
Modes of Arrival

Prioritising Pedestrians

The predominant ingredients of place architecture are focused on the intimate, personal and social scales or, in other words, at the pedestrian scale. Since most visitors to the centre will arrive by car, the main entry will be via travelators, centrally located in each car park, whereby one simply emerges in the centre of activities from car parks. This mode of arrival denies the regular experience of external architecture, other than a visual experience from a moving car.

While the car will be the numerically dominant form of arrival, many others will approach as pedestrians from buses, adjacent residential areas, schools, and to attend special events. The design strategy for the centre encourages a better balance of transport modes with new shuttle bus services and many new bike and pedestrian connections. All of the public edges of the development therefore demand consideration for their potential to be active, friendly, mixed, passive or sometimes, inactive. While Woollooware Bay is a multi-use public destination, preference for arrival by car denies large numbers of pedestrians along its public edges, making commercial activation by shops very difficult. Nevertheless, a careful analysis of entries and movement along the public edges leads to a range of interesting design responses if the thinking is place-led.



Pedestrian entry from carpark via travelators

Important Connections within Town Centre

This Project Application describes the mixed-use building that supports new retail, social, health and recreational activities. This building is, however, connected to adjacent sporting facilities, foreshore recreational spaces and a residential neighbourhood of approximately 600 apartments. Its integration with these amenities will encourage movement to and from this building as well as through it.

The destination outdoor dining decks along the northern façade of the project are connected to a 3m foreshore path and future boardwalk along the mangroves that extend along the foreshore towards the residential neighbourhood as well as east towards Kurnell. These connections to 'beyond' add a necessary shared purpose to the 'retail' centre since it gives visitors reasons to be moving through the centre other than the for the single purpose of shopping. The more reasons people have for walking through, around and into the centre, the more successful will be the Town Centre through its social complexity.

Pedestrian connections along Captain Cook Drive will also be improved by landscaping and through architectural interest and calibration of the journey through activity. The development maximises the number of addresses directly opening onto Captain Cook Drive.



Pedestrian connections to the centre from the foreshore

Cycles

The existing cycleway along the foreshore currently connects to Captain Cook Drive along the eastern boundary of the Solander Fields. This development will link from the existing path along the foreshore to Woollooware Road North; opening up a part of the foreshore that has never before had public access. This gives access to both recreational cyclists and ultra-local cyclists within the neighbourhood. The connection on to Captain Cook Drive will also be accessed via a controlled intersection ensuring safe passage across Captain Cook Drive.



The project fronts several important cycleways

Public Transport

Future bus connections and interim shuttle bus services will set down at multiple locations along Captain Cook Drive. Bus stops designed with Department of Transport input are located at the residential and the retail, leisure and club precincts. The retail bus stop with covered entry is adjacent to the main entry of the centre with it's direct links north through to the foreshore. Game day buses will also set down at this point and further along under special controlled arrangements. On game days, buses will service "park and ride" facilities for spectators.

Only 900 meters from the nearest train station, new pedestrian and transit links will be established. It is anticipated that the new town centre will act as an catalyst for inducing latent public transport demand in surrounding areas.

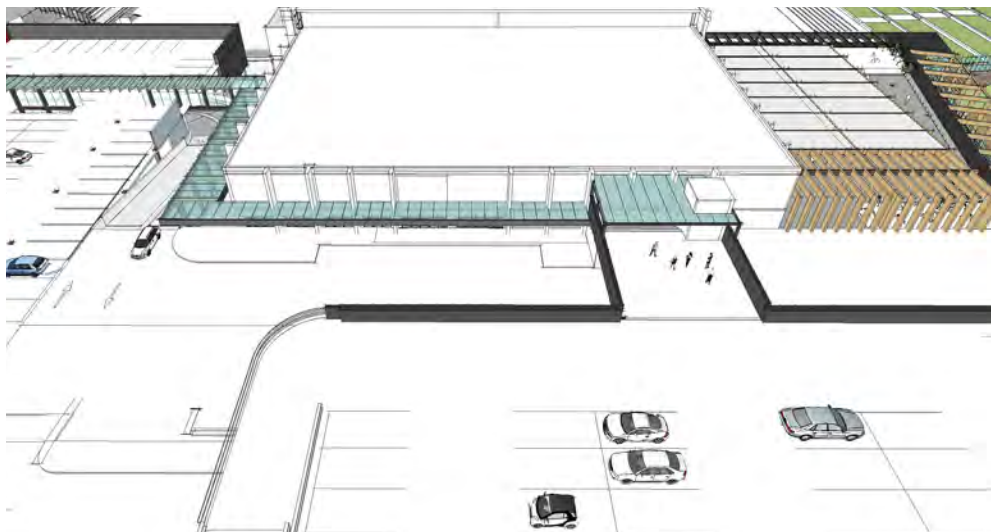


Main bus stop on Captain Cook Drive

Arrival by Car

Most visitors will prefer arrival by car. The car parks have been designed to obviate entry by turning at either set of traffic lights. The entry to the ground level car park is off Woollooware Road North and the entry to the Levels 3 and 4 car parks is off Captain Cook Drive between the football stadium and this development.

Retail patrons will have the option of being able to either park on the ground level car park or level 3 when entering the retail centre. Both of these levels are accessed via travelators which will provide easy access for consumers utilising the centre, Club patrons will prefer to park on the upper car parks of Levels 3 and 4 where the main entry to the club is provided directly into the foyer at Level 3. The entry for the club on Captain Cook Drive is intended for patrons arriving by public transport and for event or game-day express access. This entry also gives the club high visibility, and its own identity via an address on Captain Cook Drive. The proximity of the car park access adjacent to the club entry also promotes this car park access as the preferred entry for club patrons. The Club will continue to evolve its role in the community and social dynamics of the Shire and its visitor patterns will diversify beyond its primary role as the manager of football events



The Club has a separate carpark and entry at Level 4



Pedestrian, carpark and dock entries on Captain Cook Drive are legible and distinctive

Deliveries

Two loading docks are provided to serve the centre. The loading dock in the northeast corner, off Woollooware Road North, provides access for the major supermarket and tenancies east of the “through site link arcade”. The loading dock on the southwest corner, off Captain Cook Drive, provides access for the club and all tenancies west of the “through site link arcade”. These service points have been strategically located and sized to provide greater flexibility for changing demands than other centres in the Shire. A dedicated ambulance bay is incorporated into the dock at Captain Cook Drive to service the proposed day surgery.



The carpark and dock entries on Woollooware Rd

Architectural Form

Town Centre as Inspiration for Architectural Form

Most Town Centres have grown organically over time and comprise, therefore, a wide variety of architectural forms, spaces and places, all under a wide variety of governance regimes. Social complexity and visual diversity follow naturally from each centre's growth over time.

Planned Town Centres, such as that envisaged herein at Woollooware Bay, are developed over a short period and require special care to ensure that a diversity of experiences is wrought from the design and development process.

With its structured parking, vertical transport systems and internal arcades, the building typology has many features of a shopping centre. Nevertheless, the natural and urban settings of the site present opportunities to break away from the typology and to connect the development to its context.

Within the agreed Urban Form Controls a diversity of architectural expressions needs to emerge. These expressions need to respond to different scales of perception ranging from the form in the landscape and as seen by passing motorists down to the intimate engagement of people along its pedestrian edges.

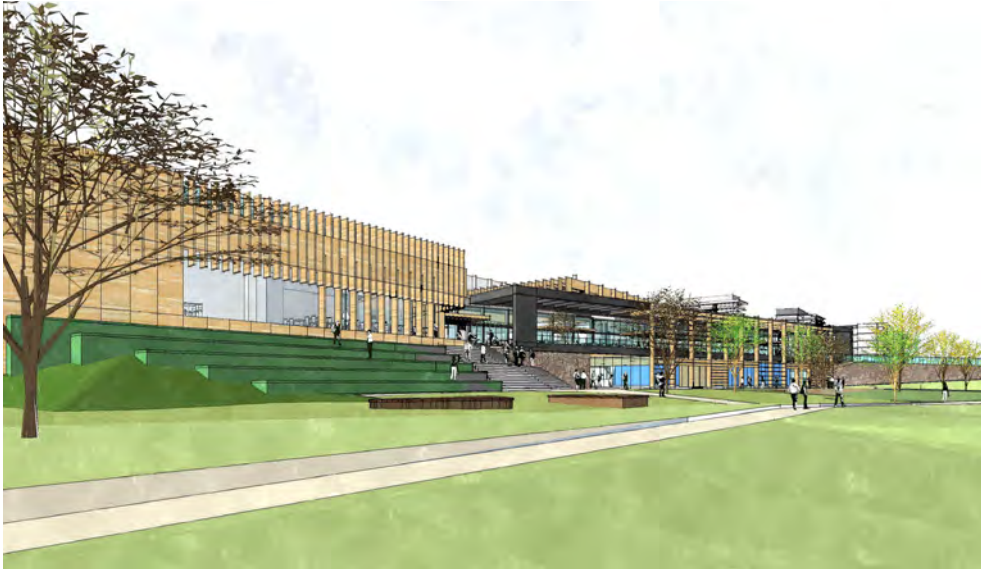


Captain Cook Drive urban edge

Place Architecture

The big moves in architectural form respond to the physical context of the site; the aspect and prospect opportunities it affords. These include:

- The setting of the buildings in a landscape comprising golf courses, Woollooware Bay waterfrontage and the green surrounds from the adjoining football ground Sharks Stadium and other sports grounds;
- The north-facing prospect over Woollooware Bay that enjoys winter sunshine and water views;
- The immediate relationship with riparian zones and mangrove environments along the foreshore;
- The urban edges of Captain Cook Drive and Woollooware Road North;
- The western aspect looking over the Solander football fields and its shared operations during special events.



The northern part of the site faces Woollooware Bay

Within this larger framework of site conditions and responses, a finer grain of diversity is designed as a series of places and connections. 'Place architecture' has been used as a governing realm of deliberation regarding design. Within this realm design thinking, the architecture can be designed to respond to a wide range of behavioural and experiential needs of discernibly different places.

Workshops have been held during the design process to imagine and to predict the needs of different places around and within the development. Behaviours and experiential opportunities were identified as key words and these were used as prompts for design responses and can also be used to audit design intentions through time.



The southern part of the site faces Captain Cook Drive

Place Architecture allows us to think of the pedestrian experiences holistically and, therefore, to consider the interior spaces as being seamlessly connected to external spaces. The richest experiences are to be discovered within the development and along the foreshore where restaurants, cafes and the food court are designed as indoor/outdoor transitional spaces.

The design responses to the retail part of Woollooware Bay Town Centre have been aggregated into 'places'. Further 'places' will be identified in the residential component of the Masterplan but have not been included as part of this report. Each of the retail centre places is outlined in more detail in the double-page descriptions, which terminate this Design Statement:

- Arrival
- Event / Game Day Forecourt
- Club Entrance
- Entry Forecourt
- Footpath
- Foreshore Walk
- Waterfront
- The Field
- The Deck
- Dining Room
- Eat Street
- Market Hall
- Health and Wellbeing
- Everyday Shopping and Services.

Through focusing design solutions on the social needs of each of these places an authentic diversity emerges. While the exact layout of the retail and other activities within the centre will evolve, they are included in the Place Architecture agenda because many of these are the main reason for peoples' visits.



Woollooware Bay waterfront

Building Form

The development comprises an integrated superstructure that partly re-uses the existing Sharks club and is otherwise new construction.

The overall form is generally within the Urban Form Controls prescribed by the Concept Plan. Minor variances occur due to detailed design as noted on Drawings *DA 811 – DA 814*. All protrusions are within the property boundaries or agreed subdivision lines of the site and reflect particular design responses that were not envisaged at Concept Plan stage.

Scales of Perception

This active heart of the Woollooware Bay Town Centre is a large building and is observed at different scales and speeds ranging from passing motorists to cyclists and pedestrians. It is a building 'in the round' set on a major arterial road yet surrounded by nature.

The building has been designed to respond to these various scales of perception such that it has an overall, cohesive 'civic' presence when viewed from afar while also appealing to pedestrians through its detail up-close.

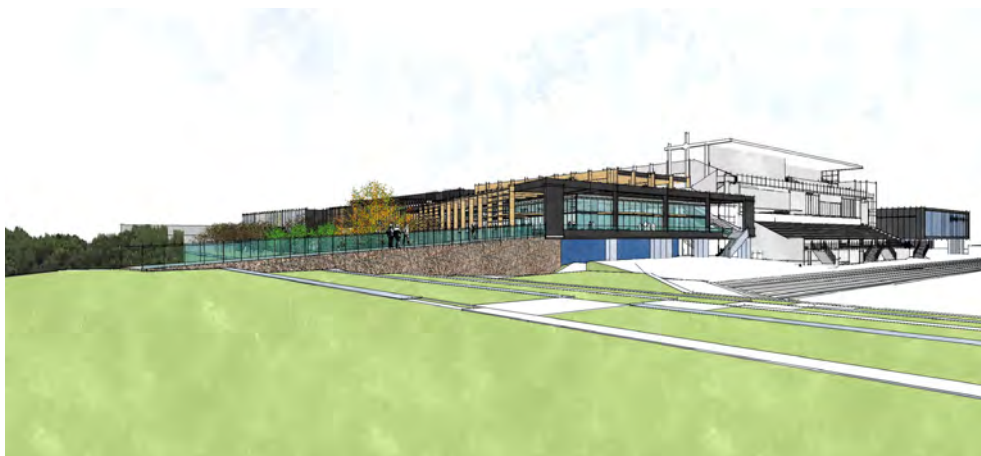
Detailed design responses will entail finishes, graphics and merchandising offerings that will come together at the scales of 'intimate, personal, social and public' (Edward T Hall, *The Hidden Dimension*, 1966 - analysis of interpersonal behaviour under the discipline of 'proxemics').



The building has been designed to be interesting, even to passing motorists

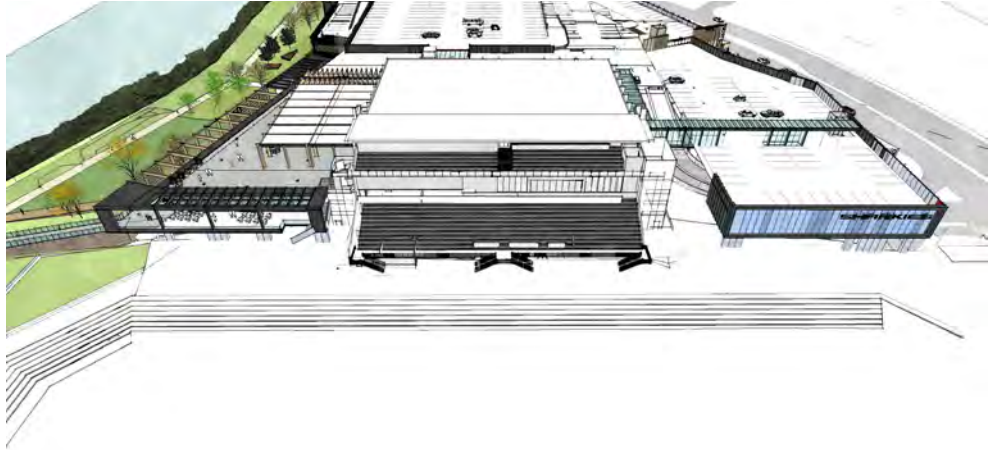
Expression of Function

The functionality of the building is expressed in open and legible ways. The existing eastern grandstand of Sharks Stadium is enveloped in a collection of new retail, social, health and recreational activities such that it reinvigorates the Sharks brand while repositioning the meaning of the football / sports ground, beyond its pioneering role at the edge of the Shire community, to a new position as the heart of a vibrant new town centre.



The new building reinforces the Club's relationship to the field and to the Sharks brand

This sports-led evolution of a town centre, with its place-loyalty generated over decades, now endows the site with sufficient meaning to the community that a rich array of new recreational functions can be reliably located here. The waterfront, the entry from Captain Cook Drive and the new Sharkies Club are all given primacy in the architectural expression through rich natural materials, open decks and promenades, pergolas and enabling satellite shelters.



The new building envelopes and embraces the existing Club building

Timber is used in the form of solid material as well as specialised façade systems and is used generally to characterise recreational precincts and to promote the presence of these precincts along the waterfront as patrons pass along Captain Cook Drive or enter from Captain Cook Drive. Timber has been chosen for:

- Its warmth and character
- Its compatibility with natural surroundings
- Its durability in a marine environment
- Its ability to transition from outdoor to indoor applications
- Its authenticity;



Timber is a consistent element of the building - expressed both inside and outside



Timber reinforces the building's openness and integration of outdoor spaces

Other materials such as pre-finished metal and precast concrete are used as neutral counterpoints to timber; External materials have been chosen to create a choreographed diversity whereby a variety of character precincts are created within a cohesive overall aesthetic, (see Drawing *DA931 – External Material Finishes*).

The car parks and blind retail elements are wrapped in a dynamic screen of precast concrete blades that fan out to let the building breathe where required. The handsome height and the spread of this form creates a legible civic intent. Its corners are softened as curves to dramatise its reach around the development, visually connecting the landscaped spaces that surround it. While branding and signage herald its function as a retail and activity centre, the building is, at the same time, a timeless addition to the civic identity of Woollooware Bay and to Sutherland Shire. Signage and centre branding are carefully fixtured as extensions of the architecture. No signs are merely 'stuck on' to the façade, rather they are brackets or seated into textured backgrounds designed in anticipation of their presence.



View of the screen from Woollooware Rd

A blade at the main entrance hovers over the footpath. This helps to temper perceptions of the length of the footpath along Captain Cook Drive, containing a space near the bus shelter that serves to localise pedestrian behaviour. This projection occurs at an extremely wide part of the Captain Cook Drive footpath and is justifiable in order to temper the scale of a place that would otherwise only augment the scale and presence of passing traffic.



A timber element projects out over the footpath and extends to become a bus shelter

The differently fanning wall panels calibrate the pedestrian journey, along the edge of the building on Captain Cook Drive. Within the open spaces of the fanning wall its 'gills' are anchored to a continuous plinth; which doubles as seating amenity. Except where adjacent to shops, robust solid timber screens protect pedestrians from the cars beyond and characterise the niches at a personal scale. This treatment ensures that there are no re-entrant spaces for people to hide while also ensuring further safety by engaging people directly in using the edge of the building.



The unfolding screen creates interesting niches and enlivens the footpath