



PLANNING PROPOSAL REPORT

Draft Amendment to Wyong LEP 1991

14 The Entrance Road East and 2 Ocean Parade,
The Entrance ('The Key Site')

Prepared for Pelican Horizons Pty Ltd

By

INGHAM PLANNING Pty Ltd

Job No. 11185

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Urban and Regional Planning, Environmental Planning and Statutory Planning
Registered Office: Lyndhurst, Suite 19, 303 Pacific Highway, Lindfield N.S.W 2070
Telephone: (02) 9416 9111 Facsimile: (02) 9416 9799
email: admin@inghamplanning.com.au
A.C.N. 106 713 768

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This Planning Justification Report has been prepared to support a Planning Proposal for No 14 The Entrance Road East and No 2 Ocean Parade, The Entrance ('The Key Site'). The Planning Proposal seeks amendment of Wyong Local Environmental Plan 1991 ('the LEP') to facilitate an 'iconic' development on the site consistent with Council's proposed Composite LEP 2012, proposed amendments to Wyong Development Control Plan ('the DCP') and The Entrance Town Centre Master Plan..

This report has been prepared in accordance with the Department of Planning and Infrastructure Guidelines for Preparing Planning Proposals. It considers the planning implications of a draft amendment to the LEP. It also discusses proposed changes to the Wyong DCP and outlines the proposed development that is intended to be facilitated by the draft LEP and DCP amendments.

It is also noted that it is intended to submit and publicly exhibit, a development application (DA) concurrently with the draft LEP and DCP amendments to demonstrate that the outcomes desired by the Council and the community can be achieved and that the proponent has a very strong commitment to achieving these outcomes in the short term. This commitment and the significant amount of work and public consultation that Council has already undertaken are the primary reasons why the subject Planning Proposal should be processed separately from Council's draft Composite LEP, which is a much more detailed and lengthy process. It is a proper planning outcome that high quality, commercially feasible development should not be unreasonably inhibited by broader planning processes.

2.1 The Site

The development site comprises Lot 2 DP 536168, No. 14 The Entrance Road East and Lot 1 DP 513519, No. 2 Ocean Parade The Entrance, which has been identified by Wyong Council as 'The Key Site' in The Entrance. The site comprises a consolidated area of 3762sqm and forms an irregular shaped allotment with frontage to The Entrance Road East to the west of the site, Ocean Parade to the south, and Marine Parade to the north. Further to the north is the waterfront Memorial Park, the main open space area in the town centre (see **Figure 1 Location** and **Figure 2 Site**).

Residential development adjoins the site to the east along Ocean Parade and a mixed use development adjoins the site to the east along Marine Parade. The site is located at the heart of The Entrance town centre, and is bounded by retail and commercial development to the south along Ocean Parade and to the west along The Entrance Road. A two storey cement rendered KFC building and ancillary car parking facilities are currently sited on No. 16 The Entrance Road East.

The site has been vacant for a number of years (from at least 1991) and is presently grassed, with a large Norfolk Pine tree being the only other vegetation on the site. The land falls consistently from the southern down to the northern boundary, dropping around 5m from the Ocean Parade to the Marine Parade frontage.

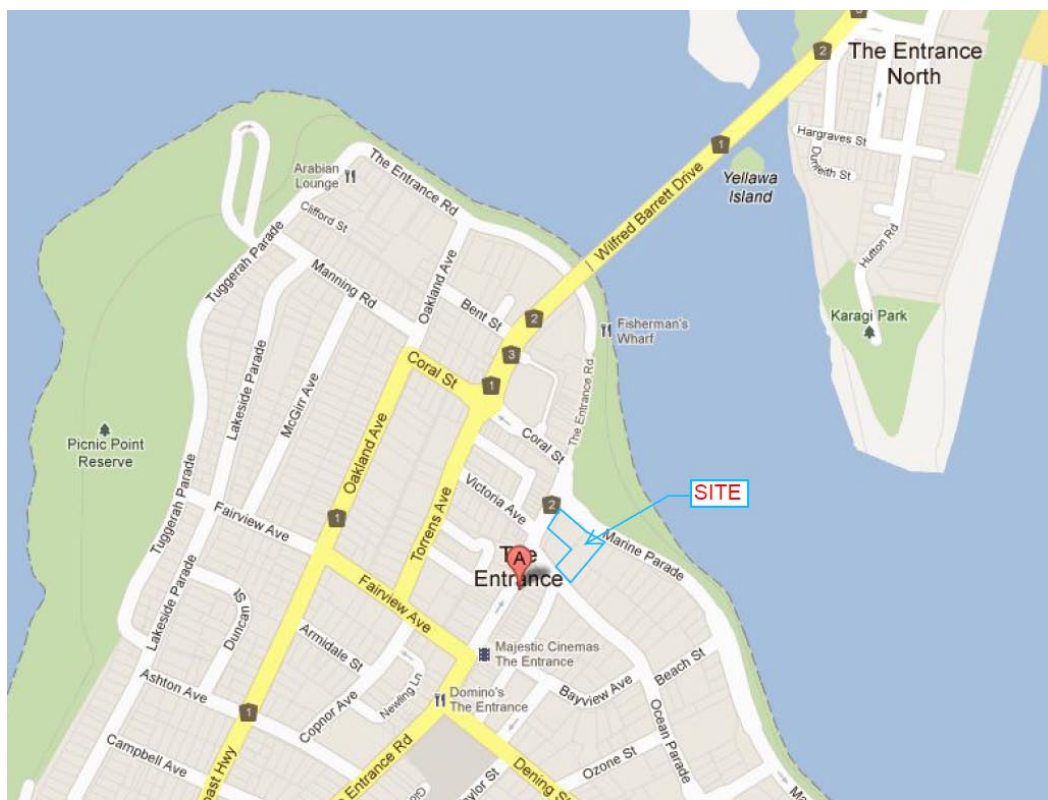


Figure 1 Location



Figure 2 Site

The site is presently zoned 3(d) Tourist Business under Wyong LEP 1991 (see **Figure 3 – Zoning**). The Planning Proposal does not seek to change this zoning but to facilitate development that is not strictly in accordance with the related LEP provisions.



Figure 3 Zoning

2.2 Site history

The site has been historically used for mixed residential/tourist and commercial development similar in nature to the other parts of The Entrance town centre. It appears that 3 dwellings existing on the site until around 1991 when the site was cleared of any development.

Since 1991 there have been various developments approved and proposed. The latest proposal involved a large scale mixed used development including a supermarket and other retail and commercial uses in a 2 storey podium with a 4 storey residential tower above. This project was to be assessed under Part 3A of the EP&A Act and received Director General's requirements for the preparation of the Environmental Assessment on 6 October 2006. However, the new owners, who purchased the site in August 2010 concluded that this project was not financially viable and it did not proceed, despite the finalisation of the Environmental Assessment in November 2008.

Whilst previous schemes have included the KFC site and the current owners have had 'options' to purchase this site, more recently, high price expectations by the vendor have meant that no satisfactory agreement could be reached. A summary of the actions by the current owners in relation to the KFC site is attached at **Appendix A**. The fact that the parties have been unable to reach agreement over a price for the site is one of the reasons why Council accepted the exclusion the KFC site from the Iconic Sites designation.

3.1 The Planning Proposal (Amendments to Wyong LEP 1991)

3.1.1 Objectives

The Planning Proposal involves an amendment to Wyong LEP 1991 to facilitate the development described in Section 3.3 below. The amendments aim to achieve an outcome similar to those proposed in relation to 'Iconic Sites' in the Composite LEP presently being prepared by Council.

Therefore objectives of the Planning Proposal are similar to those for all the Iconic Sites and in this case are:

To create a vibrant/viable town centre;
To promote viable/feasible development;
To promote design excellence;
To provide an appreciable community benefit;
To encourage development that can act as a catalyst for other development;
To encourage the development of land that has been vacant and unutilised for many years.

3.1.2 Intended outcomes

Considerable design work has already been undertaken for the development of the site by the proponent and Council has also undertaken significant strategic investigation on the redevelopment of The Entrance town centre. With Council's preliminary support, the proponent is keen to move forward with the development as soon as possible and as such it is also proposed to prepare site specific Development Control Plan (DCP) provisions as part of the Planning Proposal process. It will be prepared if Gateway approval is granted and publicly exhibited concurrently with the Planning Proposal. It is also intended to prepare a Development Application (DA) if Gateway approval is granted and this will also be exhibited with the Planning Proposal.

Therefore, given the above, the outcomes facilitated by the Planning Proposal are relatively clear and will be made certain through the preparation of the DCP and DA. The details of the intended outcome are provided in **Section 3.3** below.

3.1.3 Explanation of the provisions (Amendments to LEP 1991)

There are several key differences between the 'Iconic Sites' process proposed under the draft Composite LEP and that required now:

- the current LEP 1991 has a different structure to the Composite LEP 2012 which must be consistent with the Standard LEP Template;
- proposed Chapter 115 for the DCP will not apply until the Composite LEP 2012 is gazetted;
- it is proposed to prepare a new chapter for a site specific DCP for public exhibition concurrently with the Planning Proposal;

- it is proposed to prepare a Development Application (DA) for lodgement and public exhibition concurrently with the Planning Proposal.

Accordingly the amendments required to LEP 1991 will need to be different from those contained in the draft Composite LEP 2012. The exact nature of the wording to amend LEP 1991 will not be finalised until after the public exhibition process so that it may suitably reflect any requirements of the DP&I's 'Gateway' determination and key issues arising from submissions.

The amendments are intended to provide:

- a framework by which 'Iconic Sites' can be included in Wyong LEP 1991. On identified Iconic Sites, buildings may be permitted to achieve maximum heights and Floor Space Ratios subject to Council being satisfied that certain high quality outcomes are achieved by a development;
- in the case of the subject site a height limit of RL 67.6m AHD (to facilitate a building of 20 storeys) and a Floor Space Ratio (FSR) of 3.9:1 will apply and be subject to provisions which require the achievement of;
 - design excellence;
 - an appropriate mix of land uses to assist in activating the streetfronts and bring more residents and tourists into The Entrance town centre;
 - a design which reflects the seaside character and complements and enhances the public domain;
 - the principles of ESD and in particular Green Building Design;
 - the maintenance of the development potential of adjoining properties.

However, Council also require the provision of a 'sunset' clause which states that unless a that development consent is be granted within a specified time frame (notionally 5 years from the gazettal of the Planning Proposal), the height and FSR controls will not apply and the height controls will default to the existing LEP provisions.

There will also be provisions which 'switch off' those existing LEP provisions which apply to the site but conflict with the intention of the Planning Proposal (in this case Clauses 42C, 42CA and 68).

3.2 Amendment to Wyong DCP

Unlike the Iconic Sites process envisaged under the new Composite LEP 2012, as the proponent intends to prepare site specific DCP provisions to be publicly exhibited together with the Planning Proposal, there is no need to mandate this within the current LEP provisions. The desire of the proponent to speed up the process by preparing the necessary DCP provisions as part of the Planning Proposal process, means that Council has to be satisfied that the development facilitated by the draft amendments to the LEP and DCP is appropriate and that the Planning Proposal will not proceed until all the issues have been resolved.

The draft DCP chapter will provide further detail on how the draft LEP provisions (as noted above) will be achieved and also in addition to the height limit and maximum FSR detailed in the draft LEP provisions, other controls relating to setbacks and other site specific development issues. It is intended to submit and publicly exhibit, a development application (DA) concurrently with the draft LEP and DCP amendments to demonstrate

that the outcomes desired by the Council can be achieved and that the proponent has a very strong commitment to achieving these outcomes in the short term.

3.3 The Proposed Development

The Planning Proposal and proposed amendments to the DCP are intended to facilitate the construction of a mixed use building comprising a 2-4 storey podium with tourist retail and commercial uses and a 17 storey residential tower above. The building is intended to provide:

- 1565sqm (GFA) of retail/food and drink premises floor space;
- 690sqm (GFA) of commercial floor space;
- 178 car spaces and a loading/unloading area;
- 93 apartments comprised of 8x1 bedroom, 52x2 bedroom and 33x3+ bedrooms.

The total GFA is 14,645sqm which equates to an FSR of 3.9:1.

The proposed design has been developed through a very detailed process as outlined in the Urban Design Report at **Appendix B**.

An analysis of the proposal in relation to SEPP 65 is provided at **Appendix C**.

The indicative design of the proposal is shown at **Appendix F**.

4.1 Need for the Planning Proposal

4.1.1 Is the Planning Proposal a result of any Strategic Study or report?

Yes.

Council has prepared a number of reports in relation to The Entrance which provide a planning context for the proposal. These are noted and discussed below.

The Entrance Peninsula Planning Strategy dated March 2009 (EPPS)

The EPPS plans for significant population growth with an almost threefold increase from 10,941 in 2006 to 29,620 by 2031. One of the key elements of the EPPS is the revitalisation of The Entrance town centre and part of this is the allowance for increased building height.

The site is located within Precinct 6 – The Entrance Town Centre (see **Figure 3**). The Desired Future Character Statement for this precinct includes the following comments:

“Precinct 6 will be the retail core and commercial heart of The Entrance, and a significant tourist destination.

Its coastal atmosphere, connections and attractive streetscape will be strengthened by the opportunities afforded by future redevelopment of sites to further expand its range of retail, commercial, service, entertainment, educational uses and/or activities for visitors and residents.

There are certain sites in Precinct 6 that are important to the evolution of The Entrance Town Centre as a key destination for shopping, business and entertainment, including:

- *The vacant site on the corner of The Entrance Road and Marine Parade.*
- *The Ebbside Mall site.*
- *The Lakeside Plaza site.*
- *The Denning Street Carpark Site (between Short Street and Theatre Lane).*

Precinct 6 will be active and dynamic all year round with street level retail, dining and entertainment attractions available until late on most evenings, accommodating an upgraded range and mix of retail, commercial and residential developments/uses fronting The Entrance Road, supported by neighbouring medium and high density residential development. “

The proposal which intends to provide residential use with active tourist related retail at The Entrance Road and Marine Parade frontages, is considered to be consistent with this character.

Precinct 6

The Entrance Town Centre

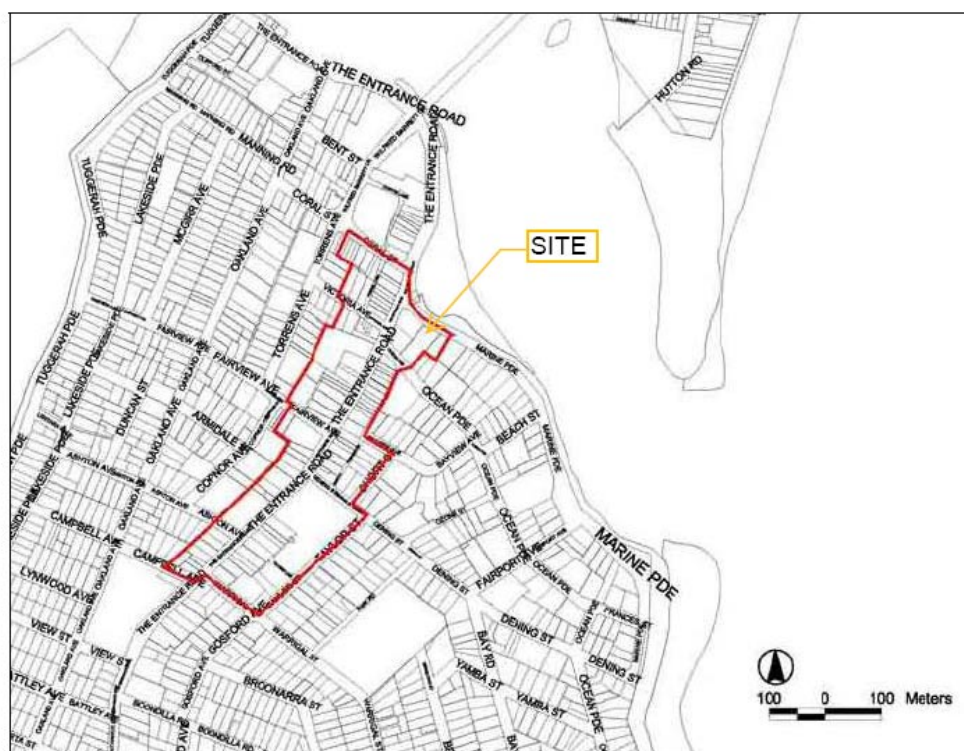


Figure 3 Precinct 6 Map from the EPPS

The proposal is supportive of the broader principles outlined in the strategy but provides a scale of development greater than envisaged at the date of the Strategy. However further studies have taken place since 2009 which more specifically deal with this issue.

Iconic Sites Development Control Plan (ISDCP) and related provisions of draft Composite LEP 2012

The ISDCP was endorsed by Council on 10 August 2011 but will not take effect until the draft Composite LEP is gazetted. The Iconic Sites provisions will be contained in Chapter 5.3 of this DCP. The draft LEP will contain specific provisions relating to the Iconic Sites identified in the DCP and will require a site specific DCP for each Iconic Site to be approved before development consent can be granted. Chapter 5.3 provides guidelines for the preparation of the site specific DCP's.

The subject site is Key Site No 2 – Vacant Key Site-14 The Entrance Road & 2 Ocean Parade, The Entrance. The specific provisions of Chapter 5.3 relating to 'The Vacant Site' are noted and addressed in the following table.

DCP provision	Comment
Objective	
Development should accommodate a mix of commercial and retail uses, addressing all three (3) street frontages.	This is generally achieved by the proposal however as the most appropriate place for vehicular access and parking is Ocean Parade and this is the smallest frontage, there is not adequate scope to provide any retail or commercial uses in this location.
Development, especially on the foreshore side of the building, shall have an appropriate scale, texture and materiality that is sympathetic to the character of The Entrance.	It is considered that the proposed design, with its curved elements is highly sympathetic to the seaside character of the area. The design is also consistent with the EPPS coastal character theme.
The site provides an opportunity to improve the public domain function and amenity, and continue the use of the pavement for outdoor dining/activities, theme paving, appropriate street plantings and decorative lighting.	The building design specifically seeks to integrate with the public domain, providing a significant public space within the site at the 'gateway' location at the corner of Marine Parade and The Entrance Road. Further the proposed Voluntary Planning Agreement (VPA) with Council provides \$1.55M towards improvements to the public domain in the vicinity of the site.
Development shall incorporate high quality coastal design.	The proposed design is considered to be consistent with this objective.
Requirements	
The coastal character, building envelope, design guidelines, matters for consideration, and principles of Wyong DCP apply to this site and must be addressed.	Most of these provisions will be addressed as part of the site specific DCP/DA process. In relation to height, the 12/24m height control indicated in the relevant section of the DCP is not considered appropriate as discussed in detail in the Urban Design Report.
Shape building forms to maintain channel vistas from The Entrance Road and to limit the overshadowing of surrounding streets and neighbouring dwellings.	The proposal is consistent with this requirement as discussed in the Urban Design Report.
Provide active frontages at street level, incorporating a mix of retail and commercial uses, including cafes, specialist retail and tourist facilities to all building facades along The Entrance Road, Marine and Ocean Parades.	The proposal meets this requirement with the exception of the Ocean Parade frontage where as noted above, vehicular access and parking is required.
Provide adequate vehicle parking to cater for the future land use mix. All vehicle parking shall be screened from view from the street frontages to Marine Parade, Ocean Parade and The Entrance Road.	The proposal meets this requirement as discussed in the Urban Design Report.
Provide vehicular access from Marine and Ocean Parades only to parking and delivery areas.	The proposal provides access at Marine and Ocean Parade only.
Substantial street tree planting and high quality landscaping shall be employed in the development design.	This outcome will be met as part of the VPA and DA process.

DCP provision	Comment
The development shall provide communal open space or landscaped area principally at ground level.	The logical area for the main communal open space for the development is at podium level where large roof areas can be utilised for communal recreation. This is complemented by significant publicly accessible areas at ground level particularly at the prominent corner of The Entrance Road and Marine Parade.
Any proposal shall address adjoining development in terms of overshadowing, building separation, view loss and amenity issues.	These matters will be addressed in detail in Section 4.3.2 below.
Pedestrian movement within and around the site shall be catered for. Specific consideration shall be given to the movement of pedestrians from The Entrance Road to Marine Parade and access to Memorial Park.	As noted above the proposal is well integrated with the public domain. The specific treatment of the public domain outside the site will be developed in conjunction with Council as part of the process of implementing the Town Centre Master Plan
Any development of the site shall address its visual impact from all important viewpoints including Marine Parade, Memorial Park, the Waterfront Mall, The Entrance Road (Main Street), Ocean Parade, The Entrance Bridge and The Entrance North foreshore area.	Photomontages have been prepared from a number of viewpoints which indicate that a very high quality and iconic form is proposed (refer to the Urban Design Report at Appendix B). Whilst the building will be higher than existing buildings this outcome is required in order to produce an iconic form. Further it will be integrated with other iconic sites located in The Entrance.
Address flooding constraints consistent with Council's Tuggerah Lakes Floodplain Risk Management Study and Plan.	The development can be constructed to a level well above the 100yr ARI flood level even under climate change scenarios.
It must be demonstrated that any design has the potential to effectively link/amalgamate with any future development of the KFC site.	As indicated in the Urban Design Report (Appendix B), the proposal ensures that the KFC site will be able to be reasonably developed. Given that this is a separated site subject to different development controls, it is not essential that this site be able to be fully integrated with the subject development. There have also been attempts to include the KFC site as part of the overall development as discussed in Appendix A.
Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection Zone.	The proposal is consistent with the requirements of this SEPP as discussed in Section 4.2.3 below.
Consideration shall be given to the principles and objectives of other DCP Chapters, in particular DCP Chapter 76 - Heritage Conservation.	The requirements of the DCP have been considered and will be fully addressed in the DA.
Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours	The only heritage item in the vicinity is the war memorial in the park to the north of the site. This does not display any specific qualities that would warrant any particular design response in the proposal. Notwithstanding it is considered the proposal is responsive to the historical context of the area with a design that reflects the seaside holiday character and does not detract from the heritage value of the war memorial.

The Entrance Town Centre Master Plan ('The Master Plan')

The Master Plan was adopted by Council on 14 December 2011. The vision for the Master Plan is noted as follows:

"THE VISION

The Entrance Town Centre is a vibrant seaside and lakeside community – a welcoming place to live, to holiday and to work.

This beautiful coastal township with its beaches, extensive waterways, bushland reserves and varied day and night time activities provides an enviable lifestyle for people of all ages.

The Entrance Town Centre is a well connected hub with thriving and sustainable retail, commercial and professional services."

The proposal is consistent with this vision and the detail provisions of the Master Plan as detail below.

Key Sites – the subject site is identified as the Key Site in The Entrance, indicated as Site 2 on the plan from The Entrance Town Centre Master Plan at **Figure 4**.

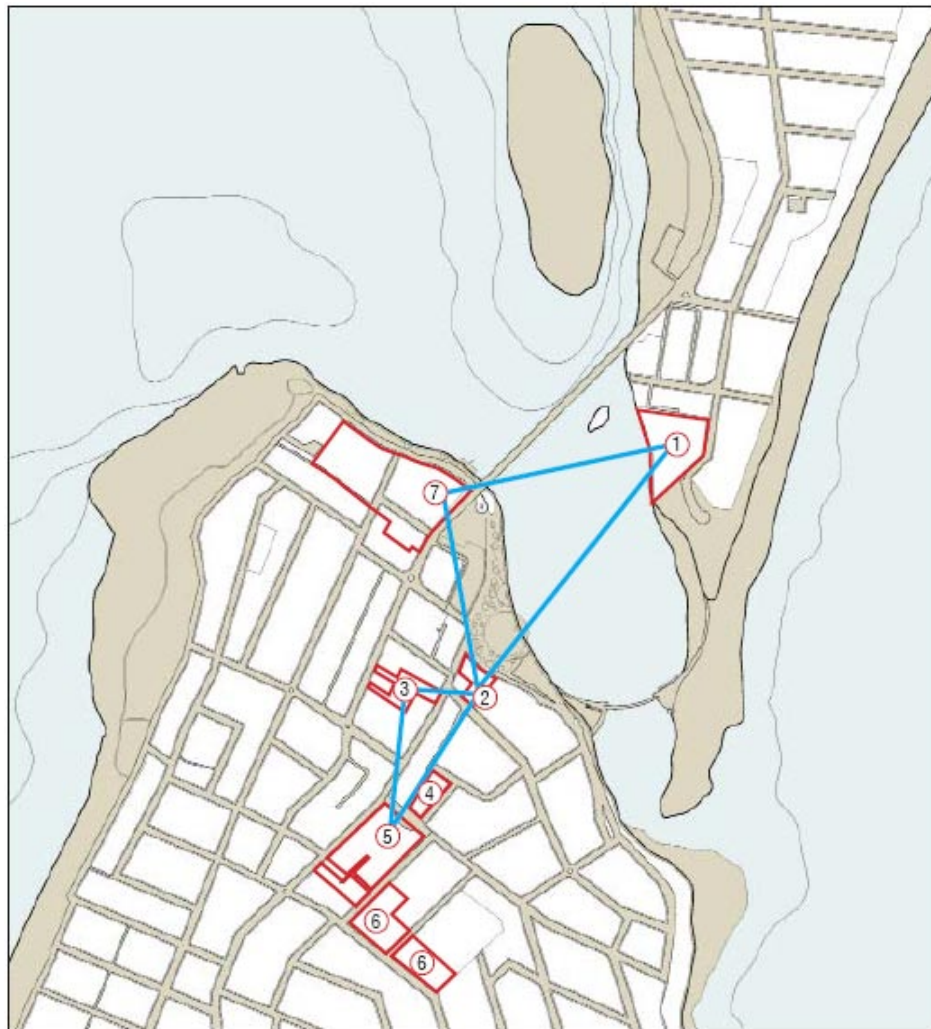


Figure 4 – Key Site and Relationships-The Entrance Town Centre Master Plan

The site is critical to the relationships between the Iconic Sites as it is common to both of the desired linkages. The Master Plan notes that: *“The heights of the key iconic development buildings will be greater than the surrounding development to assist in the creation of public spaces such as plazas, parks and other facilities for community benefit.”*

The nature of the proposal with its iconic form and proposed integration with the public domain will allow it to fulfil the role envisaged by the Master Plan.

Paths and Destinations – the site adjoins the primary destination in the centre – the Waterfront Precinct (Memorial Park), the proposal will provide a high quality response to this important context and funds provided through the Voluntary Planning Agreement (VPA) will facilitate the upgrade of the adjoining public domain, allowing the vision of the Master Plan to be achieved.

Hotspots and Quiet Places – the corner of Marine Parade and The Entrance Road is designated as a ‘hotspot’ (see **Figure 5**). Accordingly the proposal provides for a unique integration with the public domain at this point with the footpath winding inside the site boundary to create an ‘island’ café/restaurant space (see **Figure 6**).

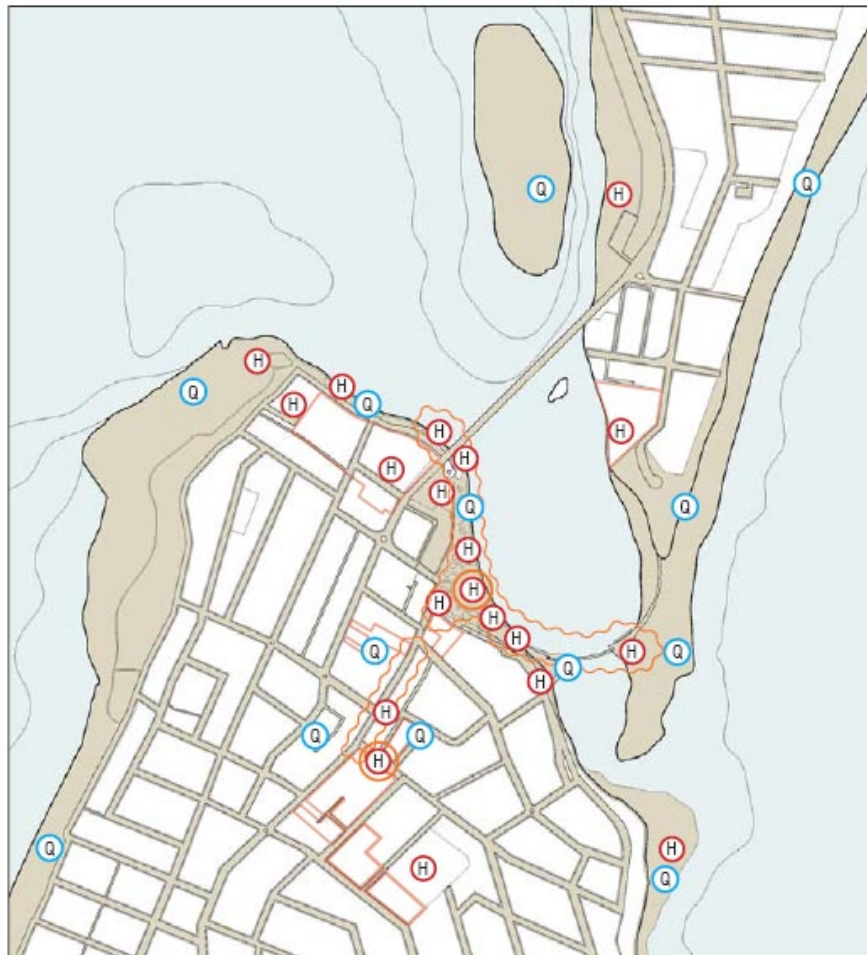


Figure 5 – Hotspots and Quiet Places-The Entrance Town Centre Master Plan

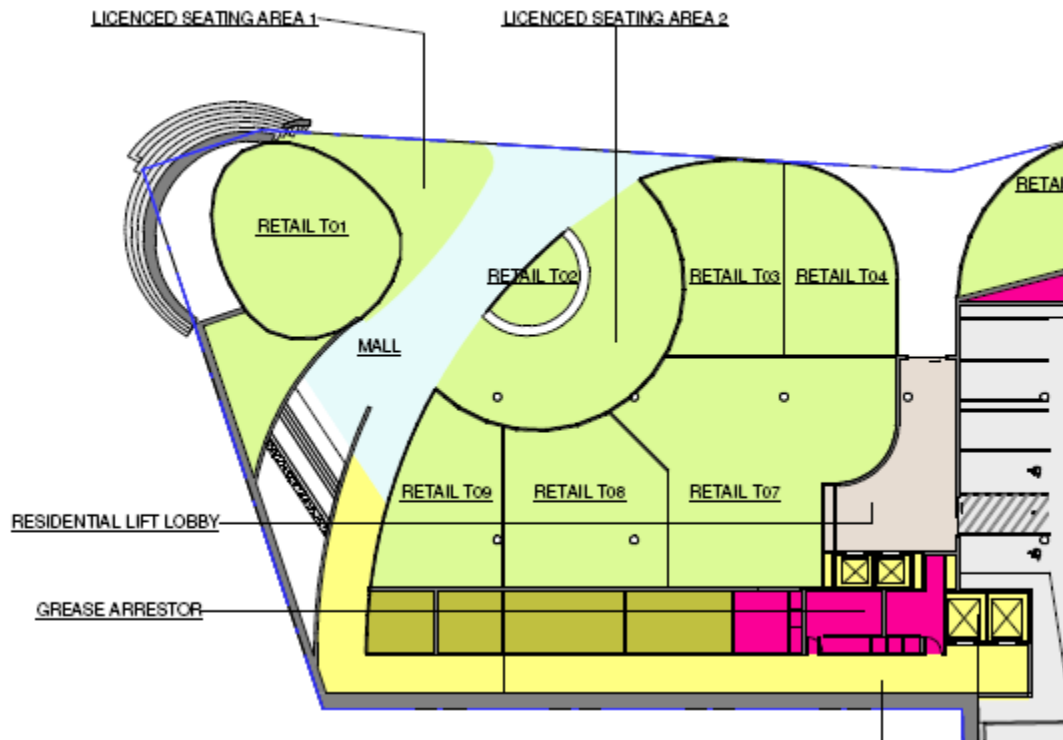
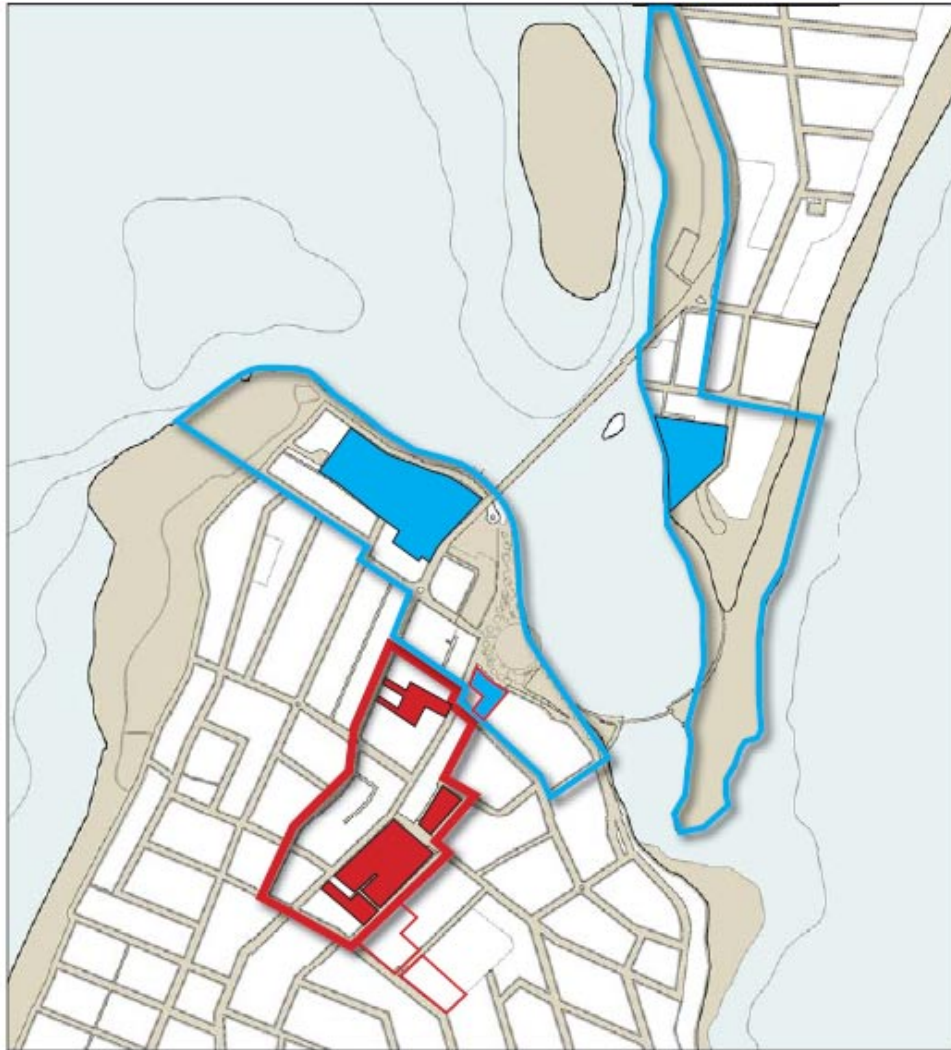


Figure 6 – Proposed integration with the public domain

Vehicular Movement Framework – the Master Plan proposes to limit vehicular access during events adjacent to the site on The Entrance Road and Marine Parade. We understand that Council are considering the traffic implications of this however the proposal is designed to minimise these impacts with the only affected access to the site on Marine Parade being located as far east as possible which will facilitate access from the east during events.

Key Sites and Precinct Formation/Developing Precincts – The site is a Key Site to both the Waterfront & Tourism Precinct and the Civic Centre (Mixed Use and Residential) Precinct (see **Figure 7**). In this regard the proposal provides an appropriate balance between the two precincts, providing tourism related retailing along the main frontages, with some commercial offices on the upper level of the podium and residential accommodation in the tower above. The proposed retail, commercial and leisure uses provide a key link which will draw people from their activities in the town centre to the waterfront without providing increased competition to the existing core traders. These traders will also benefit from this link which will also assist in drawing tourists from the waterfront into the town centre. The provision of non-residential uses will provide additional jobs in the town centre.

The Master Plan – the site is identified as the ‘Key Site (12)’ in the overall Master Plan, an extract of which is shown at **Figure 8**. It is an important site because it provides a link between the main areas of the town centre – the Town Square (to the south on The Entrance Road) and the Waterfront. The scale of buildings envisaged is indicated in the 3D aerial views (see **Figure 9**). As can be seen here the proposed 20 storey form of the proposal sits well in the context of higher buildings proposed elsewhere in the town centre.



KEY SITES AND PRECINCT FORMATION



Figure 7 Key sites and Precincts-The Entrance Town Centre Master Plan

As indicated in the detailed plans of the Waterfront Precinct West at **Figure 10**, it is intended that the proponent will work closely with Council on achieving the best outcome for the integration between the site and this important area.



Figure 8 Extract from The Entrance Town Centre Master Plan



Figure 9 Extract from The Entrance Town Centre Master Plan (3D view)-



Figure 10 The Waterfront Precinct West Masterplan from The Entrance Town Centre Master Plan

4.1.2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. Although the proposal could form part of the draft Composite LEP, the community stakeholders and Council want the objectives of the recent revitalisation studies to be achieved as soon as possible. As the proponent of the proposal is committed to the development of the site in the short term (demonstrated by the intention to exhibit a DA simultaneously with the Planning Proposal), it would be counterproductive to require the proposal to be part of the draft Composite LEP, particularly as such LEP's are notoriously drawn out processes that may take years to complete (as has been the case with Gosford Composite LEP which is still not gazetted).

4.1.3 Is there a net community benefit?

Yes. The subject site could accommodate large scale development under the existing zoning. The Planning Proposal will facilitate additional development potential but as detailed in this report, this can be done without any significant adverse impacts. This additional potential will allow the objectives for The Entrance Town Centre (which have been development through extensive stakeholder consultation) to be achieved. In this regard a truly iconic form is envisaged which will assist in integration of the two key precincts in the town centre – The Town Square and the Waterfront & Tourism Precinct.

Further, a draft VPA has been prepared that delivers \$1.55M to Council to fund public domain improvements adjacent to the site.

4.2 Relationship to strategic planning framework

4.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Central Coast Regional Strategy

The Central Coast Regional Strategy (CCRS) was released by the Department of Planning in July 2008. The CCRS provides the framework for preparing new local environmental plans.

The CCRS identifies the population, dwelling and employment targets of the Central Coast over the next 25 years. The CCRS also identifies actions to ensure ongoing growth and prosperity of the region, including actions for centres and housing, economy and employment, environment and natural resources, natural hazards, water supply, regional infrastructure and regional transport.

The site is located within The Entrance which is designated as a 'Town Centre' under the CCRS (see **Figure 11**). The proposal is consistent with the broad aims, objectives and actions of the CCRS which includes the provision of additional housing and jobs in identified centres. The proposal provides both of these elements in an appropriate town centre location.

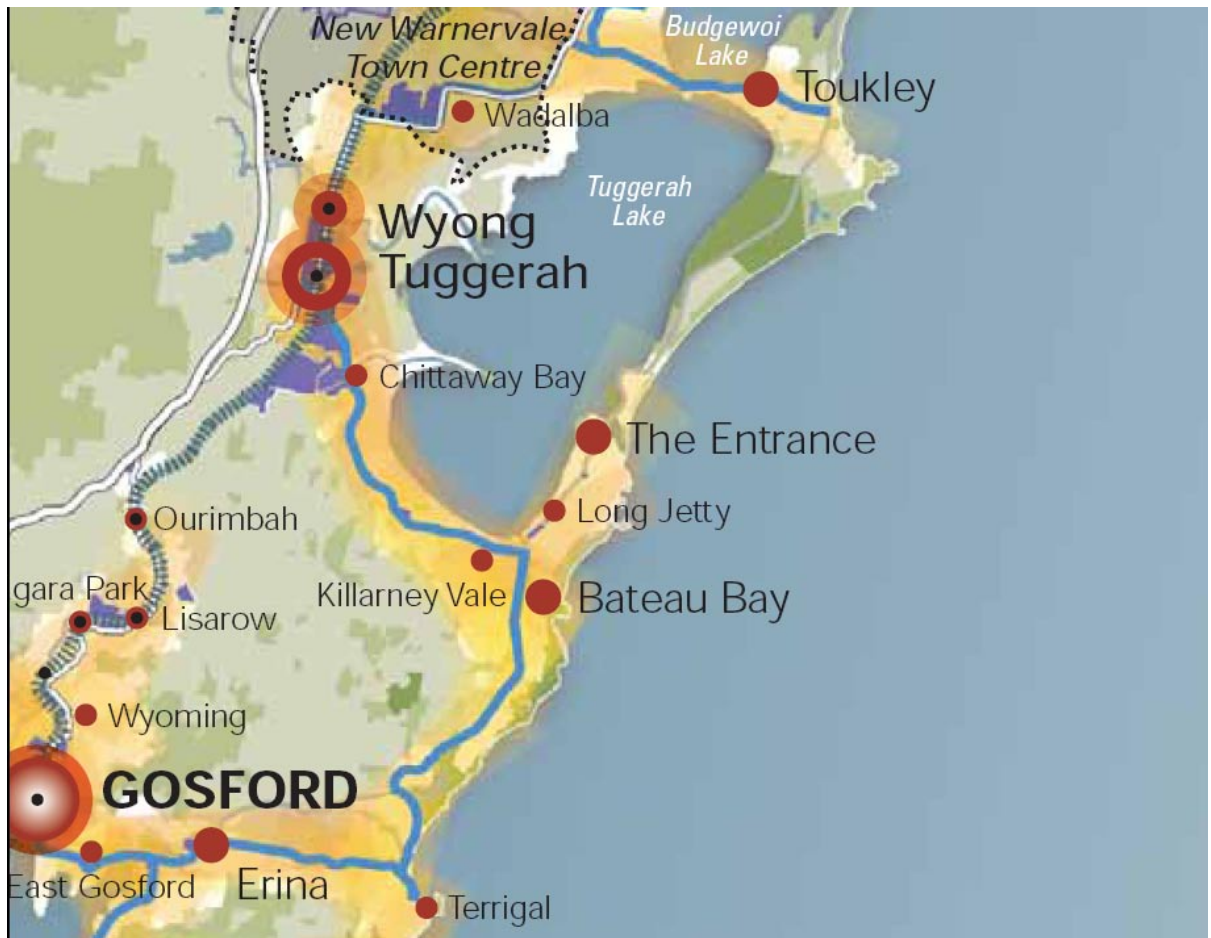


Figure 11 – Central Coast Regional Strategy

4.2.2 Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Wyong Local Environmental Plan 1991 ('the LEP')

Clause 10 Zone and zone objectives - the subject lands are zoned 3(d)(Tourist Business) under the LEP. The proposed uses will include shops, commercial premises, restaurants, hotel (bar) and residential flat building as defined in the LEP. All these uses are permitted in the 3(d) zone. Further they are considered to be supportive of the objectives of the zone which are:

- (a) to encourage development providing accommodation, services, entertainment and attractions for tourists, and*
- (b) to complement the functions of a nearby town centre, and*
- (c) to ensure that development is of a type and scale that is appropriate to a tourist-orientated character, and enables the maintenance of the area's attraction to tourists.*

In regard to (a), with the proposed accommodation, it is likely that there would be occasional use by visitors and the potential for more regular use by visitors with further development consent. Further, the proposed retail and food/drink uses will cater for tourists.

In regard to (b), consistent with the Master Plan the proposal provides for permanent accommodation and non-residential development which complement the functions of the adjoining Town Square precinct.

In regard to (c), the scale of the proposal provides an iconic form that will add to the vitality and excitement of the Waterfront Precinct. The curved design responds to the seaside context which is the primary reason for visitation.

Clause 15 Acid sulfate soils – the site is not in a high risk area in this regard and this matter will be addressed in detail with the DA.

Clause 19 Development near lakes, rivers and creeks – the site is within 100m of MHW of Tuggerah Lake however the proposal will not have any impacts on the marine environment subject to appropriate control of stormwater which will be detailed with the DA.

Clause 35 Development in the vicinity of heritage items, archaeological sites or potential archaeological sites – the War Memorial located across Marine Parade from the subject site is the only heritage item in the vicinity. The proposal will not detract from the heritage significance of this item and the improvements to the setting of the Memorial that will be facilitated by the proposal will result in a positive outcome.

Clause 42C Development in Zones Nos 3 (a) and 3 (d) at The Entrance – this clause includes a requirement that any permanent accommodation is less than 50% of the GFA on a site. It also provides a height control by way of reference to the height map, which is 12/24m as indicated at **Figure 12** (an extract from Chapter 60 of the DCP).



Figure 12 Existing height controls on site

As the proposal is inconsistent with these provisions, as noted in **Section 3.1** above, the Planning Proposal intends to exclude application of this clause from the subject site.

Clause 42CA Setbacks for certain buildings fronting The Entrance Road – the proposal does not comply with these setbacks which are not considered appropriate in the context of recent strategic planning for the area. Therefore the Planning Proposal intends to exclude application of this clause from the subject site.

Clause 68 Managed resort facilities—The Entrance – in addition to the permitted uses detailed in Clause 10, this clause permits a ‘managed resort facility’ on the site and allows up to 75% of such a facility to be used for permanent accommodation. The proposal provides for 100% permanent accommodation and as such the Planning Proposal intends to exclude application of this clause from the subject site. We understand that such controls will not be part of draft Composite LEP 2012 as it is no longer considered appropriate for an LEP to control such matters. The importance of tourists to an area will change over time and it is considered that it is best left to market forces to meet the specific demands of tourists at any given time. Planning controls cannot force tourist to come to an area and should not be used to stifle appropriate development if there is no specific demand for tourist accommodation.

Wyang Development Control Plan (DCP) 2005: Development Controls for Wyong Shire

Any development application on the subject lands will be required to comply with the relevant controls of Wyong Development Control Plan 2005, in particular, Chapters 60 The Entrance, 61 Car parking, 64 Multiple Dwelling Residential, 67 Engineering Requirements for Development, 69 Waste Management, 76 Conservation of the Built Environment, 77 Coastal Hazards, 81 Retail Centres.

The provisions of the DCP will be considered in further detail with the DA submission, however given that a site specific DCP chapter is to be prepared, many of these provisions will be of limited relevance.

4.2.3 Is the planning proposal consistent with applicable state environmental planning policies?

State Environmental Planning Policies

The only State Environmental Planning Policies (SEPPs) relevant to this planning proposal are:

SEPP	Consistency
SEPP 55 – Remediation of [contaminated] Land This SEPP aims to promote the remediation of contaminated land for the purposes of reducing risk to human health and/or the environment.	The history of the site indicates that there have been no previous uses likely to contribute to the contamination of the site. The report prepared for the previous Part 3A proposal indicated that the land was suitable for the proposed retail/residential use.
SEPP 64 – Advertising and Signage Aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish. The SEPP also regulates outdoor advertising in transport corridors. The SEPP also aims to ensure that public benefits may	This matter will be dealt with as part of the site specific DCP or DA.

SEPP	Consistency
be derived from advertising along and adjacent to transport corridors.	
SEPP 65 - Design Quality of Residential Flat Development	The proposal has been designed to have regard to the provisions of this SEPP and the related Design Code (see Appendix C).
SEPP 71 – Coastal Protection The policy has been made under the Environmental Planning and Assessment Act 1979 to ensure that development in the NSW coastal zone is appropriate and suitably located, to ensure that there is a consistent and strategic approach to coastal planning and management and to ensure there is a clear development assessment framework for the coastal zone.	The subject land is within the coastal zone. In accordance with Clause 7 of this SEPP, certain matters must be considered as part of the draft LEP (Planning Proposal). The proposal will not have any significant implications having regard to the matters listed which are primarily focussed on public access and environmental impact. These matters will be addressed in detail once the Planning Proposal receives 'Gateway' approval from the DP&I. In relation to visual impacts, the scale of the proposal is considered appropriate as discussed in the Urban Design Report (see Appendix B). Although subdivision is not proposed at this stage, it is requested that as this Planning Proposal will result in detailed development controls for the site, the Minister for Planning and Infrastructure be requested to grant a waiver to the Master Plan requirements of SEPP 71.
SEPP (BASIX) 2004	This SEPP will apply to the proposed dwellings and appropriate documentation will be submitted with the DA.

Regional Environmental Plans

There are no Regional Environmental Plans that are relevant to the Planning Proposal.

4.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

This planning proposal has been assessed having regard for the Section 117 Directions [issued to Councils under s117(2) of the *Environmental Planning & Assessment Act 1979* (EP&A Act)], relevant to this planning proposal. The findings were as follows:

Direction	Consistency
1.1 Business and Industrial Zones The objectives of this direction are to encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.	This planning proposal is consistent with this direction as the Planning Proposal does not alter the current zoning and maintains the employment generating capacity of the site. In a practical sense it will unlock this potential as the site has been vacant for many years.
2.2 Coastal Protection The objective of this direction is to implement the principles in the NSW Coastal Policy.	The proposal is consistent with the following relevant documents: - the <i>NSW Coastal Policy: A Sustainable Future for the New South Wales Coast 1997</i>; - the <i>Coastal Design Guidelines 2003</i>; and - the manual relating to the management of the coastline for the purposes of section 733 of the <i>Local Government Act 1993</i> (the <i>NSW Coastline Management Manual 1990</i>). In this regard it utilises existing urban land in a town centre location, has negligible impact on the environment and provides a development that will assist in revitalising this coastal town consistent

Direction	Consistency
	with the recent strategic planning undertaken for the area.
4.1 Acid Sulfate soils The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	As noted above the site is not high risk in this regard and as such this issue will be detail with as part of the DA.
4.3 Flood Prone Land The objectives of this direction are to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy, the principles of the Floodplain Development Manual 2005, and to ensure that the provisions of an LEP on flood prone land is commensurate with the flood hazard.	It is considered that this planning proposal is consistent with this direction. The site is above the 100yr ARI including climate change scenarios and so will be suitably protected from flooding.
5.1 Implementation of Regional Strategies The objective of this Direction is to ensure that draft LEPs are consistent with regional strategies, such as the Central Coast Regional Strategy.	As noted above, the planning proposal is considered consistent with the Central Coast Regional Strategy (CCRS).

Department of Planning's Criteria for Spot Rezoning

This planning proposal has been assessed having regard for the Department of Planning's *LEP Pro-forma Evaluation Criteria-Category 1: Spot Rezoning LEP*, which provides criteria for consideration for any draft LEP. This LEP Amendment request is assessed against these criteria in the table below.

Criteria	Consistency
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	This planning proposal will not reduce employment lands and will facilitate an employment generating activity.
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (eg, land release, strategic corridors, development within 800m of a transit node)?	As noted above, this planning proposal is compatible with the Central Coast Regional Strategy. It is ideally located in an existing town centre and will play a crucial role in the revitalisation of the area.
Will the LEP implement studies and strategic work consistent with State and regional policies and Ministerial (s.117) directions?	As mentioned above this planning proposal will support the objectives of the Central Coast Regional Strategy and also the more detailed work that has recently been undertaken for The Entrance. It is also consistent with the relevant s117 directions as noted above.
Is the LEP located in a global / regional city, strategic centre or corridor nominated within the metropolitan Strategy or other regional / sub-regional strategy?	No, but it is located in an important town centre.
Will the LEP deal with a deferred matter in an existing LEP?	No.

Criteria	Consistency
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Yes. There are other proposals similar to this proposal in The Entrance town centre. Council has considered the cumulative impacts these proposal as part of the recent Master Plan and Iconic Sites DCP process and remain supportive of the proposals.
Is the LEP likely to create a precedent, or create or change in the expectations of the landowner or other landowners?	No. The site has been specifically identified for increased development as part of the recent Master Plan and Iconic Sites DCP process. The feedback from this process is that the community understands that in order to achieve the desired outcome for The Entrance that appropriate key sites should be permitted to provide 'iconic' development that may allow for greater development potential than on other sites.
Will the LEP be compatible / complementary with surrounding land uses?	Yes. The proposal does not fundamentally change the existing zoning of the land and it will remain a compatible part of the fabric of the town centre.

4.3 Environmental, Social and Economic Impact

4.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. There are no critical habitat or threatened species, populations or ecological communities, or their habitats on or near the site.

4.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The following issues have been identified as being relevant to this planning proposal.

Hazard Issues

Council has advised that the site is not subject to inundation from current flood levels or levels having regard to climate change scenarios.

There are no other potential hazards that the site may be subject to with the exception of acid sulfate soils which can be suitably addressed at DA stage.

Environmental Issues

Significant vegetation

There is only one tree on the site (a Norfolk Pine) and this as previously been recommended for removal due to poor condition.

Visual Amenity

The site is presently vacant and as such any development will have a visual impact. However the Planning Proposal will facilitate a development of far greater visual quality than is likely to occur under the existing controls. The quality of existing development approved under these controls can be seen in the surrounding area (refer to images in the Urban Design Report). Whilst higher in form than existing development the iconic quality that Council is attempting to achieve in its Iconic Sites DCP and Town Centre

Master Plan is demonstrated in the montages of the proposal which will form the basis of the DA. In terms of height, the proposed building is consistent with the overall vision for The Entrance that is described in these recent strategic plans and with other Iconic Sites in the town centre where buildings of similar or greater height are being proposed. The appropriateness of the proposed height in this context is shown in **Figure 9** above and is discussed in greater detail in the Urban Design Report.

Impacts on surrounding properties

To the east of the site on Marine Parade is a mixed use development that is built to the boundary of the site with no openings. The building is orientated to the north to take advantage of views. This building is 4 storeys stepping back at each level from the streetfront. The proposal provides for a 4 level podium directly adjoining this site and generally matching its height. This relationship ensures that the proposal will have minimal impact on this property.

To the east on Ocean Parade is a single dwelling house that will retain its midwinter sun at noon ensuring that the relevant solar access standards are met (see **Appendix F**).

Development to the west across The Entrance Road is low scale that would be impacted by development under the existing controls. The overshadowing from the additional height would not unreasonably affect these properties. The views of future higher development on these sites will be affected. However they will still enjoy views down The Entrance Road and over the park to the water.

To the south across Ocean Parade is a 2 level mixed use development on the corner of The Entrance Road and further to the east is a 9 storey residential building. The proposal will overshadow the mixed use building during the morning and will not unreasonably affect this building from noon onwards at midwinter. The proposal will not overshadow the 9 storey building as it is setback a sufficient distance (see **Appendix F**).

The site is adjoined by a parcel of land at the corner of The Entrance Road and Ocean Parade which contains an existing KFC restaurant. Whilst this site was part of the previous Part 3A proposal, the new owners have not been able to reach satisfactory terms with the owners of this property and as such it cannot form part of the subject site (refer to **Appendix A**). It is noted that this site is not part of the Iconic Site designation under the Iconic Sites DCP and as such the existing planning controls will remain applicable to the KFC site (see **Figure 12** and drawings in **Appendix E**).

The proposal has had regard to the future development of this site. The following aspects ensure that it will retain development potential commensurate with the existing controls:

- the proposal provides a blank wall to the northern boundary of the KFC site, which will allow an integrated development outcome not inconsistent with the existing height control plan (see **Figure 12**);
- the southern part of the subject site contains only a podium allowing development on the KFC site to be built close to the boundary without adverse impacts
- the proposed car park is designed to allow future access to the KFC site (subject to negotiations with the owner of that site). This may result in the loss of some car spaces on the subject site however, this can be addressed by way of Section 94.

A plan indicating how the KFC site might be developed in accordance with the existing controls is provided at **Appendix E**. This plan shows that such development will have an appropriate level of amenity having regard to the proposed development. In this regard more than 70% of units will receive 2 hours solar access which is consistent with the requirements of SEPP 65 Design Code for urban areas such as town centres. This matter is also addressed in the Urban Design Report at **Appendix B**.

4.3.3 How has the planning proposal adequately addressed any social and economic effects?

Social Issues

The proposal will not result in any unexpected social issues as the proposed development remains consistent with the existing zoning of the land. The proposal forms part of the overall revitalisation strategy of Wyong Council for The Entrance Town Centre that has been widely workshopped and discussed with the local community, business owners and all other stakeholder groups. The proposal is seen as a major catalyst in this revitalisation and therefore it will be of great societal benefit.

Economic Issues

The proposal will not result in any unexpected economic issues as the proposed development remains consistent with the existing zoning of the land. No major retail space is provided ensuring that the development will not compete with the role of the more central precincts of the town centre. The proposal will result in significant creation of local jobs both during construction and in the longer term. Bringing in more permanent residents and catering for tourists will increase the amount of spending in the town centre.

4.4 State and Commonwealth Interests

4.4.1 Is there adequate public infrastructure for the planning proposal?

Services (Water, Sewer and Drainage)

The site is located within an existing developed area that is well catered for in terms of infrastructure. We understand that there is capacity within existing systems for the proposal subject to appropriate augmentation as necessary.

Roads, Traffic and Transport

A traffic report was prepared for the previous Part 3A proposal which anticipated significantly greater traffic movements than is now proposed. This assessment concluded that the traffic impacts would be acceptable. Attached at **Appendix D** is a revised traffic report which concludes that the impact from the current proposal will be significantly less than before and consequently the impact will also be less and therefore acceptable.

It is noted that the current assessment is based on providing all of the required parking on site. Whilst this may not be feasible in the final design (necessitating use of the Council's Coral Street car park), it has been considered as it represents the 'worse case' in terms of traffic impact.

In relation to the cumulative impacts of other iconic site development, we understand that Council has already considered this and is continuing to do further analysis based on changes to the road network envisaged in the Town Centre Master Plan.

4.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Under the Gateway process the views of State and Commonwealth public authorities are not known until after the initial Gateway determination. This section of the planning proposal will be completed following consultation with those public authorities nominated by the Gateway Determination.

4.5 Community Consultation

Under the Gateway process the level of community consultation is tailored for each planning proposal by the initial Gateway determination.

This Planning Proposal can be seen as the next step in the planning process that aims to achieve the revitalisation of The Entrance town centre. It follows considerable work by Council with the preparation of The Entrance Peninsula Planning Strategy, the Iconic Sites DCP and The Entrance Town Centre Master Plan. This work has involved significant consultation with the local community, business owners and all other relevant stakeholders. As discussed in detail in this report, the Planning Proposal is fully consistent with these documents and also the relevant regional planning strategies and state policies.

Whilst the overall intent is to facilitate the necessary planning changes through Council's draft Composite LEP, this is a complex process that may take a long time to resolve. As all the key players in the process, being the land owner, Council and the local community, want to see positive and real action to implement the stated vision for The Entrance, it is considered that it would be counter-productive to rely on the draft Composite LEP process. The land owner's genuine commitment to the development of this vacant site (which has been unused for around 20 years), is demonstrated by the intention to lodge a DA so that it can be exhibited concurrently with the Planning Proposal.

Appendix A

Details of attempts by owners to include KFC site

15 March 2012

Mr Stephen Ashton
Wyong Shire Council
2 Hely Street
Wyong NSW 2259

Dear Sir,

Re: KFC Site adjacent to our site in Marine Pde and Ocean Ave, The Entrance

We are writing to confirm that we have been unsuccessful in our attempts to purchase and amalgamate the KFC site with our site.

Prior to Pelican Horizons purchasing the site on 1st July 2010, the previous owners held an option to purchase the KFC site.

Following our purchase of our site, we renewed the option to purchase the KFC site and undertook a detailed design study and feasibility of our site and the combined site.

When the option was approaching expiry, we approached the owner and advised that the feasibility was not favourable and that for us to continue to try to incorporate his site in our redevelopment scheme, we would require a six months option at minimal cost as we would be incurring considerable further costs over the next six months on design work and planning which would ultimately be to his benefit if a purchase could be concluded.

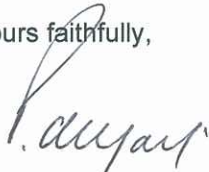
In response, the owner of the KFC site, advised that he was no longer willing to renew the option under any circumstances and that he was no longer interested in selling the property. He added that selling the property would give him a tax problem so he intended to keep to his property and his tenant (KFC).

The option therefore lapsed and we no longer had any control of the site.

We undertook further design and development studies to try to come up with a feasible solution for our site as a stand alone site and we presented these progressively to Council for consideration and discussion. Our final solution is the one being considered by Council in our pending LEP application.

If you require any further information in relation to this issue including details held by our lawyers concerning the options and negotiations, please do not hesitate to contact the undersigned.

Yours faithfully,



P. J. de Gail
Director

Ref: 2012/pelican/pdgyb003.doc

Appendix B

Urban Design Report
prepared by BN Architecture

KEY SITE
MIXED-USE DEVELOPMENT
MARINE PDE, THE ENTRANCE

URBAN DESIGN STUDY

FEBRUARY 2012

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors



FIG. 1 AERIAL VIEW OF THE ENTRANCE

INTRODUCTION

This Urban Design Study has been prepared in response to *Wyong Shire Council's Masterplanning Study for the Entrance Precinct* (which includes the nominated "key site" at the corner of Marine Parade and The Entrance Road - see FIG. 1).

Through the masterplanning study carried out by Wyong Shire Council, seven "**key sites**" were nominated for particular review due to their potential physical and social importance regionally and locally, as well as the inherent opportunities in redevelopment towards a new architectural and urban design language within The Entrance Precinct.

The masterplanning study culminated in the release of *The Entrance Town Centre Master Plan Report* which was adopted by Council on 14 December 2011.

The Study also has regard to the inclusion of the site in Council's draft Iconic Sites Development Control Plan.

This Study seeks to respond and explore further potential opportunities resulting from the *Master Plan and Iconic Sites DCP*. This '**key site**', at the corner of Marine Pde and The Entrance Rd, has the unique potential to set a new benchmark in both architecture and urban design in creating a landmark development.

The design initiative has always been to integrate the urban design approach of Wyong Shire Council with identifiable opportunities to deliver a practical and economically viable design solution.



FIG. 2 SITE LOCATION

Throughout the design process to date, general principles of urban design intentions and expectations of the site have been extensively discussed with Wyong Shire Council officers. Numerous architectural and urban design options have been tested, though it has been evident that the aims and objectives of all parties could not be realised under the current planning instrument *Wyong Local Environmental Plan 1991*.

Central to the issues affected under the current planning instruments is the economical viability of the project. Its close proximity to the waterfront results in poor subterranean ground conditions, rendering basement parking prohibitively expensive. Increased commercial pressures and realities in a subdued market also play a role in preventing potential development within the current planning constraints.

In this *Urban Design Study* response it is proposed that there are changes to the planning instruments affecting this site, namely height restrictions.

- + existing height limit: 24m
- + proposed height limit: 61m

Under the proposal, the full social and commercial value of the site can be unlocked and all parties' urban design initiatives delivered. The proposed increase in height has no material effect on the surrounding development.

It is important to note that while the "KFC" site is not included in the "key site", it is our recommendation that consideration of the potential for future development including that site (both as a standalone site and as integrated with the proposed "key site" development) should be a factor in design solutions put forward (see FIG. 3) .



FIG. 3 CURRENT INDIVIDUAL SITES

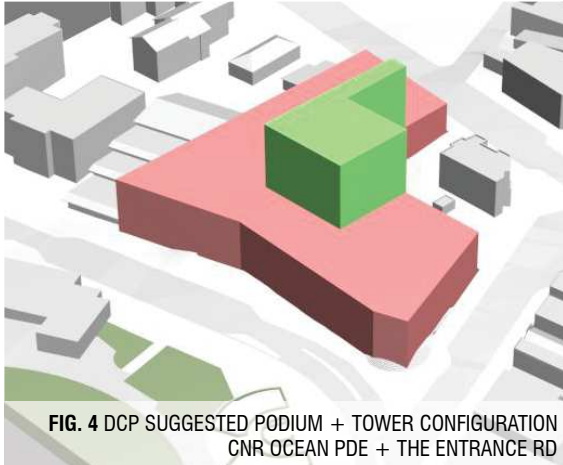


FIG. 4 DCP SUGGESTED PODIUM + TOWER CONFIGURATION
CNR OCEAN PDE + THE ENTRANCE RD



FIG. 5 PROPOSED PODIUM + TOWER CONFIGURATION

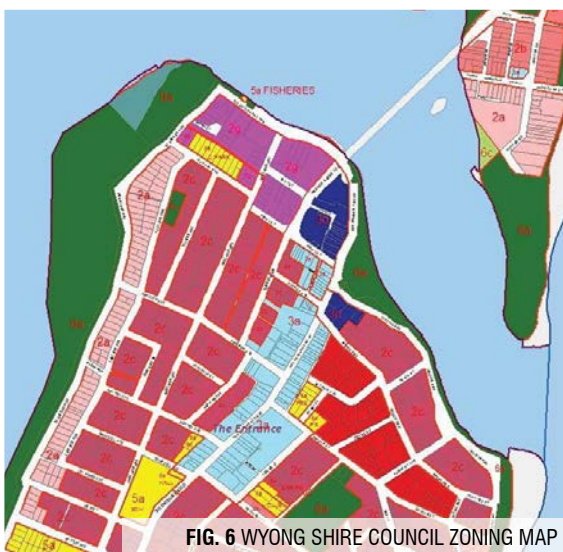


FIG. 6 WYONG SHIRE COUNCIL ZONING MAP

PLANNING CONTEXT

Under the *Wyong LEP (1991)*, the site is currently zoned 3(d) - Tourist Business Zone, providing for retail, residential, tourist and associated parking facilities. Under the current planning instrument the “**key site**” is seen to be developed in conjunction with the adjacent “**KFC**” site, and makes no allowance for these sites to be developed separately.

Treating both the “**key site**” and the “**KFC**” site as one, the *Wyong Shire Council DCP No.60 (2006)* allows for a podium (12m maximum above the adjacent ground level) and a tower (setback see FIG. 4 and height limit of 24m). No FSR is provided for under the current planning instrument.

Site access for parking and service vehicles is limited to Marine Pde and Ocean Pde. Access from these streets would also be required to be set back from junctions with The Entrance Rd.

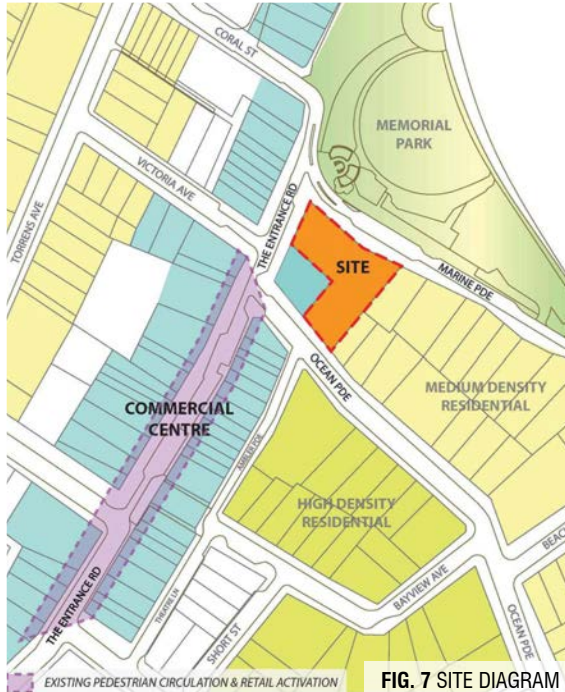


FIG. 7 SITE DIAGRAM



FIG. 8 SITE FROM CNR. MARINE PDE + THE ENTRANCE RD



FIG. 9 EXISTING SITE PHOTO

THE SITE

- + The site is located at northern end of The Entrance of Peninsula within the Wyong LGA. It is located at the northern end of the commercial precinct, adjacent to the primary public open space. It overlooks Memorial Park and the War Memorial, and fronts the The Entrance inlet to the north. The site is also visually connected to the waterfront with distant ocean views (see FIG. 7).
- + Historically the site has been used for low scale mixed commercial and residential/tourist accommodation.
- + The site is bordered by three streets: Marine Pde to the north, Ocean Pde to the south and The Entrance Rd to the west.
- + The site slopes to the north towards the park with a 6.0m difference between Marine Pde (north) and Ocean Pde (south). It is located at the corner of Marine Pde & The Entrance Rd, The Entrance and has an area of 3762m².
- + The site is currently included within the “Town Centre Retail/ Residential” precinct as “Resort Facility Site No.1”(DCP 2006). On the same block as the site - the missing quadrant which drives the “L” shape of the current site - is a “KFC” fast food development with at grade car parking and drive through facilities.
- + The site is currently unused (see FIG. 9).

This “**key site**” defines the site’s primary importance in creating an “iconic” development and anchoring the northern precinct of The Entrance.

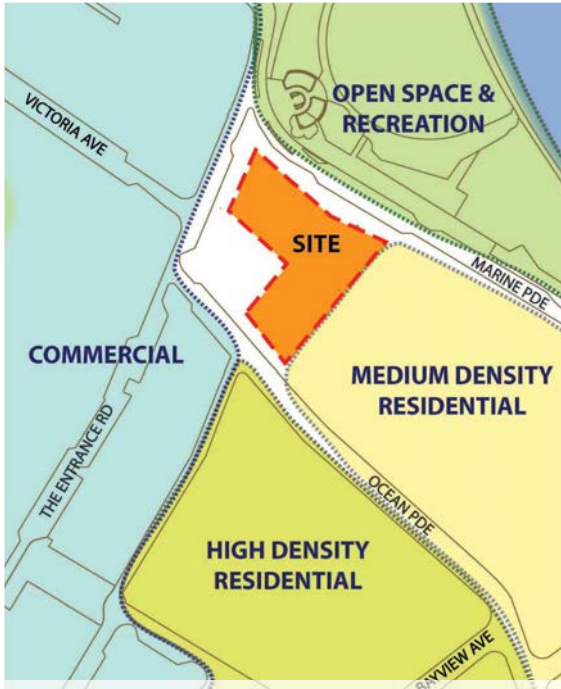


FIG. 10 PRECINCT ZONING DIAGRAM

PRECINCT

The site is located at the northern end of the commercial precinct and adjacent to medium density residential “walk-up” developments to the east. These residential developments vary in age (from the 1970’s to contemporary design styles) and height (on Marine Pde up to 3 storeys high while on Ocean Pde only a single storey - however it has been zoned for developments up to 18m).

To the west lies the commercial heart of The Entrance with contemporary mixed use developments of retail at ground and up to 5 storeys of residential above.

Further surrounding developments ranges in height from single storey to 6 floors with a predominance of 3 storey “walk-up” residential properties.

A “KFC” fast food standalone pad site development occupies the adjacent commercial site.

A local council car park fronting the inlet is provided within walking distance of the site and the retail centre of The Entrance. As The Entrance Rd is one-way northbound, the area remains uncongested and traffic can circulate the site with ease.

The precinct is surrounded by beautiful natural environment attracting both tourists and locals. Markets and open-air entertainment events regularly take place in Memorial Park, with the opportunity to increase pedestrian access and amenity to surrounding retail strips (see FIG. 12).

Current analysis and Council’s review of the planning instruments is aimed towards taking full advantage of the natural amenity of The Entrance and encouraging development which enhances the environment socially and commercially through first rate architectural and urban design.

It is envisaged that the site will be integrated with the public domain particularly at the important junction Marine Pde and The Entrance Rd. This will not only encourage natural pedestrian movement along The Entrance Rd, expand the existing retail zone and benefit future retailers but will also connect the commercial heart of The Entrance to the waterfront Memorial Park.



FIG. 11 POTENTIAL CIVIC NODE

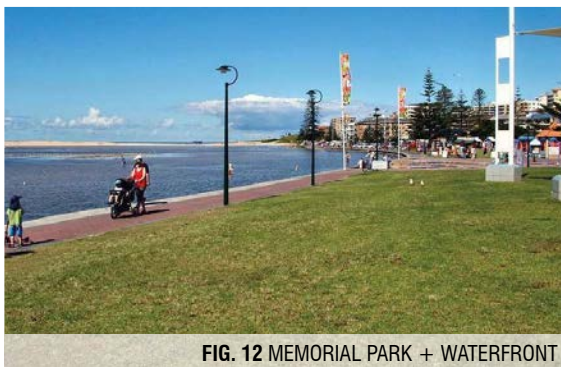


FIG. 12 MEMORIAL PARK + WATERFRONT



FIG. 13 MEMORIAL PARK WAR MEMORIAL

HERITAGE

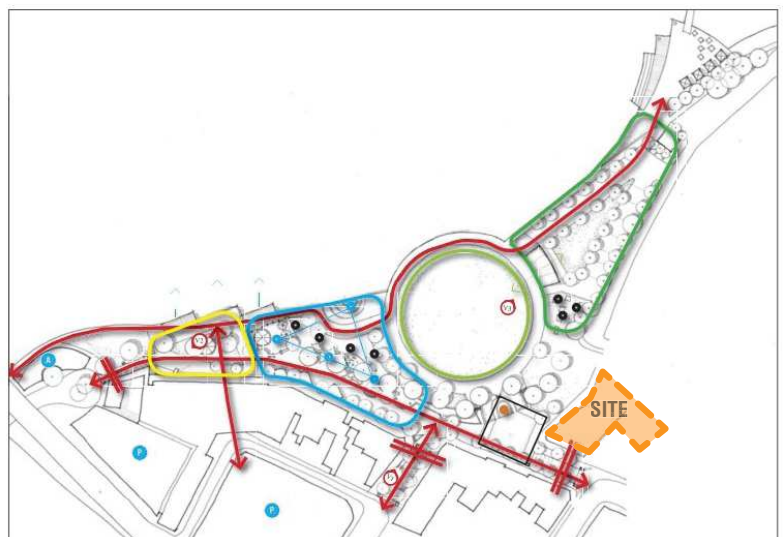
The site lies south of Memorial Park, which is home to a monument of local significance (see FIG. 13).

Historically this monument is significant for its recognition of the War deaths of local citizens. Socially it has significance as a memorial to the relatives of resident families lost in the war providing a common bond to those families. Scientifically it is of significance as a record of the scale of participation of local service.

- Wyong Shire Council Heritage Inventory

In its contemporary representation, the proposed development does not seek to compete with the heritage item but rather complement the heritage item through contrast.

By establishing a strong activity node on the northern end of the site, adjacent to the Memorial Park, the proposed development opens up to the adjacent surroundings to create a larger community hub. This will not only encourage pedestrian movement but will also enhance vibrancy and activity across both sites.



THE WATERFRONT PRECINCT - WEST SPATIAL ANALYSIS

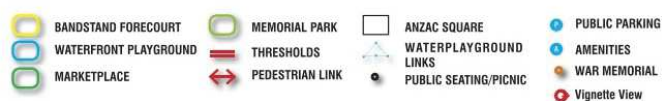


FIG. 14 THE ENTRANCE MASTERPLAN: PRECINCT SPATIAL ANALYSIS



FIG. 15 PROPOSED COASTAL ARCHITECTURE



FIG. 16 PRIMARY OPEN SPACE



FIG. 17 ADJACENT RESIDENTIAL DEVELOPMENTS



FIG. 18 PINE TREES FRONTING MEMORIAL PARK

CHARACTER

Though the location lends itself to coastal and beach form typologies, the existing local developments lack little contextual relevance to their site. The built form is scattered randomly with 1960's and contemporary building styles with no one dominant, unique style existing within The Entrance. Therefore there is the opportunity to create a strong urban forum and reinvigorate the precinct. Such a development would also set a benchmark in local and regional architectural and urban design into the future.

Past and current planning instruments have succeeded in establishing a strong grid pattern through adjacent roads, and to an extent, has activated the retail street frontages along The Entrance Rd and created a strong commercial centre.

The pine trees fronting Memorial Park are a striking and dominant feature of the area, influencing visual and physical connections to the water and wider ocean views (see FIG. 18). There is an existing pine within the subject site however it is in poor health and Council has previously approved its removal. Open space precincts surrounding the site have a relaxed atmosphere and are well utilised due to their close proximity to the water.

The proposed development will look to raise the standards of shopfront presentation and public threshold activation, connecting both existing retail space and existing open space precincts to a new civic node.

By bringing the proposed tower "to ground" at the corner of Marine Pde and The Entrance Rd, this development becomes a visual and spatial anchor that reinforces the northern side of the commercial precinct. As a result, pedestrian traffic would increase as they move from the park and surrounding waterway down to the commercial heart on the north, which benefits all retailers and users in the area.



FIG. 19 ENGAGING WITH REVITALISED PUBLIC SPACE

URBAN POTENTIAL

The proposed development establishes an iconic form, anchoring the northern end of The Entrance and connecting the existing retail centre to the waterfront. It will enhance the current urban precincts and establish a strong activity node adjacent to Memorial Park.

Views from The Entrance North and the bridge establishes the proposed iconic form as a gateway to The Entrance, conveying a stunning impression of the architectural and urban design of the area (see FIG. 20). This proposal will set a new benchmark for architectural form and coastal residential architecture in The Entrance as well as the surrounding region (see FIG. 21).

Environment, location and access to water views in this unique location makes this site an excellent proposition for a mixed-use development with a retail base and residential tower above.

This current undeveloped property could be regarded as possibly the “**key site**” in The Entrance. Redevelopment in the manner proposed above, will enable the knitting together of the urban fabric, greatly revitalising and activating the northern precinct of The Entrance, both commercially and socially.

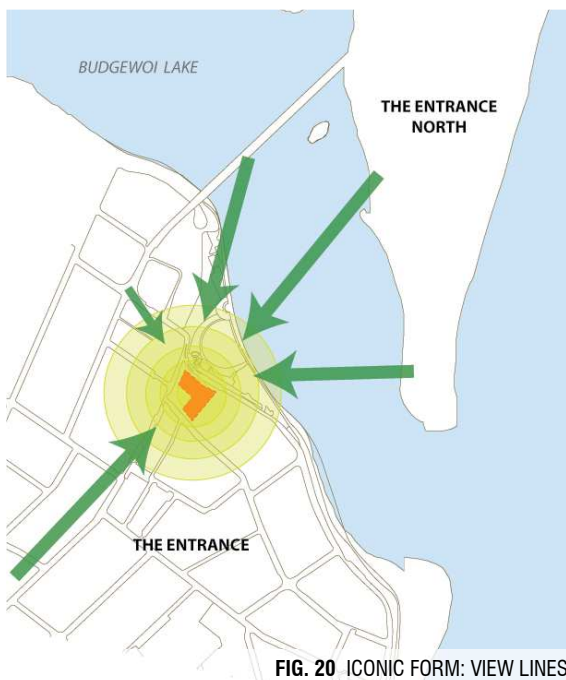


FIG. 20 ICONIC FORM: VIEW LINES



FIG. 21 ARTIST'S IMPRESSION FROM THE ENTRANCE NORTH



FIG. 22 REINFORCEMENT + EXPANSION OF URBAN NODE

URBAN STRUCTURE

The proposed development does not provide a podium and a tower setback within the site as suggested by the current planning instrument.

However, this proposal has been deeply driven by the urban potential of the site and to acknowledge and reinforce the primary activity node at the intersection of Marine Pde and The Entrance Rd. Under this proposal the north western corner becomes the logical community meeting place with the surrounding streets benefiting in the corner's activation (see FIG. 22).

Consideration has been given to the possible future integration of the "KFC" site. For example:

- + By limiting the height of development on the southern aspect of the proposed design, tower residential on the "KFC" site can take advantage of views to the east.
- + No balconies or fenestration are proposed on the shared boundary between the sites, allowing any tower core on the "KFC" site to abut the boundary of the proposed development.
- + Potential for physical linkage on the retail levels, allowing pedestrian connectivity and shared carparking provision and accessibility.

The proposed design would encourage a visual integration between the sites in regard to a sympathetic building scale, style and form.



FIG. 23 MEMORIAL PARK + THE ENTRANCE INLET



FIG. 24 COMMERCIAL PRECINCT STREETScape



FIG. 25 STREETFRONTS



FIG. 26 COMMUNITY MARKETS

SENSE OF PLACE

Development of this “**key site**” will contribute to the establishment of scale within the surrounding public spaces. It sets up an urban hierarchy of community places each with different characters and vibrancies, and attracting different user groups of locals and tourists. It provides the opportunity to establish a sense of place within the various proposed and existing developments that does not currently exist.

Streetscape definition is a particularly important issue in The Entrance. One-sided retail in the current urban layout, suffers commercially and tends to lack vibrance. With the proposed establishment of a central, civic node and the opening up of the northern end, streetscape definition will benefit immensely along The Entrance Drive and Marine Parade.

The Entrance Master Plan has also identified the opportunity to establish a shared communal space between pedestrians and cars. At predetermined times streets can be closed off to car access, making way for major community events and greater pedestrian connectivity between the public open space and the commercial heart.

The community benefits of the proposal will be enormous with obvious commercial benefits in developing a civic and commercial centre. In our view this “**key site**” is the keystone for The Entrance.



FIG. 27 FLOOD LINE DIAGRAM

The “**key site**” at the corner of Marine Pde & The Entrance Rd, together with the adjacent “**KFC**” site has had a long history of abortive attempts at gaining Development Approval.

Development options have included retail, residential, hotel and tourist orientated facilities, supermarket and big box entertainment.

The site has remained undeveloped mainly due to commercial constraints. Previous attempts to develop the site have often faced demands to include commercially non-performing elements such as bowling centres or supermarkets.

In addition, the site’s close proximity to the coast means the ground conditions and relative height of the water table make basement parking uneconomically unfeasible (see FIG. 27).

Due to such complications, in order to provide the parking and infrastructure required for a commercially viable development, previous proposals have naturally expanded to a maximisation of the site and oversaturation of various commercial elements to achieve mixed-use development goals. The fact that no development has occurred suggests that this approach was never commercially viable and the impact of the GFC only compounded this situation. Typically, such overdevelopment also compromises urban and architectural design intent of a project.

In analysis of this background information and review of previous development proposals for this site, two issues become evident:

- 1/ A development cannot provide all required carparking in the basement and maintain commercial viability; and
- 2/ The current planning parameters were not achieving the potential urban and commercial aims of the site (see FIG. 28).

Through development of this proposal and various internal reviews we have concluded that any realistic commercially viable development must operate outside current planning instruments.

Concurrently, Wyong Shire Council instigated a masterplan review of The Entrance, identifying 7 “**key sites**” with the potential to contribute to the urban and architectural amenity of the area, including the former “*Resort Facility No. 1*” at the corner of Marine Pde & The Entrance Rd.



FIG. 28 EXISTING DEVELOPMENT PARAMETERS

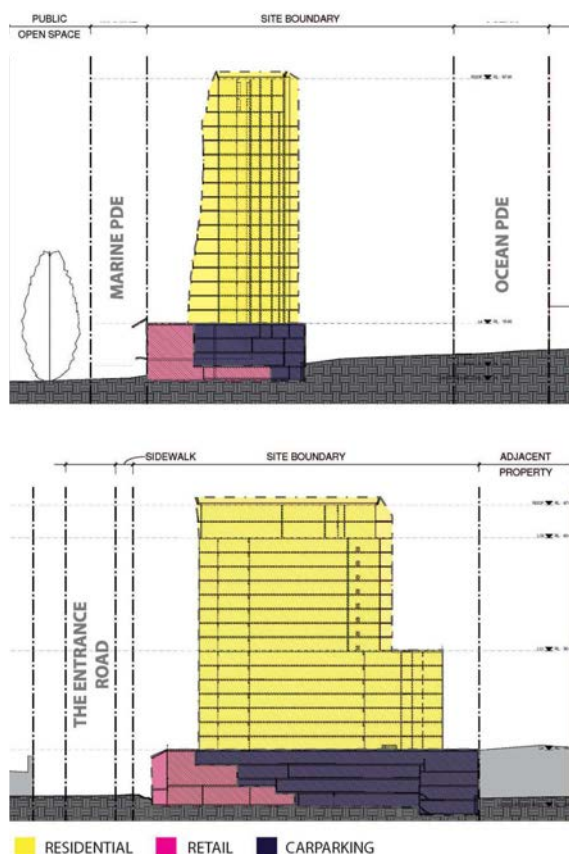


FIG. 29 PROPOSED DESIGN SECTIONAL ELEVATION DIAGRAMS

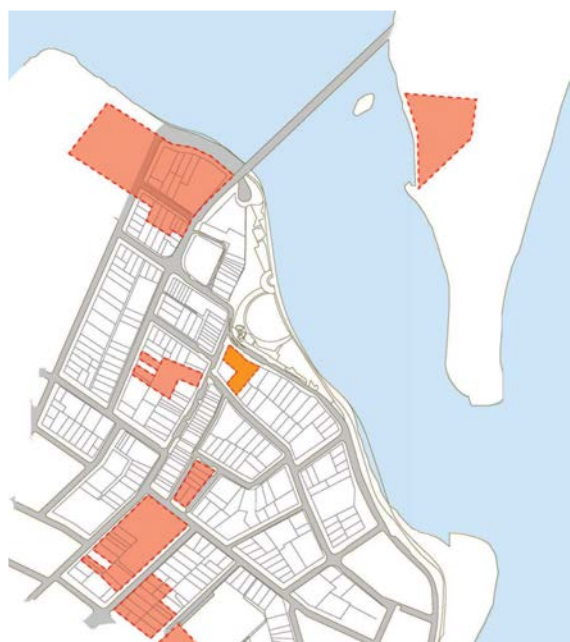


FIG. 30 LOCATION OF "KEY SITES" IN THE ENTRANCE

Both our own studies and the work undertaken during the master plan / Iconic Sites DCP process determined that greater height was required, iconic architectural forms should be achieved and that a consistent design language would benefit a reinvigoration of The Entrance. The development will stand out from its surroundings providing a benchmark for future developments to emulate.

This increased flexibility in relevant planning instruments allowed for the development of a proposal achieving both commercial viability and added community benefits within an iconic form.

Our market reviews also suggested that major retailers and big box entertainment could not be commercially or physically included in the development of the site. In response, a simpler approach was required, consisting of a predominantly food orientated retail base focussed on tourists and locals, and a residential tower that sets a new market standard (see FIG. 29).

The result offers a viable, deliverable and sustainable development that emphasises the uniqueness of the location and adds value and vibrancy to the surrounding urban environment.

COMMUNITY INPUT

The Wyong Shire Council have undertaken a recent extensive community consultation as part of the Iconic Sites DCP process and for The Entrance Master Plan that involved teams from the seven "key sites" and other community representatives (see FIG. 30).

Representatives for each of the "key sites" were given the opportunity to present at various times over a 6 month period.

We understand this work has been used by Wyong Shire Council to inform the masterplanning document to take into account responses from community and professional teams.

The result from this process is that the community have indicated support for the larger scale development that is required in order to deliver the 'vision' for the revitalisation of The Entrance Town Centre.

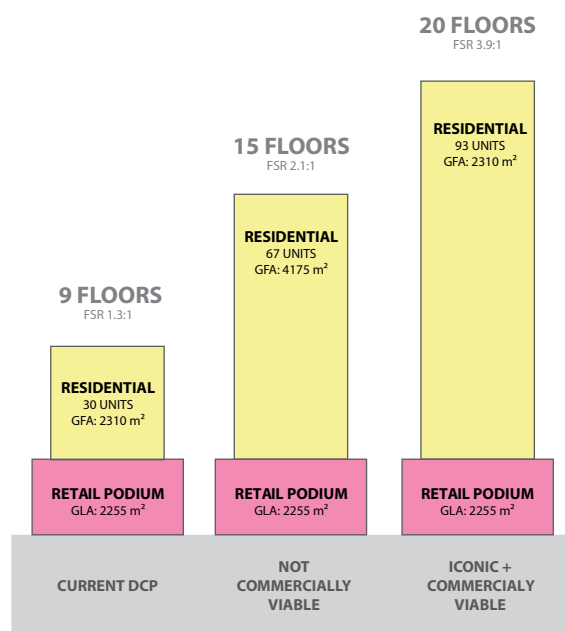


FIG. 31 DESIGN DEVELOPMENT ANALYSIS DIAGRAM

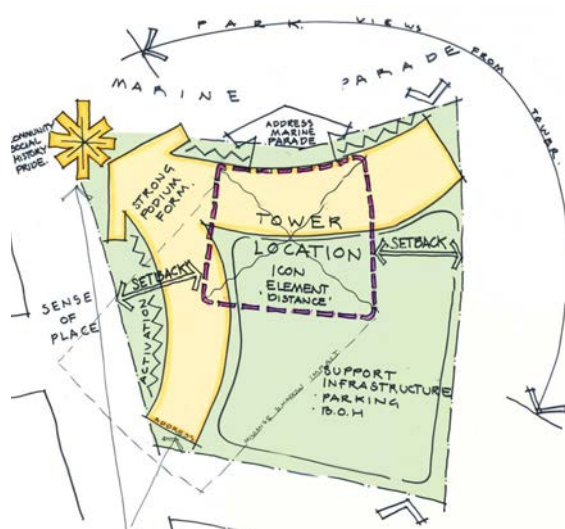


FIG. 32 URBAN ANALYSIS DIAGRAM

DESIGN + PROCESS

Despite many attempts by previous owners to develop the site, the corner of Marine Pde & The Entrance Rd remains undeveloped. The current owners have considered various schemes in an effort to achieve compliance with the current development controls within a commercially viable project.

Through market reviews, analysis of geotech and site conditions and construction cost analysis it has become obvious that the site will remain undeveloped if the current planning restrictions remain in place (see FIG. 31) .

In response to this, the property owners requested a 'standback' review in order to establish a series of urban design and commercial principles for any development of the site, outside the constraints of the current planning instruments. Wyong Shire Council also instigated a parallel review and masterplan study for The Entrance precinct as a whole.

The urban outcomes for development of the site should be considered from both macro and micro view points. Due to the site location, development would affect both the immediate commercial streetscape and primary openspace. This site is also visible from considerable distances (particularly from The Entrance North and the bridge).

Any development on this site should not be a purely commercially driven project "filling a development hole", but should take full advantage of the opportunities afforded by the location for an iconic development marker for The Entrance (see FIG. 32).

The design process considered:

- 1/ Micro design analysis
- 2/ Neighbouring precincts
- 3/ Overall massing

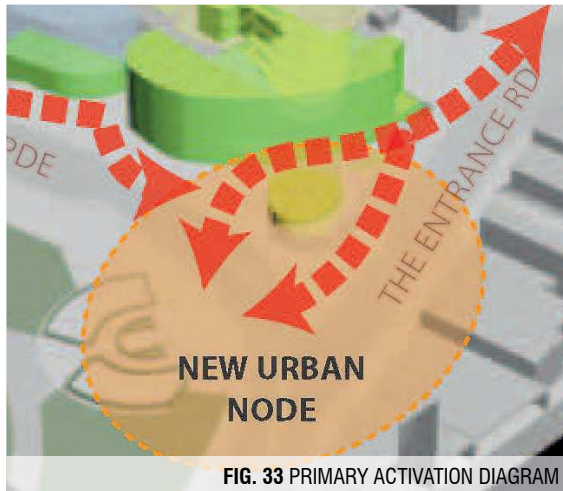


FIG. 33 PRIMARY ACTIVATION DIAGRAM

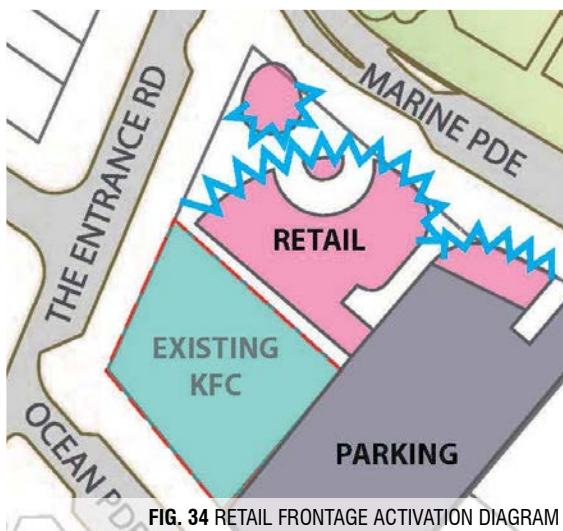


FIG. 34 RETAIL FRONTAGE ACTIVATION DIAGRAM

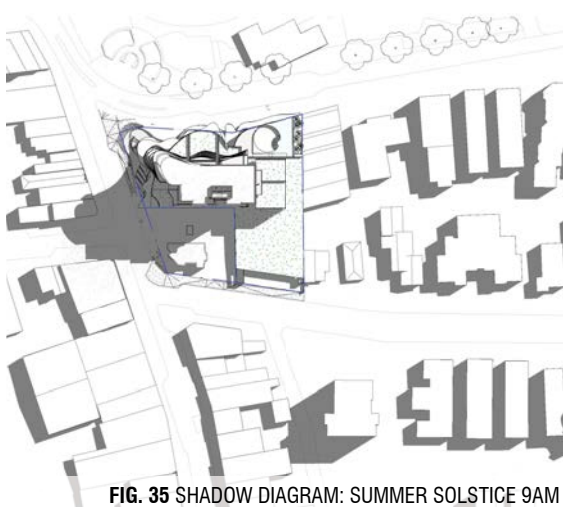


FIG. 35 SHADOW DIAGRAM: SUMMER SOLSTICE 9AM

1/ Micro design analysis:

The site is bordered by three streets: Marine Pde to the north, Ocean Pde to the south and The Entrance Rd to the west. Limited access is available to the site, and is restricted to Marine Pde and Ocean Pde. Analysis suggests that the most appropriate primary residential parking access to the site is from Marine Pde. Ocean Pde then becomes the logical access point for service vehicles, garbage pick up and staff parking. Residential and commercial parking should be concealed either in a basement location or behind an active face of the building.

The podium levels to The Entrance Rd and Marine Pde should be activated at street level and maximum advantage taken of level changes across the site for access and activation (see FIG. 33).

A strong pedestrian node at the corner of Marine Pde and The Entrance Rd delivers both a community benefit and a connection between the existing commercial heart and the waterfront, strengthening the overall urban fabric of The Entrance (see FIG. 34).

The residential tower should take full use of its location and uninterrupted water views. The tower should be orientated east-west and the residential units configured to satisfy SEPP 65 principles.

2/ Neighbouring precincts:

Building massing should be mindful of the solar implications and resulting shadow analysis.

The surrounding current built form was inserted into a 3D model and various building heights and massing considered (see FIG. 35 & Annexure). Urban analysis concluded that added building height would enable the development to be recognisable from a distance, and achieve an iconic status.

Location of the tower should address the corner of Marine Pde and The Entrance Rd in order to create a reference marker along The Entrance Rd looking north from the heart of the commercial precinct. A relatively slender tower at a height of 20 storeys would have minimal impact on surrounding building amenity. The tower form becomes an important back drop for the adjacent park and building massing should consider the coastal imagery and topographic nature of the location.



FIG. 36 ARTIST'S IMPRESSION FROM MEMORIAL PARK

3/ Overall massing:

The massing of the proposed development recognises a relationship with adjacent residential developments whilst architecturally strong enough in its overall form to be visually distinctive from a distance.

Review of much of the existing built form and architectural character suggests that the designs of existing developments in The Entrance lack both contextual relevance and a sufficient dynamic to this unique location.

This proposal seeks to address the current architectural approach, and define a new typology that will attract a higher quality architectural and urban design outcome, and a potential market currently not present in The Entrance (see FIG. 37).

DEVELOPMENT HISTORY + CURRENT DESIGN

While numerous attempts have been made to develop this site, all have been unsuccessful. There are various reasons for this trend, however the central issue in each proposal has been economic viability.

Current planning restrictions and environmental challenges of the site severely restrict the commercial deliverability of any development, and the land has remained undeveloped (see FIG. 38).

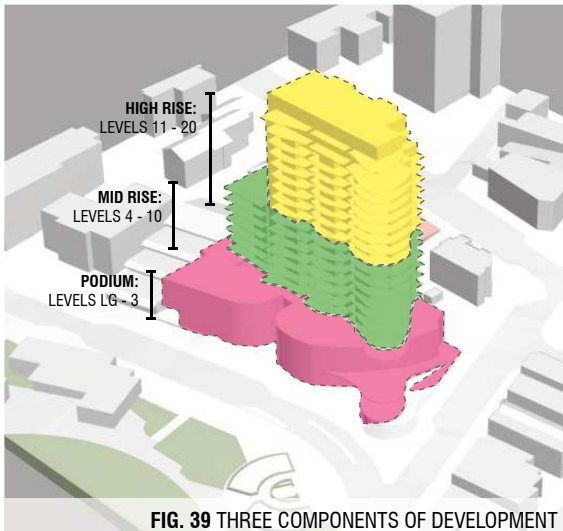
This is a disappointing outcome given the site location and potential benefit of development to The Entrance.



FIG. 37 ARTIST'S IMPRESSION FROM MARINE PDE



FIG. 38 EXISTING SITE PHOTO MONTAGE



BUILDING HEIGHT

The intention of the proposed development is to create “an iconic building of great national status”, establishing itself as a welcoming visual gateway at the northern end of The Entrance Peninsula. In order for this to occur, the development needed to become a visually recognised beacon and break through the existing skyline. A height of 20 storeys for has been proposed and will give the development landmark stature as well as ensuring a commercially viable project.

The development consists of three components (see FIG. 39):

- 1/ The podium (LG-L3)
- 2/ The mid-rise (L4-L10)
- 3/ The high rise (L11-L20)

The height limit of these three components varies between Marine Pde and Ocean Rd (see FIG. 40).

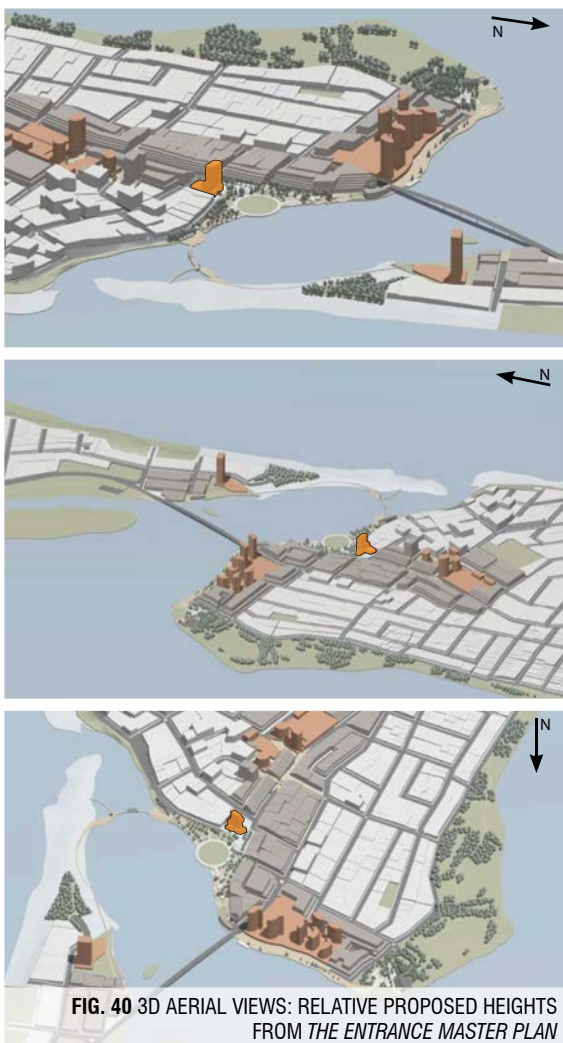
- + The podium (LG-L3) measures at a height of 12m on Marine Pde and 6.6m on Ocean Rd.
- + The mid-rise (L4-L10) measures at a total height of 33m on Marine Pde and 27.6m on Ocean Rd.
- + The high-rise (L11-L20) measures at a total height of 65.5m on Marine Pde and 60.1m on Ocean Rd.
- + There is an additional 2m allowance above the high-rise for the inclusion of lift, stair and service overruns.

STREET FRONTAGES

The Entrance Rd and Marine Pde frontages are well activated and will incorporate a mix of retail and commercial uses. Activation continues on the upper levels of the podium fronting Marine Pde with more retail and food offers available. An access drive is located at the eastern boundary on Marine Pde.

No activation occurs along Ocean Pde which is reserved for loading access and car park entry for commercial use. However, detailed design response will ensure that there is an appropriate presentation to the street.

As previously stated the level change along The Entrance Rd offers an opportunity to create a community precinct overlooking Memorial Park and for this space to be activated.



BUILDING SETBACKS

To encourage streetfront activation for both pedestrians and retailers, the proposed development on ground level fronts up to the boundary. A series of thoroughfares allow for an increased retail frontage and pedestrian permeability across the site.

The podium level also fronts the boundary on the retail edges, providing shade and shelter to the users below. Rather than a straight hard element, the podium takes on an undulating curved form, softening the boundary edge and integrating the development with the public domain.

Setbacks on the eastern boundary fronting Marine Pde to the adjacent existing residential terrace are as follows (see FIG. 41 & see FIG. 42):

- + The podium level is set back 3.5m, reducing the impact to the adjacent existing residential terrace. Soft landscaping has been proposed to further minimise this impact.
- + 7.25m setback to the mid-rise.
- + 18.2m balcony setback and a 20.8m residential enclosed space setback to the high rise.

Above the podium (L5-L20), the tower setback on the northeast (Marine Pde) and northwest (The Entrance Rd) varies on different levels (see FIG. 43).

On Marine Pde:

- + The maximum and minimum setbacks for residential balconies are 9m and 9.5m respectively.
- + The setback for residential enclosed space is 13m.

On Entrance Rd:

- + The maximum and minimum setbacks for residential balconies are 7m and 8.5m respectively.
- + The setback for residential enclosed space is 10m.

On Ocean Pde:

- + An allowance of 6.15m has been made for loading and deliveries.

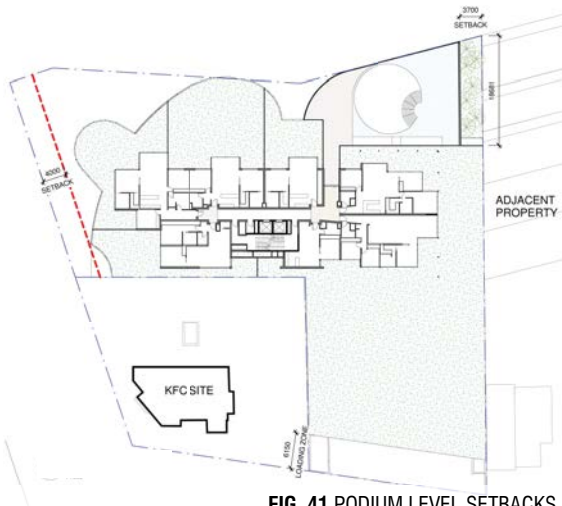


FIG. 41 PODIUM LEVEL SETBACKS



FIG. 42 TYPICAL TOWER LEVEL SETBACKS

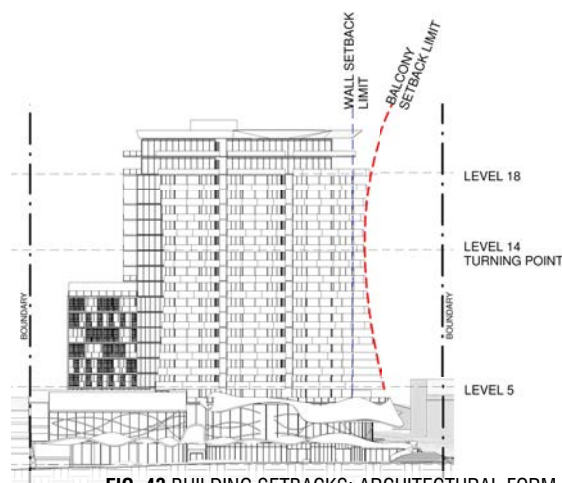


FIG. 43 BUILDING SETBACKS: ARCHITECTURAL FORM



ACTIVITY + PERMEABILITY

In order to activate the street at pedestrian level, it is vital to have the ground level as permeable as possible. In the proposed development, a large open thoroughfare transects the site with a series of smaller openings encourages horizontal pedestrian movement (see FIG. 44). The proposed central stair at the corner of The Entrance Rd and Marine Pde concentrates and encourages vertical movement within the site, allowing users to move up to the retail podium levels.

Particular consideration has been given to the permeability of the site and edge activation should the adjacent “**KFC**” site be incorporated into the proposal.



PRIVATE OPEN SPACE + LANDSCAPING

As a feature of the development, each residential unit has substantial balcony or terrace space offering the coastal 'outdoor' lifestyle that many aspire to (see FIG. 45).

In addition, a total of 1350m² of landscaping area has been included at the podium level.

No deep soil planting has been provided for on site as the development structurally carries to the boundaries. Street planting and tress will be incorporated around the building.

A landscaped “green wall” is located on the eastern setback façade to soften views of the podium.



PUBLIC DOMAIN

The built form seeks to engage with the surrounding streets and form a backdrop to the adjacent park. This proposal identifies a clear opportunity to work with Wyong Shire Council to deliver a civic node at the corner of Marine Pde and The Entrance Rd.

The developer has offered to assist with funding of public domain works within the immediate precinct and adjacent to the building to an agreed value.

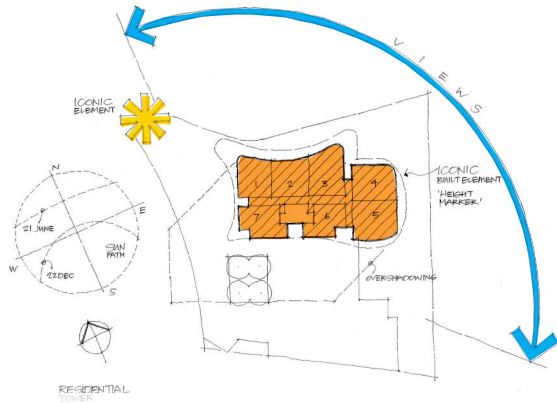


FIG. 47 RESIDENTIAL AMENITY DIAGRAM

DEVELOPMENT AMENITY

With an overall east-west orientation, the development orientation and configuration enables good solar penetration into 75% of the apartments (see FIG. 47). All apartments will have views of the ocean. With a building footprint between 15m and 18m wide and maximum of 7 units per level, a high amenity product is deliverable.

The SEPP 65 analysis shows compliance with cross ventilation, and mobility access. Units will be supplied with securitised parking and the overall building design prevents unwanted CEPTED issues.

The proposed will be a defined address for residential occupiers and the retailers. Adjacent open spaces and waterfront further provide a high order amenity for residential occupiers and their guests.

AMENITY + CHARACTER

It would be fair to say the current neighbourhood does not reflect or value its location. While coastal in character with a wonderful rich environment, it is let down by the building fabric and quality of urban space.

This proposed development aims to address this issue and turn the image of The Entrance to reflect its unique coastal location, produce iconic architecture and invigorate the urban fabric.



FIG. 48 MASTER PLAN REPORT: DESIGN CONCEPT IMAGERY



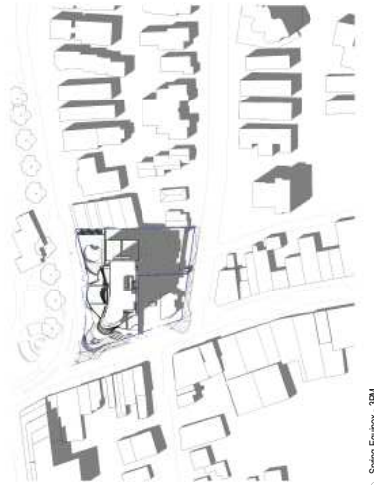
FIG. 49 INTEGRAL NATURAL CHARACTER OF THE ENTRANCE



3 Summer Solstice - 3PM
1:100



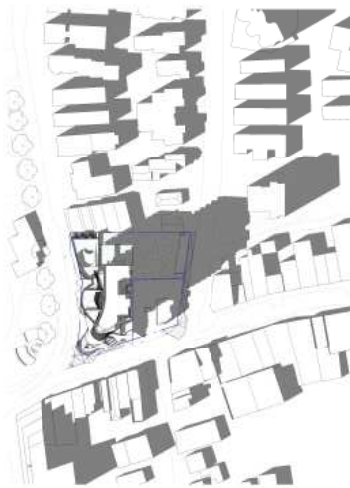
6 Winter Solstice - 3PM
1:100



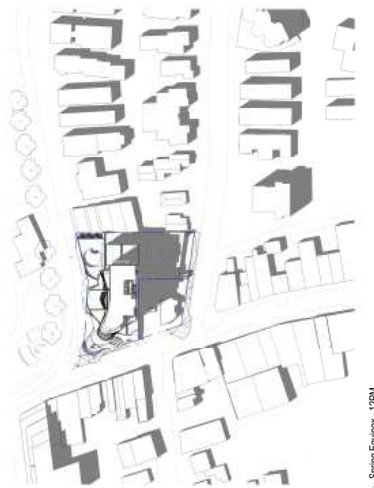
9 Spring Equinox - 3PM
1:100



2 Summer Solstice - 12PM
1:100



5 Winter Solstice - 12PM
1:100



8 Spring Equinox - 12PM
1:100



1 Summer Solstice - 9AM
1:100



4 Winter Solstice - 9AM
1:100



7 Spring Equinox - 9AM
1:100

Appendix C

SEPP 65 review prepared by BN Architecture
and Ingham Planning Pty Ltd

KEY SITE
MIXED-USE DEVELOPMENT
MARINE PDE, THE ENTRANCE

ARCHITECTURAL STATEMENT

State Environmental Planning Policy No.65 - Design Quality of Residential Flat Statement

JANUARY 2012

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors

PRINCIPLE ONE: CONTEXT

DESIGN QUALITY

Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.

Responding to context involves identifying the desirable elements of a location's current character or in the case of precincts undergoing transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.



PROPOSAL

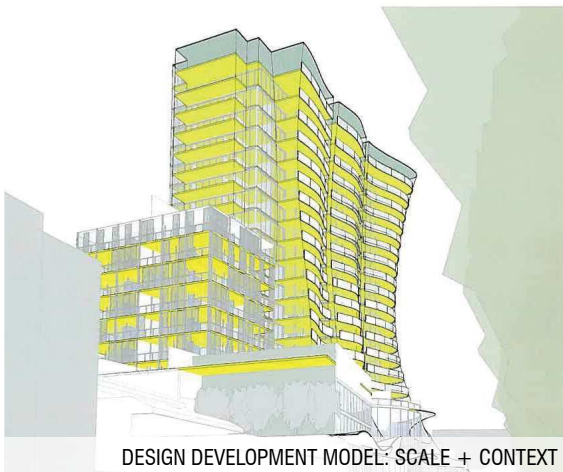
- + One of seven key sites identified by Wyong Shire Council in their recent Masterplan Study for The Entrance.
- + Book-ends the commercial precinct and acts as an iconic element at the northern end of The Entrance.
- + "L"-shaped block with frontages to three streets. Two streets giving logical car and delivery access to the site. Access is denied from The Entrance Rd.
- + Fall of 6.0m across the site giving potential to activate two levels from ground.
- + Adjacent to commercial and medium density residential which is reflected in the uses proposed.
- + Access to parking for residential separated from commercial and loading facilities.
- + Planning provides for logical integration of "KFC" site in future, both at the basement carpark levels and the ground and podium levels.
- + Overlooks Memorial Park which is the primary open space within The Entrance town centre. The proposed development looks to integrate the creation of a "shared" public node at the corner of Marine Pde & The Entrance Rd.
- + As the surrounding architecture is varied from 1970's brick walk-up units to more recent contemporary developments there is no predominant architectural style. This was discussed during the masterplanning process undertaken by Wyong Shire Council, where it was agreed that new built form on the "key sites" should exhibit a high order design aesthetic in order to establish a benchmark architectural style for the area.

PRINCIPLE TWO: SCALE

DESIGN QUALITY

Good design provides an appropriate scale in terms of bulk and height that suits the scale of the street and the surrounding buildings.

Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.



PROPOSAL

- + The building height reflects the future direction of identified “key sites” within The Entrance as nominated by Wyong Shire Council.
- + The scale enables the delivery of an iconic form building that can be acknowledged from North Entrance and that can have a dialogue with built forms envisaged for other key sites.
- + While the tower is set back from its immediate neighbours it does seek to address the corner of The Entrance Rd & Marine Pde by forming a key reference point and urban node for the northern end of The Entrance Rd.
- + The building bulk has been broken down through the use of balcony fenestration and reduction of the tower footprint through an increase in height.
- + While the podium levels acknowledge adjacent built forms it was felt that acknowledging the corner of The Entrance Rd & Marine Pde in bringing the tower to ground achieved a stronger urban result. This establishment of an iconic reference point is desirable in the context of the overall masterplan for The Entrance. Due to the level changes included in the design, no loss of vista to the water results from this approach.

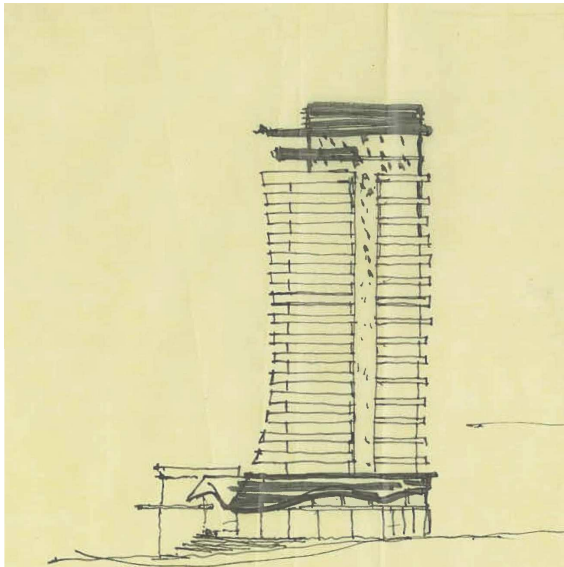


PRINCIPLE THREE: BUILT FORM

DESIGN QUALITY

Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and manipulation of building's elements.

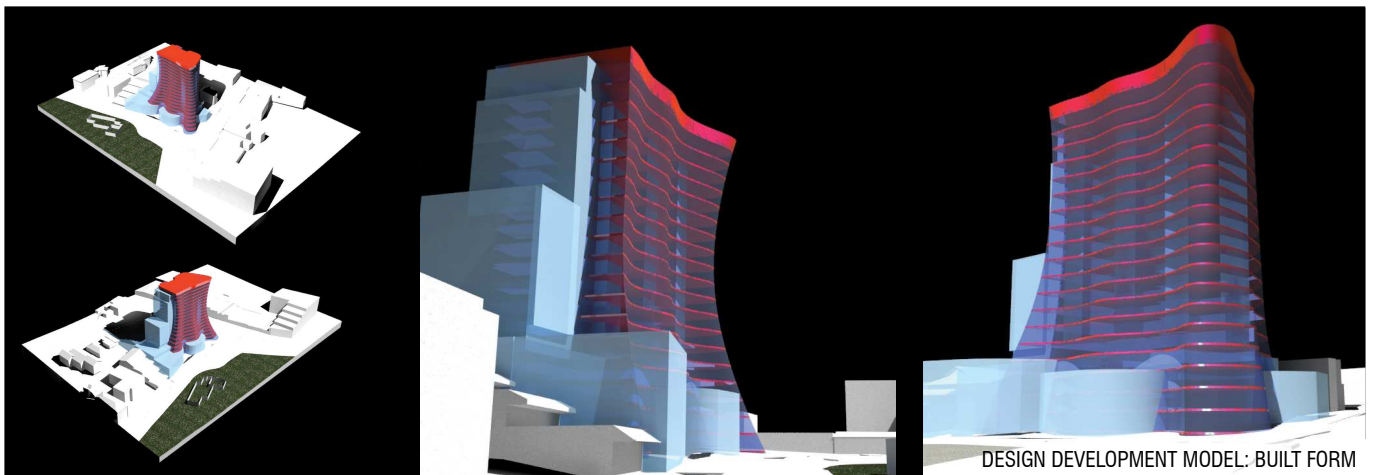
Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.



DESIGN DEVELOPMENT SKETCH

PROPOSAL

- + The built form picks up on the coastal location and topographic dynamics. Wave contours were widely discussed as inspiration during masterplanning forums and it was agreed that new buildings for the key sites should incorporate curvilinear forms in order to establish an architectural language referencing each of the “key sites”.
- + The curved forms, achieved by manipulating balcony design, have been broken to achieve a “shimmer” look from a distance and achieve balanced proportions of scale.
- + The curved elements can also be found in the canopies at street level which then engage the surrounding public spaces.
- + The lower levels are built to the boundary in order to activate the street edge.
- + The location of the tower form looks to maximise views to the water from within while not impeding vistas from major street axis.
- + A podium setback enables the inclusion of a communal swimming pool and seating areas on the northern edge of the site.
- + The building forms an iconic backdrop to the adjacent park and memorial.



DESIGN DEVELOPMENT MODEL: BUILT FORM

PRINCIPLE FOUR: DENSITY

DESIGN QUALITY

Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residences).

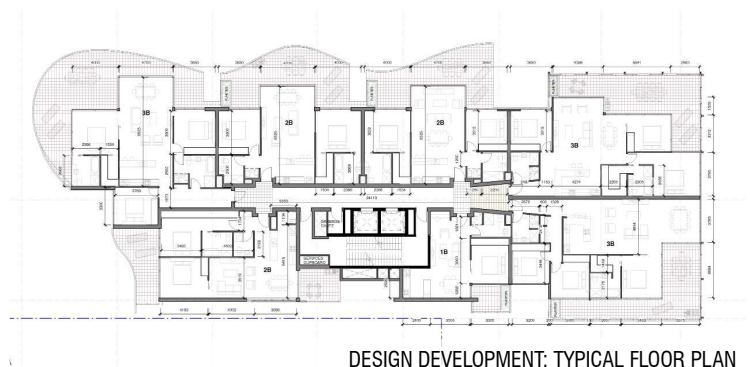
Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.

PROPOSAL

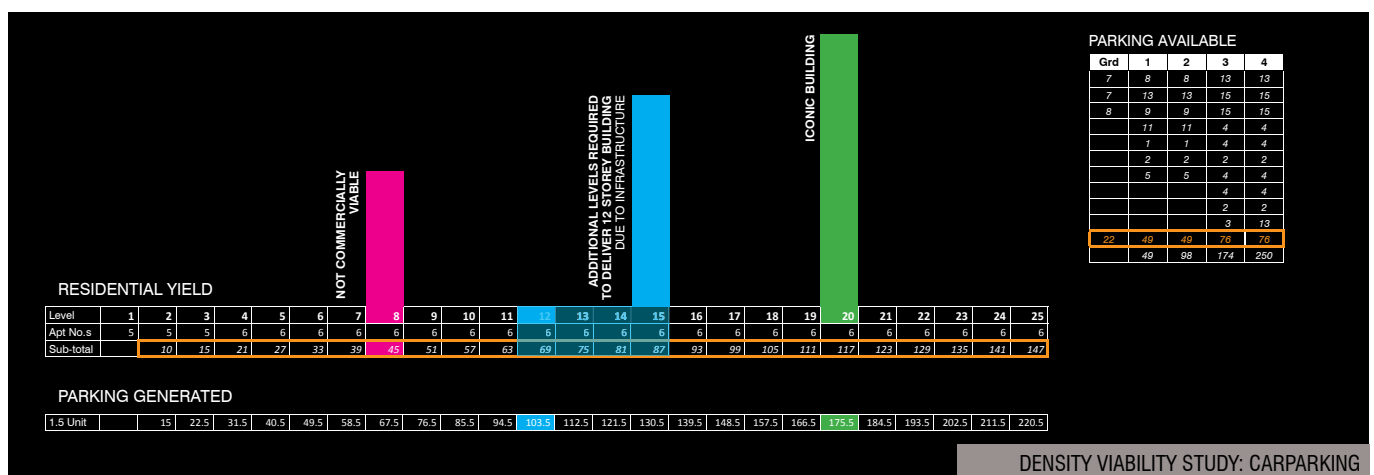
- + This proposal has a total of 93 apartments, consisting of 3, 2 and 1 bed units and several penthouse units.
- + The density is a reflection on the commercial balance to achieve a deliverable outcome while not compromising urban context and surrounding amenity.
- + The mixture of unit types and breakup of each floor level along with a “stepping in” of the built form enables a variety of products reflecting different commercial price points and market desires.
- + The proposal reflects an F.S.R. of 3.9:1 and a G.F.A. of 14,437m². This is higher than surrounding developments, reflecting the site’s status as a “key site” (if not *the* “key site”) within The Entrance.



MIXED-USE DENSITY PRECEDENT: MOOLOOLABA



DESIGN DEVELOPMENT: TYPICAL FLOOR PLAN



PRINCIPLE FIVE: RESOURCE, ENERGY & WATER EFFICIENCY

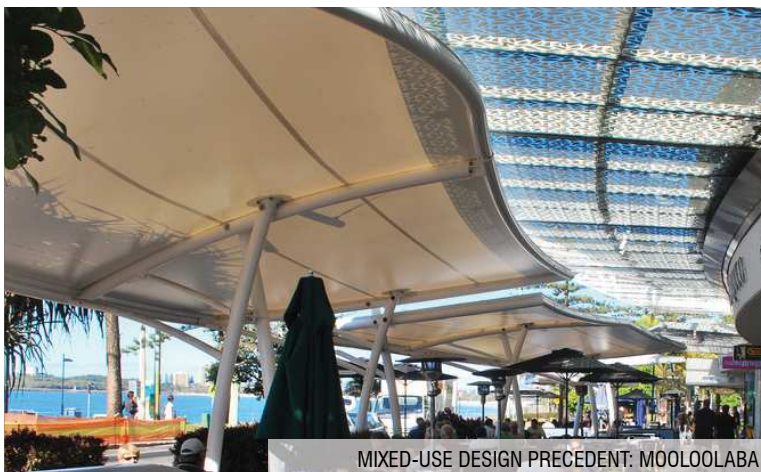
DESIGN QUALITY

Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.

Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.

PROPOSAL

- + The proposal looks to embrace ecologically sustainable design principles. The overall orientation of the building is east-west, giving very good solar penetration into all apartments. In addition, the layout of the floor plates allows cross ventilation in over 70% of the units.
- + Energy efficient appliances and water efficient devices will be nominated and encouraged by owners.
- + As a town centre style development, the building is built to its boundaries negating the opportunity for deep soil planting. Instead, considerable landscaping will be provided to podium areas and to setbacks adjacent to eastern neighbours.
- + BASIX certificates will be prepared as part of the DA submission.
- + Stormwater tanks for greywater reuse will be incorporated into the development.



PRINCIPLE SIX: LANDSCAPE

DESIGN QUALITY

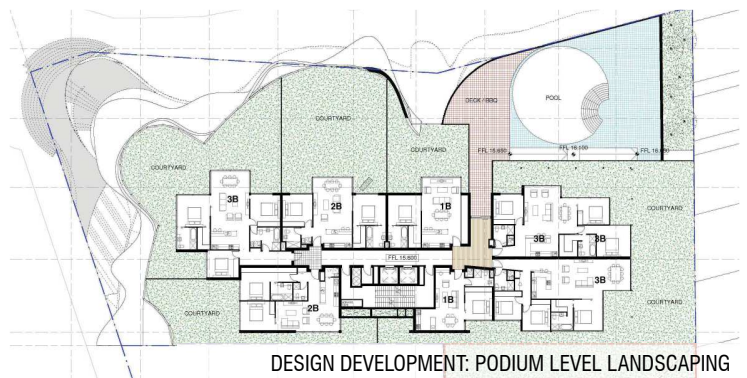
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by coordinating water and soil management, solar access, microclimate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.

Landscape design should optimise usability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long-term management.

PROPOSAL

- + This project forms a backdrop to a key urban park. The building form seeks to integrate and enhance this open space environment.
- + Landscaping has been integrated to soften the podium areas and interface with Ocean Pde.
- + Each apartment has generous balconies or terraces that can incorporate landscaping.
- + Currently the land is underdeveloped, adding little to the surrounding amenity or public open space.
- + The building form and location will give greater value to the adjacent open space by establishing a defined edge.



PRINCIPLE SEVEN: AMENITY

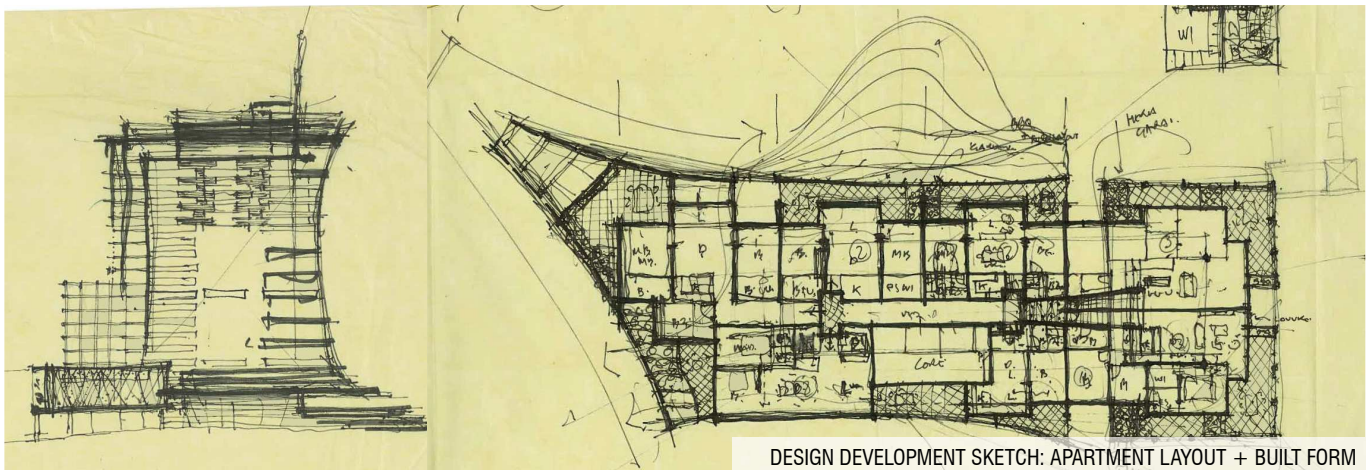
DESIGN QUALITY

Good design provides amenity through the physical, spatial and environmental quality of a development.

Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts, outlook and ease of access for all age groups and degrees of mobility.

PROPOSAL

- + The built form capitalises on the building's location and orientation, and good distance views can be found in all apartments, taking in the beauty of the surrounding area.
- + All units have been efficiently laid out in order to reduce unnecessary corridors and enable full use of available space including good storage.
- + Room dimensions and shapes enable easy furnishing and access to sunlight and natural ventilation.
- + The concept of a centralised core enables easy access to units and reduced lobby area. All units can be accessed by mobility impaired persons.
- + Amenity rooms such as en-suites, bathrooms and walk-in robes have been positioned furtherst away from the perimeter of the building where possible to enable good exposure of habitable rooms to sunlight and natural ventilation.
- + No kitchen is more than 8.0m away from a window.
- + There are less than 8 units per floor.
- + Maximum depth of the building is 15-18m.
- + Large balconies, terraces and courtyards have been provided to reflect the lifestyle of using these "external rooms".



DESIGN DEVELOPMENT SKETCH: APARTMENT LAYOUT + BUILT FORM

PRINCIPLE EIGHT: SAFETY & SECURITY

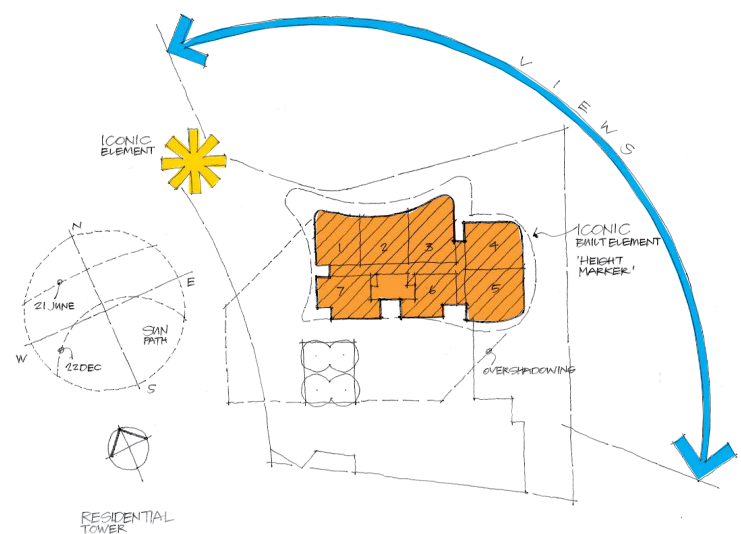
DESIGN QUALITY

Good design optimises safety and security, both internal to the development and for the public domain.

This is achieved by maximising overlooking of public and communal spaces whilst maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private open space.

PROPOSAL

- + The proposal activates both the north and western frontages with retail to reinforce existing retail in the area.
- + Residential above overlooks the surrounding streets, giving passive surveillance to the area.
- + A defined security lobby will give access to each level of the apartment building. No apartments are at ground level.
- + The southern façade abuts a commercial premises and Ocean Pde. Where the development abuts the street, surveillance systems will be installed in and around the loading dock areas.
- + Access to car parks will be via pass key.
- + The apartment tower is set back from the eastern boundary in recognition of privacy issues for adjacent neighbours.



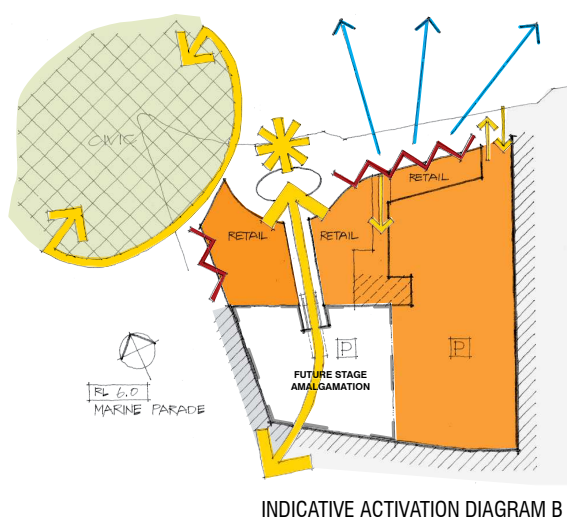
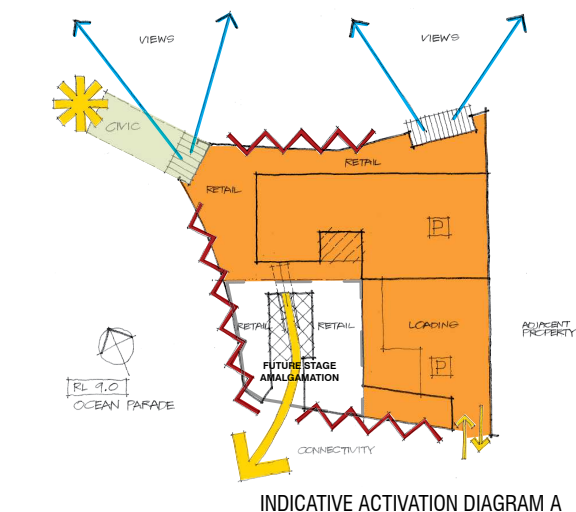
RESIDENTIAL AMENITY DIAGRAM

PRINCIPLE NINE: SOCIAL DIMENSIONS

DESIGN QUALITY

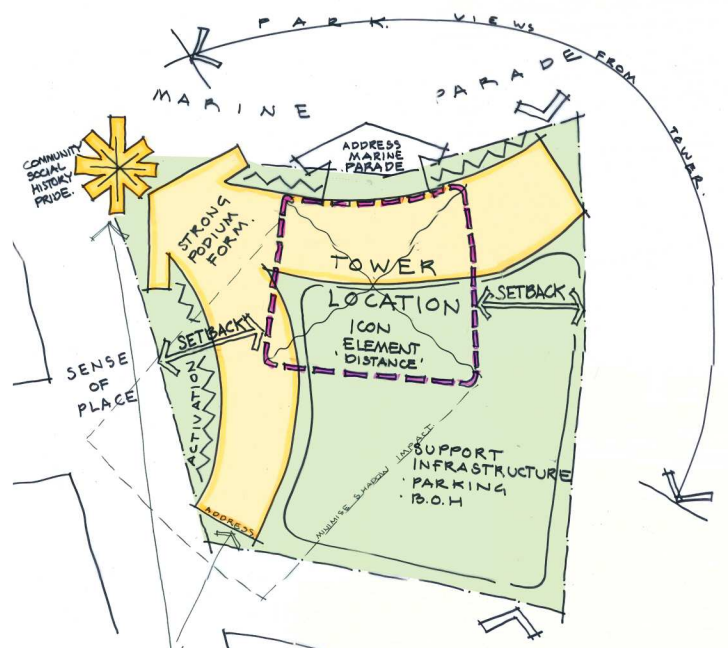
Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.

New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood, or in the case of precincts undergoing transition, provide for the desired future community.



PROPOSAL

- + The proposal provides a range of affordable unit types to meet market and lifestyle needs.
- + The design of the units reflects an appreciation of the beauty of the surrounding natural environment and a desire to embrace ecologically sustainable design principles, reflecting community concerns and lifestyle expectations.
- + The built form seeks to give definition to surrounding public spaces and to activate street edges. It aims to “book-end” the northern end of The Entrance Rd, and to create a new civic node. Together with adjacent cafés, this will provide a new communal meeting place and reinforce the relationship to the adjacent war memorial.



PRINCIPLE TEN: AESTHETICS

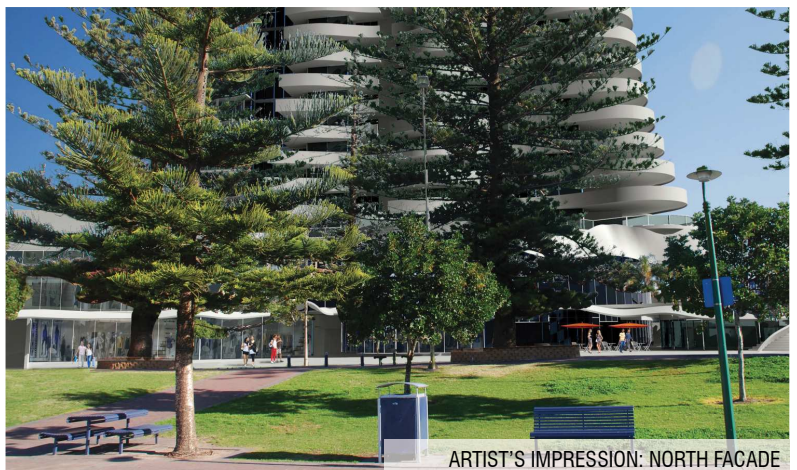
DESIGN QUALITY

Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should also relate to the context, particularly responding to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future characteristic of the area.



PROPOSAL

- + The aesthetic approach seeks to reflect the natural character of the surrounding environment using flowing and curving forms.
- + The artist's impressions of the project clearly show the strength of this striking form. While the building will be predominantly white, accent colour and texture will be used to reinforce the building form.
- + The design aims to "knit together" the urban gap that currently exists through an active edge and a building that delivers a dynamic iconic form that will set a new architectural benchmark for The Entrance.
- + While the balcony forms are used to project a striking image both at a distance and at pedestrian level, they also provide substantial amenity to the individual apartments.
- + The desire not to set the tower back on the western façade but to engage with this very important corner adds value to the urban environment by creating a recognisable urban node.



Assessment of SEPP 65 Residential Flat Design Code 'Rules of Thumb' - Key Vacant Site, Marine Parade The Entrance

PART 01: LOCAL CONTEXT		
Primary Development Controls		
Building Height	Where there is an existing floor space ratio (FSR), test height controls against it to ensure a good fit.	There is no existing FSR controls for the site. The existing height controls comprise of a 12m podium and 24m tower setback from all boundaries. Council has acknowledged that these controls are inappropriate both in relation to urban form and commercial viability. The Iconic Sites and The Entrance Master Plan process seek to encourage the revitalisation of The Entrance through consideration of each iconic site on its merits. As discussed in the Urban Design Report, the proposed 20 storey height is considered appropriate to the new planning framework and has been endorsed by Council.
Building Depth	In general, an apartment building depth of 10 – 18 metres is appropriate.	The building covers the whole site which is appropriate in a town centre location. However the depth of the residential tower is at an average of 16.6 metres, not inclusive of balconies or any external areas.
Building Separation	Design and test building separation controls in plan and section. . Test building separation controls for daylight access to buildings and open spaces. . Building separation controls may be varied in response to site and context constraints. . Developments that propose less than the recommended distances apart must demonstrate that daylight access, urban form and visual and acoustic privacy has been satisfactorily achieved (see Daylight Access, Visual Privacy and Acoustic Privacy).	The setbacks provided respond to the surrounding context. The site surrounds the site containing the existing KFC on the corner of The Entrance Road and Ocean Parade. This site is not identified as an Iconic Site and therefore the existing controls remain. However the existing controls contemplate amalgamation of this site with the subject site and it has been demonstrated that such amalgamation is not possible at this stage. Notwithstanding the proposal is designed to ensure that this site can still be reasonably developed. In this regard a 2-3 level podium is built to the boundary, allowing the 12m podium control to be achieved. No development is proposed above the podium to the east of the KFC site allowing a tower to have minimal setback to this boundary. There is also the opportunity (subject to appropriate negotiations for the tower to extend onto the subject site above the podium. That part of the proposed tower adjacent to the northern boundary of the KFC site is <u>setback 0m</u>. However there are no openings propose in this elevation, allowing future development on the KFC site to built to, or near, the boundary. In relation to the eastern boundary at Marine Parade, the podium is setback and landscaped to protect the amenity of the adjoining development. The proposed tower sits above the height of the adjoining building and no change is proposed to the height controls on this site. Accordingly the proposed setback of 7.25m is considered appropriate. Towards the eastern boundary, the building is set back at 7.25m on the mid-rise level, and 18.1m on the high rise level. The setbacks also ensure that an appropriate level of solar access is maintained to surrounding development (refer to shadow diagrams).

Street Setbacks	Identify the desired streetscape character, the common setback of buildings in the street, the accommodation of street tree plantings and the height of buildings and daylight access controls. . Relate setbacks to the area's street hierarchy. . Identify the quality, type and use of gardens and landscaped areas facing the street. . Test street setbacks with building envelopes and street sections. . Test controls for their impact on the scale, proportion and shape of building facades.	The design philosophy for the proposal builds upon the aims and objectives for The Entrance outlined in the Master Plan and the Iconic Sites DCP. Accordingly podium taken on a sinuous form, allowing the public domain to weave in and out of the site. The focal point of this is the treatment of the prominent Entrance Road/Marine Parade corner where a public path cuts between a café space at the corner and the bulk of the building. The awning treatment amplifies the serpentine lines of the building. This form provides a great palette for the new public domain to be created around the site. The tower element has generous setbacks to Marine Parade , commensurate with the building height. The curved balcony elements reinforce the overall building identity. Whilst still generous, the setback to The Entrance Road aims to ensure the building and its iconic curved form is visible in the views from the town centre area to the south along this road. The treatment at Ocean Parade is more conventional as development here will be more urban in form. It also reflects the nature of this part of the building being vehicular access and parking.
Side + Rear Setbacks	Relate side setbacks to existing streetscape patterns.	These setbacks have been discussed above in relation to building separation.
Floor Space Ratio	Test the desired built form outcome against proposed floor space ratio to ensure consistency with: - building height - building footprint - the three dimensional building envelope - open space requirements.	As noted above there is no existing FSR control. The proposal has an FSR of around 3.9:1 which is commensurate with a building of the nature and scale proposed.
PART 02: SITE DESIGN		
Site Configuration		
Deep Soil Zones	A minimum of 25% of the open space area of a site should be a deep soil zone.	This requirement is more applicable to suburban contexts (there is no differentiation in the RFDC). In a town centre context, buildings built to the boundaries are more appropriate and this is envisaged in the current controls. In such a context the public domain is of much greater importance and as noted above, the proposal provides a very good response in this regard.

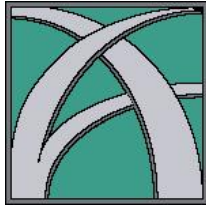
Open Space	The area of communal open space required should generally be at least between 25–30% of the site area.	The proposal provides for a substantial are of communal open space (around 33% of the site area) and includes a swimming pool and other recreation areas.
	The minimum recommended area of private open space for each apartment at ground level or similar space on a structure, such as on a podium or car park, is 25m ² .	All apartments have much larger than minimum private open space areas.
Safety	Carry out a formal crime risk assessment for all residential developments of more than 20 new dwellings.	Safety, security and crime have been addressed in the design by providing ample opportunities for casual surveillance of the street and potential activation after hours by the proposed retail/café uses. A sophisticated level of electronic security will also be incorporated into the building design. A CPTED review will be provided with the DA.
Pedestrian Access	Identify the access requirements from the street or car parking area to the apartment entrance.	Residential access core is clearly defined at all access points.
	Provide barrier free access to at least 20% of dwellings in the development.	Barrier free access is provided to 100% of units within this development as each floor is accessible via disabled compliant lifts, lobby corridors are at 2m min wide, and 900mm wide doors are nominated at each apartment entry.
Vehicle Access	Generally limit the width of driveways to a maximum of 6m.	The driveway to Marine Parade is limited to less than 6m. There is an allowance of a 6.6metre wide driveway to Ocean Road for the purpose of deliveries by an MRV size vehicle. This dimension is subject to be confirmed upon swept path assessment.
	Locate vehicle entries away from main pedestrian entries and on secondary frontages.	The access points are appropriately located away from the main Entrance Road frontage and away from the main pedestrian areas of the proposal.

PART 03: BUILDING DESIGN		
Building Configuration		
Apartment Layout	Single-aspect apartments should be limited in depth to 8 metres from a window. The back of a kitchen should be no more than 8 metres from a window. The width of cross-over or cross-through apartments over 15 metres deep should be 4 metres or greater to avoid deep narrow apartment layouts. Buildings not meeting the minimum standards listed above, must demonstrate how satisfactory daylighting and natural ventilation can be achieved, particularly in relation to habitable rooms (see Daylight Access and Natural Ventilation). If council chooses to standardise apartment sizes, a range of sizes that do not exclude affordable housing should be used. As a guide, the Affordable Housing Service suggest the following minimum apartment sizes, which can contribute to housing affordability: (apartment size is only one factor influencing affordability) - 1 bedroom apartment 50m² - 2 bedroom apartment 70m² - 3 bedroom apartment 95m²	Maximum depth for the single aspect apartments is around 7.1m. This depth is determined largely by the proportions of the site and is ameliorated by thoughtful unit layouts which locate non-habitable rooms (baths and studies) farthest from a source of natural light. Due to the unit configuration, most kitchens are less than 8m from a window. Apartment sizes are generally large and in all cases are greater than that specified.
Apartment Mix	Provide a diversity of apartment types to cater for different household requirements.	The proposal provides for 8x1 bedroom apartments (9%), 52x2 bed apartments (58%) and 30x3+ bedroom apartment (33%)
Balconies	Provide primary balconies for all apartments with a minimum depth of 2 metres.	All units have very generous balconies with a min width of 2m.
Ceiling Heights	In residential flat buildings, a 2.7 metre minimum floor to ceiling height is recommended for all habitable rooms on all floors, 2.4 metres is the preferred minimum for all non-habitable rooms, however, 2.25m is permitted.	Complies.
Ground Floor Apartments	Optimise the number of ground floor apartments with separate entries and consider requiring an appropriate percentage of accessible units.	N/A.

	Provide ground floor apartments with access to private open space, preferably as a terrace or garden.	N/A.
Internal Circulation	In general, where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor should be limited to eight.	Maximum 7 per floor. Complies.
Storage	In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates: - studio apartments 6m³ - one-bedroom apartments 6m³ - two-bedroom apartments 8m³ - three plus bedroom apartments 10m³	Adequate storage will be provided.
Building Amenity		
Daylight Access	Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of three hours direct sunlight between 9am and 3pm in mid winter. In dense urban areas a minimum of two hours may be acceptable.	The proposal faces predominantly north and so will easily comply with this requirement. Very few units have a south orientation and even these are also provided with some easterly aspect.
Natural Ventilation	Building depths, which support natural ventilation typically range from 10 to 18 metres.	The building depth varies from 15.3m to 19.8m. The average building depth (total internal area divided by median length of the building) is 16.6 metres
	60% of residential units should be naturally cross ventilated.	71% of apartments are naturally cross ventilated.
Building Performance		
Waste Management	Supply waste management plans as part of the development application submission as per the NSW Waste Board.	A Waste Management Plan will be prepared for the DA.
Water Conservation	Rainwater is not to be collected from roofs coated with lead or bitumen-based paints, or from asbestos-cement roofs. Normal guttering is sufficient for water collections provided that it is kept clear of leaves and debris.	A BASIX Assessment will be prepared for the DA.

Appendix D

Traffic Assessment
By Terraffic Pty Ltd



Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

10 February 2012

Ref 12016

Pelican Horizons Pty Ltd

7 Seaview Pde

Collaroy NSW 2097

Attention: Mr Peter de Gail

Dear Peter,

**PROPOSED MIXED USE DEVELOPMENT
KEY SITE, THE ENTRANCE
TRAFFIC STATEMENT**

As requested, the following statement compares the potential traffic generating characteristics of the proposed development against the traffic generation of the previous Part 3A Application prepared in 2008. That previous application comprised the following:

- 2,831m² supermarket
- 4,555m² of specialty retail floor space (including a 10 lane bowling alley)
- 846m² of restaurant floor space
- 339m² (85 seat) KFC restaurant (replacing the existing KFC on the site)
- 608m² of commercial floor space (including 4 x SOHO units), and
- 47 residential apartments (2 x 1 bedroom, 30 x 2 bedroom and 15 x 3 bedroom units)

As you are aware, Terraffic Pty Ltd prepared a detailed Traffic and Parking Assessment Report in June 2008 for that application. The development site at that time included the existing KFC located on the corner of The Entrance Road and Ocean Road. That KFC was to be demolished and incorporated into the new development.

Suite 71, 23 MacMahon Street, Hurstville NSW 2220
Phone (02) 9570 5200 Fax (02) 9570 5300 Mobile 0411 129 346
Web www.terraffic.com.au Email logan@terraffic.com.au

The previous site development required a total of 439 parking spaces to comply with Council's DCP requirements. The site was to be served by a 2 level basement carpark containing 246 parking spaces, representing 55% of the total parking requirement. During the pre-DA process, Wyong Council had indicated that a s94 Contribution in lieu of on-site parking is possible for the development proposal. In addition, a Deed of Agreement was to be executed with Council to purchase 200 parking spaces in the Coral Street Carpark should the DA be approved and proceed to construction. Those 200 off-site spaces represented the remaining 45% of the parking requirement.

The main traffic implications of any large scale mixed-use development on the site will concern the level of traffic activity that it generates during the Thursday PM peak period and Saturday Midday peak period. Accordingly, the assessment of the traffic implications of the former proposal had been restricted to the Thursday PM peak period and Saturday Midday peak period.

In order to assess the traffic implications of the former proposal, the Traffic Assessment contained a count of traffic movements through the following intersections:

- The Entrance Road / Ocean Parade
- The Entrance Road / Marine Parade
- Coral Street / Wilfred Barrett Drive / Torrens Avenue

The counts of traffic activity through The Entrance Road/Ocean Parade and The Entrance Road/Marine Parade intersections were conducted between 7.00 - 10.00am and 3.00 - 7.00pm on Thursday, 10 May 2007 and between 10.00am – 2.00pm on Saturday 12 May 2007. The count of traffic activity through Coral Street/Wilfred Barrett Drive/Torrens Avenue roundabout were conducted between 3.00 - 7.00pm on Thursday, 5 June 2008 and between 10.00am – 2.00pm on Saturday 7 June 2008.

Traffic Generation of Former Development Proposal

An indication of the traffic generation potential of the former development was provided by the RTA Guidelines which specified typical peak period traffic generation rates which were relevant to that proposal. Application of those traffic generation rates to the former proposal yielded a traffic generation potential of 742 vehicle trips per hour (vtph) during the Thursday

PM peak period and 1043vtph during the Saturday Midday peak period. These flows were broken down as follows:

Thursday PM peak period	742vtph (26vtph residential and 716vtph non-residential)
Saturday Midday peak period	1043vtph (13vtph residential and 1030vtph non-residential)

When taking into account that the existing KFC on the site which generates approximately 50vtph, the additional traffic demand on the road network serving the site as a consequence of the former development proposal was as follows:

Thursday PM peak period	690vtph (26vtph residential and 664vtph non-residential)
Saturday Midday peak period	990vtph (13vtph residential and 977vtph non-residential)

As noted in the foregoing, 246 (55%) parking spaces were to be located on the subject site while approximately 200 (45%) of spaces were to be in the Coral Street Carpark. To that end, it was assumed that 55% of the total traffic generated by the former development would access the development site via the Marine Parade access driveway, while the remaining 45% would access the Coral Street Carpark. The former development proposal would therefore accommodate the following peak period traffic flows via the Marine Parade access:

Thursday PM peak period	380vtph (26vtph residential and 354vtph non-residential)
Saturday Midday peak period	540vtph (13vtph residential and 527vtph non-residential)

The results of the INTANAL analysis of the abovementioned intersections under existing and projected post-development traffic demand during the weekday PM peak period and Saturday Midday peak period revealed that:

- the intersections would operate satisfactorily under both existing and projected post-development traffic demand
- the projected traffic demand on the intersection as a consequence of the proposed development has a relatively minor effect on intersection performance

The results of the INTANAL analysis of the Marine Parade access driveway serving the former development proposal under projected post-development traffic demand revealed that

the access driveway would operate satisfactorily during both peak periods. In the circumstances, the Traffic Assessment for the former development concluded that the development had no unacceptable traffic implications.

Traffic Generation of New Development Proposal

It is understood that the new proposed development on the site will exclude the existing KFC site and will comprise the following:

- 979m² of specialty retail floor space
- 586m² of restaurant floor space
- 690m² of commercial floor space, and
- 93 residential apartments (8 x 1 bedroom, 52 x 2 bedroom and 33 x 3 bedroom units)

Application of the RTA traffic generation rates to the proposed development yields a traffic generation potential of 138vtph during the Thursday PM peak period and 193vtph during the Saturday Midday peak period calculated as follows:

THURSDAY PM PEAK

A(SS) Specialty Shops and secondary retail (incl. restaurants)	
1,565m ² @ 46vtph per 1,000m ²	72vtph
A(OM) Offices	
690m ² @ 22vtph per 1,000m ²	15vtph
Total Retail / Commercial	87vtph
60 x 1 and 2 bedroom units @ 0.5vtph per unit	30vtph
33 x 3 bedroom units @ 0.65vtph per unit	21vtph
Total Residential	51vtph
Total Development	138vtph

SATURDAY MIDDAY PEAK

A(SS) Specialty Shops and secondary retail (incl. restaurants)	
1,565m ² @ 107vtph per 1000m ²	167vtph
A(OM) Offices	N/A
Total Retail / Commercial	167vtph
Residential (assume 50% of weekday peak generation)	26vtph
Total Development	193vtph

In order to provide a conservative assessment, the residential traffic generation rate applied above is based on the requirements for medium density developments rather than the lower generation rate of 0.29vtph per unit for high density residential developments specified in the RTA Guidelines.

Furthermore, it has been assumed that the entire off-street car parking provision will be provided on-site and that all of the traffic generated by the proposed development will access the site via Marine Parade. No traffic will be assigned to the Coral Street Carpark.

As can be seen in the table below, the traffic generating potential of the proposed development is substantially less than the traffic generated by the former development proposal on the site. This is primarily due to the removal of the supermarket and significant reduction in specialty retail floor space.

	Former development application	Proposed development application
Thursday PM Peak	380vtph	138vtph
Saturday Midday Peak	540vtph	167vtph

As the former development generated a much higher level of traffic with no adverse implications, it follows that the proposed development is unlikely to have any adverse traffic related implications.

Should you wish to discuss this matter further, please do not hesitate to contact Michael Logan on 9570 5200 during normal business hours.

Yours faithfully



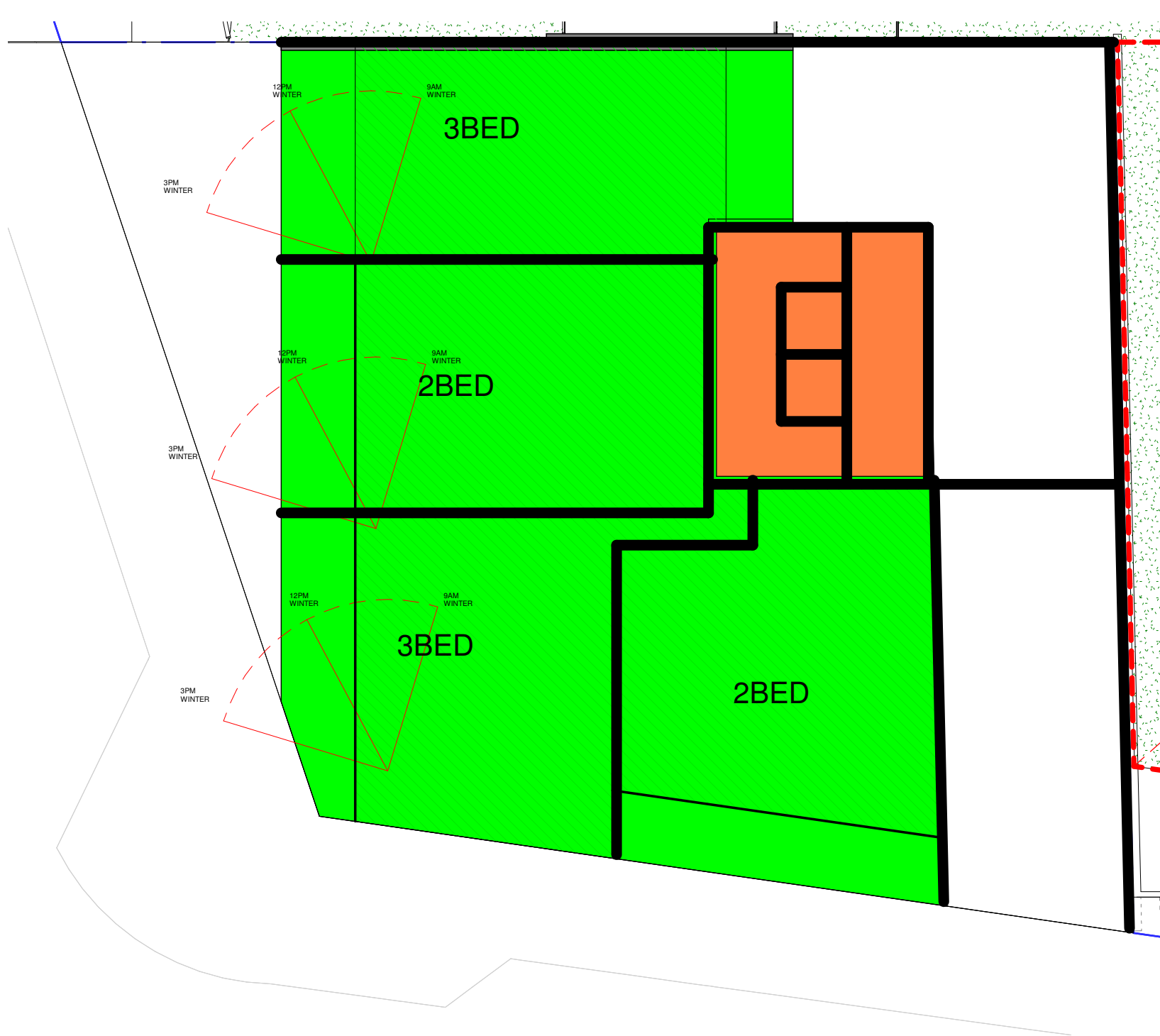
Michael Logan
Director
Terraffix Pty Ltd

Appendix E

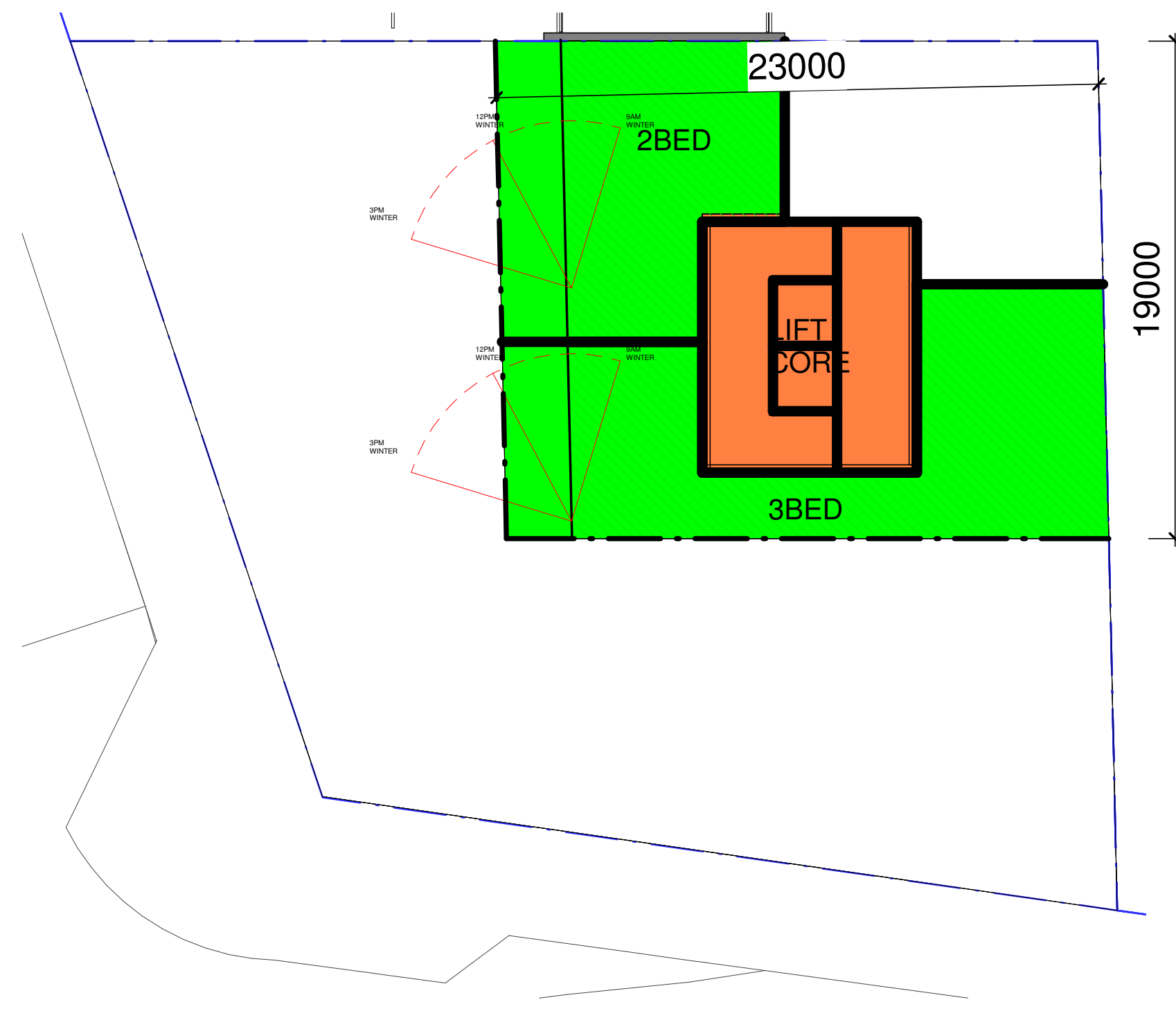
Details of possible redevelopment of KFC site in
accordance with current controls by
BN Architecture



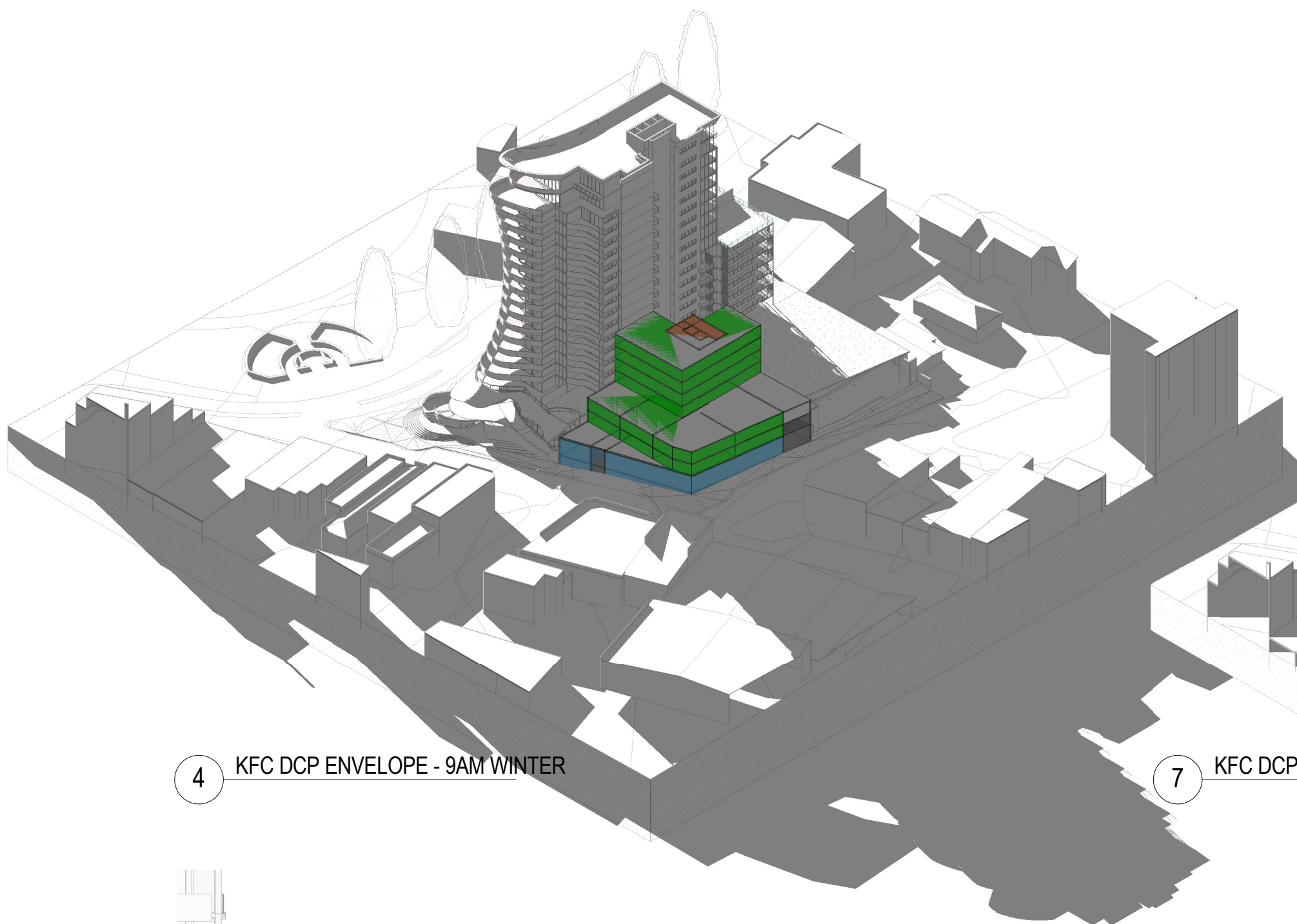
1 KFC DCP ENVELOPE - GROUND/RETAIL LEVEL
1:200



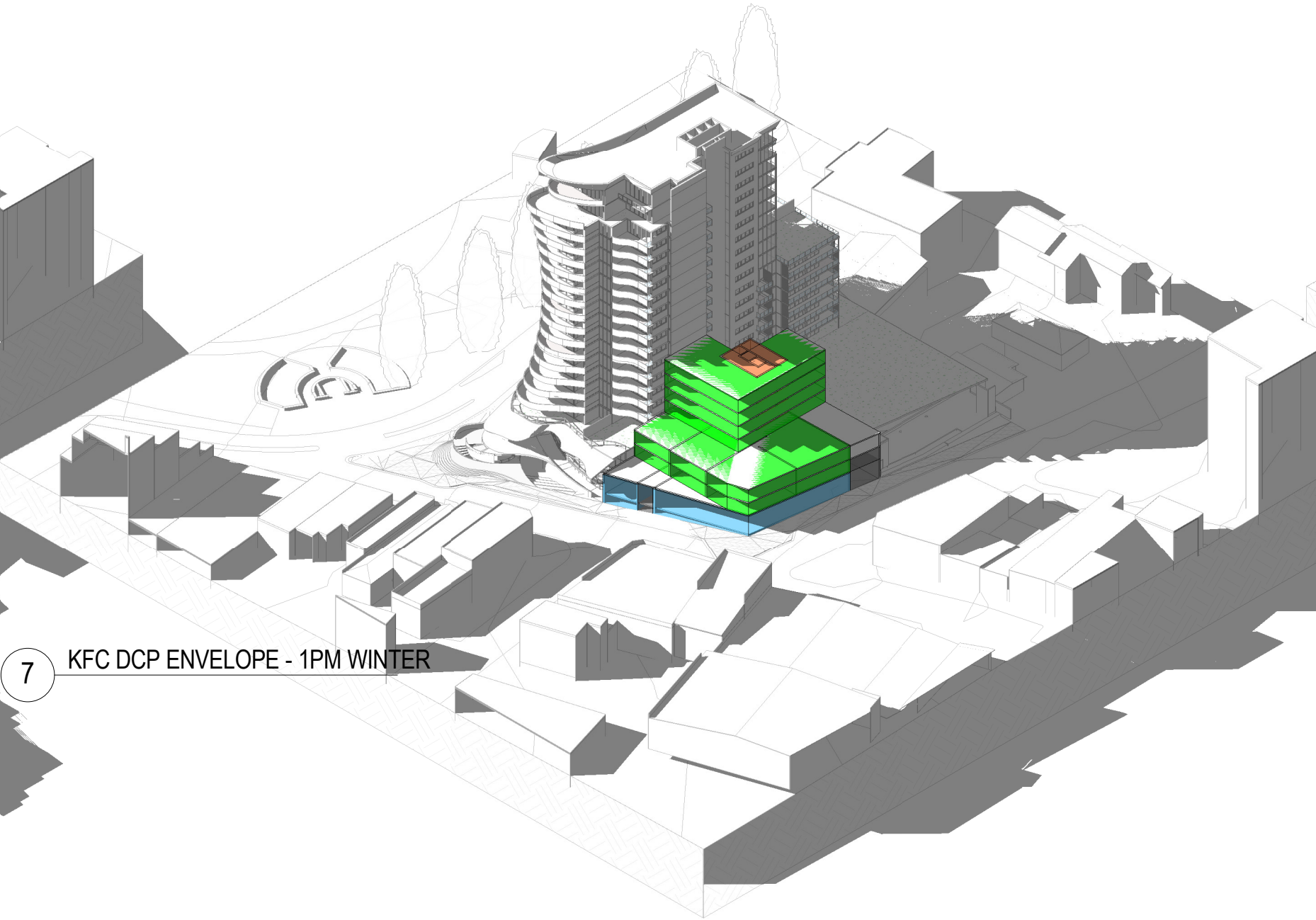
2 KFC DCP ENVELOPE - RESIDENTIAL PODIUM LEVEL
1:200



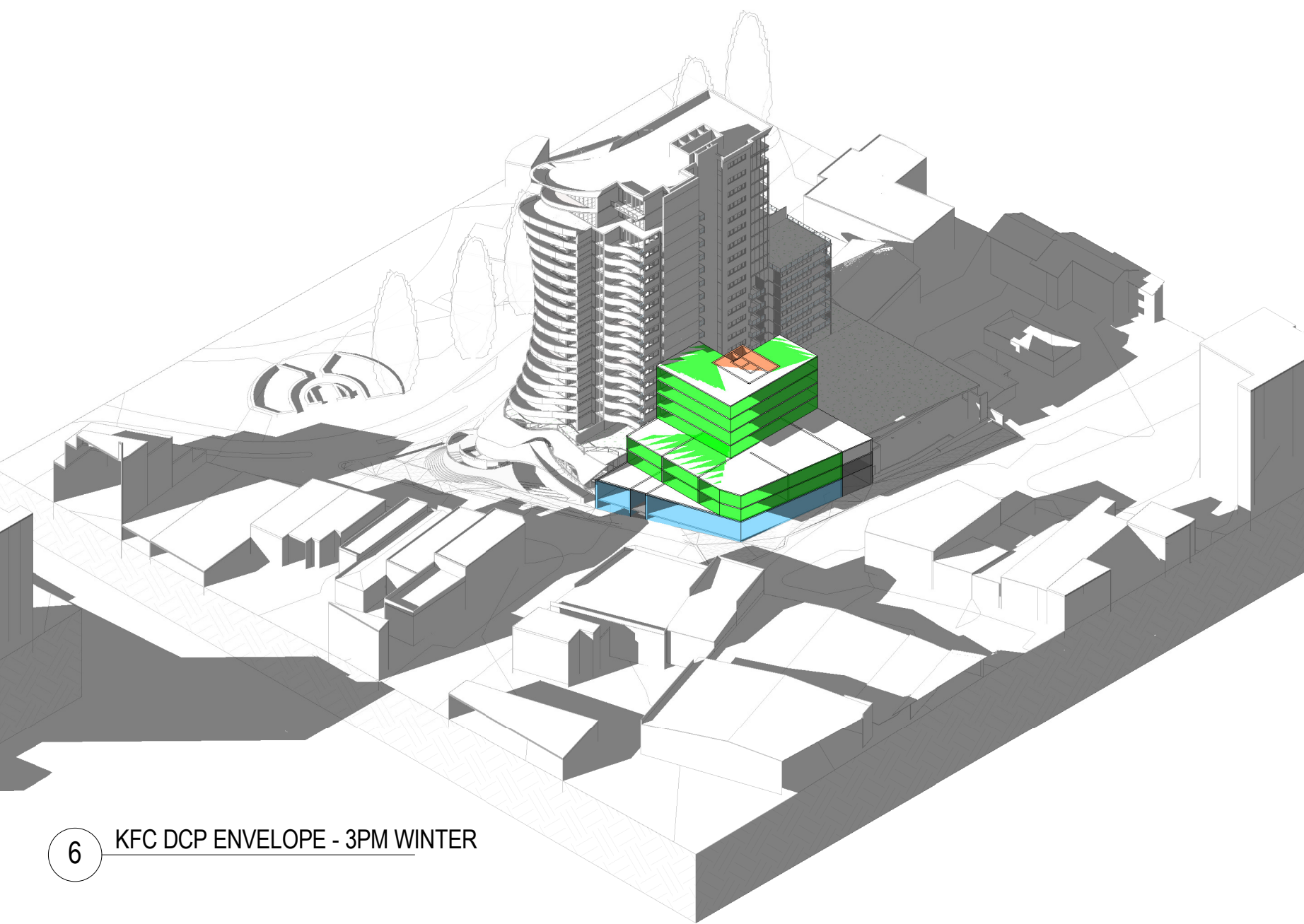
3 KFC DCP ENVELOPE - TOWER LEVEL
1:200



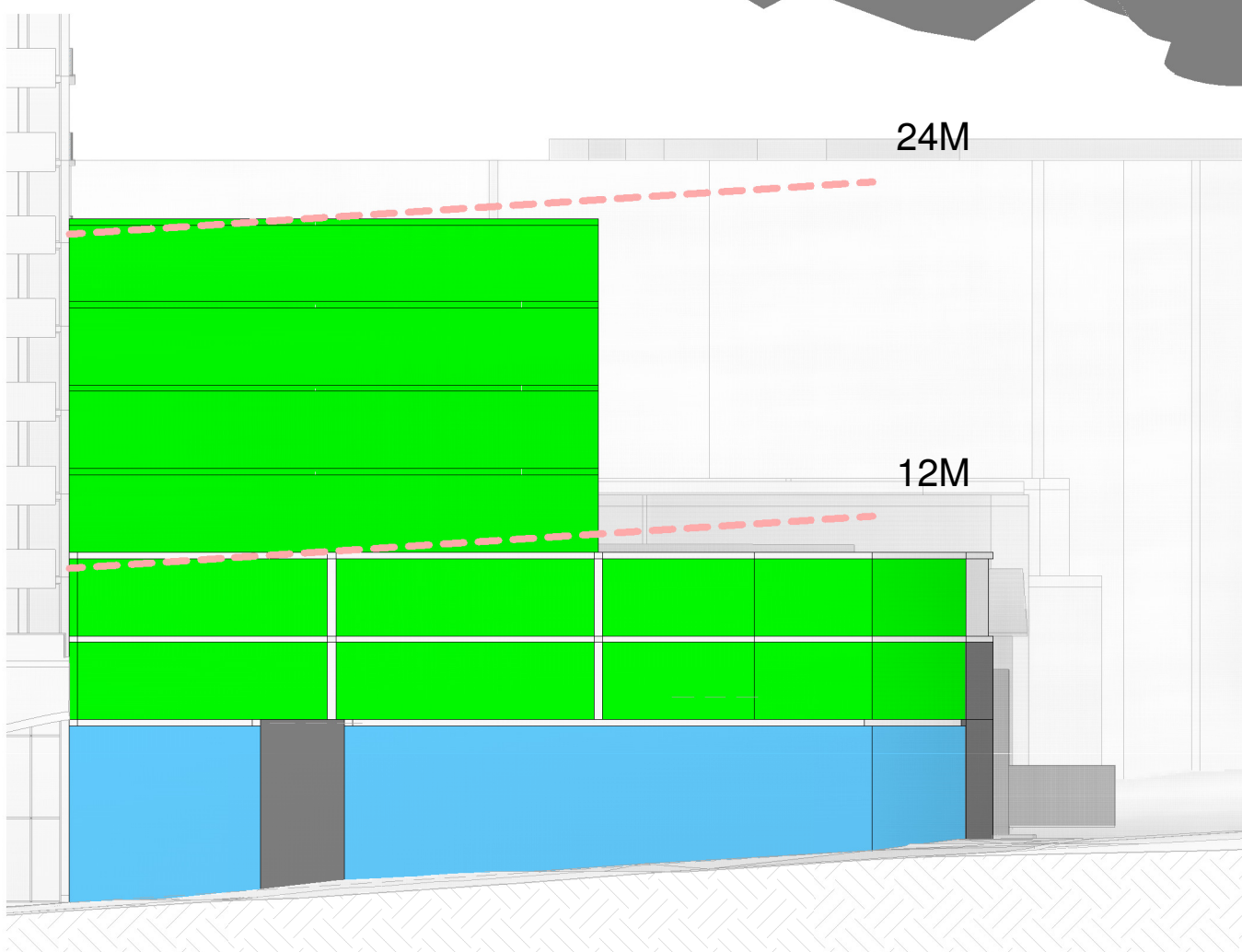
4 KFC DCP ENVELOPE - 9AM WINTER



7 KFC DCP ENVELOPE - 1PM WINTER



6 KFC DCP ENVELOPE - 3PM WINTER



5 KFC DCP ENVELOPE - WEST ELEVATION
1:250

TOTAL GROSS BUILDING AREA POSSIBLE (ABOVE GROUND)

= 3 x 1069 (SITE FOOTPRINT 1-12m) + 4 x 437 (SETBACK FOOTPRINT 12-24m)
= 4955

TOTAL APARTMENTS POSSIBLE

= 8(PODIUM) + 8(TOWER) = 16

TOTAL APARTMENTS WITH 2HR SOLAR ACCESS IN WINTER (1pm - 3pm)

= 14

2HR SUNLIGHT
COMPLIANCE MODELLING
TOWN CENTER

INFORMATION
NOT FOR CONSTRUCTION

ISSUE	DATE	DESCRIPTION
P1	15-03-2012	ISSUED FOR REVIEW
All dimensions to be checked on site, written dimensions only to be used. Refer to all detail drawings, structural, mechanical and services drawings before commencing work. Refer any discrepancies to the Architect. Do not scale from drawings. Copyright of the design shown herein is retained by BN Group Pty Ltd. Written authority is required for any reproduction. Completion of the Quality Record is evidence that the design and drawing have been verified as conforming with the requirements of the Project Quality Plan. Where the Quality Record is incomplete, all information on the drawing is intended for preliminary purpose only as it is unchecked.		

COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors
BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2085
ABN 43 082 960 499
T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project

THE ENTRANCE

LOTS 1 & 2 IN D.P.536168 AND LOT 1
IN D.P.513519, OCEAN PARADE, THE
ENTRANCE ROAD AND MARINE
PARADE, THE ENTRANCE

Sheet name

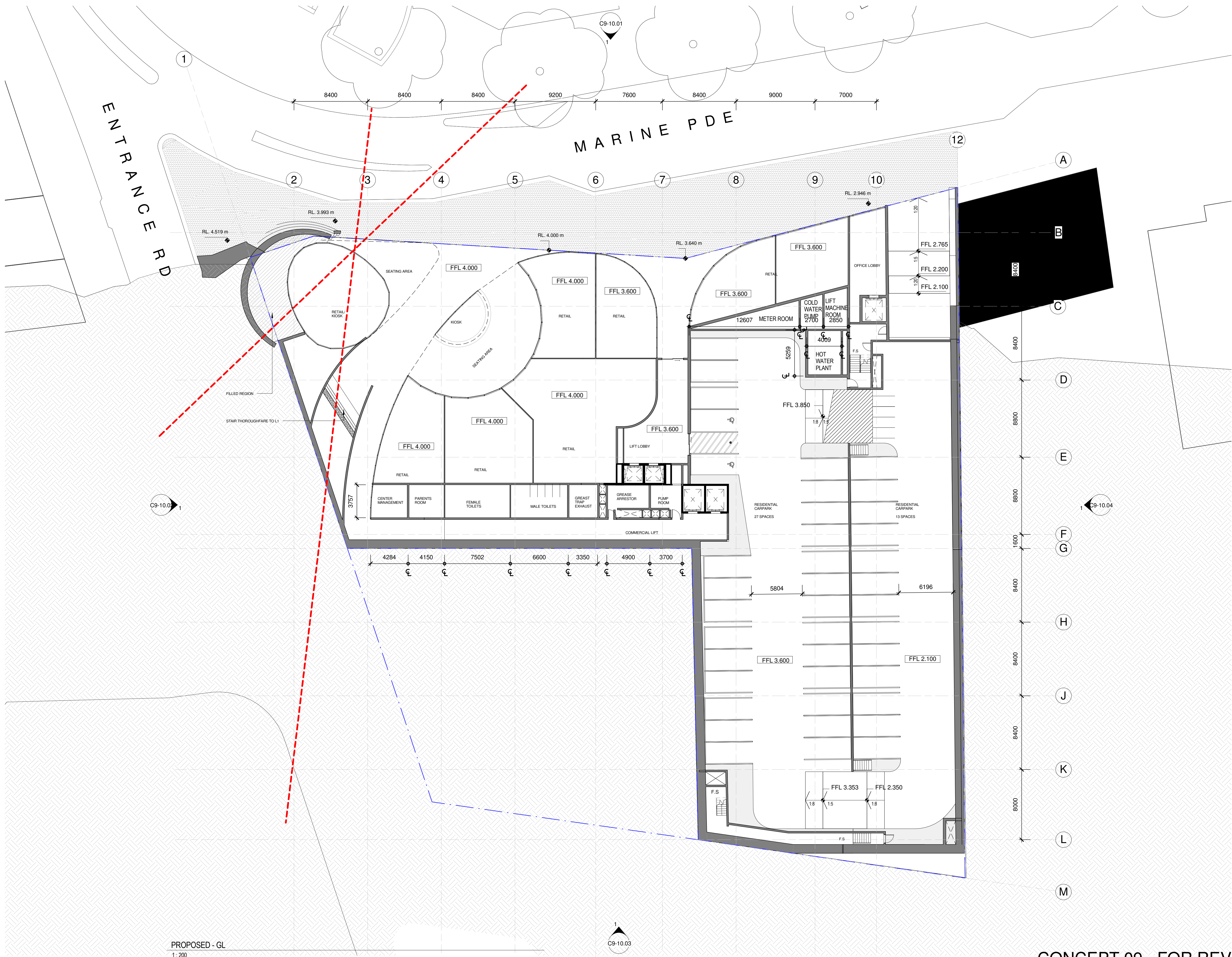
KFC SITE ANALYSIS -
CURRENT DCP ENVELOPE

Scale @ A1: As indicated
Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-00.50	SK	P1

Appendix F

Reduced Architectural Plans by
BN Architecture



1 : 200

04812

NORTH

P6	10-02-2012	ISSUED FOR REVIEW
P5	26-08-2011	ISSUED FOR REVIEW
P4	25-07-2011	ISSUED FOR REVIEW
P3	7-07-2011	ISSUED FOR REVIEW
P1	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

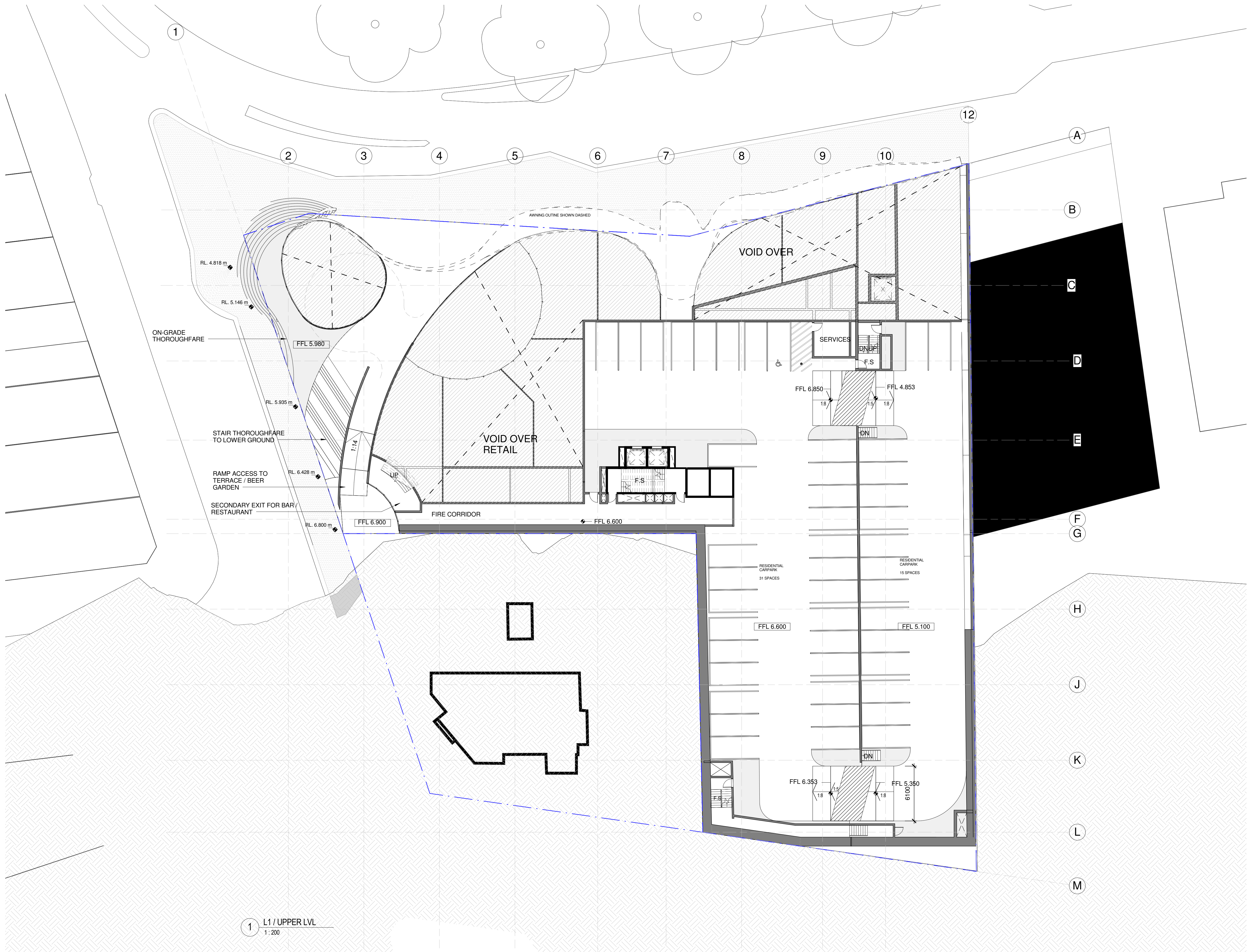
ISSUE	DATE	DESCRIPTION
All dimensions to be checked on site, written dimensions only to be used. Refer to all detail drawings, structural, mechanical and services drawings before commencing work. Refer any discrepancies to the Architect. Do not scale from drawings. Copyright of the design shown herein is retained by BN Group Pty Ltd. Written authority is required for any reproduction. Completion of the Quality Record is evidence that the design and drawing have been verified as conforming with the requirements of the Project Quality Plan. Where the Quality Record is incomplete, all information on the drawing is intended for preliminary purpose only as it is unchecked.		

COORDINATED REFERENCE DRAWINGS			
Discipline	Drawing No.	Issue	Date

Client		
PELICAN HORIZONS PTY LTD		
Project Manager		
Architect		
BN Architecture Urban Design Masterplanning Graphics Interiors BN Group Pty Ltd 82 Alexander Street Crows Nest, NSW 2085 ABN 43 082 960 499 T +61 2 9437 0511 F +61 2 9437 0522 www.bngronline.com sydney@bngronline.com		
Project		
THE ENTRANCE		
LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE		
Sheet name		
LOWER GROUND		
Scale @ A1:	1 : 200	
Project No.:	S1018	
Drawn By: JY	Checked By: SB	
A06 SERIES - SETOUT PLANS		
Drawing No.	Proj Stage	ISSUE
C9-06.02	SK	P6

PRINTED: 10/02/2012 3:26:12 PM

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION



1 : 200

NORTH

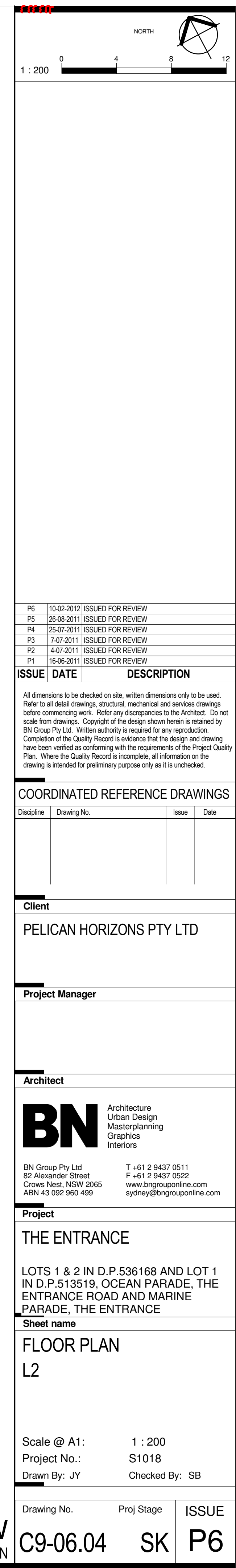
P6	10-02-2012	ISSUED FOR REVIEW
P5	26-08-2011	ISSUED FOR REVIEW
P4	25-07-2011	ISSUED FOR REVIEW
P3	7-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

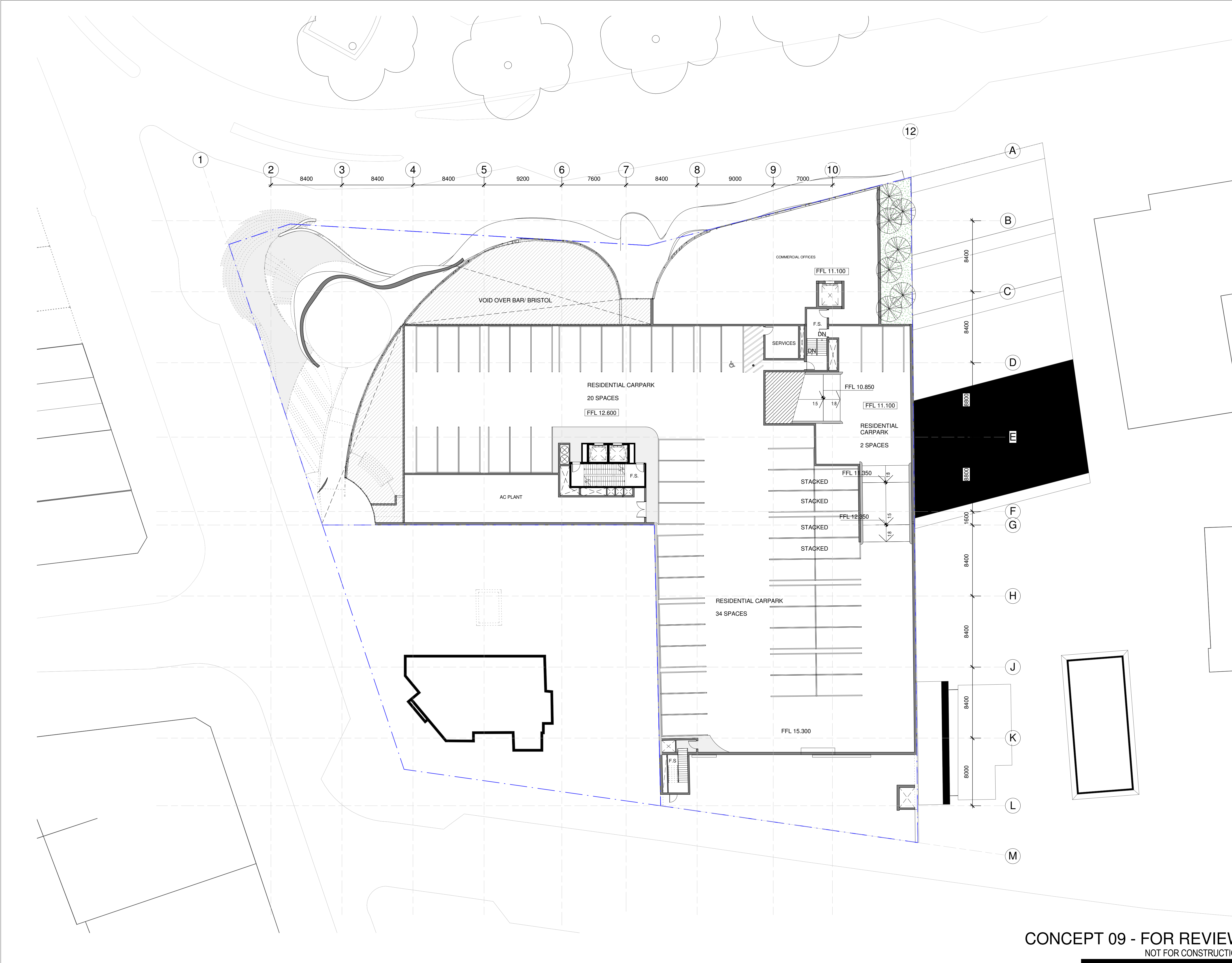
ISSUE	DATE	DESCRIPTION
All dimensions to be checked on site, written dimensions only to be used. Refer to all detail drawings, structural, mechanical and services drawings before commencing work. Refer any discrepancies to the Architect. Do not scale from drawings. Copyright of the design shown herein is retained by BN Group Pty Ltd. Written authority is required for any reproduction. Completion of the Quality Record is evidence that the design and drawing have been verified as conforming with the requirements of the Project Quality Plan. Where the Quality Record is incomplete, all information on the drawing is intended for preliminary purpose only as it is unchecked.		

COORDINATED REFERENCE DRAWINGS			
Discipline	Drawing No.	Issue	Date

Client	
PELICAN HORIZONS PTY LTD	
Project Manager	
Architect	
BN Architecture Urban Design Masterplanning Graphics Interiors BN Group Pty Ltd 82 Alexander Street Crows Nest, NSW 2065 ABN 43 082 960 499 T +61 2 9437 0511 F +61 2 9437 0522 www.bngronline.com sydney@bngronline.com	
Project	
THE ENTRANCE	
LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE	
Sheet name	
UPPER GROUND / L1	
Scale @ A1: 1 : 200	
Project No.: S1018	
Drawn By: JY	
Checked By: SB	
A06 SERIES - SETOUT PLANS	
Drawing No.	Proj Stage
C9-06.03	ISSUE
SK	P6

PRINTED: 10/02/2012 3:42:35 PM





04-10

NORTH

1 : 200

0 4 8 12

10-02-2012

ISSUED FOR REVIEW

P6

26-08-2011

ISSUED FOR REVIEW

P5

25-07-2011

ISSUED FOR REVIEW

P4

17-07-2011

ISSUED FOR REVIEW

P3

16-06-2011

ISSUED FOR REVIEW

P1

ISSUE

DATE

DESCRIPTION

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COORDINATED REFERENCE DRAWINGS

Discipline

Drawing No.

Issue

Date

Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN

Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project

THE ENTRANCE

LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

Sheet name

FLOOR PLAN
L3

Scale @ A1:

1 : 200

Project No.:

S1018

Drawn By:

JY

Checked By:

SB

Drawing No.

Proj Stage

ISSUE

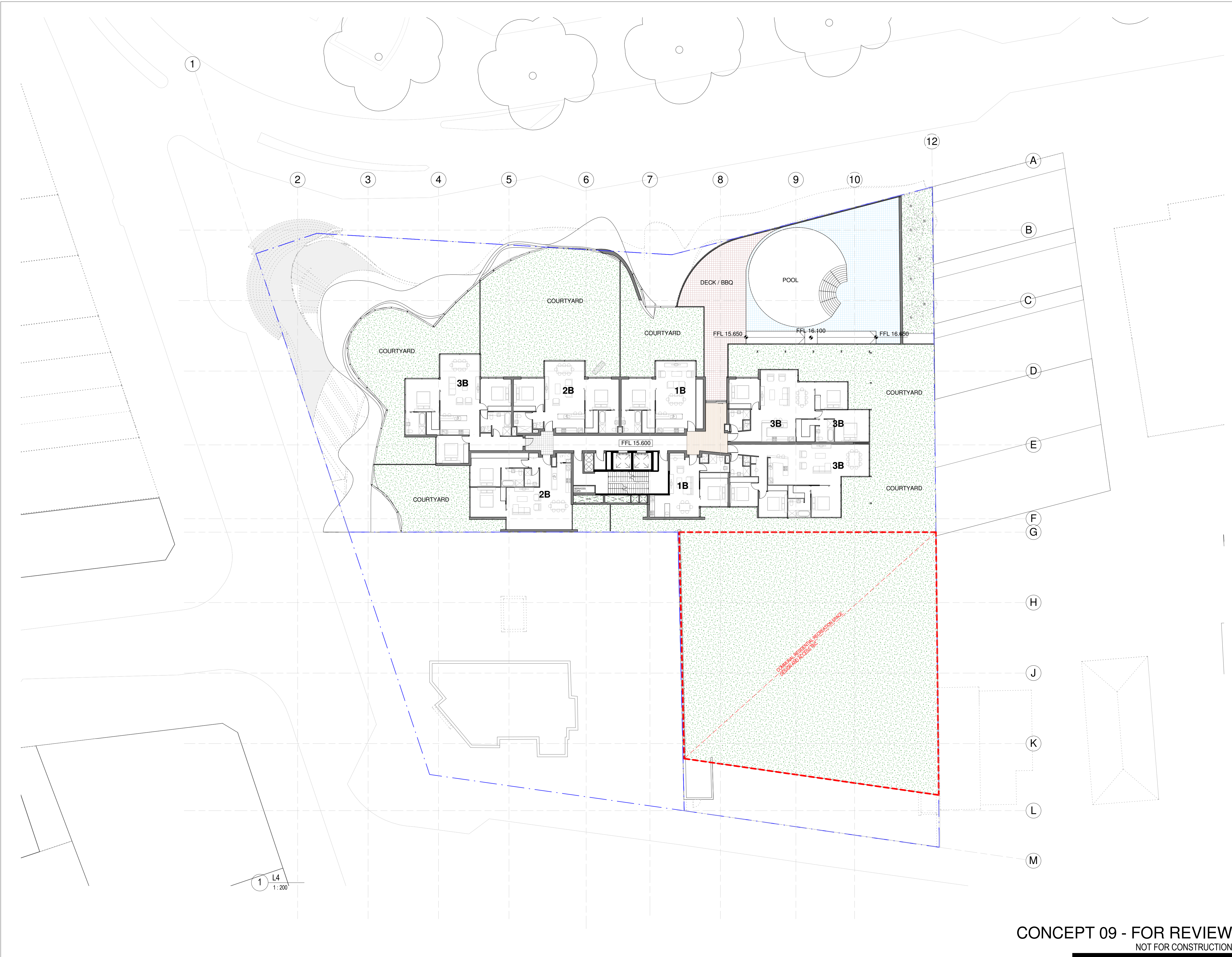
C9-06.05

SK

P6

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

PRINTED: 10/02/2012 3:13:28 PM



1 : 200

NORTH

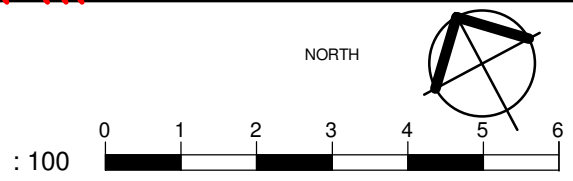
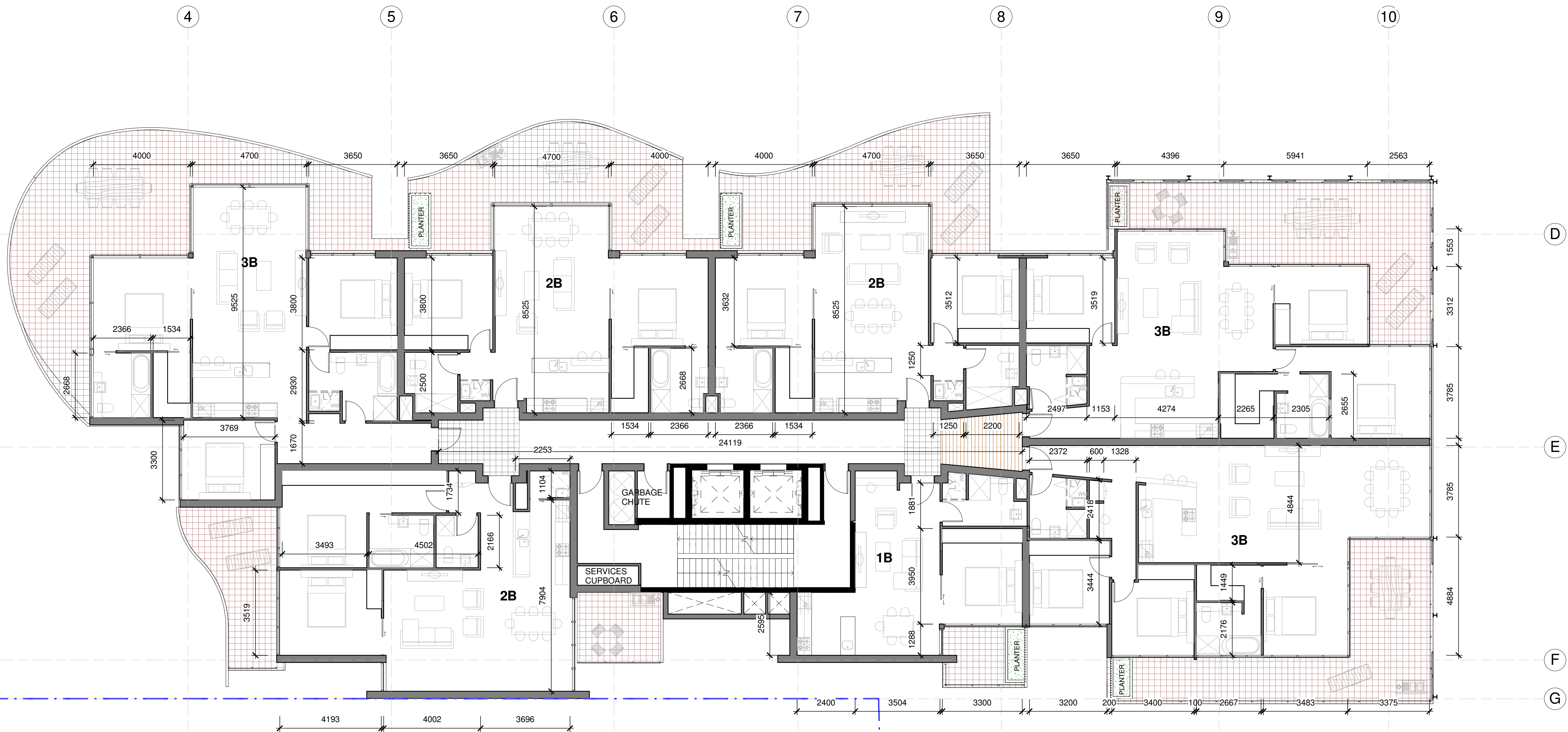
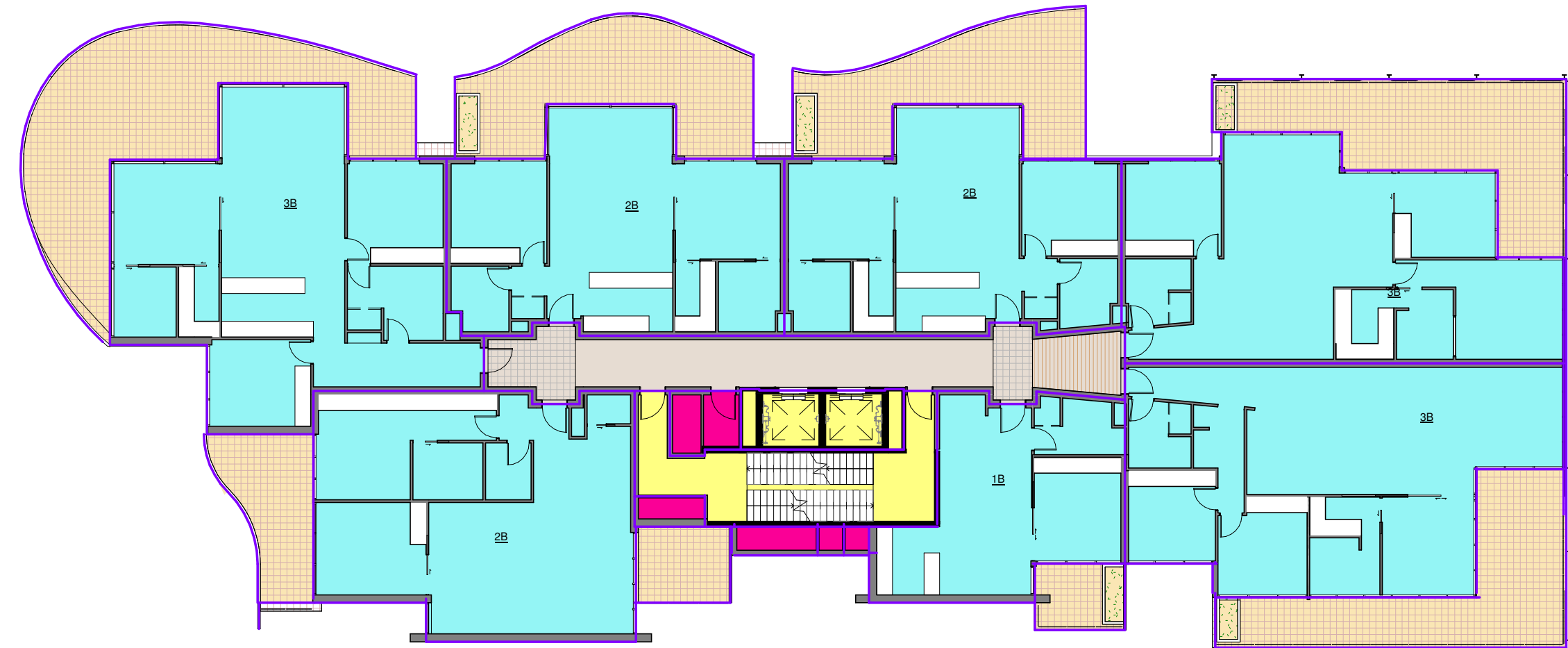
P6	10-02-2012	ISSUED FOR REVIEW
P5	26-08-2011	ISSUED FOR REVIEW
P4	25-07-2011	ISSUED FOR REVIEW
P3	7-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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COORDINATED REFERENCE DRAWINGS			
Discipline	Drawing No.	Issue	Date

Client		
PELICAN HORIZONS PTY LTD		
Project Manager		
Architect		
BN Architecture Urban Design Masterplanning Graphics Interiors BN Group Pty Ltd 82 Alexander Street Crows Nest, NSW 2065 ABN 43 082 960 499 T +61 2 9437 0511 F +61 2 9437 0522 www.bngrouponline.com sydney@bngrouponline.com		
Project		
THE ENTRANCE		
LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE		
Sheet name		
TYPICAL LOW RISE L4		
Scale @ A1:	1 : 200	
Project No.:	S1018	
Drawn By: JY	Checked By: SB	
Drawing No.	Proj Stage	ISSUE
C9-06.06	SK	P6

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P5	10-02-2012	ISSUED FOR REVIEW
P4	26-09-2011	ISSUED FOR REVIEW
P3	25-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client
PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN

Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project
THE ENTRANCE

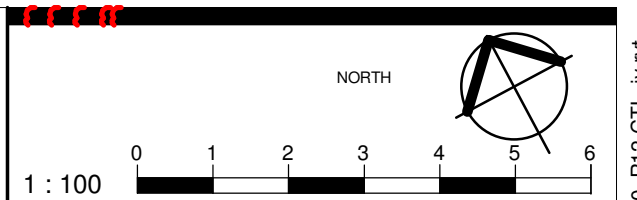
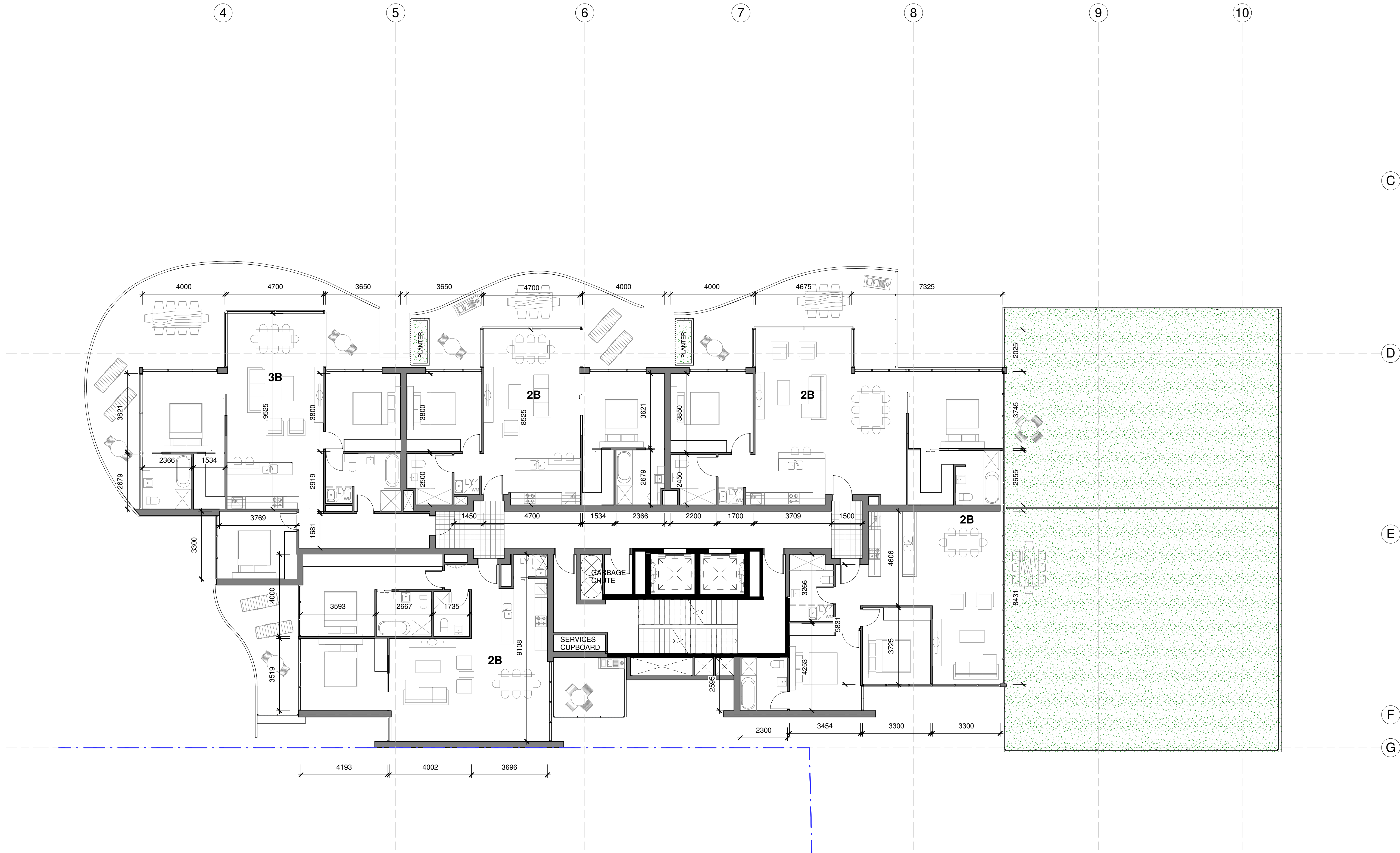
LOTS 1 & 2 IN D.P. 536168 AND LOT 1 IN D.P. 513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

Sheet name
TYPICAL LOW RISE
FLOOR PLAN - LEVEL 5-10

Scale @ A1: As indicated
Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-06.07	SK	P5

CONCEPT 09 - FOR REVIEW
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P5	10-02-2012	ISSUED FOR REVIEW
P4	26-06-2011	ISSUED FOR REVIEW
P3	25-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

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COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project

THE ENTRANCE

LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

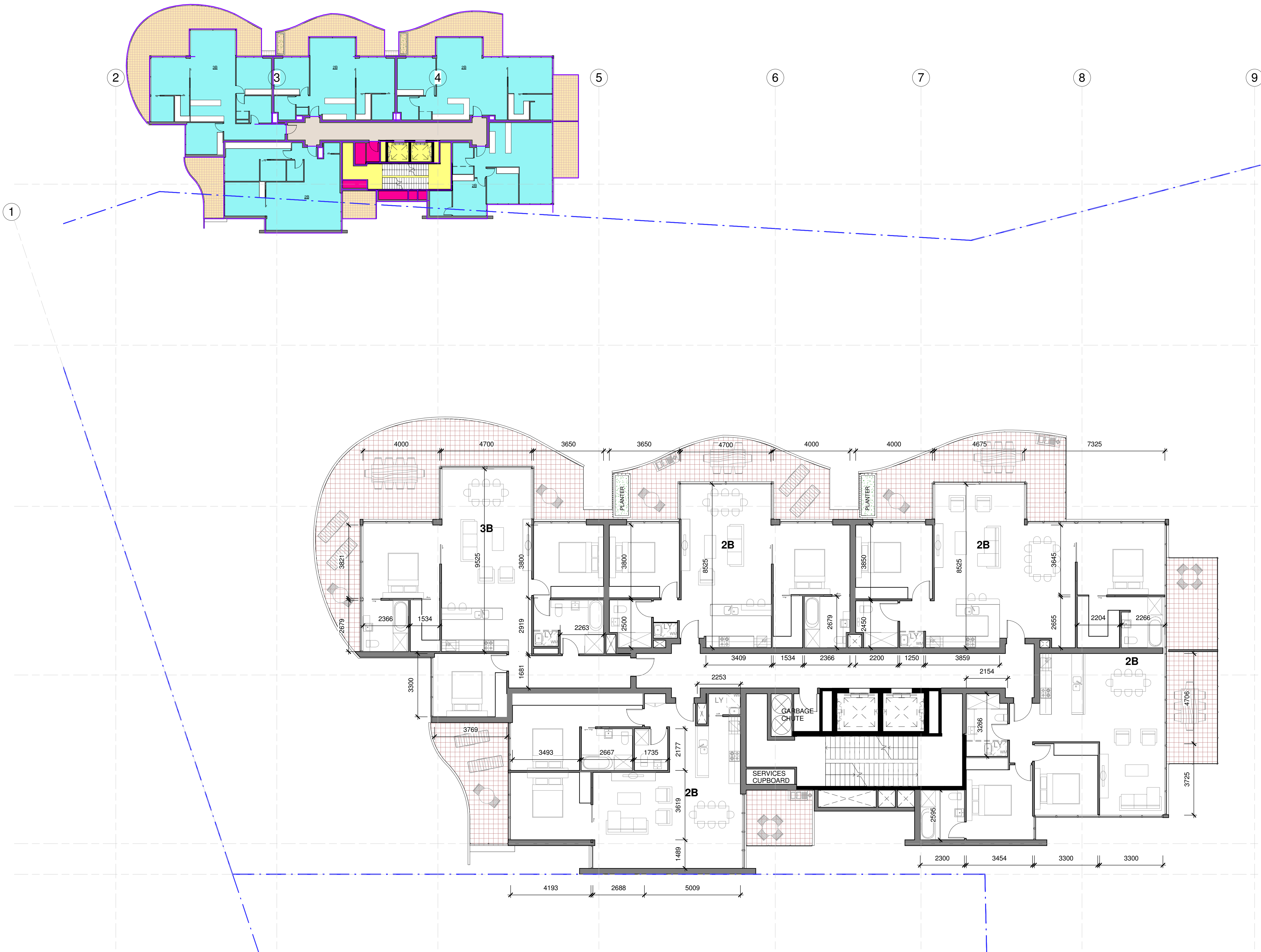
Sheet name

TYPICAL MID-RISE
FLOOR PLAN - LEVEL 11

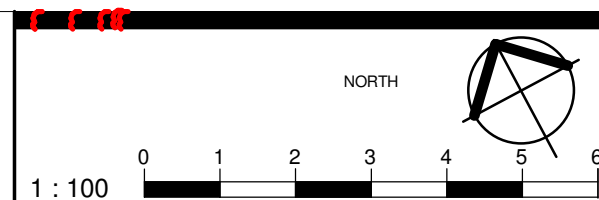
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Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-06.08	SK	P5

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION



2 L12-L18 TYP
1:100



ISSUE	DATE	DESCRIPTION
P5	10-02-2012	ISSUED FOR REVIEW
P4	26-09-2011	ISSUED FOR REVIEW
P3	25-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

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COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project

THE ENTRANCE

LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

Sheet name

TYPICAL MID RISE
FLOOR PLAN - LEVEL 12-18

Scale @ A1: As indicated
Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-06.09	SK	P5

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION



ISSUE	DATE	DESCRIPTION
		All dimensions to be checked on site, written dimensions only to be used. Refer to all detail drawings, structural, mechanical and services drawings before commencing work. Refer any discrepancies to the Architect. Do not scale from drawings. Copyright of the design shown herein is retained by BM Group Pty Ltd. Written authority is required for any reproduction. Completion of the Quality Record is evidence that the design and drawing have been verified as conforming with the requirements of the Project Quality Plan. Where the Quality Record is incomplete, all information on the drawing is intended for preliminary purpose only as it is unchecked.

COORDINATED REFERENCE DRAWINGS			
Discipline	Drawing No.	Issue	Date

Project Manager

Project	
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Sheet name

Scale @ A1:	As indicated
Project No.:	S1018
Drawn By: JY	Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-06.10	SK	P5

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

C:\RVT-WORK\SHARING\m18_C96120_R12-CTL_jy.rvt



1 : 250

0 2 5 10 20m

P2 26-08-2011 ISSUED FOR REVIEW
P1 4-07-2011 ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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Discipline	Drawing No.	Issue	Date

Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngrrouponline.com
sydney@bngrrouponline.com

Project

THE ENTRANCE

CNR MARINE PDE/ ENTRANCE RD,
THE ENTRANCE

Sheet name

NORTH ELEVATION

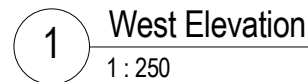
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Project No.: S1018
Drawn By: JY Checked By: SB

A10 SERIES - ELEVATIONS

Drawing No.	Proj Stage	ISSUE
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C9-10.01 SK P2

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION



0 2 5 10 20m

ISSUE	DATE	DESCRIPTION
		All dimensions to be checked on site, written dimensions only to be used. Refer to all detail drawings, structural, mechanical and services drawings before commencing work. Refer any discrepancies to the Architect. Do not scale from drawings. Copyright of the design shown herein is retained by BN Group Pty Ltd. Written authority is required for any reproduction. Completion of the Quality Record is evidence that the design and drawing have been verified as conforming with the requirements of the Project Quality Plan. Where the Quality Record is incomplete, all information on the drawing is intended for preliminary purpose only as it is unchecked.

Discipline	Drawing No.	Issue	Date

PELICAN HORIZONS PTY LTD

BN Architecture
Urban Design
Masterplanning
Graphics
Interiors

THE ENTRANCE

Sheet name

WEST ELEVATION

Scale @ A1: 1 : 250
Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-10.02	SK	P3

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

PRINTED: 10/02/2012 3:15:20 PM



1 South Elevation
1 : 250

1 : 250

0 2 5 10 20m

P3	10-02-2012	ISSUED FOR REVIEW
P2	26-08-2011	ISSUED FOR REVIEW
P1	13-07-2011	ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN

Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2085
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project

THE ENTRANCE

LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

Sheet name

SOUTH ELEVATION

Scale @ A1: 1 : 250
Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-10.03	SK	P3

CONCEPT 9 FOR REVIEW
NOT FOR CONSTRUCTION



BUILDING CONTROLS - CARPARKING

DOCUMENT	ITEM	CONTROLS
AUSTRALIAN STANDARD 2890.1:2004	COMMERCIAL USER CLASS	TYPE 3 5.4m x 2.6m CAR SPACE (min.) 5.8m AISLE WIDTH (min.)
	RESIDENTIAL USER CLASS	TYPE 1A 5.4 X 2.4m - CAR SPACE 5.8m AISLE WIDTH (MIN.)
	DISABLED PARKING	5.4 x 2.4m - CAR SPACE 5.4 x 2.4m - SHARED SPACE w/BOLLARDS
	LOADING ZONE	VEHICLE TYPE - 8.8m MRV OR LESS TURNING CIRCLE - 10m
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.64. 2005.	CARPARKING - MULTIPLE DWELLING RESIDENTIAL DEVELOPMENT	1 SPACES / 1 BED UNIT 1.2 SPACES / 2 BED UNIT 1.5 SPACES / 3 BED UNIT
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.61. 24/11/1994.	CARPARKING - COMMERCIAL PREMISES, SHOPS	1 SPACE / 30sqm GFA
	CARPARKING - RESTAURANTS	15 SPACES PER 100sqm GFA OR, 1 SPACES PER 3 SEATS, WHICHEVER LESSER
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.64. 2005.	BICYCLE RACKS	1 PER 3 DWELLINGS

BUILDING CONTROLS - AMENITY

DOCUMENT	ITEM	CONTROLS
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.64. 2005.	BALCONIES	2m DEPTH (MIN.) 10sqm PER APARTMENT
	COMMUNAL SPACES	10sqm PER DWELLING
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.60. 2006.	HEIGHT AND BUILDING LIMIT.	ZONE 3(d) TOURIST BUSINES ZONE 12m HIGH PODIUM 24m HIGH TOWER

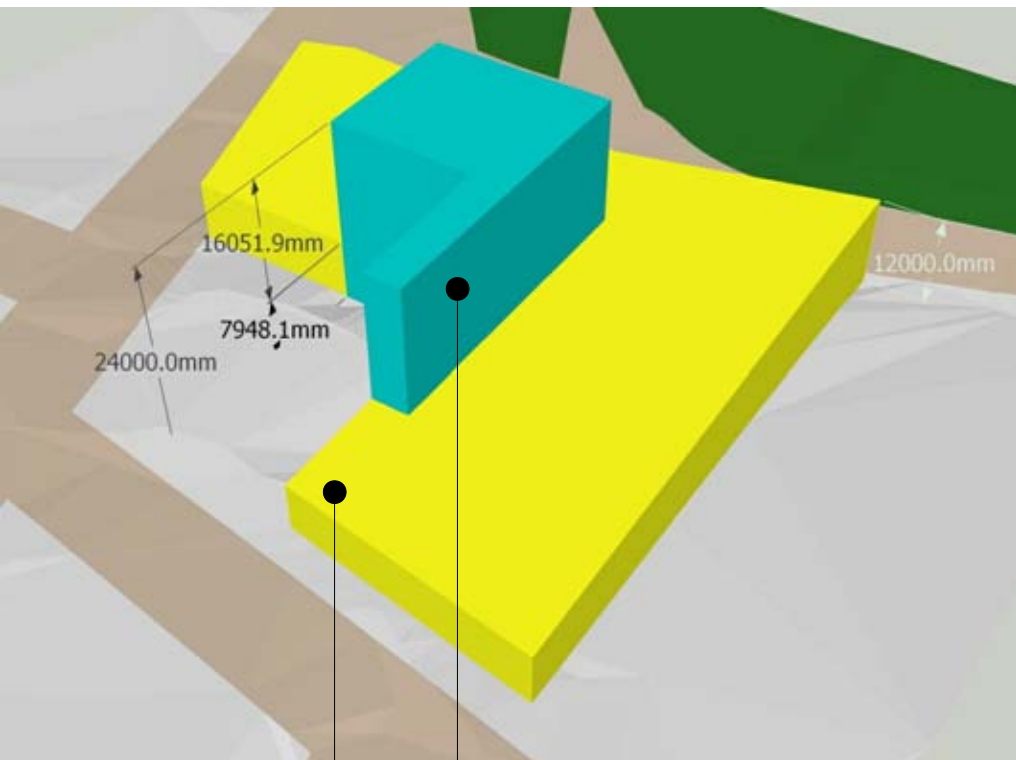
DEFINITIONS - AREAS

DOCUMENT	ITEM	DEFINITION
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.60. 2006.	GROSS FLOOR AREA (GFA)	"Means the sum of the area of each floor of the building where the area of each floor is taken to be the area within the outer face of the external enclosing walls as measured at a height 1400 millimeters above each floor level, a) columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external walls; b) lift towers, cooling towers, machiner and plant rooms and ancilliary storage space and vertical air conditioning ducts; c) carparking needed to meet the requirements of Council and any internal designated vehicular or pedestrian access to the carparking, and; d) space for the loading and unloading of goods."
	FLOOR SPACE RATIO (FSR)	"means the ratio of the gross floor area (GFA) of all buildings on an allotment to the total site area of the allotment.
WYONG SHIRE COUNCIL - DEVELOPMENT CONTROL PLAN NO.64. 2005.		

EXISTING DESIGN CONTROLS



WYONG LEP 1991 DESIGNATED ZONING. 3(d) TOURIST BUSINESS ZONE.



MAXIMUM BUILDING ENVELOPE ALLOWED FOR 3(d) ZONE DEVELOPMENT, SHOWING MAXIMUM 12m HEIGHT AND 24m HEIGHT LIMITS ON GRADE. BASED ON ANNEXURE 2. DCP NO.60. 2006.

EXISTING CONTROLS ON GROSS BUILDING AREA.

PODIUM LIMIT = 3,762m x 4 (AT 4 STOREYS IN 12 METERS)
TOWER LIMIT = 655m x 5 (AT 5 STOREYS IN ADDITIONAL 16 METERS).

GROSS BUILDING AREA (MAXIMUM) = 15,048 + 3,275
= 18,323m

EXISTING DENSITY CONTROLS

ZONE: 3(d) TOURIST BUSINESS ZONE.

LANDUSE: NOT GREATER THAN 50% PERMANENT RESIDENTIAL.

P1	7-07-2011	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
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COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client
PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN

Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngronline.com
sydney@bngronline.com

Project
THE ENTRANCE

CNR MARINE PDE/ ENTRANCE RD,
THE ENTRANCE

Sheet name

EXISTING DESIGN
CONTROLS

Scale @ A1:
Project No.: S1018
Drawn By: JY
Checked By: SB

A00 SERIES - INFORMATION & ANALYSIS		
Drawing No.	Proj Stage	ISSUE
C9-00.02	SK	P1

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

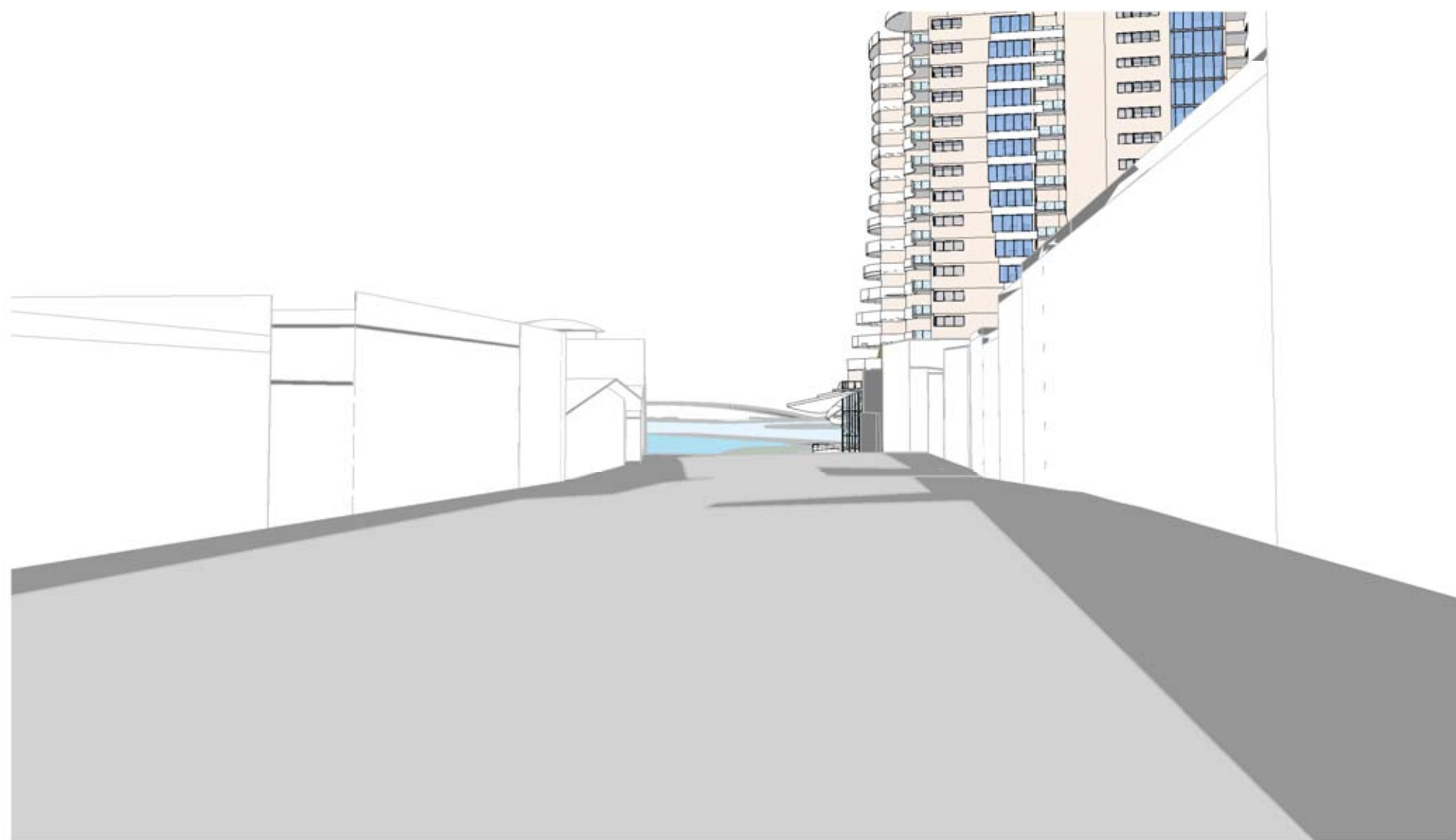
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PRINTED: 28/08/2011 7:30:44 AM



1 CONTEXT - MARINE PDE



2 ICONIC - MARINE PDE



3 CONTEXT - ENTRANCE ROAD FROM SOUTH



4 CONTEXT/ICONIC - ENTRANCE RD



6 ICONIC - CNR MARINE/ENTRANCE RD



5 CONTEXT - ENTRANCE RD FROM BRIDGE

P4	26-06-2011	ISSUED FOR REVIEW
P3	25-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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Project Manager

Architect

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Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngrrouponline.com
sydney@bngrrouponline.com

Project

THE ENTRANCE

CNR MARINE PDE/ ENTRANCE RD,
THE ENTRANCE

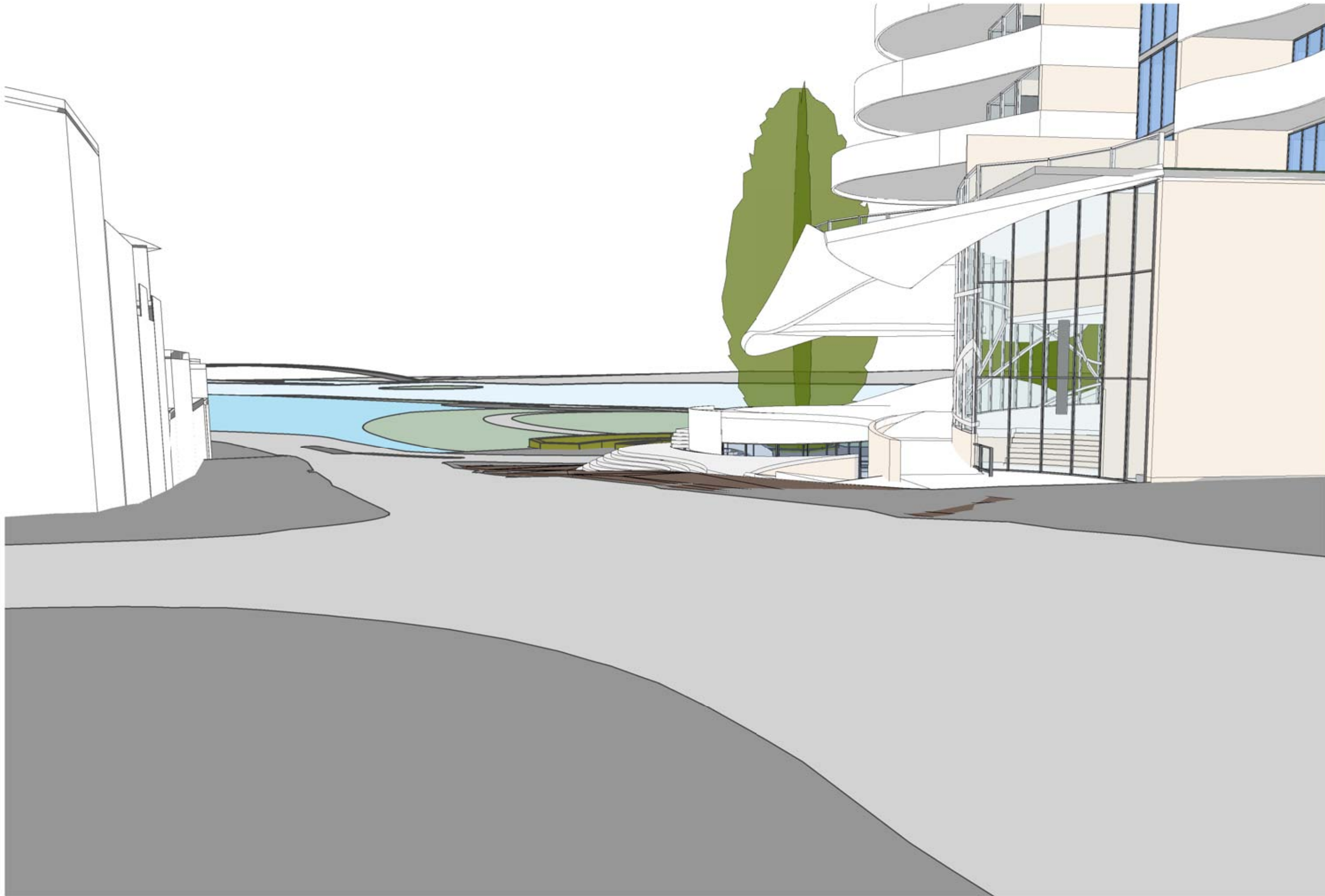
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CONCEPT 8
3D VISUALIZATIONS

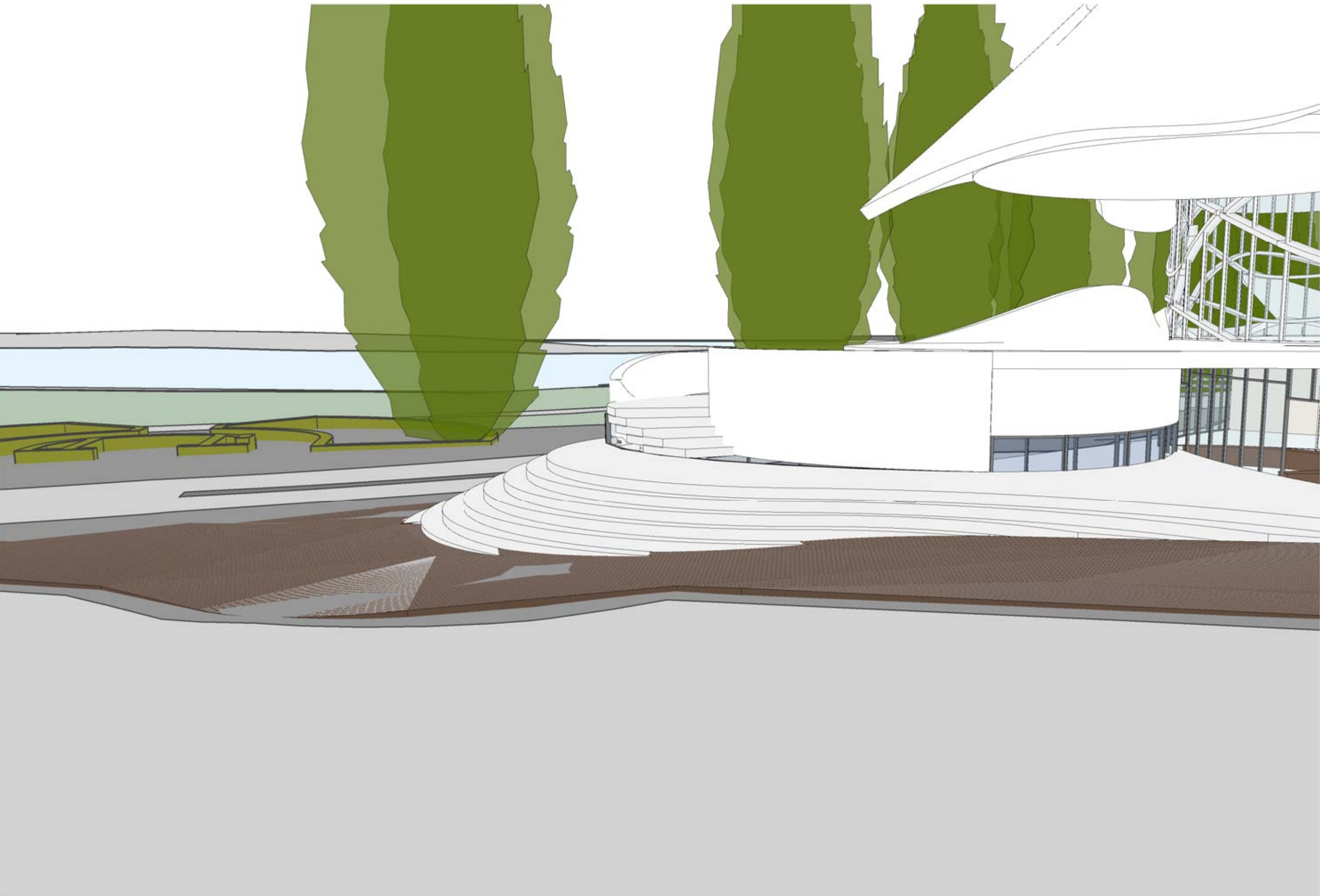
Scale @ A1:
Project No.: S1018
Drawn By: JY Checked By: SB

A00 SERIES - INFORMATION & ANALYSIS		
Drawing No.	Proj Stage	ISSUE

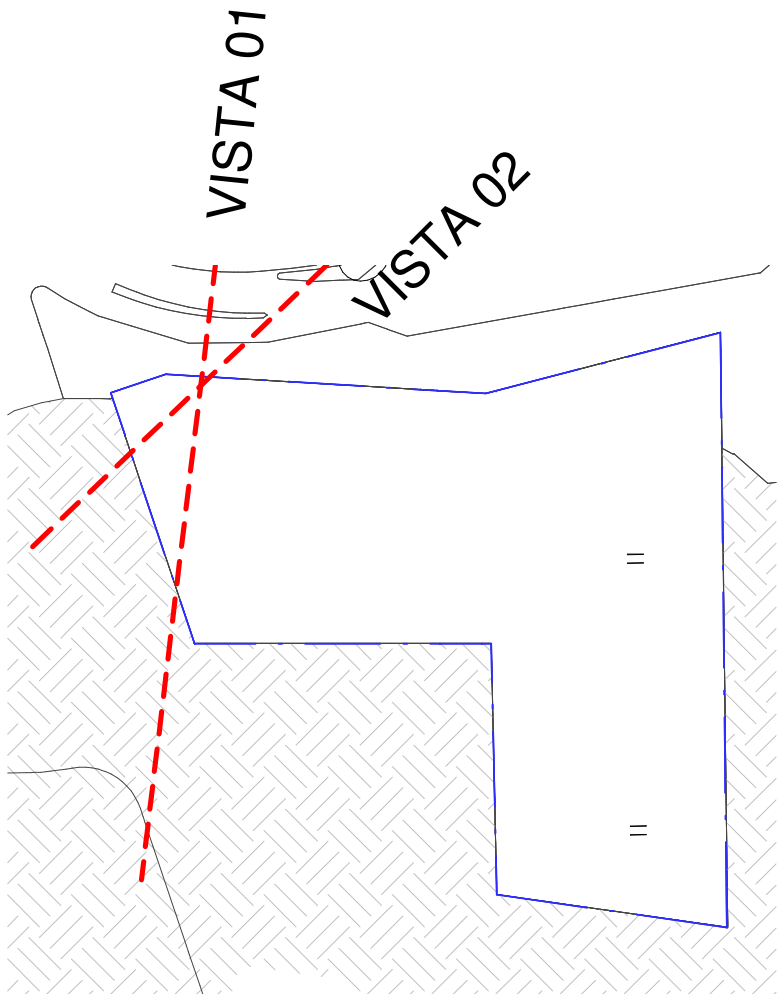
C9-00.06 SK P4



2 CORNER STRATEGY - VISTA 01 FROM STREET LEVEL



1 CORNER STRATEGY - VISTA 02 FROM STREET LEVEL



P3	26-08-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
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Client

PELICAN HORIZONS PTY LTD

Project Manager

Architect

BN

Architecture
Urban Design
Masterplanning
Graphics
Interiors

BN Group Pty Ltd
82 Alexander Street
Crows Nest, NSW 2065
ABN 43 082 960 499

T +61 2 9437 0511
F +61 2 9437 0522
www.bngrrouponline.com
sydney@bngrrouponline.com

Project

THE ENTRANCE

CNR MARINE PDE/ ENTRANCE RD,
THE ENTRANCE

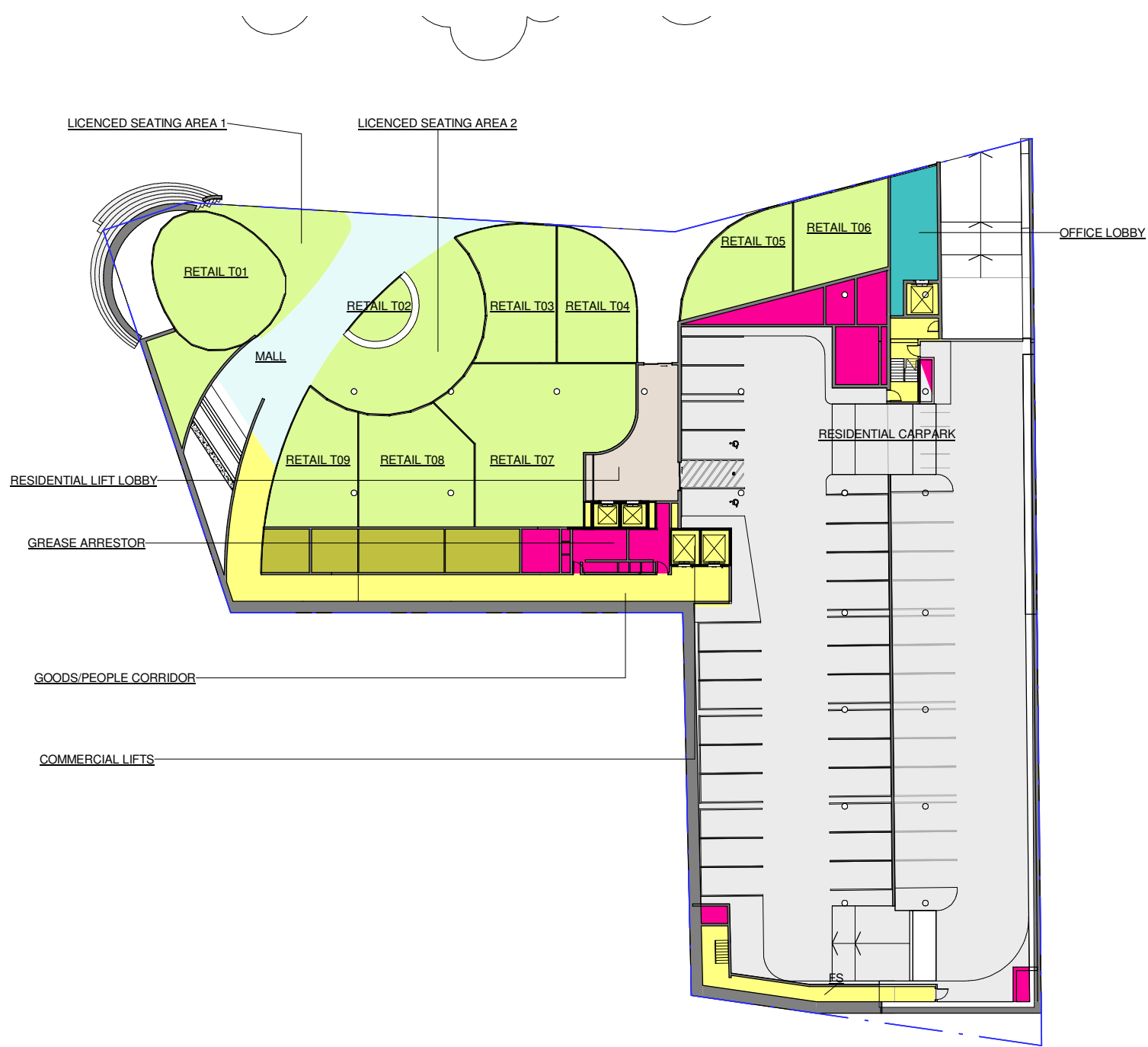
Sheet name

3D VISUALISATIONS (2 OF
2)

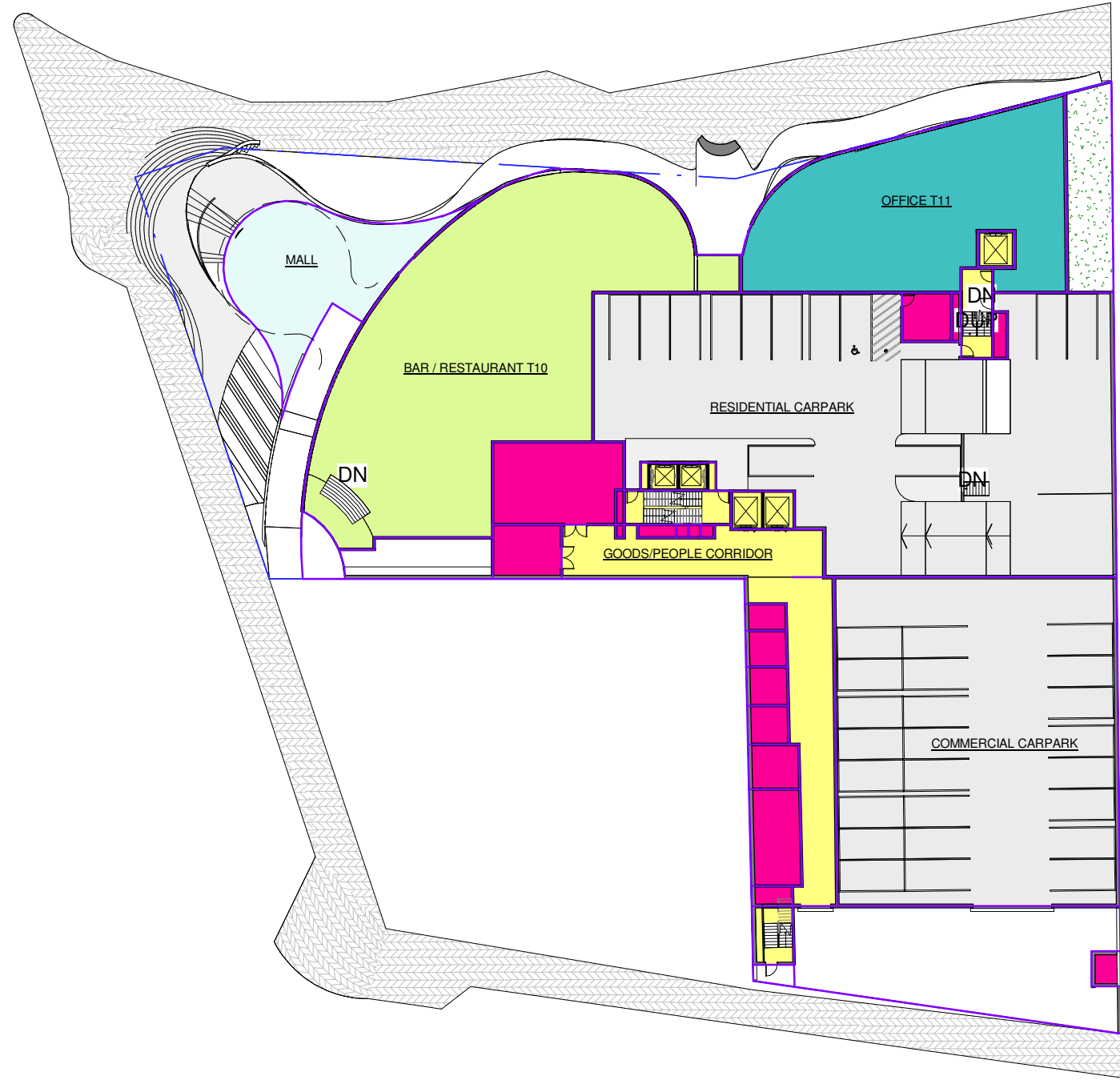
Scale @ A1: 1 : 1000
Project No.: S1018
Drawn By: JY Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-00.07	SK	P3

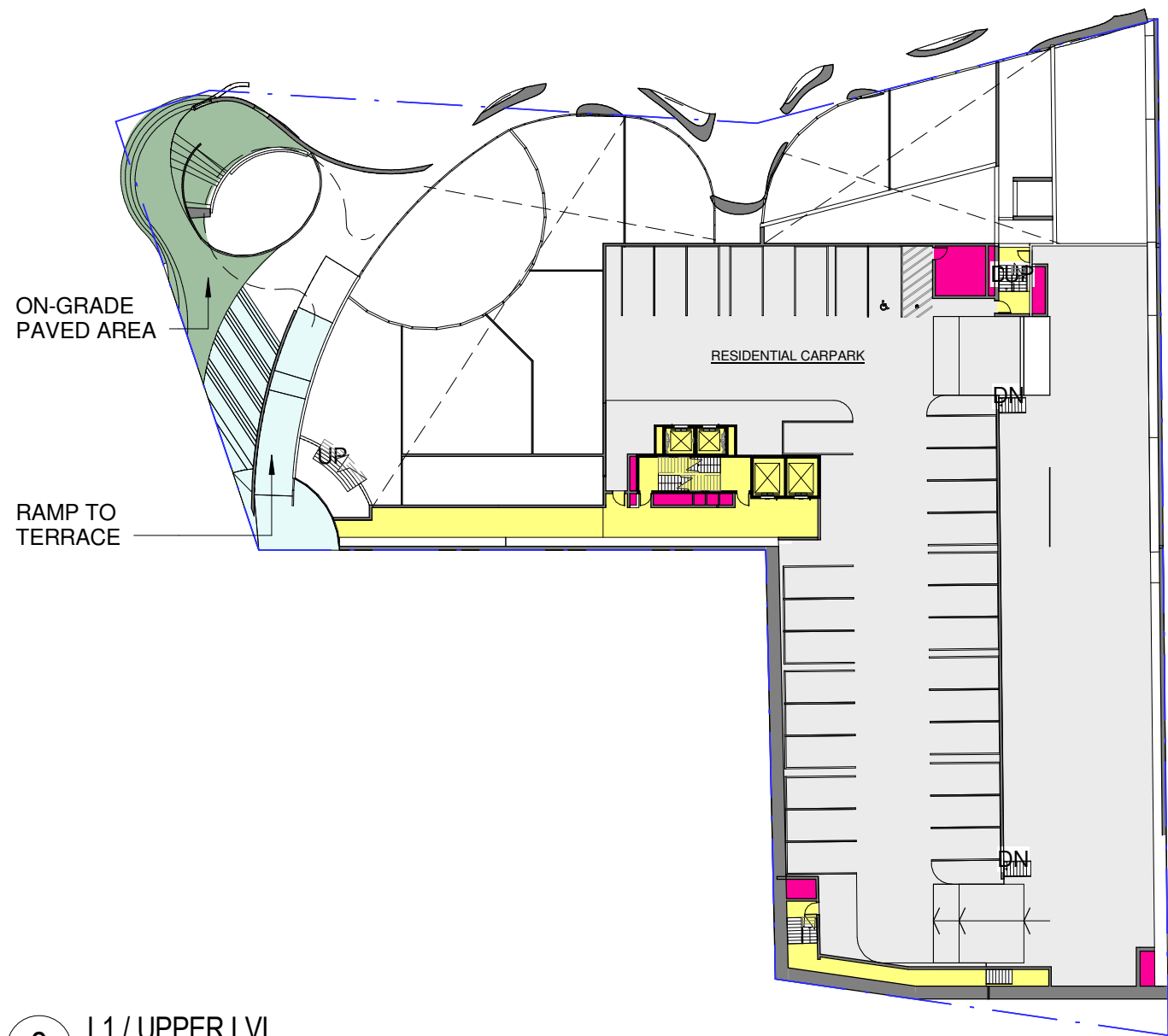
CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION



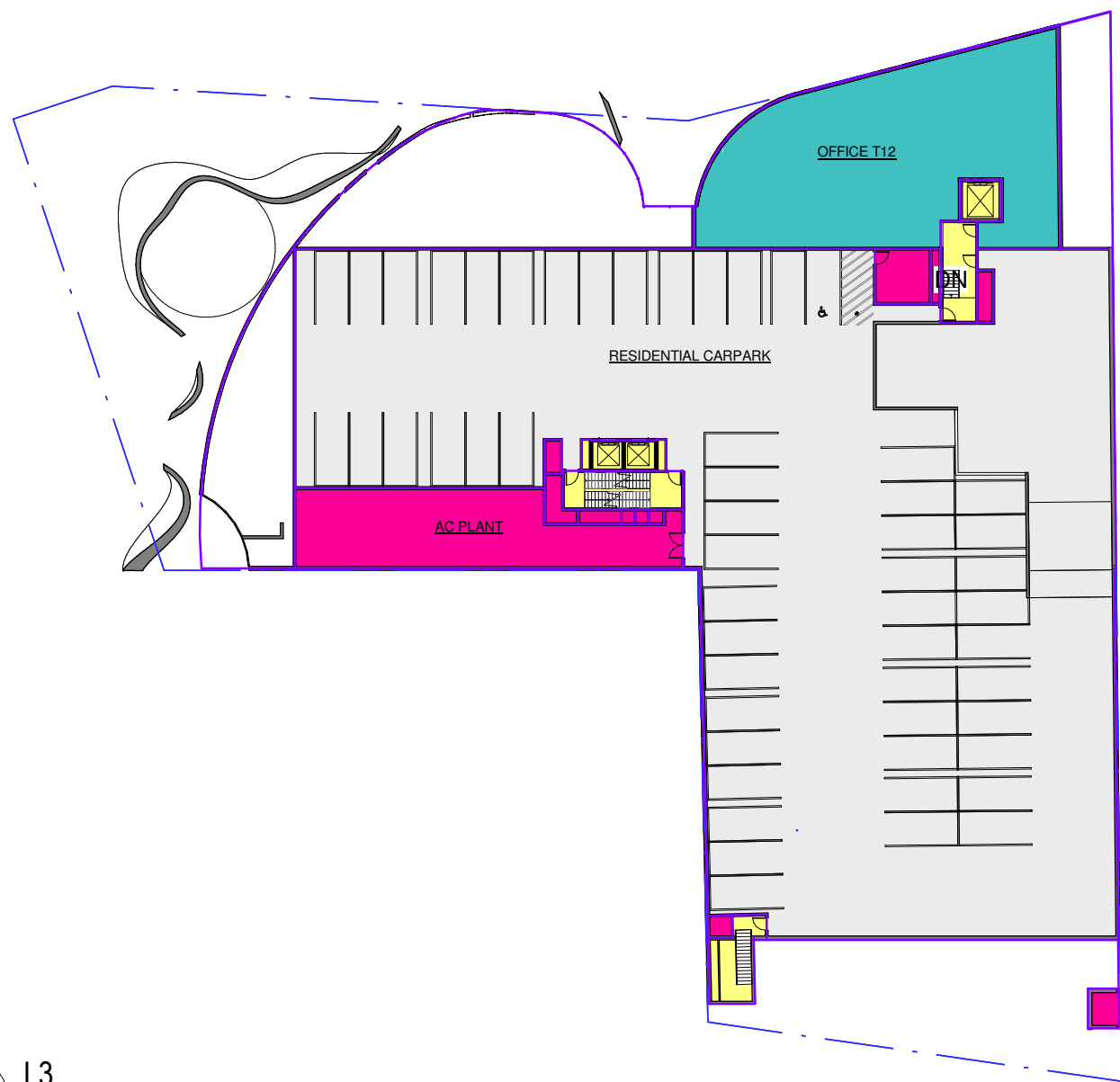
1 LOWER GROUND LEVEL
1 : 500



3 L2
1 : 500



2 L1 / UPPER LVL
1 : 500



4 L3
1 : 500

- AMENITIES
- APARTMENT EXTERNAL AREA
- CARPARK
- CIRCULATION
- COMMON EXTERNAL AREA
- MALL
- OFFICE
- RESIDENTIAL
- RESIDENTIAL LIFT LOBBY
- RETAIL
- SERVICES

PODIUM AREA SCHEDULE - TOTALS

AREA TYPE	Area
CARPARK	
CARPARK	6880 m ²
CIRCULATION	198 m ²
SERVICES	317 m ²
CARPARK	7395 m ²
COMMERCIAL	
AMENITIES	89 m ²
CIRCULATION	571 m ²
COMMON EXTERNAL AREA	132 m ²
MALL	426 m ²
OFFICE	690 m ²
RETAIL	1565 m ²
COMMERCIAL	3473 m ²
RESIDENTIAL	
CIRCULATION	131 m ²
COMMON EXTERNAL AREA	0 m ²
RESIDENTIAL LIFT LOBBY	67 m ²
SERVICES	79 m ²
RESIDENTIAL	278 m ²
Grand total	11146 m ²

CAR PARKING SCHEDULE

FUNCTION	COUNT
COMMERCIAL/STAFF	24
RESIDENTIAL	149
RESIDENTIAL DISABLED	5

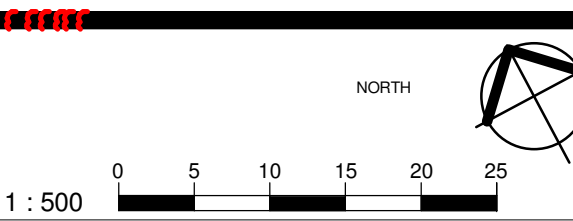
RETAIL AREA SCHEDULE

NAME	AREA GFA
LOWER GROUND LEVEL	
RETAIL T02	21 m ²
RETAIL T09	76 m ²
RETAIL T04	73 m ²
RETAIL T06	66 m ²
RETAIL T07	181 m ²
RETAIL T08	98 m ²
RETAIL T03	82 m ²
RETAIL T05	66 m ²
RETAIL T01	142 m ²
LICENCED SEATING AREA 1	53 m ²
LICENCED SEATING AREA 2	120 m ²

L2	
BAR / RESTAURANT T10	586 m ²
	1565 m ²

COMMERCIAL AREA SCHEDULE

NAME	AREA GFA
LOWER GROUND LEVEL	
OFFICE LOBBY	48 m ²
L2	
OFFICE T11	321 m ²
L3	
OFFICE T12	321 m ²
	690 m ²



NOTE:

RESIDENTIAL CARPARKING AREAS - BASED ON USER CLASS TYPE 1A. LONG TERM RESIDENTIAL USE ONLY.

COMMERCIAL / STAFF CARPARKING AREAS - USER CLASS TYPE 3.

LOADING BAY ALLOWANCES - FOR MOVEMENT OF 8.8M MRV OR SMALLER.

P6	10-02-2012	ISSUED FOR REVIEW
P5	26-08-2011	ISSUED FOR REVIEW
P4	25-07-2011	ISSUED FOR REVIEW
P3	7-07-2011	ISSUED FOR REVIEW
P2	4-07-2011	ISSUED FOR REVIEW
P1	16-06-2011	ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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COORDINATED REFERENCE DRAWINGS

Discipline	Drawing No.	Issue	Date

Client

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Project

THE ENTRANCE

LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

Sheet name

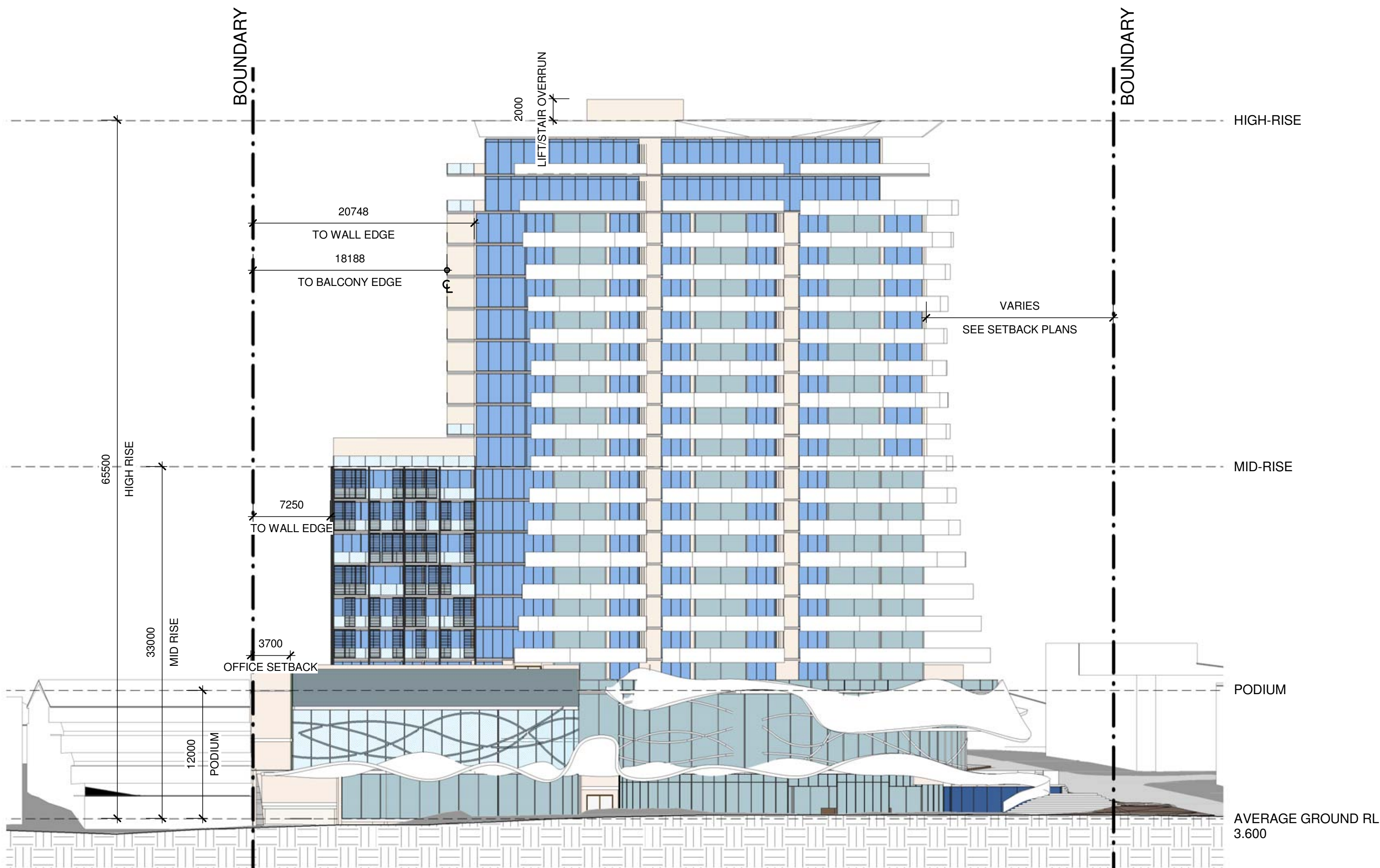
GFA / CARPARKING LG - L03

Scale @ A1: 1 : 500
Project No.: S1018
Drawn By: JY Checked By: SB

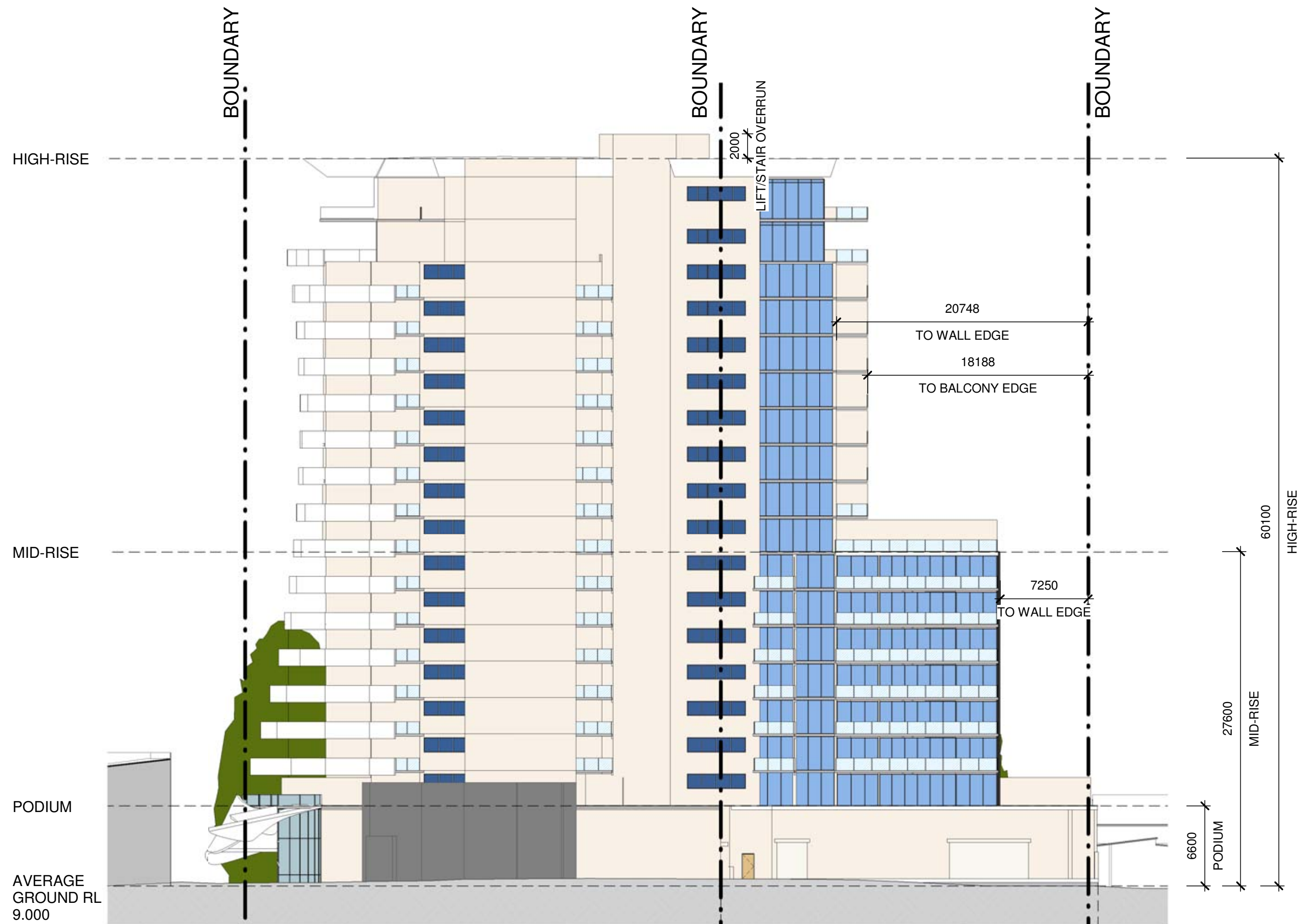
A00 SERIES - INFORMATION & ANALYSIS		
Drawing No.	Proj Stage	ISSUE

C9-00.15 SK P6

CONCEPT 09 - FOR REVIEW
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1 SETBACK ANALYSIS - ELEVATION - MARINE PDE
1:300



2 SETBACK ANALYSIS - ELEVATION - OCEAN RD
1:300

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

P1	10-02-2012	ISSUED FOR REVIEW
ISSUE	DATE	DESCRIPTION
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COORDINATED REFERENCE DRAWINGS			
Discipline	Drawing No.	Issue	Date

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BN	Architecture Urban Design Masterplanning Graphics Interiors
BN Group Pty Ltd 82 Alexander Street Crows Nest, NSW 2065 ABN 43 082 960 499	T +61 2 9437 0511 F +61 2 9437 0522 www.bngrouponline.com sydney@bngrouponline.com

Project
THE ENTRANCE
LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE
Sheet name

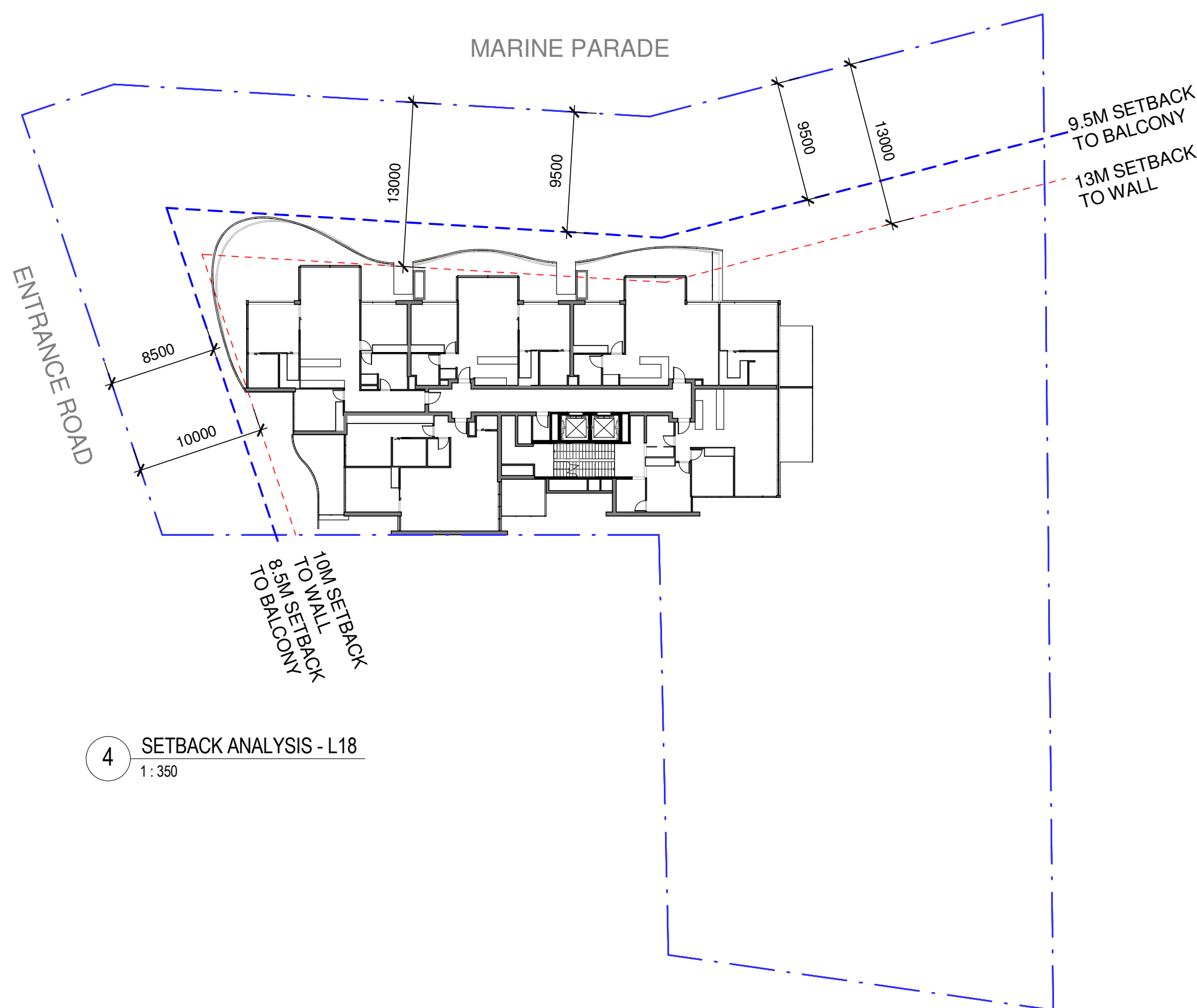
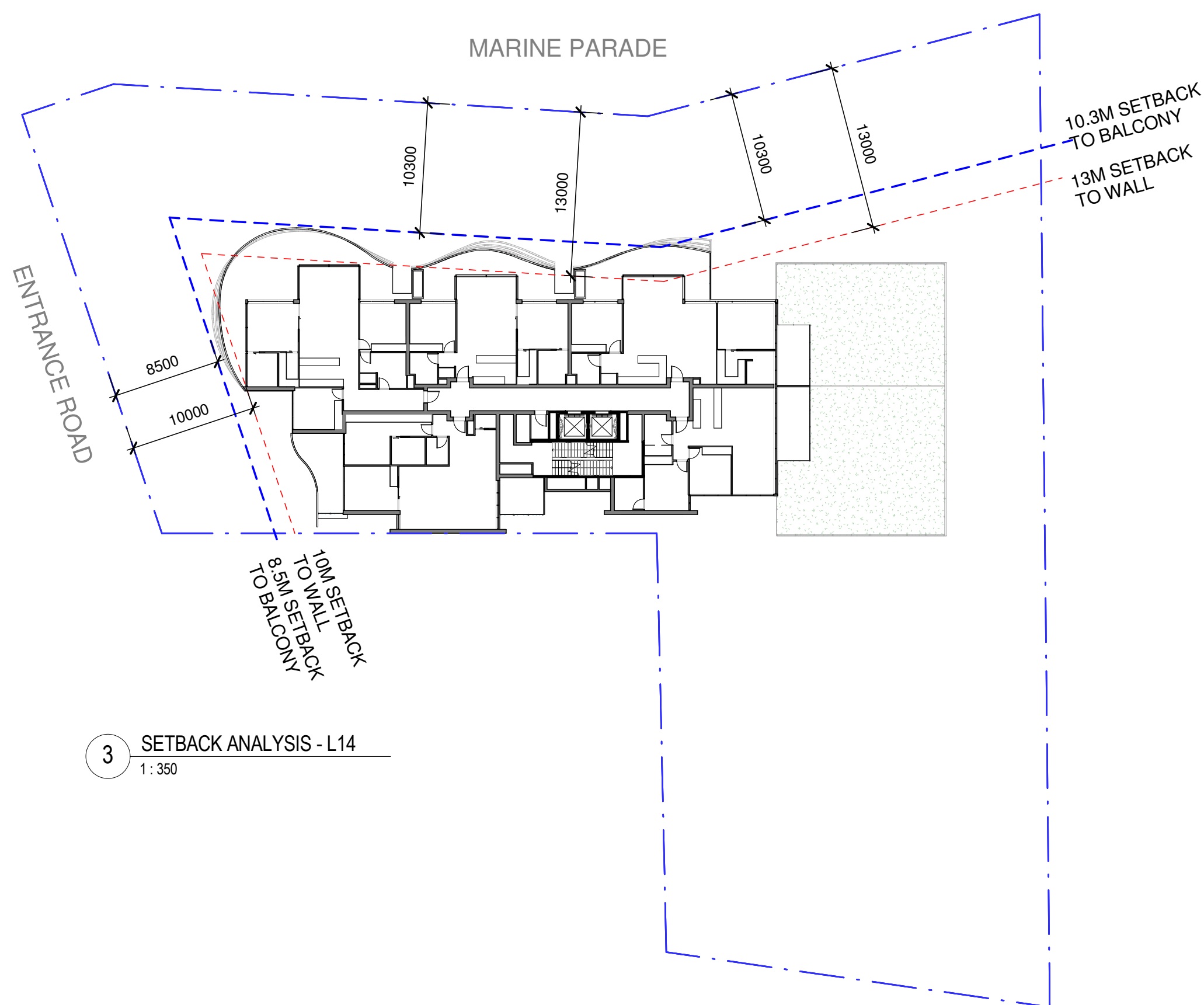
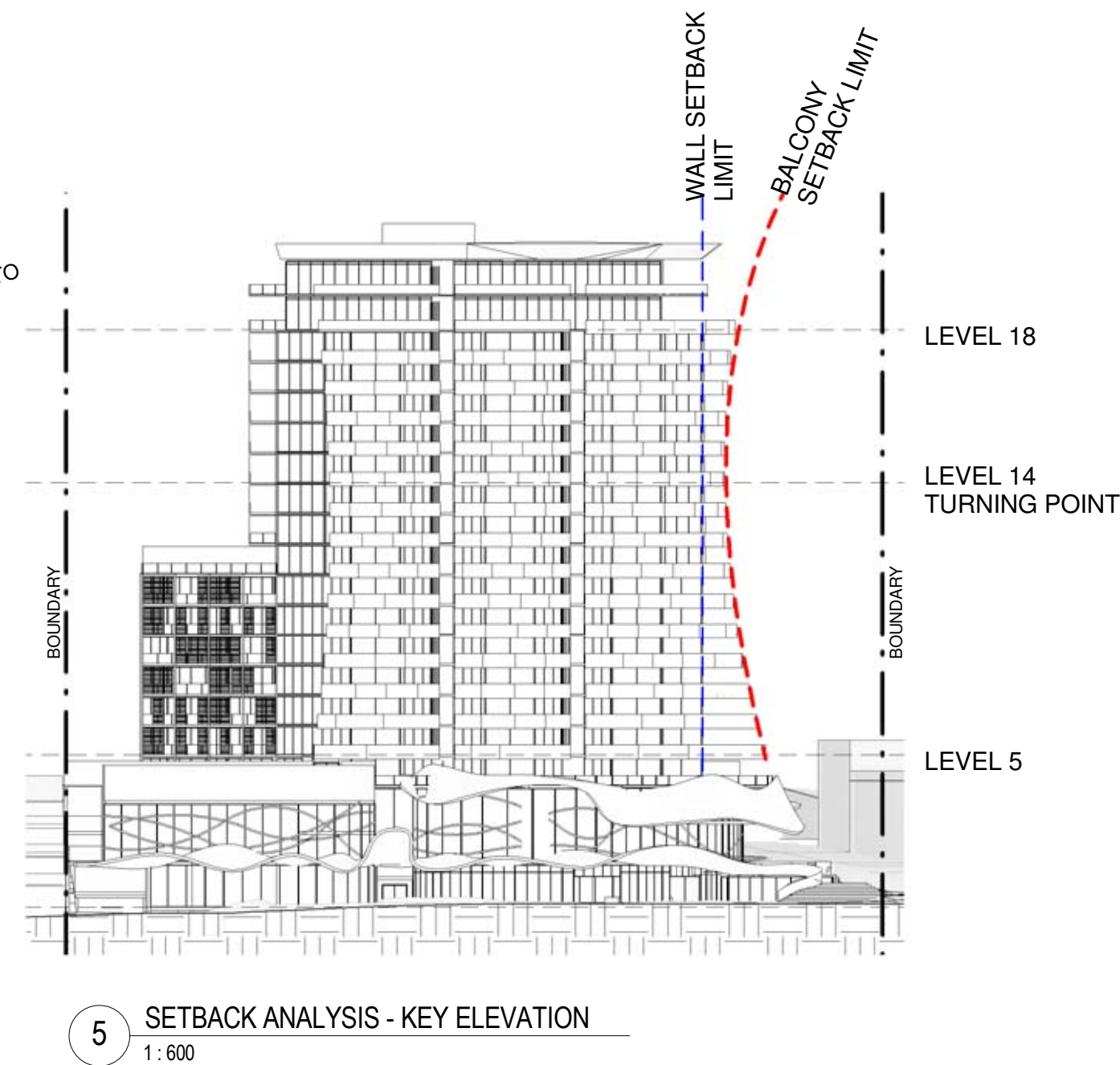
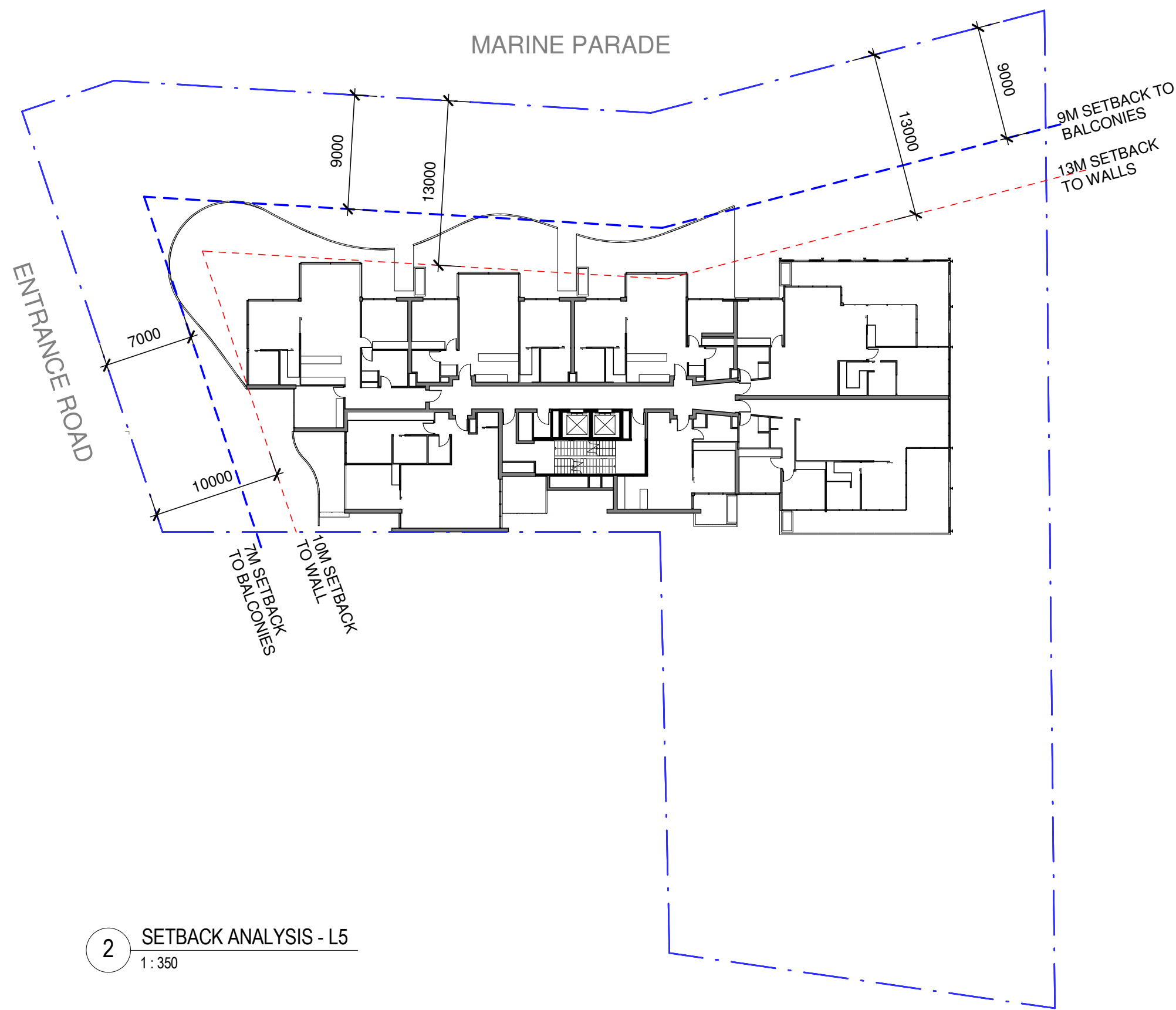
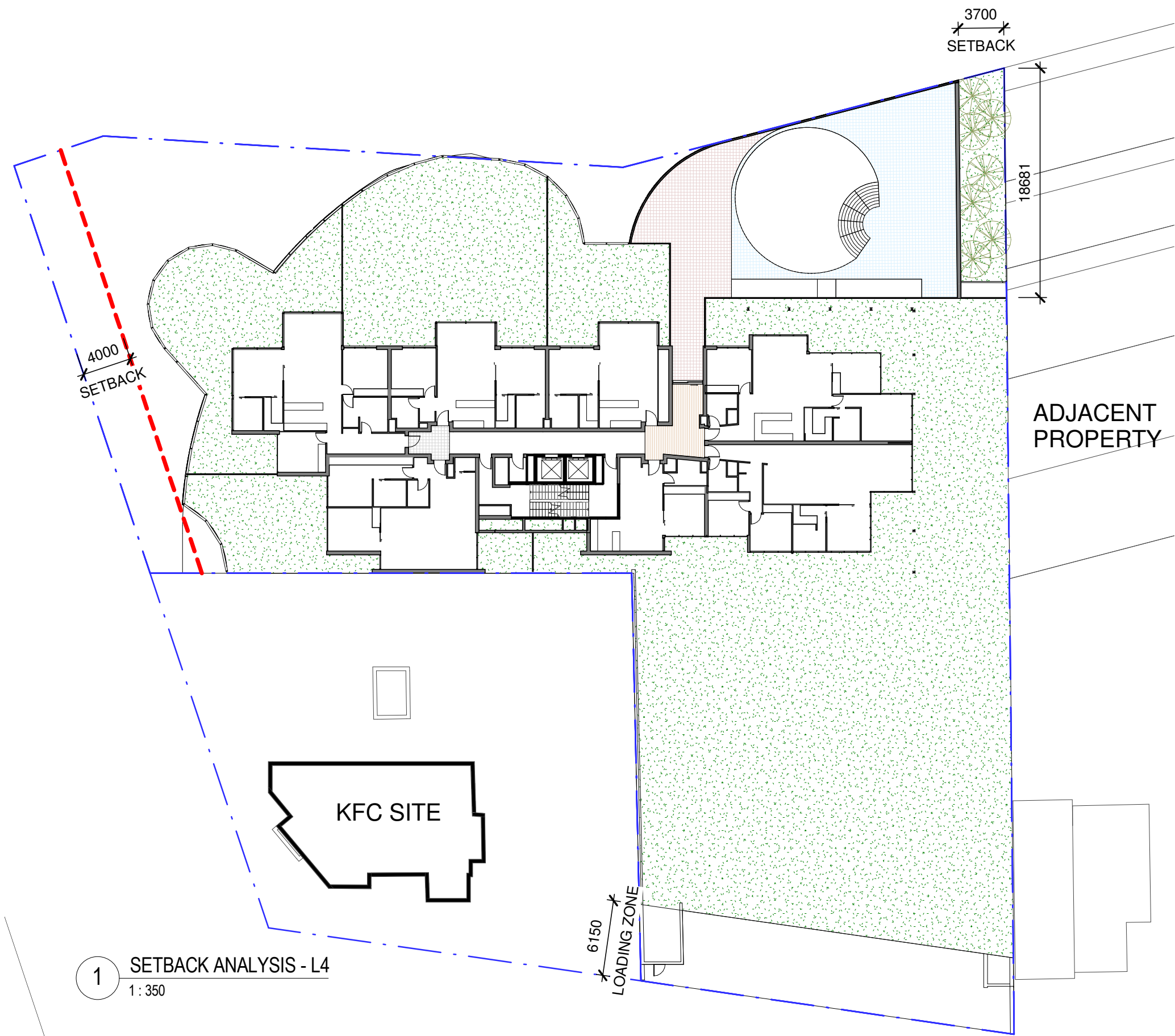
SETBACK ANALYSIS -
ELEVATIONS

Scale @ A1:	1:300
Project No.:	S1018
Drawn By: JY	Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-00.20	SK	P1



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P1 10-02-2012 ISSUED FOR REVIEW		
ISSUE	DATE	DESCRIPTION
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Discipline	Drawing No.	Issue	Date

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LOTS 1 & 2 IN D.P.536168 AND LOT 1 IN D.P.513519, OCEAN PARADE, THE ENTRANCE ROAD AND MARINE PARADE, THE ENTRANCE

Sheet name
SETBACK ANALYSIS - PLANS
Scale @ A1: As indicated
Project No.: S1018
Drawn By: JY
Checked By: SB

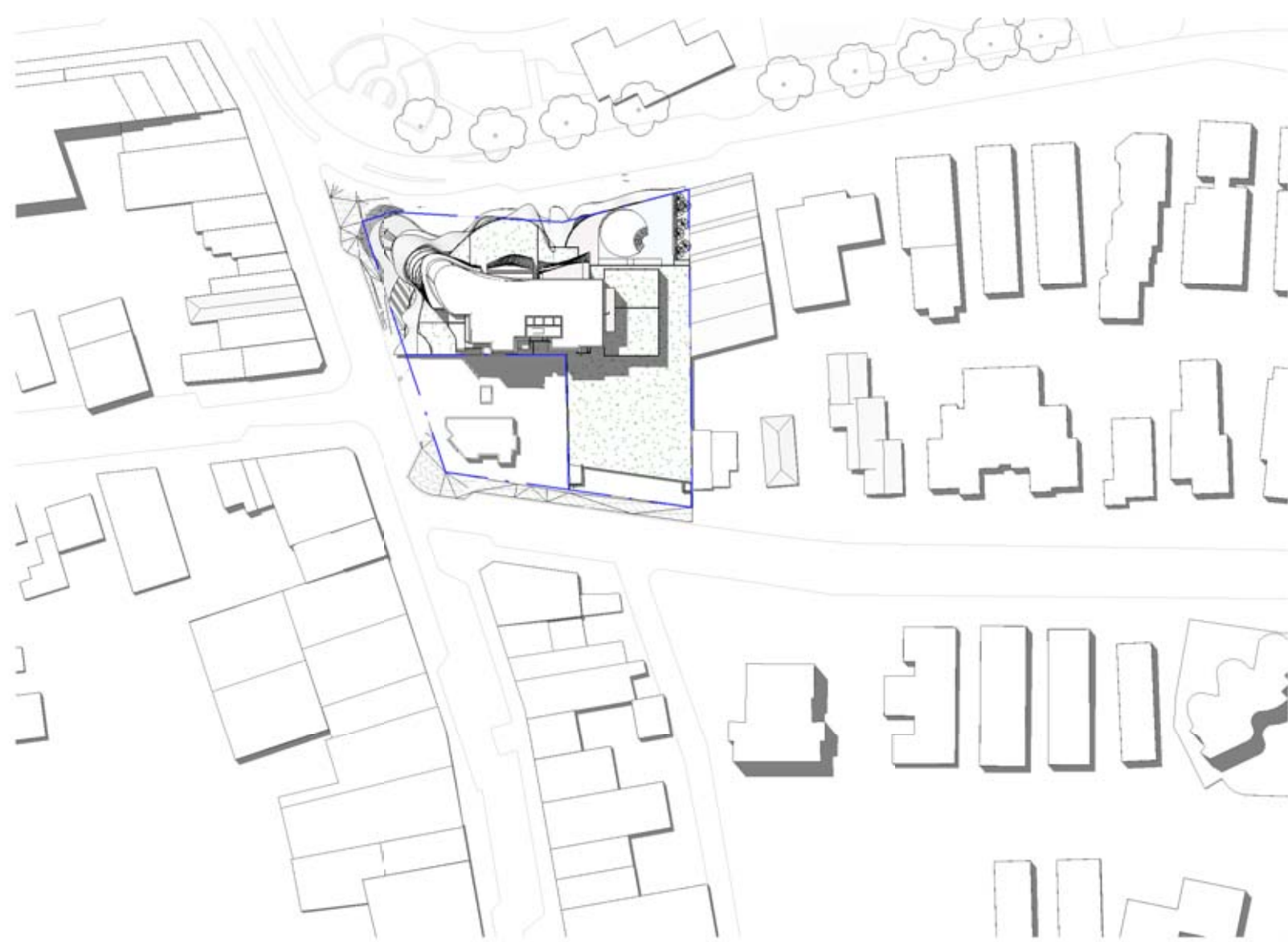
Drawing No.	Proj Stage	ISSUE
C9-00.21	SK	P1

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

PRINTED: 10/02/2012 3:09:52 PM



1 Summer Solstice - 9AM
1:1500



2 Summer Solstice - 12PM
1:1500



3 Summer Solstice - 3PM
1:1500



4 Winter Solstice - 9AM
1:1500



5 Winter Solstice - 12PM
1:1500



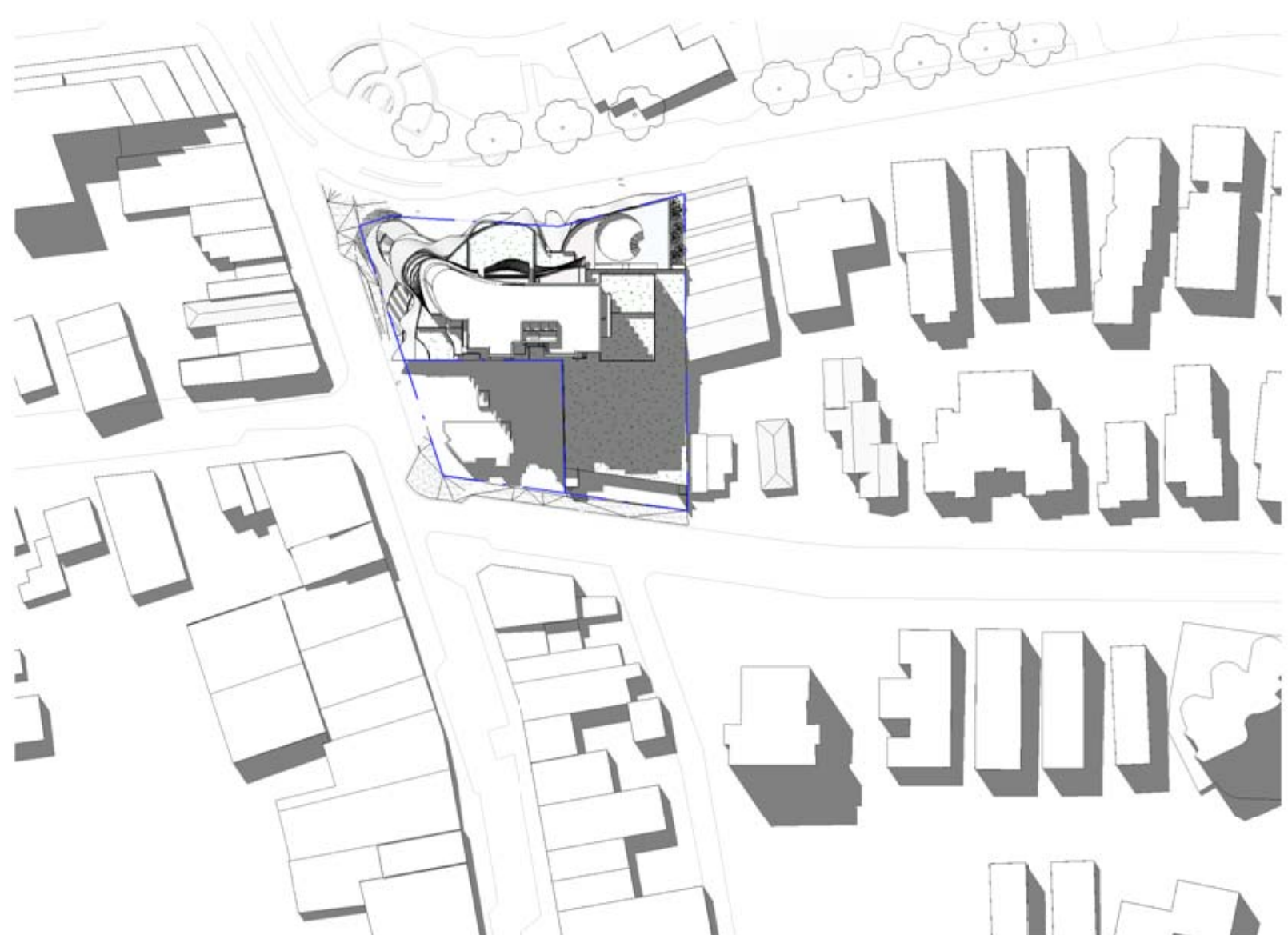
6 Winter Solstice - 3PM
1:1500



7 Spring Equinox - 9AM
1:1500



8 Spring Equinox - 12PM
1:1500



9 Spring Equinox - 3PM
1:1500

BN

NORTH



C:\RVT\WORKSHOPS\1018_C09_C20_R12\CTL\JY.rvt

P5	10-02-2012	ISSUED FOR REVIEW
P4	29-08-2011	ISSUED FOR REVIEW
P3	28-08-2011	ISSUED FOR REVIEW
P2	7-07-2011	ISSUED FOR REVIEW
P1	4-07-2011	ISSUED FOR REVIEW

ISSUE	DATE	DESCRIPTION
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Project

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Sheet name

SOLAR ANALYSIS

Scale @ A1: 1:1500
Project No.: S1018
Drawn By: JY
Checked By: SB

Drawing No.	Proj Stage	ISSUE
C9-00.80	SK	P5

CONCEPT 09 - FOR REVIEW
NOT FOR CONSTRUCTION

PRINTED: 10/02/2012 3:29:53 PM