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15743  
9 June 2016

Caroline McNally  
Secretary  
NSW Department of Planning & Environment  
23-33 Bridge Street  
SYDNEY NSW 2000

Attention: Fiona Gibson (Senior Planner)

Dear Fiona,

**RESPONSE TO SUBMISSIONS - CONCEPT PLAN MP10\_0229 MOD 6 AND PROJECT  
APPROVAL MP10\_0230 MOD 3  
461 CAPTAIN COOK DRIVE, WOOLLOOWARE**

Following on from the public exhibition of the abovementioned modification applications between 2 March 2016 and 21 March 2016, we write to you on behalf of Bluestone Capital Ventures No.1 Pty Ltd in order to respond to the submissions received and provide amended architectural drawings. This letter details further proposed architectural modifications to the approved Retail/Club development arising from the submission by Sutherland Shire Council and further design development and provides additional assessment of key matters raised during the exhibition phase.

This letter should be read in conjunction with Section 75W Modification Report prepared by JBA dated 18 February 2016, the accompanying material to that report, and documents previously submitted to the NSW Department of Planning & Environment in relation to the original Part 3A Concept Plan and Project Application approvals and subsequent modifications. In addition, this letter should be read alongside:

- Architectural Design Statement prepared by HDR Rice Daubney (**Attachment A**);
- Amended Architectural Drawings prepared by HDR Rice Daubney (**Attachment B**);
- Response to submissions table prepared by JBA (**Attachment C**); and
- Proposed modification to conditions prepared by JBA (**Attachment D**).

## **1.0 AMENDMENTS TO MODIFICATION APPLICATION**

### **1.1 Description of Further Amendments**

Further to the submission of the s75W Modification, and resulting from comments made by Sutherland Shire Council during the exhibition phase as well as ongoing design development, the following changes have been made to the modification application:

- Reconfiguration of the Captain Cook Drive pedestrian forecourt and elevator/stair transfer from this area to the main retail trading level;
- Modification to the architectural roof feature above the Captain Cook Drive entrance to provide a more lightweight structure;
- Minor additional amendments to the southern (Captain Cook Drive) building façade arising from the above changes and further design development;
- Minor reconfiguration of some retail tenancies and car parking areas, with no change to the approved 770 car parking spaces;

- Minor reduction in GFA from 27,740m<sup>2</sup> (exhibited) to 27,412m<sup>2</sup> (amended) – net reduction of 328m<sup>2</sup>; and
- Minor increase in GBA from 60,600m<sup>2</sup> (exhibited) to 60,732m<sup>2</sup> (amended) – net increase of 132m<sup>2</sup>.

Full details of these changes are provided in the Architectural Design Statement (**Attachment A**) and amended Architectural and Urban Form Control Drawings (**Attachment B**), and summarised in the following sections.

#### **Captain Cook Drive Pedestrian Forecourt, Entrances and Roof Feature**

Sutherland Shire Council's submission (Section 2, Paragraph 4) raised concern that the ground floor pedestrian entry and north-south pedestrian connection through to the foreshore was not clearly legible when viewed from the street. In response, HDR Rice Daubney have amended the location and positioning of the stair/escalators by consolidating the L2 Retail and L3 Club escalators to the western edge of the forecourt, opening up the ground level pedestrian entrance. All pedestrians accessing the upper levels from the forecourt will now proceed to L2 via the stairs and escalators, where they will have the choice of proceeding into the main retail trading level or proceeding up again to L3 to access the Leagues Club. As illustrated in **Figure 1** below, the proposed changes will make a significant improvement to the visibility and legibility of the ground level north-south pedestrian connection to the Woollooware Bay foreshore.

In addition, **Figure 1** illustrates a transition from the heavier architectural roof feature/ entrance canopy detailed in the original modification towards a more lightweight structure. The amended canopy retains the design intent of the original proposal, but will reduce the visual bulk of this element and allow for increased light transfer through to the ground levels below.



**Figure 1** – Comparison of exhibited (left) and amended (right) forecourt and entrance from Captain Cook Drive  
Source: HDR Rice Daubney

#### **Façade Changes and Internal Amendments**

As a result of the above, and ongoing design development, a number of very minor internal and external changes have occurred.

The L1 (ground floor) and L2 tenancies have been re-arranged in the vicinity of the amended pedestrian entrance in order to respond to these changed conditions. In addition, minor adjustments to the retail configuration has occurred on these levels arising from further refinement of plant and services riser requirements within the building.

Minor reconfiguration of the car parks have occurred as a result of further design development and additional input from services engineers. The number of parking spaces is maintained at 770 in accordance with the existing approval and the proposed modification.

The L2 'gallery' space adjoining the southern façade has been removed during design development and replaced with a graphically-treated façade. Given the location of this space above ground level, this is considered to be a superior outcome that will achieve a better level of integration with the overall building architecture and façade design, whilst not detracting from the articulation and aesthetic of the Captain Cook Drive elevation.

## 1.2 Modification to Conditions of Concept Approval MP 10\_0220 and Project Approval MP 10\_0229

The proposed modifications necessitate additional minor modifications to the conditions of the Concept Plan Approval MP10\_0229 and Project Approval MP10\_0230 as set out in **Attachment D**.

## 2.0 ENVIRONMENTAL ASSESSMENT AND RESPONSE TO KEY ISSUES

A detailed response to each of the matters raised in the submissions by Sutherland Shire Council and members of the public is provided at **Attachment B**. The following section addresses only the key matters where further environmental assessment or justification is required as a result of the additional amendments and/or the submissions received during public exhibition.

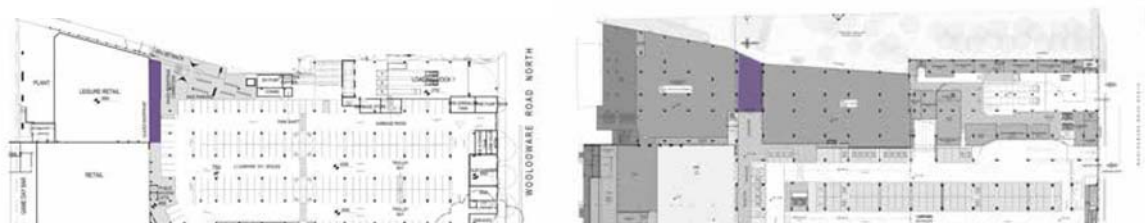
### 2.1 Façade Activation and Articulation

The proposed modification represents a significant improvement in terms of articulation and activation in comparison to the currently approved scheme. As illustrated in **Figure 1**, the proposed modifications to this area will significantly enhance the presence of this key pedestrian linkage and will improve permeability and legibility between Captain Cook Drive and the northern foreshore.

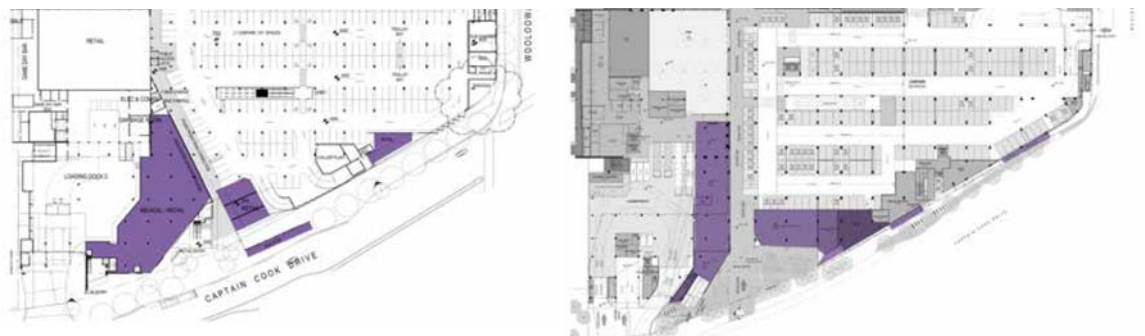
With regard to ground level activation, **Figures 2 and 3** (and **Attachment A**) provides a comparison between the active ground floor areas in the approved scheme and the proposed modification. As can be seen in this comparison, the proposed modification will increase the proportion of active façade that directly addresses Woollooware Bay.

At the ground plane, the approved scheme has minimal activation with the upper level dining terrace contributing surveillance and activation, along with the public use of the foreshore area in its own right. The proposed modification maintains this practice, whilst strengthening and widening the north-south pedestrian connection to increase pedestrian usage. In addition, the ability to enclose the upper level dining terrace during wet or windy conditions will in fact increase the level of activation year-round.

In addition to the above, the proposed modification significantly increases articulation in the overall building façade, creating a more visually interesting interface between the new building and public domain and which contributes positively to the streetscape.



**Figure 2** – Comparison of approved (left) and proposed (right) activated areas to Woollooware Bay  
*Not to scale*



**Figure 3** – Comparison of approved (left) and proposed (right) activated areas to Captain Cook Drive  
*Not to scale*

## 2.2 Traffic

Council's submission raised concerns regarding the intensification of the use of the site arising from the additional 1,245m<sup>2</sup> of retail GFA within the amended scheme. This additional floorspace was taken into consideration in the updated Traffic and Parking Impact Assessment prepared by McLaren Traffic Engineering that was exhibited with the S75W Modification Application. This assessment found that the increase in retail GFA would have a minor and acceptable impact on the local road network.

Council also raises concern that future development in accordance with its housing strategy and LEP that provides development potential in other centres and locations that will give rise to additional traffic generation, and that the proposed modification to the Woollooware Bay Town Centre approval might somehow 'take away' road capacity to support these developments. Just as the Woollooware Bay Town Centre development makes infrastructure contributions toward local road upgrades, it is expected that Council has taken into account new traffic demand from its LEP as part of its strategic planning process and will be imposing local development contribution requirements on this development that will support appropriate road infrastructure upgrades to support this growth.

The future development of the 'Toyota' site is also raised by Council as a matter for consideration in this modification application. As far as we are aware there are no formal applications for the redevelopment or rezoning of this land. Any development proposal by Toyota or a future land owner would need to demonstrate that development of that site has an acceptable traffic impact. It is not appropriate to speculate as to the future possible development of that site in the assessment of current planning applications, and this is not considered to be a relevant planning matter to the current modification application.

Further to the above, we note that the Woollooware Bay Town Centre is the catalyst for a new shuttle bus service that will transition to a public bus service for the local area as the development progresses. This is a significant public benefit that will assist in improving public transport accessibility within the locality.

## 3.0 CONCLUSION

We trust that the above and appended information provides the Department with sufficient information to determine the S75W Modification Application. Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or [moliver@jbaurban.com.au](mailto:moliver@jbaurban.com.au).

Yours faithfully,



Michael Oliver  
*Senior Planner*