

Woollooware Bay Town Centre Mixed Use Development Bay Central Precinct

Concept Plan Submission
Architectural Statement
Incorporating

Architectural Design Statement &
SEPP 65 Report

Rev.R 29 September 2017

Project Overview & Status of the Masterplan Report

The Masterplan Report, Architectural Design Statement & ADG Design Verification Statement have been prepared by Turner on behalf of Bluestone Capital Ventures No.1 Pty Ltd in support of proposed modifications to the mixed use Bay Central precinct within the approved Concept Plan for the Woollooware Bay Town Centre redevelopment.

The report outlines the key principles which guide the evolution of the design, and which seek to create a vibrant active mixed use town centre that compliments the initial approved residential stages to the west of the Southern Cross Stadium. The new proposal maintains the key components of the approved Project Application and integrates this established framework within the design development. The report also outlines the proposed Centre of Sports Excellence which is to be accommodated as part of the rejuvenation of the ET Stand.

This report should be read in conjunction with architectural drawings prepared by Turner, landscape drawings prepared by Aspect Studios, S75W Modification Application with appendices prepared Ethos Urban, and the Architectural Design Statement by HDRRD for the approved retail centre.

ADG Design Verification Statement

We confirm that Nick Turner has directed the design of this residential flat development and associated non-residential uses at the Bay Central precinct at Woollooware Bay Town Centre Redevelopment, Captain Cook Drive. The design has been prepared in accordance with the design quality principles and requirements set out in the NSW Planning and Environments Apartment Design Guide. Nick Turner is registered as an architect in accordance with the NSW Architects Act 2003.

signed



Nicholas Turner

Nominated Architect 6695

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Preface

The revised S75W submission addresses the key issue queries raised by the New South Wales Department of Planning & Environment (DPE) in their letter dated 28 April 2017.

The architectural scheme presented in the supporting report and documentation listed below builds further on the positive benefits created through the proposed modifications to the Bay Central precinct within the approved Concept Plan for the Woollooware Bay Town Central redevelopment.

In direct response to the DPE queries, the revised submission matches building height envelopes for the residential buildings in line with the neighbouring residential stages 1-3. Additionally the maximization of street activation has been achieved through the refinement of strategically placed secure points of entry into the development along its northern and southern edges. This best services the flow of mixed user groups entering into the site. Controlled points of pedestrian entry and exit allows for easy management to the preferred destination ensuring clear division between publicly accessible areas and the private realms of the club, hotel and residential areas.

Woollooware Bay Town Central Mixed Use Development strives to create a successful precinct that builds opportunities for tourism accommodation and residential living integrated within an approved retail scheme. Woollooware Bay Town Central offers the wider community the opportunity to share the benefits of the development which seeks to create an active and vibrant town centre in the heart of the Sutherland Shire.

Schedule 1- Key Design Principles :

Urban Design and Building Form

Issue 1a : Maximising activation of external street frontages :

Design Principles :

- Provide lobby at ground level building C to create residential access to the foreshore. In addition to the existing main residential lobby located off Captain Cook Drive, a new residential lift lobby at the base of building C enables easy access for residents onto the surrounding foreshore parklands. This residential lobby secures additional passive surveillance measures to the northern edge of the development.
- Enhanced street access to the hotel through signage and other design measures to draw attention to the mixed uses of club and hotel on the upper levels.
- The approved retail scheme provides uses at street level on Captain Cook Drive that maximise activity.
- Refer architectural referenced drawings S6-A-102-002_Z, S6-A-200-001_U, S6-A-760-110_A, S6-A-760-002_A, S6-A-760-003_A, S6-A-900-066_K, S6-A-900-093_C, S6-A-900-104_A, S6-A-900-106_A

Issue 1b : Providing a street address for the residential and tourist accommodation :

Design Principles :

- Provide signage to clearly identify hotel and residential accommodation.
- Ensure design of lobby is transparent and open to the street.
- Refer architectural referenced drawings S6-A-900-093_C

Issue 1c : Minimise impacts of loading dock and car parking entry/exit points, plant, services and above ground car parking:

Design Principles :

- Loading docks and car parking entry / exit points, plant and service rooms on Level 1- 4 and retail car parking is to be constructed in accordance with the Club/ Retail Precinct Project Approval (MP10_0230)
- Above ground car parking for Building A - D to include an open architectural treatment, which will screen parking while facilitating natural ventilation.
- Above ground car parking for Building E (Hotel/ Residential) is to be screened with a facade that is consistent with the Hotel/ Residential building above.

Issue 1d : Identifying and separating public and private areas :

Design Principles :

- Detailed design of the development will clearly delineate between public and private areas through the use of signage, security monitoring and other design measures
- Refer architectural referenced drawings S6-A-722-001_C, S6-A-722-002_C

Issue 1e: Managing the separate car parking and traffic impacts of the various uses, including drop off / pick up for the tourist accommodation

Design Principles :

- Provide separate entry and exit arrangement for each use.
- Provide dedicated hotel car parking within the Building E envelope, including a separate drop off / pick up area.
- Implement a guided parking management system
- In addition to the return response provided by traffic consultants McLaren traffic please refer architectural referenced drawings S6-A-725-001_C, S6-A-726-002_D, S6-A-727-003_C

Issue 2. The maximum Height of 16 storeys in the Eastern precinct should be reviewed.

Design Principles :

The storey level of Building B has been reduced by 1 level to 15 storeys to match the approved storey heights on Stages 1-3. Refer page 38 of the Design Report - Evolving Building Massing and architectural referenced drawings S6-A-119-019_H

Traffic and Parking

Issue 3c: A commitment to increase bicycle parking:

Design Principles :

- In addition to the return response provided by traffic consultants McLaren traffic a total of 67 bicycle storage spaces have been created in addition to the 36 visitor bicycle storage spaces included within the approved retail scheme.
- The additional spaces have been allocated in the level 01 entry forecourt off Captain Cook Drive and within carpark levels 05 and 06 servicing all residents.
- Refer architectural referenced drawings S6-A-102-002_Z, S6-A-106-006_AA, S6-A-107-007_AA

Concept

The overall design concept has been to provide an approach that considers both the detail of the building at the scale of an individual person interacting with their immediate environment, as well as to consider the overall building form at the city scale, and how the material and formal treatment of the elements give character and definition in the context of Victoria Park and beyond.

Of particular interest has been a consideration of the lower levels of the building as they front onto the streets and neighbouring sites, ensuring that quality materials are used, and that there is a high degree of activation. The necessary service zones are kept to a minimum on the street frontage, and, as such, all deliveries, garbage collection, etc will take place from within the podium, away from the street. The car park entry is a minimum size to accommodate these requirements and is lined in quality materials.

A clear palette of materials and architectural language gives definition to each part of the building, while ensuring that the development has a single, holistic character.

A further, detailed commentary on the design philosophy and material selection is given later in the SEPP 65 section 10 section of the report on aesthetics.



Approved Retail Scheme South Elevation - Corner of Captain Cook Drive and Woollooware Road North



Approved Retail Scheme_Main Forecourt Entry from Captain Cook Drive

Current approved Bay Central Retail - Images HDRRD



Approved Retail Scheme - Captain Cook Drive



Approved Retail Scheme - Dining Terrace facing Woollooware Bay Foreshore Parklands

Current approved Bay Central Retail - Images by HDDRD



North Elevation of approved retail scheme



Medical Centre facing Captain Cook Drive

Current approved Bay Central Retail - Images by HDDRD

Part 1 : Introduction

The current approved Bay Central Scheme as prepared by HDDRD :

- partial demolition of the existing Leagues Club and other structures within the site.
- construction of a new 4 storey retail centre with a full-line supermarket, food retail, mini-major tenancies, speciality retail, dining tenancies, medical centre and leisure uses.
- fitout of levels 03 & 04 of the existing building for the Leagues club.
- public domain works.
- infrastructure works providing access to the site off Captain Cook Drive and Woollooware Road North.
- provision of shuttle bus service, new bus and taxi bays on Captain Cook Drive.
- 27,412m² Retail and Leisure GFA approved
- FSR 0.815 :1
- 770 car spaces for the Bay Central retail and leisure precinct, plus 50 car spaces within the ET Stand rejuvenation.

Part 2 : Evolution of the Urban Framework

Key Design Concepts

The key design concepts aim to create a vibrant and active town centre which contains an appropriate mix of uses. The evolution of the design proposal has knitted these elements carefully together to create an animated cluster of buildings. The development of key design concepts, as illustrated in this report, seeks to create an iconic town centre for the community of Woollooware and surrounds.

The primary design concepts are as follows:

- the 'Village' Concept which seeks to break down the mass of the proposal into an animated cluster of buildings
- the 'Mangroves' concept which seeks to continue the lush verdant green context of the site into the courtyards, streetscape and elevations of the precinct.
- the 'North-South Axis' concept which seeks to provide a highly landscaped streetscape through the middle of the development at Level 03. This link provides a legible access route to the club from Captain Cook Drive, as well as a clear identity for the club within the streetscape. The shared way and club forecourt provides view lines to the water.

The Statistics

Indicative Area Summary

Proposed GFA for Residential within Bay Central	25552sqm
GFA for Retail & Club within Bay Central (MOD6)	28002sqm
Proposed GFA for Hotel & Sharks Facility (Building E)	4452sqm
Total GFA	58006sqm
Site Area	32529sqm
FSR	1.783:1
(Above figures exclude proposed Centre of Excellence	7300sqm)

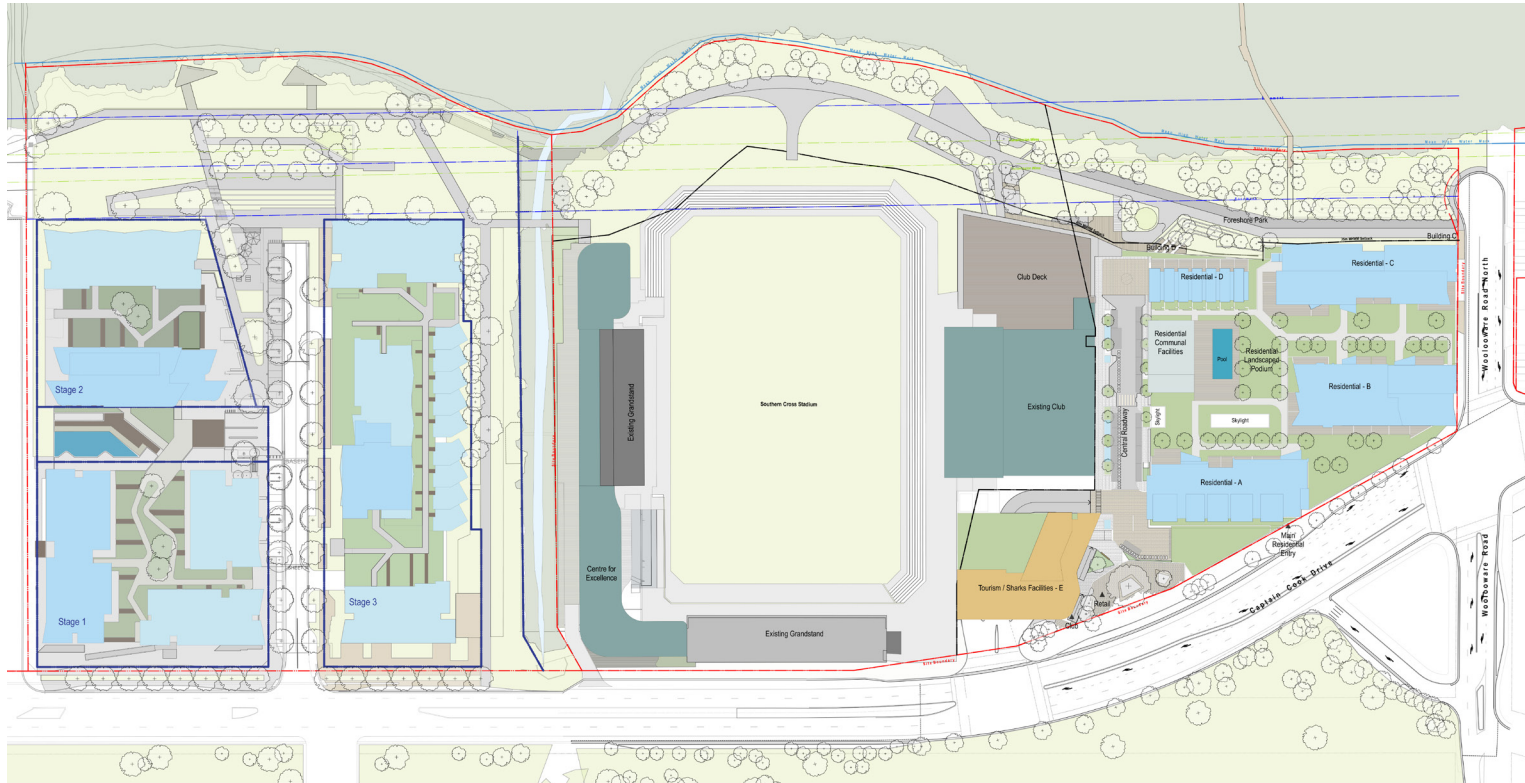
Indicative Residential Information (subject to detail design)

Average sq. metres/1 Bed Apartment	58sqm
Average sq. metres/2 Bed Apartment	80sqm
Average sq. metres/3 Bed Apartment	110sqm
Percentage of 1 Bed apartments	86 or 35.2%
Percentage of 2 Bed apartments	121 or 49.6%
Percentage of 3 Bed apartments	37 or 15.2%
Percentage of adaptable apartments	73 or 30%
Percentage of apartments with 2hrs solar access	180 or 74%
Percentage of apartments with cross ventilation	158 or 65%
Percentage of south facing apartments	37 or 15%
Total number of Apartments	244 units

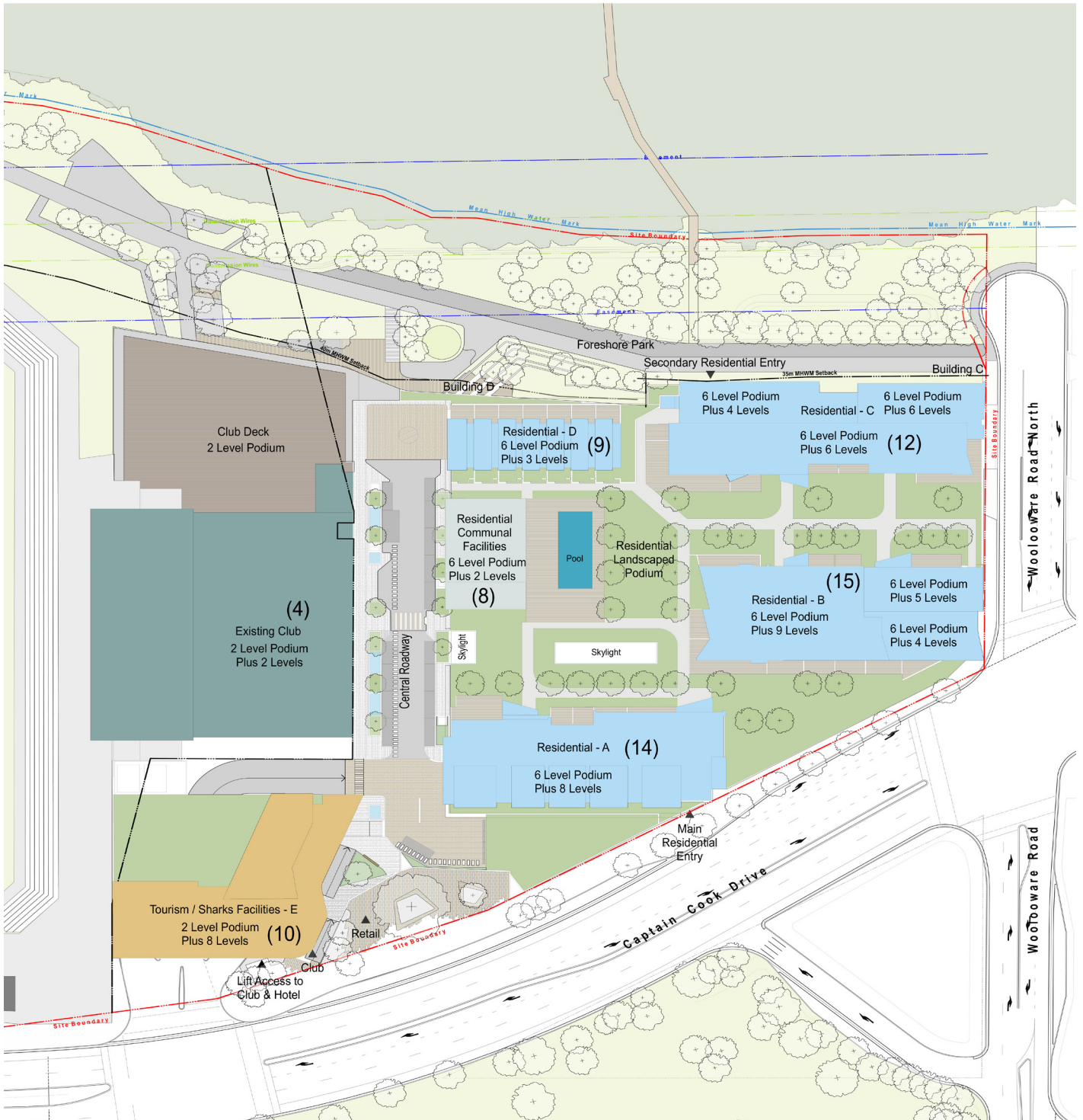
Parking Summary

Residential parking rates	281
Centre of Sports Excellence	50
Non residential within Bay Central (Retail)	770
Non residential within Bay Central (Hotel)	69
Total Parking (including Centre of Sports Excellence)	1170

Woollooware Bay Town Centre Site Plan



Bay Central Precinct Plan



Concept 1: The 'Village Concept'

One of the key drivers for the proposed design is the wish to avoid the typical 'big box' retail centre, which often contains a single use that results in only limited usage of the site. In order to achieve a vibrant active town centre, complimentary uses need to be added to this large site

- Fragmenting the retail base:

The perimeter of the large retail base has been sculpted and indented to provide an interesting streetscape. The base consists of a series of elements with a human scale that the pedestrian can feel comfortable with.

- Creating an animated skyline and playful grouping of buildings:

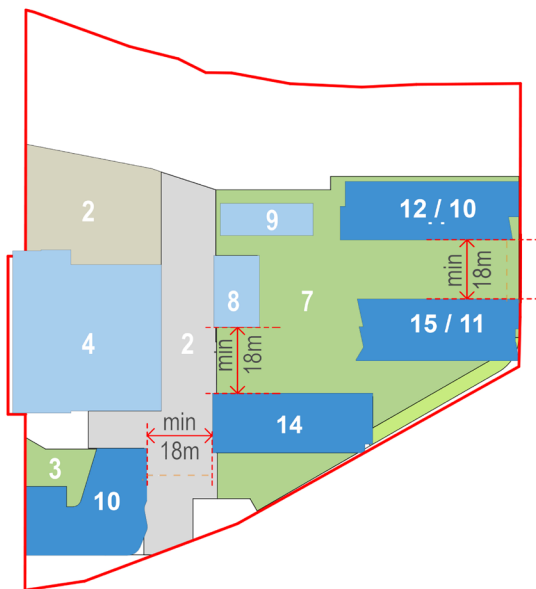
A successful town centre generally evolves over a period of time. The scale and size of individual buildings often reflects their civic importance within the town structure. A varied skyline often evolves with a mix of building typologies with a familial architectural language. The Bay Central proposal seeks to replicate this rich urban framework with a grouping of buildings of varying height and character that knit together to create an animated and interesting precinct.

- Residential buildings having an identity in the streetscape:

It is important that the residential buildings do not become hidden or dislocated from the street by a dominant retail base. Each residential building should interact with its surrounds and help animate the large footprint of the centre. The inclusion of residential units within the Bay Central precinct allows for a more holistic town centre, where residents have easy access to a wide range of retail, cafe, community facilities and transport links.

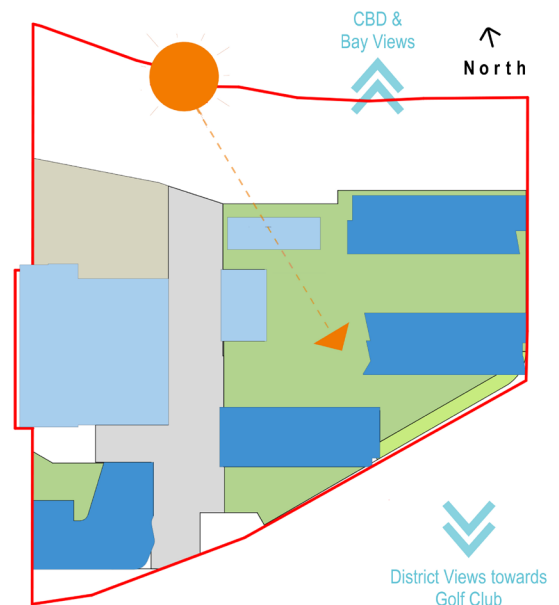
- Creating a safe urban community:

The mix of uses will allow for security and surveillance of the adjoining foreshore parklands and streetscape outside of regular business hours, resulting in a safer urban environment.



building massing diagram:

-separation -heights -articulation

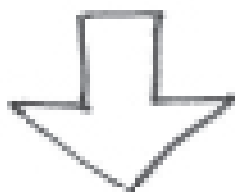
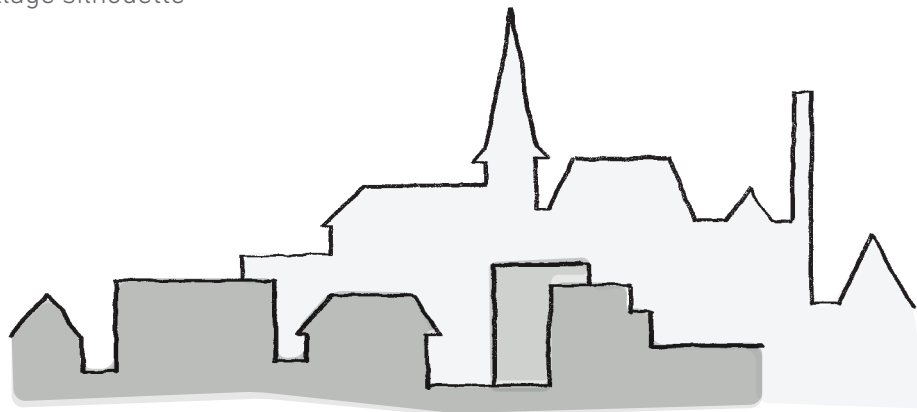


solar access to external communal area

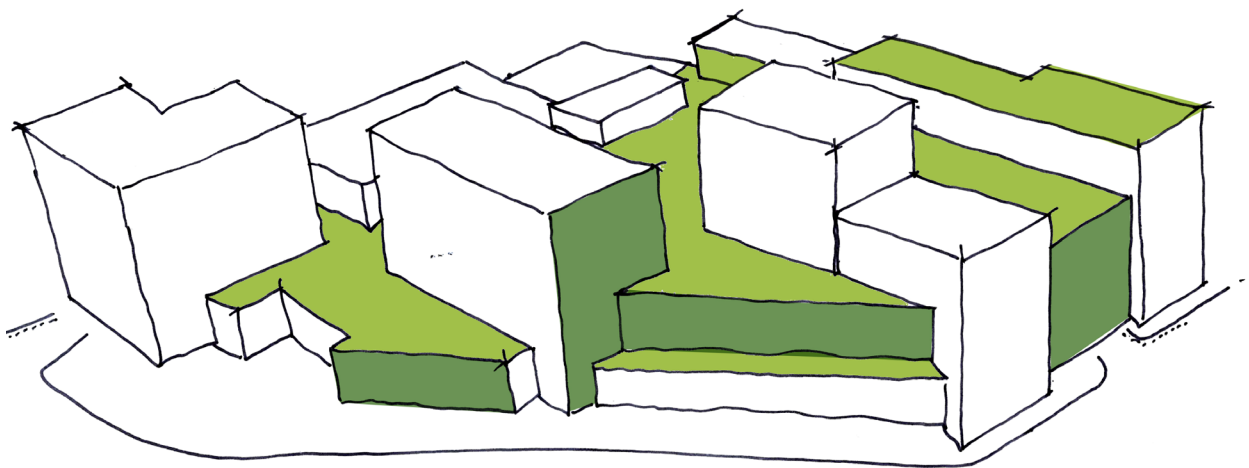
views and outlook

Evolution of the 'Village' concept

Village silhouette



Cluster of varied building forms



- Fragmenting the large retail base
- Creating an animated skyline
- Creating a playful grouping of buildings
- Residential buildings having an identity within streetscape
- Creating a safe urban community

Concept 2: The 'Mangroves'

Other than the existing Southern Cross Stadium, Sharks Leagues Club building and associated car parks, 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 grounds of Woollooware High School.

The 'Mangroves' concept seeks to continue this green lush environment into the proposed Bay Central precinct through a number of means:

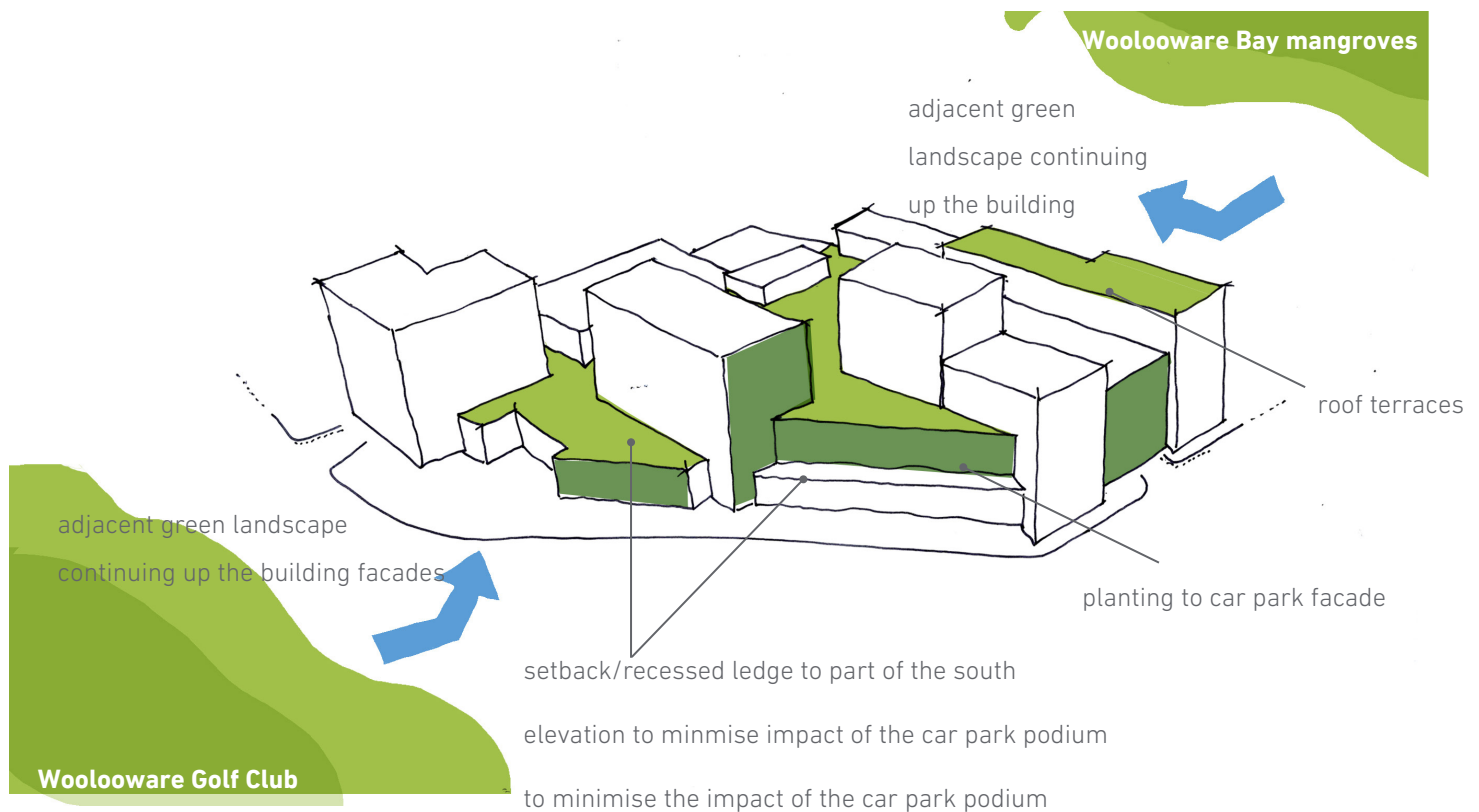
Aspect Studio have developed a highly articulated landscape proposal for the Foreshore Parklands and the surrounding streetscape.

The car parks are stepped back at levels 04 to 07 to allow for a planted ledge along the southern perimeter of the car park. The cascading planting along this facade will help mask the car park and create a living green elevation to the retail centre.

The proposed level 03 shared way at the new club entry provides a landscaped urban streetscape. This new tree lined roadway will be activated with multiple entry points to surrounding buildings and include parking each side with carefully considered street lighting.

Significant landscaped courtyards and terraces are provided on the level 07 residential podium. This substantial area will include sufficient soils depths for larger tree types.

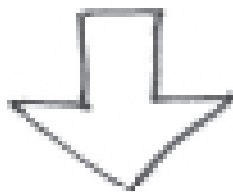
Further planters are envisaged to the balconies of the waterfront penthouse & terrace apartments to soften the edges of the building and private open space.



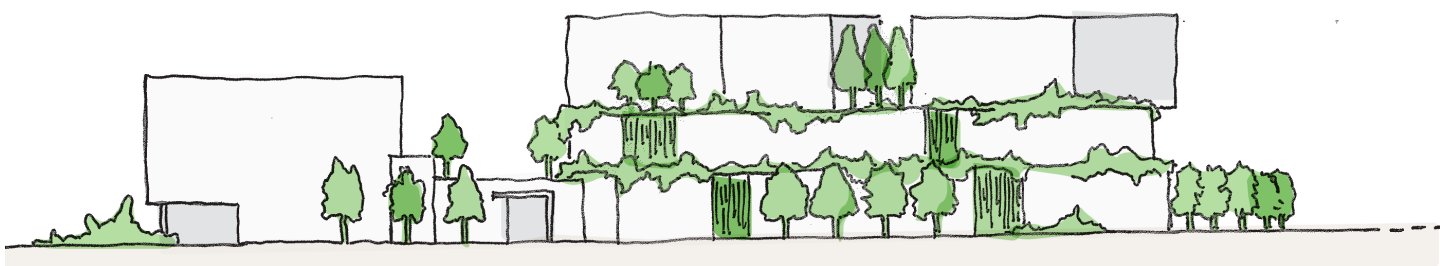
The green wall concept creating an iconic destination

Evolution of the 'Mangroves' concept

the mangroves



tiering of landscape up onto the retail centre and facades



- context or mangroves & nature
- building enveloped in a lush landscape

Concept 3: The North - South Axis

The proposed level 03 shared way has been developed to provide a view corridor to Woollooware Bay, as well as a forecourt to the Leagues Club and Tourism Accommodation. It opens up the heart of the precinct and gives space and curtilage to previously land-locked uses in the centre of the precinct.

A designated street level lift lobby off Captain Cook Drive services patrons the club and hotel facilities located on level 03. Via stairs, pedestrian can move freely from the retail forecourt on Captain Cook Drive up onto the Level 3 roadway. The angle of the stairs have been designed to allow a clear line of sight to the Sharks Leagues Club beyond. This significantly improves the arrival sequence for club patrons and supporters moving from the stadium to the Sharks Leagues Club facilities on game day. It gives the club a significant identity within the Captain Cook Drive streetscape.

The street will be minimum 20 metres in width, and of a similar scale to the central roadway within Stages 1 to 3 at Woollooware Bay Town Centre. The streetscape will be lined with street trees and planting and will have views out over the Foreshore Parklands and Woollooware Bay to the north, plus the Woollooware Golf Club and the retail forecourt on Captain Cook Drive to the south.

The street provides pick-up and drop-off zones for the club and tourism accommodation, as well as access to the retail and residential car parks.

Large skylights along the length of the street will bring natural light into the heart of the retail levels below.

