



Amanda Treharne - 9710 0462

File Ref: DN17/0003

09 February 2017



Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Jane Flanagan

Dear Sir/Madam

Development Referral No. DN17/0003

Proposal: Modification to Concept Plan (MP10_0229 MOD 7) and Modification to Project Application (MP10_0230 MOD 4) - architectural changes to the retail building

Property: 461 and 475A Captain Cook Drive, Woollooware

Thank you for referring the above development proposal to Council for consideration. Council officers have reviewed the proposal and provide the following comments:

1. Elevations

The Captain Cook Drive elevation has been simplified in terms of the external architectural materials and detailing. The result is a less appealing building that will be reliant on the large advertising panels for visual interest to an extent rather than clever design. Previous versions of the scheme made positive progress away from the 'inward facing big box' form of retail.

Removal of the escalators at the front entrance to the building would reduce the overall quality of access to the development and the level of activity and interaction with the public domain. A single lift and stairs cannot facilitate the same flow of pedestrian movement or give the same sense of arrival and connectivity that escalators provide.

The proposal to naturally ventilate the upper level car park should not be at the expense of the architectural quality of the building. The proposed grills at the upper level on the southern elevation seek to rely on integrated landscaping to present an acceptable streetscape elevation. As these planting systems are prone to failure and removal, detail should be provided on the means of planting, irrigation and long term maintenance and be incorporated into the approval if supported by the DPE.

In terms of the northern elevation, the proponent states that the need to naturally ventilate the car park requires the removal of louvres to open up the façade. This is a consequence of the MOD that approved the roof over the car park. Other design alternatives should be explored.

The proposed amendments to the eastern (Woollooware Road North Elevation) also simplify the external treatment of the building around the loading docks. Council is not supportive of the change, preferring the approved design under MOD 6.

The eastern end of the Woollooware Bay elevation presents largely as a large blank wall, with much of the approved finer grain detail and façade treatment proposed to be removed.

Towards the western end of this elevation, the inclusion of more retail space is a positive. However, it appears that the interface to the park will be supermarket back of house and the ground level glazing appears to be significantly reduced, resulting in very little active pedestrian level retail opening onto an active foreshore park.

The photomontages submitted of this side of the development show a reliance on trees to screen out expansive blank walls. The proposal should be referred to the NSW Police Force for a crime risk and CPTED assessment and, especially in regard to anti-social behaviour and graffiti in these areas.

In summary, Council's previous concerns about the extent of activation and quality of the Captain Cook Drive frontage, the park frontage and pedestrian connectivity remain. While it is accepted that service and loading areas need to be accommodated, Council is seeking avoid the opportunity being missed to create a new retail centre that integrates and interacts with its surroundings, and takes full advantage of its waterside park location. Council is concerned that some of the intent and qualities expressed and approved in the original concept are being eroded by a series of modifications.

2. Additional Building / Floor Area

The amendment proposes another increase in Gross Building Area (GBA) of 376m². This is minor in the context of the additional 9,609m² approved under MP10_0230 MOD 3, but would result in a cumulative total of nearly 10,000m² of building area above what was sought and approved under the Concept Approval (MP 10_0229).

In terms of the proposed additional Gross Floor Area (GFA), clarification is sought from the proponent with respect to the correct figure. Amended Condition A3 put forward by JBA in the S75W Report identifies the increased retail GFA as being 590m². The total GFA increase for the combined residential / retail precinct results in a 660m² increase. It would appear that the figure of 88,172m² which is stated in the MOD 6 approval is incorrect and should be 88,782m². The error appears to have been carried forward in the JBA S75W Report in revised condition A3. Whilst the discrepancy in the GFA is only 70m² this error should be rectified in the approved MOD 6 determination and the subject MOD 7 application.

The additional building and floor area is of concern to Council in the context of some of the other changes proposed, which collectively appear to reduce the design quality and approved amenity of the development. It is noted, for example, that the outdoor deck area for the club is being reduced (by approximately 80m²) and the landscaped

beds extending along the perimeter are proposed to be removed. The number of trees proposed to be planted on the Level 3 roadway is also to be reduced from 21 to 8.

Council's concern is that some of the features of the development that helped soften its appearance, improved its integration into the location, and provided amenity for future users are progressively being diluted.

3. Staging of Construction

There are two sets of traffic signals to be installed as part of the retail development. One set is opposite the south-facing loading docks in Captain Cook Drive, whilst the other is at the intersection of Captain Cook Drive and Woollooware Bay Road.

It is proposed to insert new condition "C0. *Staged Construction*." The proposed new condition refers to the latter traffic signals only. The traffic signals opposite the loading docks should be included in the condition and be operational at Phase 2, and not as proposed at Phase 3, to facilitate safe and convenient vehicle movement.

4. Parking

The site is in an isolated location with limited connectivity to public transport, and adjacent to sporting grounds that are heavily utilised year round. Offsite parking within practical walking distance has been provided by Council to service the needs of the community using sporting facilities. It is often at capacity and cannot be relied upon as overflow parking for the proposed development.

For the purpose of assessment it should be assumed that there is no on street parking available within convenient walking distance of the site. On-site parking should therefore be considered as a primary limiting factor in how much floor space can be accommodated on the site.

The amended proposal indicates a re-shuffling of GFA to various tenancies and the medical centre, whilst decreasing size of the community centre. Council is not satisfied that the proponent has adequately demonstrated that the parking demand of the expanded retail development can be met on site.

We trust the DPE will take into account the matters raised by the Council. If you need any clarification of the above comments, please contact Council's development Assessment Officer Amanda Treharne on 9710 0462 or email atreharne@ssc.nsw.gov.au and quote the application number in the subject.

Yours faithfully



Peter Barber
Director, Shire Planning