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# Cronulla Sharks PPR Design Report

(supplementary report)

This design report for the Preferred Project Report (PPR) has been prepared as a supplementary report and the commentary provided in the Concept Plan EA report remains current only where amended by statements in this supplementary report.

## Design Report Executive Summary Part A. Site Master Plan Part B. Retail & Club Master Plan

20.03.2012

20100176

Bluestone Capital Ventures No 1 Pty Ltd

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# Executive Summary

In response to comments received by the project team during the Concept Plan assessment phase : -

The principal changes to the Retail / Club design are : -

- The retail level has been brought down to one level above ground to level 2 and parking provided to level 3;
- Convenience retail has been introduced into the Public Entry Forecourt providing for greater activation ;
- The facade to Captain Cook drive is further ameliorated because the bulk of the retail building is less ; and
- The car park connecting ramp provides an opportunity for a significant central full height setback to this façade.

The main impacts of these changes are to : -

- Provide a balanced and sustainable retail centre ;
- Generate activity in the Public Entry Court area and along Captain Cook drive because of the viability of the Entry Forecourt convenience retail ;
- Allow for better amelioration of the bulk of the Captain Cook Drive elevation ;
- Provide a greater yield of car parking from some 650 to near 700 has been achieved ;and
- Provide greatly improved access to the retail floor and Captain Cook Drive ; and
- Provide greatly improved access from the External Food/ Dining precinct and the foreshore both due to the main retail level being deployed one level lower.

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# Part A. Site Master Plan



# 5 Master Plan Urban Form Control

The urban form features and principles as described in the Concept Plan EA design report have not changed significantly.



Fig 5 – PPR Masterplan



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## Part B. Retail & Club Master Plan

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# 6 Design Principles

In light of comments received during the Concept Plan EA assessment period and with further robust design consideration a number of key changes have been made to the Retail Club component.

While these changes result in a concept that is well within the modest height and bulk envelopes described in the Concept Plan EA documentation they have challenged some of the Design Principles expanded on in the Concept Design Report. In light of these design consideration we believe the PPR design is much improved and will better fulfil some of the key requirements that will lead to a vibrant and cohesive new centre.

A summary of the design changes are as follows ; -

- Most significantly the main retail level has been swapped with the level 2 car park so that the proposed retail centre consists of a ground floor parking level (Level 1), a main retail level (Level 2) which is at the same level as the existing club building designated as retail. Above the retail level will be a level of “roof top” parking (Level 3). The re-vitalised club is located on both Level 3 and Level 4 ;
- The retail layout has been strengthened by the shifting of the “arcade” connecting both the Public Court and the Landscape Court to allow for true double sided retail mall resulting in a more efficient and balanced retail plan ;
- While the main retail level is strengthened by this reversal and reuniting of the majority of the retail space on a single level the ground level is much closer to the retail “action” (i.e. being separated by only one floor) This has allowed for this “convenience” retail to be located in the Public Entry Forecourt. This extension of retail and connection with the bus stop/interchange ensures a vibrant and active path from the public entry space to the major level of the retail centre and will result in increased activation of the Public Entry Court ;
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- This proximity and introduction of the convenience retail will promote interchange activities associated with the bus stop to provide a higher level of activation to the public entry court ;
- Similarly the centre will be strengthened with the retail and

- 
- associated retail food uses substantially on one level ;
- The car park levels (Ground and Level 3) are connected with a double storey “connecting ramp” that passes right through the retail level (Level 2) ;
  - This connecting ramp is located on the external Captain Cook Drive face but is setback by at least 2 m allowing for a significant articulation (setback) for a good portion of the Captain Cook elevation. While there is a commitment to the visual appearance of a curved façade as a means to visually foreshorten the Captain Cook Drive frontage from the viewpoint of a car driver, this large feature setback becomes a very effective articulation of the façade ; and
  - The Concept Plan anticipated a steel framed roof which in the PPR concept is now the concrete deck of the level 3 car park resulting in a considerable reduction in building bulk. Overall the new arrangement of levels will result in a building form much less bulky and of quite reduced height to that of the Concept Plan Scheme.



## 6.1 Relationship to the Club

The revised design for the PPR strengthens the relationship between the Club and the new centre. While there are regulatory reasons that full integration is not possible the strategy of having a full level of (albeit retail) parking opposite and at the level of the club entry level (Level 3) is seen as particularly positive. The need for many circulation cores, services lifts and accesses has been vastly simplified in this revision.

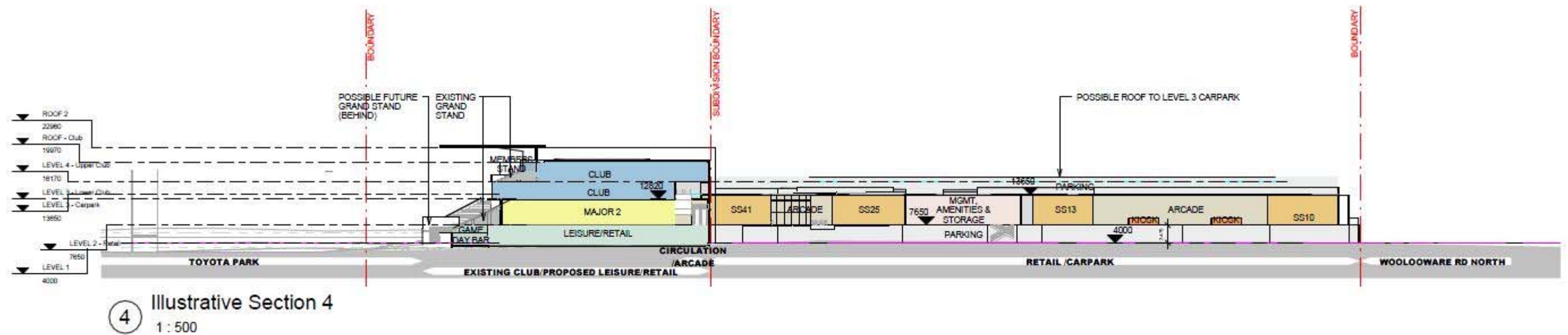


Fig 6.1 – Section showing relationship of new retail levels to existing club levels.

## 6.4 Ameliorating Captain Cook Drive elevation

As summarized in the list of design changes the double storey “connecting ramp” provides the opportunity for a substantial setback for a good portion of the Captain Cook elevation and this large feature setback becomes a very effective articulation of the façade.

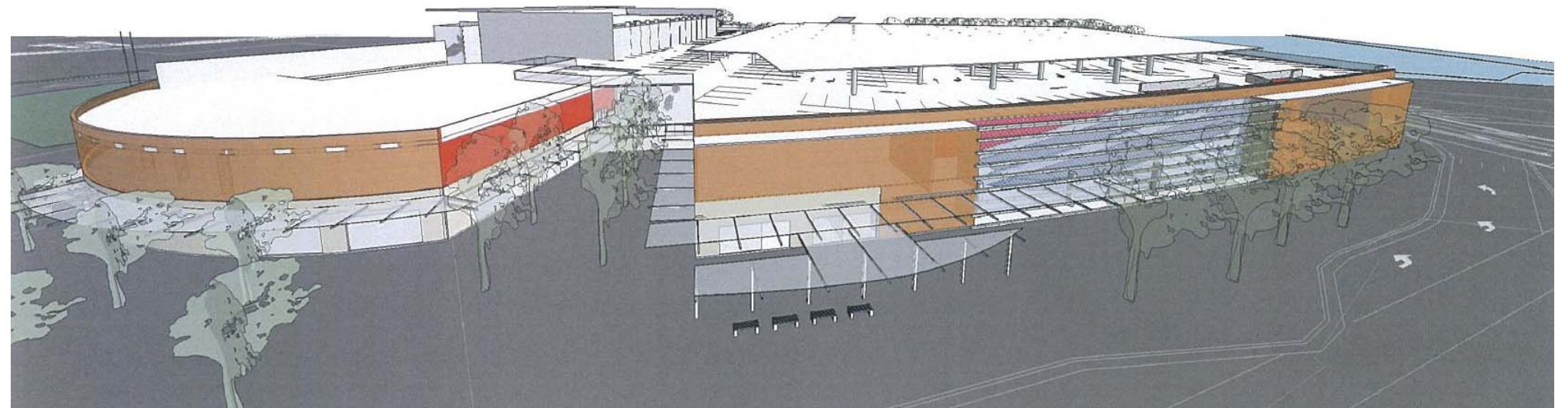


Fig 6.4 Preliminary design study of Captain Cook Drive elevation exploring façade setback at car park connection ramp.

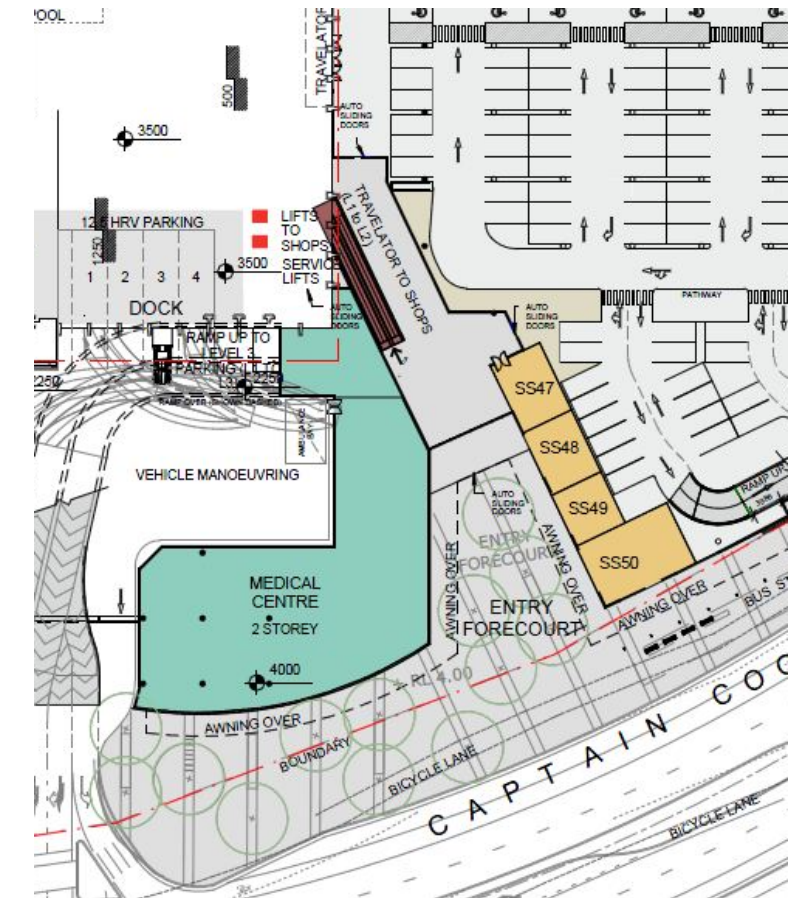
## 6.7 Public gesture - Entry Forecourt

The entry forecourt and a reasonable portion of the return to both sides of the Captain Cook Drive elevation adjacent to the forecourt has been considerably improved due to the presence of the convenience retail and the enlargement of the medical footprint. More active shopfronts have been provided. Indeed the whole of the facade to this re-entrant space is now bordered with active facades and uses.

These facades will be achieved with higher quality materials and highly articulated elements including stone pilasters, steel framed and glazed awnings where formerly in the EA concept the facades may have been merely screens to the two car park levels.

These activated facades will return for a distance along the Captain Cook Drive frontage for the retail spaces and for the extent of the medical centre facade.

In order to create further interest and to provide a human scale and associated elements a free standing "architectural" Bus Stop shelter has been suggested. This will be located off the face of the building (in the carriageway) conveniently where busses will be stopping to pick up and set down passengers. This shelter will take its form and organisation style from the sweeping gesture of the main building ameliorating the scale differences between the facade and Captain Cook Drive. The bus shelter will have prominence for those approaching the site along Captain Cook Drive.



## 6.8 Environmental Gesture - Landscape Court

The Landscape Court remains very much as described in the Concept Plan EA, however the main external food precinct on the level 2 decks are naturally less elevated than the EA concept due to the swapping of the retail level and parking level. It is not, however anticipated that this will have a significant impact on the potential of this feature of the retail centre to exploit the spectacular mangrove and city skyline views and it will still take advantage of the benign micro climate allowing near all year round activity.

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Additionally the external deck areas will be much more accessible being only one level from the ground. As previously described the concentration of the external food precinct will tend to act as a lesser anchor, it will be a serious point of difference for the centre and a means of integrating and embedding the centre in the natural and physical environment. It will clearly become a meeting place for the residential community and provide a focus for passive evening entertainment. The landscape court will be more accessible and will strengthen the connections between the retail, stadium and residential areas.



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# 7 Options Investigated

While the revised PPR concept has an arrangement that resembles one of the alternative options not favoured in the Concept Design Report further development and requirements have challenged the design principles utilised to reach the Concept Design.

It should be noted however that the revised layout and disposition of the retail and parking levels fulfils the following considerations made in the investigation of options ; -

- It provides better un ambiguous co-ordination and definition of the club and retail premises ;
- The disposition of the levels of having a single principal retail level provides an "all round", balanced and highly accessible retail experience ;
- A review of the type and number of majors has been made and it is clear the 4 of 5 suggested in the EA Concept while workable for certain types of end users resulted in an unbalanced retail layout. With the likely reduction of majors from up to 5 to 2 and a more single level centre benefits their relationship strengthening the centre in contrast to the more fragmented non aligned levels of the EA concept ; and
- The "arcade" connecting both the Public Court and the Landscape Court has been offset to allow for true double sided retail mall resulting in a more efficient and balanced retail plan.

A benefit of the revised PPR scheme is that the building mass, especially the captain Cook Drive elevation is by definition less than the EA scheme.

## 7.3 Orientation of the major retailer and deployment of retail space – options

The PPR scheme has a more developed and efficient deployment of retail space. While it has similarities with some of the options shown in the Concept Design EA Design Report the dictates of efficiency, loading and docking proximity and logistics together with a developing sense of the retail circulation space as fundamental to the site organisation and exploitation and representation of both the built and natural contexts. Practically the arcades (malls) will be specialised arms, a fresh food in the arm of speciality to the supermarket, health and personal services adjacent the medical leading to casual food and the external food/restaurant precincts.

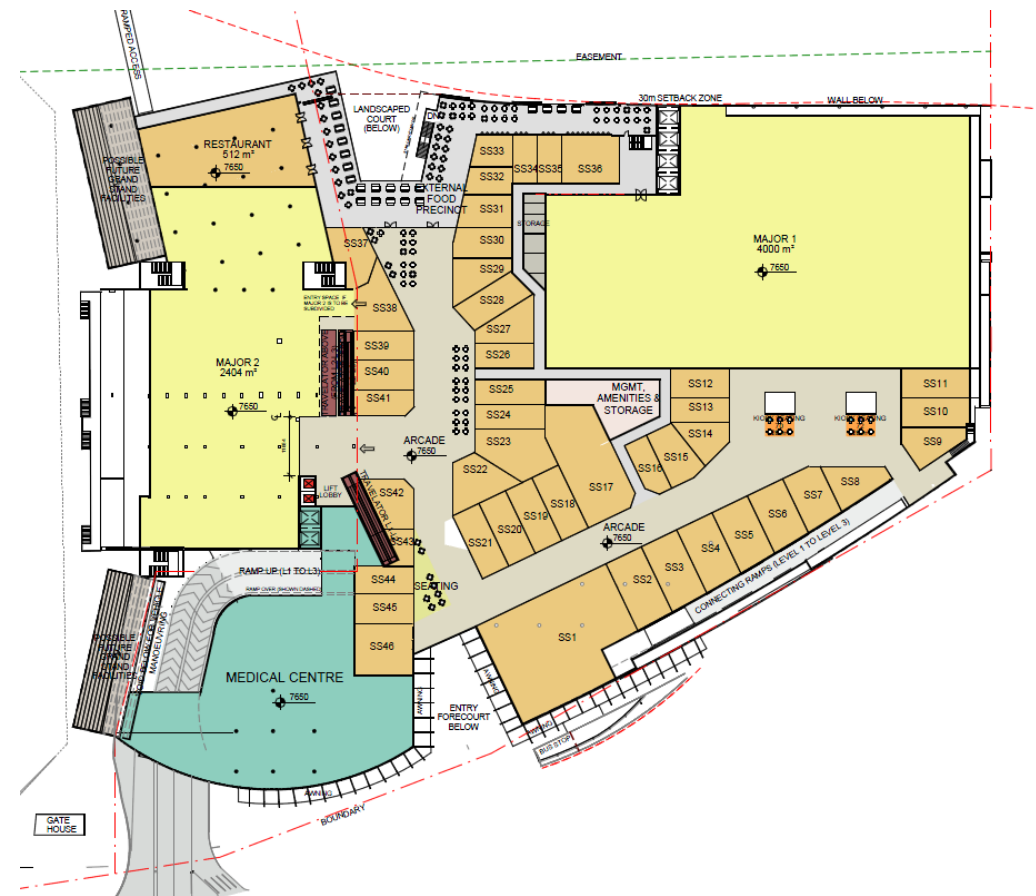


Fig 7.1 Retail layout, balanced and sustainable.

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# 8 Urban Form Controls

The UFC (Urban Form Control) Drawings have been general brought into conformity with the major changes made in revised PPR illustrative concept. These changes include : -

- the amended locations of the Entry Forecourt and Landscape Court
- the amended designations of the various levels e.g. "RETAIL""PARKING"
- clarification of the level 4 zone above deck parking with reduction in expressed plant rooms and roof lights

## 8.6 Gross Floor Areas and Parking Numbers

The GFA's of the revised indicative design are within the areas as specified in the Concept Plan documentation however the proportion of the components of the areas between majors and specialty, medical centre have for the purposes of the illustrative design been reviewed and are slightly up or down – this is however still subject to final design to be developed for the Project Application

Due to the rearrangement of the parking levels more floor plate has become available for parking and it has increased from 650 spaces to near 700. This has come about because the dock area is recessed marginally below the current ground floor level and the area formerly occupied by this on level 2 parking is now retail and the dock does not interfere with the parking arrangement on level 3 .

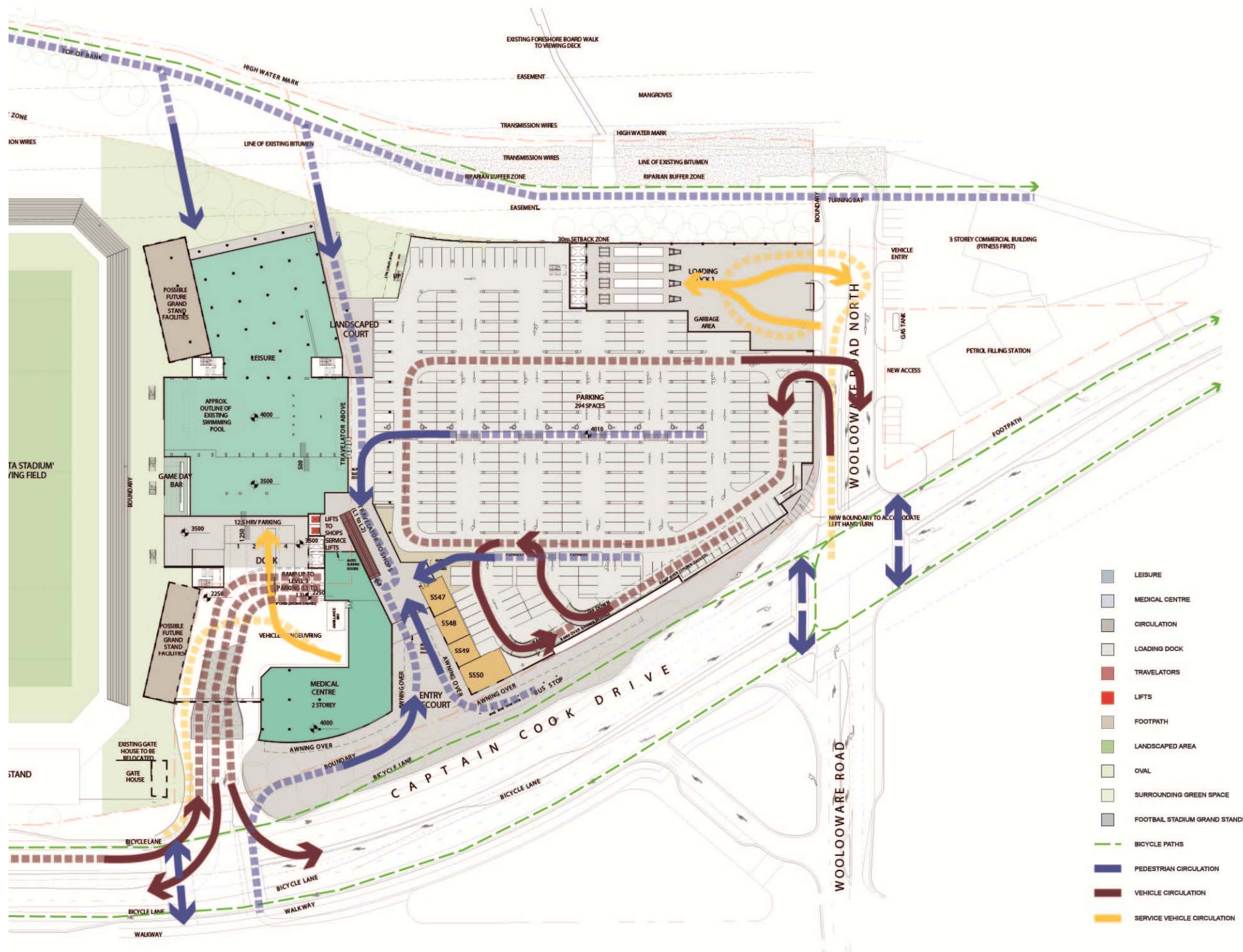
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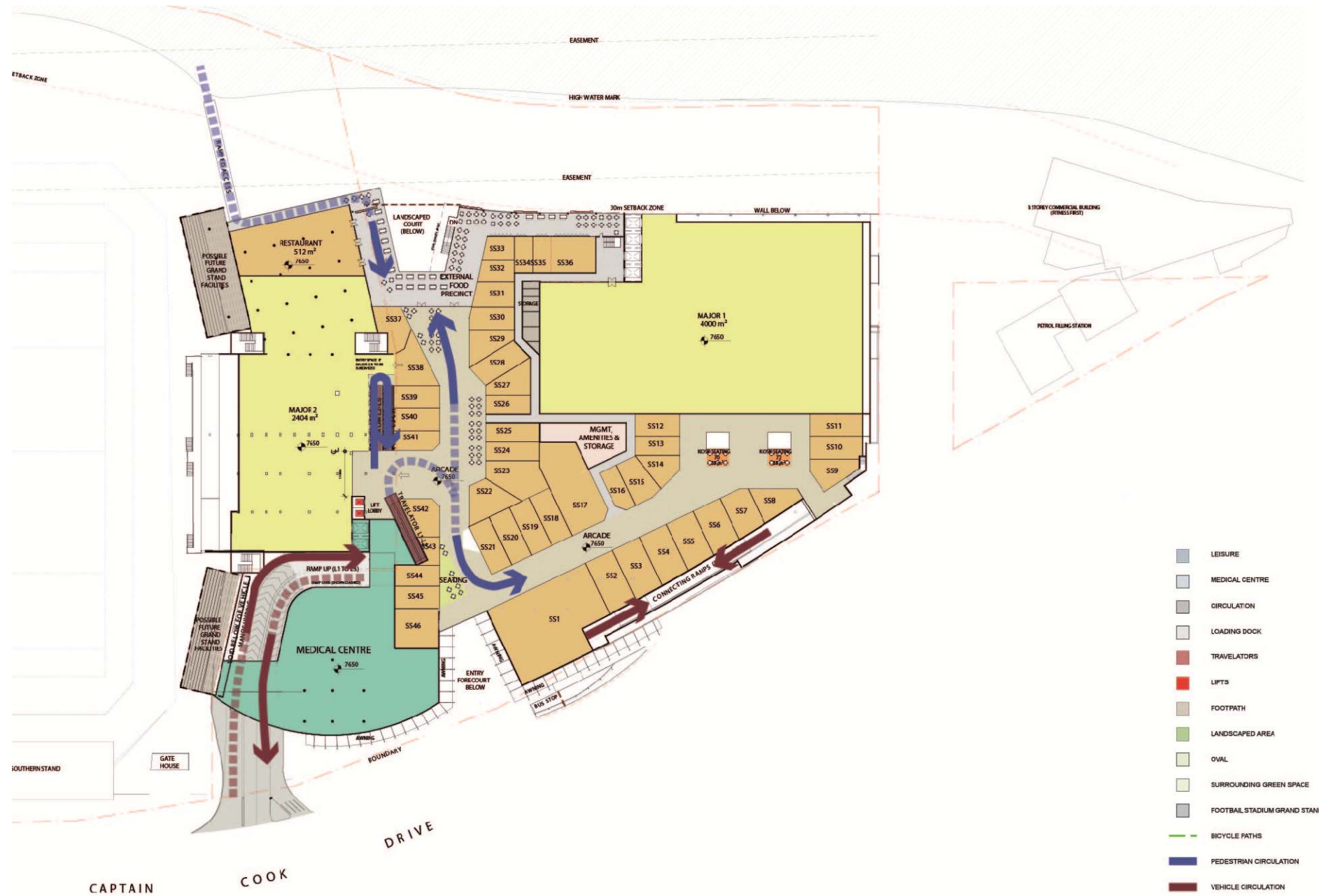
## 9 Illustrative Design Description



## 9.2 Level 1

As the Public Entry Court is only one level difference it is clear some speciality retail will be viable in this large and important "public" styled space. Additional convenience retail of 300 m2 and a revised entry have been included in the revised ground level layout. This has been made possible by the redeployment of the main retail level. The addition of this convenience retail will add vibrancy and activity to this space.

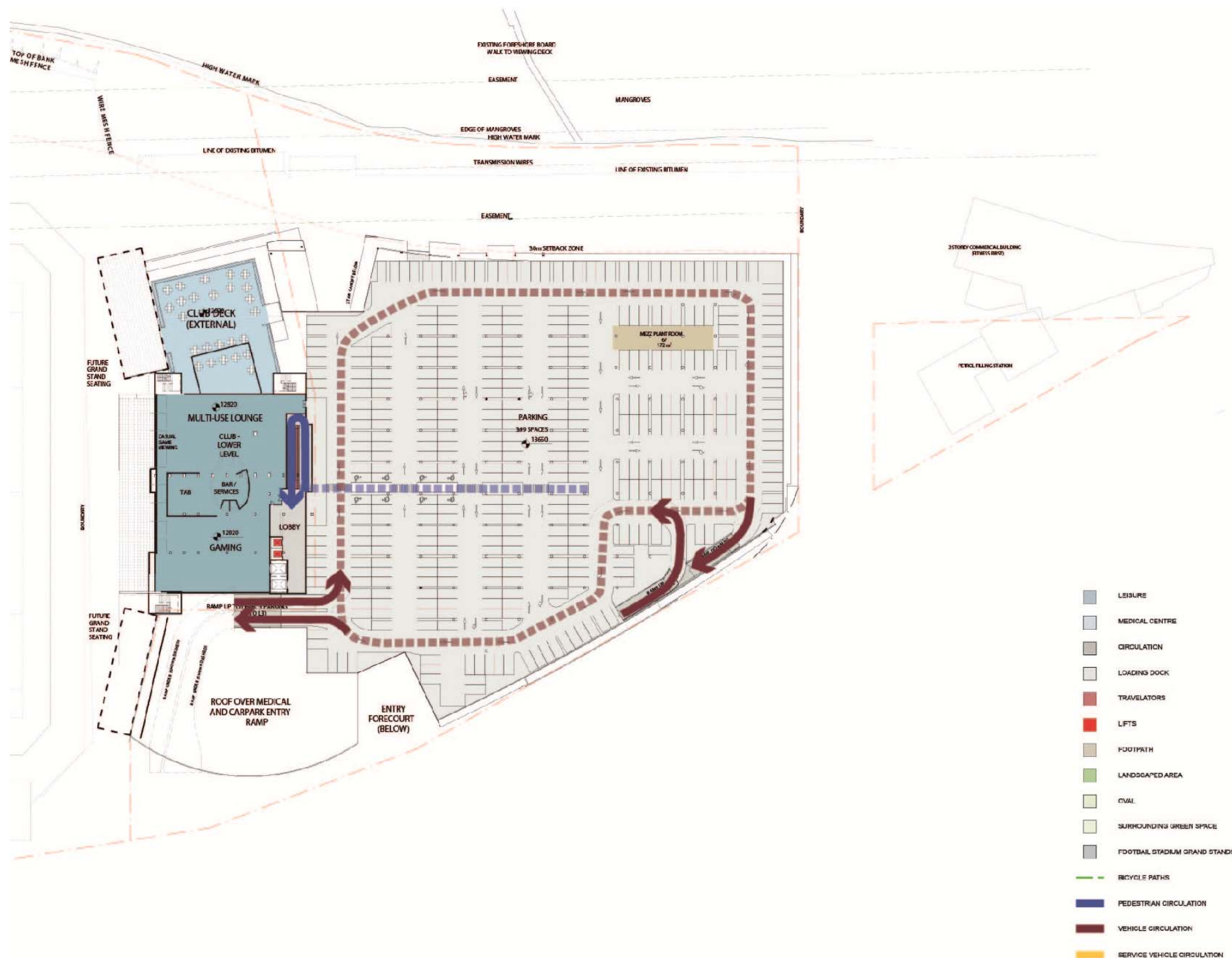




## 9.3 Level 2

Level 2 will now consist of the main retail arcade and tenancies with parking one level away. It will also be the location of the External Food Precinct. It should be noted that the through site arcade has been moved over to allow the establishment of standard depth speciality retail space.





## 9.4 Level 3

Level 3 has become principally deck parking with the main club level entry and a small plant area for the Major 1. The retail centre entry foyer will provide the rationalised vertical access throughout the centre

## 9.5 Level 4 and roof level

With the change in design from a metal framed roof to a concrete roof there will be less of an opportunity for roof lights and roof mounted plant. A zone for any potential plant or roof to this level has been defined and is setback some distance to ensure it is not visible from the street.