

DRAFT

BATEMANS BAY MARINA RE-DEVELOPMENT

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 - Superior Jetty CAD drawing
 - Typical Aluminium Gangway
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 - Typical Finger End Pile Detail
 - Typical Finger Pontoon
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 - Aerial looking East from Rotary Park
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APPENDIX 1 - Master Plan

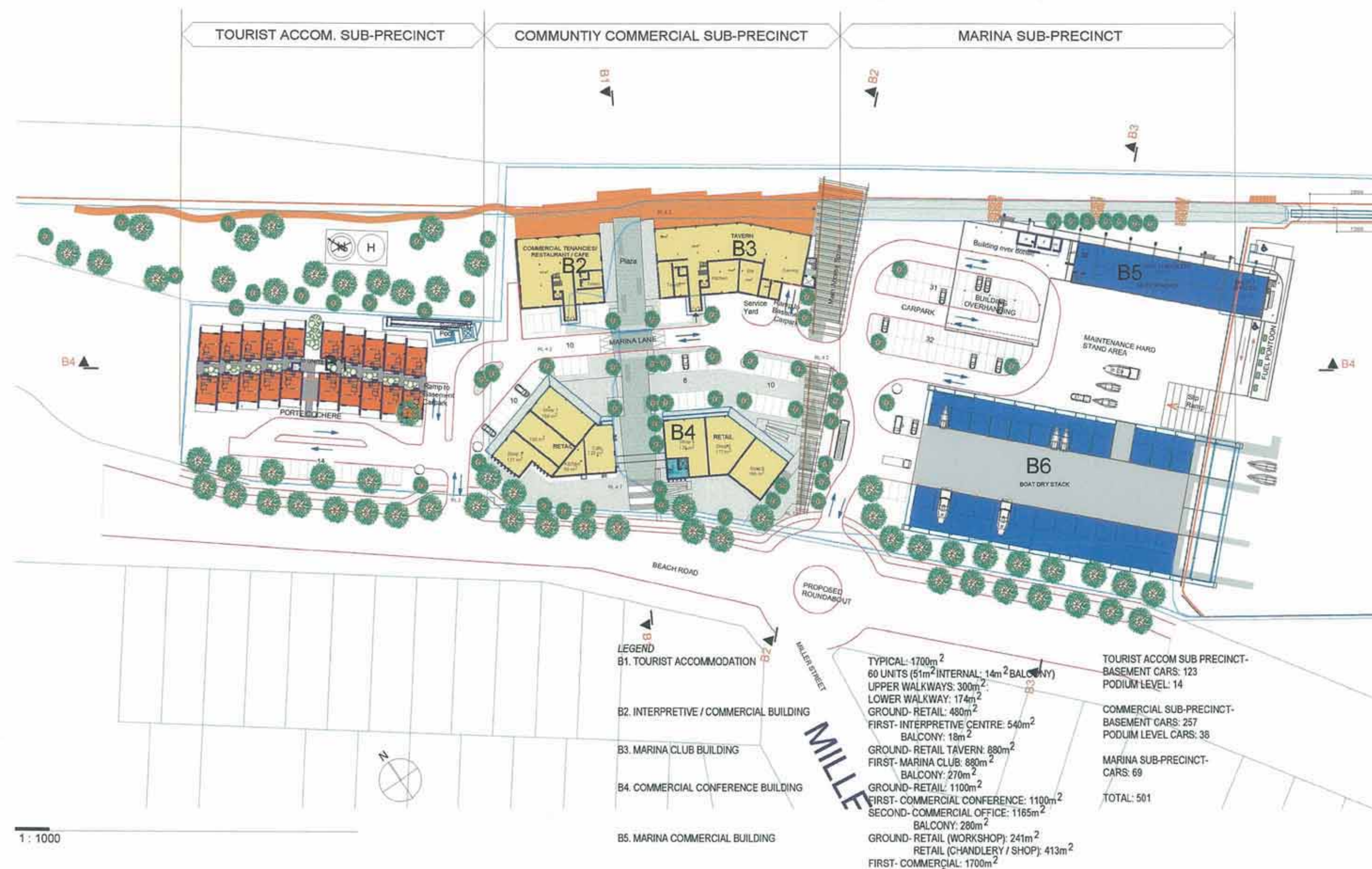
BATEMANS BAY MARINA RE-DEVELOPMENT



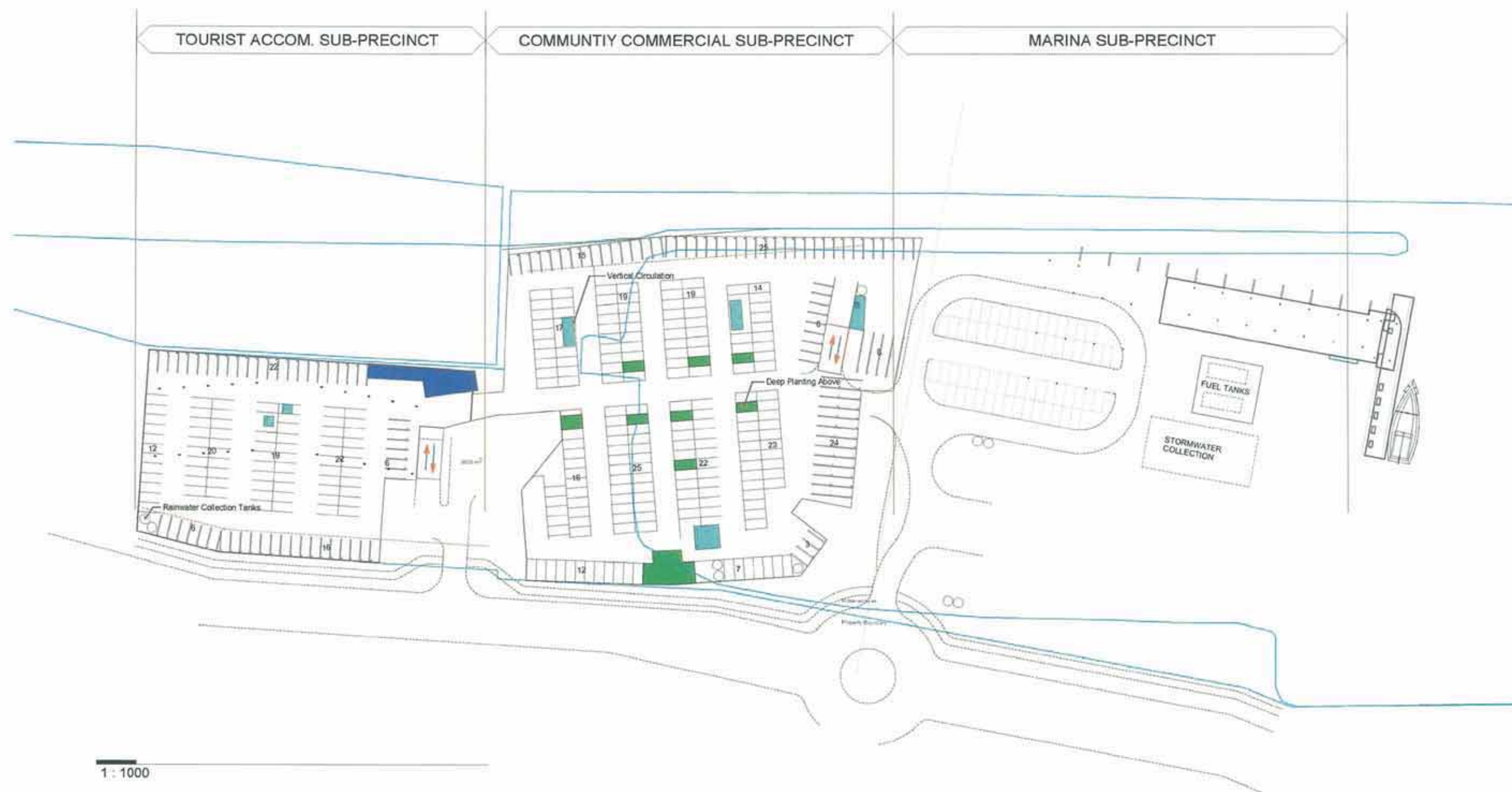
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BATEMANS BAY MARINA RE-DEVELOPMENT



1 : 1000





1

B1



2

B2



3

B3



4

B4



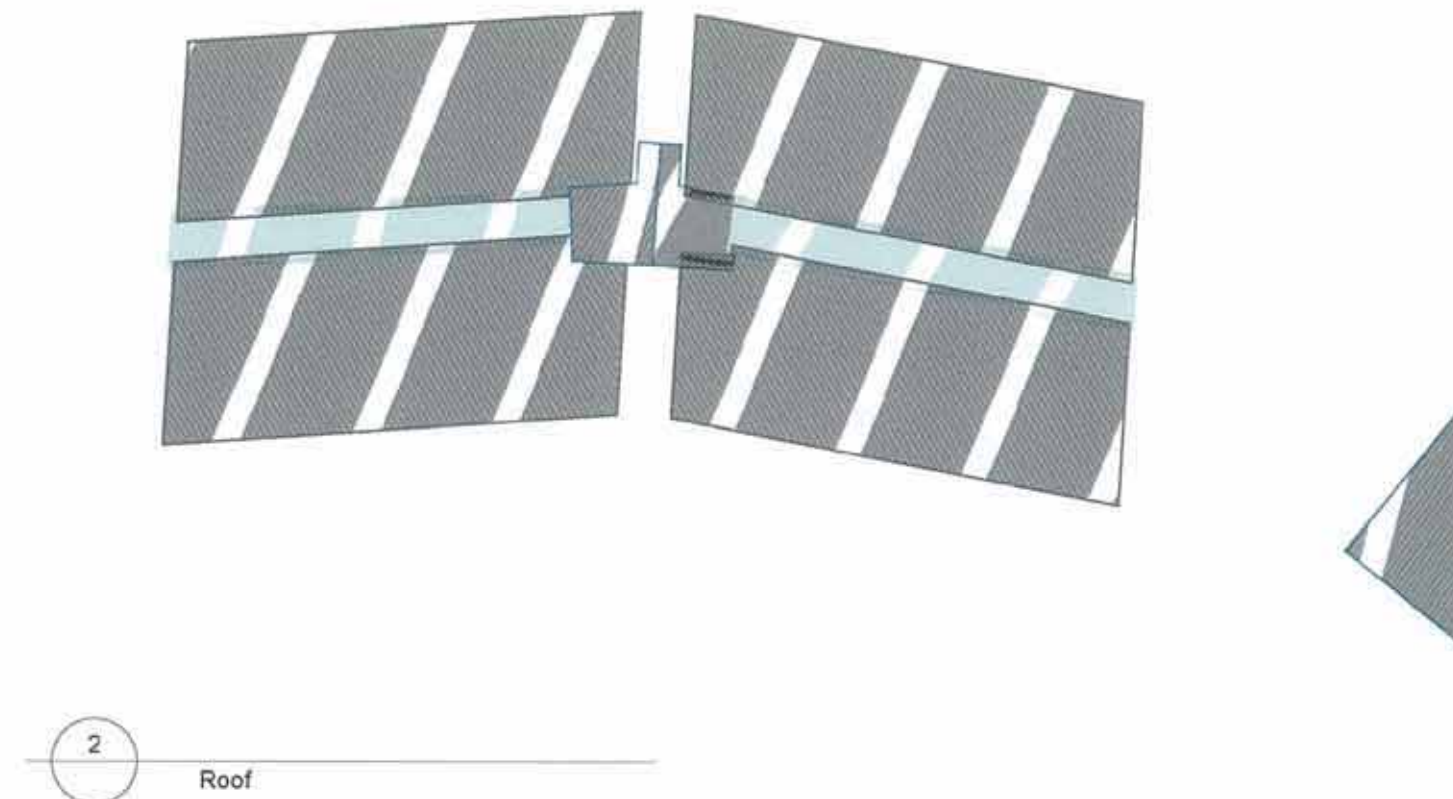
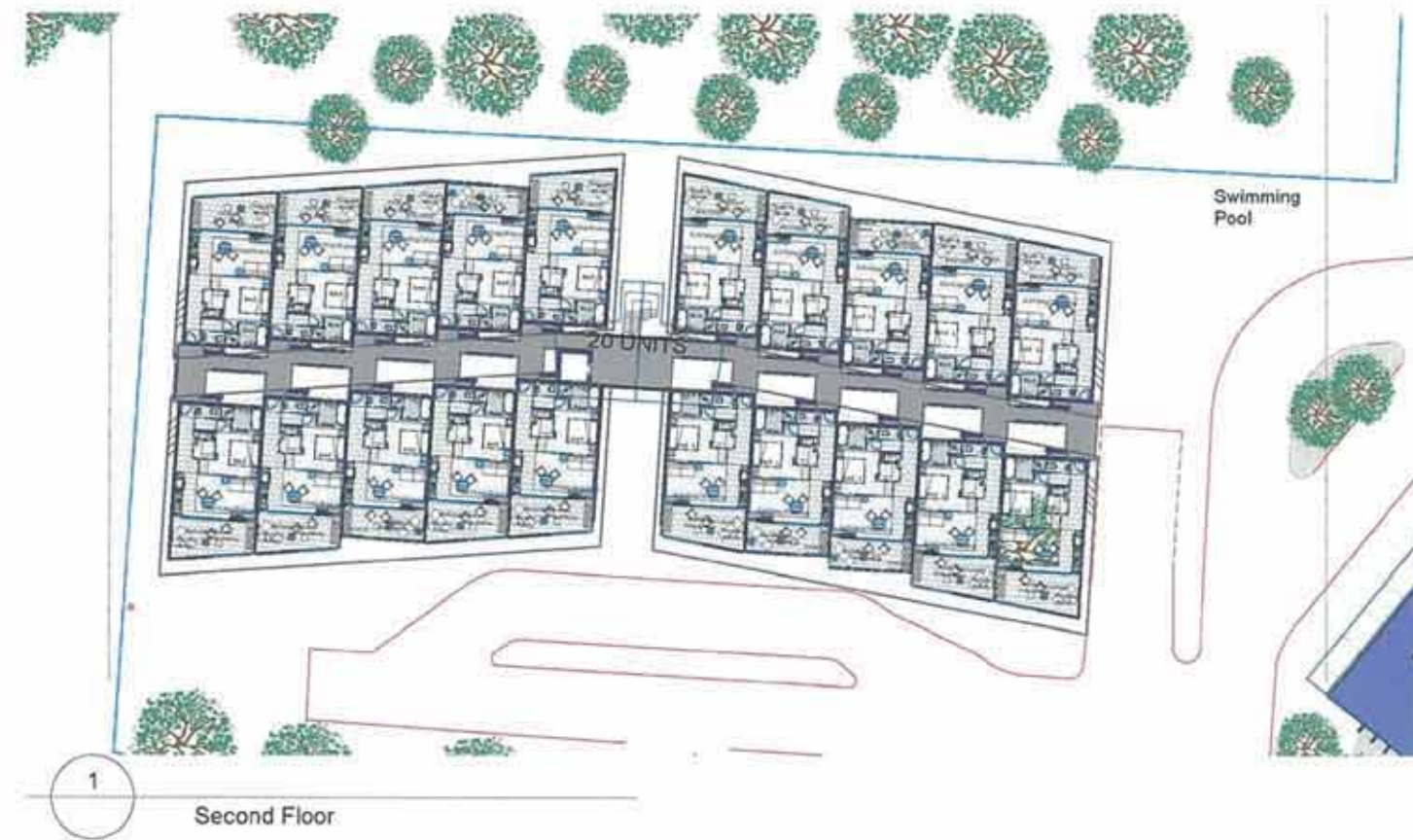
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Ground Floor



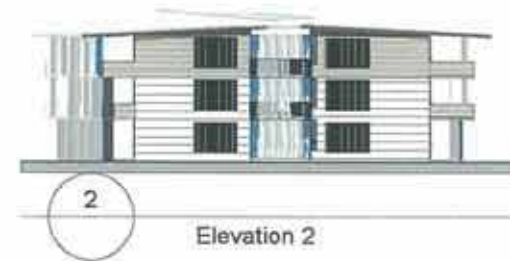
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First Floor





Elevation 1

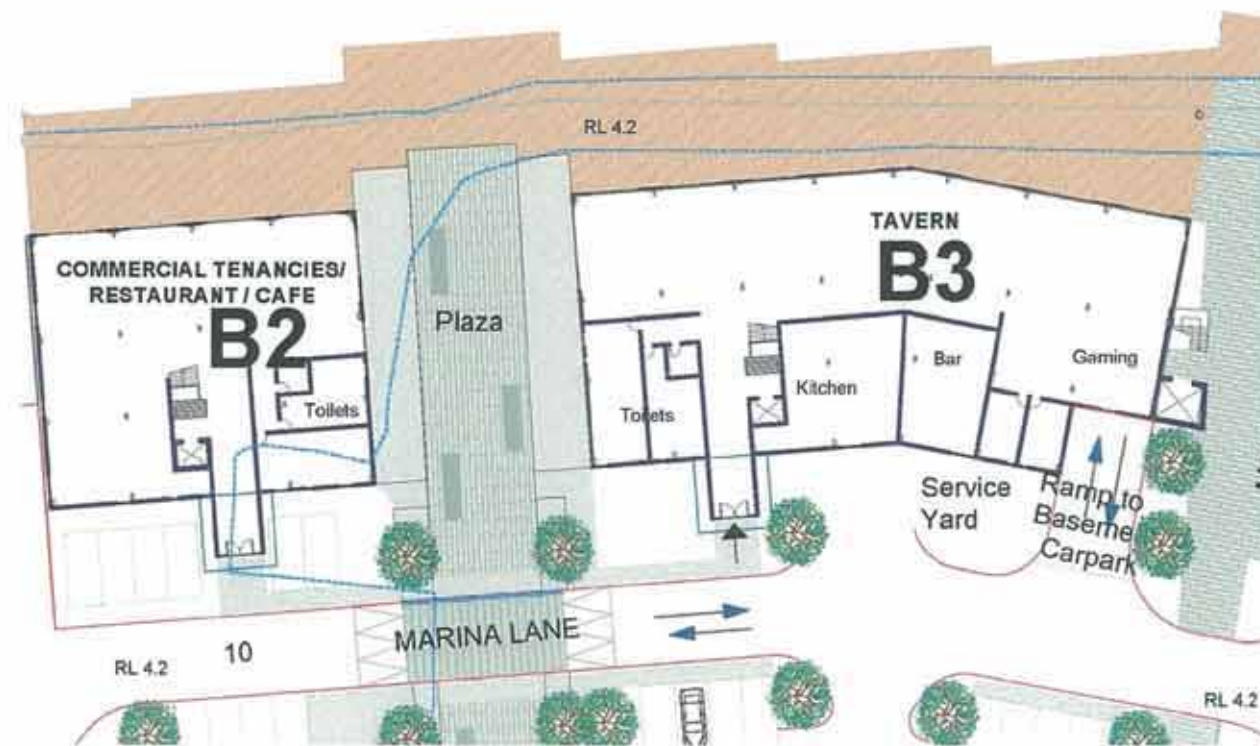


Elevation 2



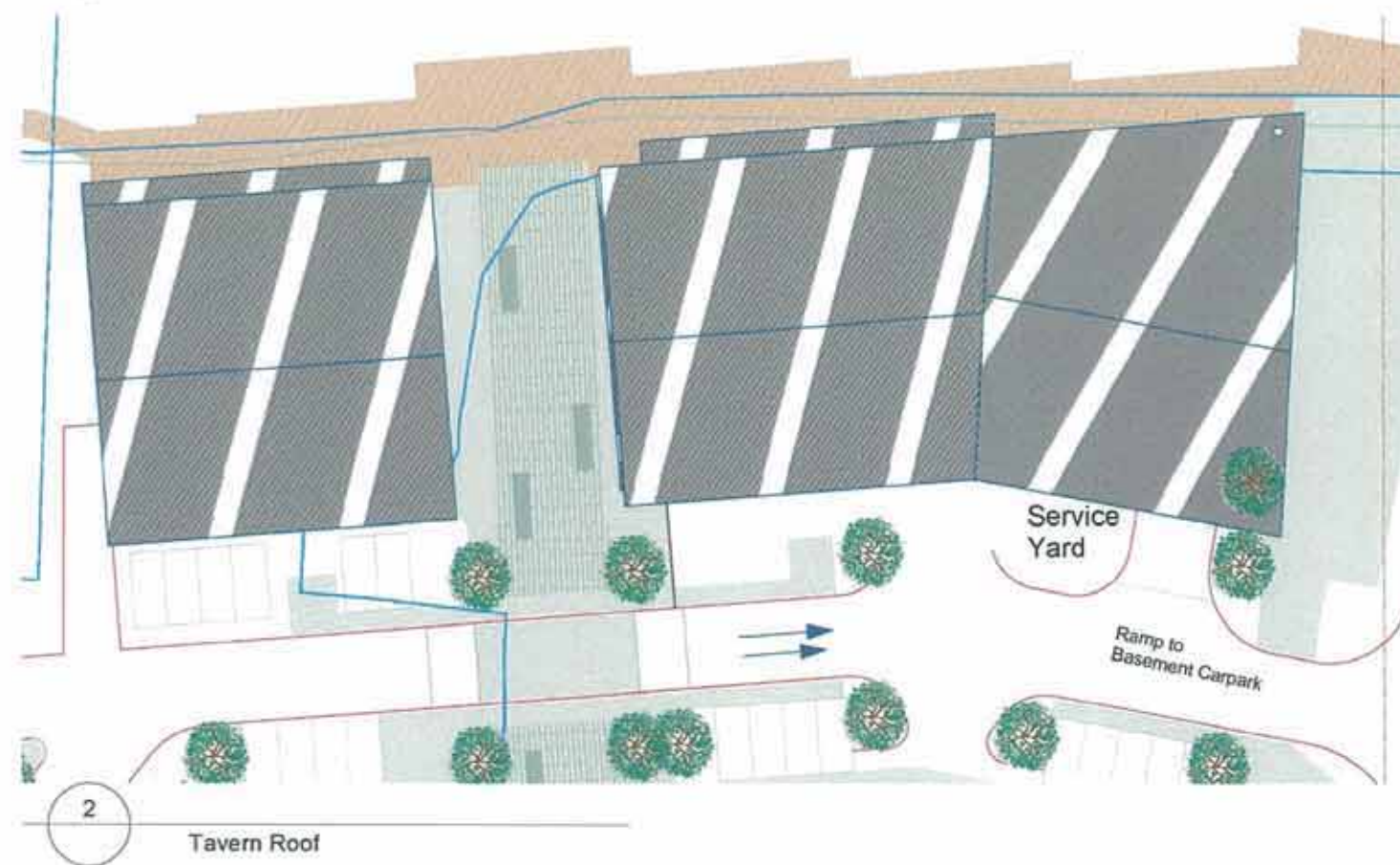
Elevation 3

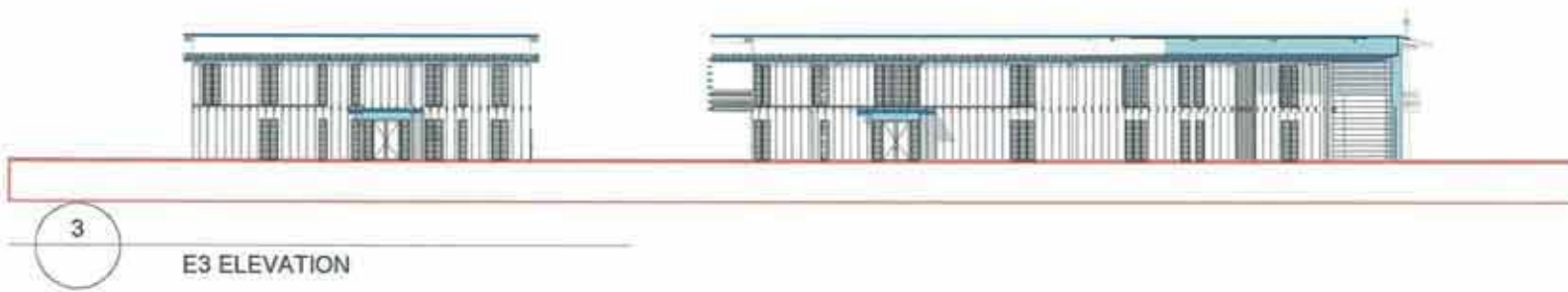
13.2 INTERPRETIVE AND TAVERN/MARINA
CLUB BUILDING (B2 AND B3)

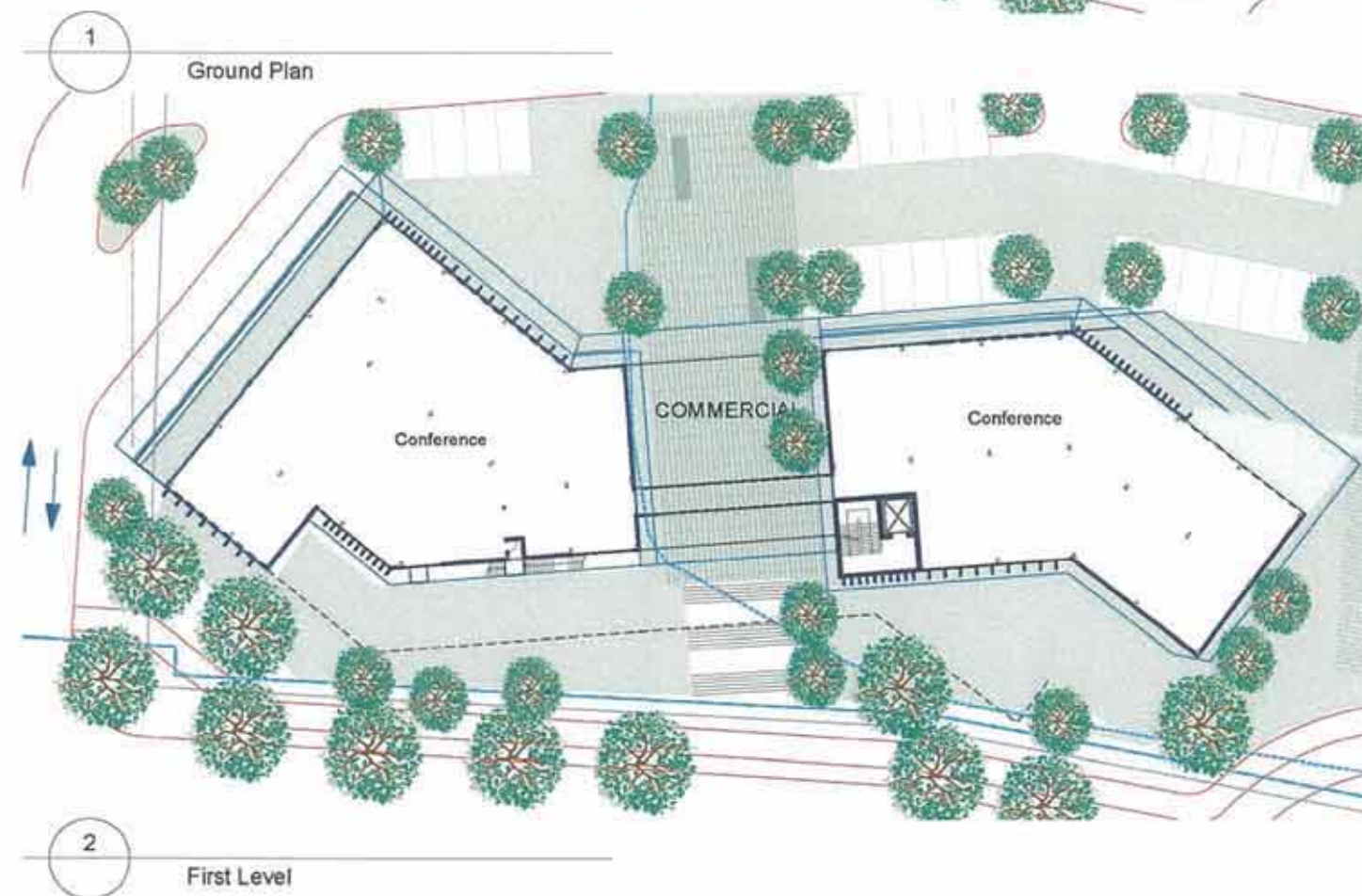
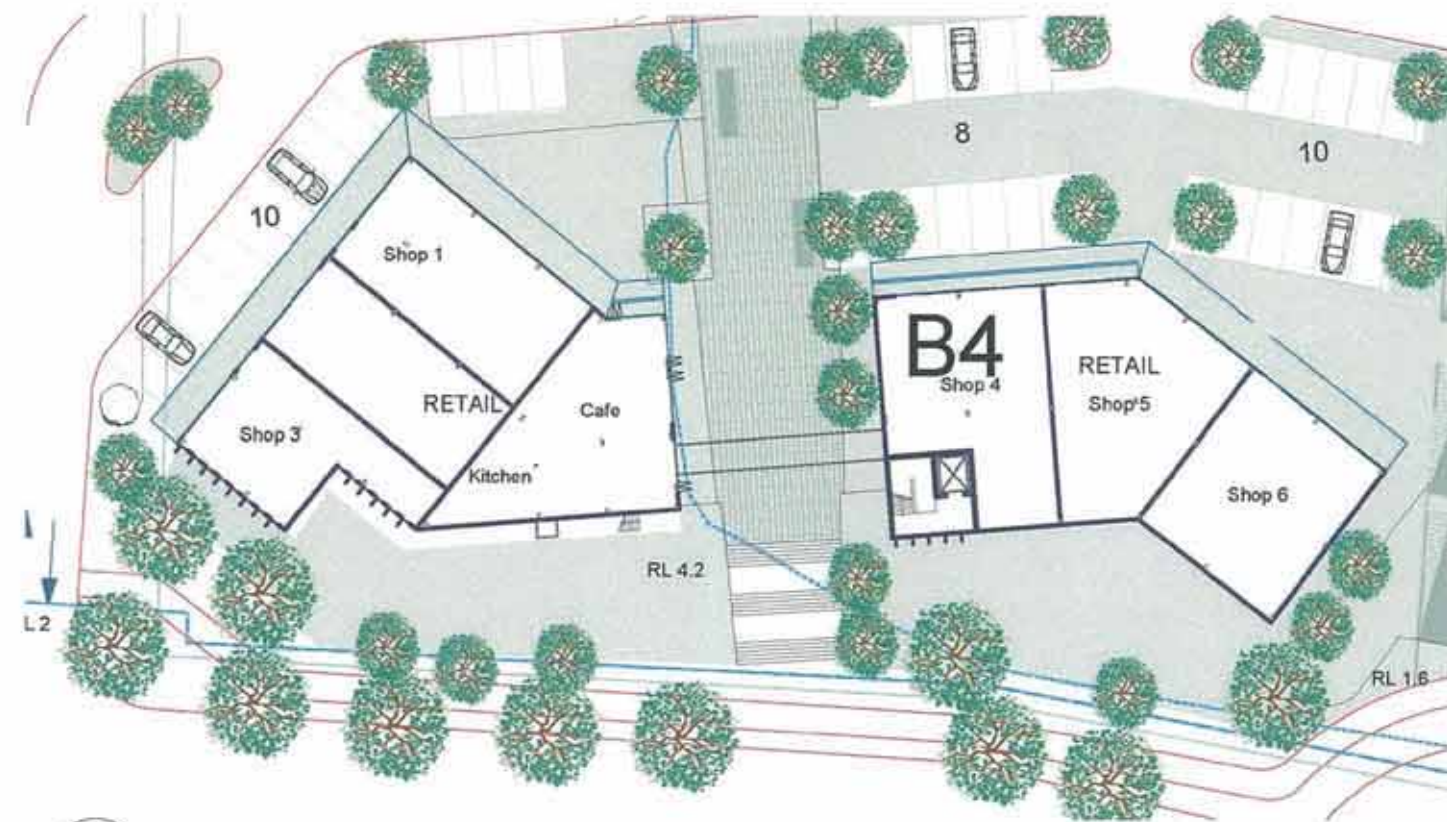


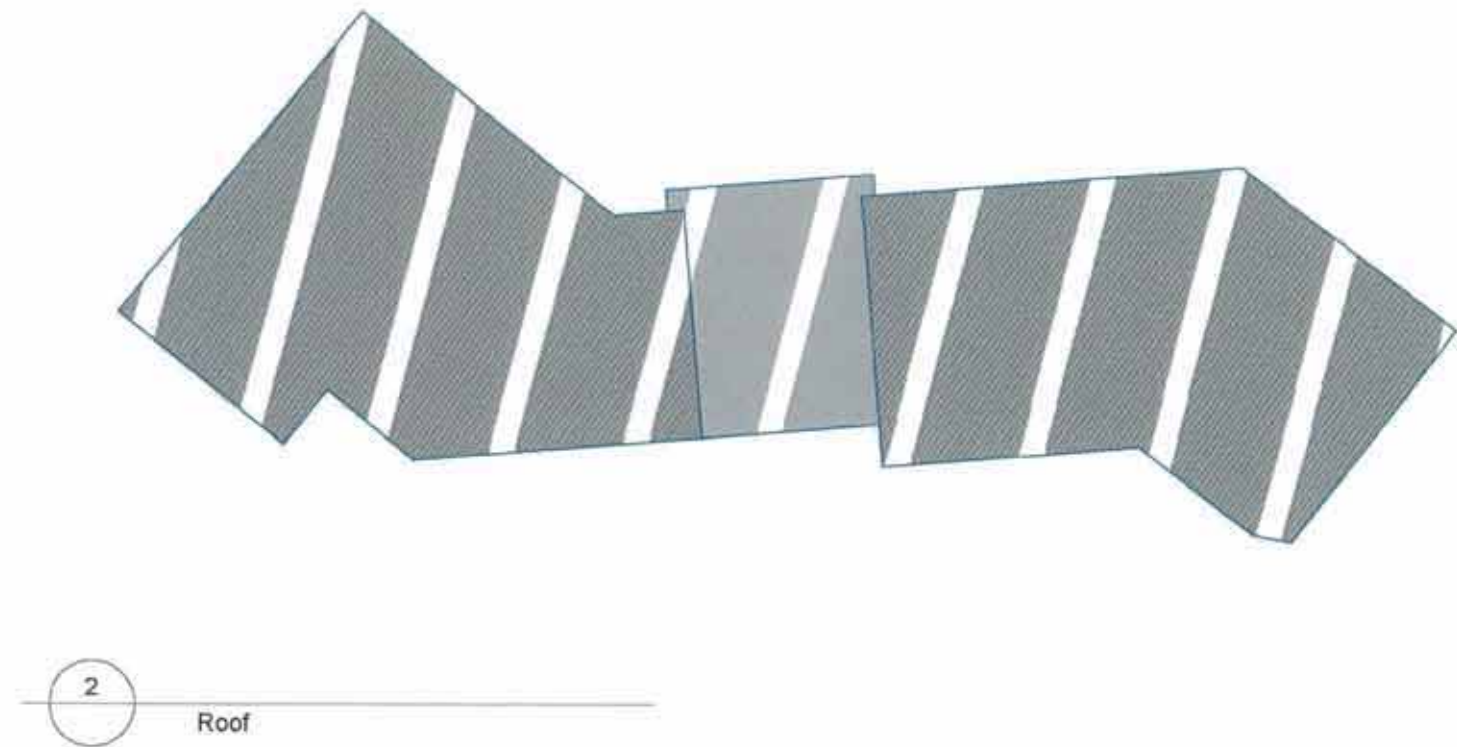
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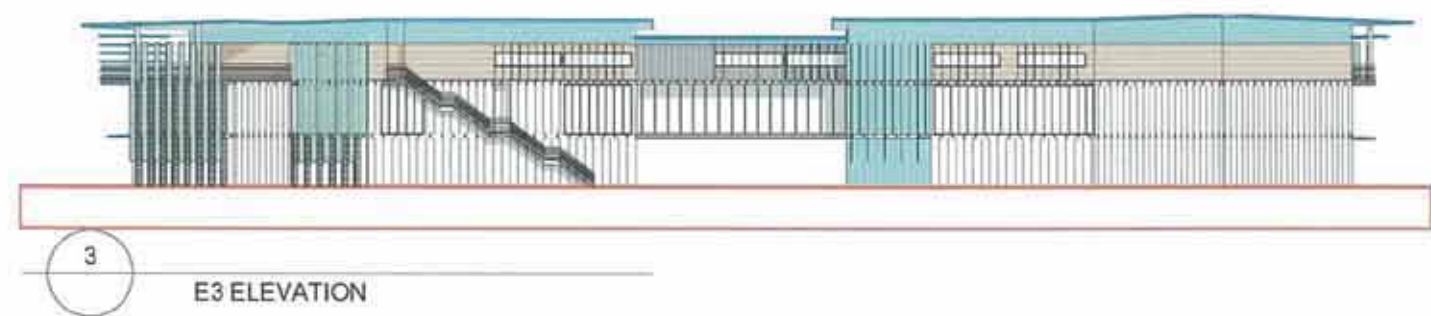
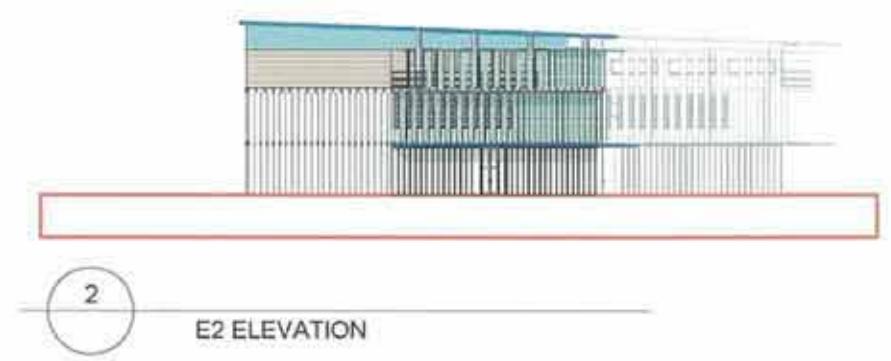
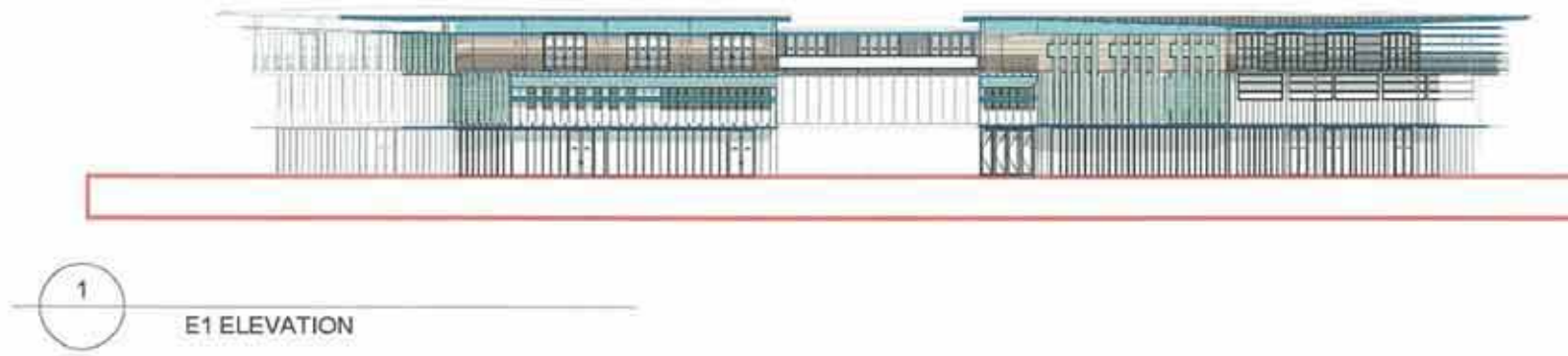
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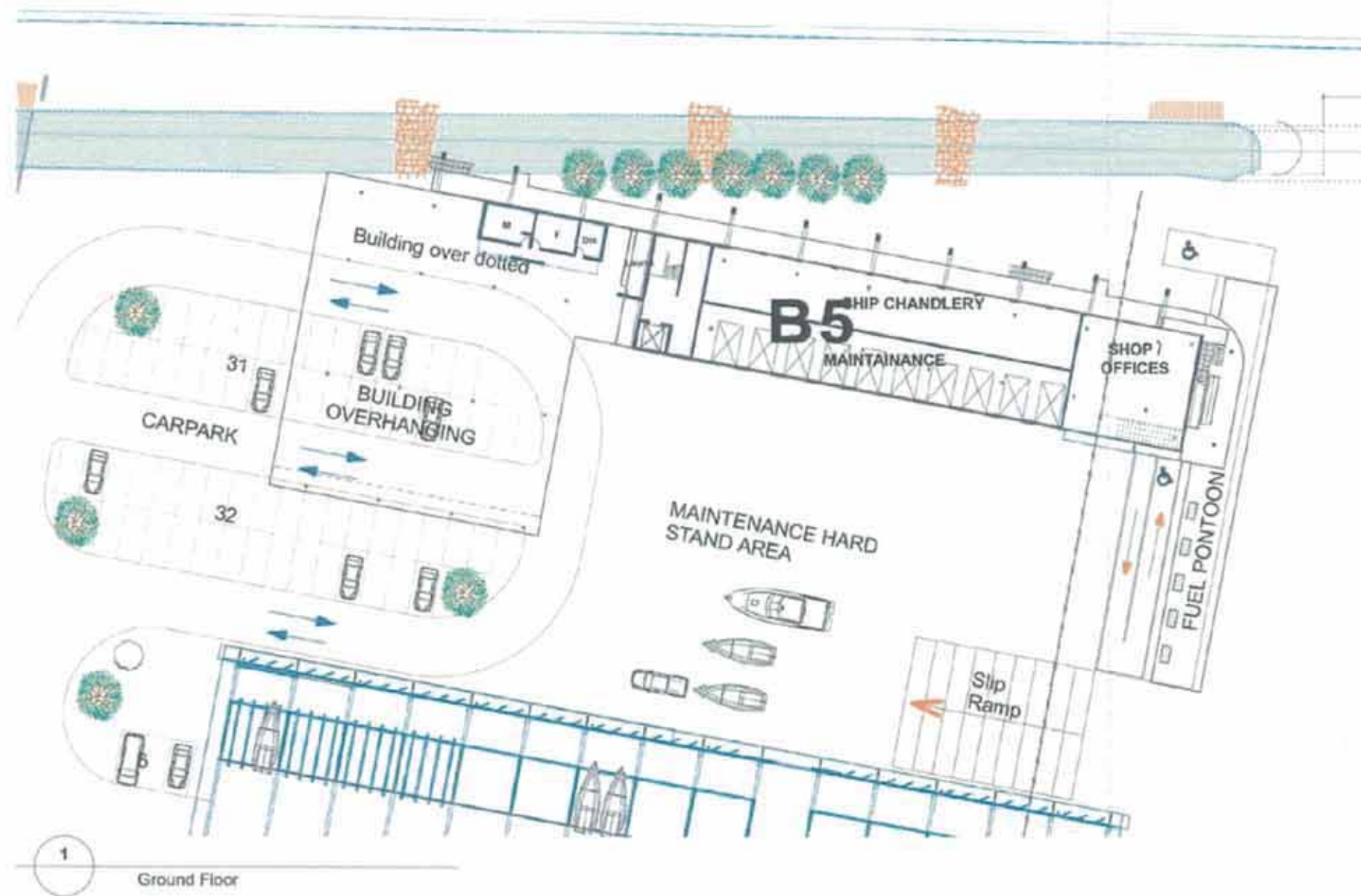


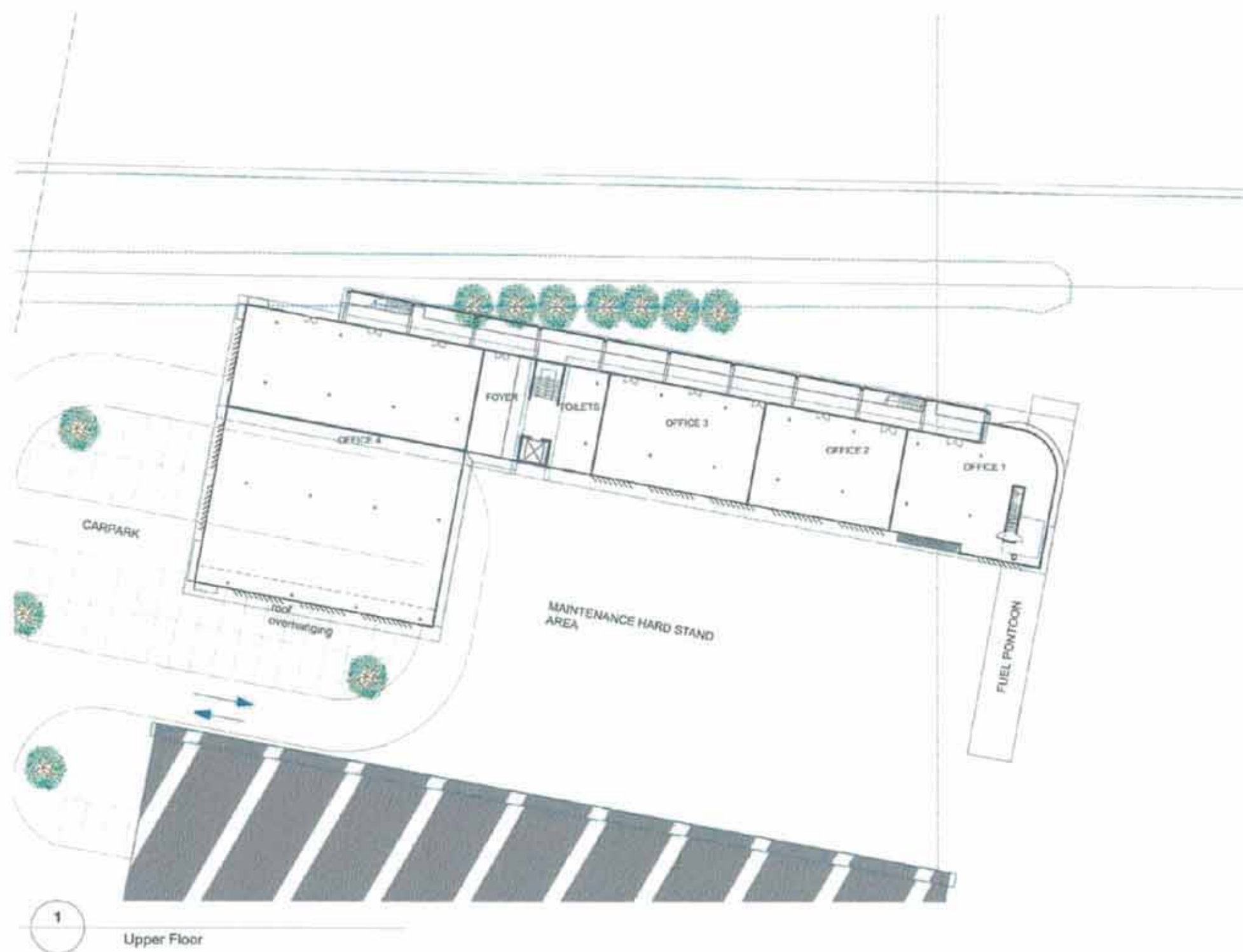


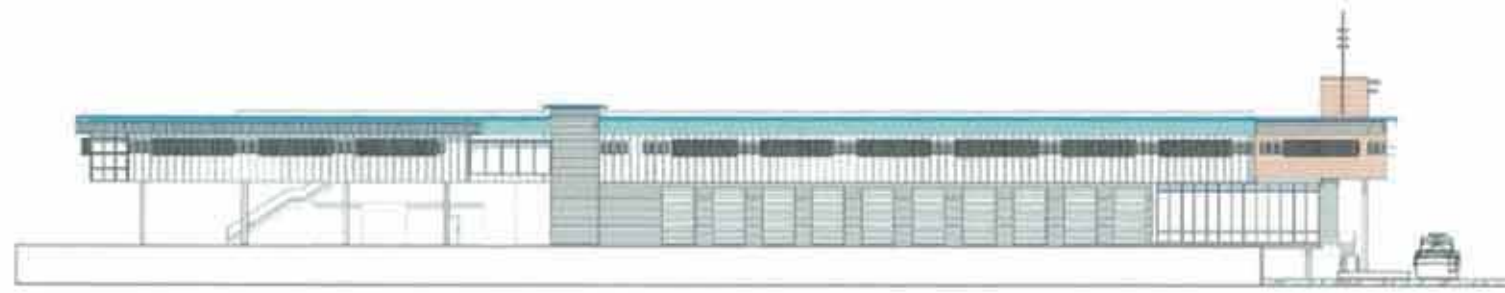




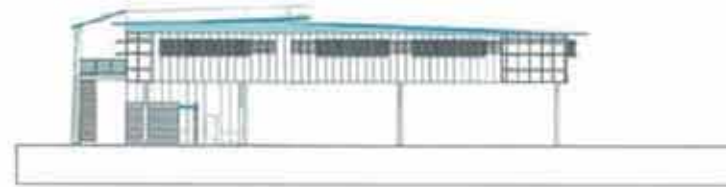








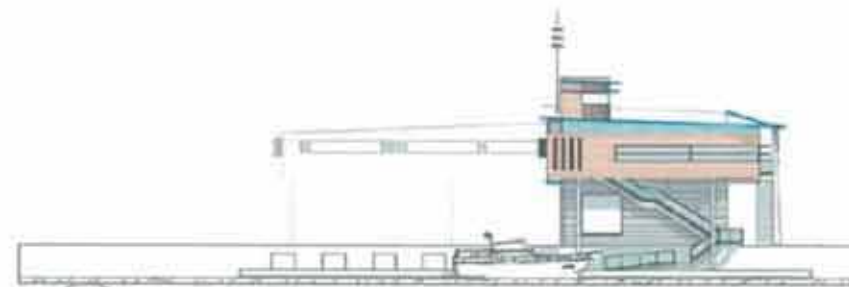
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1 ELEVATION



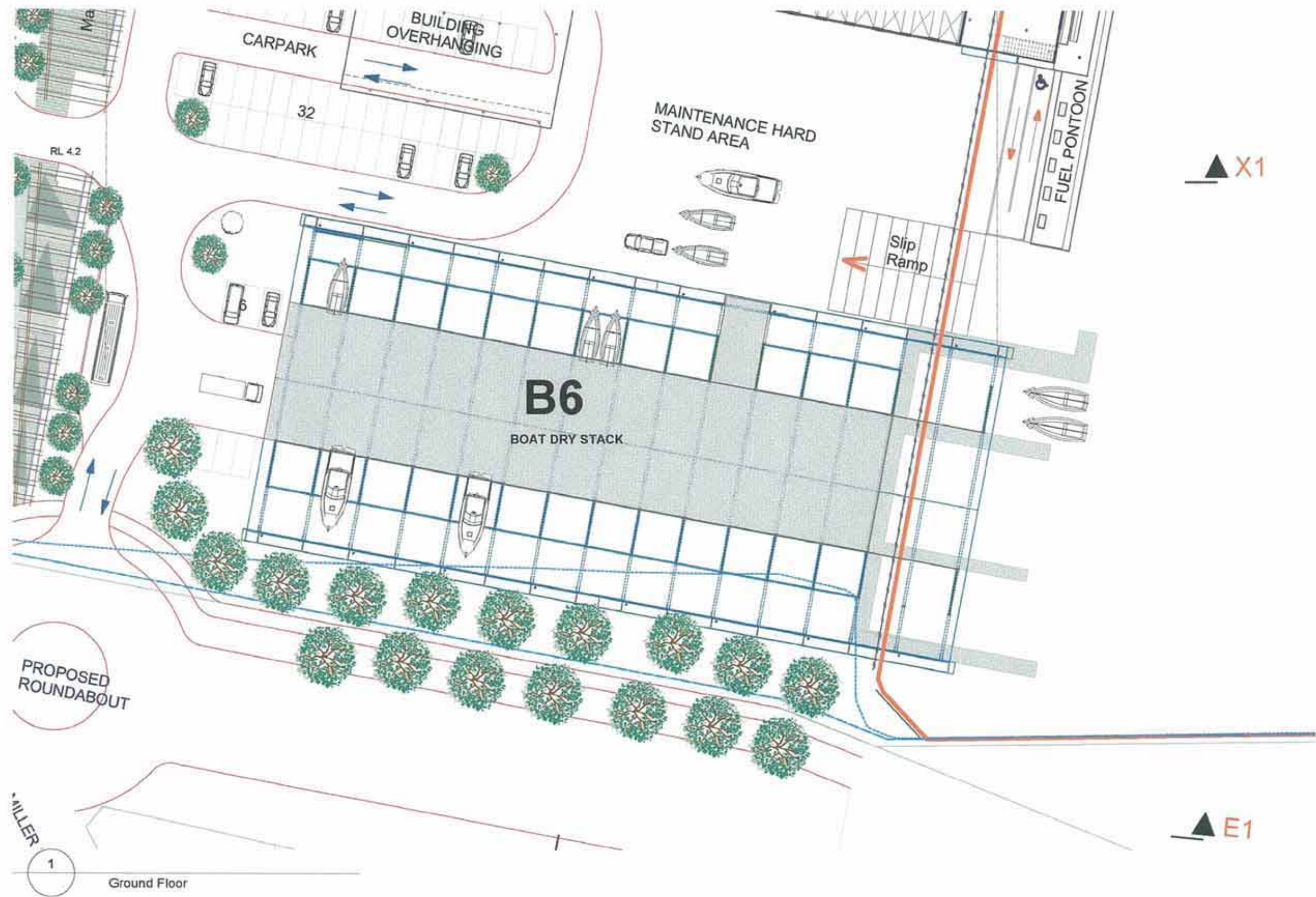
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2 ELEVATION



3
3 ELEVATION



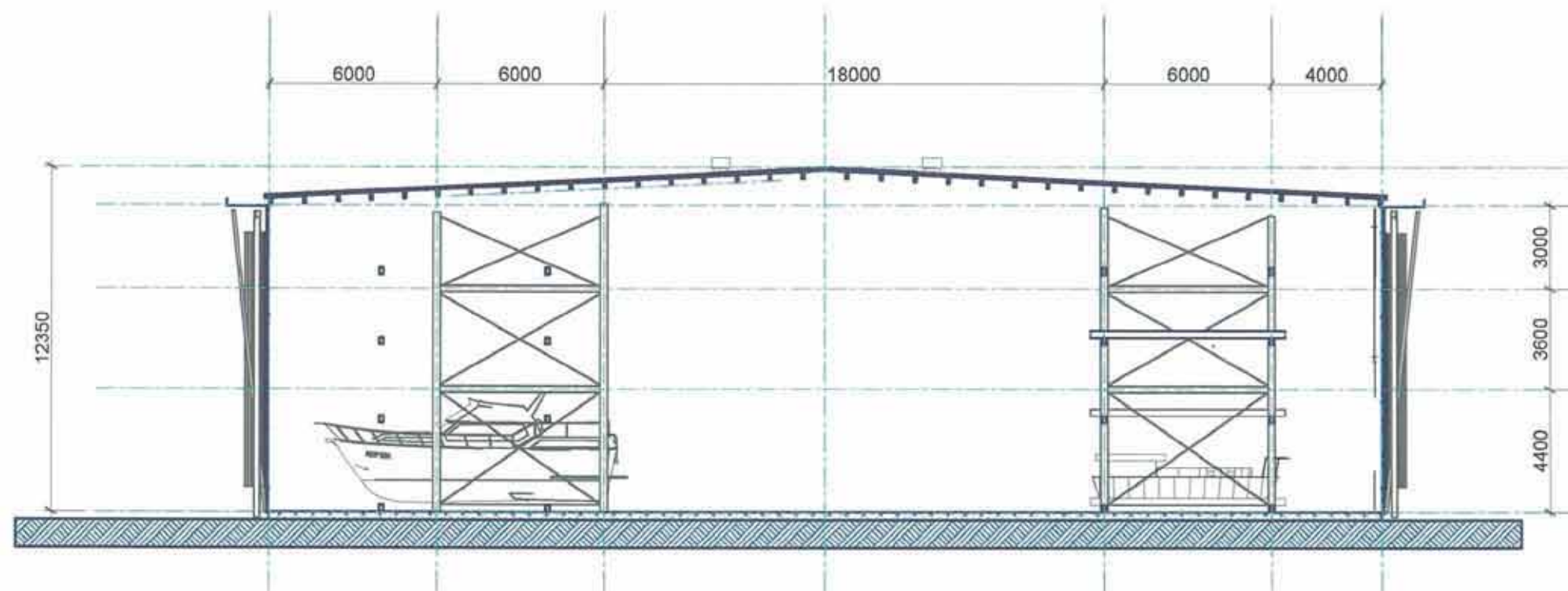
4
4 ELEVATION



Batemans Bay

DRYSTACK

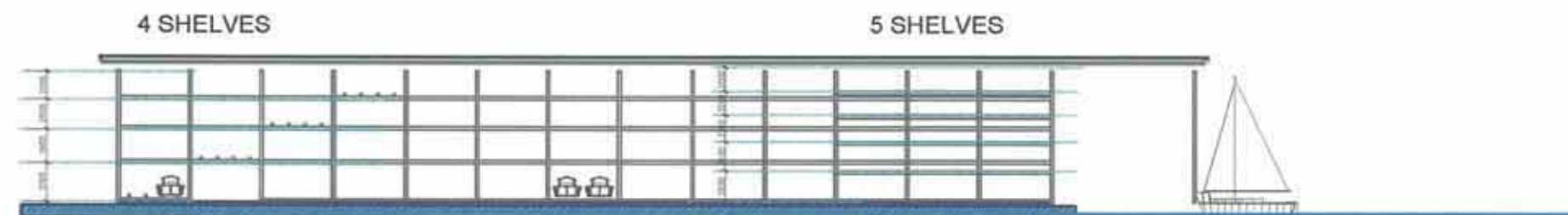




1 SECTION a

Batemans Bay

DRSTACK



1
SECTION-x1



2
ELEVATION-E1

APPENDIX 3 - Marina Master Plan and Details

- Superior Jetty CAD drawing
- Typical Aluminium Gangway
- Typical Elastometric Hinge
- Typical Finger End Pile Detail
- Typical Finger Pontoon
- Typical Main Walkways Pontoon

BATEMANS BAY MARINA RE-DEVELOPMENT

1:750@A3

MARINA LAYOUT

SIZE	QTY
10.0m VESSELS	95
12.0m VESSELS	86
14.0m VESSELS	26
16.0m VESSELS	33
TOTAL	240

35m ENTRANCE OPENING

4 X 4.8M FLUSH CULVERTS

11 x 16m berths

11 x 16m berths

13 x 14m berths

13 x 14m berths

13 x 12m berths

13 x 12m berths

13 x 12m berths

13 x 12m berths

13 x 12m berths

13 x 12m berths

15 x 10m berths

13 x 10m berths

13 x 10m berths

11 x 10m berths

11 x 10m berths

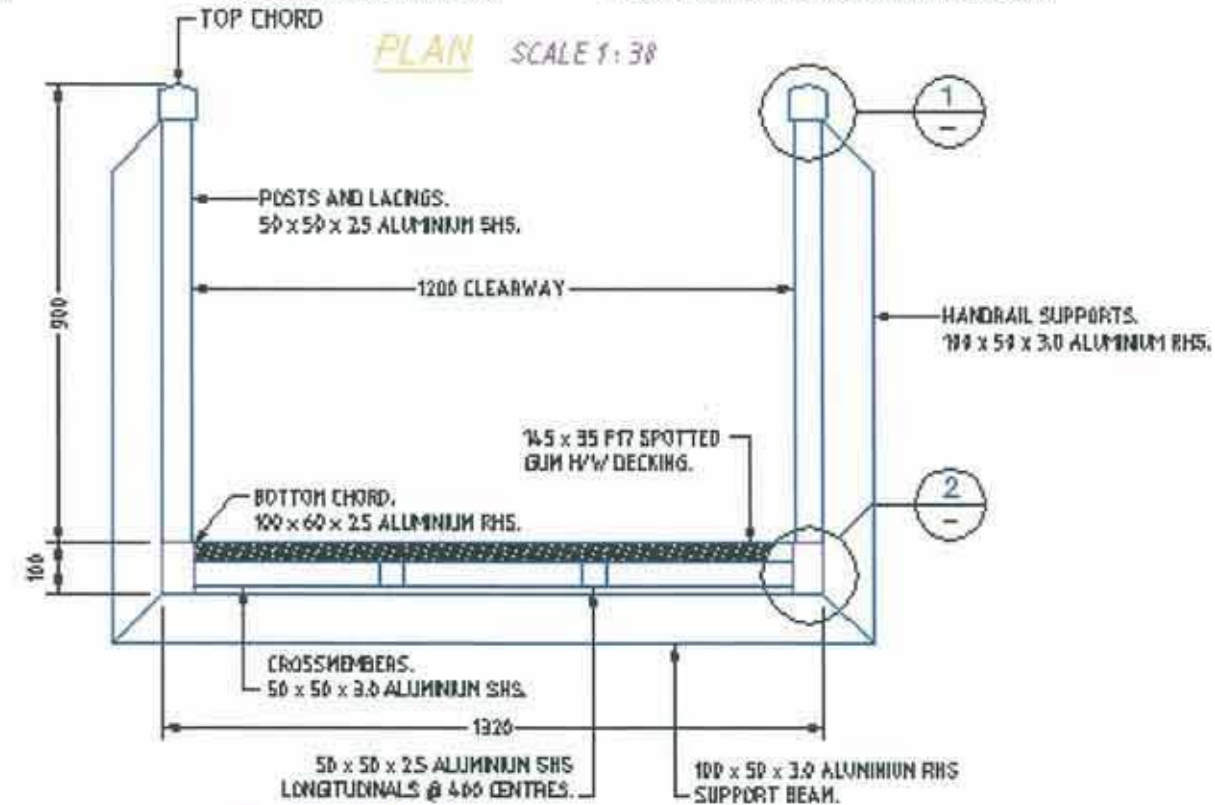
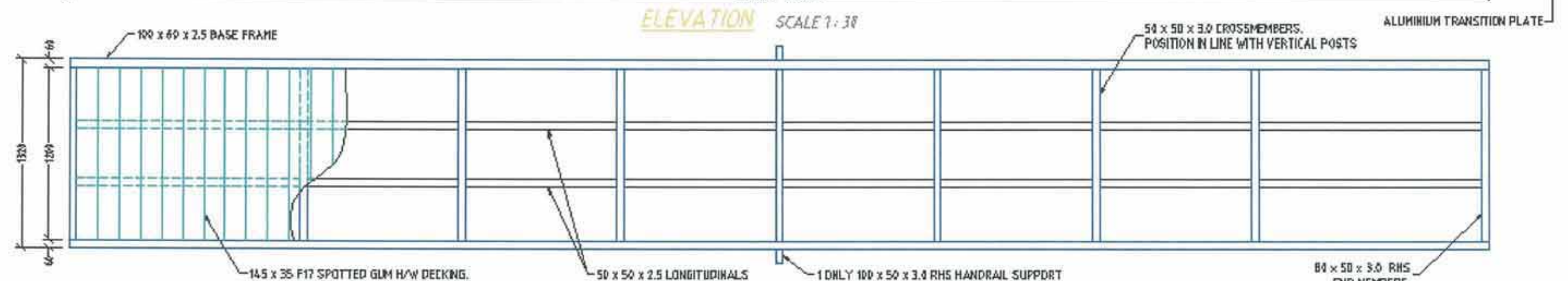
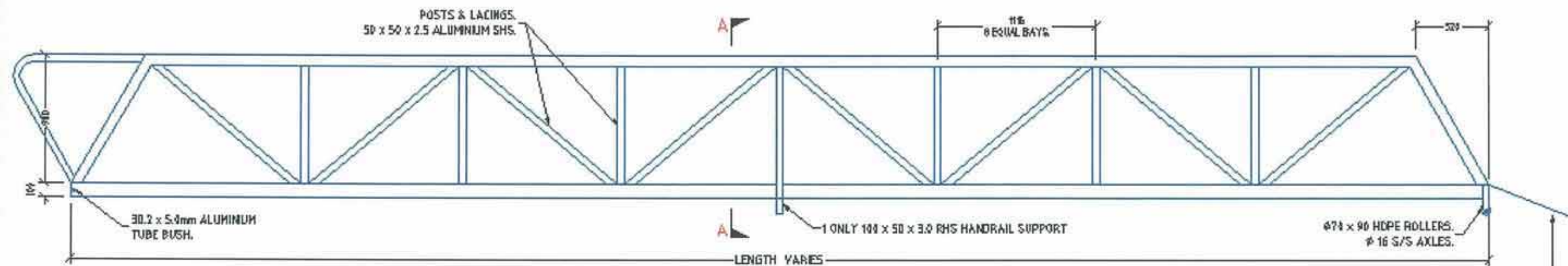
9 x 10m berths

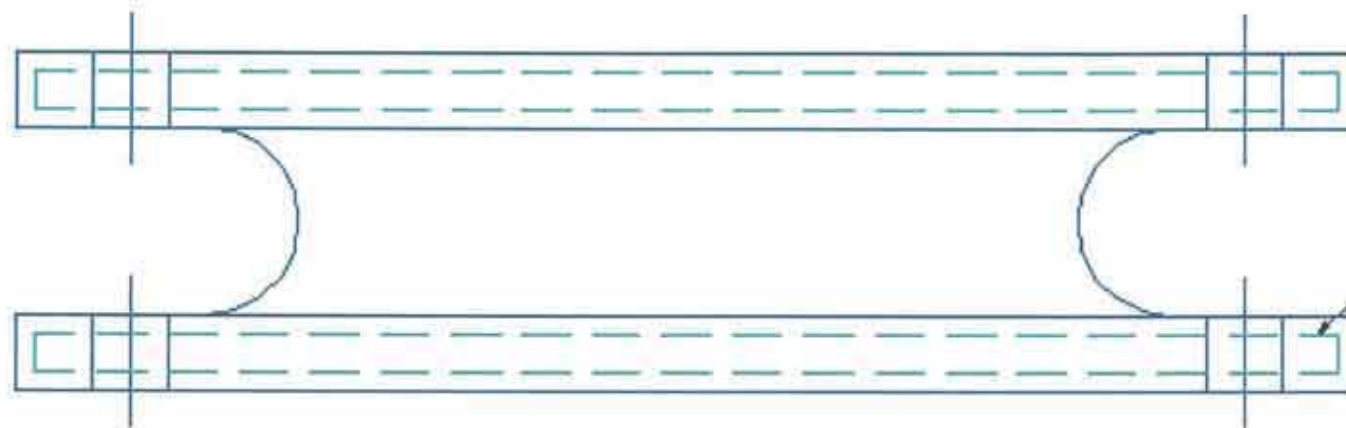
9 x 10m berths

7 x 10m berths

7 x 10m berths

MARINA BASIN SEABED LEVEL -4 AHD



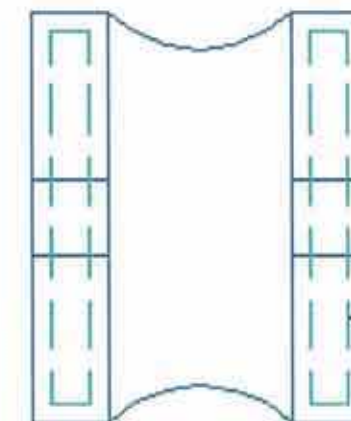


DOTTED LINE DENOTES POSITION
OF 10mm THICK STAINLESS STEEL PLATES
MOULDED INTO POLYURETHANE.

PLAN
SCALE 1:2

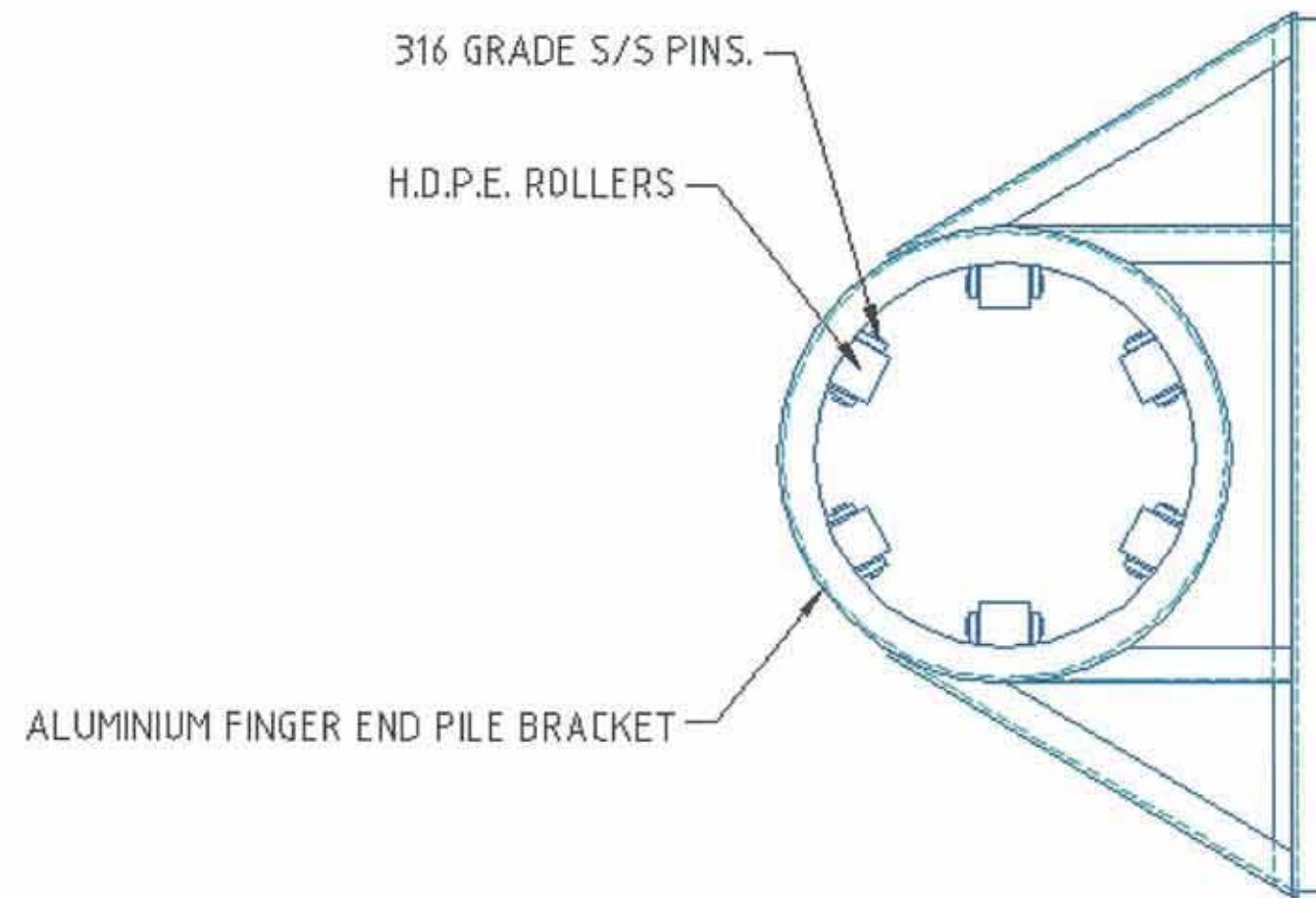


ELEVATION
SCALE 1:2



101 x 11 S/S PLATE.
5mm COVER ALLROUND.

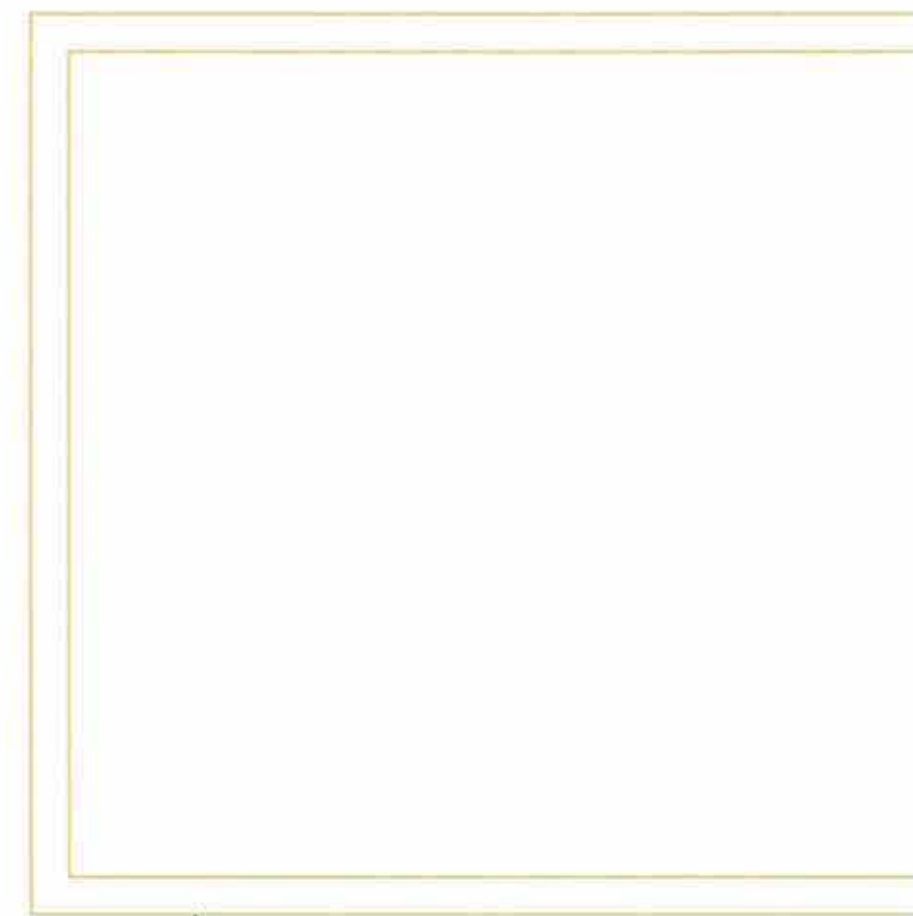
END VIEW
SCALE 1:2



PLAN SCALE 1:10

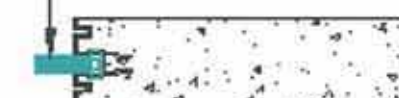


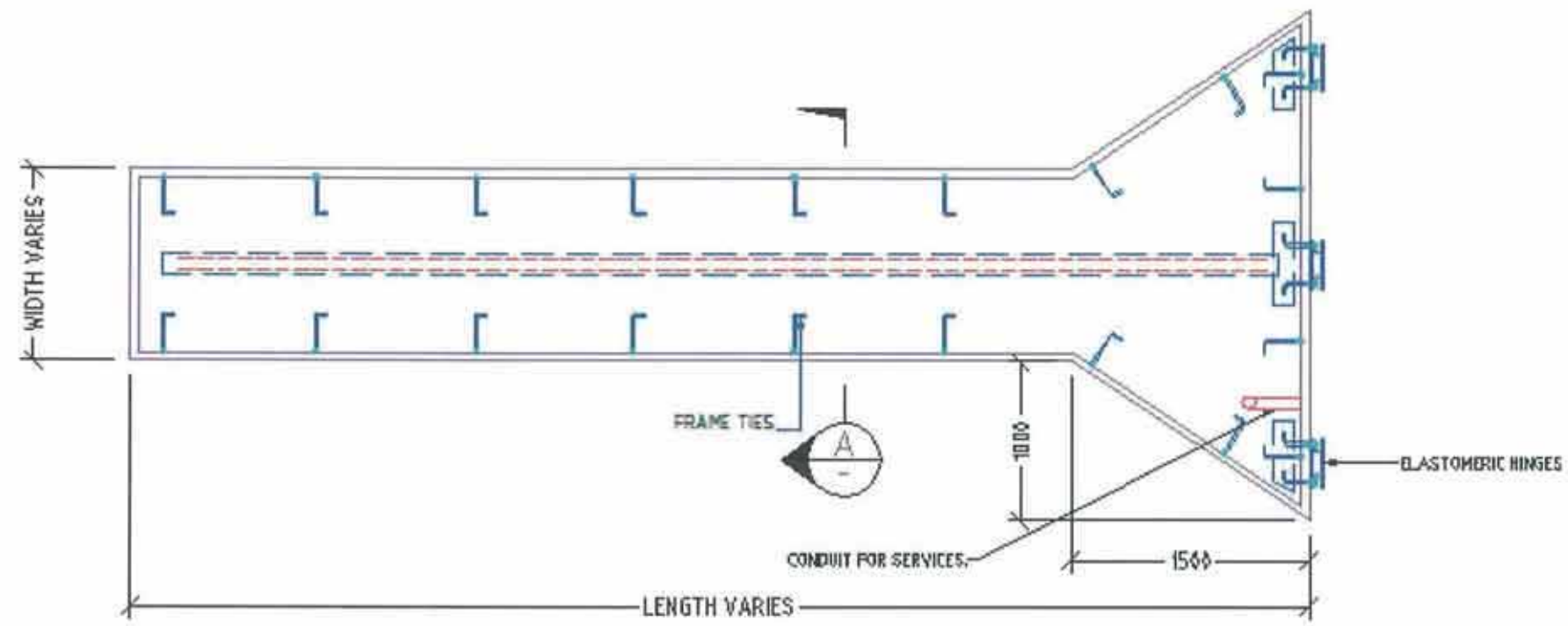
ELEVATION SCALE 1:10



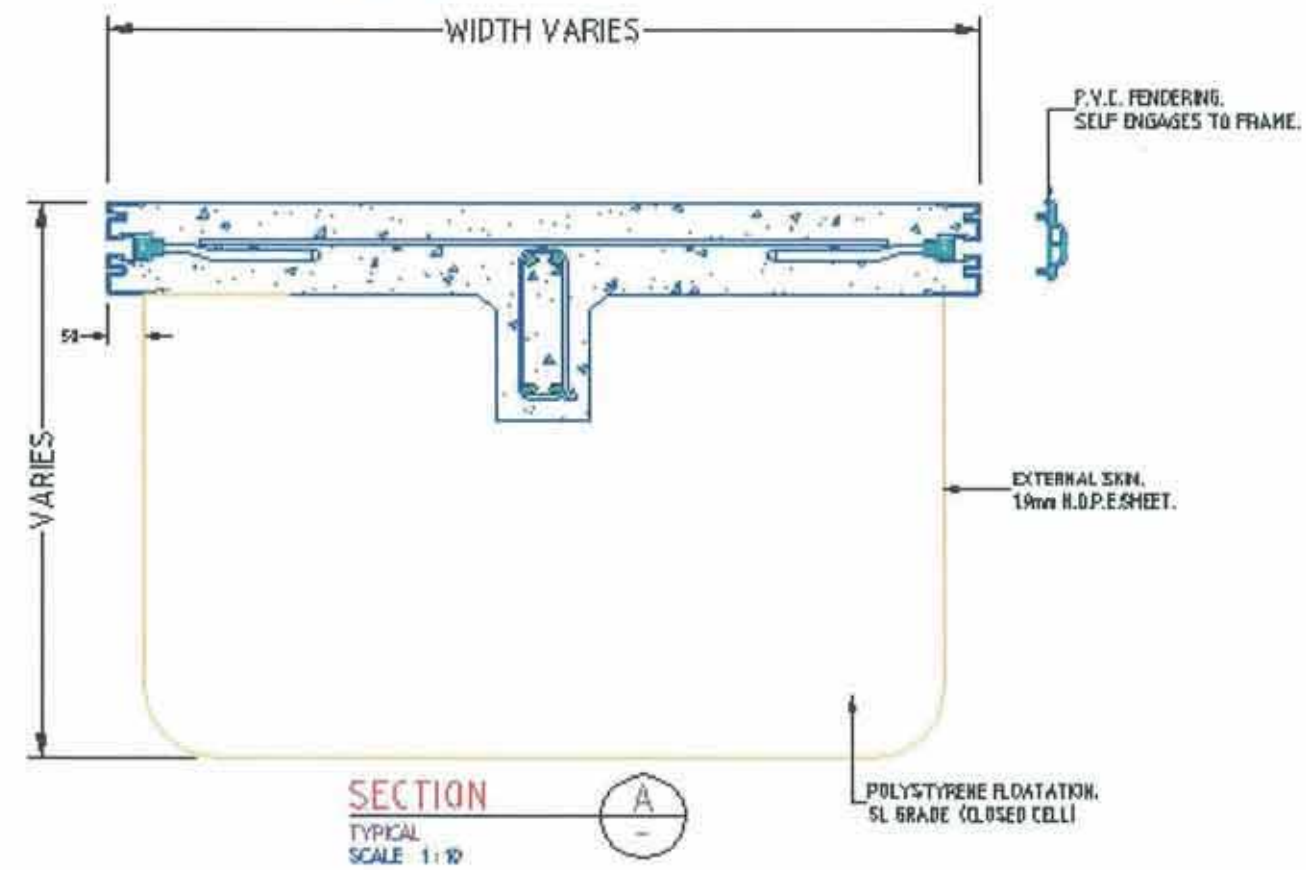
FINGER PONTOON.

M20 S/S BOLTS

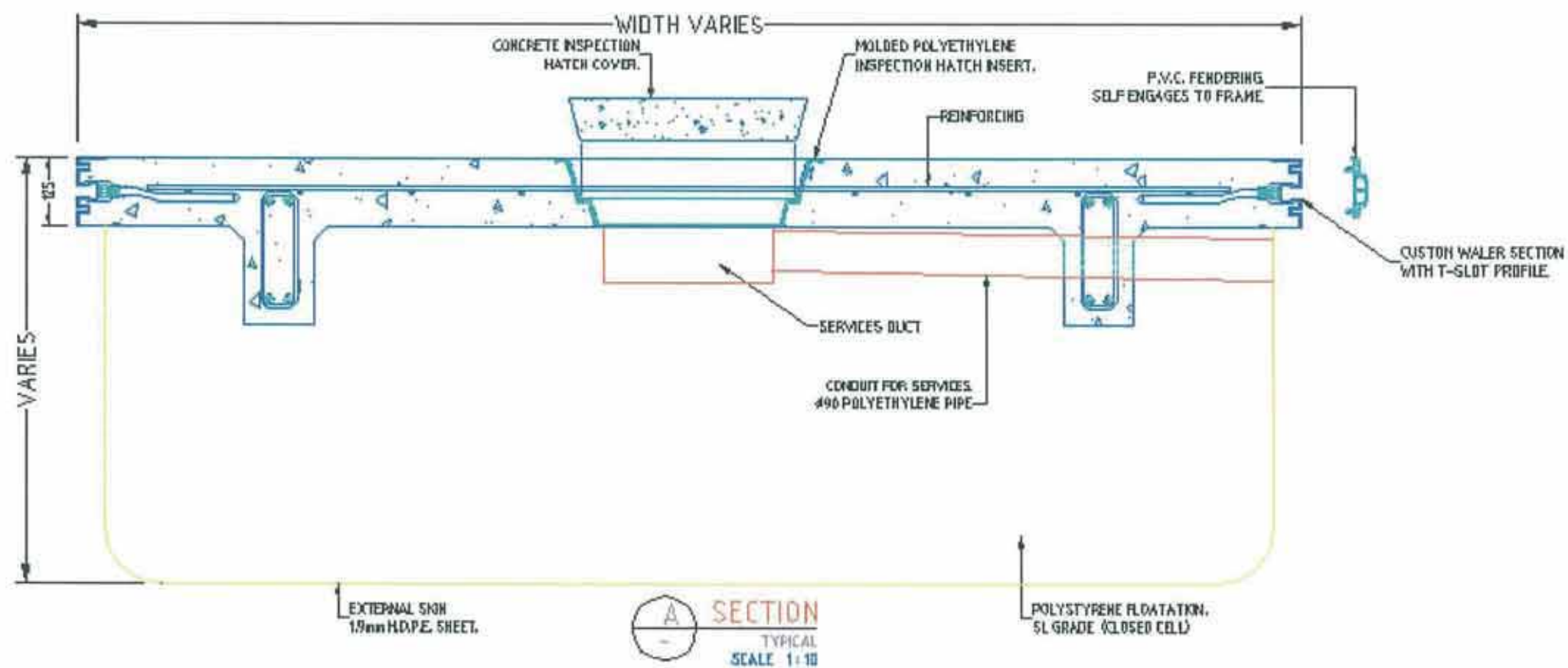
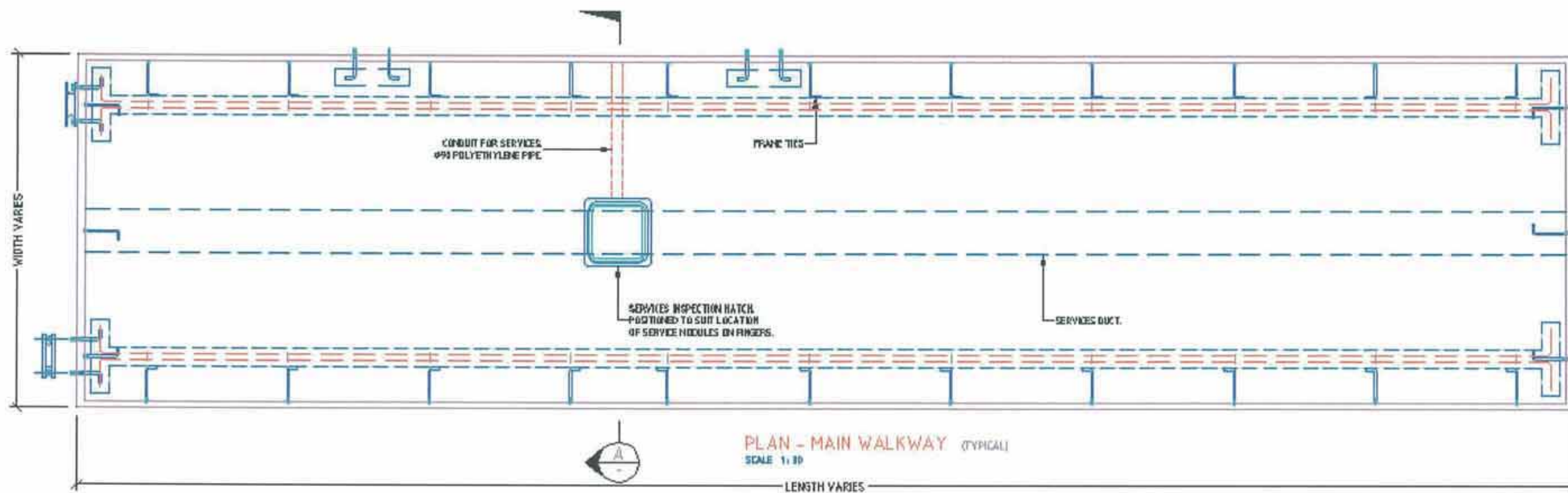




PLAN - FINGER PONTOON (TYPICAL)
SCALE 1:40



SECTION
TYPICAL
SCALE 1:10



APPENDIX 4 - Urban Design Plans

- Aerial looking West from Beach
- Aerial looking East from Rotary Park
- Aerial looking South from River
- Aerial looking North from Beach Road
- From Training wall looking towards Marine Village
- From esplanade along the river

BATEMANS BAY MARINA RE-DEVELOPMENT



- Aerial looking West from Beach



- Aerial looking East from Rotary



- Aerial looking South from River



- Aerial looking North from Beach Road



- From Trianing wall looking towards Marine Village



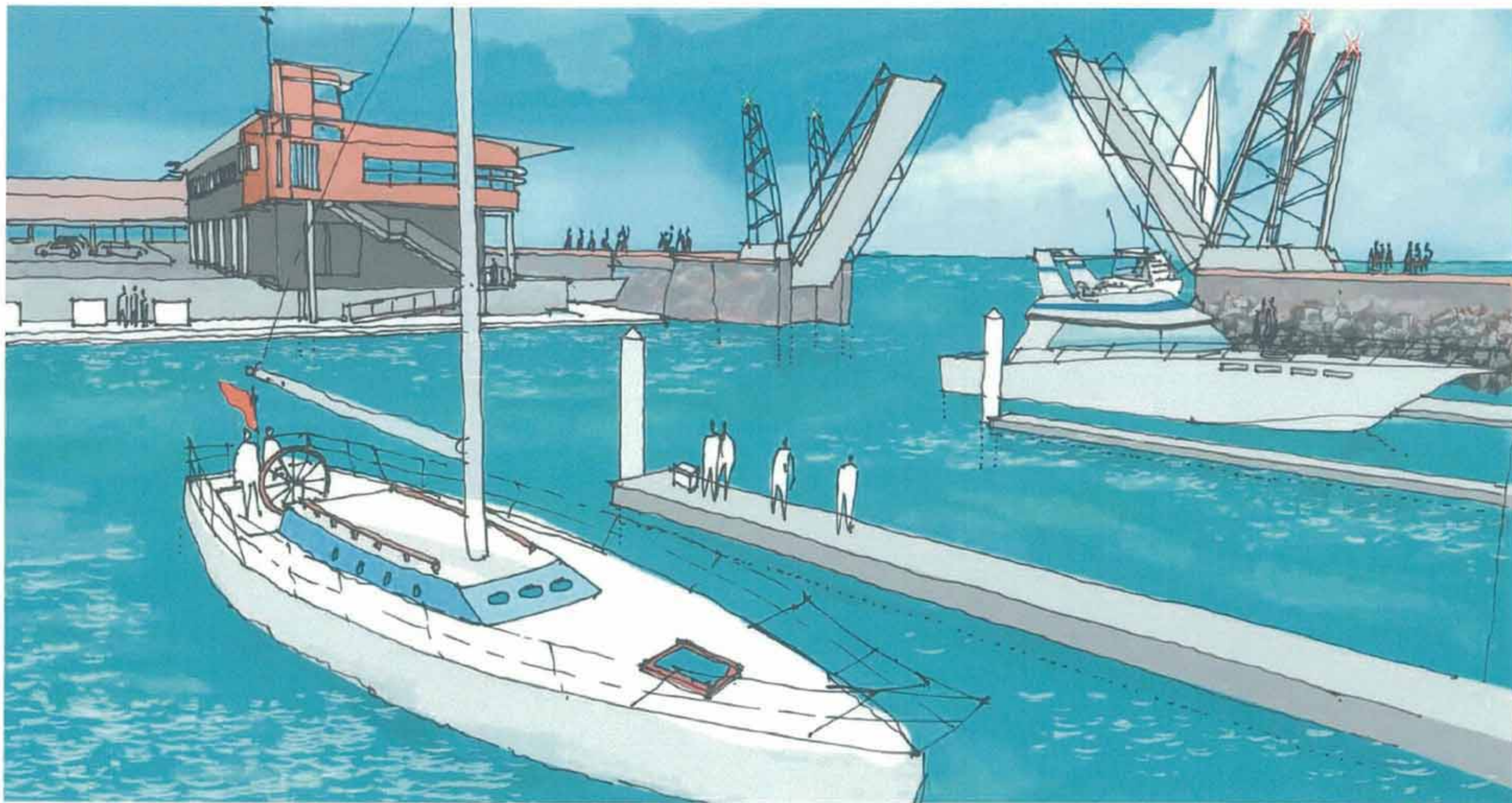
- From esplanade along the river

APPENDIX 5 - Artist Impressions

BATEMANS BAY MARINA RE-DEVELOPMENT





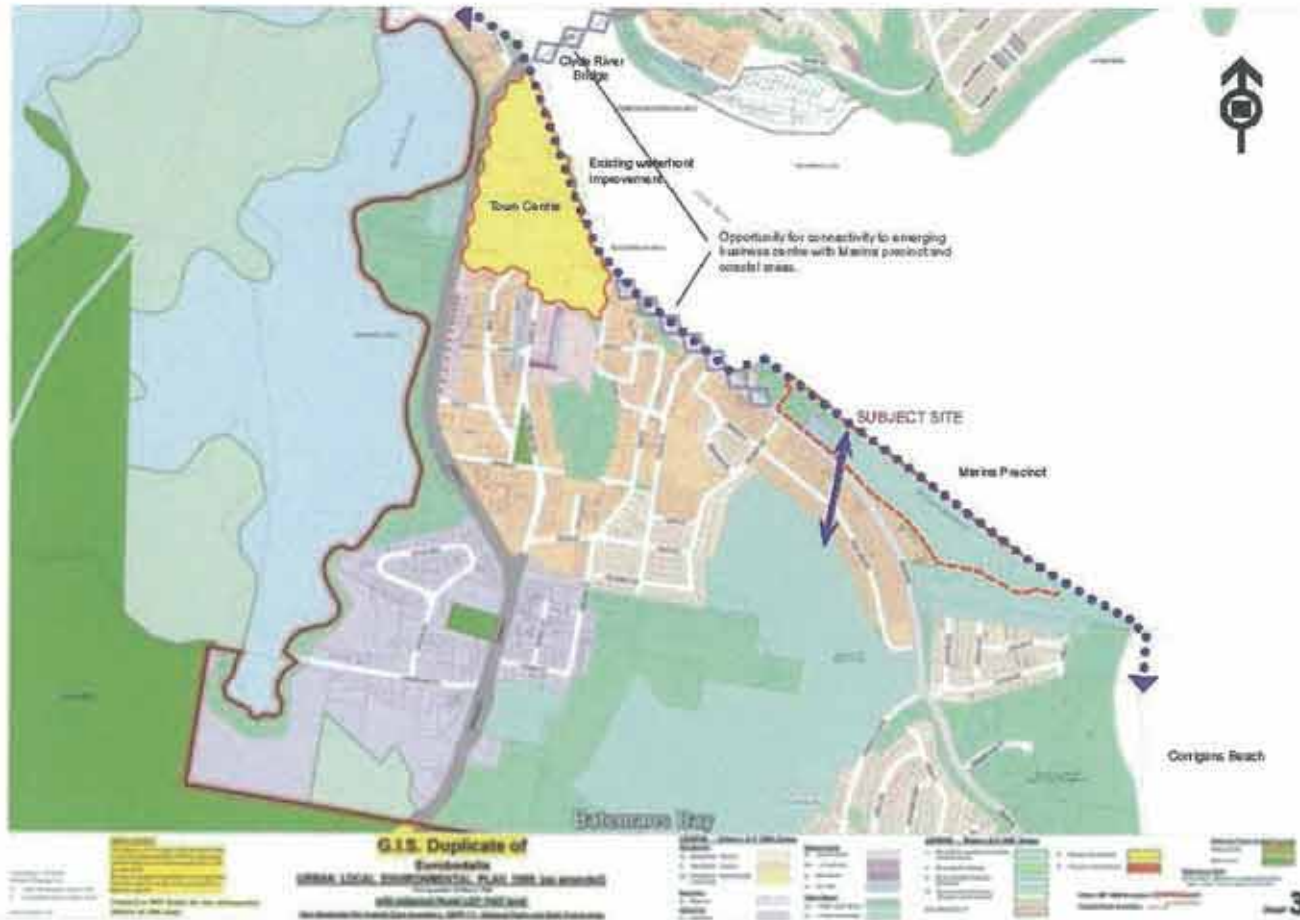




APPENDIX 6 - Urban Design Analysis

- Overall Site Context
- Local Existing Land Use
- Local Existing Circulation
- Local Existing Views and Vistas
- MARINA Proposed Land Use
- MARINA Proposed Circulation
- MARINA Proposed Views and Vistas
- Proposed Land Use Focus
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- Proposed Spatial Amenity Focus
- Proposed Views and Vistas Focus

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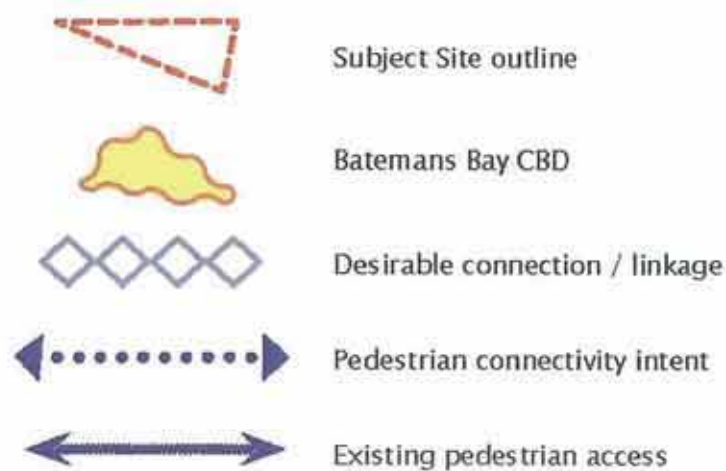
OVERALL Site Context

The site's existing overall context can be described as predominately low density residential, in close proximity to a regional town centre situated in a maritime waterfront location. Access to waterfront is available and a valued feature for the community

The proposal addresses the existing overall contextual character by promoting built form and landscape treatments that support and enhance the low key, maritime, seaside location.

The proposal introduces also the following improvements at the overall context level:

- Supports the desirable connection between the Bateman Bay's town centre and Corrigans Beach.
- Provides improved public access and visual permeability to existing surrounding places and developments
- Provides character and sense of place enhancement and waterfront presentation improvements.



LOCAL Existing Land Use

Existing land use is predominantly low density residential and recreational with minor commercial uses.

The proposal responds to the local contextual land uses by promoting a built form and a sense of place that are supportive and complementary to the existing, and also amplifying opportunities for enhanced activities levels in the area.








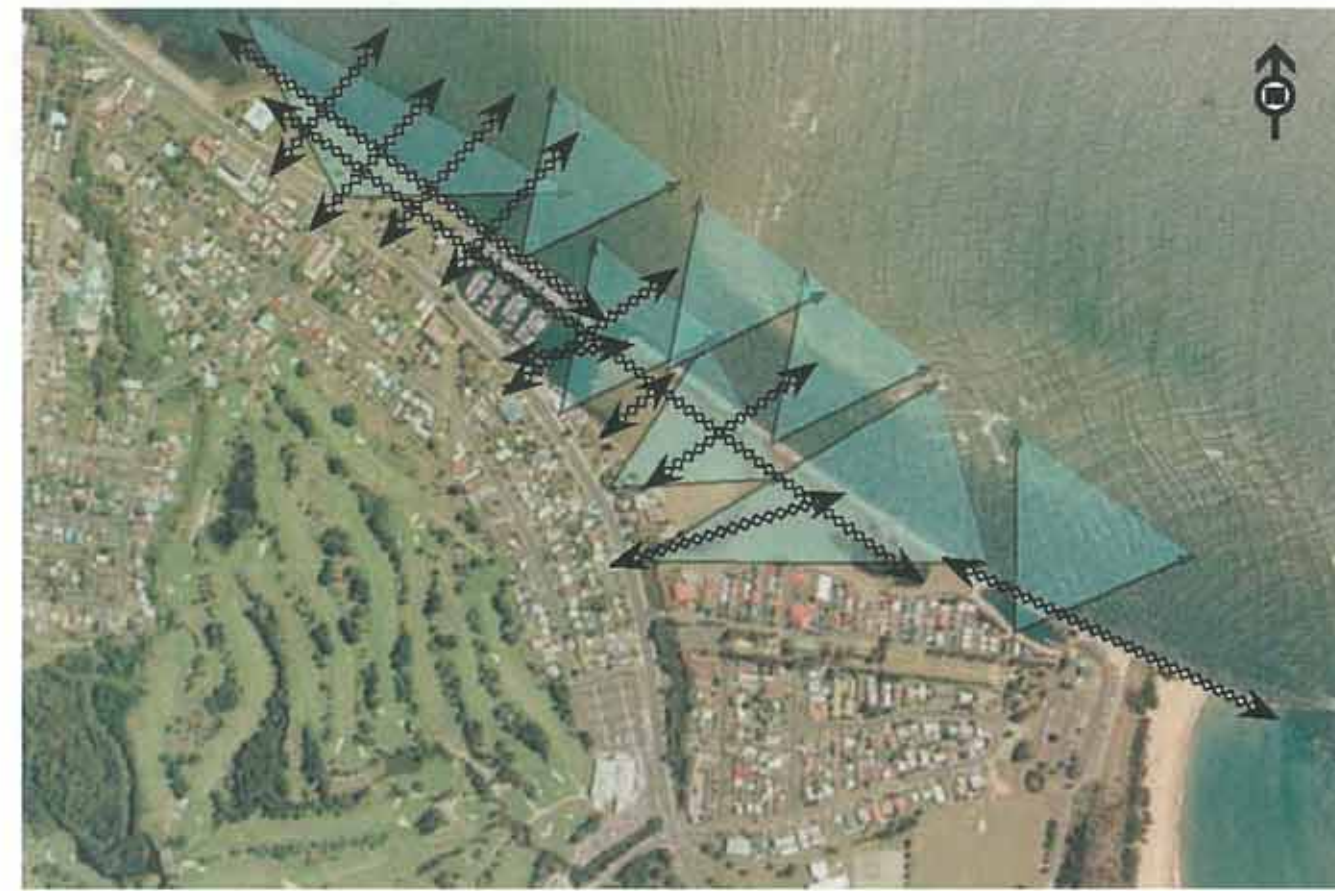


LOCAL Existing Circulation

Existing circulation patterns are weakened by some unconnected areas and by diminished perception of public accessibility.

The proposal builds up on existing movement networks, providing for vehicles, pedestrians and cyclists. The waterfront experience will be improved by a dedicated robust Water Edge Promenade which will allow for all required movements on site including those of tourists and passers by.



-  Existing vehicle circulation
-  Existing public pedestrian circulation
-  Existing private pedestrian circulation
-  Existing water based circulation
-  Existing water flow

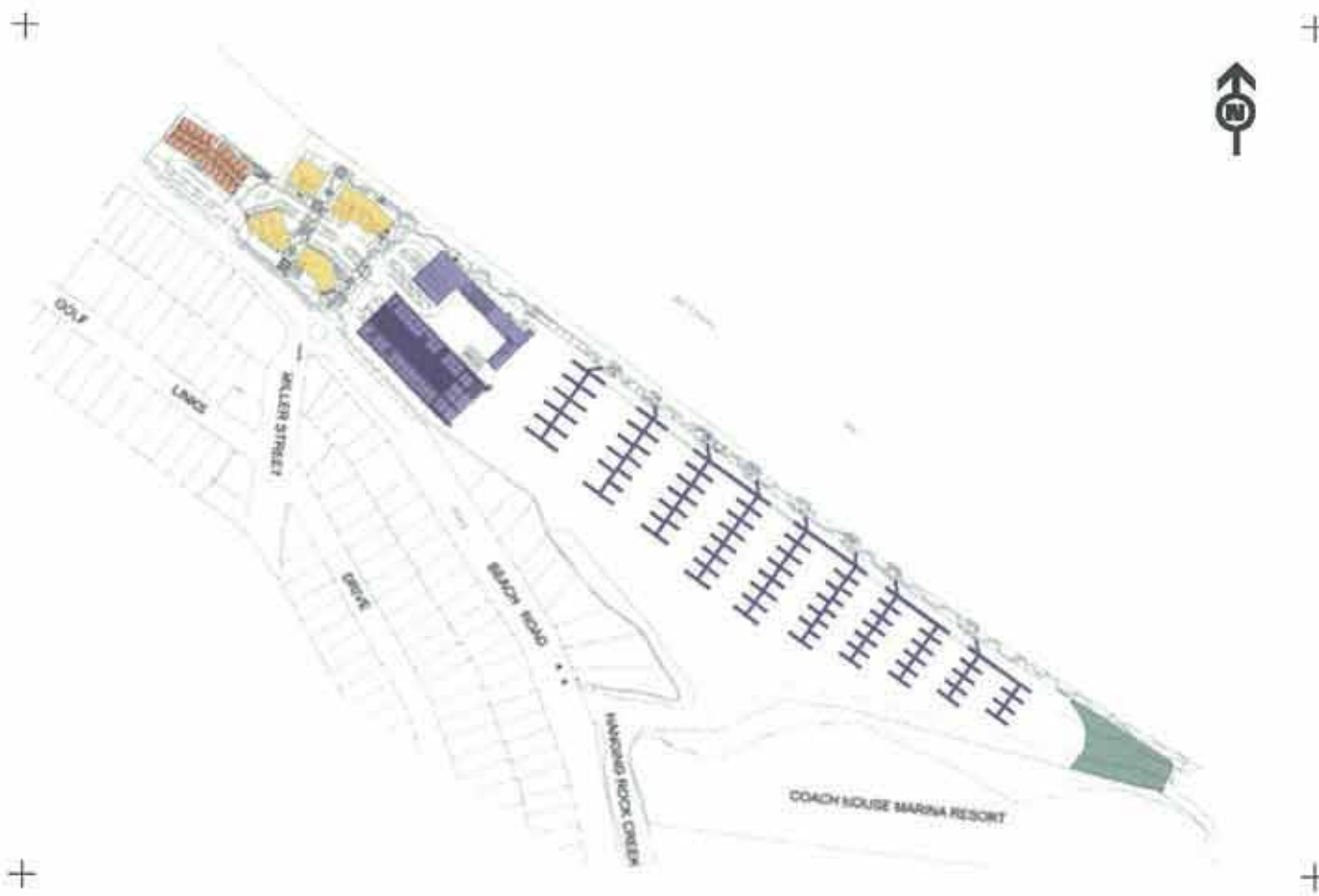


LOCAL Existing Views and Vistas

At present visual access along the Beach Road site boundary is limited. However existing scattered points provide views East-West across the bay, on the water edge side the site features magnificent views and vistas. Internally, North-South views along the site are also available.






The proposal aims to reconnect visually the existent residential fabric to the bay. This is achieved by strategic location of buildings and landscape features which open view corridors and create vistas locations.

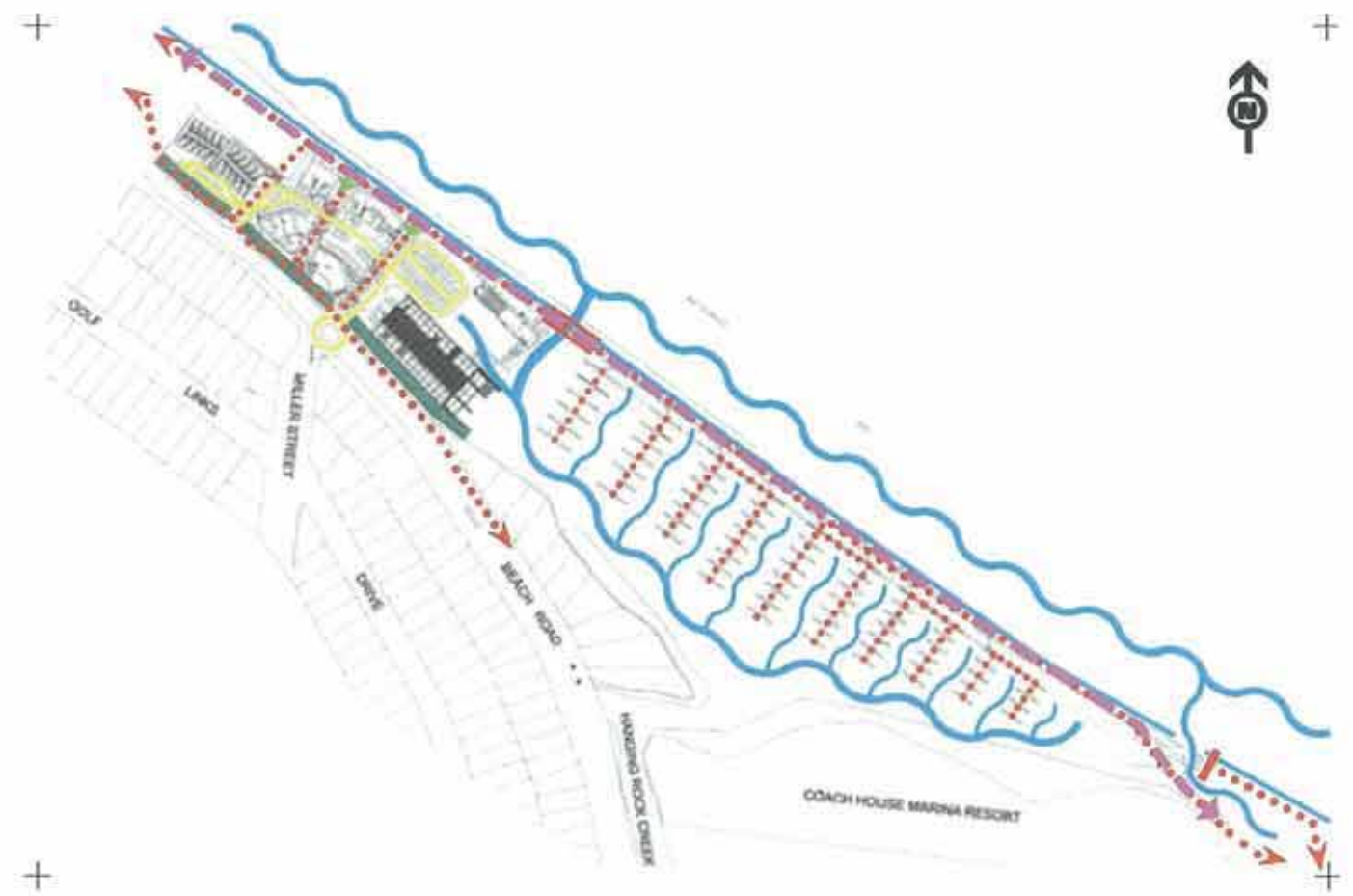
-  Existing view lines
-  Existing vistas



MARINA Proposed Land Use

The proposed land uses are typically Marina, Commercial and Tourist accommodation. Correspondent character precincts to these land uses feature an array of buildings designed to accommodate the land uses intended activities. The proposed land uses and activities mix will realize the full vibrancy potential and attractiveness this site has to offer.





-  Proposed building outline of tourist accommodation sub precinct.
-  Proposed building outline of community commercial sub precinct.
-  Proposed building outline of marina sub precinct.
-  Proposed marina berths
-  Proposed open space area

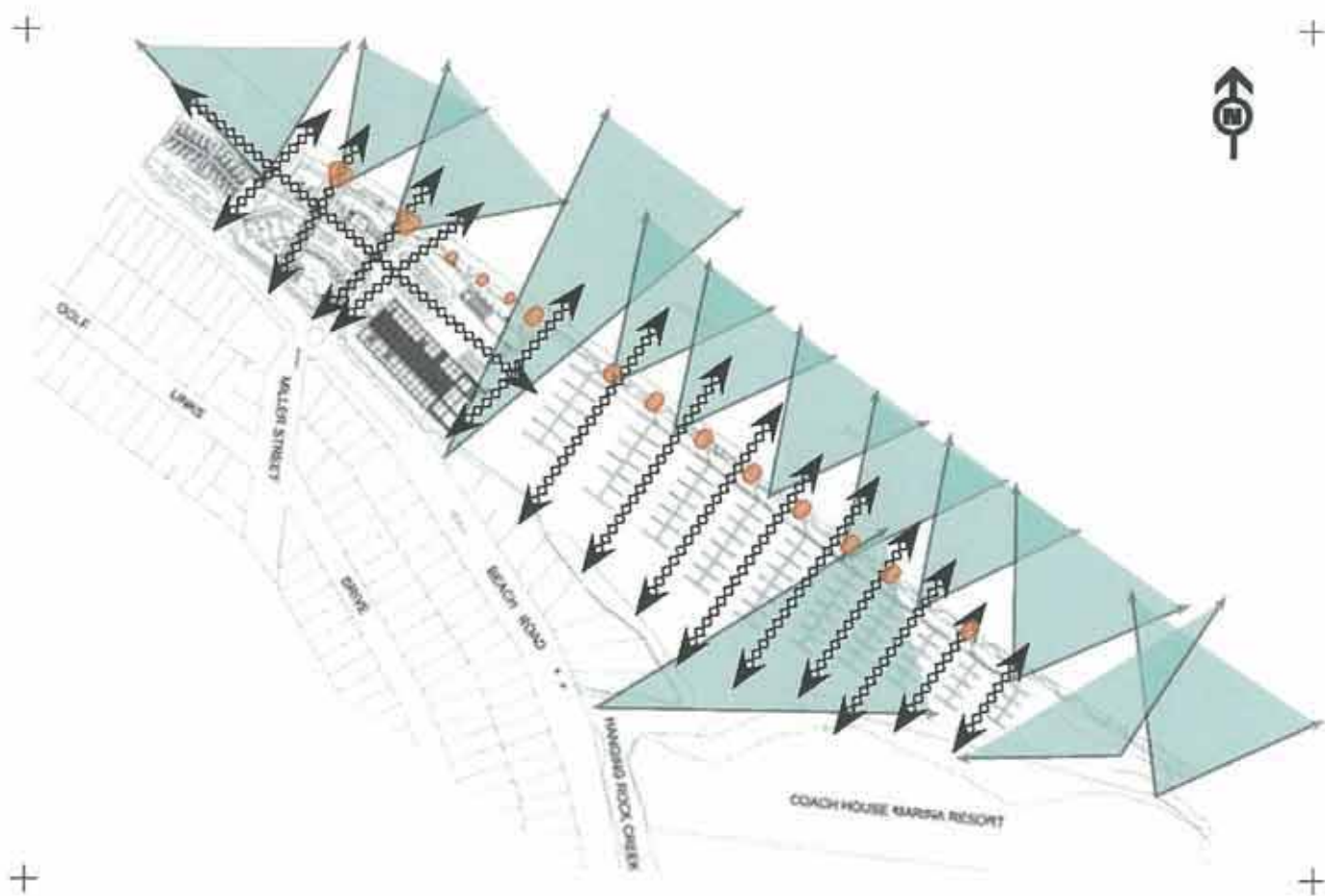


MARINA Proposed Circulation

A comprehensive movement network is planned to provide access to all areas of the development. Pedestrians and cyclists will enjoy a vast arrangement of movement alternatives. The system also provides vehicular access of all types including private, services, emergencies, tourist buses and others. Access to the marina is facilitated for all required vehicles and those carrying vessels.

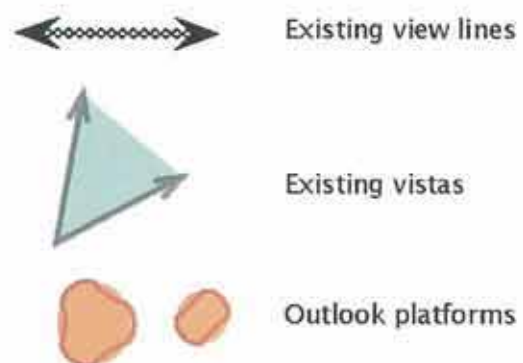
Water movement is also enhanced by the introduction of an opening bridge which will facilitate otherwise conflicting movement across and along the waterfront at the marina's water entry/exit point.

-  Proposed vehicle circulation
-  Proposed pedestrian circulation
-  Proposed emergency vehicle access
-  Proposed water based circulation
-  Proposed Beach Road interface edge
-  Proposed waterfront edge



MARINA Proposed Views and Vistas

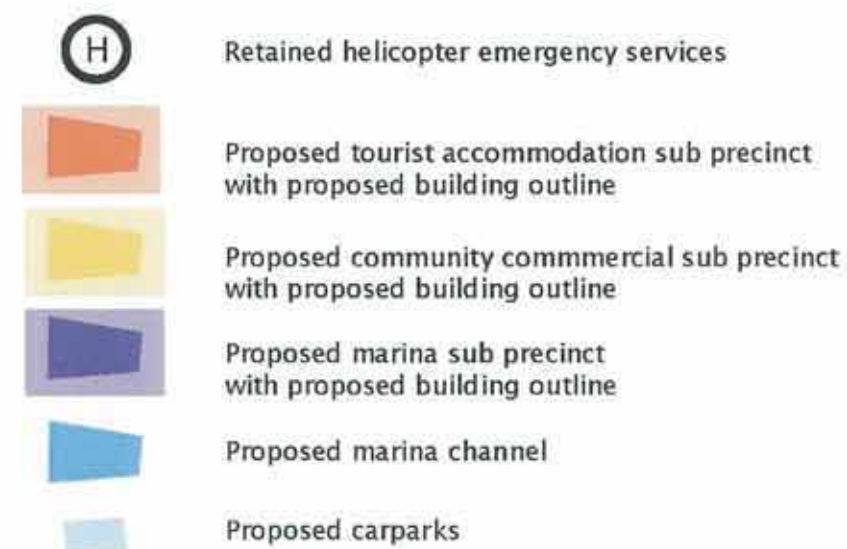
The proposed layout enhances the current site's visual values and facilitates numerous view corridors and abundant vistas opportunities. Custom made viewing platforms will provide outstanding Bay's vantage points.

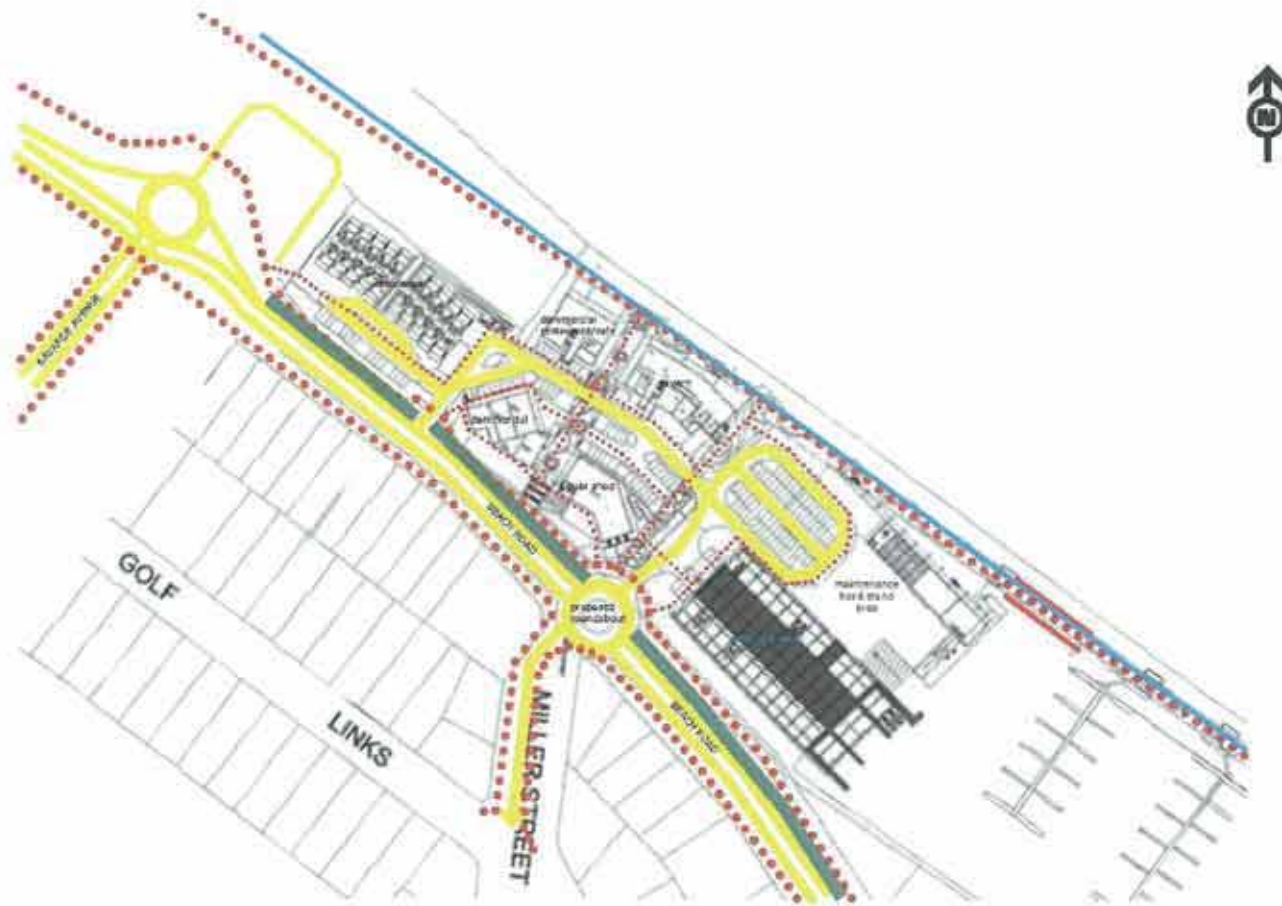


PROPOSED Land Use focus

The proposed configuration of land uses is laid out to achieve best functionality and sense of place enhancement. For obvious practical and workability reasons the marina is located south towards the existing water mouth and berths area, the commercial zone placed in the most accessible area between Beach Road and the Bay and finally the tourist accommodation is located where best privacy and commanding vistas are achievable and available.

Consistent landscape treatments facilitate the interface of varying characters along and across the site.









PROPOSED Circulation focus

One of the most important objectives this proposal achieves is overall accessibility. A holistic network was laid out to cater for all water and land based movements throughout the development. Pedestrians, cyclists and lightweight vehicles have a range of movement alternatives and therefore choice.

The introduction of an opening bridge allows for alternate boat and pedestrian and lightweight vehicles at a conflicting area. This bridge, dedicated pedestrians spines and the continued waterfront promenade are tangible examples of the high degree of permeability achieved and of the prominence given to public pedestrian and cyclist's movements.






-  Proposed vehicle circulation
-  Proposed pedestrian circulation and bridge
-  Proposed Beach Road interface edge
-  Proposed waterfront edge

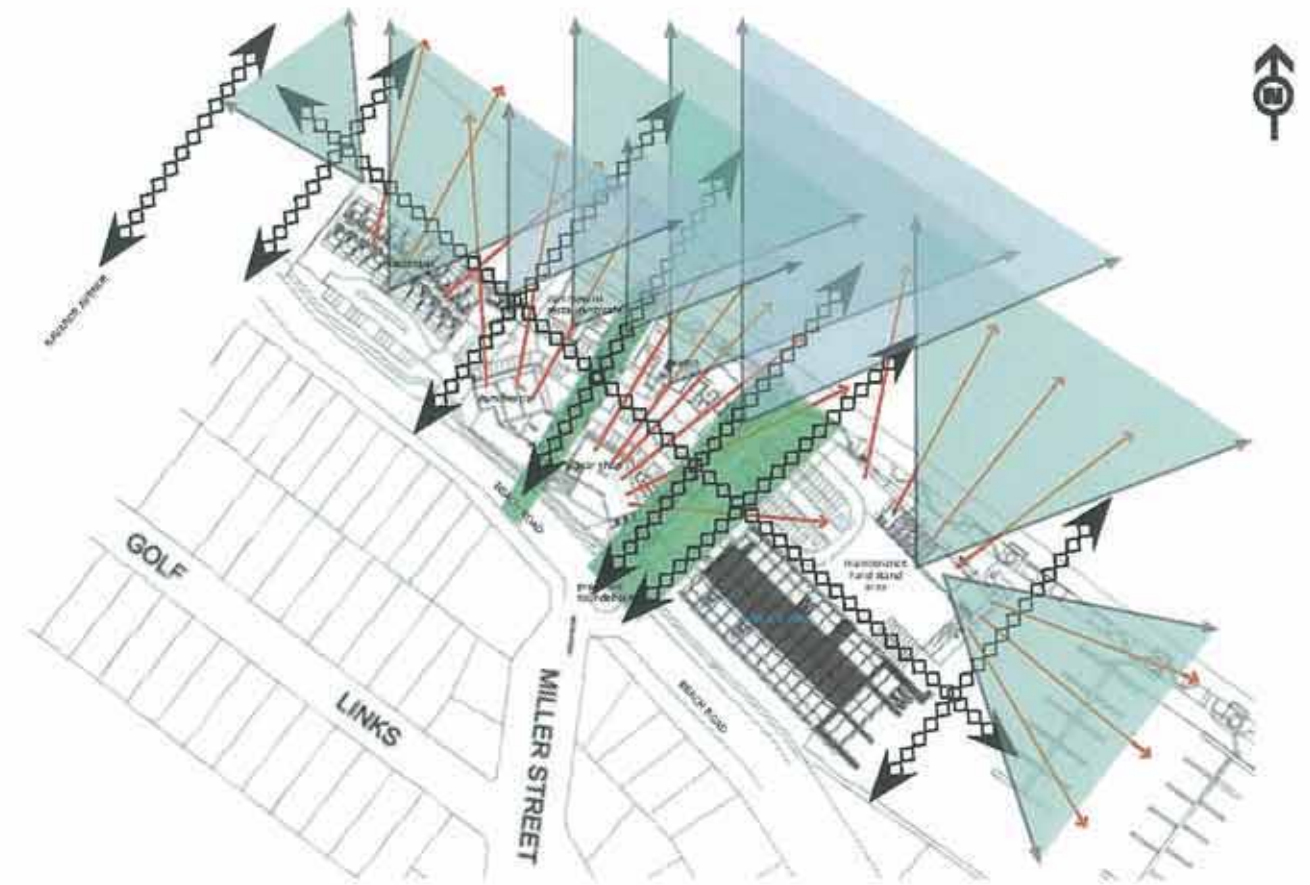


PROPOSED Spatial Amenity focus

A vast shared space extends along and across the site. This area is dotted by points on which special attention was directed to create sense of security and safety by applying CPTED principles. Visually permeable and self policing by constant activities these places contribute to the overall sense of public security the proposal has to offer.

Landscape design and building location and layouts provide active frontages and support the legibility of the place. Additionally high quality landscape treatments and finishing materials are provided to enhance the perception of amenity of public places. Dedicated viewing platforms and pedestrian friendly environments such as the main access spine provide comfort shading, seating and weather protection features.

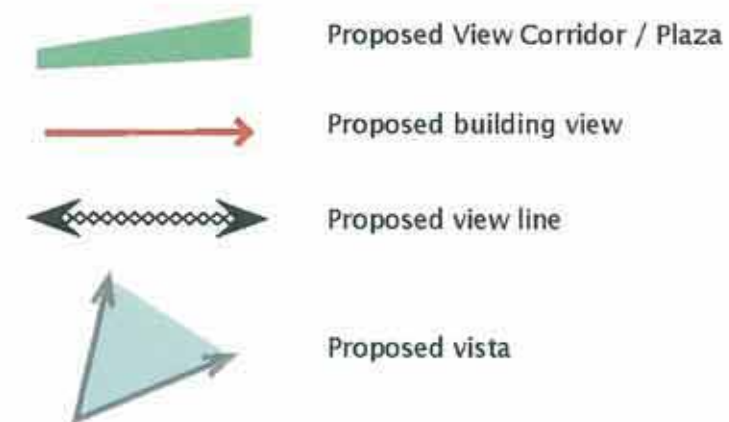
-  Landscape strategy
-  Outlook platforms
-  CPTED elements
-  Shared space zone
-  Entry statement treatment



PROPOSED Views and Vistas focus

The core of the site is visually framed by a number of diverse buildings. The layout and visual presentation of this area enhances the existing site's visual attributes and creates frequent view corridors and profuse vistas opportunities. Custom made viewing platforms provide exceptional Bay's vantage points.

Each building has been located and shaped to generate unique views and vistas out to the bay and surrounding context. Functionally the marina buildings enjoy full visual contact with their operational fields.



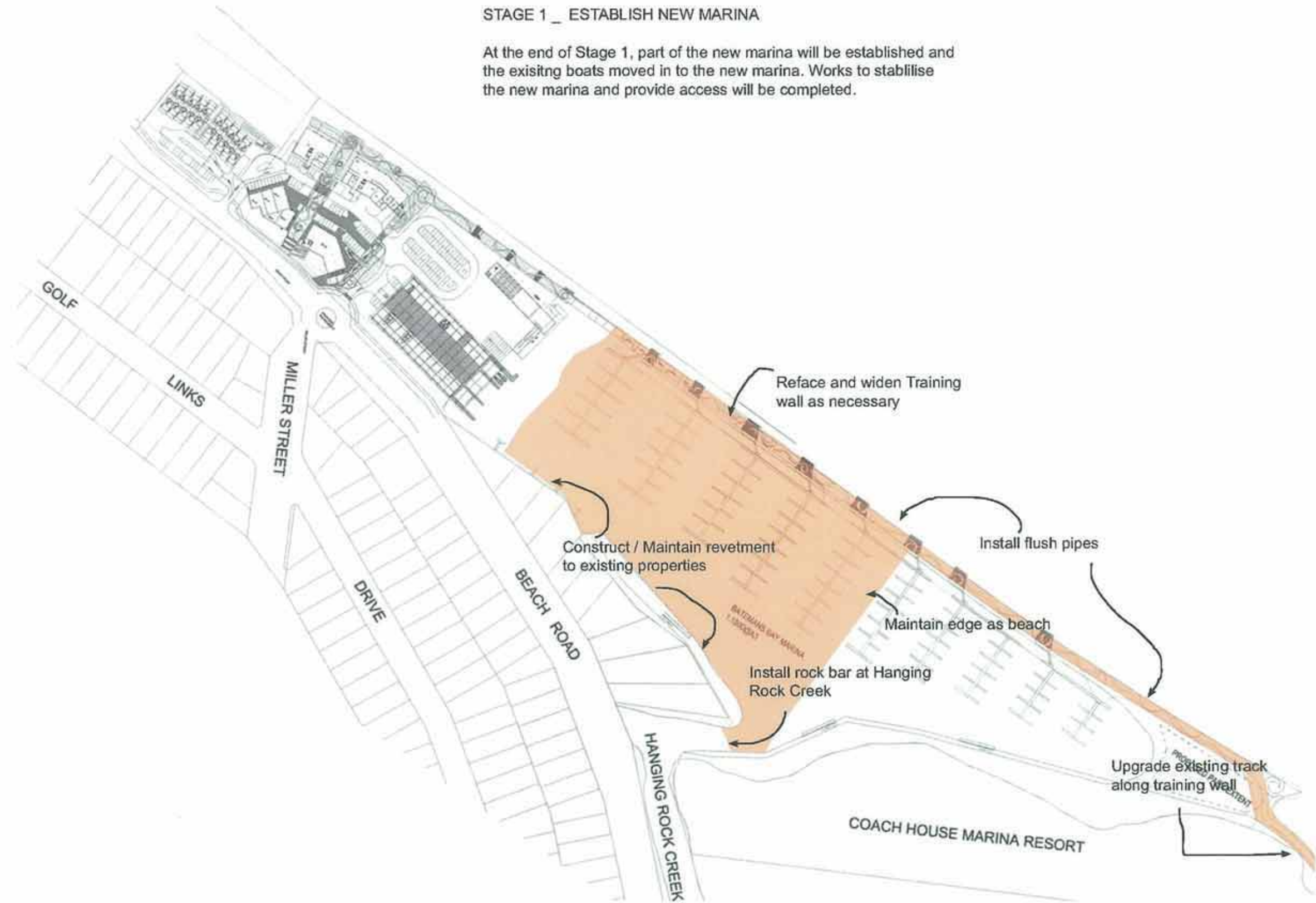
APPENDIX 7 - Constructions Staging

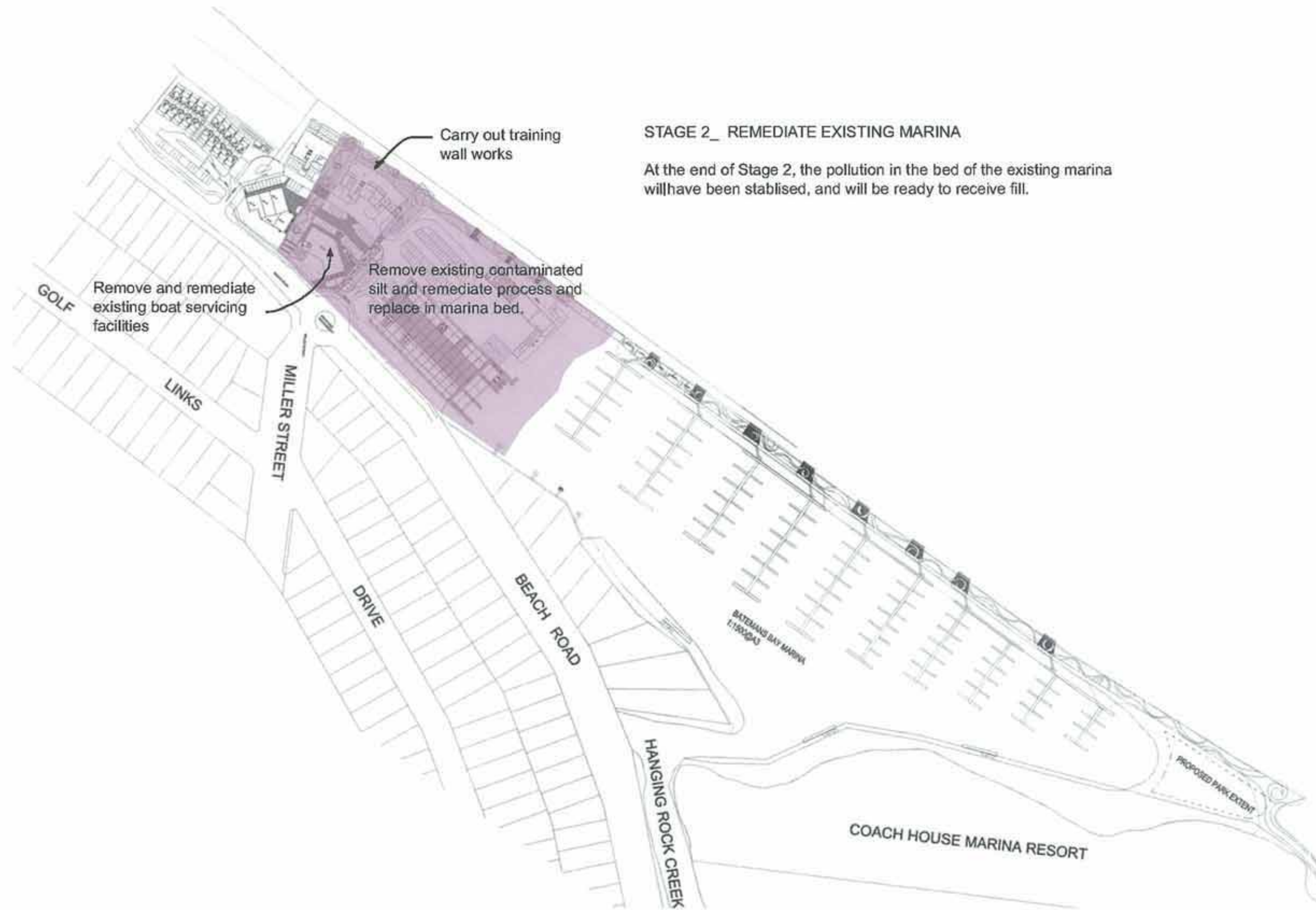
- STAGE 1 _ Establish New MARINA
- STAGE 2 _ Remediate Existing MARINA
- STAGE 3 _ Dredge Balance of New Marina and Fill Old Marina
- STAGE 4 _ Complete Building Works

BATEMANS BAY MARINA RE-DEVELOPMENT

STAGE 1 _ ESTABLISH NEW MARINA

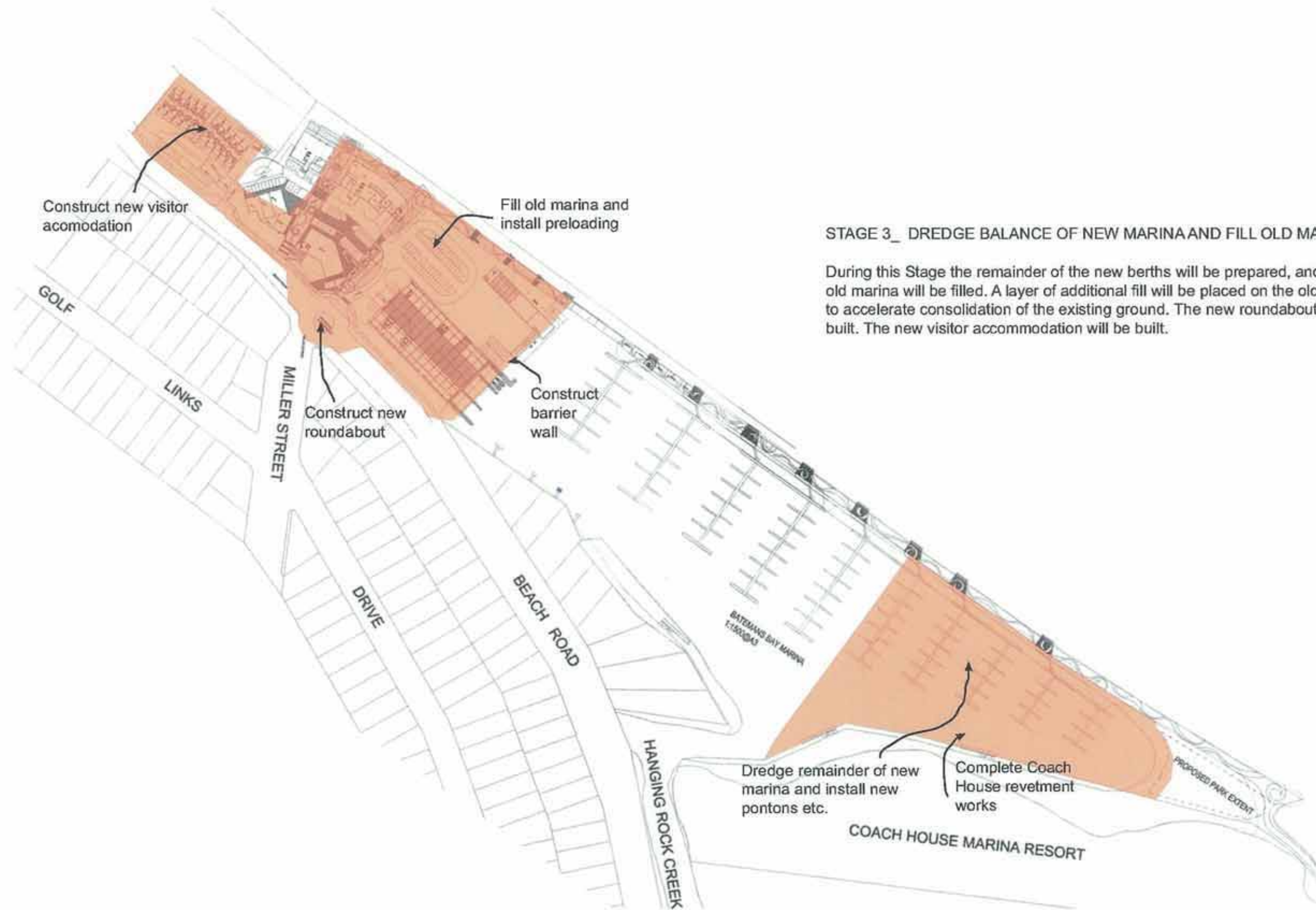
At the end of Stage 1, part of the new marina will be established and the existing boats moved in to the new marina. Works to stabilise the new marina and provide access will be completed.





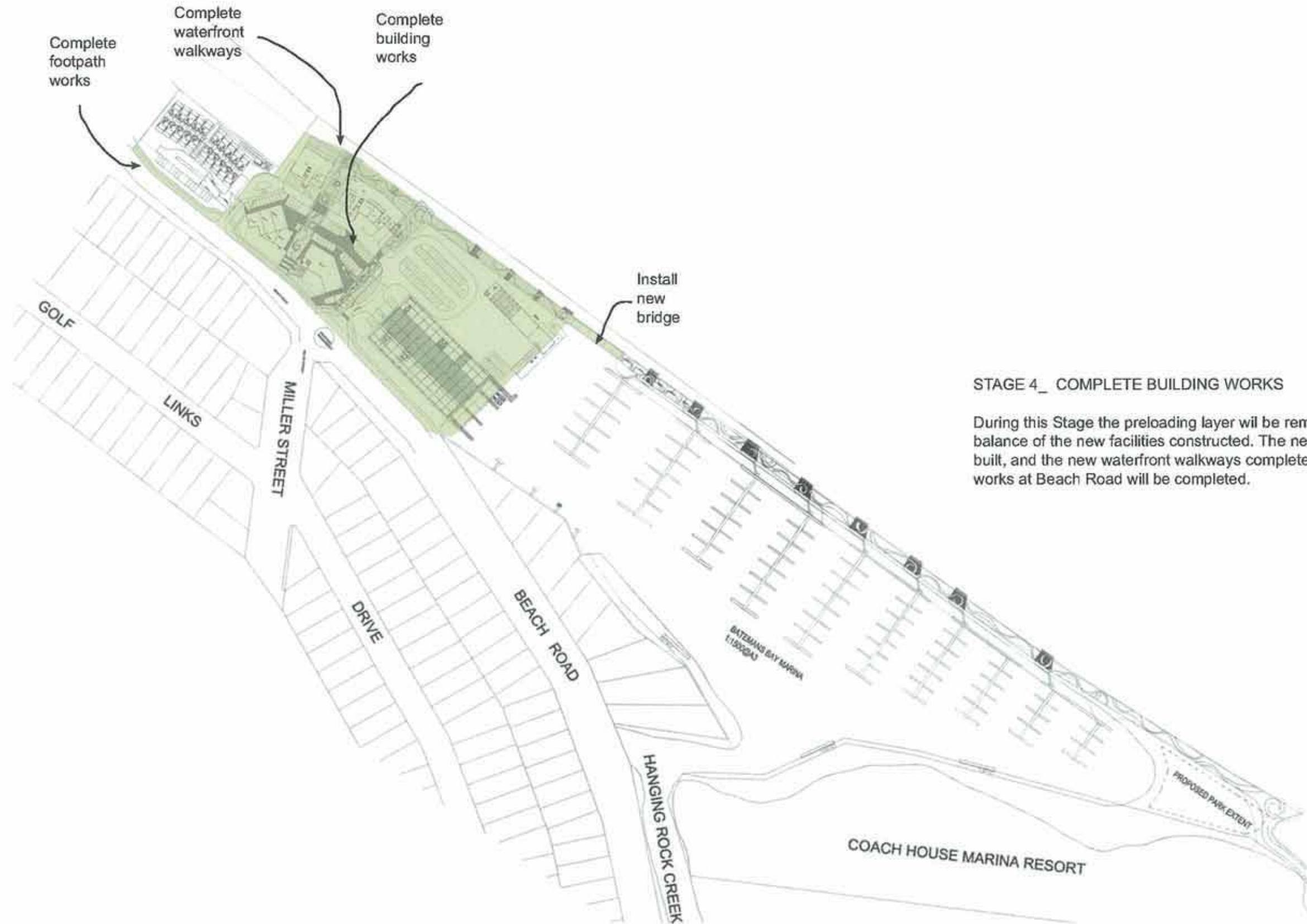
STAGE 2_ REMEDIATE EXISTING MARINA

At the end of Stage 2, the pollution in the bed of the existing marina will have been stabilised, and will be ready to receive fill.



STAGE 3_ DREDGE BALANCE OF NEW MARINA AND FILL OLD MARINA

During this Stage the remainder of the new berths will be prepared, and the old marina will be filled. A layer of additional fill will be placed on the old marina to accelerate consolidation of the existing ground. The new roundabout will be built. The new visitor accommodation will be built.



STAGE 4_ COMPLETE BUILDING WORKS

During this Stage the preloading layer will be removed, and the balance of the new facilities constructed. The new bridge will be built, and the new waterfront walkways completed. The footpath works at Beach Road will be completed.