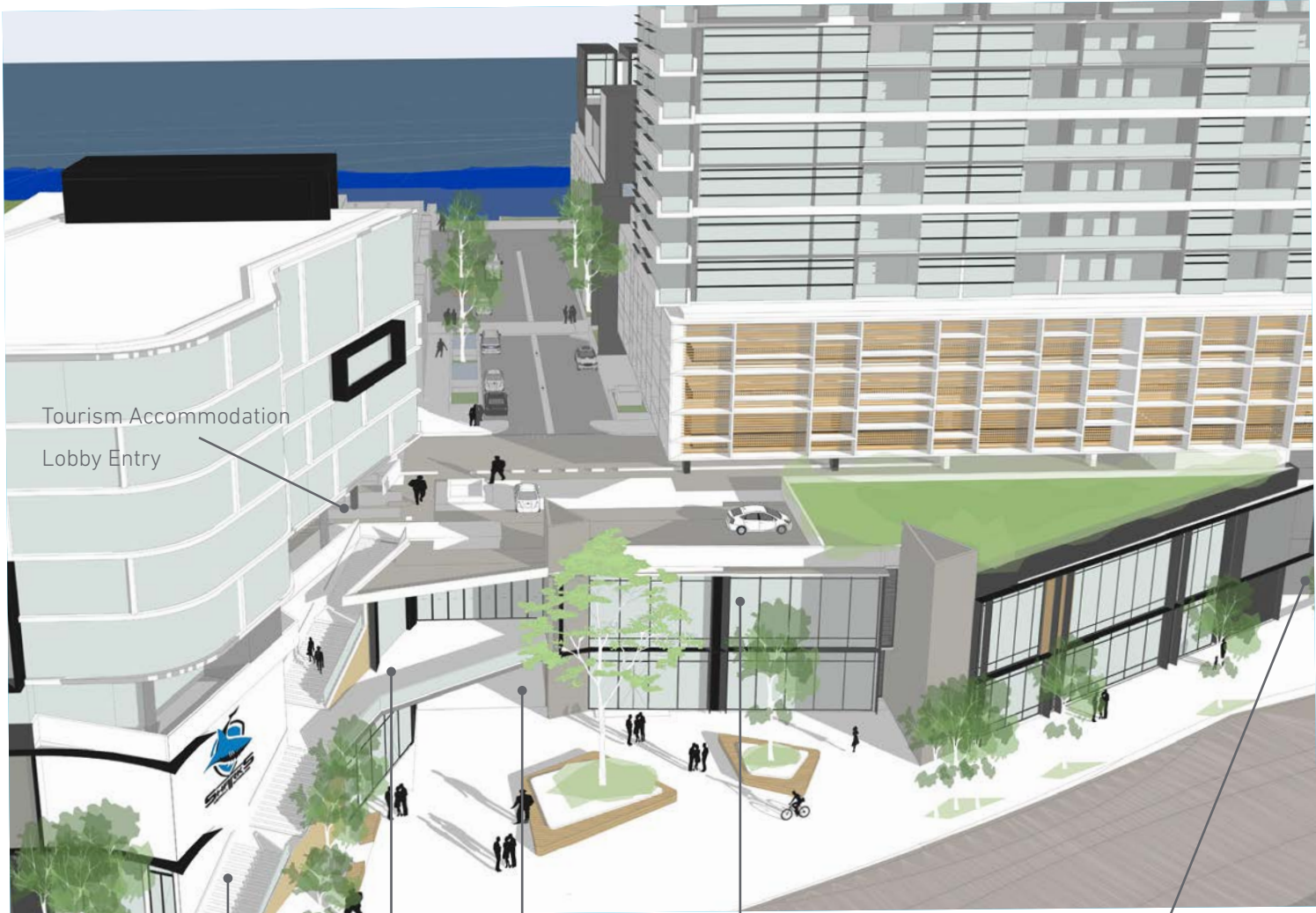
A key design element in the approved scheme is the new north-south axis at Level 03. The landscaped public street will give a legible connection from Captain Cook Drive to the club, which helps activate level 03 shared way. The connection to the new street will be marked by a large matured signature tree on Captain Cook Drive with stairs and lift access and provision for club signage. The new connection will give the club a meaningful public identity within the grouping of proposed buildings in the Bay Central precinct.

Parking for the club will be on levels 04 & 05 and will be accessed primarily from the car park entry on Captain Cook Drive. Pedestrians can move quickly from the car park levels to the club via the lifts and travelators in the central atrium, which connect with the proposed street on Level 03. The new north-south axis will allow taxi and patron drop-off and pick up directly outside the club foyer entry. The primary loading bay remains unchanged and will be located in the south west corner of level 01 adjacent to the car park entry off Captain Cook Drive, whilst additional club deliveries will be accommodated via a designated loading bay located on the level 03 street. Club staff parking will be located on level 05.



Circulation Diagrams: Sharks Club pedestrian and vehicular movement

Legibility of entry points along Captain Cook Drive



Tourism Accommodation
Lobby Entry

Main entry to
Level 02 retail

Main entry to
Level 01 retail

Medical Centre addressing
the new retail forecourt

Residential Lobby

Access to new Level 03 'Green
Street', Sharkies Club, Tourism
Accommodation, & Function Centre

Sketch View illustrating the heirarchy of entry locations along Captain Cook Drive

Wayfinding and the Legibility of Use

Tourism Accommodation, Business Centre, & Sharks Accommodation & Training Facility:

One of the modifications to the approved project application is the proposed tourism accommodation including a business centre/ meeting rooms, sharks accommodation and training facility. The tourism accommodation will provide much needed short stay accommodation in the Sutherland Shire area, while the business centre will provide a high quality flexible conference facilities.

The Business Centre / meeting rooms will be located within the tourism accommodation on level 03. The facility will provide a flexible suite of meeting rooms that can be sub-divided as required. There will be an arrival foyer/reception area directly off the Level 03 streetscape with a covered drop off/pick up zone. Deliveries to the tourism accommodation and business centre will be via the north east loading dock and a dedicated services lift. A kitchen facility will be located in the back of house area behind the hotel lobby reception and will service the business centre and cater for in house hotel room service requests.

The tourism accommodation will provide short stay serviced apartment style accommodation. A total of 125 keys are proposed over 5 levels on levels 04 -08 in the south-west corner of the precinct. The position of the tourism accommodation will provide it with a prominent location along Captain Cook Drive. The room types will be a mix of studio and one bedroom type rooms with many being paired to allow for a dual key type configuration. Rooms will be configured to maximise direct views to the south east over the Woolooware Golf Club. The reception lobby will be located on Level 03 on the proposed new roadway, where a large port cochere will provide a covered pick-up and drop-off area. Parking will be located in the main car park on levels 03 &04, mixed with retail parking. Staff will park on Level 05.

Sharks Accommodation & Training Facility

This facility will be located on Level 03, between the proposed tourism accommodation & existing Sharks Leagues club building. The facility will be owned and managed by the club and consist of a multi-purpose suite of training rooms plus accommodation and facilities for approximately seven players.



Providing top quality business & tourism accommodation for Sutherland Shire

Wayfinding and the Legibility of Use

Residential

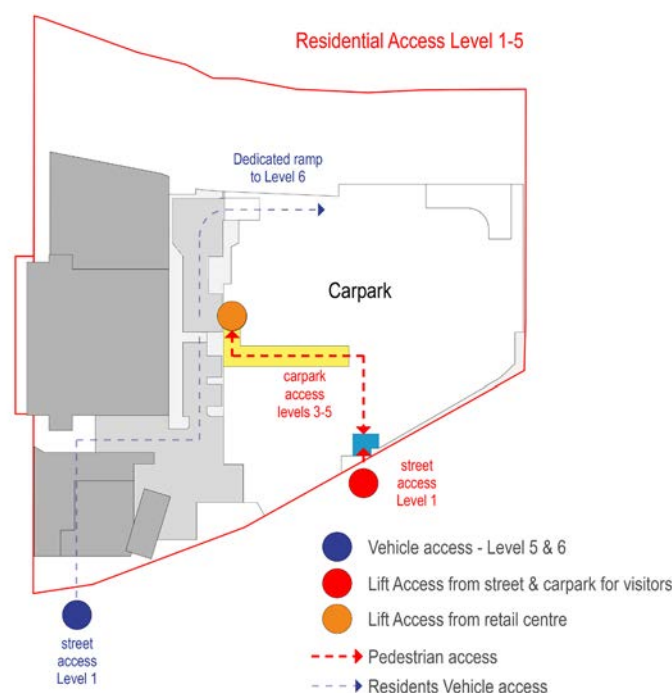
Building Form

As part of the evolution of the proposed Bay Central precinct design, approximately 222 residential units are proposed in 4 buildings. These will be a mix of 1, 2 & 3 bedroom apartments, with a higher percentage of 30% adaptable units. The proposed amenities and facilities required for these units will be independent of the initial Stages 1 to 3 of the Woollooware Bay Town Centre to the west of the Southern Cross Stadium.

The four buildings are located along the southern and northern edges of the site where they reinforce the street alignments, key corners and assist with dressing the car park elevations with accommodation. The buildings' configuration gives an animated elevation to Captain Cook Drive. All buildings have a strong identity within the streetscape.

Buildings A and B are stepped along the south of the site. Their building form is angled to provide a tall slender elevation when approaching from the junction of Captain Cook Drive and Woollooware Road. Buildings C & D anchor the northern edge of the podium. Their lower height and positioning minimises the effect of overshadowing to level 07 podium courtyard. Their position allows for maximum building separation to ensure the best amenity for all units.

The residential communal facilities are located along the western edge of the podium, where they help activate the Level 03 streetscape and club forecourt by providing surveillance and security in the centre of the site. The location of the apartments has been deliberately concentrated in a greater density to the east and south of the precinct to ensure maximum separation from the existing club facility.



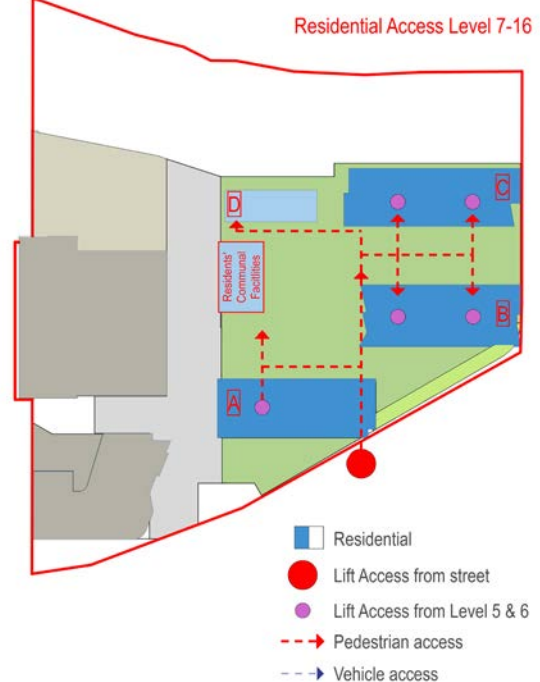
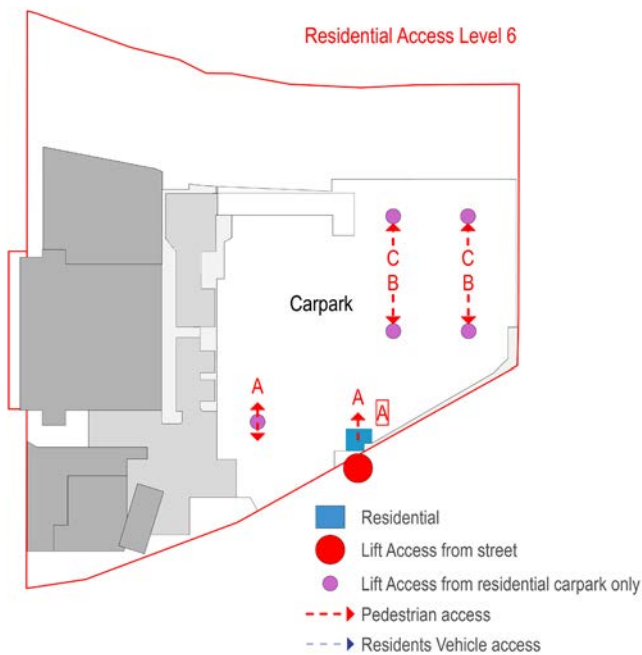
Wayfinding and the Legibility of Use

Residential Pedestrian Movement & Parking:

Residential visitors who arrive by foot or by public transport will access all of the residential buildings via the main residential foyer at Level 1 on Captain Cook Drive. This lobby will have a dedicated lift (within Building A) that will connect from the street level to the Level 07 residential podium. Residential visitor car parking is shared with the retail and club parking on levels 01, 03, 04 & 05. Once parked, the residential visitors will be directed via signage to the residential lift lobby located in the south west corner of each parking level, which then connects up to the level 07 residential podium. Once the visitor arrives at level 07, they can then connect to each of the individual building lobbies by an external walkways.

The majority of the resident’s dedicated parking is located in a secure parking area on level 06, with some additional parking for Building A units only located on Level 05. Residents arriving by car access the car park from the Captain Cook Drive south west ramp entry. They then drive to the northern end of the level 03 roadway outside the club where they access a dedicated residential express ramp that brings residents up to level 06 quickly, bypassing the retail and club parking levels. Residents parking on level 05 will access this level via the retail car parks on Levels 03 & 04.

Each of the lift cores within the residential buildings extend down to level 06 so that residents can move from the car park straight to the level where their apartment is located. The Building A core extends down to Level 05 to allow residents parking on this level have direct access straight to the floor where their unit is located. Residents who wish to use the retail and other uses within the precinct will use the dedicated express lift under Building A back down to Level 03 to the new roadway outside the club or to Level 01 to Captain Cook Drive.



The Centre of Excellence

The proposed Centre of Excellence is a training and administration facility to be included as part of the ET stand rejuvenation at the Southern Cross Stadium. The facility will wrap around the back of the existing ET Stand and inhabit the residual spaces between the ET Stand and the Southern Stand along the west of the stadium. It is intended that this facility will integrate with the existing facilities in both the ET & Southern Stands. The proposed floorspace and facilities are generally approved in the existing concept approval.

The proposed facilities include:

- a new public plaza at the stadium entry.
- a new public promenade along the western side of the stadium adjacent to the existing creek. This will include pop up catering facilities on game day.
- a 'Hall of Fame' for Sutherlandshire located within an indoor facility but extending out into the proposed new public promenade and foreshore parklands
- upgraded food and beverage facilities and associated amenities
- improved player facilities on game day
- improved green keeper, back of house, and associated facilities
- club administration offices
- a new training facility of world class standard intended for use by multiple sports
- upgraded corporate box and associated facilities, plus additional commercial areas
- additional covered seating at the on-field side of the facility.
- covered parking for 50 cars as already approved in the current concept plan

The rejuvenation of the stadium will greatly improve the appearance of the site which is located on a primary road leading into Cronulla. The upgraded facility will improve the relationship between the stadium and its immediate environment. It will provide a landmark building, and create a 'sense of place' that reinforces the location as a home for the Sharks into the future.



Indicative sketch view of the stadium entry plaza and Centre of Sports Excellence

The proposed training facilities & brief

The facility now proposed at the Remondis Stadium site provides approximately 6636m² NSA of flexible floor space, consisting of:

Administration Facility	
Upper Ground Level	
Additional Administration (Existing Corporate boxes/ Multi-use rooms)	252m ²
Level 1	
Additional Administration	402m ²
Level 2	
Staffing Requirements Administration	638m ²
Additional Administration	300m ²
Additional Administration (Existing Corporate boxes/ Multi-use rooms)	163m ²
Total Staffing Requirements	638m²
Total Additional Administration	1117m²
Total Club Administration	1755m²
Club Training Facilities	
Lower Ground Floor	
- New Change room & Amenities	130m ²
- Existing Change room & Amenities	632m ²
- Existing Gym (Southern Grand Stand)	600m ²
Level 1	
- Training Facility	567m ²
Total Club Training Facilities	1929m²
Club Facilities	
Lower Ground Level	
- Bar	59m ²
- Ticket Sales	15m ²
Upper Ground Level	
- Bar	30m ²
- Central Kitchen	97m ²
- Chairmans Lounge	285m ²
- Merchandise/ Hall of Fame	157m ²
Total Club Facilities	643m²
Commercial Opportunities	
Upper Ground Level	
- Commercial Opportunity	232m ²
- Commercial/ Food	137m ²
Level 1	
- Commercial Opportunity	1094m ²
Level 2	
- Commercial Opportunity	846m ²
Total Commercial Opportunity	2309m²
Total Combined Space	6636m²

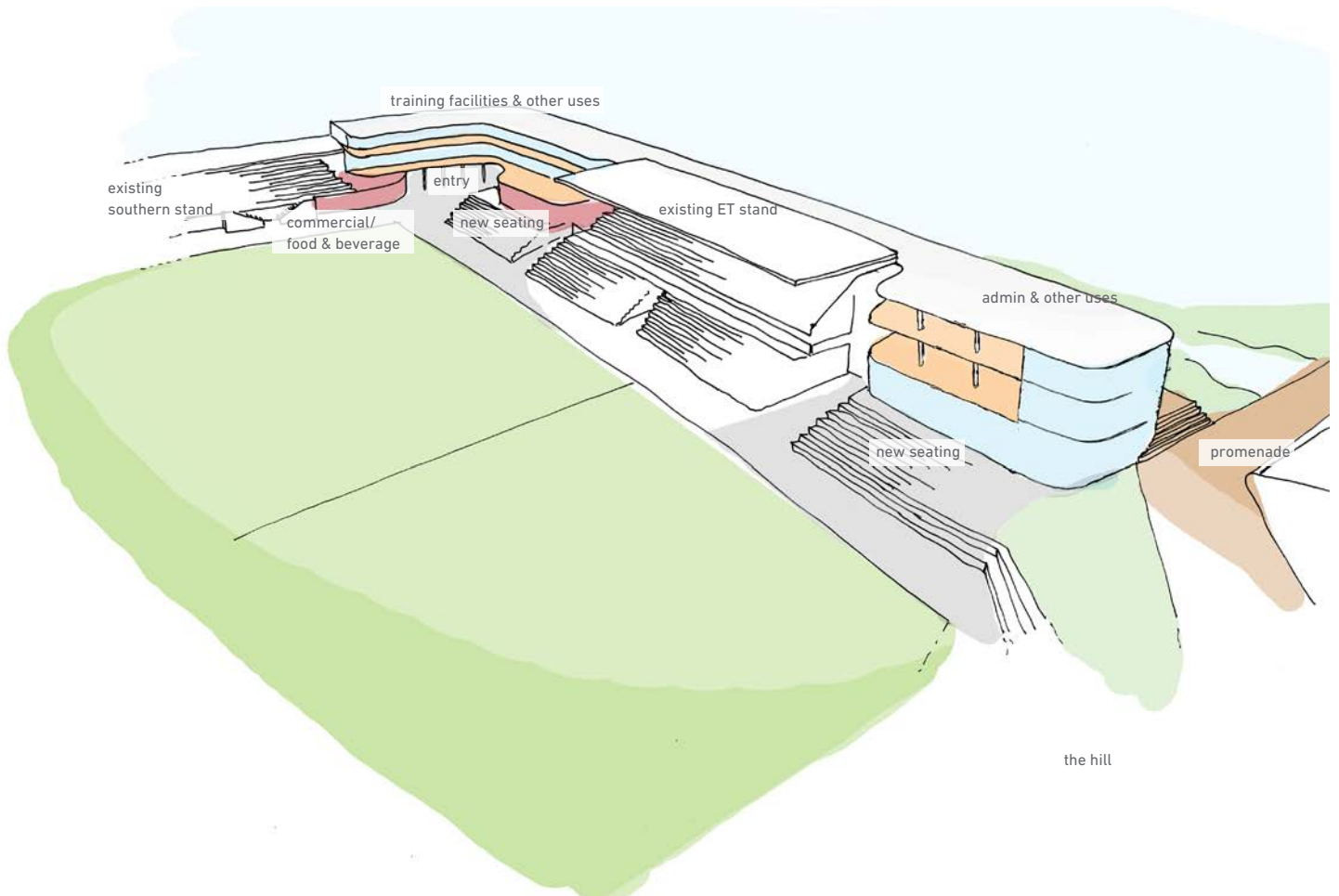
** Note - Areas are approximate only. Survey to be conducted for an accurate measurements of areas
 - Circulation, Services and toilets not included in calculation of areas
 - Areas per person calculation reference- BCA Table D1.13 Access and Egress.

*Note: the above areas are NSA and not GFA



World class training facility for the use of multiple sporting organisations

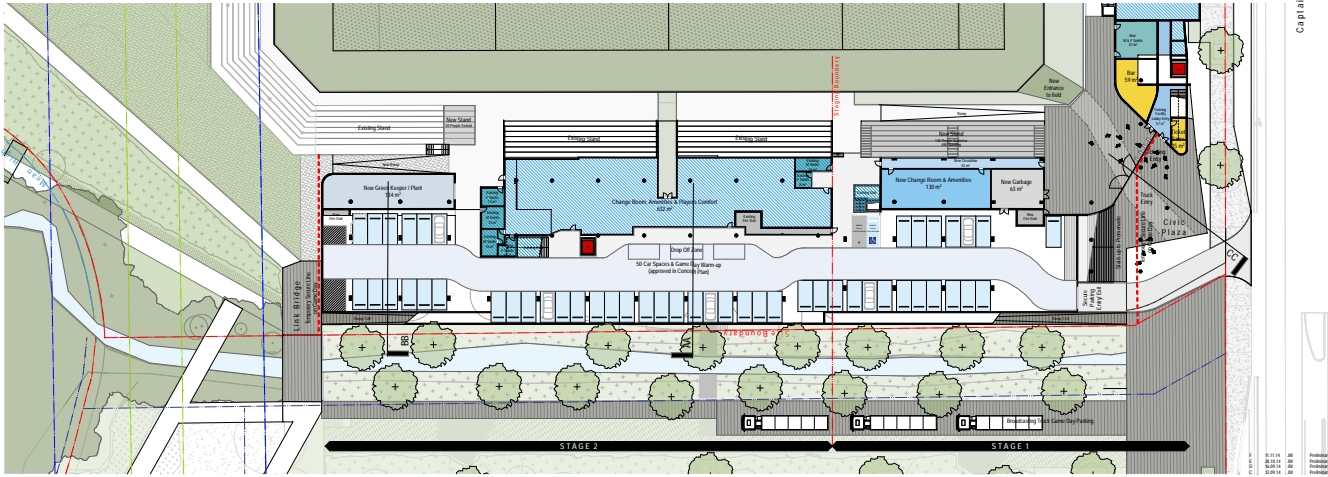
Indicative massing diagram



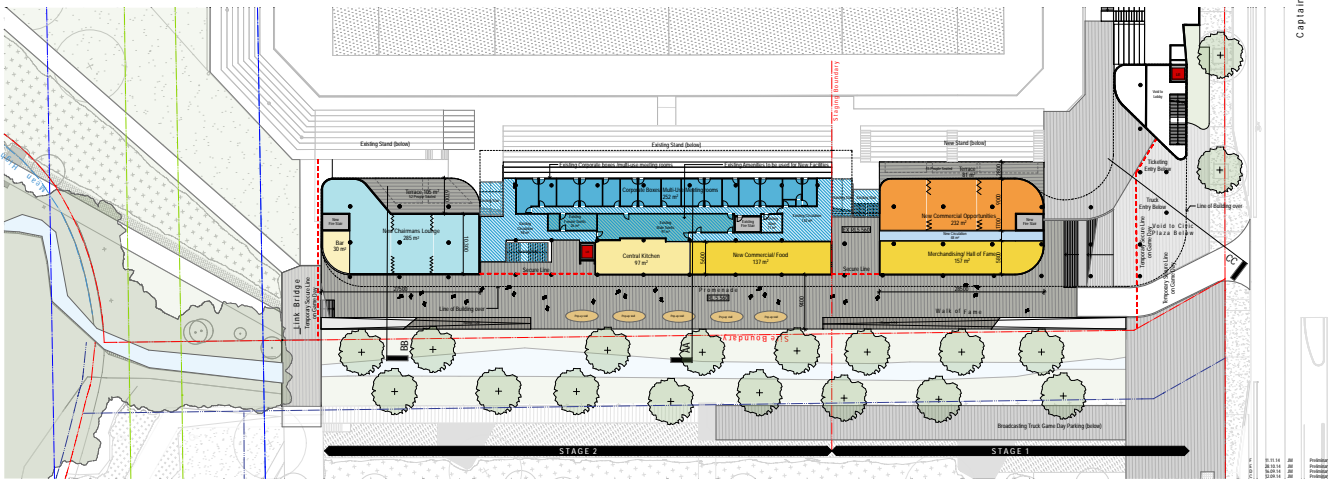
Benefits of the proposal

- new training facilities can link directly into existing club gym/ southern stand + fields
- maximises/ reconfigures the existing uses under the ET stand
- allows for a rejuvenated ET stand & stadium entry
- improves the club branding
- create a new civic space at the western edge of stand
- 50 car spaces already approved in concept approved
- additional floorspace and stands generally approved in concept approval
- ability to provide additional under cover seating on field side of new facility

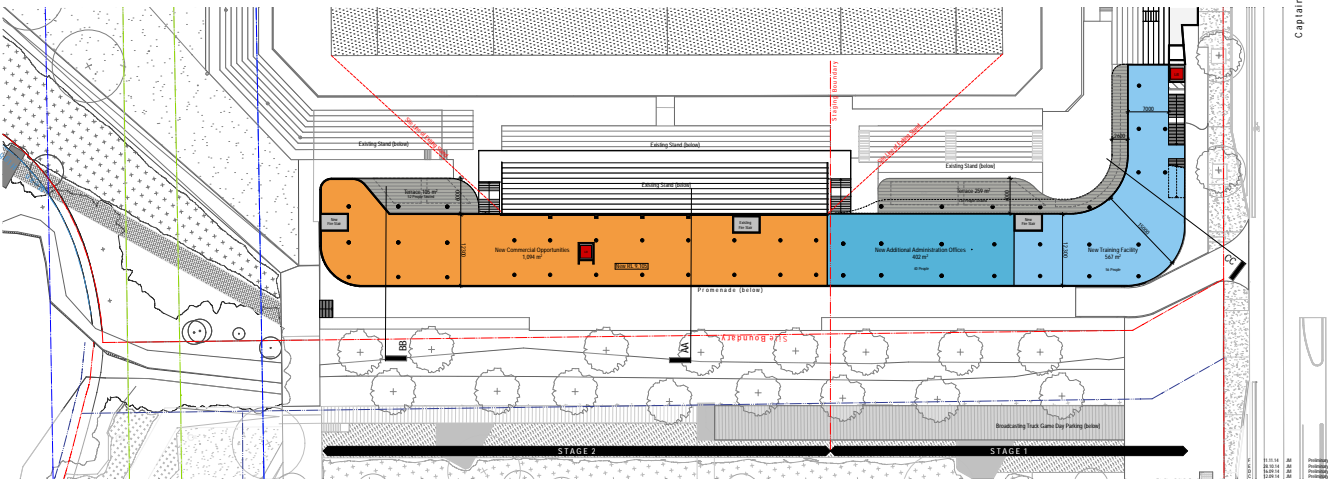
Indicative floor plans



Lower Ground Floor Plan

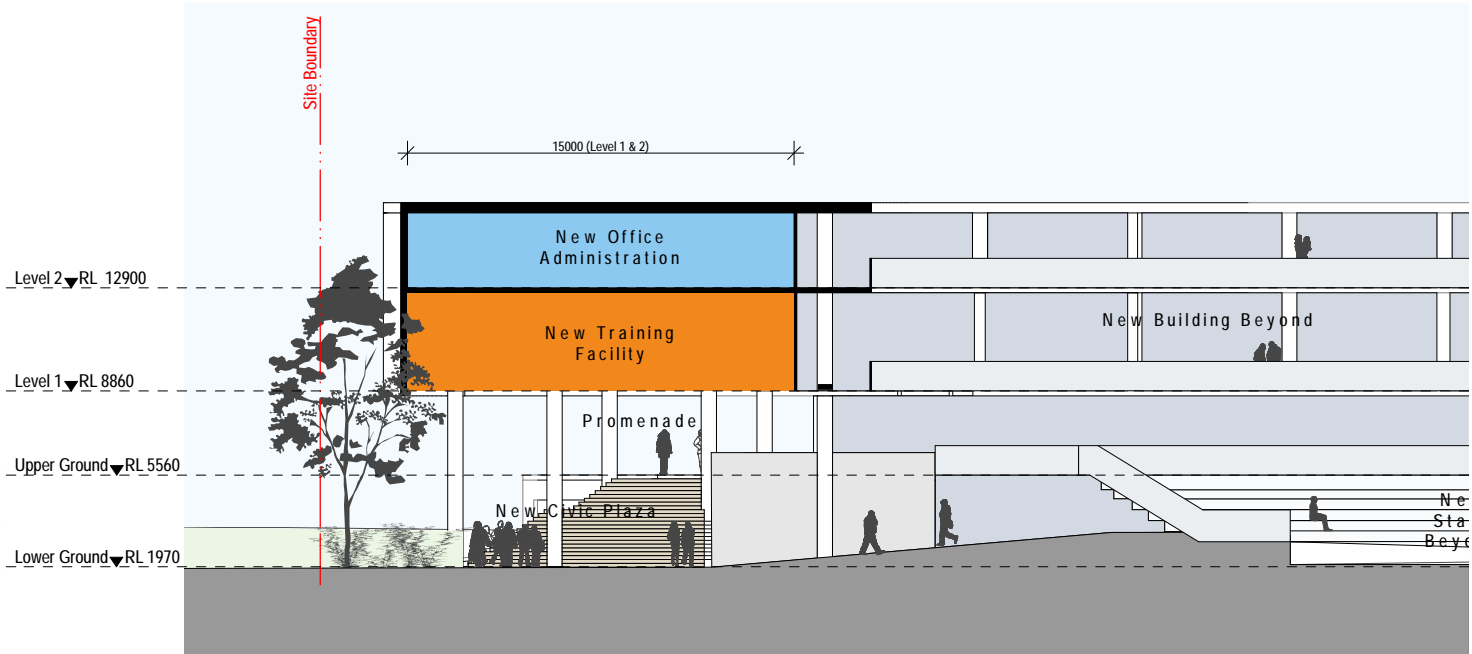


Upper Ground Floor Plan

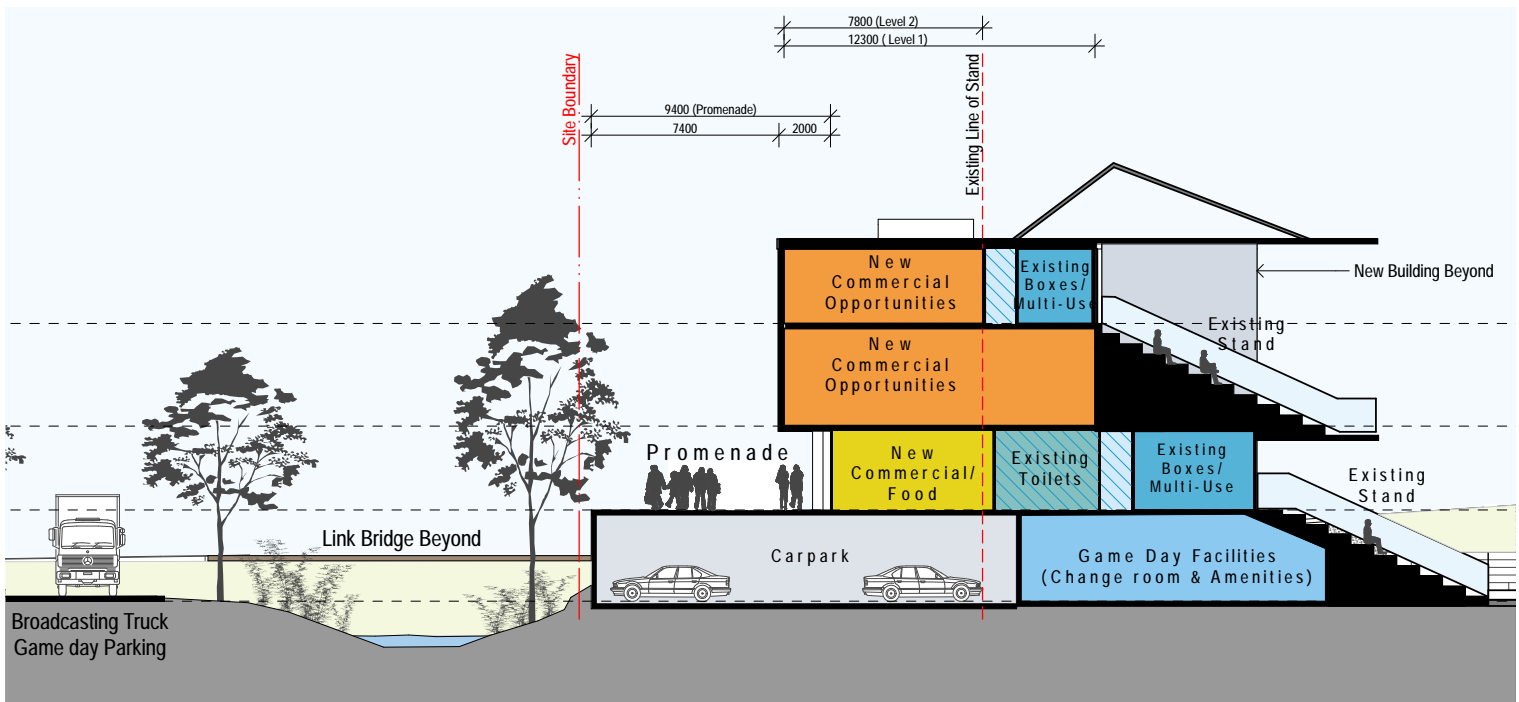


Levels 02 & 03

Indicative sections through the proposed centre of excellence

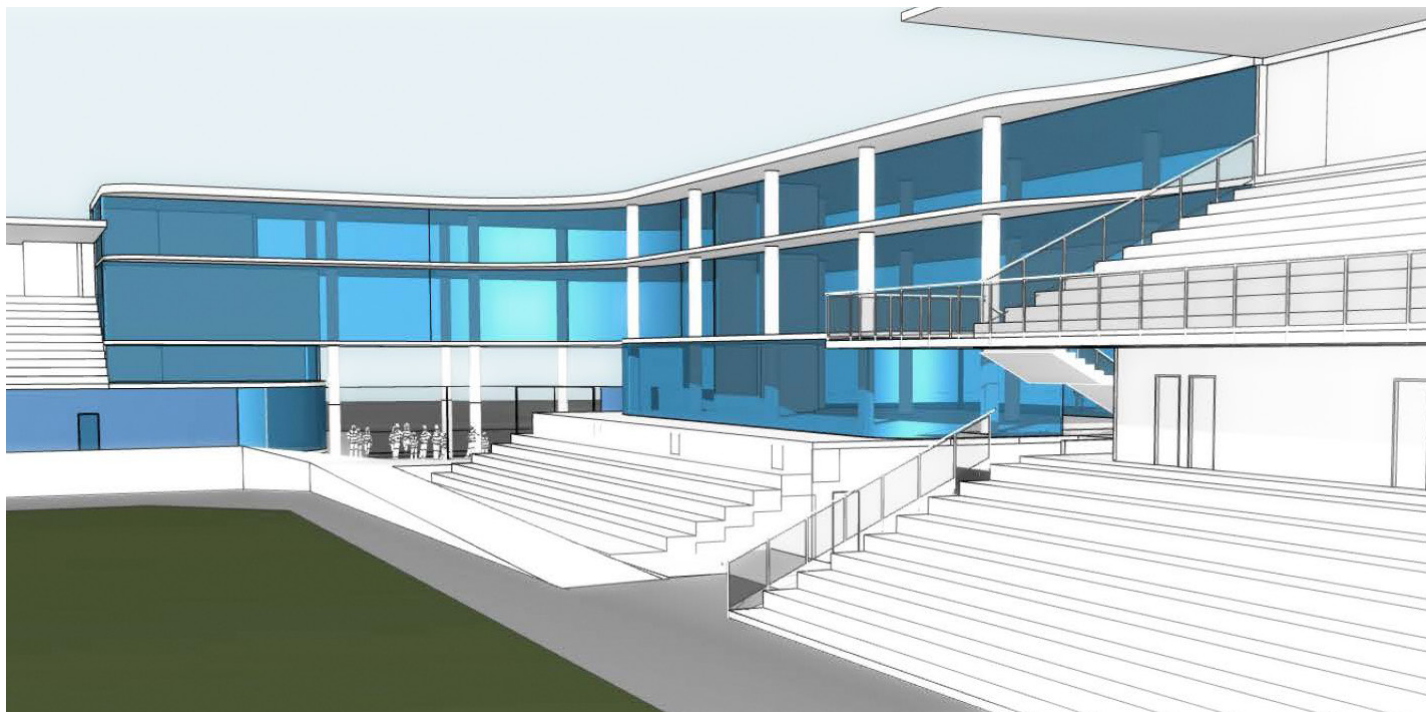


Section A through stadium entry plaza

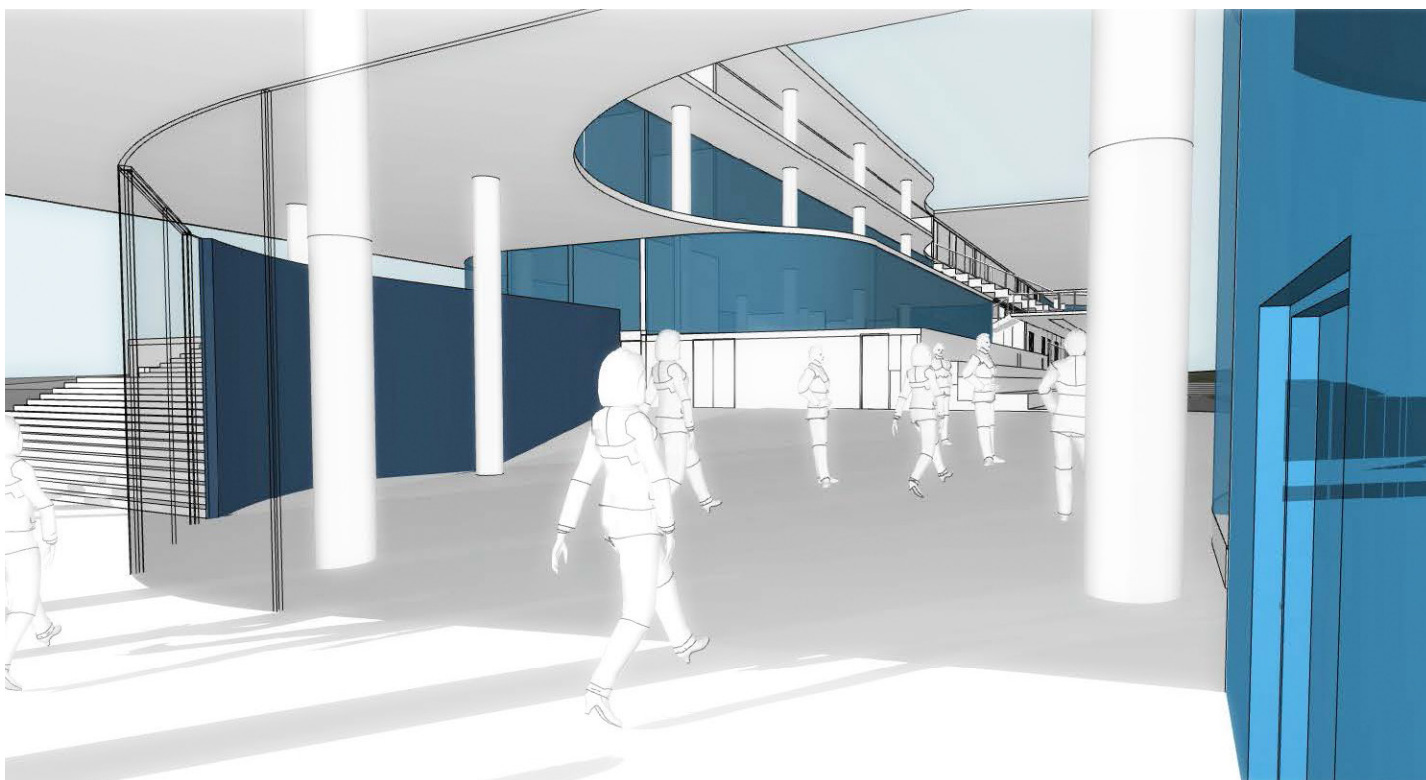


Section B through existing stand and new facilities

Indicative views of the massing model



Indicative view of new facilities located between the existing ET Stand and Southern Stand



Indicative view of stadium entry

Part 3 : The key ADG & SEPP65 Design Principles

Key Design Concepts

The following section illustrates how the proposed modification to the approved concept plan complies with the key ADG & SEPP 65 design principles. The report shows how the residential buildings have been designed to maximise amenity for residents, in the context of a mixed use development.

Design Quality Principle 1

Context and neighbourhood character

Good design responds and contributes to its context. Context is the key natural and built features on an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.

Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

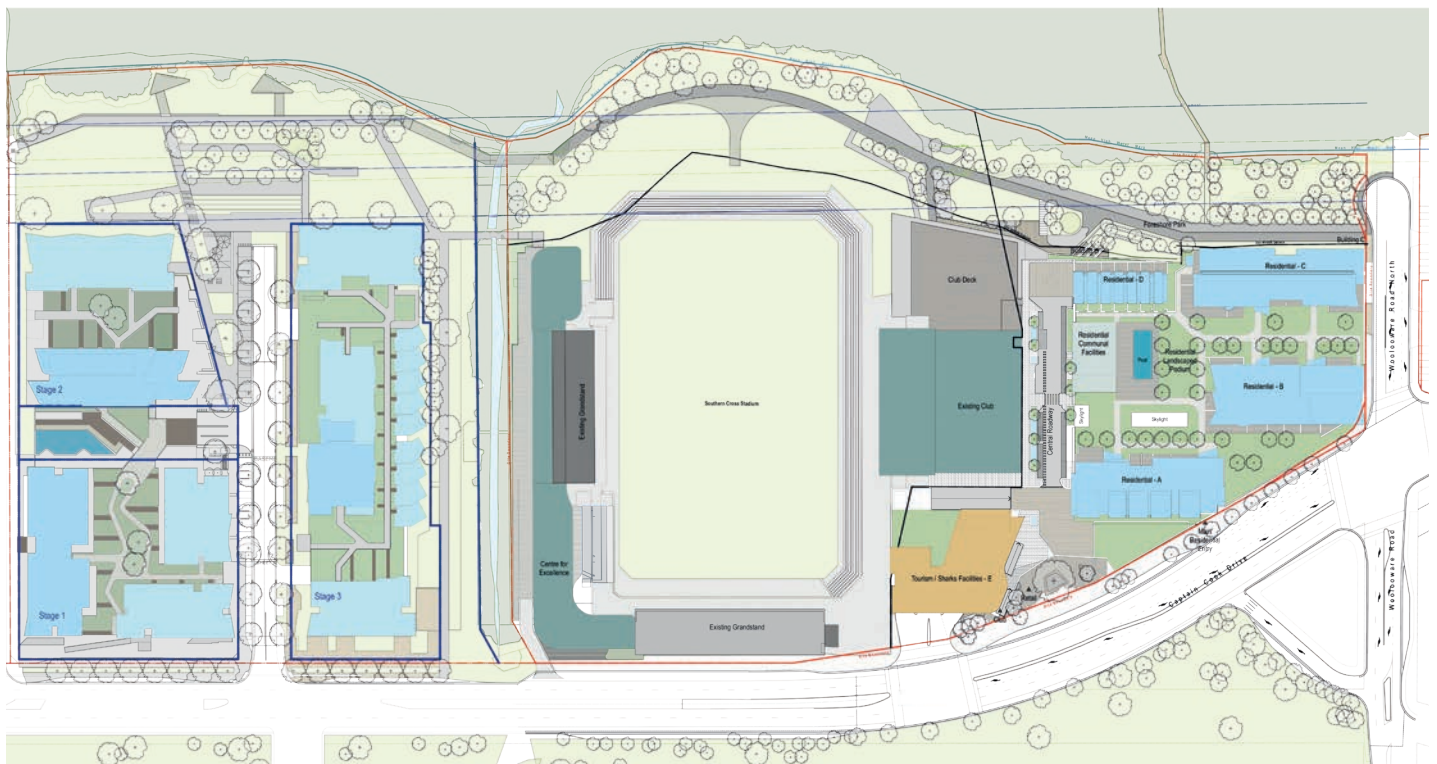
Proposal

The proposed Bay Central mixed use development is part of the approved Concept Plan for the Woollooware Bay Town Centre redevelopment. This modification to the approved concept plan covers the new retail centre, tourism accommodation, and Cronulla Sharks Club upgrade, new residential buildings overhead, and civic and public domain improvements.

The mixed use Bay Central precinct of the master plan is east of the Sharks Stadium. The site is bounded by Captain Cook Drive to the south, Southern Cross Stadium to the west, Woollooware Bay foreshore to the north and Woollooware Road North to the east.

Other than the existing Southern Cross Stadium and Sharks Leagues Club building and associated surface car-parks to the east, the immediate context is characterised by verdant open space. To the north there are mangroves fringing the open expanse of Woollooware Bay, while across Captain Cook Drive to the south is Captain Cook Oval, the Woollooware Golf Course and the extensive grounds of Woollooware High School.

This site is flat in topography and low in elevation (RL2-2.5M). Its previous use as a waste tip precludes excavation. Due to the flat local topography excellent views will be enjoyed even from the lower levels of the buildings.



Site Location

Design Quality Principle 2

Built Form and Scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

Proposal

The bulk and height of the proposed buildings in the Bay Central precinct are in keeping with the already approved Concept Plan envelopes within residential stages 1 to 3 to the west of the Southern Cross Stadium.

This framework of building heights across the site has in turn informed the building design. At street level the consistent edge condition provides multiple building entry points and identifiable commercial/community facilities.

Above street level, the separation of buildings creates multiple legible forms appropriate to the scale of the site and adjoining context.

The southern residential buildings A & B step along the facade of Captain Cook Drive and dress the edge of the car park to the south. Their height varies between 7, 11, 14 and 16 storeys to give a varied skyline and animated grouping of buildings. Lower buildings address the eastern facade on Captain Cook Drive, while the taller Building B is located in the middle of the precinct, removed from adjacent streets.

The northern Buildings C & D are located to the northern edge of the podium. They are orientated towards Woollooware Bay and separated from the mangrove riparian zone with generous parkland. The Building C tower anchors the north east corner of the site and dresses the northern elevation of the car park. Building D consists of a terrace of two storey dual aspect units which overlook both the extensive Level 7 podium and the waterfront.

The residential buildings are isolated from the existing Leagues Club building and tourism accommodation by a new public street running north south through the middle of the site at Level 03. This street is intended as a meaningful civic space with a generous width. The footprint of the existing club building remains the same as the approved concept plan and subsequent DA.

The buildings will be highly articulated with variances in material and form, providing a playful grouping of buildings.



View from Captain Cook Drive of the retail forecourt within the proposed new precinct

Design Quality Principle 2

Built Form and Scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

Built Form

The design for the modifications to the Bay Central precinct has evolved to provide a cluster of animated building forms. Each of the buildings has an individual identity within the streetscape.

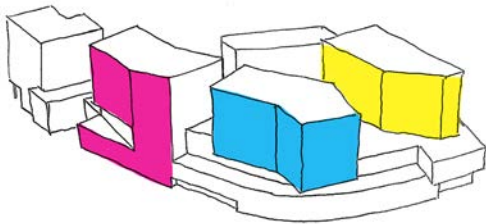
Buildings A & B step along the Captain Cook Drive elevation, reinforcing the alignment of the primary street frontage. The twisting form of these residential buildings frames the south side of the level 7 podium courtyard.

Building C anchors the north east corner of the site and maximises the direct waterfront views. The northern façade responds playfully to the Woollooware Bay waterfront.

The residential buildings are further articulated by clustering the apartments around multiple cores, shortened corridors and providing large recesses in the facades. This creates a finer grain of building articulation.

The building form has been articulated so that the residential buildings are not dominated by the retail / parking podium.

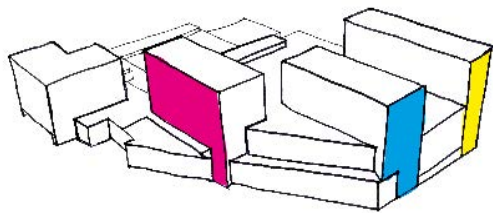
The tourism accommodation anchors the south west corner of the site, and act as a gateway to the Level 03 Green Street. It will have clear views over the stadium on game day and to the golf club to the south. The curved facade is deliberately in contrast to the adjoining Buildings A & B, adding to the variety of building forms along Captain Cook Drive.



Evolving Building Massing

January 2015

The original January 2015 proposal consisted of 3 residential buildings. Buildings A & B were both 12 storeys and Building C was 14 storeys. Buildings A & B twisted to align with the diagonal street edge along Captain Cook Drive, and Building C was aligned with the northern waterfront elevation of the Bay Central retail scheme below.

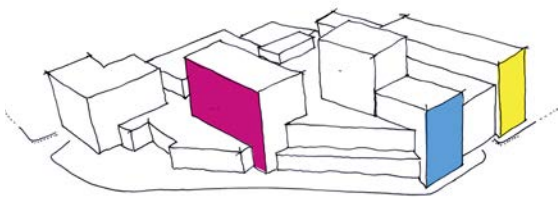


June 2016

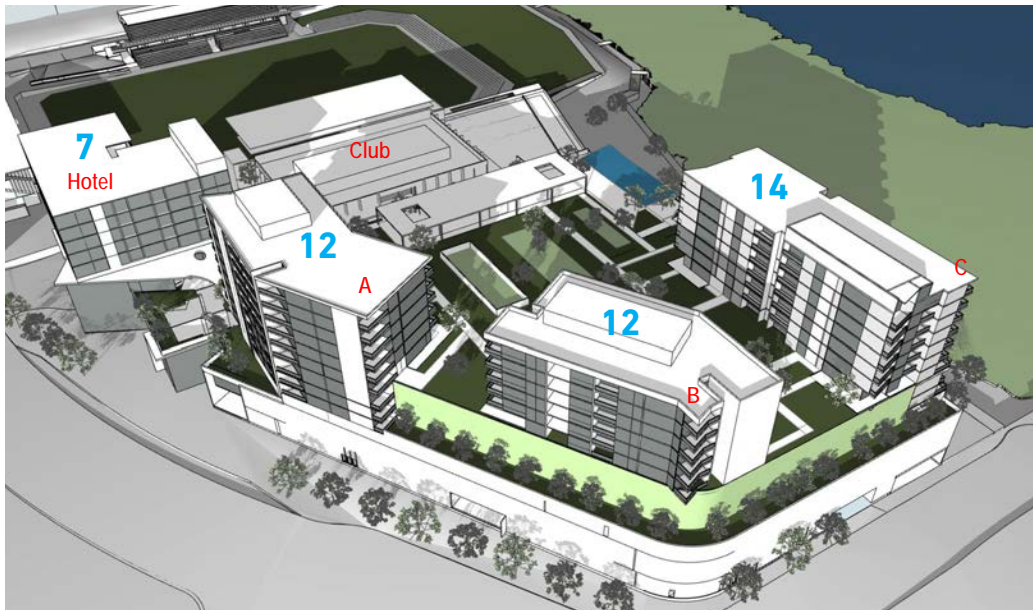
The evolving building massing June 2016 was required for compliance with the then recently introduced ADG. This proposal consisted of 4 residential buildings. Buildings A, B & C were all 14 storeys (RL 52,000) same as the approved residential towers in Stages 1 - 3 at Woollooware Bay. Building D consisted of 2 storey terrace units on the northern edge of the Level 07 podium. Buildings A & B were reconfigured to provide a greater step in the facade to Captain Cook Drive which gave a more slender building form when approaching from the east of the site. This also removed the continuous wall of buildings along the southern elevation.

Current proposal September 2016

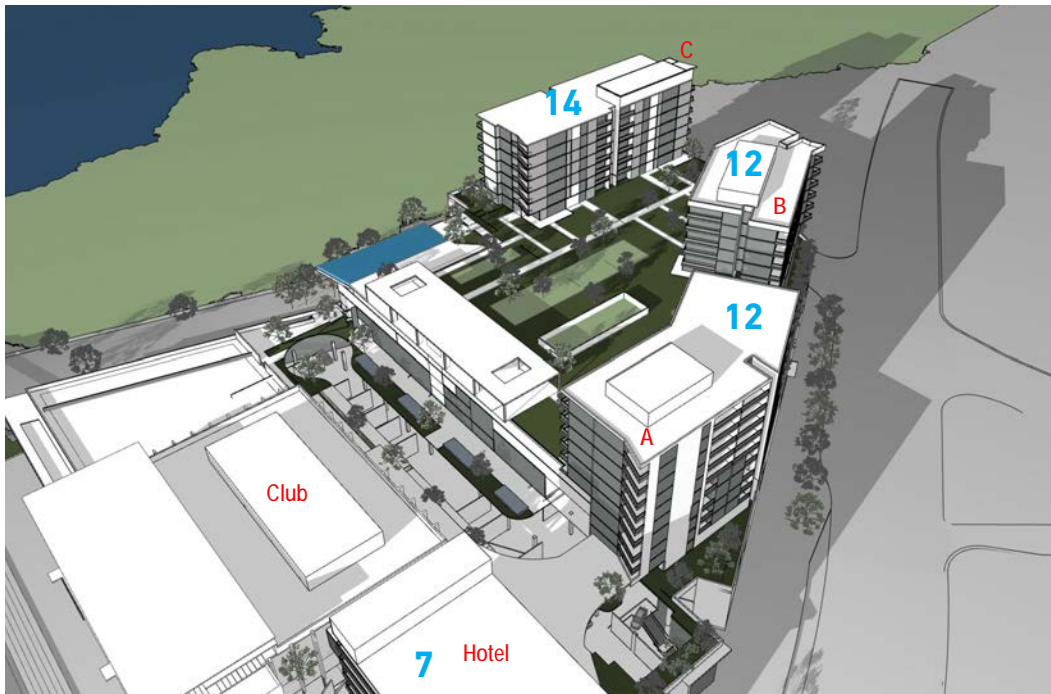
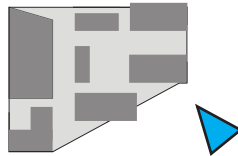
The proposed indicative building massing September 2016 consists of 4 residential buildings. The buildings heights have been reduced further around the perimeter of the site, particularly along Woollooware Bay Road North and the Foreshore Parkland waterfront. Building A is 14 storeys and addresses the retail entry forecourt on Captain Cook Drive. This building is the key marker for the retail entry. Building B steps from 10 / 11 storeys at the eastern perimeter, to 16 storeys at the centre of the precinct. Building C is 10 / 11 storeys along the northern perimeter of the site. Building D consists of a terrace of 3 storey units on the large level 07 podium, and designed as family homes with generous private gardens. This massing improves solar access to the communal open spaces within the precinct. The varied building heights provides an animated skyline and removes the flat top appearance of the previous proposals.



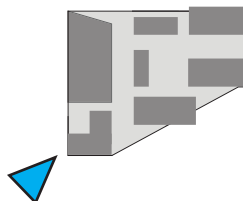
INITIAL S75W BUILDING MASSING **JANUARY 2015** - CREATING AN ANIMATED CLUSTER OF BUILDINGS



South East aerial view



South West aerial view

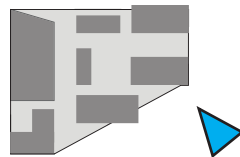


Views of initial massing model for the January 2016 S75w proposal.

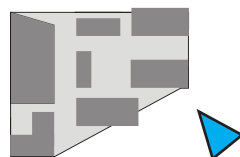
EVOLVING S75W BUILDING MASSING **JUNE 2016** - BUILDING HEIGHTS SAME AS APPROVED TOWERS IN STAGES 1 - 3.



South East street level view

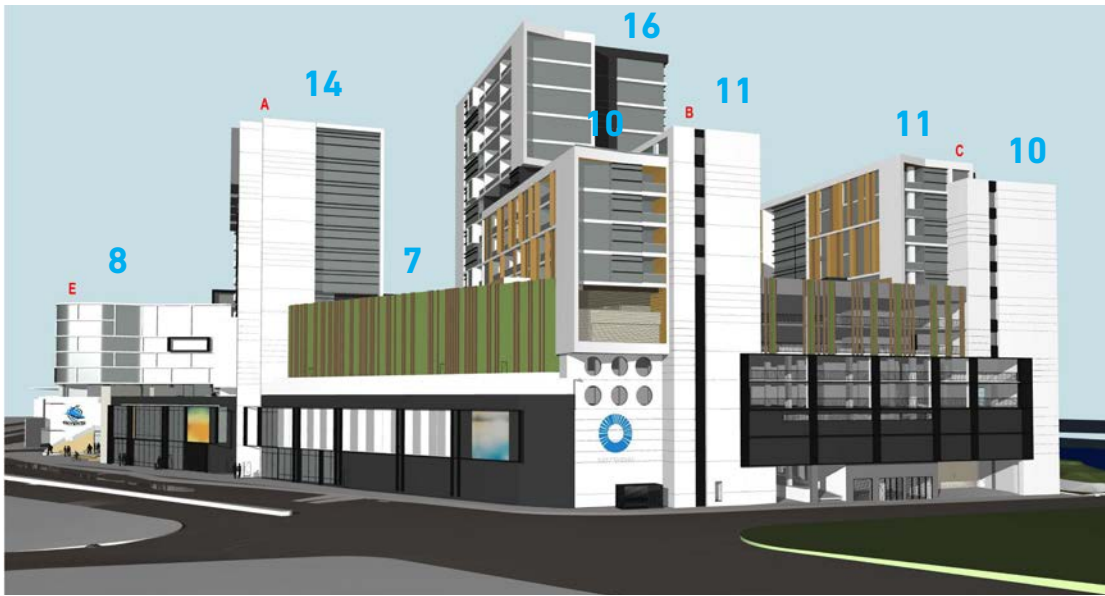


South East aerial view

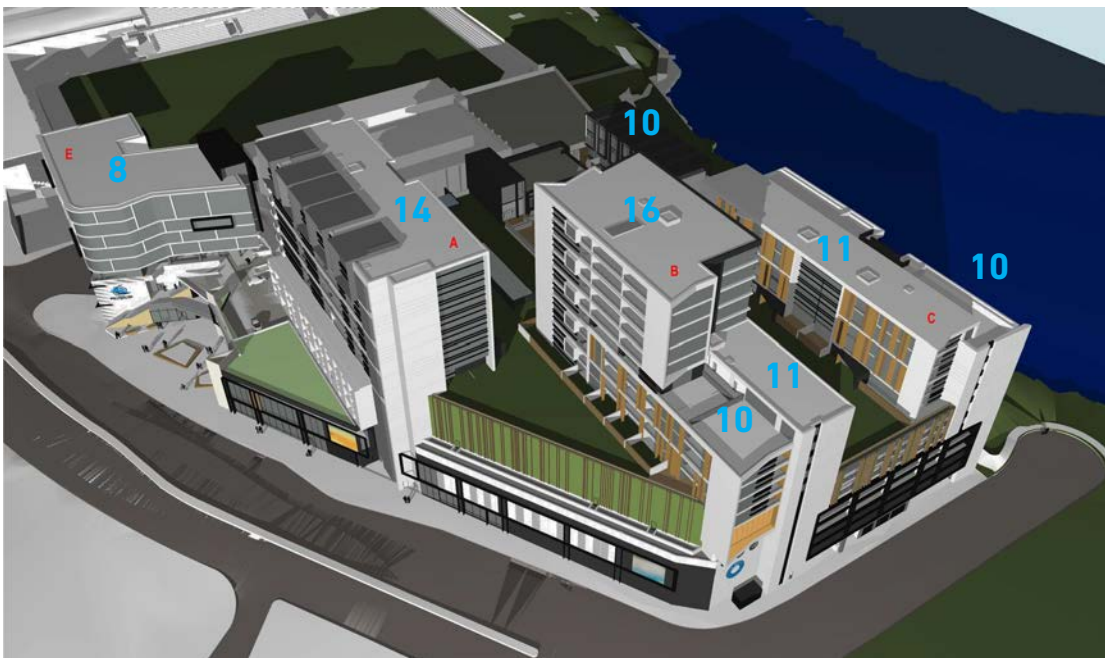
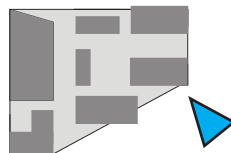


Views of the evolving massing model June 2016 with Buildings A, B & C all at 14 storeys (RL52.000) same as the towers in Stages 1 to 3

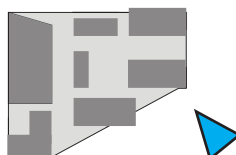
INDICATIVE MASSING MODEL **SEPTEMBER 2016** - REDUCED BUILDING HEIGHTS TO BUILDINGS B & C AROUND SITE PERIMETRE



South East street level view



South East aerial view



Views of indicative massing model after key stakeholders input - reduced heights from the previous proposed S75w proposals

Design Quality Principle 3

Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

Appropriate densities are consistent with the area's existing density or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

Proposal

The proposed density and uses within the site are appropriate for the large size of the site.

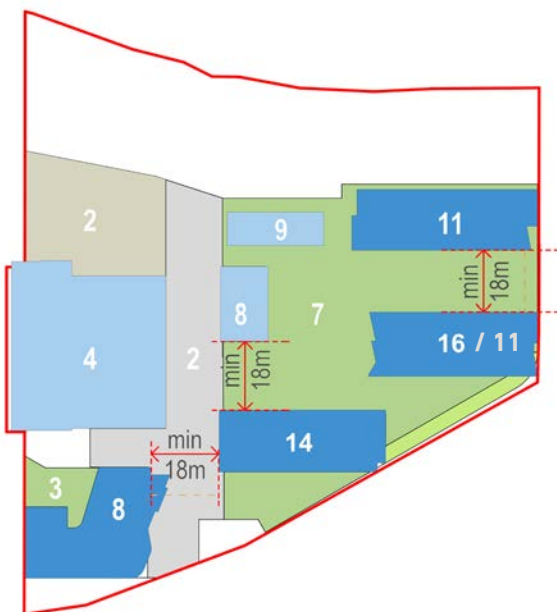
There are approximately 222 units located in the Bay Central Precinct. With a site area of 32529sqm this equates to 68 units per hectare. Stages 1 to 3 contain approximately 640 units in the approved concept plan, with a combined site area of 58420sqm which equates to 110 units per hectare. This illustrates the relative lower density of the proposed modifications to the Bay Central Precinct compared to the approved concept plan for Stages 1 to 3 to the west of the Southern Cross Stadium.

The height of the three residential buildings allow for building separation which is compliant with SEPP 65 requirements. There are generous communal courtyards on the Level 07 podium, and high levels of amenity for all

buildings. The proposed building heights step from lower buildings around the perimeter to taller buildings in the centre of the site. The retail strategy is similar to the already approved retail centre, while the refurbishment of the existing club facilities also remains similar to that already approved. The tourism accommodation & function centre facilities are closely linked to the existing Sharkies Leagues Club use.

The various communal and recreational facilities on the site enhance the liveability of the development, with easy access for residents to the retail, cafe & gym uses at the lower levels, along with the Level 07 podium external swimming pool and residents clubroom.

The development includes the significant Foreshore Parklands to the north of the scheme which is an amenity of regional scale



Building Heights



Landscaping/Open areas