
Cronulla Sharks Redevelopment Concept Plan

Design Report

Part A. Centre Master Plan

**[excluding Residential Site Design Reporting - refer
separate Turner & Associates documents]**

07.2011

20100176

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Prepared for

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Submission Status

Draft / Final / For Review

H:\2010\20100176 CRONULLA SHARKS 2010\Reports\InDesign Report\20100176 Cronulla Sharks EA Concept Plan Design Report v2.indd

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Part A. Centre Master Plan

1 Design Intent

1.1 General

This report has been prepared by Scott Carver on behalf of Bluestone Capital Ventures No.1 Pty Ltd. It forms part of the Environmental Assessment Report Submission prepared as part of the Part 3A Concept Plan for The Cronulla Sharks Redevelopment at Captain Cook Drive, Woollooware in the Sutherland Shire.

Scott Carver's commission has been to prepare both a master plan and to prepare concept designs for the retail and club component of the project. The residential portion of the project has been undertaken by Turner and Associates and the landscape elements by Aspect Studios.

1.2 Vision

The master plan and architectural vision for the Cronulla Sharks Redevelopment is to create : -

- a new centre with a mix of uses that combine residential living and sport with neighbourhood shopping amenity that is enriched by club,entertainment, fitness & lifestyle, medical and health facilities and services;
- a critical mass of activities with different cycles of use and complexity of social interaction appropriate for a true centre;
- a centre that is respectful of its natural setting while harnessing its water views and solar aspect into the social purpose of the development; and
- a centre that expands the community significance and good will of the 'Sharks' brand into local character and meaning.

1.3 Key Design Principles

1.3.1 Context

The Cronulla Sharks Leagues and Football Clubs (the club) are important institutions of the Sutherland Shire. In order to secure their continued financial viability the proposal by Bluestone Capital Ventures No. 1 Pty Ltd seeks, in joint venture with the club, the land surrounding the Toyota Stadium for residential and retail purposes.

While the existing site and the facilities are the venue for significant sporting events, these are comparatively infrequent and the site is generally under utilised particularly "out of" the Rugby League season, and during the week or where there are "away games".

The master plan proposal is to develop these under utilised portions of the site i.e. both sides of Toyota Stadium to create a new centre which will include a significant

residential community, and a neighbourhood retail centre combined with the current licensed club premises and family entertainment businesses.

It is clear the new Sharks development will not only bring together the disparate elements forming the current Sharks site but will also project beyond its physical site to provide a relevant and popular new centre.

The residential community development will provide the presence of local residents underwriting the visitation and adding to vibrancy and feasibility of the new centre. Care will be taken to create user-friendly connections, past the Toyota Stadium, between the new residential community and the retail/recreation amenities, along both Captain Cook Drive and the waterfront.

The residential community will be a fully planned and highly sustainable urban village realising all the key advantages of its unique context.

There will be great potential for the retail centre and the club to provide a rich range of retail, lifestyle and healthy living experiences between traditional retail and club offerings. Housed within both the existing club building and new architecture the development will present a wide range of choices.

Facilities and uses which could range from medical to a range of complimentary health services as well as healthy lifestyle/wellbeing offerings such as leisure and fitness services.

Although the initial retail development has large-footprint tenants, the centre is conceived as having capacity for flexible adaptation to future uses. For example, future upgrades of the Toyota Stadium will very likely include function rooms. Such facilities will induce demand from adjacent corporate and industrial businesses, further deepening the social complexity of the centre. There is potential to further capitalise on such changes to realise a hotel and /or serviced apartments.

2 Site Location & Context

2.1 Regional Context

The site is located in the Sutherland Shire, 30km South of central Sydney. The site is accessed by road from the Princes Highway and Captain Cook Drive. The nearest Railway Station, Woollooware, is located 1 kilometre south west of the site.

2.2 The Suburban Context

The site is located within the suburb of Woollooware with its principal address being to Captain Cook Drive. Surrounding suburbs include Cronulla to the south-east, Burraneer to the south, Caringbah to the west and south-west, and Kurnell to the north-east. It can be accessed via the Illawarra railway line which connects with Cronulla in one direction and Hurstville, Central and Bondi Junction in the other direction. The closest existing Bus Service is Route 969 which runs along Sturt Road.

There is a low rise commercial building ("Fitness First") and a Petrol Station located to the east of the site, with Woollooware High School, Woollooware Golf Course and Club located on the south side of Captain Cook Drive. The Toyota Motor Corporation Australia, a large multi-unit industrial complex is located to the west of the site beyond the Solander Playing Fields on Captain Cook Drive. This building borders a significant Industrial area of North Caringbah/Taren Point suburbs.

The southern boundary of the site is directly along Captain Cook Drive. Significant coastal wetlands of Quibray Bay (Woollooware Bay) border the north boundary of the site offering 'from height' exceptional north facing views over the mangroves and Quibray Bay (Woollooware Bay) towards Botany Bay and Sydney city skyline.

Retail outlets in the surrounding district include Caringbah Shopping Village, Cronulla Mall, Westfield Miranda, the Wills Road neighbourhood shops, a retail cluster on the corner of Taren Pt Road and Captain Cooks Drive and Southgate Shopping Centre in Sylvania Waters.

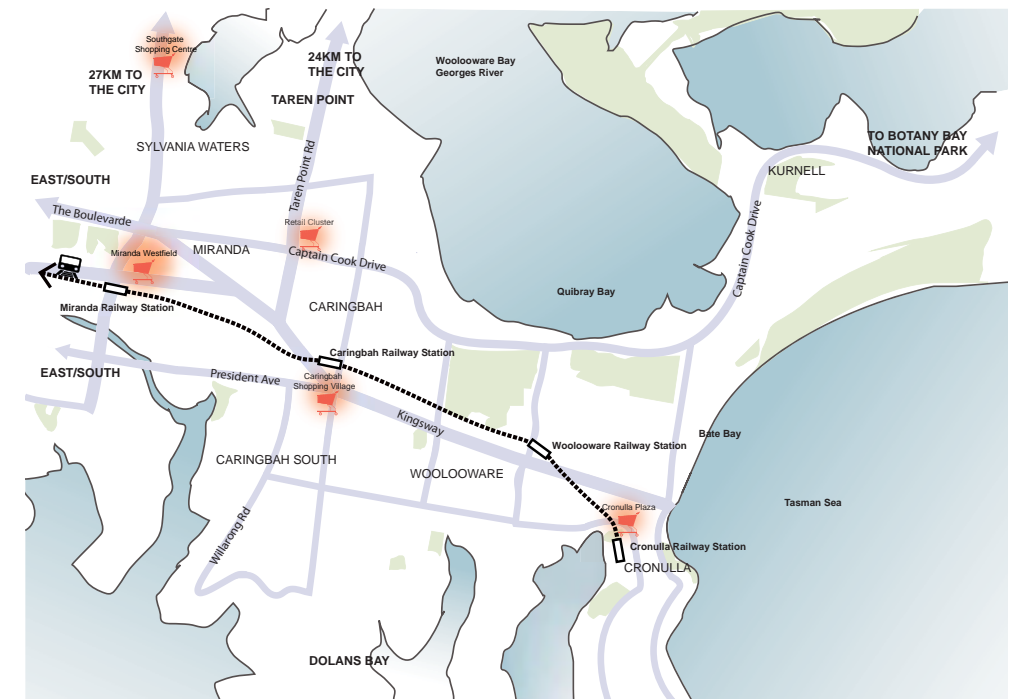


Figure 2.1 - Locality Plan



Figure 2.2 - The Site

3 Site Analysis & Context

3.1 The Site

The site consists of two lots - Lot 20 DP 529644 of 4.128 Ha being the training fields and game day parking area which is to be developed as residential and Lot 11 DP 526492 of 5.933 Ha comprising Toyota Stadium, The Leagues Club Building and Car Park. An area of some 3.25 Ha being the eastern most portion of Lot 11 is noted on the survey as 'deferred zoning.' This portion extends easterly from the "Edge of Field". It also adjoins council owned land at the waters edge. Reference should be made to the Harrison Friedmann survey.

3.1.1 Easements

A drainage easement runs north to south through the eastern side of Lot 20 formalising drainage from the Golf Course and discharging through to the mangroves.

3.1.2 Transmission Lines

Existing transmission towers are located outside the west and east site boundaries. These are to remain. An easement for transmission 36.565 m wide run through the two sites on the northern side of the site.

3.2 Surrounding Buildings & Development Typologies

The site is at the head of the Woollooware Golf Course. The general site is embraced on the west by Industrial Development and modest commercial / education buildings to the east. To the south are public recreational areas being the Captain Cook Oval and Woollooware Golf Course. Low rise residential neighbourhoods border both sides of Woollooware Golf Course to the south- west and south-east of the site, although there is no direct adjacency between the site and any low density residential.



Figure 3.1 - Surrounding Development

3.3 Site History & Development

1930s

The area appears to be characterised by small rural allotments only and unformed roads. The main stormwater drainage is via the still naturally formed stream outlet to the mangroves. There appears to be a horizontal break at the midpoint of this (a little distance back from the current shore line) which may indicate an extent of clearing or well used pathway.

1943

In this 1943 photo the area is similar to 1930s with rural small holding predominating. The particular area of site looks cleared up to the line indicated in the 1930 s aerial.

1955

Post war the suburban subdivision has become more definitive in shape and most of the roads and Captain Cook Drive have been formed, possibly being sealed.

1961

In the 1960s the single block suburban subdivision pattern has intensified and Captain Cook Drive has been completed. Some of the land uses (to the south of Captain Cook Drive) being playing fields and golf courses are starting to be formed.

1970

The general site area has been filled by 1970 and the football field including the hill has been constructed. Both Golf courses are made and Woollooware High School has been established.

1978

The club car park is formed by 1978 and the club building has been or is in the process of being erected.



1930s - 1943 (source Sutherland Council's "Shire Maps" <https://mapping.ssc.nsw.gov.au/Sutherland/>)



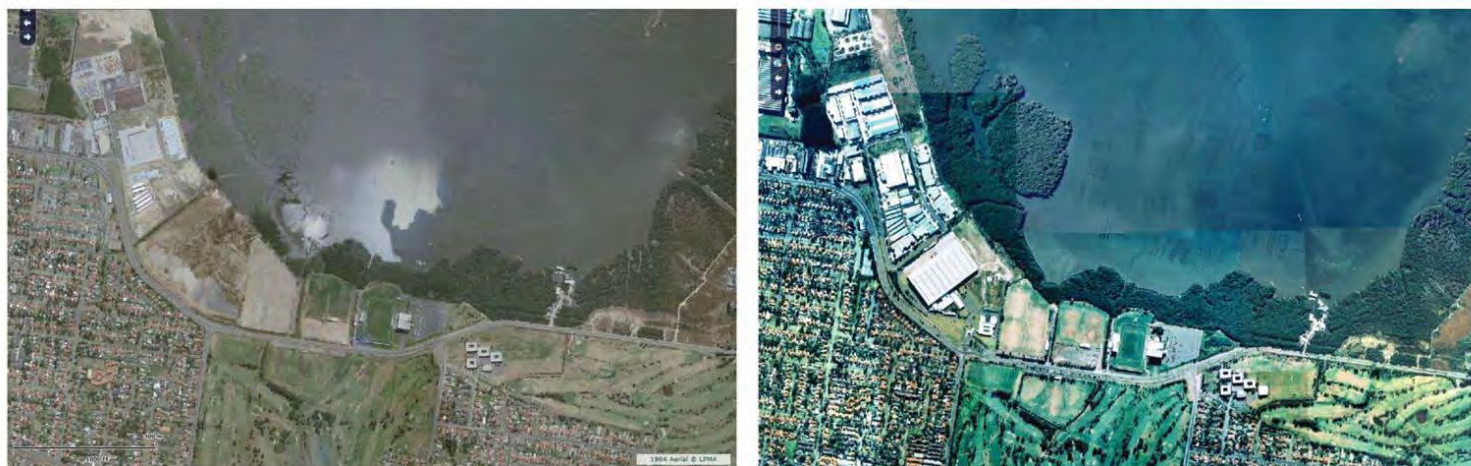
1955 - 1961



1970 - 1978

Figure 3.2 - Site History
1930s-1978

**Figure 3.3 - Site History
1984-2006**



1984 - 1994



2001- /2006

1984

By 1984 the club and playing fields and car park are all broadly in their current form. The land to the west however is developing as industrial lots but the Toyota site is not yet developed.

1994

By 1994 the Toyota site has been developed and the Solander playing fields completed. The single lot residential has matured as have the recreational facilities. The industrial sites have intensified and the club site including all fields and parking areas is developed much as it is today.

2001

By 2001 the loose T intersection entry to the club at the termination of Woollooware Road has been reformed into the current existing roundabout.

Please Note: *Section 3.3 Site History and Development* of this report provides a visual analysis of the dated aerial photographs included in this section. For further Historical information please refer to the 461 Captian Cook Drive, Woollooware Archaeological Assessment prepared by Godden Mackay Logan, Heritage Consultants.

3.4 Transport Modes

The site is well served by the local road network and well formed cycle paths and lanes run past along Captain Cook Drive. Railway services are in some proximity to the site. But no formal bus route provides direct connection. Figure 3.4 illustrates transport modes.

3.4.1 Roads

The most important road for this site is Captain Cook Drive. It provides access from the City from Taren Point Road and connecting via Gannons Road and Eloura Road to The Kingsway (the main east west ridge road of the surrounding area). Woollooware Road provides access to more local and adjacent suburban areas being less connected to the district road network at the railway corridor.

3.4.2 Railway

The site can be accessed via the Illawarra railway line which connects with Cronulla in one direction and Hurstville, Central and Bondi Junction in the other direction.

3.4.3 Bus Routes

The closest existing Bus Service is Route 969 which runs along Sturt Road. For more detailed description of traffic and transport issues refer to separate specialist report.



Figure 3.4 - Transport Modes

3.5 Topography & Environmental Features

The site is located on coastal low-lying estuarine land with key environmental features which include the adjacent mangroves and Quibray Bay (Woollooware Bay) and a meandering creek on Woollooware Golf Course and the drainage easement on site. Figure 3.5 illustrates the site’s natural features.

The site has undergone filling in various stages since the 1950s and the embankment known as the “Family Hill” is one such filled feature.

3.5.1 Climate

There is good solar exposure on the north facing boundary which also encapsulates magnificent views over Quibray Bay (Woollooware Bay). This aspect will enable the creation of outdoor dining and entertainment environments that will underscore the uniqueness of the site. Such outdoor traditions are a significant part of lifestyles in Cronulla and the greater Sutherland Shire. These traditions will augment the social purpose of the centre that sets it apart from most neighbourhood centres.

The south facing boundary of the site which borders Captain Cook Drive offers little solar exposure.



Figure 3.5 - Natural Features



Figure 3.6 - Pedestrian Links & Site Access



Figure 3.7 - Views & Vistas

3.6 Pedestrian Links & Site Access

3.6.1 Vehicular Access

Main vehicular access to the site is along Captain Cook Drive from the west and east (Kurnell) and from Woollooware Road to the South. There are various vehicular access points along this road that service the site.

These access points are (from west to east) controlled vehicular access for access to the game day parking, service vehicle access to the foot ball ground, service vehicle access for the club and the main roundabout access to the main club car park.

3.6.2 Pedestrian

The presence of the Toyota Stadium between the residential and the retail/ recreation parts of the centre necessitates well designed pedestrian connections between the two.

Captain Cook Drive, along the southern frontage, will have a new landscaped footpath environment along its whole length. Wherever possible commercial and retail uses will activate this edge at the ground levels of the residential development, the southern grandstand and the retail centre adjacent to its forecourt. The footpath along the residual length of the retail centre will be widened with generous tree plantings for shade.

Pedestrian access along the edge of the waterfront, the northern frontage, will be provided by a boardwalk nature experience. This will be partly along the mangrove edge and partly along the Family Hill of the Toyota Stadium. It will be designed as a safe pathway suitable for residents on foot and bicycle. Future multiple access points to the Toyota Stadium will add interest and purpose to the journey.

Pedestrian connectivity for residents is important for social reasons insofar as chance encounters along the route will increase familiarity. An important consideration is that people will be walking to social functions such as the club, restaurants and health facilities, not just for shopping. Ambiguity of purpose increases complexity of interactions since passers-by cannot dismiss each other as being merely shoppers.

3.6.3 Cycle Paths

Cycle paths are similarly provided as for Pedestrian paths above. However given the context of site in relation to hard core cyclist destinations and routes the cycling provision does appear to have some use and provides for light cyclist traffic.

3.7 Views & Vistas

In addition to the distant views of the site from the north identified in the DG's requirements, the site has the following views : -

- oblique views of the development from Captain Cook Drive moving in an easterly direction - while moving the development will be perceived as separate components in sequence, never as an overall form;
- oblique views from travel in the westerly direction - similar effect to the easterly direction but because of the bend in Captain Cook Drive, and the displacement of the road, the view is more remote;
- more stationery but less frequented views from the Solander Playing Fields - direct views of the residential neighbourhood in an open landscaped setting;
- a view corridor along Woollooware Road to the water is maintained by the development;
- views from the water - set against the wooded background of suburban residential neighbourhoods with the foreground obscured over two levels by mangroves.

3.8 Constraints

The constraints on development of the determined from the above site analysis : -

- close proximity to the mangrove line and the current limits the ability to feasibly excavate.
- the 30 m environmental setback requirements
- the high voltage electrical transmission lines, and the easement
- traffic access to the sites.

The Sutherland Shire Council "Shire Maps" site identifies a number of factors which could be considered to be constraints.

They are : -

- Flood
- Heritage
- Acid sulphate soils
- Vegetation communities
- "Green web"

These constraints and the means of dealing with them are subject of more detail discussion in other specialist reports to accompany the application.

4 Master Plan Principles

4.1 Creation of a New Centre

The most important aspect of this proposal is that it involves the harnessing of a number of complementary uses which, when brought together, will provide a vibrant and active centre. A residential community will assist in activating retail and club areas.

The Cronulla Sharks Redevelopment, as a hybrid centre, comprises an unusual mix of uses. It has traditional aspects of a neighbourhood centre by virtue of its supermarkets offer and related tenancies. Beyond this, the restaurants and club offer recreational experiences through their sunny water aspect. Other recreation attractions, both within the club and separate, augment these experiences. Health and lifestyle attractions, as well as the dramatic presence of a sports stadium at its heart, will make the Sharks Centre vibrant with energies uniquely derived from the locality.

In particular, family-oriented activities are fostered within the centre. This will temper the identity of the centre, characterise it beyond its obvious retail functions and afford a 'civic' dimension to the whole destination. The presence of local residents within the centre will personalise the centre as a place and increase its appeal to its broader catchment of visitors.

It should be noted that the club itself will be renovated and presented as new to its current and future membership. As such it will not be the cliched environment of pokies and bars but, rather, a contemporary social space, appealing to all ages and open to some of the best, latent, environmental assets of the shire.

Its hybrid, local uniqueness is the very lifeblood of the development idea for the centre. This has been captured in the design of the adjacency of elements such as the club and retail, the residential and the commercial core and the whole centre with its natural setting. The master plan is conceived to stimulate continuous interplay, movement between and repeat visits to all of its component parts.

4.2 Linking the Three Portions of the Site

Currently there are three differently characterised portions of the site ; -

- the current undeveloped playing fields and game day parking (the site of residential development);
- the football ground including the ET, Southern and Peter Burns stands as well as the formed-up hill to the north; and
- the club building and car parking area.

Once developed these three areas will be linked and strengthened as a new centre by :-

- the opening up of new pedestrian and cycling pathways to the north of the site, opening up the shoreline
- the embellishment and upgrading of the Captain Cook Drive pedestrian

4.3 Complementary Uses

In order to ensure the commercial success of the development and its medium to long term benefits for the football and leagues clubs:

- The residential portion of the site will be developed with sufficient density and connectivity to provide activation to the retail portions and to generate pedestrian traffic between the two entities;
- The retail portion of the site will provide a wide range of local services not only to the residents of the residential community but also to the surrounding suburbs.

4.4 Greater Links

The proposed master plan provides for very real and convenient connections both to the north and south of the site not only just between the club/retail and the residential community but beyond bonding and linking the site to its context.

4.5 Critical Mass

In creating a centre with an adequate level of density - the critical mass for various services becomes attainable. This will be reflected both in the depth and range of services which will be accommodated in the new retail space - including medical and lifestyle choices. Such is the interest shown by Transport NSW in the creation of a potential new bus route to service the site connecting the site with the local Railway Stations and other connecting bus routes

5 Master Plan

Urban Form Control

The generous space afforded by the Sharks site, perhaps paradoxically, provides a setting for a robust Australian interpretation of a vibrant 'centre'. While European precedents might suggest finer grained retail and apartments in a street block, this site is a hybrid that accounts for the inevitable presence of large floor plate retailers, adequate, and also inevitable car parking for both visitors and residents, capped off with an iconic sports facility at its heart.

The urban form is a response to current Australian market tastes while also breathing and opening out to its natural setting. Its salvation as an idea is in the sufficiency of its critical mass, a gravitas and potential for complexity that derives solely from the large and workable land holding. Its feasibility as an achievable development within a short time rests, in large part, on the community's faith in itself as shared through the Sharks brand and a robust chauvinism that comes from the self-image of the 'Shire'.

To work as an active urban centre the development must operate for 24 hours for different reasons throughout the week and the year. Sharks, the football tradition, the football stadium and the club provide an unique dimension of community relevance and a raft of intangible meanings to glue the ambition of a real centre together.

Reference should also be made to Turner and Associates design report for a description of the residential development layout and form.

Generally the urban form features on the site are : -

- a series of well considered multilevel, multi unit residential buildings. The residential blocks have been soundly arranged around strong urban framework of roads and public / private open spaces;
- the football ground comprising a street defining southern stand and the eastern portion of the football ground site which will comprise the current club building, eastern "Peter Burns" stand attached to the club;
- the existing club building will engage with a new long and horizontal retail building form which will house the proposed new retail and car parking. It will however be articulated at the zones where connection is made by means of significant recesses into the deliberate form of the retail centre.



Figure 5.1 - Master Plan

Part B. Retail & Club Master Plan

6 Design Principles

6.1 Integrating the Club

Placing a new retail facility in close proximity to a club means that the club will be exposed to considerably more visitations, while not directly linked, the opportunity for the club with a convenience retail audience is immense - there will be opportunities for businesses and activities that would in similar more strictly retail or club developments/ be not possible. For instance there will be considerable overlap and symbiosis in the field of food and entertainment.

6.1.1 Getting the Size of the Club Right

Central to the purpose and vision of the new retail centre and club redevelopment master plan is ensuring that the club re-establishes itself as an important social and cultural institution - able to perform this role in conjunction with the various demands of a new retail centre and a registered club environment can be resolved not only in a satisfactory way but in a manner that enhances both uses.

It is clear that the Sharks Club currently has significant “spare” capacity and this is draining its ability to operate profitably. Designed over four levels, each connected to a part-time grandstand, the club needs to shrink in size and provide more compact and relevant services. A reconfigured club is proposed in the upper two levels, a destination within the centre enjoying the best views and outlook.

Within the existing club superstructure, immediately below the new club, new retail amenity will be provided with direct access from the main retail car parking level. This location is optimal for retail as is the height of the space and its new use will put obsolete assets to work and expand the depth of the overall centre experience. This space, where overlapping and interlocking of the club and the retail uses occurs, is crucial to creating a truly integrated centre. It will be important that the club superstructure is no longer read as being just the club but as part of a new whole.

The level below this, that is the ground level, will be fitted out with family leisure activities under separate, specialised management. This will open up markets that might resist going to similar facilities within a club.

While the new club is co-located with retail, leisure and health amenities, it is not directly linked. For licensing purposes the club has its own entrance and presence.

It is important to understand that the different elements and attractions within the centre are unlikely to be patronised within one visit. Rather, the same people will return at other times, in other frames of mind, having noticed the amenities on previous visits. This is an important distinction between connection and co-location. Each attraction is not competing all the time for all passing traffic, but is benefiting from shared exposure for patronage at other suitable times.

6.1.2 An Appropriate Interface

A critical factor in determining the design is the vertical relationship of any new development which intends to the existing club building, how the club will interact with both the new retail centre and parking levels. Due to the feasibility of removal of material or its serious disturbance basement levels are not proposed.

The current club has four main levels and the new building will coordinate with these in various ways according to the demands of the layout.

- Level 1 - The current “at grade” level is RL 4.00m. This is the lowest level of the existing club. The existing building has a large span section (for a once used indoor swimming pool). This level will be transformed into family entertainment and leisure facilities. These facilities will enjoy easy access from the adjacent car park, which occupies most of the ground level of the retail centre with its loading dock in the north-east corner.
- Level 2 - At RL 7.65m this level is + 3.65m above Level 1. Currently the principal club level has a floor to floor height between + 4.52m and + 5.17m. This very high space is intended to be retail majors within the existing building facing a second level of parking. This effectively integrates the club with retail facilities.
- Levels 3 & 4 - At RL 12.17 or RL 12.82, Level 3 currently hosts the club’s auditorium. This high volume will be opened up to the north and extended out to create pavilions on a large outdoor terrace. This spectacular space will characterise the food and beverage offers of the club with gaming located to the south, away from the views and next to a restaurant. Level 4 will provide mezzanine restaurant and function room spaces. This level also provides for future links to the Toyota Stadium east grandstand, renewing the club’s role in sport and corporate functions.



Figure 6.1 - Section through the existing club with new uses proposed and the proposed new retail

The new building will provide two new car parking levels at RL 4.00 and RL 7.65, both of which connect directly into exiting floor levels of the club superstructure. Behaviorally, retail patrons will prioritise the upper level of parking due to its direct travelator connection. This will leave parking at the ground level for club patrons and visitors to leisure facilities and will be largely self-organising.

Above this, at RL 10.65, will be the main retail level with supermarkets, shops and outdoor dining opening onto the water views. The club terraces will be visible some 2.17m above but not directly accessible from the main retail trading floor.

6.2 Environmental Setback

In line with expectations that an environmental buffer be provided between the development and the mangroves a 30m setback has been adopted. At the extreme eastern end the 30m comprises mostly of the existing bitumen car park surface which overlay uncontrolled and historically unknown materials. Excavation into this area is both an environmental concern and creates practical difficulties. In consideration of such constraints basement parking and any significant excavation of the current treatments in the 30m protection zone is not proposed.

Removal however of the existing surface and intensive re-vegetation is proposed.

6.3 Exploitation of the View and Orientation

The site has unique qualities of view, orientation and proximity to the natural environment which if exploited would create opportunities for activities such as the proposed External Food Precinct and Club Deck. It is imagined that these qualities allow a place which can become not only a popular place to enjoy but an important community meeting place.

This waterfront setting and the prospect afforded from the development is a subtle but powerful definer of the potential of the centre. Its power and influence over the form of the development, over peoples reasons to visit it and over the social complexities that may arise can be appreciated by simply imagining the same mix of uses another, featureless location.

The water outlook is the reason for the lifestyle and family dimensions of the development, an excuse to visit simply for the pleasure of its setting. This will bring people in different and more open frames of mind that will allow deeper engagements with the place and between people.

Week-day and week-end uses will be different as will morning, afternoon and evening patronage



Figure 6.2 - Potential views from the site including Woollooware Bay, natural bay and distant skylines

6.4 Public Gesture - Entry Forecourt

The Sharks centre presents an open address to its water frontage as well as its street frontage. In many ways it has neither a front nor a back. Pedestrian spaces and approaches have been optimised.

Visitors approaching from Woollooware Station will be served by safe traffic lights and conventional crossings.

In order to provide symbolic entry of a scale that will have a sufficient degree of exposure and able to be “read” from Captain Cook Drive. The Entry Forecourt will be a focus for the disparate arrival of pedestrian flows either from the bus stop or drop off or on game day.

The shape will gather and focus this pedestrian movement, it will lead the random meanderings of passers by and involve them in the drama of the journey from The Captain Cook Drive through to the new centre.

This forecourt will be the first event along the Circulation Gallery which will lead to and connect not only the car park levels and the new club entry but also to the principal retail nodes.



Figure 6.3 - Impression of Entry Forecourt

6.5 Ameliorating Captain Cook Drive Elevation

There is no historical or intentional urban form or context that requires a relationship of adjacency - the nearest built forms are the distant but significant single and double storey low rise developments to the west (Toyota) and to the east (Fitness First and Petrol Filling Station). Therefore the proposed building form will need to be self contained and “re-centered” to the site rather than referential or being deferential to external or contextual demands.

6.5.1 Emphasising the Curve Frontage

The form of the wall to Captain Cook Drive is to be a deliberately exaggerated curve. Earlier studies of the elevation indicated that the length of the facade required could be visually excessive. In particular if a uniform setback was imposed, the random nature of the boundary and resultant elevation was incoherent and could only be bulky and disjointed.

The current boundary is a series of odd chords that do not produce a harmonious line which will not provide a basis for one of the more important facades of the proposal.

In order to unify and harmonise the frontage a subtle, shallow but deliberate curve is used to generate the elevation. It is also proposed that there be reasonable setbacks to the boundary at either end of the curve to allow for its exaggeration.

The effect of the curve on the facade is a foreshortening of the perspective effect through a heightened vanishing point. This effect is particularly obvious or heightened for observers whose viewpoint is more acute to the facade such as the passengers of a car travelling along Captain Cook Drive. The curve makes sense of the rather random boundary lines and adds uniformity without potential monotony.

In detail design this curve will be articulated to generate interest without compromising its important visual effects.

6.5.2 Two Stage Wall

While the curved facade ameliorates the length, the height of the wall if unrelieved could become imposing.

The solution for limiting the apparent height of the facades is to provide a 2000 mm deep setback/articulation zone above the two modest storeys car park screening element. This setback will apply principally to the new retail spaces.

This setback and articulated zone should provide a contrast in texture and in colour to assist in the appearance of a receding form.

6.5.3 Adequate Screening

The two levels of car park will be screened with permeable ventilating material. This screen should have a horizontal emphasis - the horizontal lines enhancing the curved effect of the facade.



Figure 6.4 - Early study showing the emphasised curved wall and two stage wall



Figure 6.5 - An impression of one part of the External Food Precinct with the Club Deck in the background. The Landscape Court is between the two elements.



Figure 6.6 - An impression of the Club Deck.

6.6 Public Amenity and Activation

The proposed Medical Centre building and Bus Stop (complete with possible new bus route) will give the entry an underlying level of activation. While this activation will increase significantly on game days, the scale of the Entry Forecourt will be capable of accommodating this.

6.7 Accommodating the Transport Hub

In anticipation of the new found importance of the Sharks Club Site as a transport hub a bus stop including weather resistant awning seating and other conveniences will be an important feature just east of the Entry Forecourt along the curved southern elevation.

6.8 Environmental Gestures - Landscape Court

Similar to the Entry Forecourt the Landscape Court will be a reasonably sized re-entrant void open to the sky which will articulate the building mass between the "Club" mass and the "Retail" mass. It will bring light and ventilation as well as closing the proximity to natural elements such as trees.

This 'canyon' will serve as a lung to the development, allowing breezes to move between the buildings.

As identified in the analysis one of the most important attributes of the site is the potential of the northern side of the site. With some elevation above the mangrove spectacular views of the bay and the naturally vegetated headlands area available to the north.

The orientation is such that year round outdoor activity is possible. This makes this area ideal for both a new externally oriented food precinct characterised by outdoor exposure view and sheltered activity areas. The northern orientation will ensure the desired potential of both a shaded retreat in summer and a sheltered warm place in winter will be realised.

Similarly there is great opportunity for the club to gain a similarly highly valuable external area - the Club Deck. This space will not have the virtues of outlook, orientation and prospect but will have excellent views of the football field and will have clear and convenient access to the possible new grandstand seating decks.

Further environmental gestures include largely naturally ventilated car parks that have been located above ground level to avoid disturbance of the water table and ground conditions. Long-term reduction in energy consumption will result from naturally ventilated car parks and form part of a comprehensive ESD agenda.

6.9 Pedestrian Circulation Gallery - Connecting and Articulating the Building Form

Connecting the Entry Forecourt and vertical circulation and an open passage “Gallery” through to the northern Landscape Court is concentrated between the new retail elements and the existing building. This space provides a focus for the car parks and provides easy access from a central circulation aisle from both car park levels.

Travelators and lifts will provide vertical circulation for all types of users including those with shopping trolleys and those with movement impairments. It will be well lit and identifiable as the access to the retail level.

The new entry to the re-configured club will be located on this level.



Figure 6.7 - An impression of the
retail interior