

2.3 Civic Square

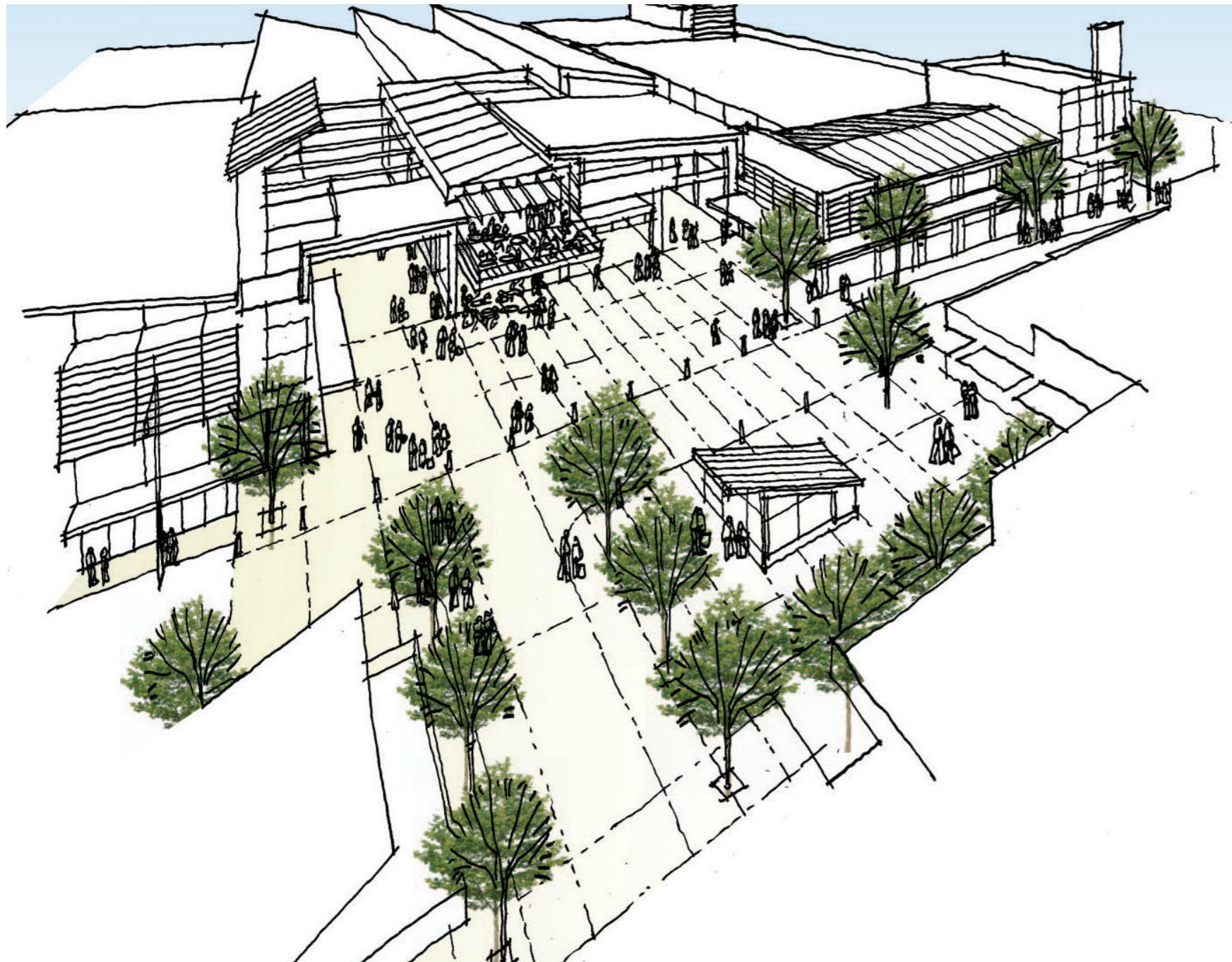


Figure 43: Proposed Civic Square, Aerial view

2.3.1 “Civic Square”

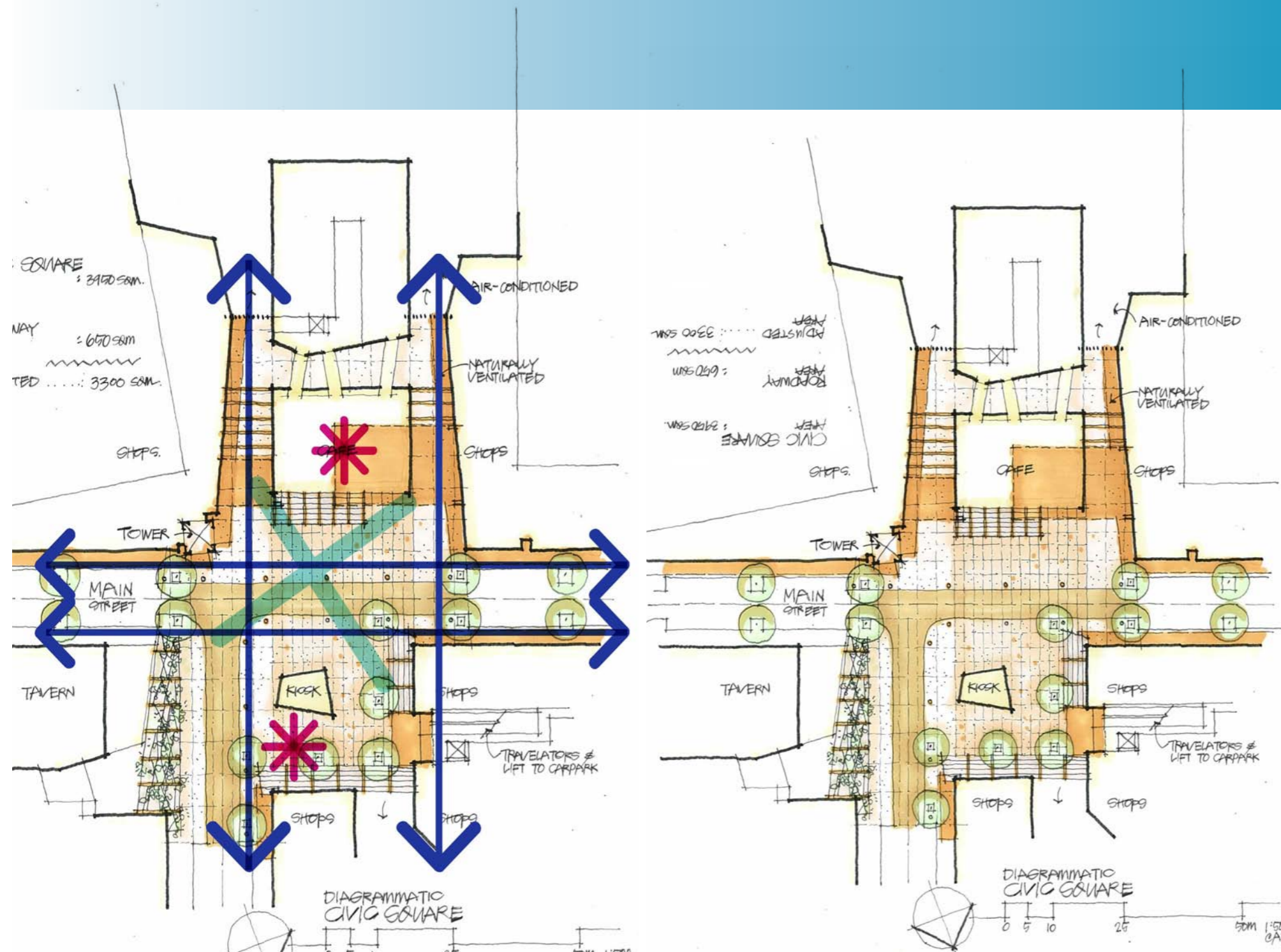
The Civic Square is at the heart of Town Centre Civic Precinct as detailed in the WTCDP and is a crucial element in achieving a friendly environment - a place that reflects pride in the environment and a sense of belonging to the people of Warnervale.

The Civic Square will be the social hub; the meeting place; the crossover between commerce and social stimulus. Family friendly - a mixture of hard and soft, light and shade, with built form transitioning into open space.

The built form will bring the reality of the Civic Square alive. There are very good examples of this in many European environments but far too few here in Australia, especially given our climate. Scale and vibrance are important. Acknowledgement of history and art add balance to the space and surrounding activities.

Section 2.3.4 of Chapter 2 in this EA provides an analysis of other public spaces and their precedents they have set. It is important to note that the size of a public space in itself does not necessarily deliver a successful public space.

2.3 Civic Square



2.3.2 “Civic Square” Micro Analysis

The civic square is more than left over space fronting the street with a few café seats. It is a series of connecting spaces that penetrate into the built form offering a variety of spaces and visual clues. It can be experienced in part or as a whole.

Kiosks and trellises, sculpture and lighting and a variety of surface treatments provide the impetus for rich engagement with the space. It will be not cold and desolate like so many public spaces. It invites built form in; it wraps corners and dictates edges.

This space is multi-dimensional and should not be read as floor plane only.

2.3.3 Primary and Secondary Public Spaces

As WTC matures we would encourage embracing community events, similar to the Crows Nest Festival supported by Crows Nest Mainstreet.

Public spaces will be designed to cater for adaptability to a variety of community events while still providing a strong day to day social heart. As such, primary and secondary public spaces have been identified within the Town Square.

Primary space encourages dwelling and a reflection of social, historical and cultural initiatives while secondary is either temporary public space, when the road is closed, or more commercial focus due to the proximity of shops and cafes.

Figure 44: Civic Square Micro Analysis

2.3 Civic Square

2.3.4 Analysis of Existing Public Spaces - Precedents for an appropriately size Civic Square

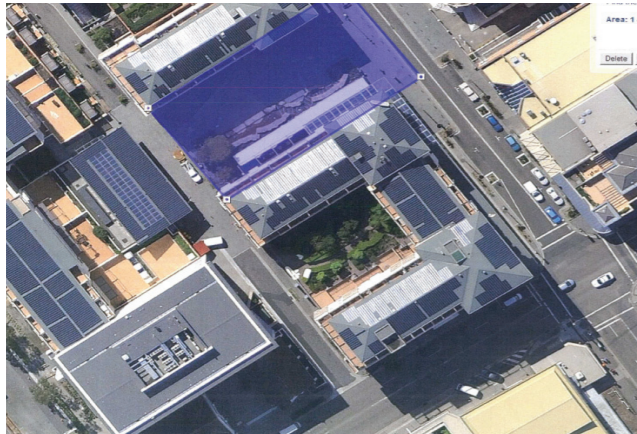


Figure 45: Kogarah Town Centre, NSW - 1,400sqm

2003 Planning Institute of Australia Honourable Mention – Australian Awards for Urban Design Excellence.



Figure 46: "Italian Forum" Leichhardt, NSW - 1,300sqm

Mixed-use development with Medium density residential, retail, Library and Cultural Centre around a Tuscan themed Piazza.

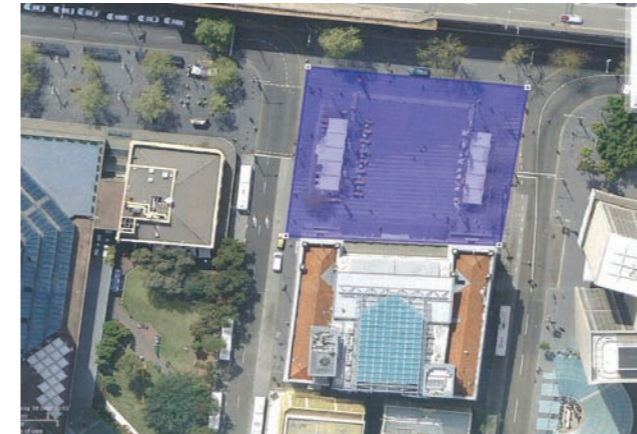


Figure 47: Customs House, NSW - 2,270sqm

Major Historic Sydney landmark
"For many years, Customs House was not only a focal point for trade but also the building and square in front of it provided a focus for major national celebrations".

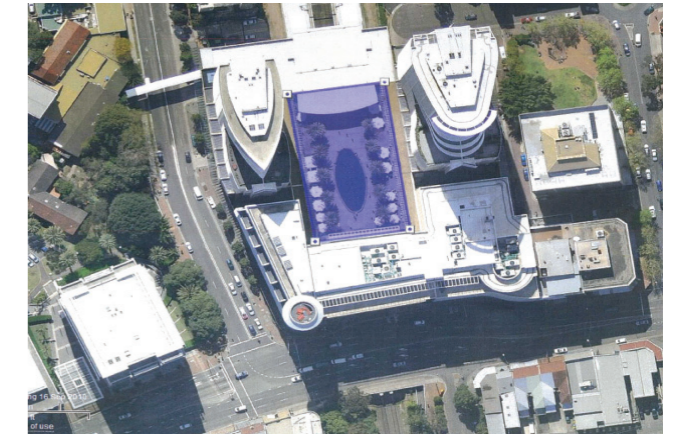


Figure 48: Forum, St Leonards NSW - 2,230sqm

Mixed-use development with commercial and residential towers, ground level retail and major railway station interchange – Adjacent to Royal North Show Hospital and Pacific Highway.

Recent Town Centres

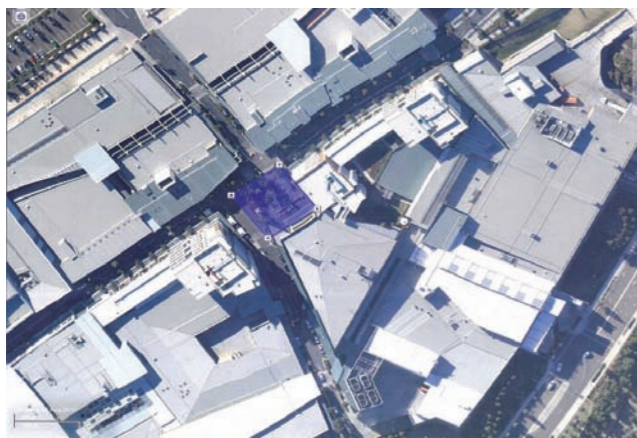


Figure 49: Rouse Hill Town Centre, NSW - 830sqm

Winner of 2010 Urban Land Institute's (ULI) Global Awards for Excellence. Centrally located space adjacent to Main St.

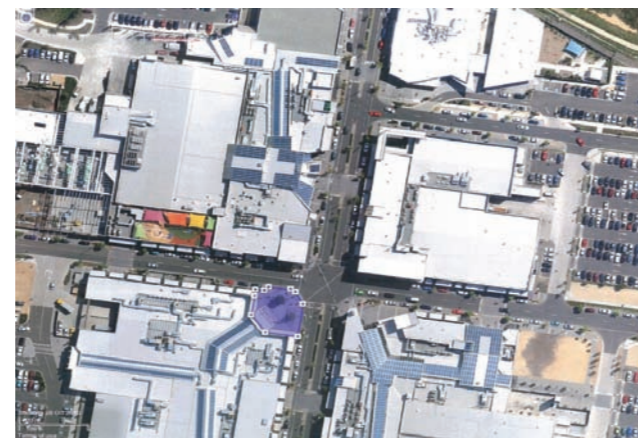


Figure 50: Point Cook Town Centre, VIC - 830sqm

Winner 2010 Urban Taskforce's Development Excellence Award for Retail Development – Public spaces divided across 2x quadrants approx 450sqm and 380sqm each



Figure 51: Springfield Town Centre (Orion QLD) - 980sqm

First retail centre in the world to be awarded a six star rating by the Green Building Council Australia – Stage one completed.

Numerous public spaces, sometimes referred to as town squares or plazas or civic squares throughout NSW and Australia have been reviewed in the context of establishing an appropriate size for a public space at the proposed development as part of the Town Centre Civic Precinct.

A number of public spaces have been identified as comparable to the subject site's proposed development, and it is noted that no other site has a public space of 2,700 square metres, and conversely while the proposed development seeks approval for a Civic Square less than 2,700 square metres can still deliver outcomes similar to site with less than 2,700 square metres.

2.4 Architectural Drawings



Figure 52: View along Main Street looking west

2.4.1 Architectural Drawings

The following series of drawings shows detailed analysis of the car park layout and primary retail floor. In addition, typical elevations and sections have been provided to indicate the architectural language of the design. Balancing strong horizontal elements that sit the town centre into the landscape with vertical reference markers creates a strong urban expression.

This section shows how the built form engages with the natural topography, using the fall of the land to incorporate various car parking structures and sleeve less visually attractive elements such as loading docks.

The rural typology is clear to see using repetitive roof forms and a framework that established a rhythm throughout the town centre. A scale that can be understood from afar and a fine grain that can be appreciated up close.

A modest palate of materials and colours are used - predominantly metals, glass, fibrous cement sheet as the key elements, with highlights of stone and timber. Restraint in material and colour selection of the base building places instead focus on the natural environment.

2.4 Architectural Drawings

2.4.2 Car parking

The car parking is distributed over 3 levels below the Main Street.

Access to the parking levels is provided by 3 separate entry/exit points - 2 are accessed via the western ring road - one north of Main Street and the other on the south side, whilst the third is accessed from the southern boundary of the development – all levels are interconnected via ramps. The lower level of car parking has an express ramp system which directly connects to carpark level 1 and also car park level 2 to further assist in the even distribution of vehicles throughout the development. All car park levels are connected by lifts and some by travelators.

This lower level is envisaged as the primary car park combined with retail, commercial and leisure parking and contains 243 spaces. Adjacent to the car park at this level is the western loading dock. This will service both the supermarket and half of the shops on the primary retail level.

Areas fronting the southern ring road have been set aside for commercial and destination retail in order to activate the street and offer a degree of surveillance.

To the east of this parking deck is the eastern loading dock that services the Discount Department Store.

Car park Level 2 is the first of the primary retail car park levels. This level also connects under Main Street the northern carparking area and its infrastructure to maximize the number of available spaces at an entry level (483 spaces) and to minimise journeys between levels, whilst also increasing the pedestrian connectivity to the street level.

The southern section of the car park floor plate contains a commercial area which again enables activation of this façade particularly from Sparks Road.

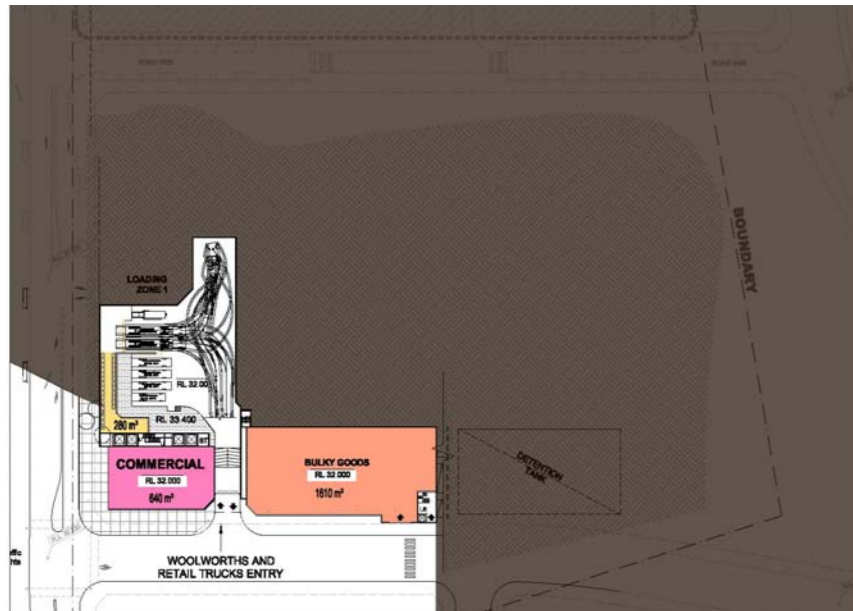


Figure 53: Floorplan - WW Loading Level

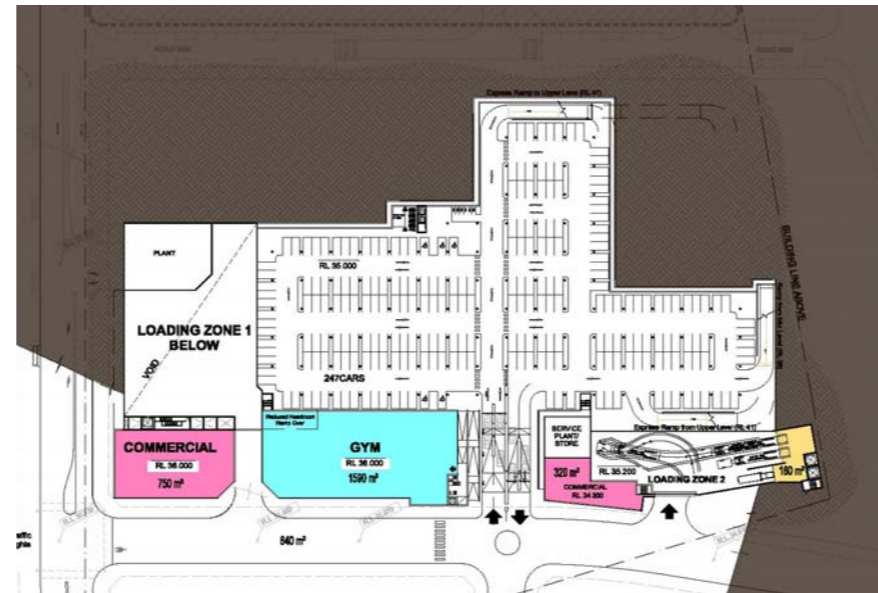


Figure 54: Floorplan - Car parking Level 3

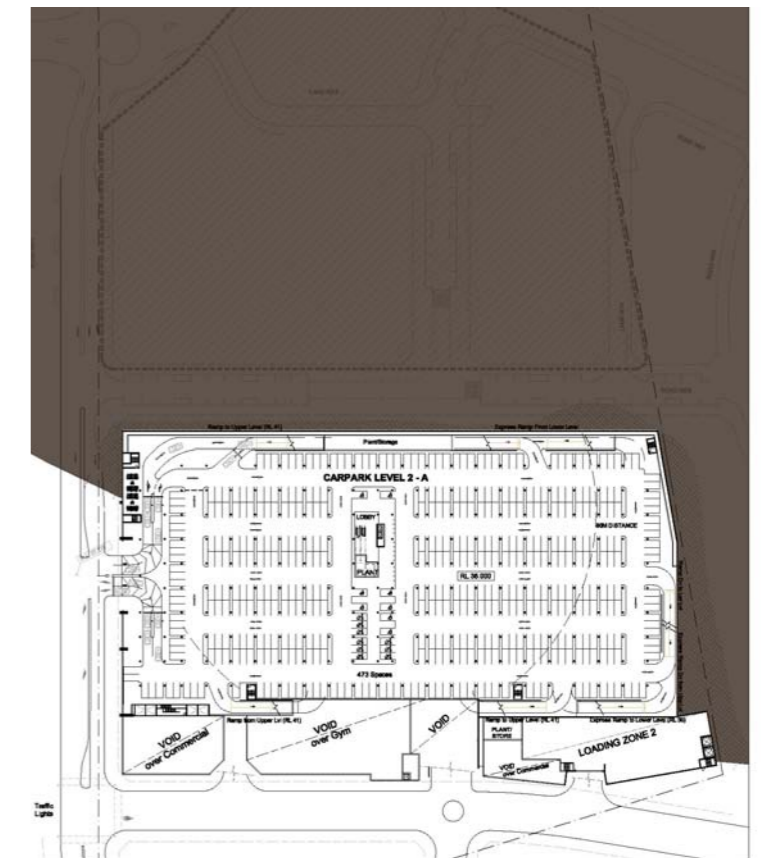


Figure 55: Floorplan - Carparking Level 2

2.4 Architectural Drawings

2.4.2 Car parking (continued)

Carpark Level 1 is the primary retail car park level. It is just below the shops and gives direct access to the Civic Square and the crossing adjacent to the proposed Railway Station. Due to the levels of Main Street this level of car parking is split north and south of Main Street with 601 spaces across the two areas. The northern quadrant has direct access from the western ring road.

The green areas in the diagram indicate shops along Main Street as the street slopes down to meet the station concourse level. Again more commercial area is located to the south to animate this façade.



Figure 56: Floorplan - Car Parking Level 1

The retail level has been determined through a long analysis of levels and a desire to integrate the town centre within the natural topography. The diagrammatic plan clearly shows the influence the town square has in penetrating into the core retail areas. As you would expect the retail layout has been closely considered to deliver operation considerations, maximise commercial benefits and respond to urban outcomes identified in the WTCDP.

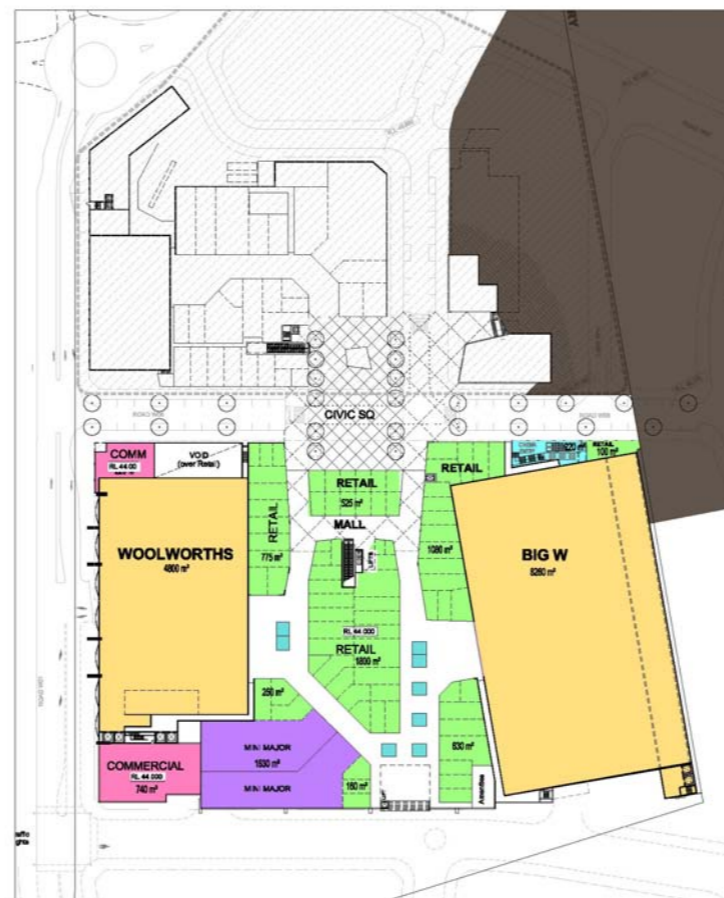


Figure 57: Floorplan - Retail level

While the core retail is found on one principle floor plan other commercial and entertainment facilities have been identified above this retail level. Items such as gyms that overlook the Civic Square and cinemas that activate the upper end of Main Street.

It should be stated again that the DDS is largely below ground at the north eastern corner. So in effect the cinema complex will front directly onto Main Street. Wyong Shire Council is currently considering the location of its knowledge centre which may abut the cinemas.

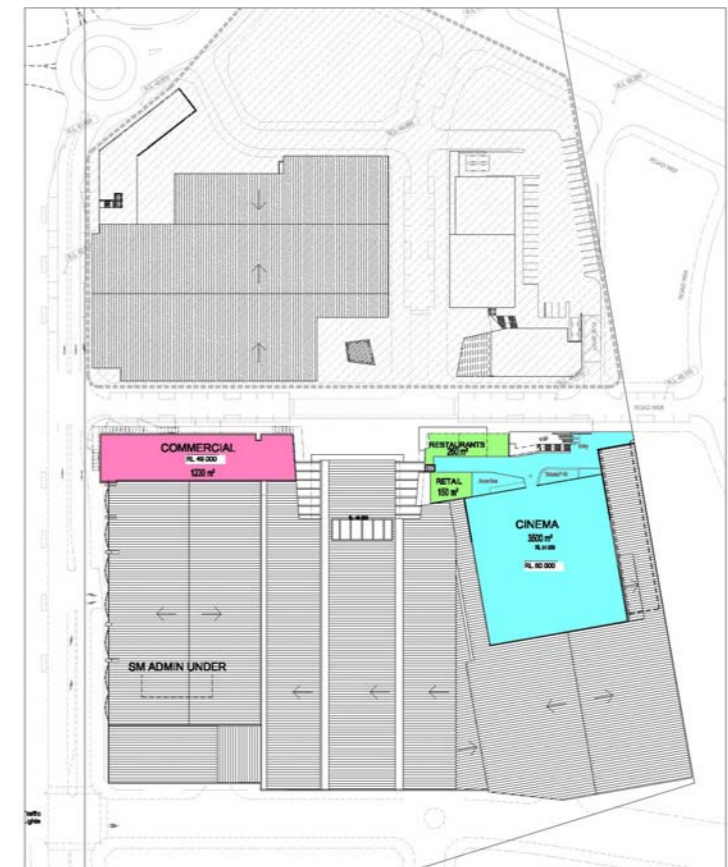


Figure 58: Floorplan - First floor

2.4 Architectural Drawings

Architectural Drawings Area Analysis

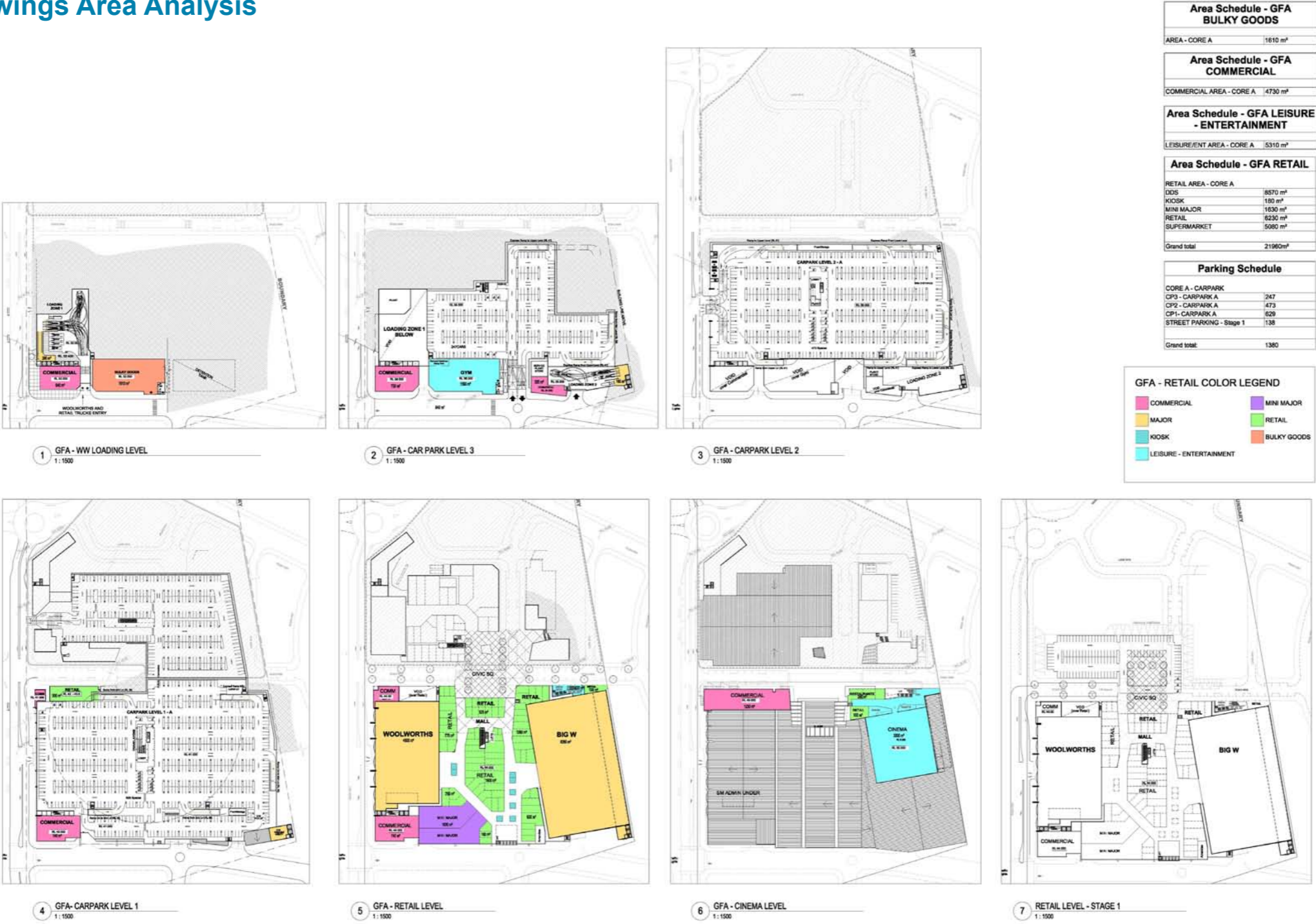


Figure 59: Architectural drawings area analysis