
Title

**Woollooware Bay Town
Centre
Design Report Addendum**

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**Bluestone Property
Solutions Pty Ltd**

Issue

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Contents

1	Introduction	5
1.1	Design Report.....	5
2	Summary and rationale of design development and amendments	6
2.1	Summary	6
2.2	Level 1	6
2.3	Level 2	7
2.4	Level 3	8
2.5	Level 4	8
2.6	Areas and car parking numbers	8
3	Specific Response to Department of Planning and Infrastructure – Letter of Issues..	9
3.1	Design of the Captain Cook Drive and Woollooware Road Frontages	9
3.2	Woollooware Road North Extension	27
3.3	Extent of Stage 1 Works	28
4	Specific Response to Sutherland Shire Council and ARAP – Draft Submission on Retail/Club Precinct Project Application	29
4.1	Sutherland Shire Council.....	29
4.2	Sutherland Council Architectural Review Advisory Panel	31
5	Appendix: Design Amendments	34
6	Appendix: Tabulated responses to NSWP&I letter of issues and SSC Draft Submission	36

1 Introduction

1.1 Design Report

This design report is issued as an addendum to the Woollooware Bay Town centre Design Report issued 02.2013 and involves responses provided subsequent to the public exhibition period.

- Introduction
- Summary and Rationale of Design Amendments
- Response to Department of Planning and Infrastructure – Letter of Issues
- Response to Sutherland Shire Council and ARAP – Draft Submission on Retail/Club Precinct Project Application

Two appendices are included which are the tabulated responses to key points raised as compiled by JBA.

2 Summary and rationale of design development and amendments

2.1 Summary

A number of design developments and amendments have been made to the design, these include :-

Level 1	<ul style="list-style-type: none"> Revised retail layout New simpler external access stair located within building envelope Deletion of landscape steps Additional retail spaces established along Captain Cook Drive elevation
Level 2	<ul style="list-style-type: none"> Revised retail layout New simpler external access stair located within building envelope Deletion of landscape steps Moving Deck across to west and simplify facade Simplify Medical centre facade system
Level 3	<ul style="list-style-type: none"> Moving Deck across to west and simplify facade Selectively introduce roof lighting Minimum specification club plan
Level 4	<ul style="list-style-type: none"> Revised club plan Minor modifications to car park
Elevations	<ul style="list-style-type: none"> New simpler external access stair located within building envelope Deletion of landscape steps Deletion of landscape steps Additional retail spaces established along Captain Cook Drive elevation Moving Courtyard Dining Deck across to west and simplify facade Simplify Medical Centre facade system Simplify structure to awnings and bus stop Substitution of aluco-bond cladding to level 4 car park with painted concrete

These changes have come about through both through a response to the issues raised in the NSWP&I letter of issues and sensible design development.

2.2 Level 1

2.2.1 Retail layout and tenancy mix

The Level 1 plan has been amended to include two additional specialist shop tenancies along Captain Cook Drive, a simpler and more direct stair access from level 1 to level 2 and additional retail spaces along Captain Cook Drive.

The number and range of uses demonstrate a diversity of activation, the same kind of diversity that you would expect in a town centre.

2.2.2 Stair access from Level 2 and deletion of landscape

The revised stair design provides easy access between Level 2 and Level 1 more directly connecting the end of retail mall and the Level 1 pedestrian link along the face of the Leisure/Leisure Retail from Captain Cook Drive to “the Waterfront”.

2.3 Level 2

2.3.1 Retail layout and tenancy mix

The retail layout has been rearranged after consultation with major retailers and retail leasing experts. The following are the main features of the new “cruciform” layout as it has been currently shown : -

- the arcade from Captain Cook Drive to the Waterfront remains as the fundamental idea of < “street” to “waterfront” > connection for the overall building complex arrangement
- the long arcade a parallel to Captain Cook Drive has been straightened up and it has been brought back to line with the travelator circulation;
- the travelator space becoming more voluminous;
- the speciality shops to the south of the travelator space becomes deeper with this depth being resolved by the introduction of two mini-majors
- the travelator arcade and the market hall arcade arms have become aligned to establish a “cross roads” central space

The change to the new layout has strengthened the retail sustainability without compromising the cultural and social convenience inherent in the original layout.

The layout allows an increase in the general available deck area to the north providing greater access to and activation of the place maximising the potential of the northern orientation and natural outlooks.

2.3.2 Stair access from Level 2 and deletion of landscape steps

With the deletion of the wide urban scaled steps to the north of the building, the revised stair design provides easy access between Level 2 and Level 1. It more directly connecting the end of retail mall and the Level 1 pedestrian link along the face of the Leisure and Leisure/Retail from Captain Cook Drive to “the Waterfront”. It is contained entirely within the 40 m setback line.

Descriptions of the activation to this space (suggesting it is only 20 % of the elevation) on level 1 ignores that there is a highly active primary interface with the Eat Street Deck on level 2. This interface involves view to, and over the mangroves to the northern aspect outlook. The elevation will provide an interesting view point to the riparian set back s—indeed to take advantage of prospect and orientation.

Although this deck will be run as a series of commercial enterprises its will have great importance as a vibrant morning to evening social space offering a variety of meeting, entertainment and dining experiences at all times during the day and all days of the week.

2.3.3 Moving courtyard dining deck to west

An outcome of the revised retail layout is that the "Courtyard Dining" experience has moved to the east and this has brought about changes to the external elevation accordingly.

2.3.4 Simplified medical centre facade

The medical centre facade has been rationalised to provide rich and yet deliverable vision for this important element of Captain Cook Drive facade. The facade retains its role of providing an resolved form marker for the medical centre while having an engaging and referential base consistent with the entry and remainder facade along Captain Cook Drive.

2.4 Level 3

2.4.1 Club layout

A revised layout of the club has been provided. This layout allows for more reuse of the of the existing spaces and facilities.

2.4.2 Introduction of roof lighting

Roof lighting has been introduced into the floor plate of level 3 over the principal arcade to allow for more dramatic roof lighting be provided into certain areas within that arcade.

2.5 Level 4

2.5.1 Club layout

A revised layout of the club has been provided. This layout allows for more reuse of the of the existing spaces and facilities.

2.5.2 Minor modification of Level 4 car park

By introducing a roof light over the top of the travelator car parking has been slightly reorganised.

2.6 Areas and car parking numbers

The modifications to the design have resulted in little change to the areas and car parking numbers contained within the Project Application of February 2013.

The gross floor area is 26,479 m² which is within some 15 m² of the maximum PAC conditioned 26,497 m² GFA. The building area is considerably less than the PAC conditioned area of 50,991 m².

Car parking remains as at 770 spaces.

3 Specific Response to Department of Planning and Infrastructure – Letter of Issues

3.1 Design of the Captain Cook Drive and Woollooware Road Frontages

Further consideration and justification is to be provided on the design of the Captain Cook Drive and Woollooware Road North frontages to ensure that the development maximises opportunities for activation and achieves a high standard of architectural design.

3.1.1 Further design development

Further work has been undertaken in response to this issue and the design of Captain Cook Drive and Woollooware Road frontages have now maximised opportunities for activation as follows:

Firstly, it is important to understand that a very limited number of retail functions would survive along the Captain Cook Drive frontage. The ARAP commentary in this regard takes no account of viability nor suggests any relevant precedents.

Recent work by Places Victoria, regarding Docklands, has drawn a distinction between ‘activation’ and ‘animation’ of edges. Docklands has been wrestling with the difficulty of failed retail edges where demand never appeared. There is a growing realisation that merely decorating public edges with retail, in the interests of activation, cannot be relied upon unless movement patterns of pedestrians can be assured, at suitable times and in sufficient volumes.

Nevertheless, activation of Captain Cook Drive and Woollooware Road is an important issue and modifications have been made to the design accordingly.

Figure 1 shows a plan of these edges with numbered zones corresponding to different pedestrian experiences. The two colours represent ‘activation’ and ‘animation’ and sometimes show where both are present.

Zone descriptions are as follows:





Zone 1: Street Entry to Sharkies Club.

This comprises an architecturally emphasised entry element, glass-fronted foyer with lift and escalator services within. High levels of lighting and graphics broadcast its purpose at night. A large footpath apron in front enables event-day queuing and allows the club to be promoted to visitors prior to and after games.



Zone 2: Frontage to Retail/Medical

Glass shopfront on boundary with activities visible inside. Access at this point depends upon particular leasing outcomes. If Medical, then entry is more likely to be located in Zone 3 adjacent.



Zone 3: Entry to centre and through-site link

This zone aggregates entries and vertical transport systems in an open space within the boundary line. The following functions animate this zone:

- Entry to Retail/Medical tenancy;
- Main street entry to retail offering including escalator and stair access;
- Access to through-site-link leading to waterfront;
- Lift access for the elderly and mobility-impaired to and from Level 2 retail and bus stop;
- Shops adjacent to corner of public space an Captain Cook Drive;
- Shelter for bus stop and associated amenities such as trolley return storage.

The bus stop is a social activator and an addition to the animation of Captain Cook Drive.



Zone 4: Corner Retail and Bus Stop



Zone 4: Corner Retail and Bus Stop



Zone 4: Corner Retail and Bus Stop



Zone 4: Corner Retail and Bus Stop

This shop is designed to trade off Captain Cook Drive. It is predicted to be viable due to its proximity to the main entry and the bus stop;



Zone 5: Ramp Skirting Wall

Where insufficient headroom exists adjacent under the vehicle ramp, the façade has been modulated to create seating ledges and indentations to create interest. At this zone there is sufficient depth between the building and the boundary to create the modulation;



Zone 6: Ramp Skirting Wall on Boundary

This is the only section of the Captain Cook Drive frontage that cannot be modulated or inhabited because of its location on the property boundary. In this zone the use of brightly coloured concrete stains is prioritised.



Zone 7: Cycle Shop



Zone 7: Cycle Shop

Formerly shown as mechanical plant, this space has been allocated as a cycle shop. The concrete blades at this point are now designed to align with the rear wall of the proposed tenancy to create an indoor/outdoor connection. A cycle shop will also create activation by the provision of cycle parking in the centre of the wide footpath adjacent. The cycle shop would also administer cycle parking at the foreshore frontage. Long-distance recreational cycling generates business for cycle shops by way of spares and provisions.

A cycle shop is one of only a few retail uses deemed viable along Captain Cook Drive.



Zone 8: Wall Modulation



Zone 8: Wall Modulation

This section of the façade corresponds with car park circulation immediately behind. This zone responds in the same way as Zone 5 – “the façade has been modulated to create seating ledges and indentations to create interest. At this zone there is sufficient depth between the building and the boundary to create the modulation”. This pause zone is envisaged as a useful meeting/staging point for students from the High School before and after school;



Zone 9: Corner Shop



Zone 9: Corner Shop

A shop has been designed into the corner of Woollooware Road and Captain Cook Drive. The high visibility of the location should help its viability.



Zone 10: Wall Treatment



Zone 10: Wall Treatment

Service rooms and vehicle access crossovers necessarily dominate the Woollooware Road frontage. Hardwood battens have been introduced to reprise the character of Zones 5 and 7 along Captain Cook Drive and the foreshore frontage adjacent the terrace. These battens will also eliminate the possibility of graffiti.

3.1.2 Quantum of "activation"

While there is criticism of the quantum and quality of activation, these slight modifications and clarifications provides key additional activation. Additionally the medical centre, and other not strictly retail uses should not be discounted as a means of activation, not only would there would be daytime visitation but it is quite probable that this medical centre would be open outside of normal business hours so the effective activation (and its CPTED surveillance role) would occur for a greater period of each day when compared to some retail or commercial spaces which would more likely be only open "business hours".

The new façade has the following metrics:

200 m frontage to Captain Cook Drive
 9 m of Club Entry (4.5%)
 34 m of Medical Centre (17%)
 33 m of centre entry (16.5%)
 30 m of convenience retail (15%)
 25 m of specialist retail (bike shop) (12.5%)
 10 m of corner retail (5%)
 22 m of vehicle loading and car park entry (11%)

And in addition to glazed enclosed active spaces there is also at the road edge which comprises : -

25 m of free standing bus stop and
 70 m of bus and vehicle drop off point

Although not enclosed spaces these are identifiable "places" which provide movement and interaction by a diverse range of users which is in itself an important source of activation.

It should also be recognised that having a variety of intensities of the various means of activation leads to a better outcome than uniformity such you might get if the perimeter of the site were to be one continuous generic active zone.

While potentially trivial this measurement of activation clearly demonstrates that there is now unquestionably sufficient activation to the Captain Cook Drive.

3.1.3 Woollooware Road Facade

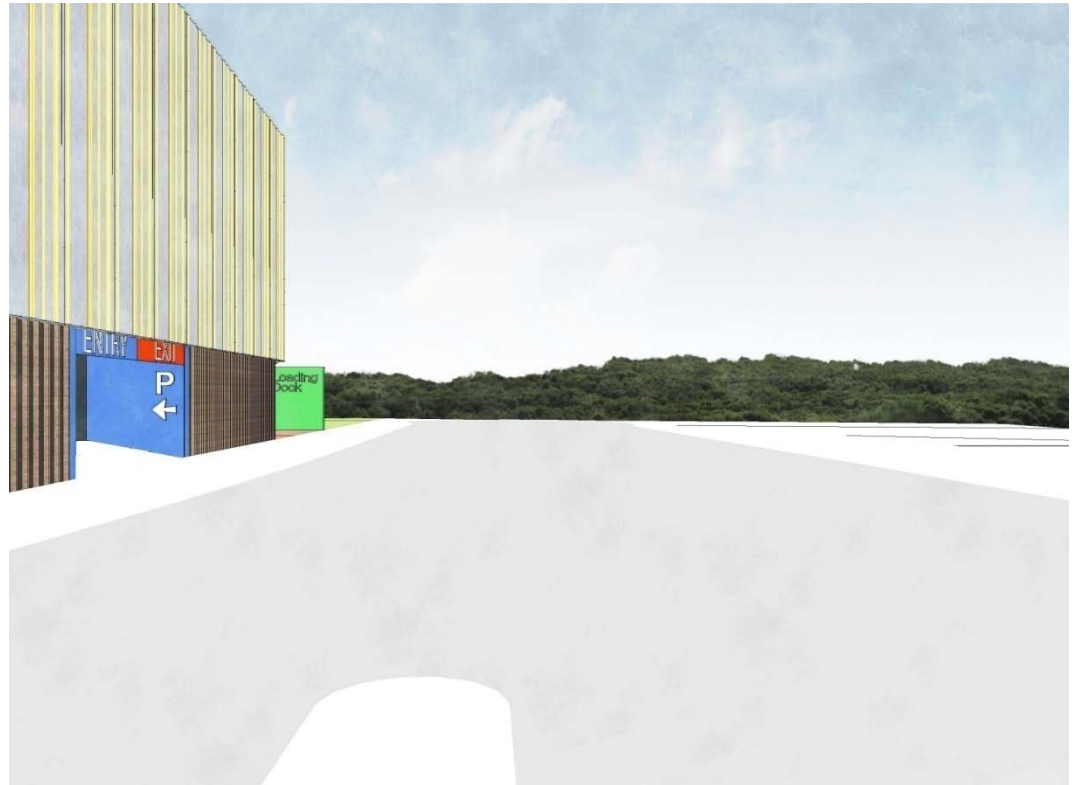
The Woollooware Road elevation has been amended with the introduction of the "corner store" retail space right on the corner.

The building form facing the extension of Woollooware Road has rounded corners on the north-east and south-east corners which mark the buildings at the street and waterfront ends. The rounded forms suggest continuity with the north and south elevation and they also have the effect of minimising the apparent length of façade to some 45 m.

In addition the rounded corners open out and widen the angle of view for an observer using Woollooware Road. For instance just halfway along the reserve (even before the notional 40 m setback line) the view from both sides of the road to the north has opened out to a broad view of the Mangrove "Wall" wide a view which reduces the sense of enclosure of the eastern façade of the building.

Given that the scale of this elevation is much lessened the façade treatments do not need to be as modelled as the Captain Cook Drive face and yet demonstrate consistency with the overall treatment.

While secondary to the scale of Captain Cook Drive footpath the widths of the footpaths to either side of Woollooware Road North being 3.5 and 3.0 m in width which are entirely adequate for pedestrian access. Street trees will be provided and pedestrian controls at the car park entry and service driveways. The service vehicle driveways are 20 m combined length with in a frontage of 70 m and the loading dock entry being an open corner where the secure enclosure set back at least 10 m.



3.2 Woollooware Road North Extension

Additional justification is to be provided for the extent of the Woollooware Road North extension into the riparian setback, while acknowledging the extent of the turning movement to access the loading dock.

The extension of Woollooware Road into the setback has been made necessary because of minimum safe traffic access requirements.

The current edge of the cul de sac is actually 5 metres back from the MHWM (not the 2.5 m as stated by Council). This set back can be workable as an 8 m setback from the MHWM consistent with the adjoining Lot 1234 (Fitness First) commercial development to the east.

The current paved parking area occupies some 70 m or 70% of the road reserve and extends to within 18 m of the MHWM (which is an encroachment of 22 m).

Similarly the paved area serving the adjoining lot 1234 to the east **is only 8 m** from the MHWM and the building itself is only 18 m from the MHWM at the end of Woollooware Road reserve or only 12 m to the Closest point of the FMHWM on its own allotment.

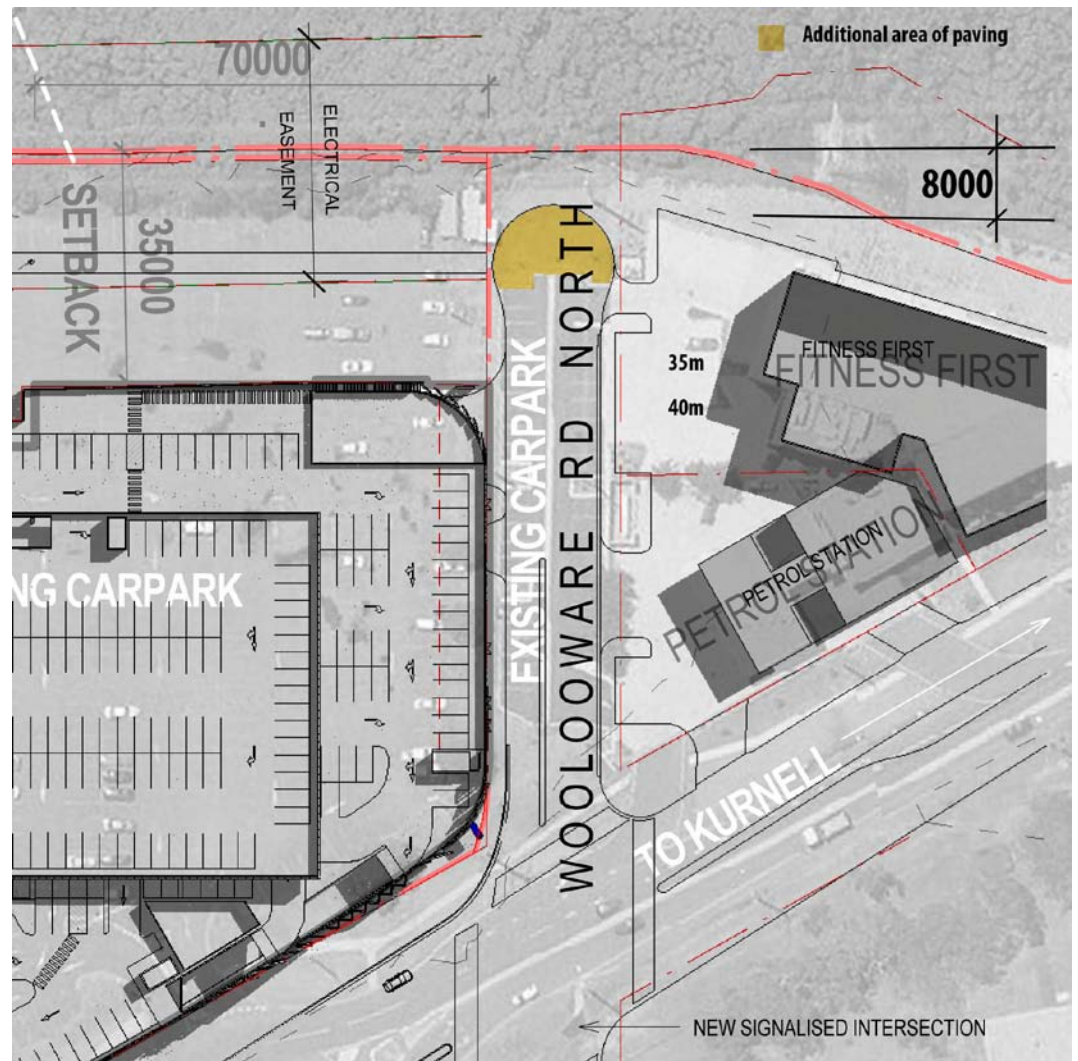
This current car park arrangement on the road reserve serves both as a car park and provides direct access from Captain Cook Drive to the rear of the adjoining lot behind the

filling station. This is by means of an access driveway which is located between 20 m and 26m from the MHWL.

It is felt that an 8 m setback consistent with the maximum adjoining setback is both workable and appropriate and will provide sufficient roadway for the safe manoeuvring of service vehicles and vehicles access the adjoining Lot 1234 (Fitness First).

Further Woollooware road will provide an important point of access to the foreshore boardwalks, cycle paths and educational experience and this road.

An area analysis indicates the proposed road extension will result in only a 5 % increase over the current paved area of the 40 m setback area.



3.3 Extent of Stage 1 Works

Architectural plans are to be provided that provide a clear distinction of the boundaries of the Stage 1 works.

While the stage 1 limits have been indicated on drawing DA 003 for the Master plan stages the extents at 1:1000 scale a new drawing has been provided that more clearly indicates the extent. It should also be noted the stage 1 has included the road works to Captain Cook Drive.

4 Specific Response to Sutherland Shire Council and ARAP – Draft Submission on Retail/Club Precinct Project Application

4.1 Sutherland Shire Council

The Sutherland Shire Council submission is mainly concerned with the apparent lack of activation at ground level to the perimeters of the site, the form of "town centre" imagining what has been proposed as a mere retail centre; and there may be technical deficiencies viewed through these preconceptions.

4.1.1 Town centre type

The general the type of town centre imagined by the Council and the ARAP is a nostalgic vision more applicable to highly dense urban area which would be highly serviced by public transport. This snots the conditions that exist in the shire or this particular location.

Sustainable outward facing activation in the context of a major centre (as opposed to a mere convenience shops at the base of a dense residential complex) requires a number of conditions

- convenient or short stay parking in close proximity
- slowed traffic speeds either by congestion or road design
- oppositional activation - shops facing on the opposite side of the road or in other instances a highly active public or natural environmental feature such as a beach or waterfront. Arguably single sided activation rarely works; and
- easy means of moving between the oppositional activation

These conditions simply do not exist around the perimeter of the site. Additionally the environmental conditions such as south orientation and the nature of the roadway is hardly conducive to vibrant and sustainable occupation.

Rather than dissipate uses that would not prosper along Captain Cook Drive they have been provided in places where they will have long term potential

4.1.2 Hybrid centre

Criticism that the centre is only retail completely misunderstands the complexity and hybrid nature of the proposal. While the retail components form a commercial viable and sustainable framework there are many other activities which reinforce the proposal as a true town centre.

The uses include health and well being, leisure and fitness, a variety of styles of retail from large format to fresh food and including ultra specialist retailers

A large eating precinct in the best possible environmental and aspect location facing the north, facing the natural environment. Providing high quality visual and physical connection with the waterfront. The centre is also includes the emotional heart of the Cronulla Sutherland Leagues Club with its entertainment and community facilities.

All of these facilities combine to form a town centre that has enough critical mass to warrant attention from public transport providers.

4.1.3 Centre Access and Parking

Additionally SCC was critical of there being two points of access to the site and even making suggestions that the parking be reduced despite the quantum of parking being a key condition from the PAC Concept approval.

Car dependence is a fact of life for Shire residents with far longer distances being covered but in relatively shorter travelling times with convenient vehicle access and parking being an important expectation.

Certainly parking contributes to bulk but

Describing the site as isolated is a misnomer, it is in fact highly accessible and ease of vehicle access to the town centre is critical to its success

With only one point of vehicular access the car parks would be harder, more time consuming and frustrating to access. And a single point of access would result in a two level dock/car park entry and circulation area to in the centre one of the most prominent parts of the site. With points at the extremes of the site this allows the greatest uninterrupted civic building interface to be achieved

4.1.4 ESD

ESD initiatives are inherent in the project proposal particularly the reuse of the existing building, inherent passive solar and

4.1.5 Frontage activation

The frontage has been successfully activated and improved from the initial project application. While it does not meet Council's preconceptions of full perimeter activation what has been provided is appropriate, sustainable and viable.

Entry to the club from Captain Cook Drive is not significantly longer than current access across the surface car park, and yet will be covered.

4.1.6 CPTED

The diverse uses envisaged will specifically encourage around the clock use as well as the whole of centre integrated security provision. The docks and car parks will be secure.

4.1.7 Pedestrian and Cycle Linkages

The proposal extends and formalises pedestrian links, and eventually open up significant more portions of the waterfront for access and enjoyment.
the links through the building are clear and will be enlivened with sustainable retail and other uses.

4.1.8 Accessibility

The facility will provided with a number of code compliant facilities for disabled use. Unlike other uses retail (through the discipline of convenient trolley access) makes their worlds exceptionally accessible.

4.2 Sutherland Council Architectural Review Advisory Panel

4.2.1 Context

The characterisation of the proposal as inward focussed is mischievous. An alternative arrangement with the majority of retail (activation) located on and facing the street level is neither viable nor sustainable, and there is little point raising this for dogmatic reasons.

The alternative of street facing retail (to Captain Cook drive) as seems to be suggested by SSC/ARAP will be poorly oriented south facing, fronting a high volume, four-lane wide roadway. This will not provide the intimate and environmentally acceptable conditions necessary to accommodate quality retail spaces or other forms of activation.

The wide range of uses and hybrid facilities in combination provide a unique town centre experience. The centre is permeable and well connected from Captain Cook Drive through to the "Waterfront" at both Level 1 and Level 2.

4.2.2 Scale

Large signage and motifs are highly appropriate to meet the large scale high speed viewing demands of the observer in moving vehicles along Captain Cook Drive, the rendering of the wall as a series of transforming blades provides changing visual interest along its length.

4.2.3 Built form

While it is acknowledged that the town centre is heavily anchored in a commercially viable retail format the development is far more than just a "retail mall" it is not an outdated paradigm but a new hybrid of uses and transformed models that propose a intriguing response to a unique and often contradictory context and site challenges.

The centre is unique in its provision of recreational and utilitarian activity mix. This is a genuine mixed-use centre leveraged off decades of belief in the site by the local community through sport. The continued integration of sport into the centre is unusual, adventurous and a forerunner of authentic community connections around sport in the future.

This critique is an intellectual lament that could be applied to any centre in Sydney supported by road-based transport systems. It would be futile to assume that this site could be serviced by pedestrian access such as is implied here.

The predominance of private transportation is an integral feature of the Shire at this point in its evolution as an urban form. This critique ignores the fact that the designation of the development as a 'centre' allows the provision of bus connections that would otherwise not occur. Discussions that drag the term 'town centre' into nostalgic notions appropriate to dense urban development, reduces the issues to semiotics and is not productive in this case.

Concern is expressed about the visibility of the roof from surrounding but simple analysis shows this to be such a small viewpoint affecting so few of the proposed residential units as to be misleading.

4.2.4 Density

The site in its current form may give an impression of isolation. Given the extent and scale of the proposal this is simply not the case. The site will have convenient parking, a wide range of experiences and will have pleasant and memorable places to return to.

4.2.5 Resources, Energy and Water Efficiency

Additional roof lighting will be introduced. These roof lights will be located within the car parking spaces and be sufficient to provide more drama to internal spaces with the added benefit of providing supplementary day lighting.

4.2.6 Landscape

While appealing we have accepted criticism that the large urban scaled stairs to the north were inappropriate and have replaced them with a more direct stair that operates between the Level 1 to Level 2 within the envelope of the building.

4.2.7 Amenity & social dimensions

It is the intention that at this centre provides for a broad range of relevant social and commercial uses and interfaces and have the full support of an interested and informed local community. Clearly this project has great community support as evidenced by the quantity and quality of submissions in support during the concept plan approval phase. It would be hard to deny that this project has captured the imagination of and is highly valued by the community who await its imminent implementation.

Speculation that there are any number of alternative uses that should be accommodated ignores the fact that indeed there are already proposed a diverse range of activities that would appeal to the community. There are also facilities such as grandstands (and while not part of this application) that could encourage uses in the future such as concerts outdoor films etc. The development of the town centre mindful of it as a social hub has made the entertainment of these possibilities feasible.

4.2.8 Aesthetics

The facades have been designed to appeal to viewers at number of differing scales. This is why the facade is made up of large scale elements to appeal to and be relevant at the wide street scale but there is also an intimacy of detail and material to engage the pedestrian use.

5 Appendix: Design Amendments

SUMMARY OF THE MAJOR DESIGN AMENDMENTS :

Reference	Amendment	Rationale
DA009	New drawing – indicating detail extent of stage 1 at 1:500.	As requested in NSWP&I letter of issues
DA011 Level 1	Revised retail layout	Further and better commercial leasing advice feedback from major retailers.
	New simpler external access stair located within building envelope	Response to concern in NSWP&I letter of issues
	Deletion of landscape steps	Response to concern in NSWP&I letter of issues
	Additional retail spaces established along Captain Cook Drive elevation	As specialised destination retail to create greater activation of and interest to the Captain Cook Drive elevation and Woollooware Road North elevation
	Set cul de sac back further 3 m	Response to concern in NSWP&I letter of issues
DA012 Level 2	Revised retail layout	Further and better commercial leasing advice feedback from major retailers.
	New simpler external access stair located within building envelope	Response to concern in NSWP&I letter of issues
	Deletion of landscape steps	Response to concern in NSWP&I letter of issues
	Moving Deck across to west and simplify facade	Further and better commercial leasing advice feedback from major retailers.
	Selectively introduce roof lighting	Introduction of roof lighting as a modest ESD initiative and to create more dramatic interiors.
	Simplify Medical centre facade system	
DA013 Level 3	Moving Deck across to west and simplify facade	Further and better commercial leasing advice feedback from major retailers.
	Minimum specification club plan	
DA014 Level 4	Minimum specification club plan	
	Inclusion of roof lighting in level 4 car park to top of the car park travelator	Create more daylight into travelator in level 2.

DA201 Elevations	New simpler external access stair located within building envelope	Response to concern in NSWP&I letter of issues
	Deletion of landscape steps	Response to concern in NSWP&I letter of issues
	Deletion of landscape steps	Response to concern in NSWP&I letter of issues
	Additional retail spaces established along Captain Cook Drive elevation	As specialised destination retail to create greater activation of and interest to the Captain Cook Drive elevation and Woollooware Road North elevation
	Moving Deck across to west and simplify facade	
	Simplify Medical centre facade system	
	Woollooware Road	
	Simplify structure to awnings and bus stop	
	Substitution of aluco-bond cladding to car park spandrel with painted concrete	
DA301 Sections	Deletion of landscape steps	Response to concern in NSWP&I letter of issues