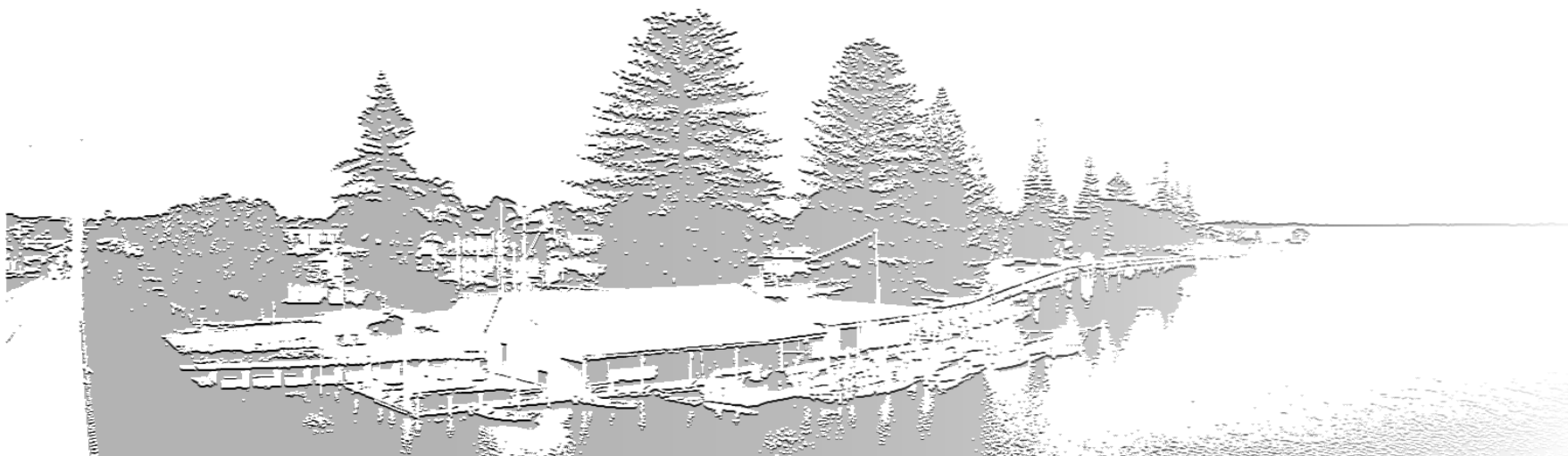


Appendix A of the 'Klumper Site' Planning Proposal

Urban Design Report
prepared by Thrum Architects



URBAN DESIGN STUDY

KEY SITE No.7 THE ENTRANCE

Job No. 11003 | For: TERRIGAL GROSVENOR LODGE P/L

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1.0 INTRODUCTION

This Urban Design Study has been prepared in response to Wyong Sire Council's resolution on the 14th December 2011 relating to the proposed rezoning of 'Iconic Site No. 7', identified in Council documents as "The Klumper Development".

This study accompanies the re-zoning submission report that has been prepared by planning consultants; Ingham Planning.

'Iconic site No. 7' is a large sector of land spread across two street blocks located immediately adjacent to the CBD of The Entrance. It is located at the northern tip of The Entrance peninsula fronting the north facing waterfront foreshore to the Tuggerah Lake estuary.

The land making up 'Iconic Site No. 7' is unusual, in that although it occupies a very prominent sector at the 'front door' of the CBD, it has nevertheless remained noticeably underdeveloped by comparison to all other areas around the town centre of The Entrance.

The common ownership of most of the allotments in the sector (including the two largest occupied by the two largest allotments in the sector, being occupied by the ageing El Largo motel resort and also the similarly ageing El Lago caravan park further West) is one of the reasons that this sector of town has not experienced intervening re-development on a fragmented basis.

The unusual occurrence of having such large contiguous parcels of land located within a prominent and valuable precinct of a town centre, all becoming simultaneously available for co-ordinated re-development, presents a rare opportunity for the wholesale re-planning and re-vitalisation of this part of town.

The existing land uses in this precinct have not only remained noticeably underdeveloped for the past few decades, but are likely to continue to remain underdeveloped and continue to trend into decline in the future unless an appropriate catalyst for genuine land use renewal is introduced. This large but tired precinct of the town centre is of such a size; that with the re-direction that a new set of new planning settings can provide, a new & sustainable level of vitality can be achieved within it and even more importantly be of a scale that also stimulates the wider town as a whole.



SITE VIEWPOINT VANTAGE FROM NORTH



AERIAL LOCATION MAP

2.0 CONTEXT

The lands making up the subject development precinct (being 'Iconic Site No. 7'), are located on the immediate north-west side of the CBD of The Entrance, and with direct frontage to the Tuggerah Lake foreshore.

The Entrance is an important tourist and residential coastal town on the Central Coast, and by far the most important in the Wyong Shire. The town attracts large numbers of tourists largely because of its scenic location on a long narrow peninsula that is flanked on three sides by ocean / beaches and the lengthy lake foreshore.

The town centre has developed into a substantial middle order commercial town centre, with characteristics that are typical of coastal towns of similar size along the NSW seaboard. Whilst it functions as a local category shopping centre serving the needs of residents, it also contains significant tourist retail and tourist food components as well.

The tourist oriented retail & restaurant components of the town centre, are more concentrated toward the north end of the CBD, which is the same end of town that the subject development land is located. This north end of town enjoys the most obvious scenic qualities, being on the northern most tip of the peninsula and facing the estuary waterway and associated foreshore parklands.

2.1 SOCIO GEOGRAPHIC



AERIAL SITE MAP

Over recent years, The Entrance has however experienced an increasing focus on the construction of standard residential sole occupancy apartment unit developments, with few if any genuine tourist facilities or attractions being created. That quality tourist oriented developments have been allowed to lag behind in the town, is considered incongruous and out of balance with the town's historical reputation as an important tourist destination.

CONTEXT

2.2 PLANNING



WYONG LEP SITE ZONING MAP 1991



DCP 60 PRECINCT HEIGHT CONTROLS



THE ENTRANCE TOWN PLAN

The lands making up the subject development precinct are currently zoned 2(g) 'Residential Tourist' zone for the most part, excepting for a smaller component zoned 6(a) (Open Space & Recreation Zone), under the Wyong Local Environmental Plan 1991. It is noted that the area zoned 6(a) does not form part of the planning proposal as no change of zoning is required to facilitate the development.

In addition it is also noted that the majority of the subject site is also given a special reference in the Wyong LEP 1991 and also in DCP chapter 60 (2000), as being singled out as having the additional permissible use of 'Managed Resort Facility'. The fact that the subject precinct (or the majority of land comprised in it) has long been recognised as needing to be assigned this special status, is an important input into the current formulation process.

The site's very high scenic qualities, coupled with its long history of tourist use and the fact that it is the only remaining precinct of underdeveloped land located immediately adjacent to the tourist and mixed use end of the CBD; all indicates that the most valid and appropriate suite of usages to be encouraged is that oriented toward high order mixed use tourism.

CONTEXT

The site is a precinct located on the northern most tip of The Entrance peninsula. As the site is a very large area of approximately 4 hectares and covering two whole street blocks, it is also valid to recognise it as constituting its own definable neighbourhood precinct.

Site Area: 39,267sqm (3.93 ha).

The subject site precinct immediately abuts the CBD of The Entrance town centre, (the west edge of the CBD). The precinct is bounded as follows:

- on the east side by the Central Coast Highway (Wilfred Barrett Dr bridge),
- on the long north side by the Tuggerah lake foreshore parkland strip,
- on the west side by the Clifford Street cul-de-sac.
- on the south west side by the Council owned drainage reserve running parallel with Manning Street.
- on the south east side by the line rear (north) fences of the row of properties facing south & fronting Coral Street.

The site is oriented with its long axis running East / West and parallel to the north facing shoreline of Tuggerah Lake. The site is generally level, being on a sand plain.

A significant but minority portion of the site is comprised of land that is currently located within portions of existing local road reserves, as follows:

- Along the north perimeter, by a 10m wide strip of land currently located on a portion of 'The Entrance Road' reserve.
- In the middle of the site, the portion of the 'Oakland Ave' road reserve that runs between its intersection with a) above to the south side of its intersection with Bent Street.
- In the south east sector of the site, the whole of the Bent Street road reserve.

The site also conversely involves the transfer of some existing private land, to be converted into public ownership as follows:

- A large slice of the east end of the existing private land, to be carved off and be added to the road reserve of Wilfred Barrett Drive.
- A small section of land at the West end to be carved off to become a public pedestrian laneway.

The parameters of the site involving the above proposed various road closures and openings, have evolved out of a long series of negotiations and draft agreements formed with Council. We are advised that Council have expressed strong support for the particular road closures and openings.

2.3 SITE



SITE PLAN

The existing status of land uses currently on the site lands comprises:

- Large areas of Vacant Land,
- the 'El Lago' motel, (built circa 1970s).
- the 'El Lago caravan park,
- a small number of ageing dwellings.
- a small two storey restaurant building that has a local heritage classification placed on it by Wyong Council.

Any redevelopment will need to meet the appropriate conservation requirements in respect of the building with the local heritage classification. All other buildings in the precinct are however considered to have no special status that would prevent their removal.

CONTEXT

2.4 PRECINCT

2.4.1 SENSE OF PLACE



EXISTING HERITAGE CLASSIFIED BUILDING
ON STIE: - RETENTION

SITE PLAN

Even though the precinct that makes up the site is located immediately to the west of the town CBD, the site precinct can be said to be characterised by an unusual degree of urban isolation.

The contextual factors contributing to this paradoxical sense of relative isolation are:

- 1). it is located at the far northern tip of the peninsula,
- 2). on its eastern edge, the busy state highway (Central Coast Highway) forms an existing functional & perceptual barrier for pedestrians from the town centre,
- 3). on the north side there is only Tuggerah Lake and the bridge.
- 4). on the west side, there is only one row of residential properties, then beyond that, again nothing but the expanse of Tuggerah Lake,
- 5). an unusual quantity of vacant land existing so close to the town centre,
- 6). although on the south west side there is a row of dwelling house blocks, these have recently mostly been acquired by Council for the purpose of making way for the construction of a large multideck public parking station along that side.
- 7.) on the distant south east side, a row of existing individual dwellings have their back turned to the site, facing southwards to Coral Street.

These factors not only contribute to the existing sense of isolation of the site, but also to what has been assessed as a current lack of 'sense of place'.

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CONTEXT

PRECINCT

2.4.2 URBAN FABRIC

Ancillary to the contextual 'isolation' of the site and the 'lack of sense of place', is the related condition of there being an apparent absence of a rich social fabric. The 'neighbourhood precinct' that makes up the site itself, conveys an empty feel.

In short, the subject site precinct is patently a neighbourhood in transition. But unlike other areas, this precinct's rate of transition is unhealthily slow.

The adjoining neighbourhood to the south west (ie southwards from Manning Street) by contrast, is much more conventional and settled, with a typical older type suburban residential fabric. The vast majority of buildings are mostly class one single storey dwellings of older style with only a small number of newer two storey residences. There is also a small number of newer sets of low rise townhouses.

The adjoining neighbourhood to the south east (being closer to the CBD & southwards from Coral Street), is more heavily in transition with significant numbers of the original old style cottages making way for a variety of residential apartments buildings in recent years. Buildings in this sector range between one to eight (8) stories in height.



EXISTING SITE PHOTO ALONG BENT STREET



SITE PHOTO CNR OAKLAND AVENUE AND
ENTRANCE RD



WILFRED BARRET DRIVE (LOOKING SOUTH EAST)

CONTEXT

PRECINCT

2.4.3 VIEW CORRIDOR

Although the topography of the subject precinct is flat, there is an existing macro view corridor that is aligned from south to north when viewed from the distant high ground at the far south end of Oakland Avenue. This street is an important traffic by-pass route around the towns CBD, and for traffic travelling north there is a narrow view northwards to the lake along the straight gun barrel axis of this street, from the crest of the hill 1km south of the subject precinct.

The subject site includes land that will transfer from the closure of the northern most end of Oakland Avenue, and although only a very small glimpse of the lake is visible along this narrow view corridor, some level of acknowledgement of this corridor will be necessary in any new master planning.

This view corridor essentially bi-sects the site, and as described in later sections of this report, has influenced heavily the envelope massing organisation put forward by the indicative scheme for the site.



PHOTO FROM SOUTH END OF OAKLAND AVE



PHOTO OF FORESHORE



PHOTO OF FORESHORE



AERIAL SITE PHOTO

The narrow strip of lake foreshore parkland located along the full length of the north side of the site, whilst not used as nearly as much by the public as its much busier counterpart on the east side of the bridge, it is still popular among locals.

This foreshore strip includes a small public ferry jetty and also a small charter boat shed. Notwithstanding that this narrow lakeside public reserve is clearly under-used, it is the element that most of all gives this precinct its defining character.

The width of the foreshore parkland strip is quite narrow however, being the result of the kerb & guttered carriageway of the 'The Entrance Road' being unfortunately constructed last century on an alignment that is patently too close to the waters edge.

Any new master planning reinvention of this precinct would need to give high priority consideration to either widening this foreshore parkland by moving or deleting the roadway.

CONTEXT

CHARACTER

2.5.2 EXPOSURE & PROFILE

Notwithstanding the abovementioned lack of sense of place and deficit of evidence of social fabric in this precinct, it nevertheless has a natural attractiveness and air of excitement about it, owing mainly to the immediacy of the lake and rubbing shoulders with the CBD. The presence of the very tall Norfolk pine trees within the precinct, also contribute in a way to this as well.

Any masterplanning solution for this precinct would need to include for retention of these pines. The indicative scheme formulated for the precinct (as described on the later pages of this report) provides for the full retention of all mature and scenic mature pines on and around the site.

The subject precinct, including the foreshore parkland, also experiences an extremely high level of visual exposure to traffic on The Central Coast Highway. The site remains in full and immediate view for all vehicles travelling south on the Highway, for the whole length of time it takes them to drive across the long bridge.

Whilst the overall existing character of the built environment in this precinct is patently tired, declining, and under used, the underlying fundamentals of this precinct are surprisingly (for the reasons set out above) something quite the opposite, in that they hint of potential and energy.

The precinct is a paradox; on the one hand being largely empty and badly under used, whilst on the other hand having a profile suggestive of 'centre of attention' and 'excitement'.



CONTEXT

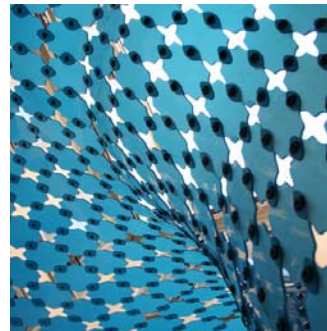
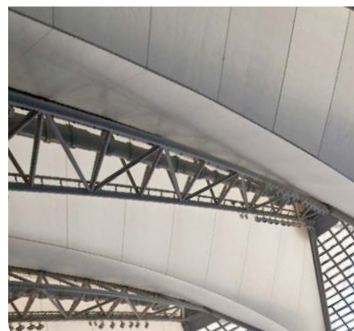
CHARACTER

2.5.3 CHARACTER RESPONSE PRIORITIES

Any process to re-formulate and revitalise land uses in this precinct, will need to prioritise two essential things, they are:

1. That in response to the high exposure, front & central nature, and air of high excitement that this site has, that the chosen new uses should be weighted heavily toward high order / high profile tourism as opposed to merely repeating of the staid routine formula of residential that has been over done around the rest of town.

2. That in response to the extraordinarily unique size of this aggregated development precinct, coupled with its declining and tired trending circumstances, that the formulation of new planning controls for it not be subtle or half hearted.



TRENDING ARCHITECTURAL DETAILS INSPIRATIONAL TO THIS TYPE OF DEVELOPMENT

3.0 OPPORTUNITIES

3.1 THE TOWN

The Entrance has increasingly experienced in recent decades an almost unrelenting focus on the development of residential sole occupancy apartments and units, without any corresponding concentration on genuine tourist attractions. This trend has operated in stark contradiction to the historic and increasingly fading reputation of The Entrance as being a tourist mecca.

Quality tourism draw card developments have unfortunately lagged far behind and become secondary in NSW coastal towns that ironically have the most to offer tourists, The Entrance being a prime example.

There is wide consensus among local and regional business groups and also by Council, that The Entrance is in need of a strong and sustainable major tourism attraction to act as the catalyst for the re-establishment of the town's once great tourism credentials. Reports are that the town has for years suffered very much higher accommodation vacancy rates than any other place on the central coast.



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The key to revitalisation for The Entrance will be for the town to identify a site that has all the right attributes that are suitable for establishment of a first class tourist attraction of high order, sufficiently unique to distinguish the town from all others on the 'tourist map'.

The introduction of a major tourist theme park type of attraction, coupled with a properly integrated large scale mixed use development would re-establish the prominence of The Entrance in the tourism industry in NSW. More specifically, it has been concluded from examples overseas research that there is only one generic type of tourist theme park that would deliver success, and that is for an all season / year round, indoor / outdoor large scale heated water theme park, complete with climate controlled whitewater thrill rides, and interactive climate responsive breathing operable roof systems.

Absolutely essential to the mix is that it be also coupled with a major five star international standard hotel, and also a range of other buildings containing a variety of four star family style accommodation offerings as well.

The Central Coast also currently lacks large-scale convention facilities. A first class high capacity convention centre attached to the five star hotel component, will be able to cater for that need, both now and well into the future.

These are the distinguishing land usages that need to be given to this site, in order that the pressing need for the town of The Entrance itself, is also distinguished on a sustainable basis in the tourist industry throughout NSW and Australia.

NSW does not currently have an integrated destination quality resort of this type or scale, to compete with interstate offerings in this category. With lifestyle trends increasingly tending toward more frequent and shorter term holiday experiences, Sydney's large population increasingly needs alternatives to interstate travel. The Entrance is assessed to have the beauty, the close proximity, and (most uniquely) a CBD foreshore site which is large enough and most unusually suited to meet this criteria.



OPPORTUNITIES

3.3 UNIQUE FEASIBILITY

Essential for a first order integrated tourist theme park development of this type and size, is being able to satisfy a demanding combination of pre-requisites for feasibility.

The essential set of minimum stringent criteria for its sustainable feasibility are all of the below:

- (i) A Large area of aggregated land,
 - (ii) Land that is in the CBD of an important tourist centre,
 - (iii) Land that is waterfront.
 - (iv) Land that is currently underdeveloped,
 - (v) Land zoned (or suitable to be zoned) for the unusual scenario in NSW, for high rise buildings coupled with major theme park resort.
 - (vi) Close to a major urban metropolis population,
- plus ideally:
- (vii) Land that has maximised solar exposure (via its long axis east /west facing north).
 - (viii) Land close to beaches.
 - (ix) Land fronting a state highway,

To ensure feasibility and to secure investment, all of the above pre-requisites will be absolutely essential. For any site to simultaneously have all these characteristics would not only be extremely rare, but one would think almost impossible. The subject site however meets every single criteria.

For this reason, the unique feasibility credentials of this site warrants a very special response in terms of planning controls.

The proximity of The Entrance to Sydney makes it one of the most, (if not the most), appropriate and feasibly suitable locations on the NSW coastline for a special category / large scale resort of this type.

The major Water Theme Park Resort on this uniquely large north facing foreshore site, and located within The Entrance town centre no less, is the perfect formula to attract tourists from all areas including interstate and overseas. This particular site is an extremely rare opportunity to make such a new first order tourist attraction feasible.



4.0 SITE BACKGROUND

Over the past two decades, the planning history of the site has mainly involved the following two major, but completely separate development proposals and approvals.

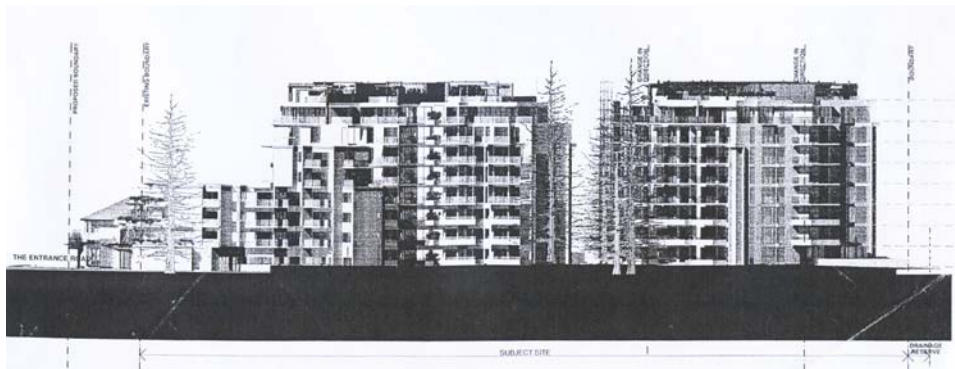
- 1998 -2000 MEGATREND 'LAKESIDE TOWERS'

Involved a complex 26 storey & 10 storey towers and retail development, on land that approximately comprised just an eastern portion of the current much larger subject site. (The site for that development represented approximately only 1/3rd of the area of the aggregated land holdings making up the current much expanded site).

Council Approval: Development Consent for these 26 & 10 storey residential towers was granted at that time.

- 2004 -2010 'THE ENTRANCE RESORT' DEVELOPMENT'

Involved a complex of 8 & 4 storey towers with over 500 residential apartments and retail mall, on land that comprised approximately only 3/4 of the size of the current much larger subject site. Council Approval: Deferred Development Consent for this development was granted by Council in 2010.

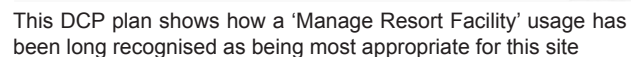


THE ENTRANCE RESORT 2010 DA DEFERRED CONSENT



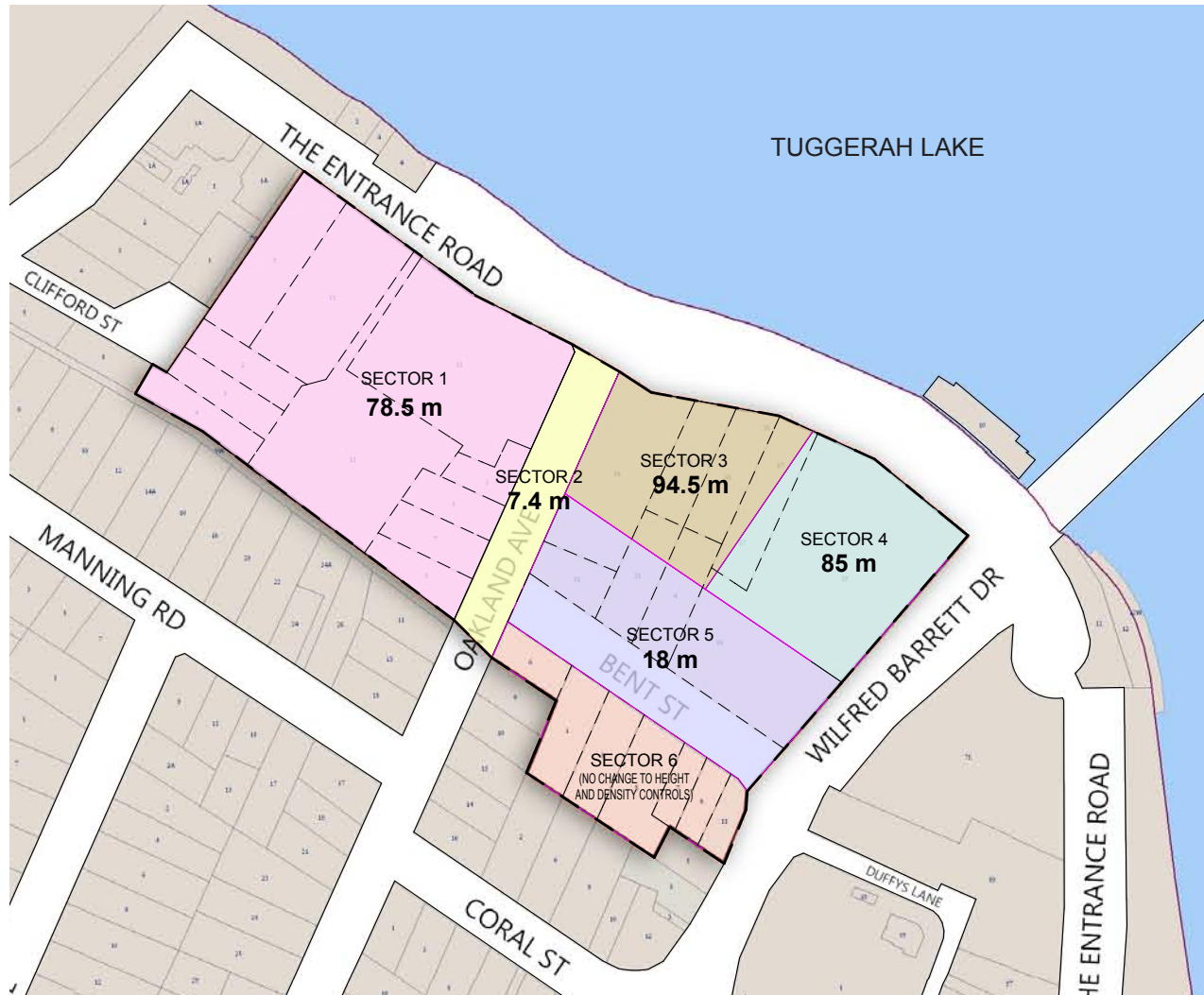
THE 1998 / 2000 MEGATREND DA CONSENT

5.1 PRECINCT REFORMULATION



1. Encourage a diverse mix of land uses (without fetter on mix proportion), that includes; first class hotels and a range of other resort style holiday accommodation types, recreational theme parks, entertainment, retail, leisure dining, conventions, and residential components,
2. with a non optional focus on destination category tourism drawcard uses,
3. be mandatorily a development of a large scale (so as to be commensurate with the importance of this site to the future of the town and region, and also its uniqueness),
4. heavily incentivise toward an all season/year round indoor /outdoor climate responsive type water theme park, for the full realisation of the site's potential benefit for the region.
5. require incorporation of exciting and high prestige type building forms, together with a range of quality iconic visual imagery.
6. be mandatorily inclusive of a high quality international size hotel and convention centre in any development scheme,
7. creative recreational retailing and dining precincts, with inclusion of some type of entertainment theming to be also encouraged.
8. for the purposes of optimising perceptual presence & iconic landmarking synergies with the CBD, requiring the greatest focus on scale & bulk of building forms to occur in the north eastern quadrant of the site closest to the bridge and the highest exposure.
9. the lower height massing forms of the theme park, being located toward the south east side of the precinct, to be closest to the CBD and also for the benefits of maximised exposure frontage to the Central Coast Highway.
10. thence toward the west and south west, generally a decreasing in scale and intensity, with care to tailor building forms in a responsive way to the neighbouring precincts there.

The indicative development scheme prepared for the precinct as described on the following pages of this report, meets each of these reformulation priorities.



BUILDING HEIGHT - PROPOSED ZONING HEIGHT CONTROLS

Sectors 1-5 inclusive, recommended height controls being as noted for each sector on plan.
Sector 6, no change recommended, the existing height controls would continue to apply.
Heights are measured relative to natural ground level.

An indicative scheme has been prepared for the new master planning of the precinct, with priorities No. 8, 9 + 10 on the previous page being met as follows:

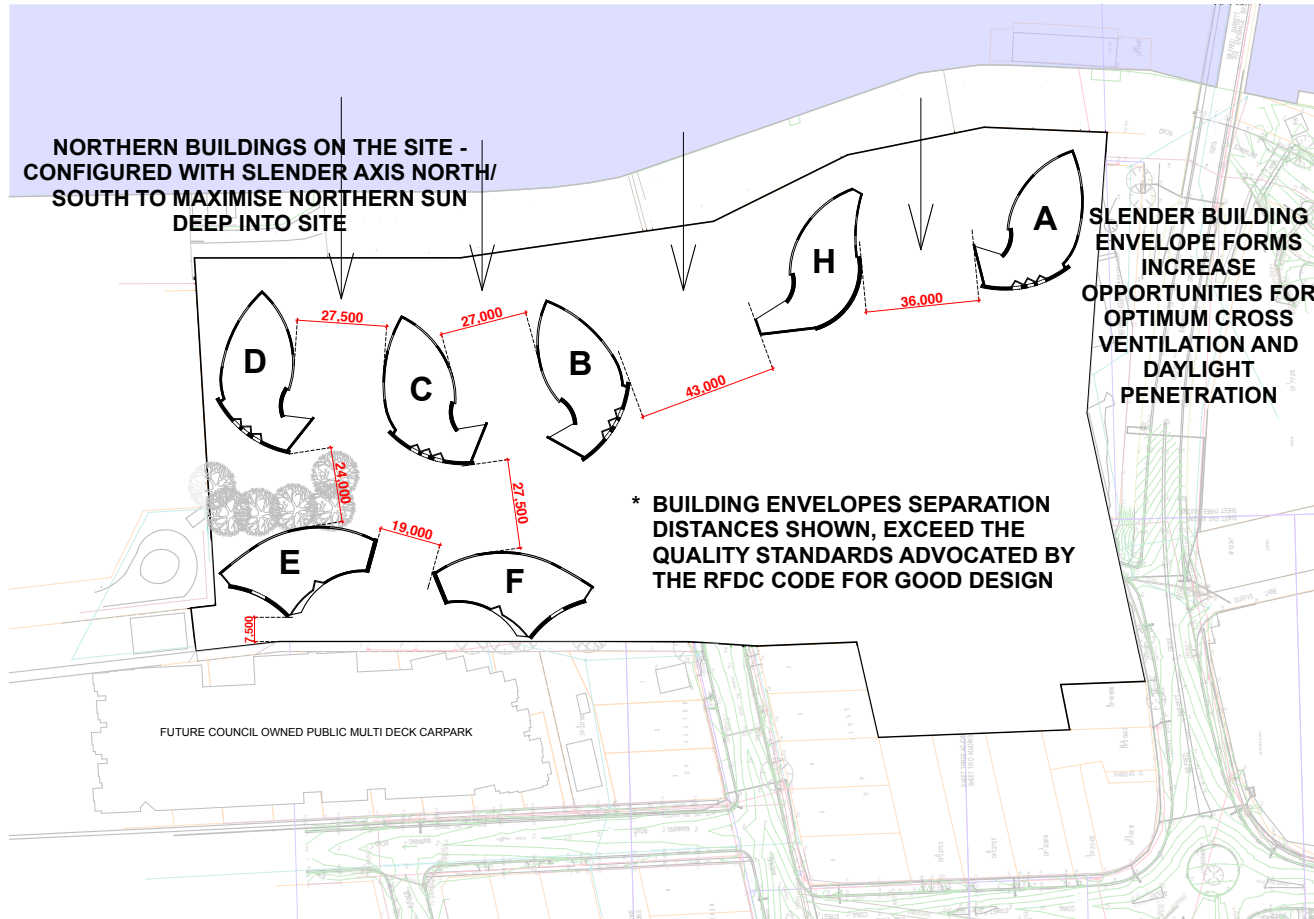
The minimum building heights essential for the threshold feasibility of this special category development are:

- Buildings B, C, D, E, F, G, will all be well below 80m height.
- Building A will be 83.5m.
- Building H (the international hotel building) will by necessity, be 93m.
- Building heights need to be measured from the RL of the Ground floor slab, given that the 1.5m water bunding zone below it is deemed uninhabitable by the flood criteria.

The International Hotel (Building H) height requirement stated above, is derived by its need to achieve the particular threshold critical mass size essential for full 5 star hotel service, as a fundamental prerequisite for its economic feasibility.

The principle of Building Height amelioration is also assisted by the graceful tapering forms proposed by the architecture put forward for the largest building envelopes on the site (Buildings A & B), with floor plate sizes reducing substantially toward the top floors, produces for these buildings much less apparent bulk & scale than if all the floor plates were one constant size. These are heavily mitigating factors in support of the international hotel tower being distinguished with its own iconic increased height.

Refer to the accompanying plan showing the arrangement of these various height requirements on the site.



SITE SEPARATION DIAGRAM

The indicative masterplanning scheme for the site has also recognised the need for the primary building forms to be organised across the precinct with a generous level of separation and also a slender North / South configuration that maximises Northern solar penetration deep in to the site.

The accompanying plan shows the generous separation of the various main building elements that have been proposed as part of the indicative masterplan.

The principles and criteria for quality design as contained in the NSW RFDC code, including those relating to building separation, will need to be met and/or exceeded by any development on this important site.

DESIGN PRINCIPLES

5.4 BUILDING QUALITY

Architecture of the highest quality will be both demanded, and need to be produced for this precinct. An indicative scheme for this precinct has been prepared and will continue to be developed through Sydney firm Thrum Architects, which fosters a high level of creativity and artistic competition among its collegiate of experienced in-house architects. A wide range of creative expression and diversity will be essential for this important project, the diversity of which will be ensured by the separate architectural teams within that firm, each being assigned the different sectors of this large project.

At the same time there is also an overriding critical need that all of the various competing creative forces at play throughout this development to most importantly still produce a strain of visual compatibility, with one over-arching and cohesive thematic statement. This must be realised at the same time achieving a wide compositional and aesthetic mix. On a precinct wide project such as this, this is usually best achieved by the collegiate model of the various teams of design architects coming from the one firm, a model that is most essential for the success of this very unique category of commercial and tourism development.



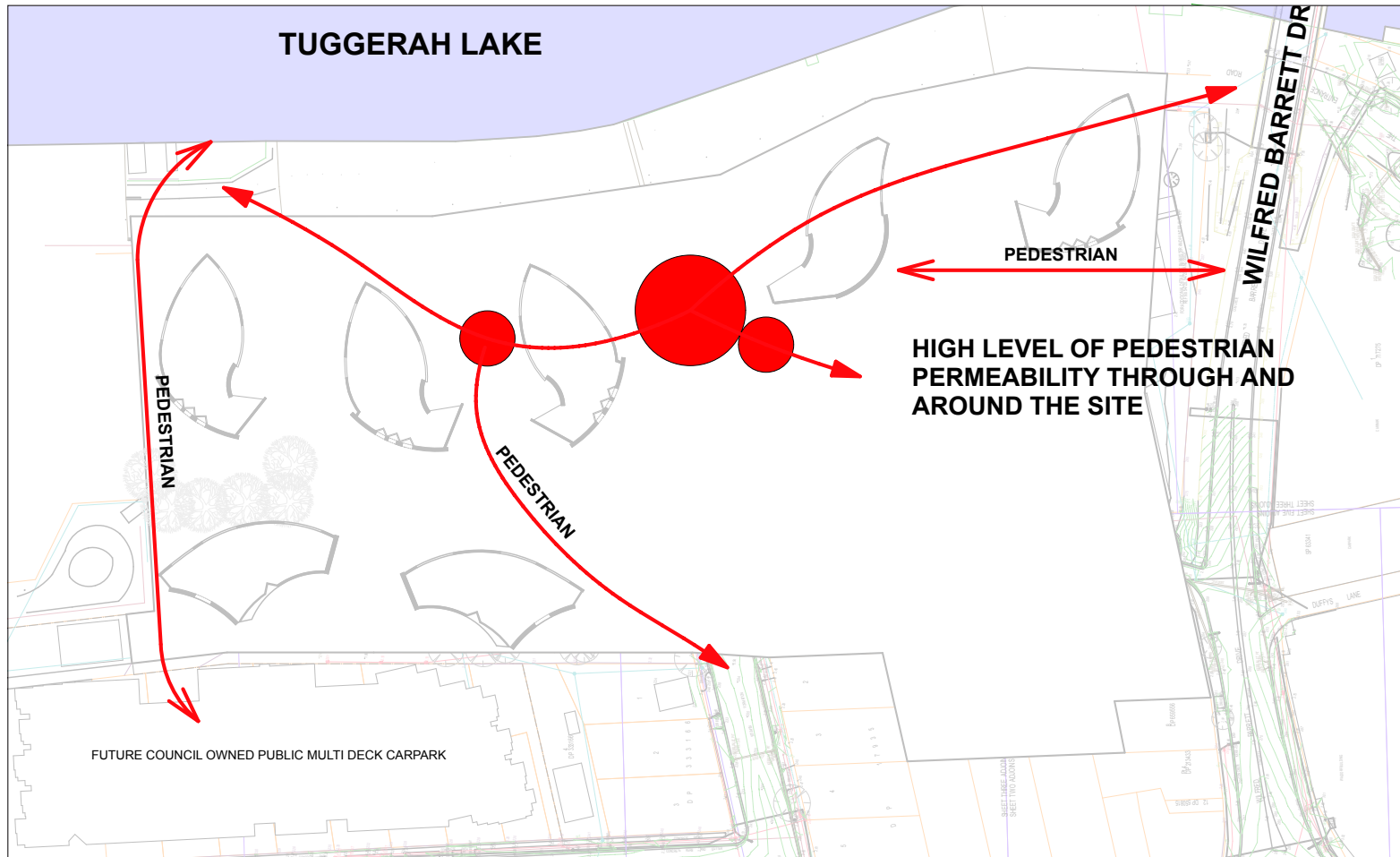
PHOTO MONTAGE OF INDICATIVE DEVELOPMENT



CONCEPTUAL BUILDING FORMS FOR
THE INDICATIVE DEVELOPMENT

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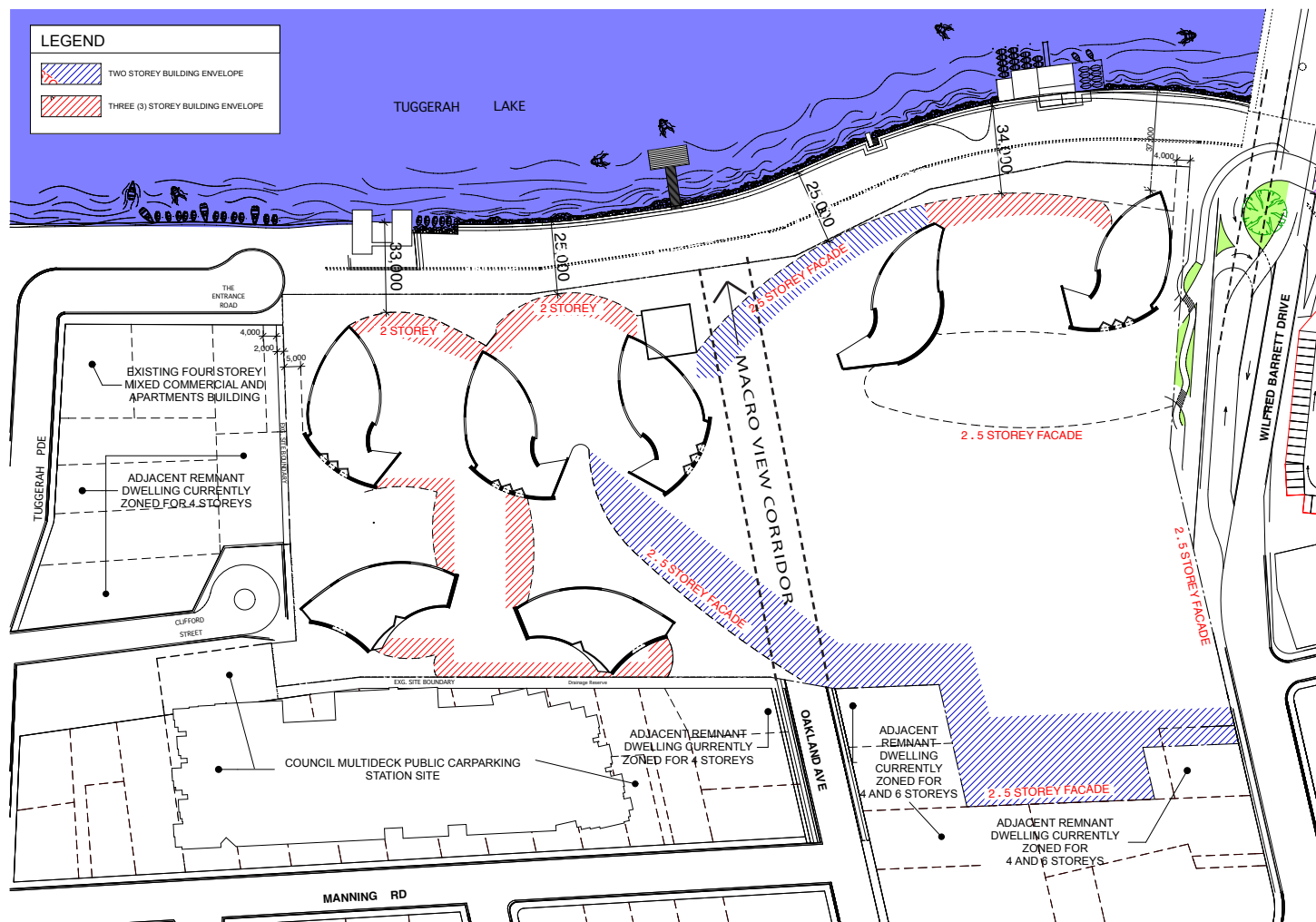
SITE PERMEABILITY DIAGRAM

In any development of this site, (which is the size of a small neighbourhood precinct), master planning will need to provide a good level pedestrian permeability, across and around for the public.

The accompanying plan provides an example of the main pedestrian routes that will be necessary in order to satisfy this important requirement.

DESIGN PRINCIPLES

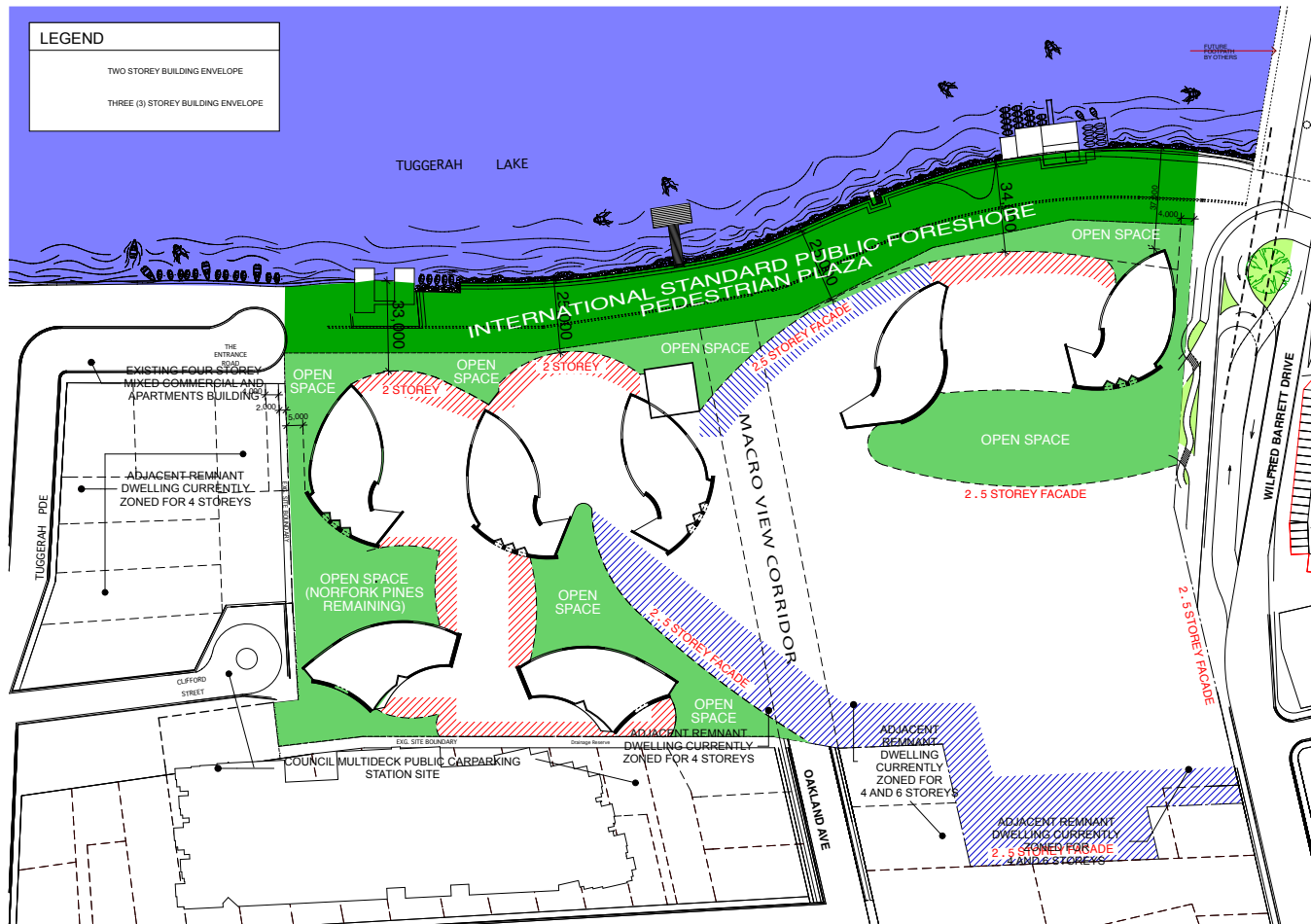
5.6 RELATIONSHIPS SURROUNDS & SETBACKS



The accompanying plan shows the indicative schematic arrangement proposed for the various low rise envelope envelopes that are proposed for the low level podium strata interface of the development with surrounding streets, open spaces, and other properties. A high level of sensitivity is warranted, and will be achieved.

DESIGN PRINCIPLES

5.7 PUBLIC DOMAIN & OPEN SPACES



Indicative strategy for open spaces and public domain master planning.

A well thought out public domain & and landscape strategy must be a high priority in any master planning of this precinct. Some of the areas around the subject site are in transition, and a sensitive consideration of the edges of the development will allow the new development to respond appropriately to factors such as overshadowing and privacy, whilst also anticipating future more intensive development to these adjoining properties.

In analysing the various public open spaces needing to be created around the precinct together with the relationships that need to operate between them, careful attention also needs to be paid to the dynamics of the interaction between a development of this scale and needs of the nearby CBD.

DESIGN PRINCIPLES

5.8 NEIGHBOUR AMENITY & SOCIALISATION

Any development of the subject site must contribute positively to the amenity of the neighbourhood.

For this site owing to its large size and semi isolated position at the northern tip of the peninsula, its 'neighbourhood' can be defined as being all land between the bridge in the east and picnic point to the west, and all land between the foreshore on the north side, to Coral Street in the south.

By far the most significant social element in the neighbourhood is the existing narrow lake foreshore parkland on the northern frontage. It is vital that master planning place a priority on optimising the activation and engagement of the development's interface with this foreshore. Measures that will be essential are:

- widening of the foreshore parkland strip to increase its recreation potential and natural aesthetics
- focus on providing service oriented businesses such as restaurants, take-aways, kiosks, leisure rentals, and the like, as well as public toilet and change facilities etc, as needed to engage with, and optimise, this north facing foreshore experience for the public.
- do not locate the theme park near this side of the site, because by its nature as a water theme park, its necessary & lengthy fenced perimeter will counter the interface activation principles sought.
- provide large amounts of public parking at the door step of this foreshore.

The other areas neighbouring the development site are heavily in transition:

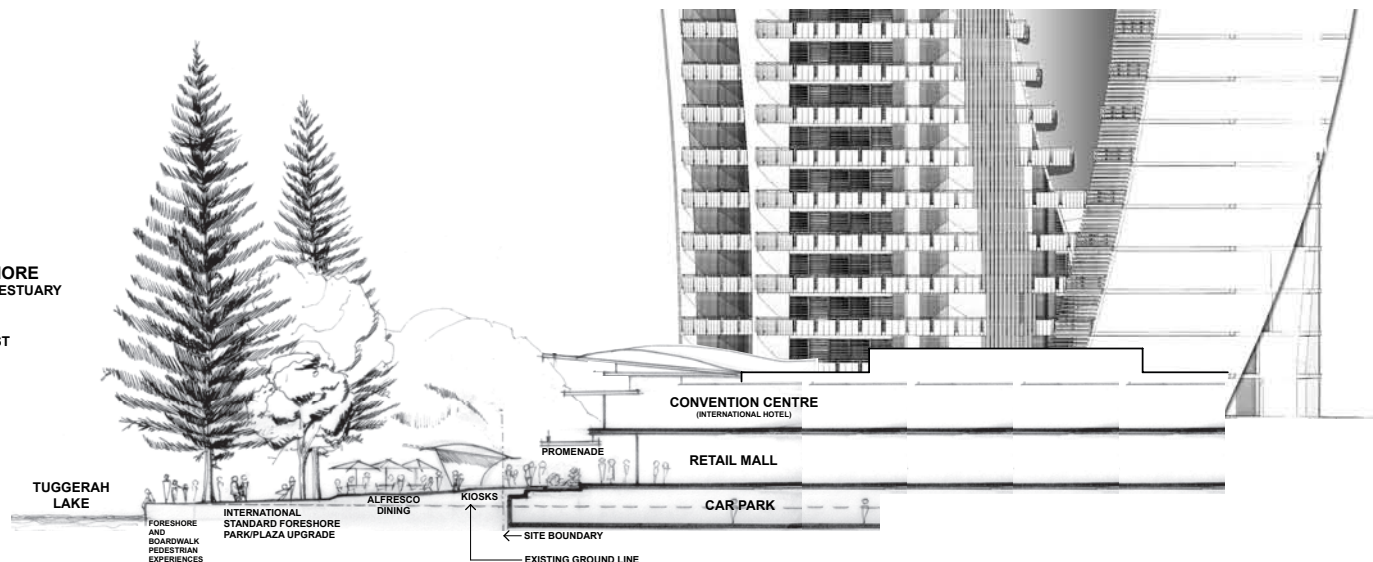
- to the west, a 4 storey retail and apartment building recently replaced several older single dwellings.
- to the south west, a multi storey Council owned multideck public carpark is proposed, with Council recently acquiring several of the houses in manning Street in preparation for the parking station.
- to the south, the row of single dwellings fronting Coral street are amongst the oldest examples of early timber cottages in the town. They mostly exhibit signs of poor maintenance and a declining value. As these sites are currently zoned for 4 and 6 storey buildings, their replacement is immanent.

The existing foreshore strip is the strongest social asset of this precinct. The master planning must be focused on increasing the quality and useability of this important interface with the Lake, for the maximisation of public benefit. An international standard civic upgrade of this strip, of the highest recreational quality and amenity has been proposed by the proponent (and workshoped and endorsed with council). The result will be a showpiece example of the best principles for a new public social setting for passive and active recreation and social interaction

THE ENTRANCE
ICONIC SITE NO.7

THE ENTRANCE ROAD FORESHORE
SOUTH SHORELINE OF THE ENTRANCE ESTUARY

CONCEPTUAL STUDY
NORTH/SOUTH SECTION - LOOKING EAST



FORESHORE ACTIVATION - SCHEMATIC SECTION

thrum
ARCHITECTS

DESIGN PRINCIPLES

5.9 OCCUPATIONAL AMENITY

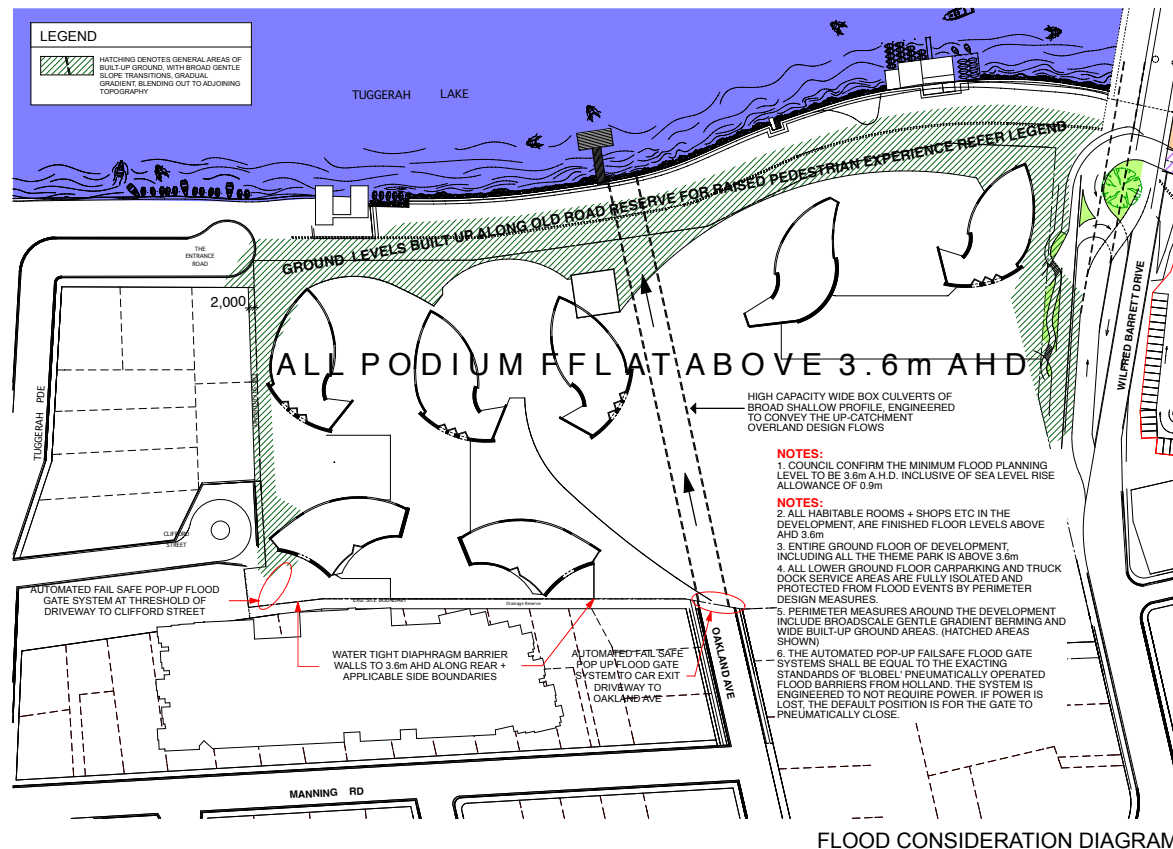
The arrangement, alignment and orientation of the residential buildings must allow for the optimisation of high occupational environmental amenity to the apartments. The indicative scheme adopts all of the best practice principles embodied in the NSW RFDC as a minimum.

The narrow elongated forms reduces width of the floor plates and maximises floor planning opportunities for cross ventilation.

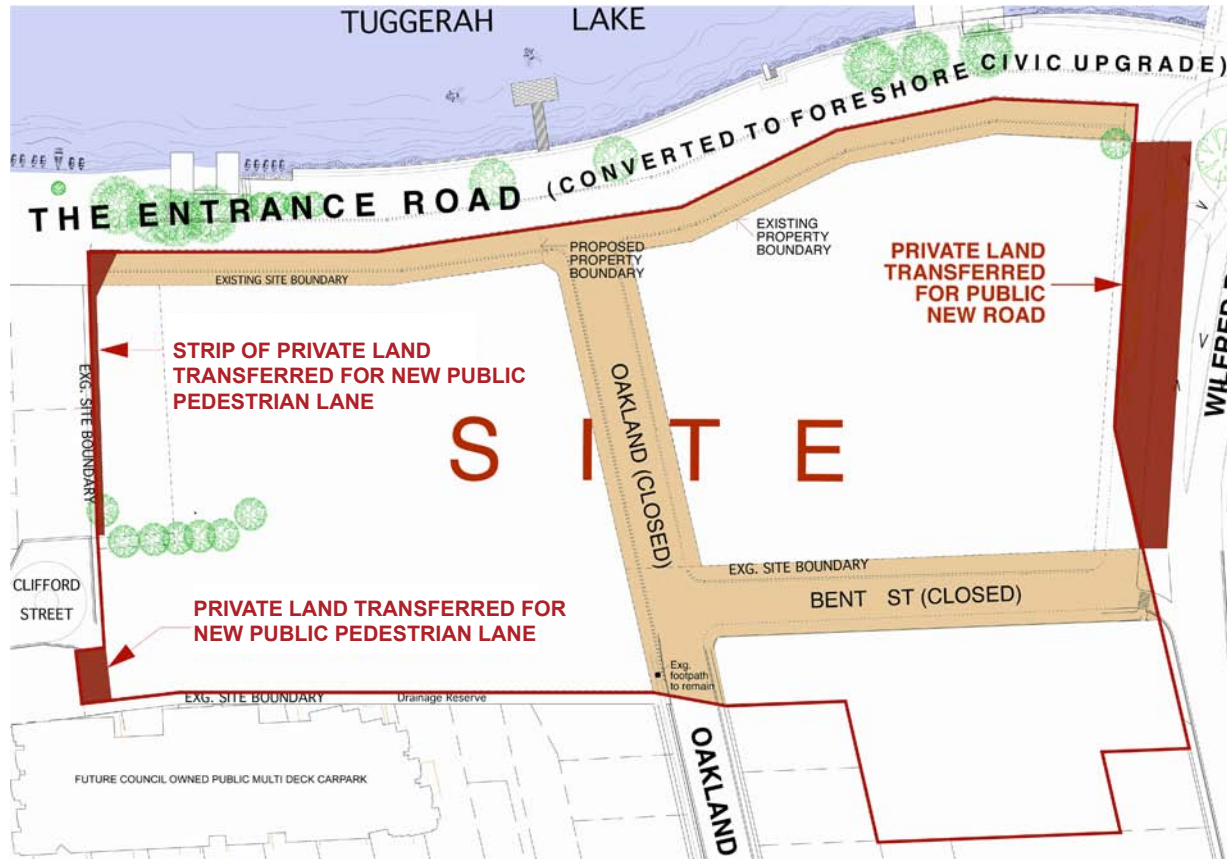
The general orientation of all the building envelopes to the northern aspect, maximises floor planning opportunities for optimal daylight and solar access into the apartments.

Proposed performance controls:

- 70% of apartments to receive 3hrs or more daily, of direct solar access during mid winter
- 60% of apartments to be cross ventilated
- 10% maximum apartments with a south facing aspect.



6.0 ROAD CLOSURES AND OPENINGS



SITE PLAN DIAGRAM

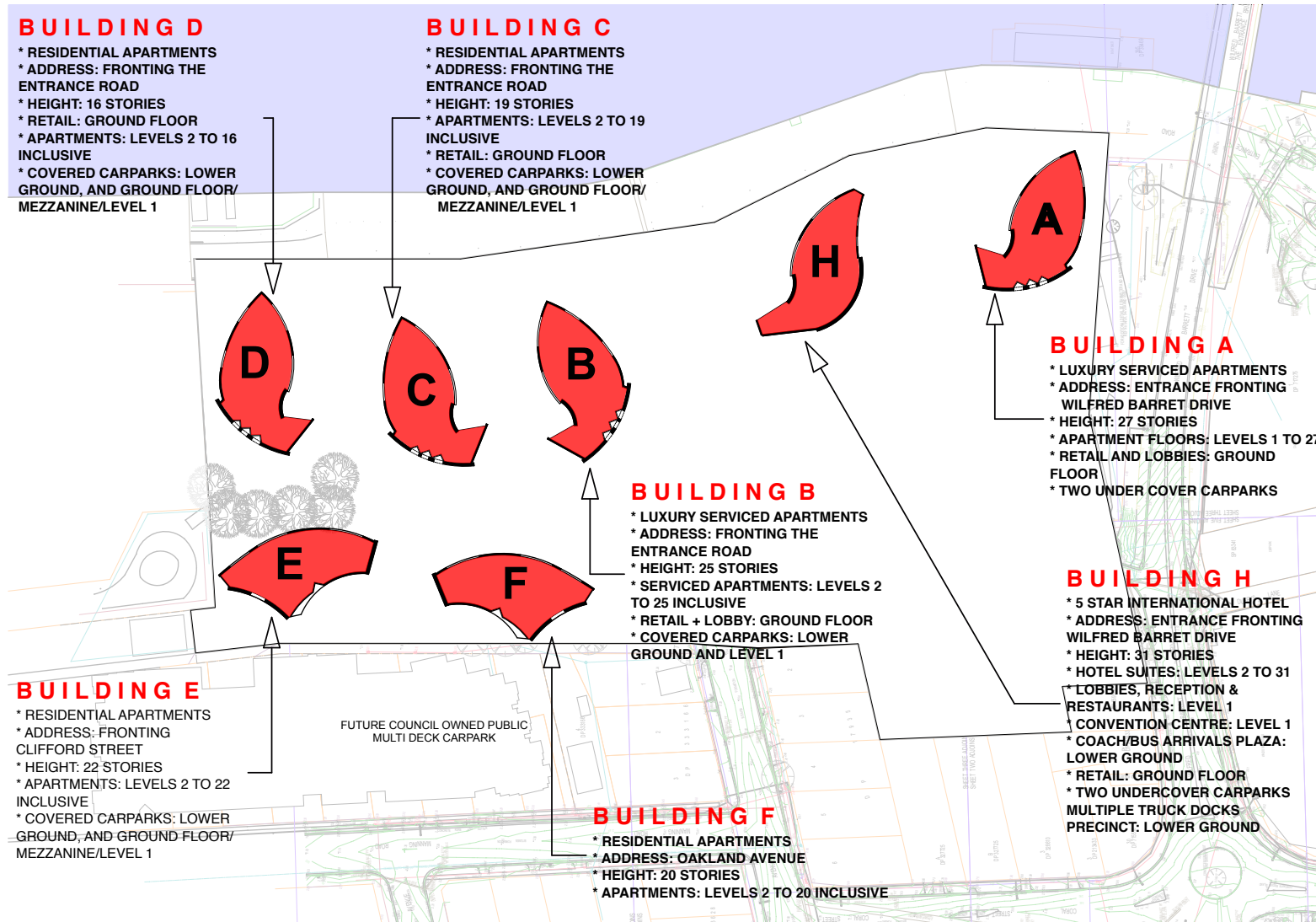
The accompanying plan shows the extent of road closures and openings that will be necessary for the consolidation of the whole of the site in the form necessary for feasibility of the development.

They are:

- Along the north perimeter, by a 10m wide strip of land currently located on a portion of 'The Entrance Road' reserve.
- In the middle of the site, the portion of the 'Oakland Ave' road reserve that runs between its intersection with a). above to the south side of its intersection with Bent Street.
- In the south east sector of the site, the whole of the Bent Street Road reserve.
- A large slice of the east end of the existing private land, to be carved off and be added to the public road reserve of Wilfred Barrett Drive.

7.0 INDICATIVE SCHEME

7.1 MACRO MASSING COMPOSITION



MASSING DIAGRAM FOR THE MAJOR ENVELOPES PROPOSED IN THE INDICATIVE SCHEME

INDICATIVE SCHEME

7.2 DEVELOPMENT COMPONENTS, STATISTICS

STATISTICS:

The GFA and FSR statistics for the indicative scheme proposed for the site are as follows:-

Total Site Area: 39,267 m²

Gross Floor Areas:

Building A (Serviced Apartments)	27 floors	16,680m ²
Building B (Serviced Apartments)	25 floors	15,125m ²
Building C (Residential)	19 floors	11,590m ²
Building D (Residential)	16 floors	8,945m ²
Building E (Residential)	22 floors	11,895m ²
Building F (Residential)	20 floors	10,235m ²
Building H (5 Star International Hotel)	31 floors	20,250m ²
Convention Centre (Level 1)		1,300m ²
Retail (Ground Floor)		7,050m ²
Tavern (Ground and First Floor)		448m ²
Internal Arcades + Food Court etc		1,746m ²
Staff Rooms + Backup Kitchen Admin etc		380m ²
GFA Total		105,644m ²

Floor Space Ratio:	GFA	105,644m ²
	Site Area	39,267m ²
	FSR	2.690 : 1 (3:1 if water park is included)

Other Areas:

- Regional Water Theme Park: 15,000 sqm
- On-Ground Open Space.
- Podium Open Space at Level 1.
- Covered Public & Private Carparking Areas
- Plant Rooms & Loading Areas etc.

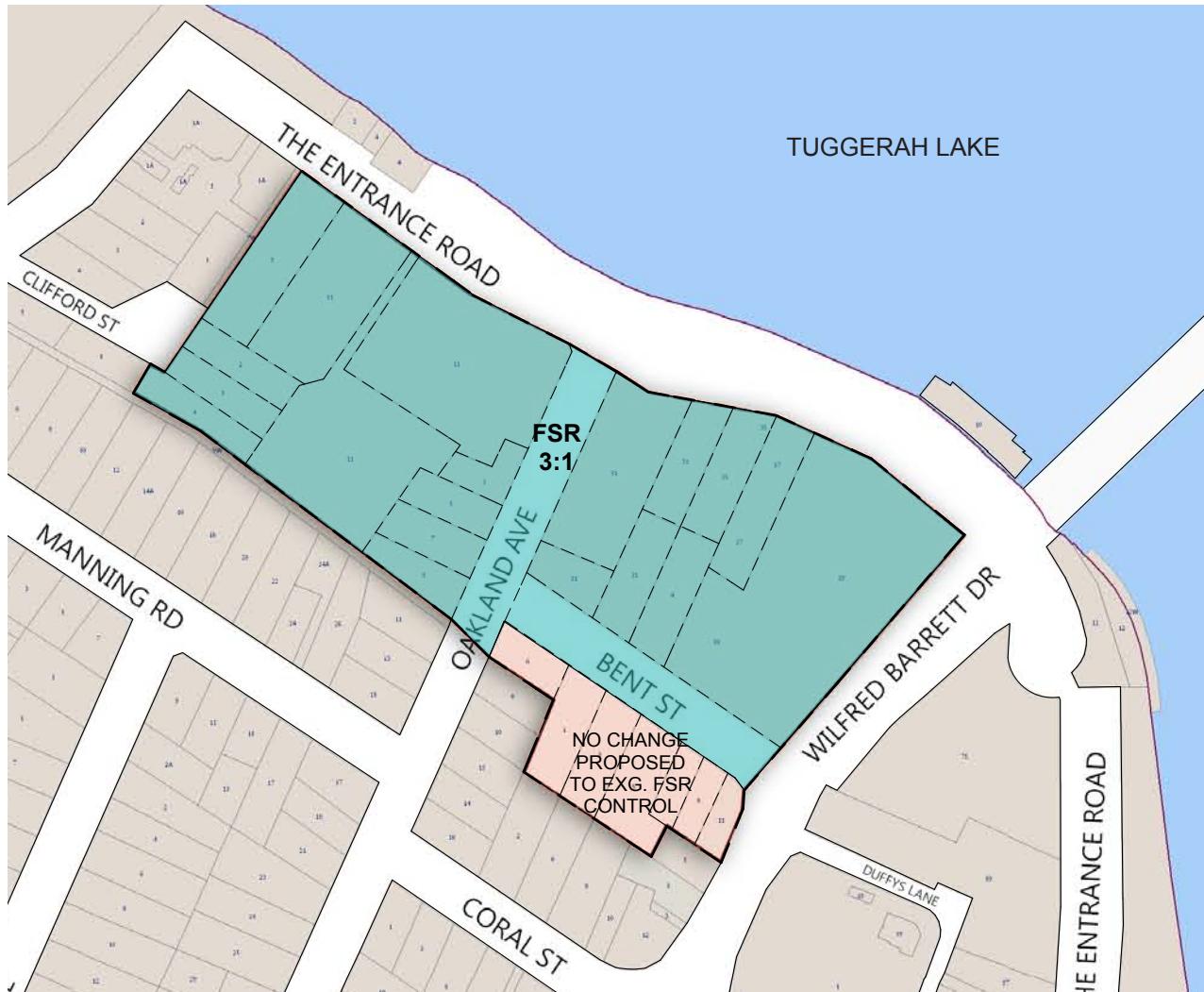


DEVELOPMENT COMPONENTS:

The principle components proposed by the indicative scheme for the site are:

1. International standard Water Theme Park.
2. All year round indoor environment and heated water activities.
3. Climate responsive technology, operable roofs + resource sustainability innovations.
4. International standard Civic Plaza upgrade to the lake foreshore.
5. Five (5) star destination category hotel complex.
6. Convention Centre.
7. First class serviced apartment towers.
8. Residential apartments – Living precinct.
9. Shopping Mall including air-conditioned Food Court.
10. Retention of existing heritage building.
11. Under cover Public Carpark, easy access, all on one level.



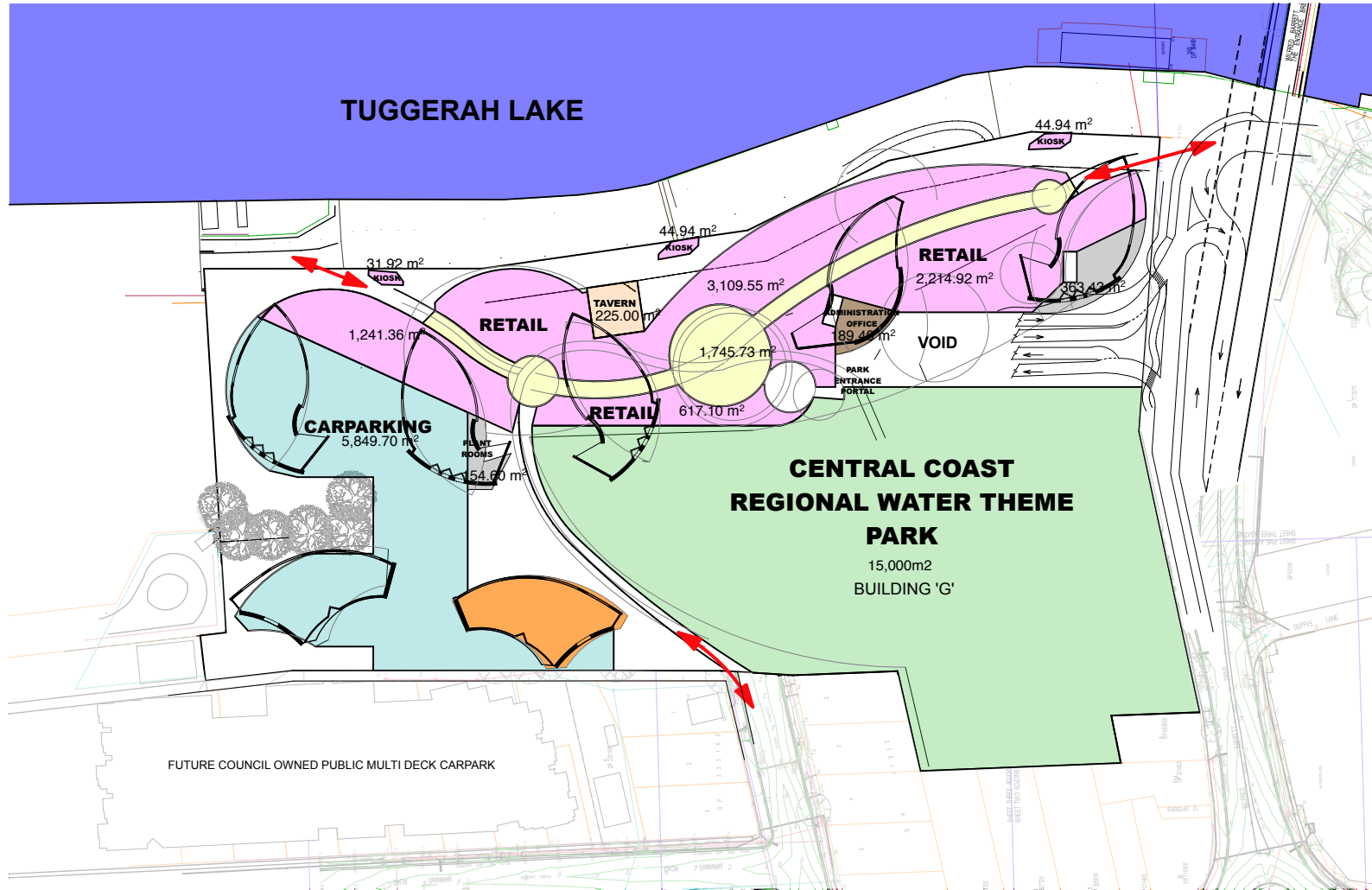


DENSITY FSR DIAGRAM MAP

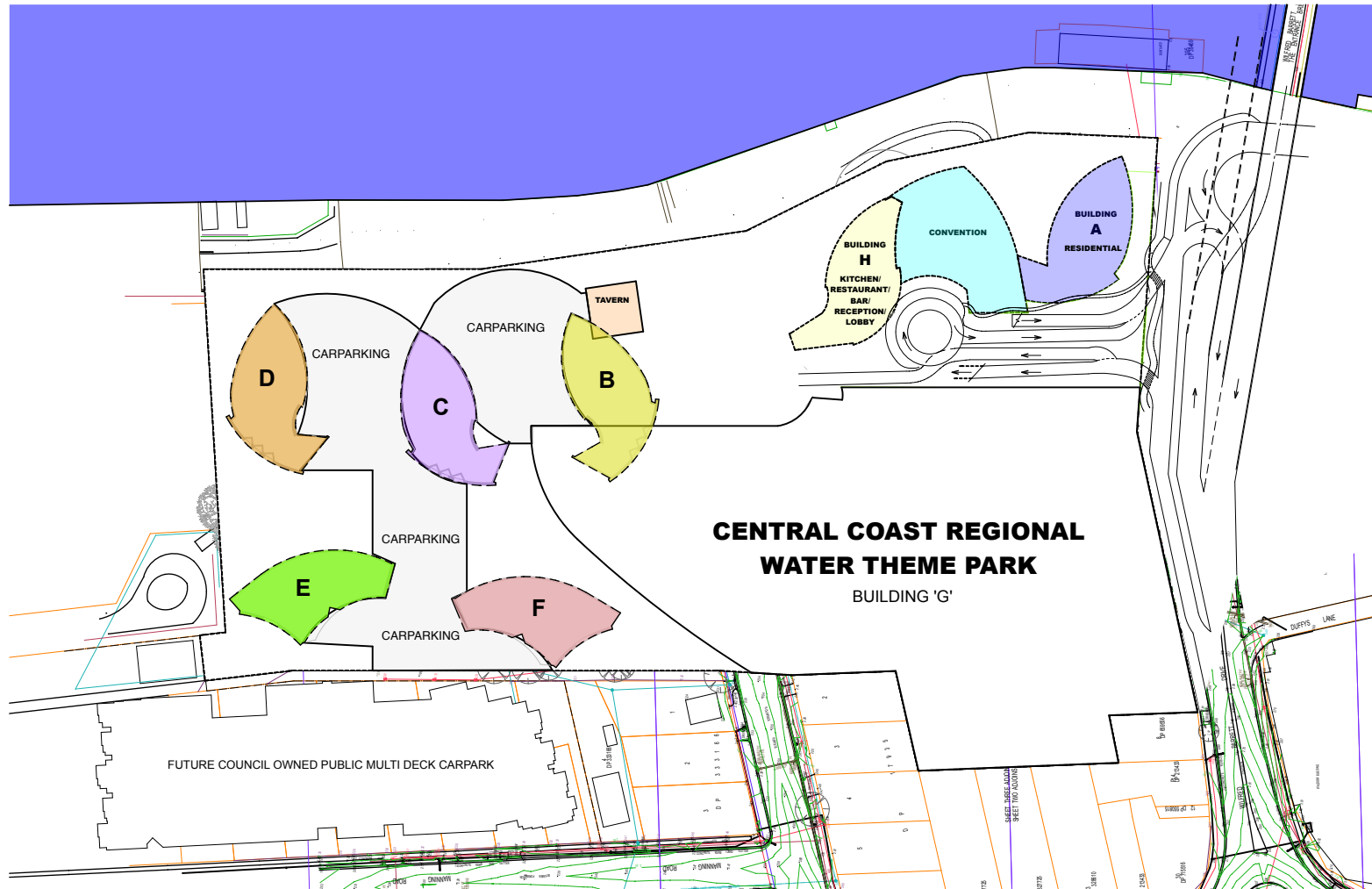
Refer to the accompanying plan showing how in terms of proposed density controls, the site is divided into two FSR sectors, being:

- The majority portion: 3:1 FSR
- The small portion south of Bent St: no FSR change proposed or needed from the current controls.

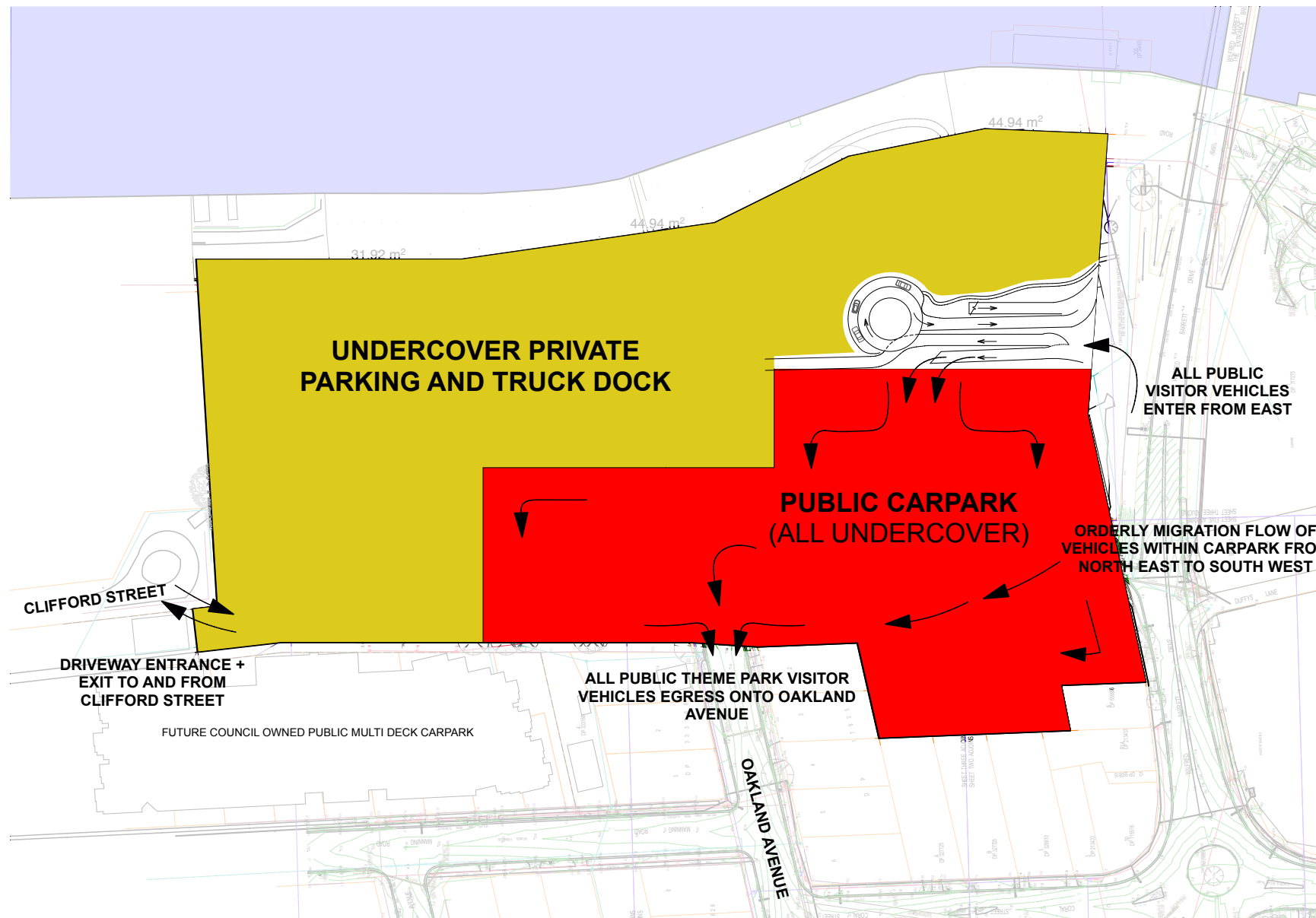
It is important to note that the FSR proposed has been derived from calculations carried out to determine the minimum gross floor space critical mass that will be absolutely essential for the development to achieve threshold feasibility.



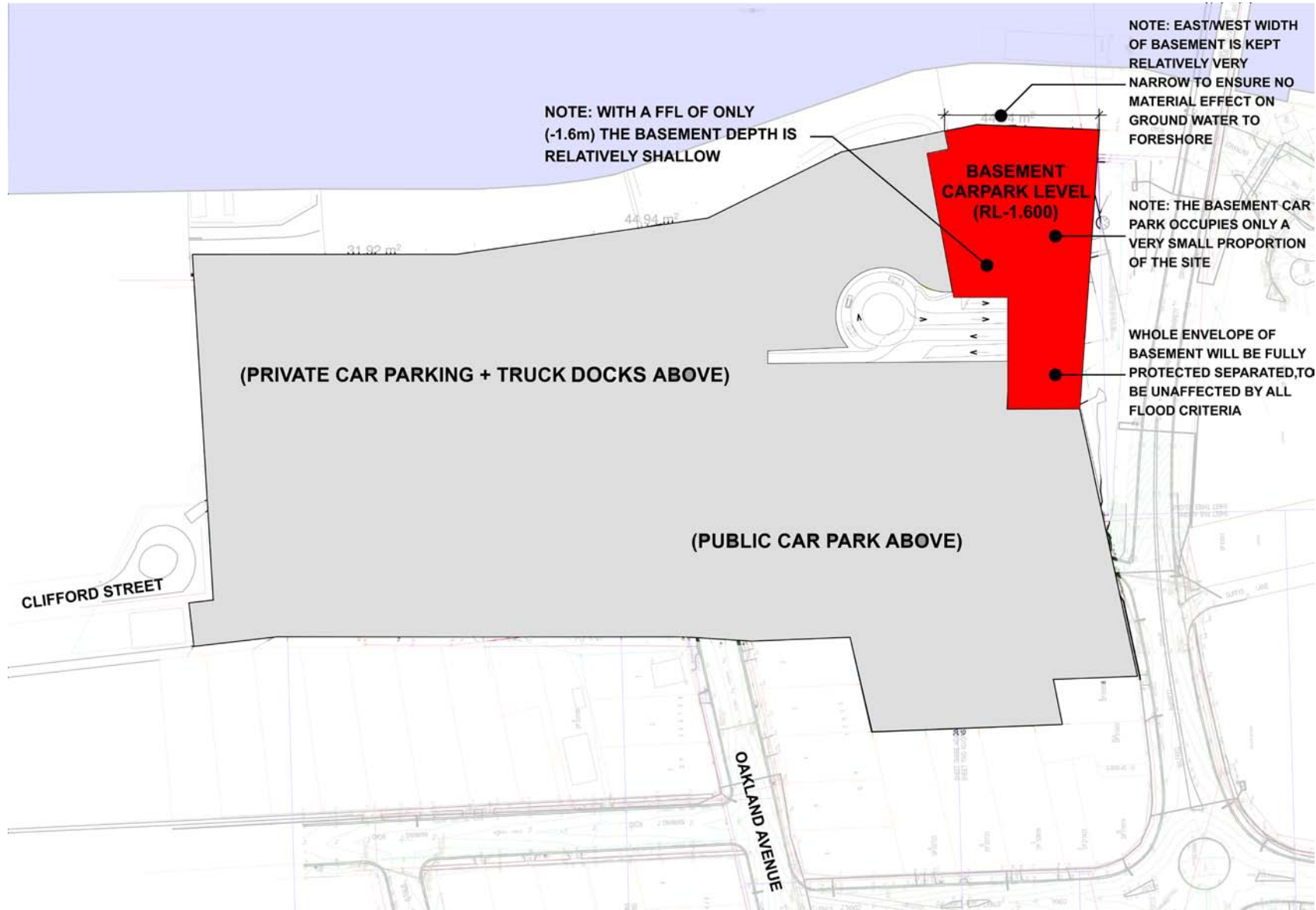
Refer to this plan showing the indicative schematic organisational master planning proposed for across the main ground level of the precinct.



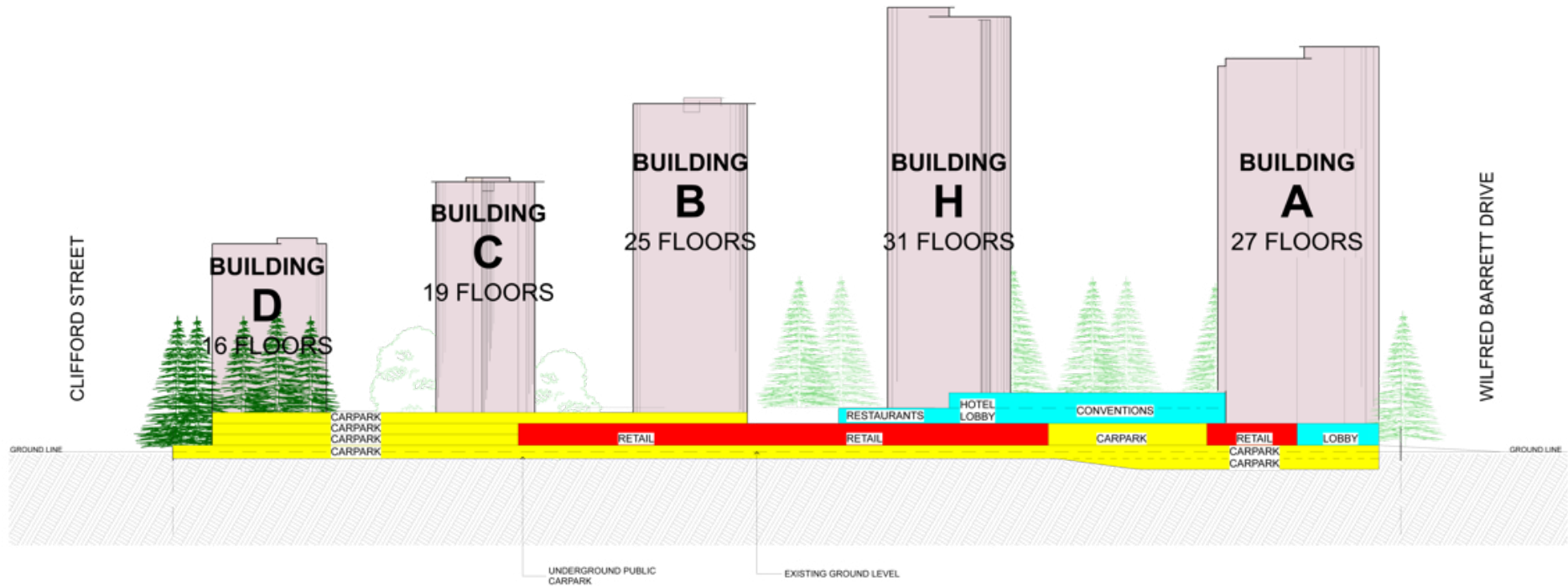
This plan shows the indicative schematic masterplanning for the Level 1 podium layer across the precinct.



Refer to the accompanying plan showing the indicative lower ground car park with multiple access and egress



Refer to the accompanying plan showing the indicative basement public and private parking accessed



EAST/WEST SCHEMATIC PRECINCT SECTION
(LOOKING NORTH)

(NOTE. BUILDINGS PROFILE LINE WORK IS GENERIC ONLY,
AND IN NO WAY CONVEYS ARCHITECTURAL FORM)

8.0 PUBLIC BENEFIT

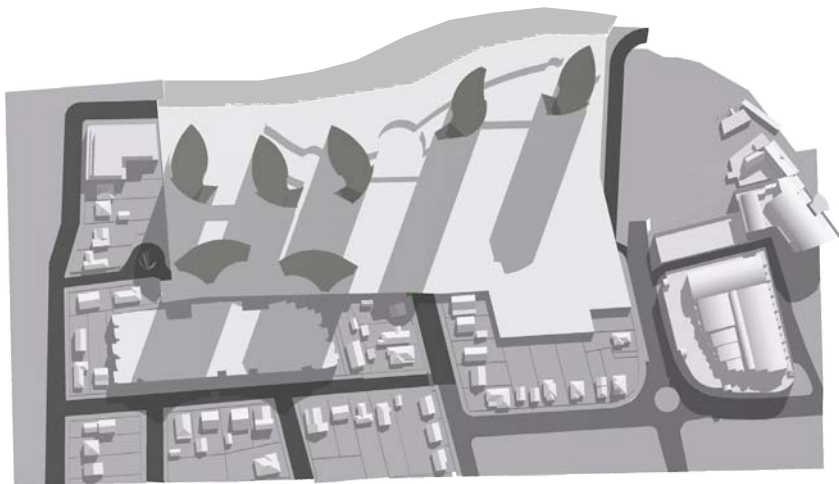
This major Resort and Water Theme Park development will produce the following range of benefits for both the public, and also for The Entrance town as a whole:

- A destination category Water Theme Park for the town, region and State.
- Major Tourist attractor / catalyst - distinguishing The Entrance from all other NSW seaside towns.
- All year round / 4 seasons - visitor generation for the shire, (provided by the climate responsive indoor / outdoor modes for the theme park).
- Ongoing high profile Tourism Publicity for the town, region and State.
- New First Class Foreshore Public Waterfront Plaza Reserve being created - 350m long.
- Designed by internationally renowned, leading Landscape Architects, Site Image.
- First major 5 Star Tourist Hotel for the Wyong Shire.
- First major Convention Centre for Wyong Shire.
- Major Employment boost.
- A new Market Category for The Entrance to draw from.
- New Public Carpark - all 450 spaces undercover, & located right at doorstep of the lake foreshore.
- New Public Roads reconstruction & road improvements surrounding the development.
- New Public Pedestrian Elevator / lift - providing much needed short cut access straight off the Bridge down to the new foreshore plaza (lift car size large enough for bicycles too),
- New Public Pedestrian routes created, - for higher quality public pedestrian experiences.
- New Passive Outdoor Public Recreation Spaces created, - higher quality recreation experiences.
- Economic Stimulus for the Town.
- Heritage Building facades restored.

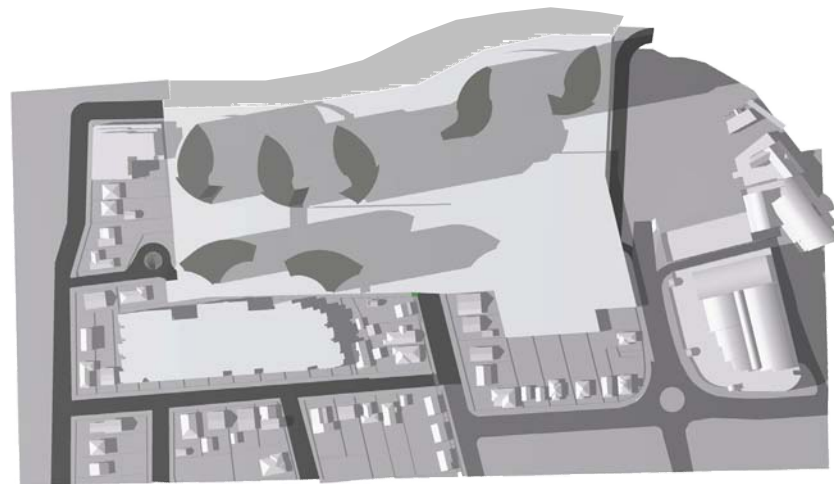


PHOTOMONTAGE OF CONCEPTUAL DESIGN

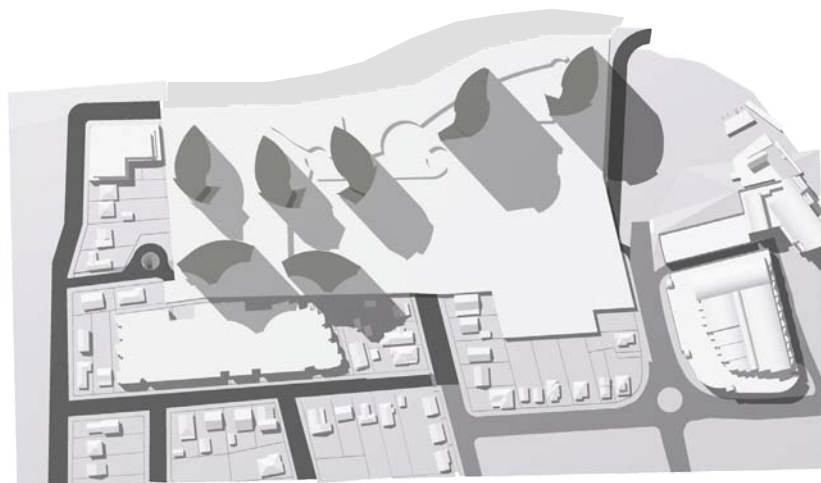
9.0 SHADOW DIAGRAMS



9am SHADOWS - 21 SEPTEMBER



3pm SHADOWS - 21 SEPTEMBER

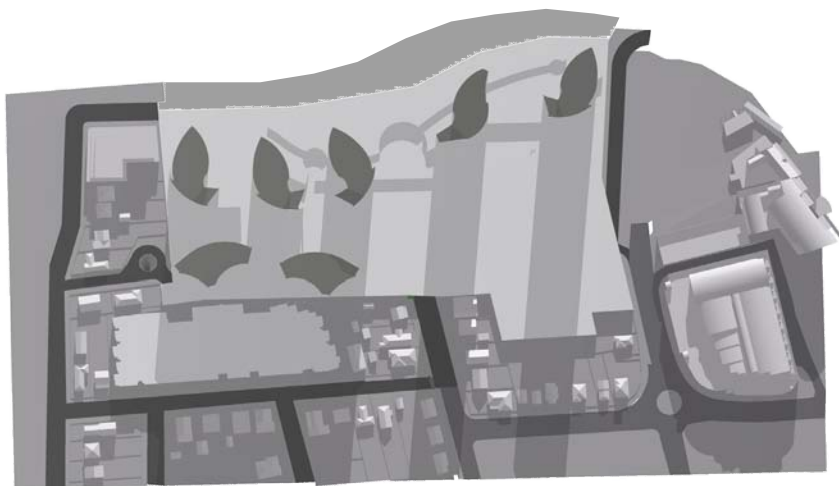


12pm SHADOWS - 21 SEPTEMBER

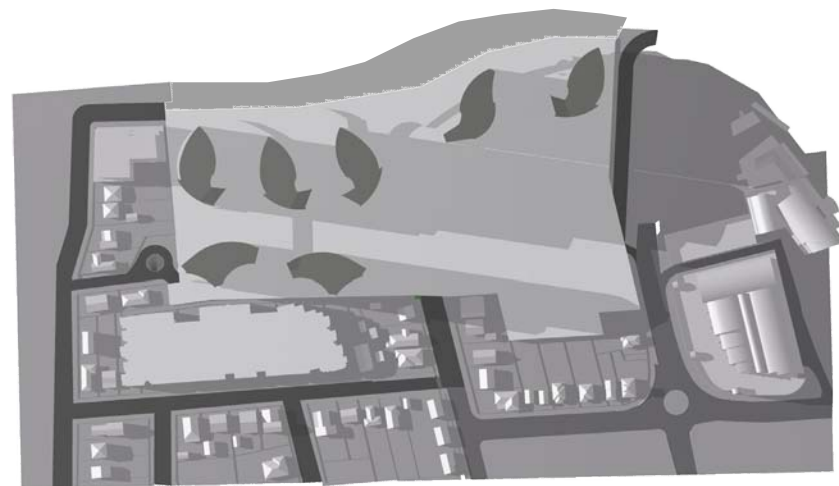
The accompanying plans show computer modelled forecast shadow projections for the equinox + Winter solstice. The outcome of the shadow diagrams all demonstrate that almost all shadows cast fall either on the subject site itself or on adjacent roads. The only exception to this is a small amount of shadowing into the rear yards of dwellings along the North side of Manning Street. It is noted however, that this shadowing has already been reviewed by council and advised to be within acceptable parameters. It is also noted that this row of houses in Manning Street is earmarked by council for replacement and the construction of a large multideck parking station. Council in recent years has been progressively acquiring these houses for that purpose.

SHADOW DIAGRAMS

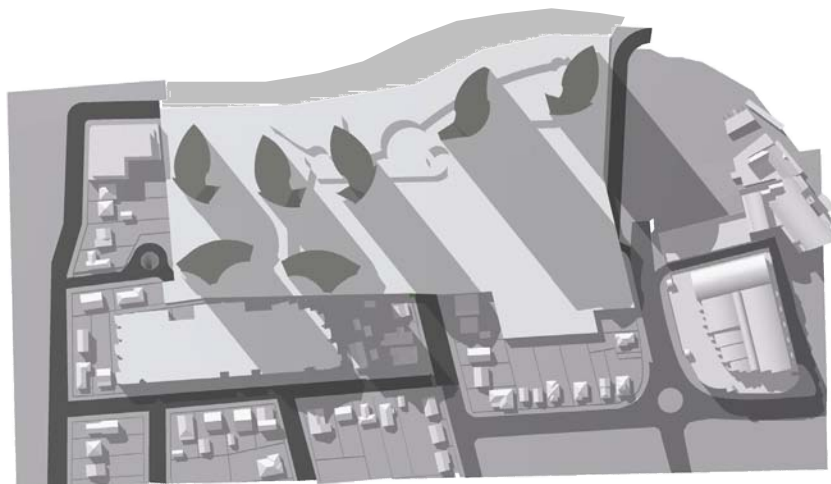
9.1 SHADOW DIAGRAMS



9am SHADOWS - 21 JUNE



3pm SHADOWS - 21 JUNE



12pm SHADOWS - 21 JUNE

Refer to the accompanying plan showing longest forecast shadow projections during the month of June, for the indicative scheme