

SHORT STREET MASTERPLAN

DENING/SHORT STREET CARPARK, THE ENTRANCE NSW 2261 (LOT 1 DP 120735; LOT 11 DP 17376; PT G, F, E & D DP 348221)



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PROJECT APPRECIATION

PURPOSE

The purpose of this masterplan is to establish the framework for the future development of the Short Street/Denning Street carpark site. To assist in the assessment, additional detail is provided to address the design podium concept.

RESPONSE TO OBJECTIVES IN THE ENTRANCE PENINSULA DCP

The proposed Masterplan seeks to provide a development of the key site in line with the ENTRANCE MASTERPLAN STRATEGY.

The site has been identified as forming part of a future "Town Square" and Civic Centre. The adjacent sites include already approved Development Application for Multi-Use Developments, Cultural Mixed Use, Art, Music and food developments.

The site is also adjacent a node for major vehicle, bicycle and pedestrian links.

Being an identified "Key Site," the allowable heights and FSR exceed the LEP Allowances for the site.

Constraints of the site which have influenced the strategic planning of the proposal include.

The site currently provides public parking for 131 spaces. These public parties allowance must be provided within the new development, (we propose the public parking is spread over 2 basement levels).

A number of existing services one located within part of Theatre Lane which is now part of the development site. We propose that there is no structure built over these services, with a repaving and soft landscaping incorporated to form a buffer between existing service vehicles and the new Pedestrian areas.

The DCP Key Site nominates that traffic accessories and leaving the site should be limited to Bayview Avenue and Short Street only. We proposed that all vehicles will enter from Bayview Avenue, and exit to Short Street.

The site is a long rectangle with the long axis generally in a north south direction. The site proportions dictate a layout of either 1 or 2 towers, which are slender in the east / west direction and longer in the north/ south direction.

We proposed a 1 & 2 tower arrangement with a common core to be located towards the north of the site. This location reduces the impact of shadows on the future lakeside Plaza development, and assists with the maintaining view corridors from the residential component of the development.

The site has been identified as a major component in the future "Town Square" and provide a potential pedestrian link from the Lakeside Plaza through to the Entrance Road and towards the foreshore to the north.

The Entrance Masterplan also indicates potential Pedestrian links to The Entrance Road directly through the existing sites to the west of the site.

Our response has been to provide a substantial public open space on the western side of the site to accomodate useable public spaces, as well as pedestrian thru-site link.

Retail areas have been located on ground level adjacent the open spaces, providing ease of connection.

Parking has been located generally over 4 levels of Basement Parking (this includes the public parking re-instatement) a single level of parking for Retail Users has been located above the podium level. This portion of the parking would be short term parking, and therefore sensibly isolated from the remaining areas.

THE NEW ENTRANCE MASTERPLAN



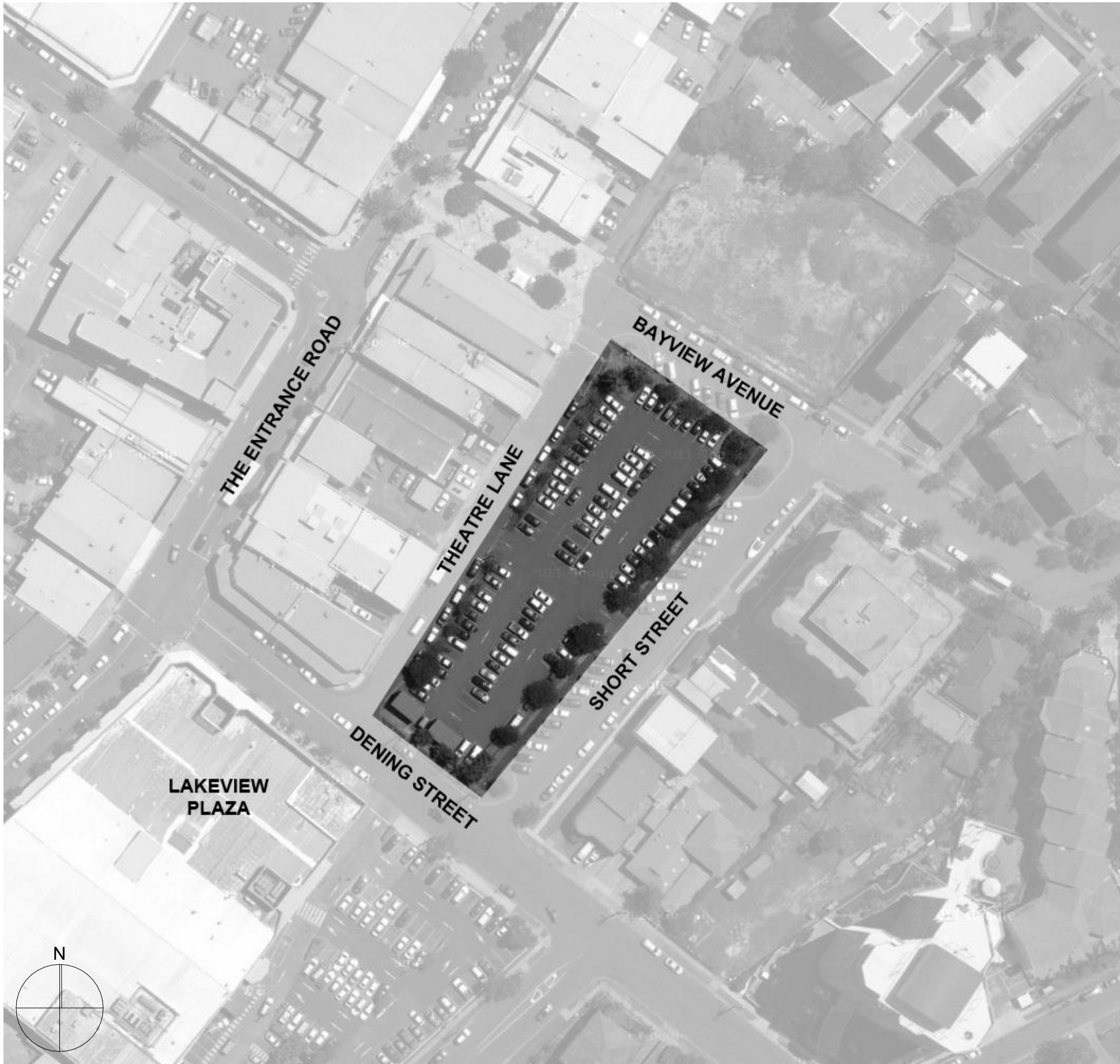
- Town Square - The Civic Heart of The Entrance
 - Picnic Point Recreation Park
 - Waterfront Precinct West
 - Waterfront Precinct East
- LEGEND**
- Parking - car & cycle
 - Police Station (relocated)

- 1 Retail Square
- 2 Civic Square
- 2a Medical Centre
- 3 Lakeside Shopping Centre
- 3a Hotel - short term accommodation
- 4 Entertainment Hub including:
 - Upgraded Picture Theatre
 - Theatre Restaurant
- 5 Community Facilities Hub
- 7 The Greens Bowling Club & Seniors Living & Training Centre
- 10 Cultural Mixed Use:
 - Pop Up Galleries/ Studios for Art & Other Installations
 - Cafes & Restaurants
 - Music Venues
- 12 Key Site - Iconic Development Site
- 14 Cafes & Restaurant
- 15 Anzac Square
- 16 Market Place
- 17 Memorial Park Multi-Use Site A
- 18 Waterfront Playground
- 25 The Pier
- 26 Water Walk

PHOTOS OF EXISTING SITE



MASTERPLAN DEVELOPMENT APPLICATION



THE SITE

The site for the proposed mixed-use development is located in The Entrance; a District Centre and coastal town on the Central Coast of NSW. It exhibits the following features:

- The site is approximately 95m long and tapers from approximately 25m at the south end fronting Dening Street to 35m at the northern Bayview Avenue frontage.
- The site is orientated south west to north east along its length.
- The site is falls approximately 4m down from South to North.
- The site contains an existing at grade carparking lot with amenities buildings and an electrical kiosk at the southern Dening Street end.

A 12 storey apartment building is located directly across South Street on the corner of Bayview Avenue, North of the site.

A 9 storey apartment block on Short Street sits directly to the east of the site. North of the site is a vacant lot and low rise residential flats and dwellings. Bayview Pedestrian Mall provides direct access to the north of the site from The Entrance Road. Low rise retail and commercial buildings with frontage to The Entrance road lie immediately to the west of the site with their back of house areas spilling onto Theatre Lane. An at grade carpark lies directly to the south.



RESPONSE TO PLANNING REGULATIONS

FUTURE TOWN
SQUARE
LAKESIDE PLAZA
PROPOSED BUILDING



BIRDS EYE VIEW OF THE ENTRANCE LOOKING WEST. PREPARED AS PART OF THE MASTERPLAN FOR THE ENTRANCE.
PROPOSED SITE WITH THE STRATEGY FOR THE PROPOSED "TOWN CENTRE".

MASTERPLAN DEVELOPMENT APPLICATION

PROJECT CALCULATIONS

FLOOR SPACE RATIO

ALLOWABLE:	
SITE AREA	4,300m ²
ALLOWABLE FSR	3 : 1
ALLOWABLE GFA	12,900m ²

PROPOSED:	
AREA	12,019m ²
FSR	2.79:1

GFA BREAKDOWN:	
RETAIL	1,075m ²
RESIDENTIAL	10,944m ²
TOTAL	12,019m²

APARTMENT NUMBERS

LEVEL	1-BED	2-BED	3-BED	TOTAL
RES 1	2	6	2	10
RES 2	2	6	2	10
RES 3	2	6	2	10
RES 4	2	6	2	10
RES 5	2	6	2	10
RES 6	2	6	2	10
RES 7	2	6	2	10
RES 8	2	6	2	10
RES 9	2	6	2	10
RES 10	-	3	1	4
RES 11	-	3	1	4
RES 11	-	3	1	4
TOTALS	18	63	21	102
	(18%)	(63%)	(21%)	(102%)

PARKING

PARKING NUMBERS				
LEVEL	PUBLIC	RETAIL	RES.	VISITOR
PODIUM, LOWER	-	60	-	-
BASEMENT 1	63	-	-	-
BASEMENT 2	68	-	-	-
BASEMENT 3	-	-	46	20
BASEMENT 4	-	-	64	-
TOTALS	131	60	110	20

TOTAL PARKING PROPOSED: 321

TOTAL PARKING REQUIRED: 306

PUBLIC PARKING:	131 SPACES
RETAIL PARKING:	52 SPACES
RESIDENTIAL PARKING:	123 SPACES <i>(Residents 102 units@1 / unit, Visitors 102 units @ 0.2 / unit)</i>

PLANNING REGULATIONS

WYONG DEVELOPMENT CONTROL PLAN 2013

Part 6	Location Specific Development Provisions
Chapter 6.1	Key Sites

3.4 Dening / Short Streets Carpark

OBJECTIVES

- To incorporate mixed use development comprising retail and commercial, entertainment, community services / facilities, permanent residential and tourist accommodation land uses
- To provide visible activity along all street frontages with retail and commercial uses on the two lower storeys, and residential accommodation on the levels above
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Locate retail, commercial, community services / facilities and entertainment land uses on the two lower storeys, with residential and tourist accommodation on the levels above.
- c Any proposal shall address adjoining development in terms of overshadowing, building separation, view loss and amenity issues.
- d Substantial street tree planting and high quality landscaping shall be employed in the development design.
- e Pedestrian movement within and around the site shall be catered for within the development design.
- f Locate adequate public parking to cater for the future land use mix in a multiple level facility below ground level and/or above ground level if concealed behind occupied floor space. Provide for a net increase in public carparking.
- g Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- h Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 3.7 – Conservation of the Built Environment.
- i 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.
- j Ensure that retail and entertainment type activities are focussed toward Theatre Lane or Dening Street, and emphasise that focus by the appropriate configuration of pedestrian pathways and retail areas on this site.
- k Provide a small forecourt facing Dening Street to complement the future redevelopment of Lakeside Plaza and, potentially, as an extension of a future town square.
- l Provide a plaza forecourt facing Bayview Avenue as a focal point for future development upon this site, and as the kernel of a possible future town (civic) square (extension of the existing Bayview Avenue mall).

- m Design the forecourt, and possible future town (civic) square, to accommodate public events, to provide opportunities for outdoor dining, and to highlight pedestrian pathways through the development.
- n Provide a narrow forecourt along Theatre Lane to separate vehicles and pedestrians, suitable for pavement dining and accommodating pedestrian links from existing arcades off The Entrance Road.
- o Splay the building form at the corner of Theatre Lane and Dening Street to provide convenient pedestrian access to residential neighbourhoods which are located to the east and south-east.
- p Promote an outdoor pedestrian environment by open air forecourts that are landscaped and shaded by awnings or trees.
- q Locate the taller building elements above podium levels as slender towers toward the site’s northern end to minimise shadow impacts upon neighbouring activated streets, properties and a future town square, as well as to maximise the sharing of lake and coastal views which may be available from existing dwellings nearby.
- r Concentrate vehicle access to this site via Short Street/Bayview Avenue only, incorporating separate entries to public and residential parking areas.
- s Evaluate town centre access around this site, and determine whether road closures or turn restrictions would be beneficial.

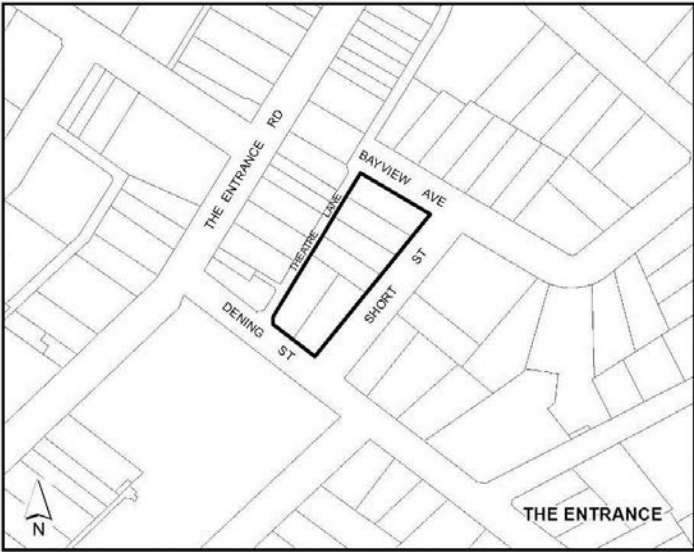


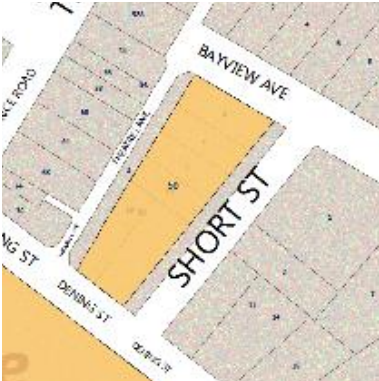
Figure 4 Dening/Short Streets Carpark - 10 Dening Street and 1-5 Short Street, The Entrance

PLANNING REGULATIONS

WYONG DEVELOPMENT CONTROL PLAN 2013



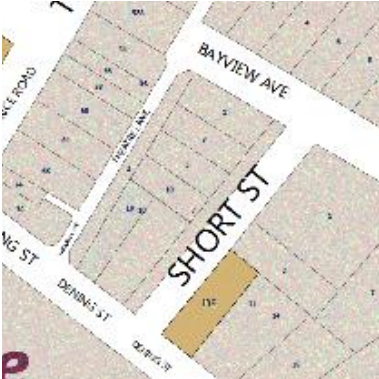
ZONING: B2 - LOCAL CENTRE



KEY SITES: YES; 50m HEIGHT
*REFER CLAUSE 7.11



MAX. FSR: 3.0 : 1



HERITAGE: ADJACENT THE
ENTRANCE POLICE STATION



MAX. HEIGHT: 33m & 23m
*REFER CLAUSE 4.3



ACID SULFATE SOILS: CLASS 5

4.3 Height of buildings

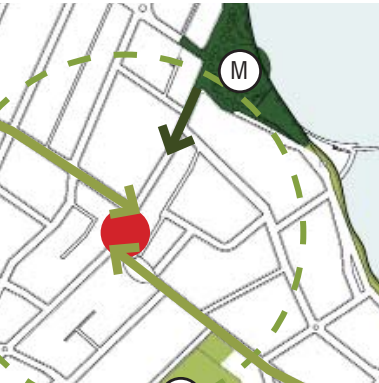
- (1) The objectives of this clause are as follows:
- (a) to establish the maximum height limit for buildings to enable the achievement of appropriate development density,
 - (b) to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,
 - (c) to ensure that the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views.
 - (ca) in relation to land at Kanwal that is within Zone B6 Enterprise Corridor and is identified as "Area 4" on the Height of Buildings Map:
 - (i) to provide incentives for the development of health-related facilities in this locality, and
 - (ii) to encourage lot consolidation of smaller lots to reduce the possibility of fragmented development, encourage shared facilities and manage traffic movements.
- (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.
- (2A) Despite subclause (2), if the site area of a building on land identified as "Area 1" or "Area 2" on the Height of Buildings Map is at least 1,800 square metres, the maximum height of that building is:
- (a) in relation to land identified as "Area 1" on the Height of Buildings Map—20 metres, and
 - (b) in relation to land identified as "Area 2" on the Height of Buildings Map—26 metres.
- (2B) Despite subclause (2), the maximum height of a building on land identified as "Area 3" on the Height of Buildings Map is 10 metres if the building is to be located within 5 metres of any lot boundary with a frontage to Alison Road or the Pacific Highway.
- (2C) Despite subclause (2), the maximum height of a building on land identified as "Area 4" on the Height of Buildings Map is 20 metres if:
- (a) the site area is 2,000 square metres or more, and
 - (b) the building is used for the purposes of health services facilities or for a purpose that, in the opinion of the consent authority, complements and contributes to the special centre role of the hospital precinct adjacent to the land.

7.11 Development requiring the preparation of a development control plan (key sites)

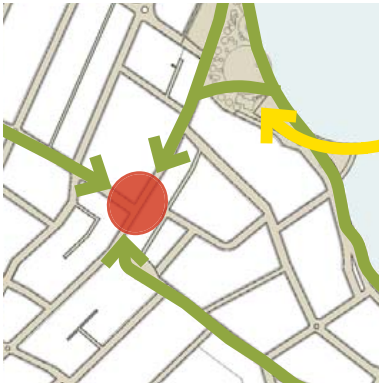
- (1) The objectives of this clause are as follows:
- (a) to deliver a high standard of design excellence for certain key sites in Wyong,
 - (b) to encourage the amalgamation of those key sites to provide opportunities for the expansion of, and improvements to, the public domain,
 - (c) to provide a catalyst for the social and economic development of centres within Wyong,
 - (d) to deliver significant public benefit to the community.
- (2) This clause applies to land identified as "Key Site" on the Key Sites Map.
- (3) Despite clause 4.3, the maximum height for a building on land to which this clause applies is the height shown on the Key Sites Map in relation to that land if the consent authority is satisfied that a development control plan that provides for the following matters has been prepared for the land that is the subject of the development application:
- (a) the application of the principles of ecologically sustainable development,
 - (b) green building solutions,
 - (c) design excellence, including a high standard of expertise in urban and landscape design, interior design, construction and historic preservation,
 - (d) a high standard of architectural design, materials, unique facade treatment and detailing appropriate to the type and location of the development,
 - (e) encouraging sustainable transport, including increased use of public transport, walking and cycling,
 - (f) road access, including the circulation network and the provision of car parking,
 - (g) the impact on, and improvements to, the public domain,
 - (h) environmental constraints, including acid sulfate soils, flooding, contamination and remediation,
 - (i) the relationship between the development and neighbouring sites, including urban and natural environments,
 - (j) the relationship between the development and any other development that is, or may be, located on or near the site in relation to overshadowing, privacy, setbacks and visual amenity.
- (4) This clause does not apply to a development application made 5 years after the commencement of this Plan.
- (5) In this clause, *green building solution* means a design, construction or operational solution that significantly reduces or eliminates the negative impact of the building to which it relates on the environment and includes strategies for addressing the following matters:
- (a) energy efficiency,
 - (b) greenhouse gas emission abatement,
 - (c) water conservation,
 - (d) waste avoidance, reuse and recycling,
 - (e) pollution prevention,
 - (f) enhanced biodiversity,
 - (g) reduced natural resource consumption,
 - (h) productive and healthier environments,
 - (i) flexible and adaptable spaces.

PLANNING REGULATIONS

THE ENTRANCE TOWN CENTRE MASTERPLAN DISCLAIMER: PRELIMINARY AUTHORITY CONTROL INFORMATION SUBJECT TO PLANNER AND COUNCIL REVIEW AND FURTHER INVESTIGATION



- OPEN SPACE**
- Passive Open Space : parks
 - Passive Open Space : beaches
 - 5 Minute Walking Radius
 - Urban Park Approx Location
 - Formal Open Space : foreshore
 - Formal Open Space : sports field
 - Green Fingers and Links
 - Waterfront Fingers and Link



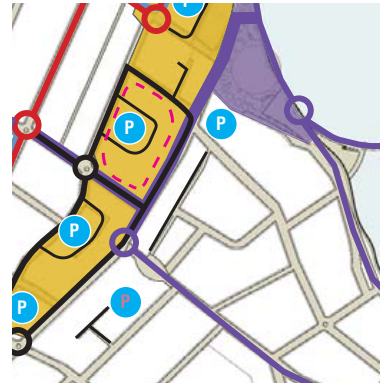
- CONNECT EDGES TO THE CENTRE**
- South Entrance Precinct
 - North Entrance Precinct
 - Pedestrian Link - "Water Walk"
 - Secondary Link - The Entrance Bridge
 - Urban Centre



- HOTSPOTS AND QUIET PLACES**
- Hotspots
 - Quiet Spots



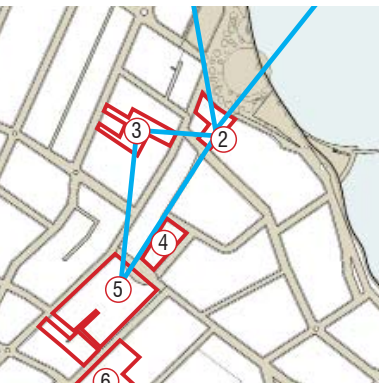
- VEHICULAR MOVEMENT FRAMEWORK**
- The Entrance By Pass
 - The Entrance Town Centre Circuit
 - Primary Intersection
 - Laneways
 - Bus Interchange
 - Connection to the Lake Edge
 - Shared Zone for Major Events/Festivals



- VEHICULAR AND PEDESTRIAN CONVERGENCE**
- By Pass
 - The Entrance Circuit
 - Primary Intersection
 - Laneways
 - Paths and Promenades
 - Destination
 - Parking Zone and Pedestrian Filter
 - Boat Access Ramp
 - Existing/Upgraded Parking Stations inc. Cycle parking & public toilets
 - Shopping Centre Carpark
 - Bus Interchange - Key Site no. 3



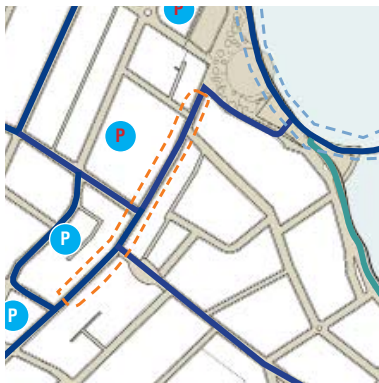
- DEVELOPING PRECINCTS**
- Waterfront & Tourism Precinct
 - Civic Centre (Mixed use & residential)
 - Civic Support: Schools & Churches
 - Residential Living
 - Integrate with the surrounding precincts
 - Connect the North & South Precinct Integration
 - Precinct Integration



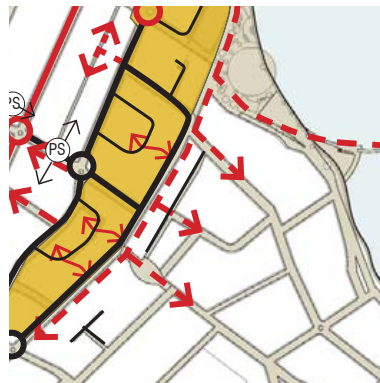
- KEY ICONIC DEVELOPMENT SITES**
- 1 Dunleith Tourist Park
 - 2 Key Site
 - 3 Ebbtide Mall
 - 4 Short Street Carpark
 - 5 Lakeside Plaza
 - 6 The Greens Bowling Club
 - 7 Klumper Water Park
 - 8 Key Site Relationships



- PATHS AND DESTINATIONS**
- Primary Destinations
 - Secondary Destinations
 - Paths and Promenades
 - Greater Network Destinations
 - 1 Waterfront Precinct
 - 2 Bus Interchange (Ebbtide Mall)
 - 3 Town Square
 - 8 Market Place



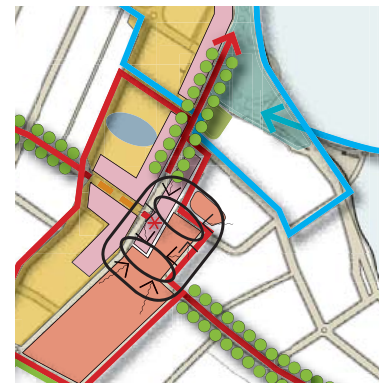
- CYCLEWAYS**
- Cycle parking
 - Cycle Hire & Parking
 - Town Centre Cycleway
 - The 'Coastal Walk' Cycle Link Coast
 - Chittaway Point Cycle Link (Approximately 10km)
 - Shared Zone - Cars, People, Cycles
 - Shared Zone - People, Cycles



- PUBLIC PARKING ZONE**
- By Pass
 - The Entrance Circuit
 - Primary Intersection
 - Laneways
 - Main Pedestrian Links
 - Parking Zone and Pedestrian Filter
 - Pedestrian Filtering onto the Paths
 - Parking Directional Signs - directs north/south bound traffic into parking station precinct.



- KEY SITES AND PRECINCT FORMATION**
- Waterfront & Tourism Precinct
 - Civic Centre
 - Waterfront & Tourist Key Sites
 - Civic Centre Key Sites
 - Key Site to Both Precincts



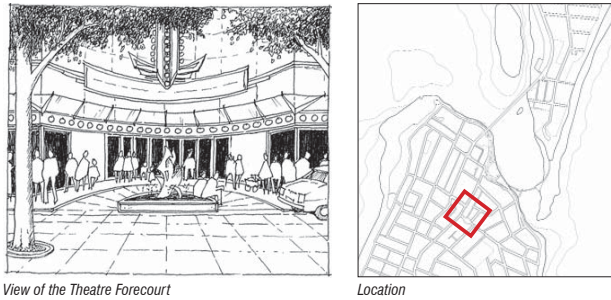
- ACTIVITY AREAS**
- Civic and Retail Hub
 - Cultural Mixed Use: Art, Culture, Music & Food
 - Parking Zone
 - Town Square
 - Bus Interchange
 - Waterfront Playground & Carnival
 - Regional Recreational Park
 - Green Finger Link
 - Urban Spaces- public squares and shared spaces

MASTERPLAN DEVELOPMENT APPLICATION

PLANNING REGULATIONS

THE ENTRANCE TOWN CENTRE MASTERPLAN

THE TOWN SQUARE: The Civic Heart



The Civic Hub of The Entrance will be significantly altered by the design of several key iconic development sites and other development sites such as a large library or medical centre. As these designs are in flux, this section of the report proposes general principles and recommendations opposed to finite public domain design. This report recommends that the developers of these key sites utilise these principles and recommendations during the design development process.

GENERAL PRINCIPLES

- Designate the design and construction of the public places identified in diagram 2 to the developers of the Key Sites and Development Sites adjacent;
- Create a variety of activity focused areas which function as social spaces;
- Create a balance between hotspots and quiet places that give people an opportunity for time out from their busy day;
- Link these activity spaces through the use of materials, trees and signage. Make Town Square a place of discovery by drawing people through the main street into the back streets;
- Enable people to pass from A to B quickly and efficiently. Use natural desire lines to activate the spaces;
- Ensure the proposed road closures do not inhibit the servicing of these buildings.

GENERAL RECOMMENDATIONS

- Provide continuous awnings to provide shelter and facades for signage;
- Pave the shared zone with compressed concrete unit pavers which can accommodate service vehicles and can be lifted unit by unit for maintenance of services.

TOWN SQUARE

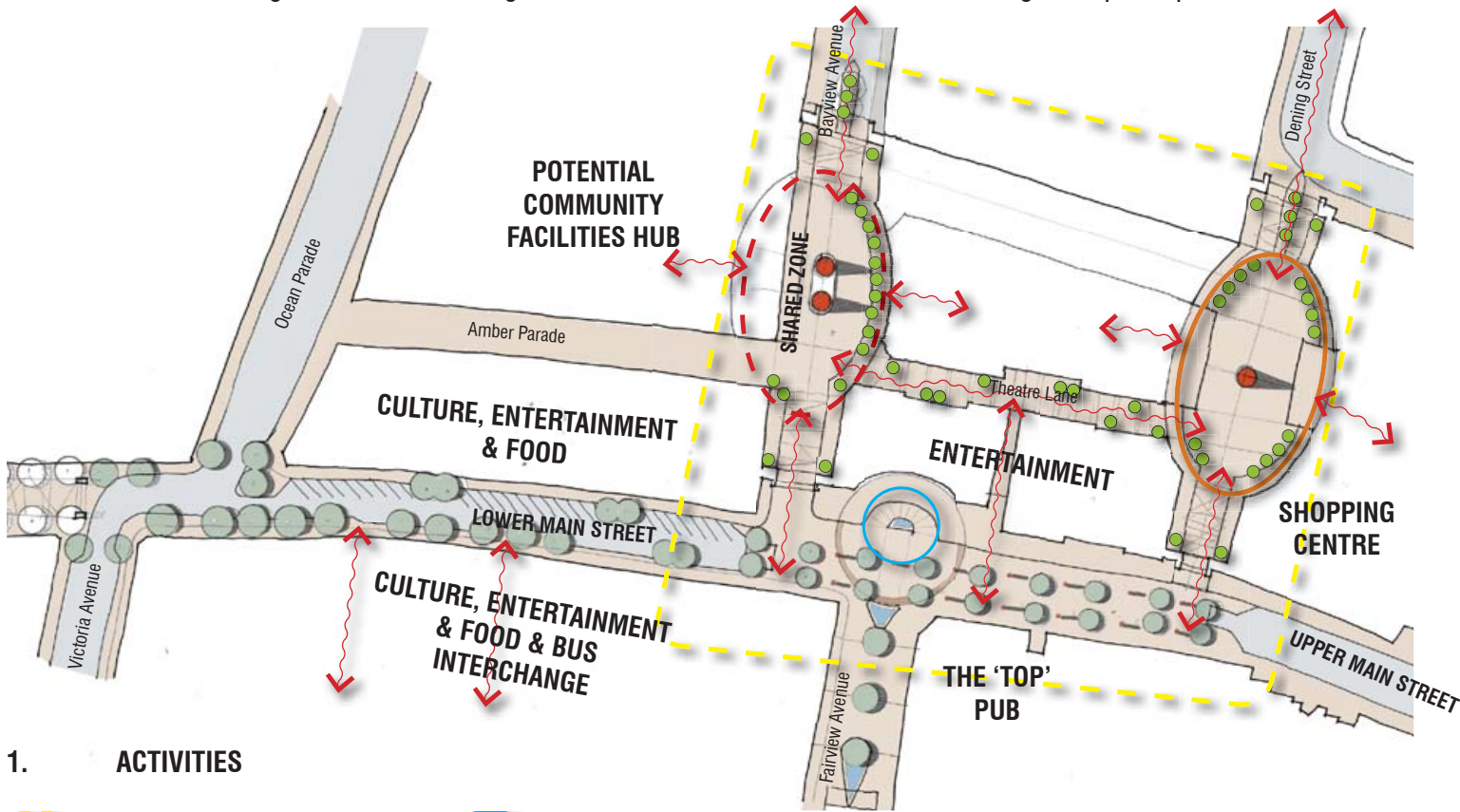
- Establish Town Square as a precinct opposed to a single urban piazza. Town Square can become the focal point to The Entrance and comprise a hierarchy of urban spaces which feature different roles such as a Retail Square which corresponds to Lakeside Shopping Centre, Civic Forecourt which reinforces the Potential Community Facilities Hub and the Theatre Forecourt which can become a bright and vibrant destination. Civic Forecourt will be a shared zone, characterised by a pedestrian friendly environment which will reinforce the future activated frontages to its north and south;
- Establish Town Square as an urban park that has the features of a park such as trees, vegetation and wildlife. The earlier framework layers identified that the centre of the town was lacking in park activities (we note Taylor Park to the east of Town Square, however, this is a formal park and not a mixed use space);
- Ensure Town Square is serviceable by creating widths to accommodate service vehicles. We note this is feasible due to the redevelopment of surrounding buildings. Servicing of these spaces should be after hours;

MAIN STREET - TOWN SQUARE

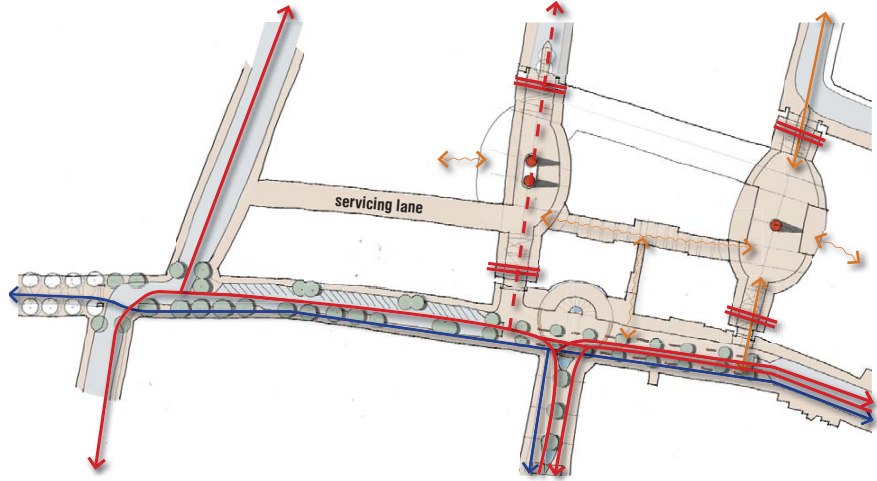
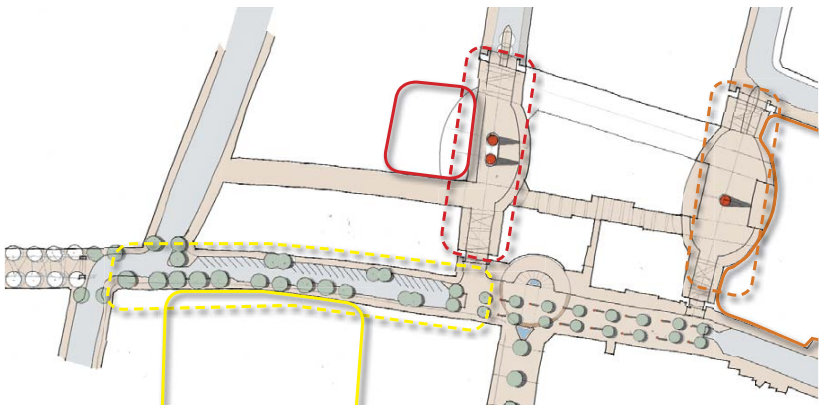
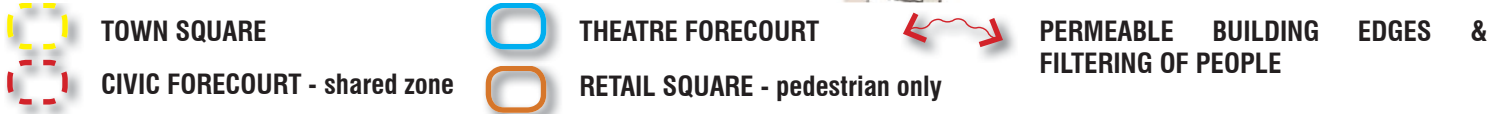
- Give 'Main Street' the character of a pedestrian friendly zone. To achieve this the masterplan proposes a change in colour, materials bollards and flag poles in the space that defines the 'carriageway'. It is anticipated that the volume of cars attempting to park in this street will be reduced due to the changes to the road network which encourages all public caparking to be at the west of Main Street. This will be addressed through changes to the road treatment and street signage;
- Encourage the redevelopment of the Entrance theatre as a picture theatre and theatre restaurant complex. To continue the seaside theme give the theatre an art deco character featuring bright lights and iconic architectural forms;
- Create a theatre forecourt that reinforces Fairview Avenue as an important axis in the new road hierarchy.

LOWER MAIN STREET

- Activate lower Main Street with a mix of cultural activities including pop up galleries, artist studios, interspersed with cafes and restaurants, bookshops and music venues. These will complement rather than compete with the retail centre proposed for Lakeside Plaza.
- Maintain the existing road structure, parking layout, street trees and dining booths. Integrate the new material palette with the elements to be retained. Remove the hedges around the dining booths as they form a barrier and 'turn patrons' backs to the street'.
- A bus interchange is proposed as part of the Ebttide development site. Access by buses should be at the rear of the site to keep Main Street clear of heavy vehicles and traffic. Pedestrians can filter through the bus interchange to Main Street. This reduces the interchange's impact upon Main Street.



1. ACTIVITIES

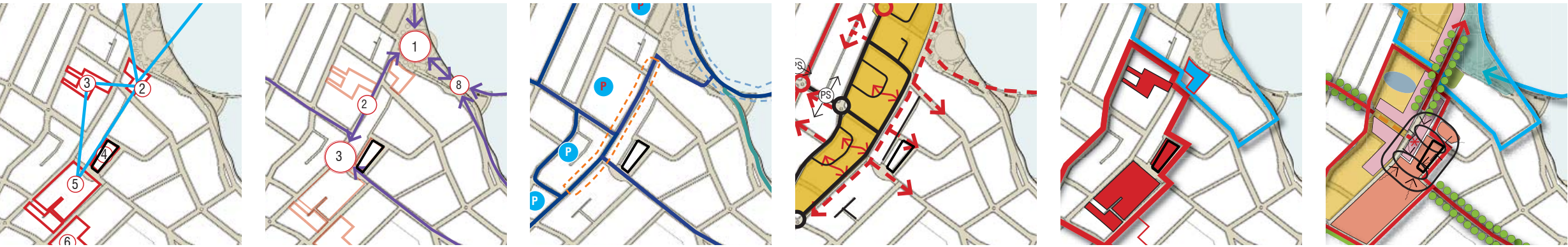


THE ENTRANCE TOWN CENTRE MASTERPLAN **DISCLAIMER: PRELIMINARY AUTHORITY CONTROL INFORMATION SUBJECT TO PLANNER AND COUNCIL REVIEW AND FURTHER INVESTIGATION**



RESPONSE TO PLANNING REGULATIONS

THE ENTRANCE TOWN CENTRE MASTERPLAN DISCLAIMER: PRELIMINARY AUTHORITY CONTROL INFORMATION SUBJECT TO PLANNER AND COUNCIL REVIEW AND FURTHER INVESTIGATION



- KEY ICONIC DEVELOPMENT SITES**

 - ① Dunleith Tourist Park
 - ② Key Site
 - ③ Ebbtide Mall
 - ④ Short Street Carpark
 - ⑤ Lakeside Plaza
 - ⑥ The Greens Bowling Club
 - ⑦ Klumper Water Park
 - ⑧ Key Site Relationships
- PATHS AND DESTINATIONS**

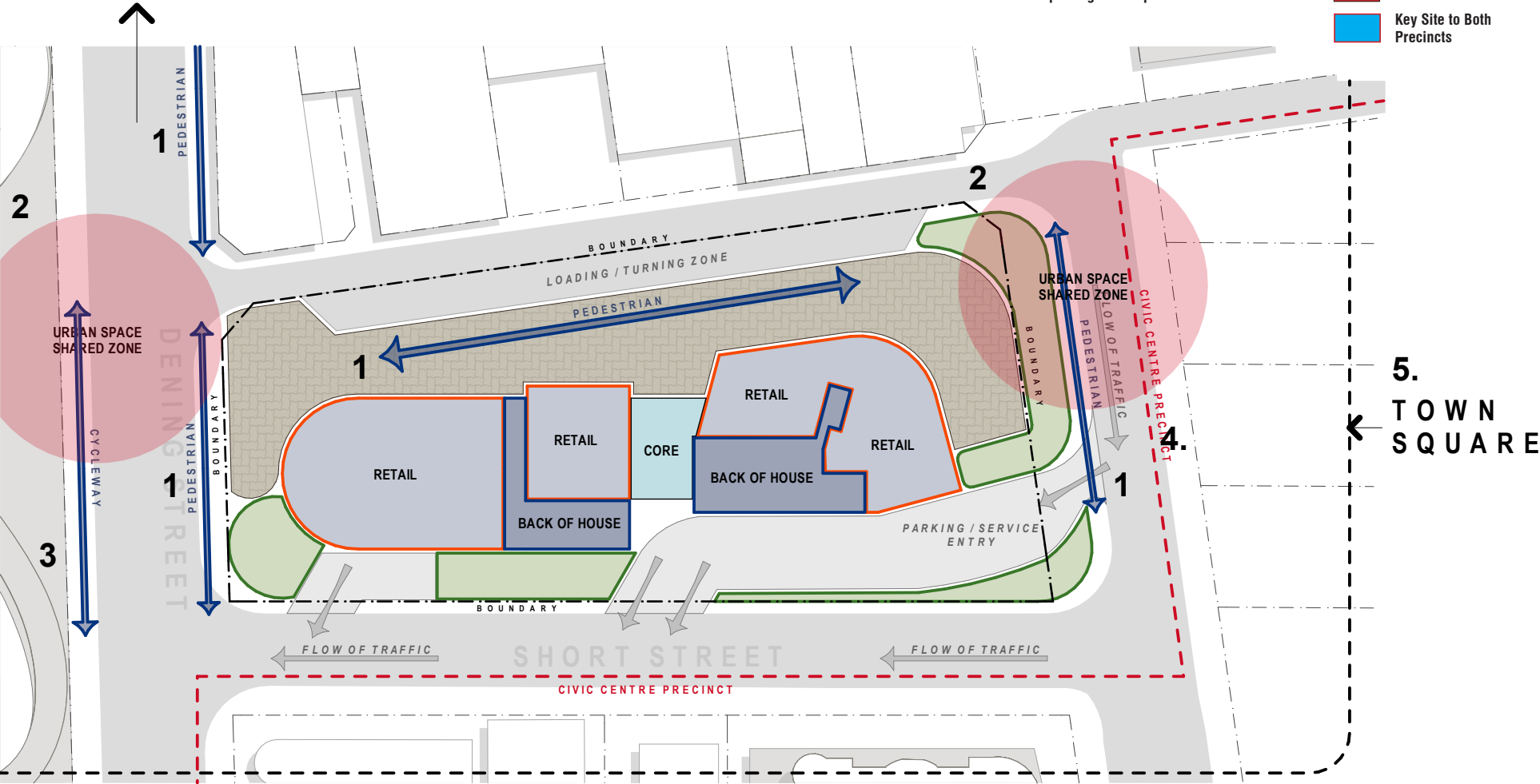
 - Primary Destinations
 - Secondary Destinations
 - ➡ Paths and Promenades
 - ➡ Greater Network Destinations
 - 1 Waterfront Precinct
 - 2 Bus Interchange (Ebbtide Mall)
 - 3 Town Square
 - 8 Market Place
- CYCLEWAYS**

 - Cycle parking
 - Cycle Hire & Parking
 - ➡ Town Centre Cycleway
 - ➡ The "Coastal Walk" Cycle Link Coast
 - ➡ Chittaway Point Cycle Link (Approximately 10km)
 - ➡ Shared Zone - Cars, People, Cycles
 - ➡ Shared Zone - People, Cycles
- PUBLIC PARKING ZONE**

 - ➡ By Pass
 - ➡ The Entrance Circuit
 - ➡ Primary Intersection
 - ➡ Laneways
 - ➡ Main Pedestrian Links
 - ➡ Parking Zone and Pedestrian Filter
 - ➡ Pedestrian Filtering onto the Paths
 - ➡ Parking Directional Signs - directs north/south bound traffic into parking station precinct.
- KEY SITES AND PRECINCT FORMATION**

 - Waterfront & Tourism Precinct
 - Civic Centre
 - Waterfront & Tourist Key Sites
 - Civic Centre Key Sites
 - Key Site to Both Precincts
- ACTIVITY AREAS**

 - Civic and Retail Hub
 - Cultural Mixed Use: Art, Culture, Music & Food
 - Parking Zone
 - 5. ○ Town Square
 - Bus Interchange
 - Waterfront Playground & Carnival
 - Regional Recreational Park
 - ➡ Green Finger Link
 - 2. ○ Urban Spaces- public squares and shared spaces



MASTERPLAN DEVELOPMENT APPLICATION

DESIGN RESPONSE TO DCP

RESPONSE TO OBJECTIVES IN THE ENTRANCE PENINSULA DCP

2.7 Desired Character: Mixed Development in The Entrance Town Centre

The objectives of the DCP include:

- To achieve a significantly - improved standard of urban design quality.
The proposed development provides a significant improvement on the design quality of the precinct, and is consistent with the strategies outlined in the Entrance Master Plan.
- To protect the scenic quality of coastal or lakeside backdrops for properties where buildings would be visible from waterways or shorelines.
- To promote an outdoor lifestyle by the appropriate design of buildings and open spaces.
Public open space at ground level provided. Residential common areas on top of podium
- To encourage increased levels of pedestrian activity along streets and open spaces.
A landscaped thru-site pedestrian zone which connects the existing and future pedestrian areas has been provided.
- To improve the amenity and civic quality of existing street frontages and parks.
Landscaping provided to all street faces.

2.7.1 Encourage an Outdoor Lifestyle and Increased Levels of Pedestrian Activity

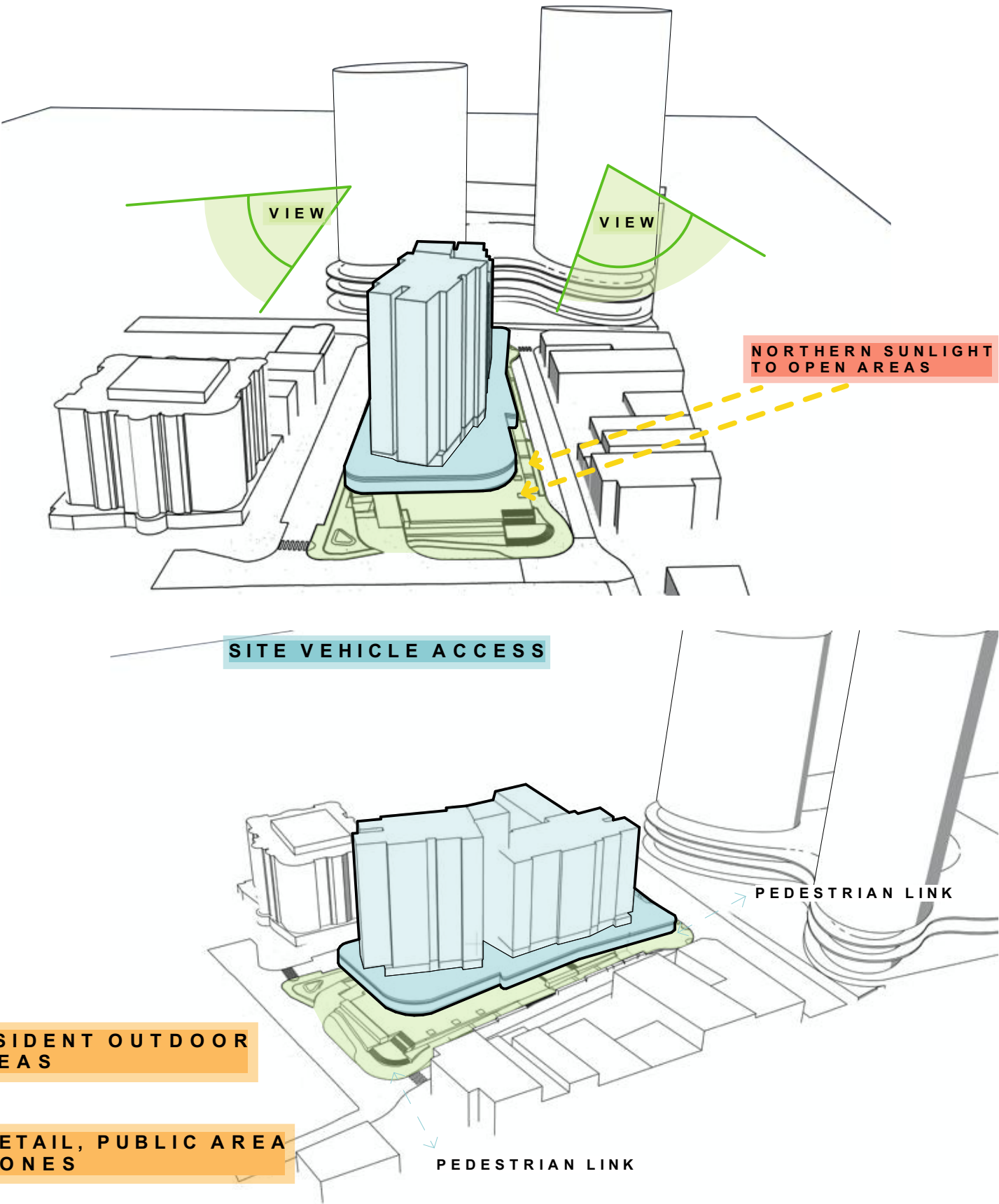
- Provide reasonable levels of midwinter sunlight for street frontages and open spaces.
Public open space faces north and exposed to Midwinter sunlight.
- Provide a pedestrian friendly - scale next to any pedestrian frontages by avoiding "street wall" building forms with sheer vertical facades that are excessively long.
Pedestrian spaces are clear, open and user friendly.
- Stimulate the highest levels of pedestrian activity around open spaces and along commercially - significant street frontages.
The ground floor commercial / retail space opens onto the public open space and pedestrian areas.
- Provide views from pedestrian areas toward scenic backdrops or the sky by limiting the width of upper storey facade and by separating the upper storeys of adjoining buildings.
The public open space is partly covered / partly open and provides weather protection and long range views.
- Contribute to the Council's improvements strategies for street frontages and open spaces.
The planning responds directly to the Masterplan Development Strategies.
- Incorporate facilities for public transport, pedestrians and cyclists.
Vehicle, pedestrian and cycle movement conforms with the Masterplan Development strategies.

2.7.2 Stimulate Highest Levels of Pedestrian and Business Activity

- Concentrate shops, entertainment or business - related premises, community facilities or major pedestrian entrances in podium facades that will face and abut an open space area or a commercially - significant street frontage.
The commercial / retail area faces the new street facade developed for the western side of the site.
- Avoid blank walls, building - services, vehicle entrances or above - ground car-parking that would face any open space area of commercially - significant street frontage.
The facade of the podium (ground floor and first floor have been designed to be visually interesting and limiting views of vehicle movement.
- Locate car-parking predominantly in basements or behind "active" floor space.
Most of the parking is located within 4 basement levels. One above ground behind a feature facade.
- Limit pedestrian links across any site to those which would service destinations that are commercially or socially significant, incorporating an outdoor fresh - air character rather than conventional indoor arcades, but only if such links would not detract from the desired level of street activity.
Main pedestrian movement is on the western side of the site. Vehicle movement are located on the eastern side.

2.7.3 Protect Scenic Quality and Promote an Outdoor Lifestyle

- Limit the height of street facades to podiums which generally are no taller than two storeys.
The podium, which is set back from street lines is 2 storeys only.
- Require that storeys above any podium have a pronounced setback from the podium facade.
The residential tower is set back from the podium edges.
- Provide green roofs above podiums which may be used as communal open spaces.
The roof of the podium is to be landscaped to form community spaces for the residents.
- For buildings up to six storeys, apply built - form character guidelines for residential flat buildings up to six storeys.
- For buildings taller than six storeys, apply built - form character guidelines for Apartment Design guide taller than six storeys.
- Coordinate the size, number and location of business signs, avoid major corporate logos.



APPROACH TO DESIGN EXCELLENCE

4. Design excellence

4.1. Controls

DCP chapter 6.1 Key sites clause 2.1 Design Excellence states:

Objectives

- To achieve Design Excellence for Iconic Development of each Key Site.
- Promote use of innovative design solutions that achieve high quality buildings and spaces that fit sensitively into the streetscape.
- To encourage development design that reflects an innovative and imaginative use of space, form and materials.

Requirements

- Identify in the Master plan, through statements or annotated drawings, how Design Excellence will be achieved in the proposed development. Design Excellence can be evident in the architecture, the features of the development, environmental performance, site planning, landscape design, interior design, construction, use of materials, and the like.
 - List the main features of the proposal that demonstrate Design Excellence.
- a. How Design Excellence will be achieved.
- The design concept for the development aims to create an integrated podium-tower form. This concept lends itself to iconic building design by successfully defining good public spaces, achieving ecologically sustainable design and proposing dynamic architecture.
- The development proposes to improve the public domain by offering generous public spaces and creating street appeal through the use of high quality materials and articulated design. Community interaction is encouraged with a series of internal courtyards, terraces, open plazas and recreational areas including large landscaped areas and street level activation.

4.2. How Design excellence will be achieved

4.2.1. Architectural Design

The development proposes a high standard of architectural design through the use of high quality material, detailed façade design and articulated volumes. The building has been carefully sculpted to create dynamic architectural forms.

4.2.2. Public domain

The development concept proposes an integrated podium-tower form, which creates opportunities for large public spaces and extensive landscape areas.

4.2.3. View corridor

The building form responds to the site orientation to maximise ocean views and solar access. The north-south orientation of the tower maintains views from the approved Lakeside Plaza Development. Views from the existing 9 storey residential development on the corner of Bayview Avenue and Short street are maintained by the proposed setback from the northern boundary.

4.2.4. Scale

The bulk and scale of the proposal is reduced with the use of varying heights and dynamic architectural form. The built form will step down and reduce in height towards the south (as identified in the Key Site recommendations), reducing the shadowing effect on the lower levels of the Lakeside Plaza Development. The tower profile will provide an interesting outline for the precinct skyline when viewed from a distance.

4.2.5. Site planning

The podium design offers opportunity for open plaza creating a sense of space and interaction for the community.

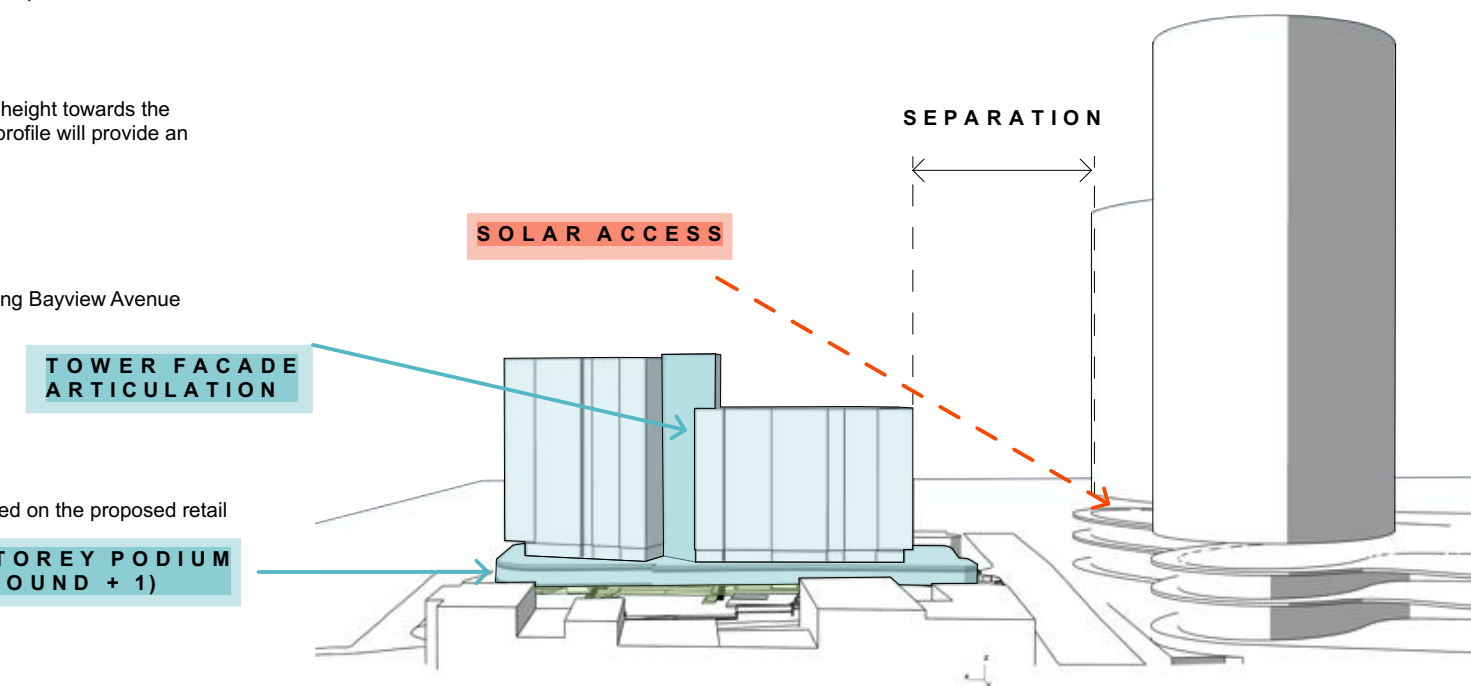
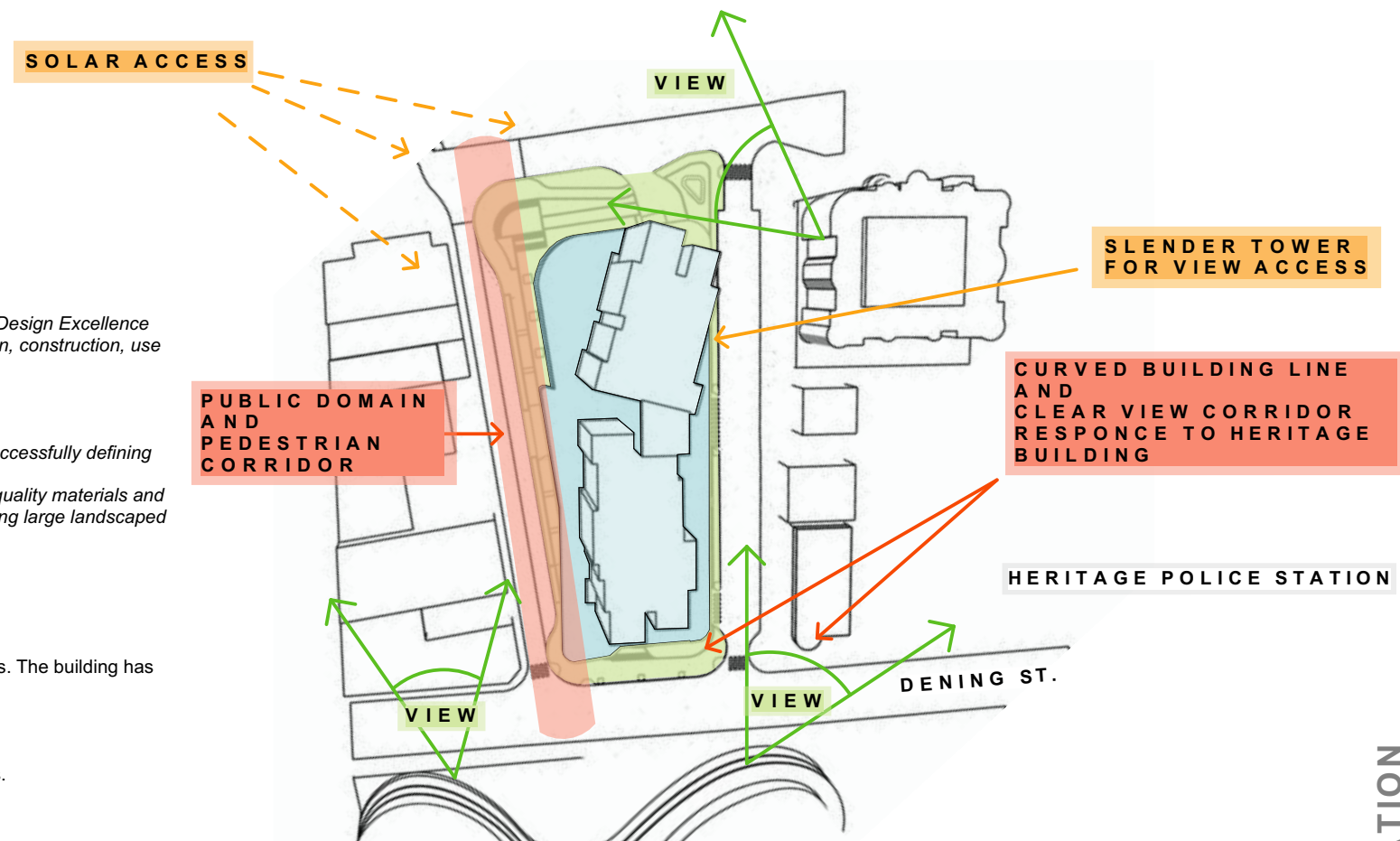
The location of public spaces and pedestrian corridors are located on the western side of the site and provide direct links to Lakeside Plaza and the existing Bayview Avenue Pedestrian Mall away from the major vehicle entry / exit points to the site.

4.2.6. Historic preservation

The site is adjacent to an item listed in Wyong Local Environment Plan (LEP) 2013, The Entrance Police Station built in 1951. Consideration was given to the existing fabric with the use of sympathetic materials and the main curve to the corner of Short St and Dening St was matched on the proposed retail façade at street level.

Setback from Dening Street to allow views to be maintained

A heritage report was provided by Barker Ryan Stewart. The designers have had regards to the heritage context.



MASTERPLAN DEVELOPMENT APPLICATION

APPROACH TO DESIGN EXCELLENCE

4.2.7. Materials

The choice of materials responds to the coastal environment and is sympathetic to the existing coastal environment.

4.2.8. Security

A good level of security is achieved by maximizing overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non visible areas, maximizing activity on streets, providing clearer safe access points, providing public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.

A landscaped plaza on the western side forms the main entry point to the building for residents and visitors. This area is a public area, which will ensure a high level of surveillance.
Secure residential lobbies are provided for residential component.
CCTV coverage can be provided for security purposes throughout the publicly accessible areas of the development.

4.2.9. Privacy

Privacy is achieved by minimising overlooking of private areas and through the use of louvres and architectural elements such as blade walls and awnings. Careful consideration was given to each apartments orientation to minimise privacy issues.

5. Public benefit to the community

LEP Clause 7.11 (d) objective :To deliver significant public benefit to the community

The development proposes to improve the public domain by offering generous public spaces and creating street appeal through the use of high quality materials and articulated design. Community interaction is encouraged with open plazas and large landscaped areas.

5.1. Through site links

The development provides a clear and open link from Denning street through to Bayview Avenue.

5.2. Public Art

Development seeks opportunities for the provision of artwork to enrich the public domain and promote enjoyment by the community. The development identifies possible locations for artwork, which are integrated with the surfaces of buildings via detailed façade design and material selection. This is the more desirable option as the public spaces are taken up mostly by deep soil planting and landscaping which is in part providing shade to the public spaces.

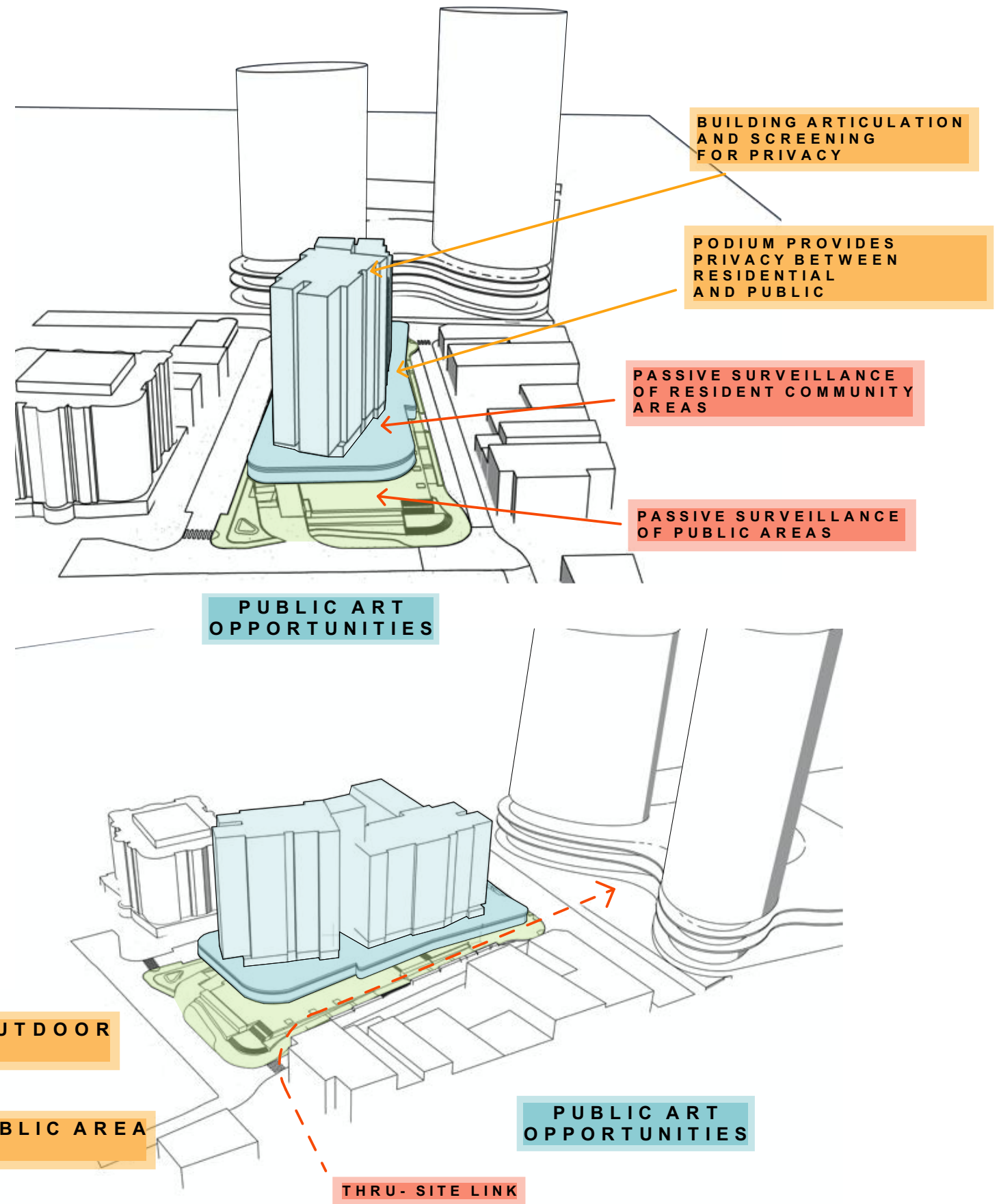
5.6. Public Open Space

Development provides the dedication of land for the purposes of large open space to enhance and extend the city's open space network. A large open plaza is provided on the Theatre Lane and Bayview Avenue sides of the site.

6. Conclusion

The development contributes to the precinct through its high quality architecture and extensive landscape area, and through the contribution it makes to the public domain created by the publicly accessible plaza. It provides articulation and activation to all streets.

The proposed tower form provides the framework for a detailed design solution in line with the Design Excellence Objectives of the LEP.



MASTERPLAN DEVELOPMENT APPLICATION

APPROACH TO SUSTAINABLE DESIGN

USER CONTROL AND FLEXIBILITY

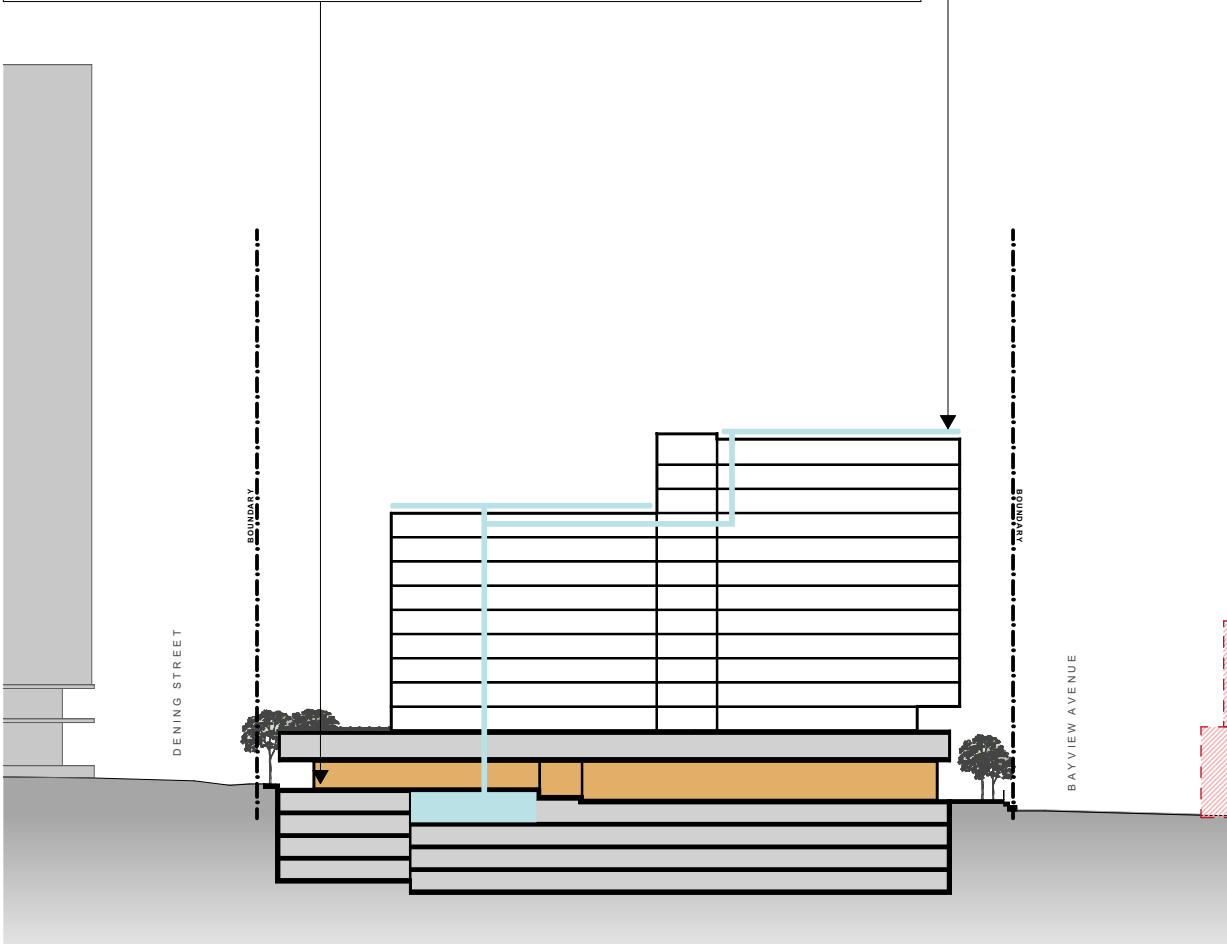
Design for user control and flexibility through the incorporation of mixed mode ventilation system that allows for natural ventilation through operable windows for sustainable periods throughout the year. For periods when the temperatures outside are beyond user comfort levels, mechanical cooling and heating can be used. Thus mixed mode ventilation system allows building occupants to be in control of their individual work environments whilst minimising energy consumption associated with conventional air conditioning.

RAINWATER COLLECTION

A rainwater tank is proposed to catch and store rainwater from all roof areas. An in-line treatment system will ensure the water is suitable for reuse throughout the building with non-potable water being used for WC's and landscape irrigation.

WATER EFFICIENT LANDSCAPING

An integrated approach to storm water treatment within the landscape design at the northern end of the site maintains the overland flow-paths while reducing peak stormwater flows from the site. The use of permeable surfaces and native landscaping will be maximised to allow water to filtrate the earth and reduce the need for irrigation.



DAYLIGHTING

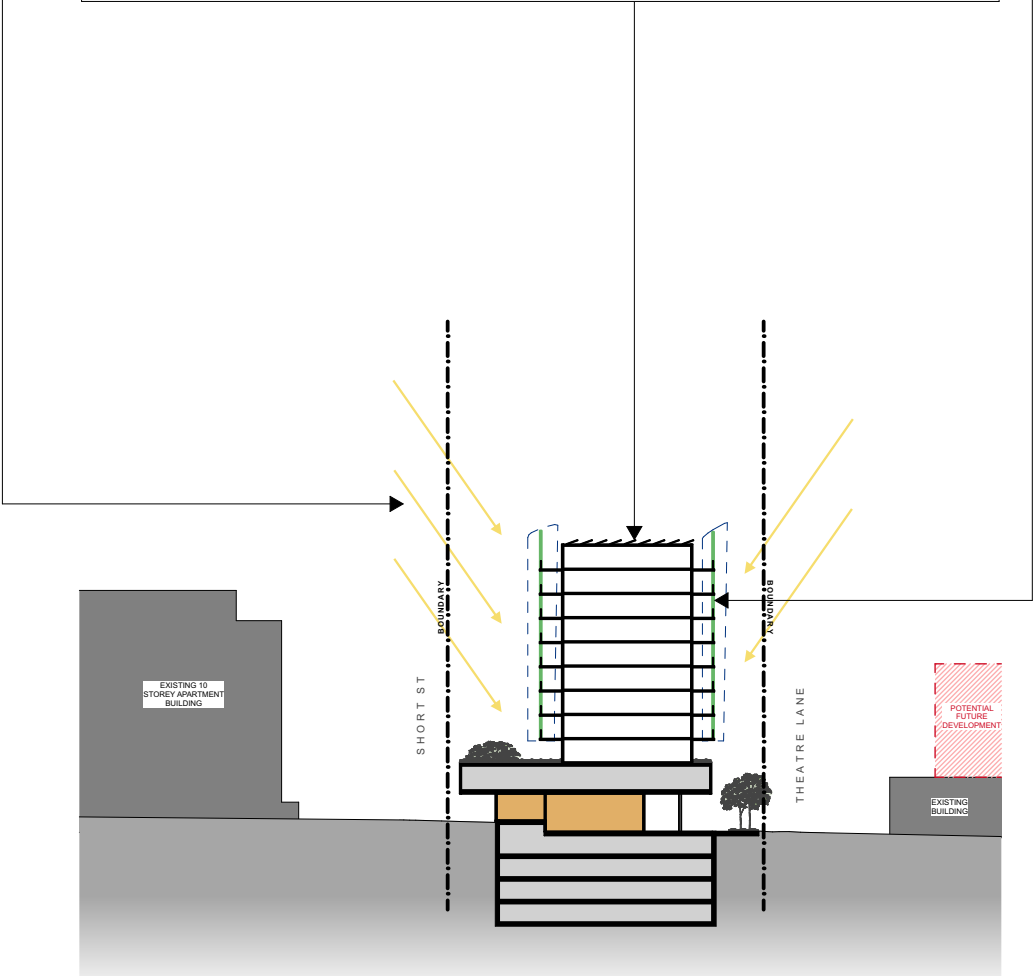
Building envelope and facade design to maximise natural daylight whilst minimising unwanted contrast glare for occupants. Effective use of natural light integrated with low energy artificial light sources to deliver optimum lighting levels for an office/retail environment. Lighting design to allow for local user control with capability to remote control and integration with energy management systems.

HIGH PERFORMANCE FACADE SYSTEMS

Integration of external sun-shading devices such as louvres or screens to reduce solar gain and prevent glare whilst maximising views and outlook. Opportunities to increase natural lighting levels to the office spaces by use of light shelves and other external sun-shading devices will be explored.

RENEWABLE ENERGY PRODUCTION

Integrated roof design incorporating photovoltaic panels to generate renewable energy onsite and reach the development's Green Star target of 5 stars. Visibility of the photovoltaic's array or part of is desirable to showcase sustainable design to the building users and wider community. Clear roof access is required for monitoring and future maintenance.



MASTERPLAN DEVELOPMENT APPLICATION

WSC PLANNING & DESIGN CONTROLS
SEPP 65

The Apartment Design Guide is a resource to enable councils, planners, developers and architects to improve residential flat design and provides additional detail and guidance to applying the design quality principles outlined in SEPP 65/2015.

The key principles affecting the built form of the proposed mixed-use development have been outlined below and illustrated in the adjacent diagram.

- 12m separation up to 4 storeys (12m)
- 18m separation between 5-8 storeys (up to 25m)
- 24m separation from 9 storeys (over 25m)

Building Depth Guideline: 18m maximum

The Apartment Design Guide Code requires that at least 70% of all apartments must achieve a minimum 2 hours of direct sunlight into living areas and habitable rooms.

- Adhering to SEPP 65 guidelines for built form and maximum apartment depths.



SEPP 65 COMPLAINT

SOLAR ACCESS

KEY



CALCULATIONS

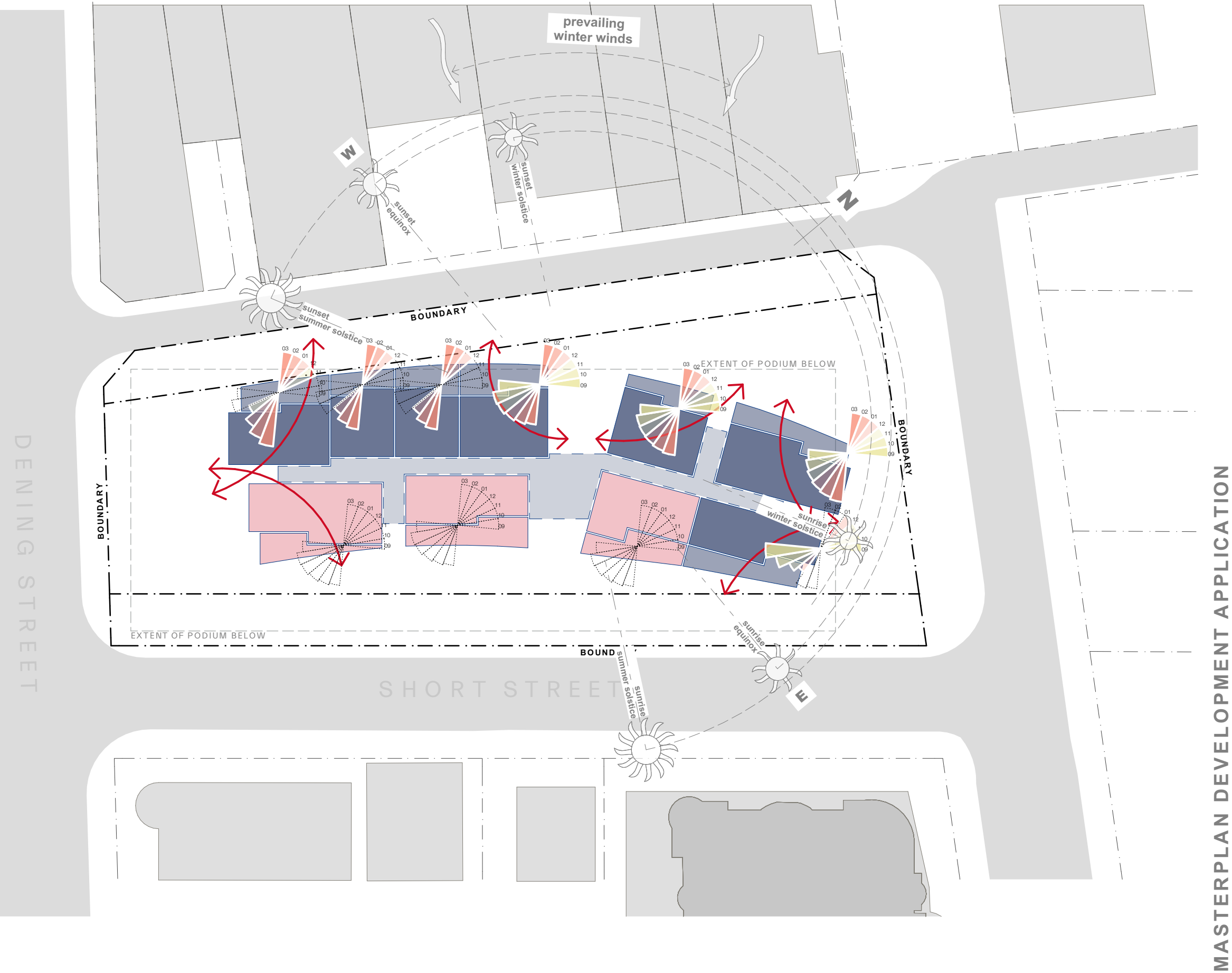
TOTAL NUMBER OF UNITS = 72

TOTAL NUMBER OF UNITS RECEIVING MIN 3HR SOLAR ACCESS = 72/102 70.5%

TOTAL NUMBER OF UNITS WITH LESS THAN 2HRS SOLAR ACCESS = 30/102 29.5%

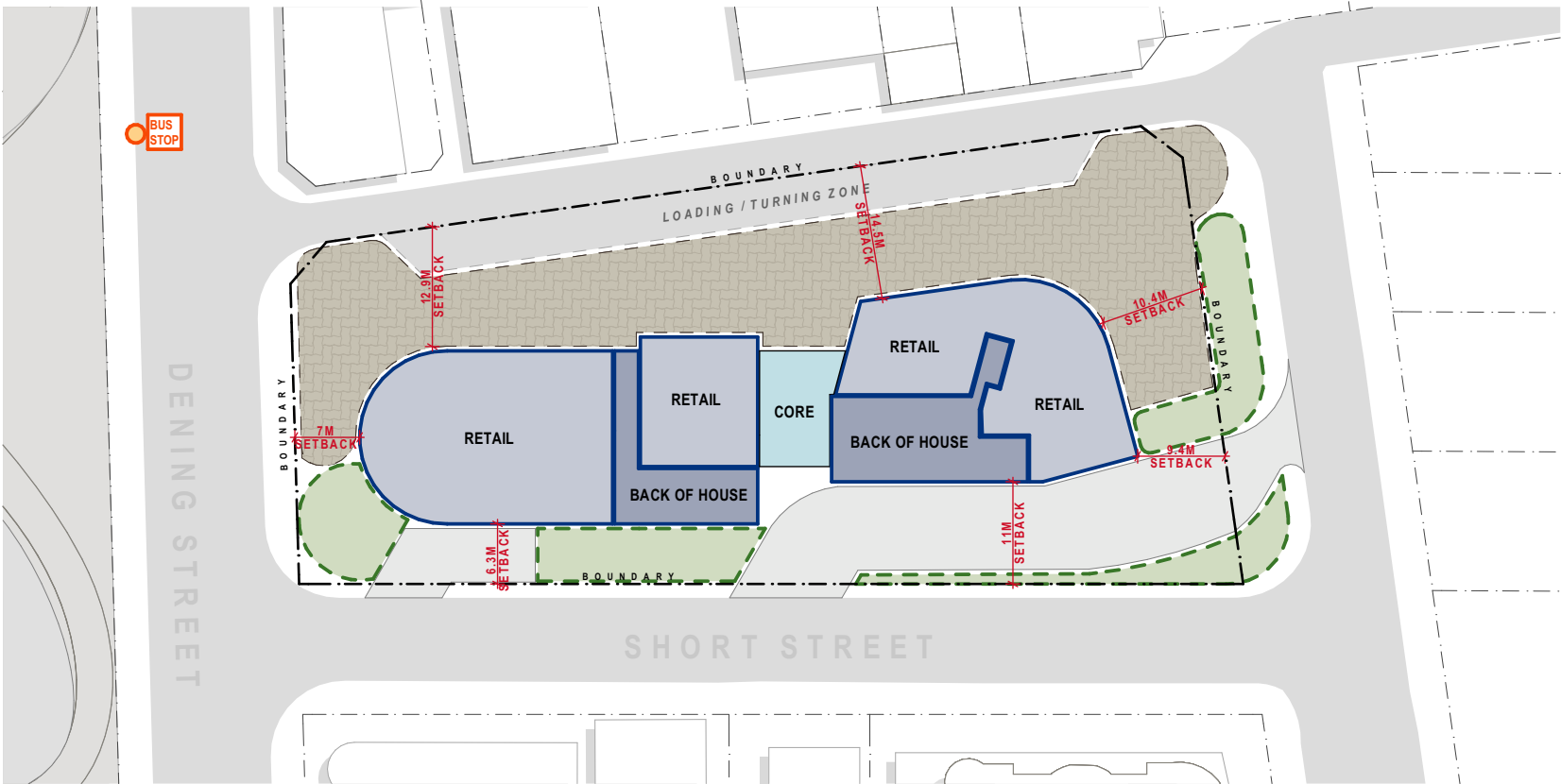
CROSS VENTILATION

CROSS VENTILATION
60% OF UNITS ACHIEVE CROSS VENTILATION

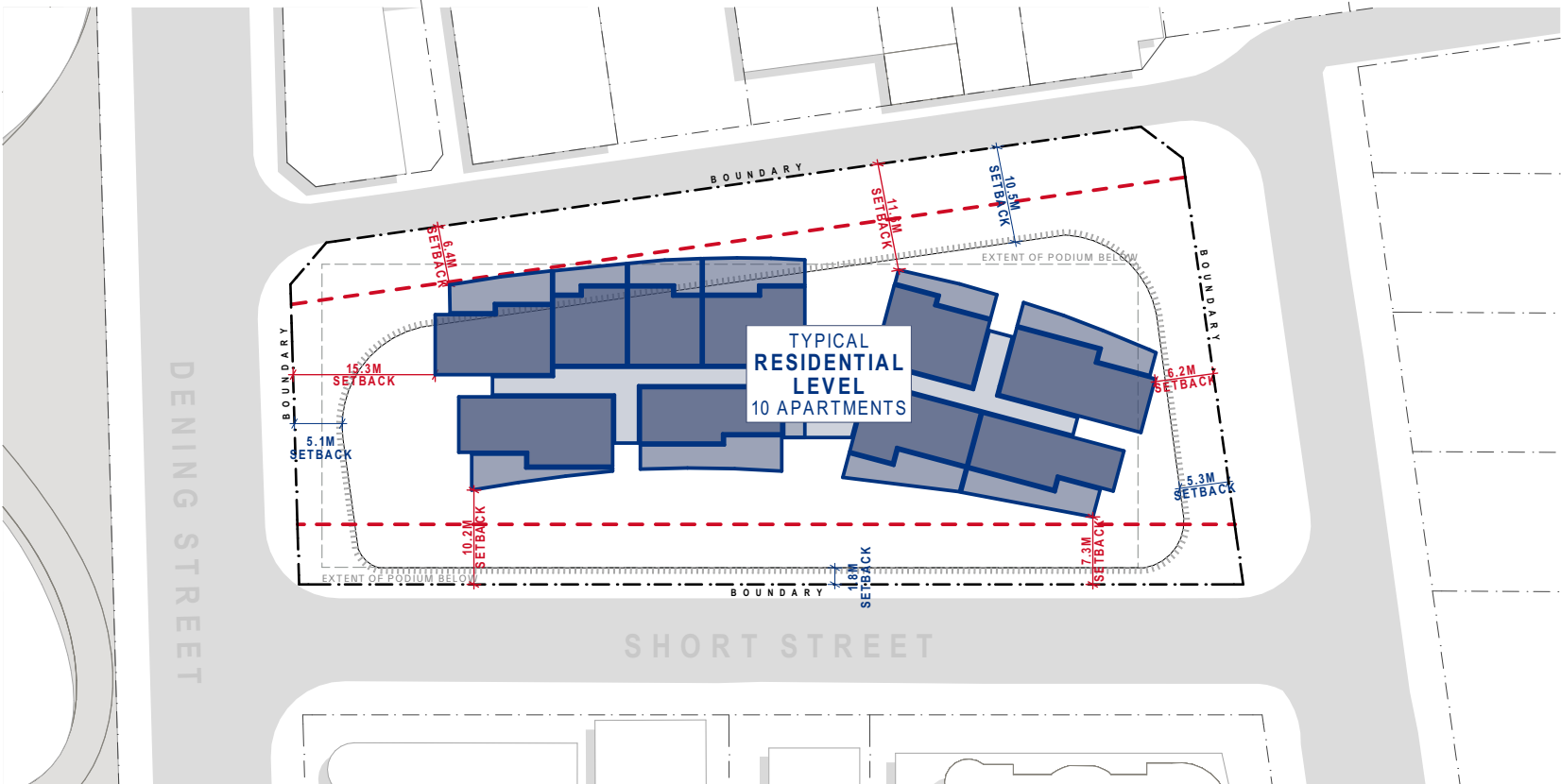


SITE PLAN / SETBACKS

GROUND FLOOR SETBACKS



TOWER PLAN SETBACK



NOTE: PODIUM SETBACKS IN BLUE
TOWER SETBACKS IN RED

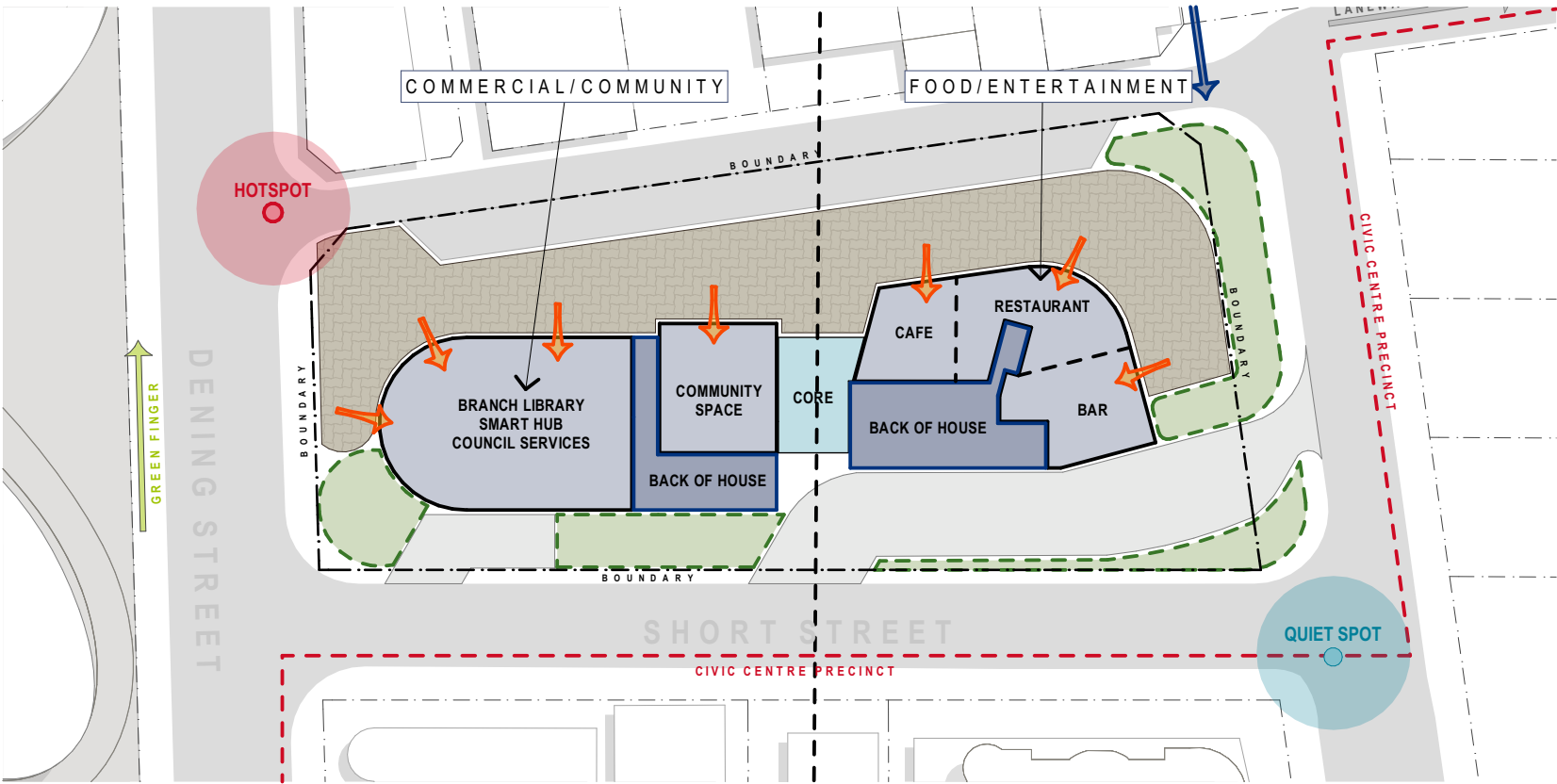
MASTERPLAN DEVELOPMENT APPLICATION

COMMERCIAL VIABILITY

COMMERCIAL - COMMUNITY/ FOOD - ENTERTAINMENT

POSSIBLE TENANCY USES:

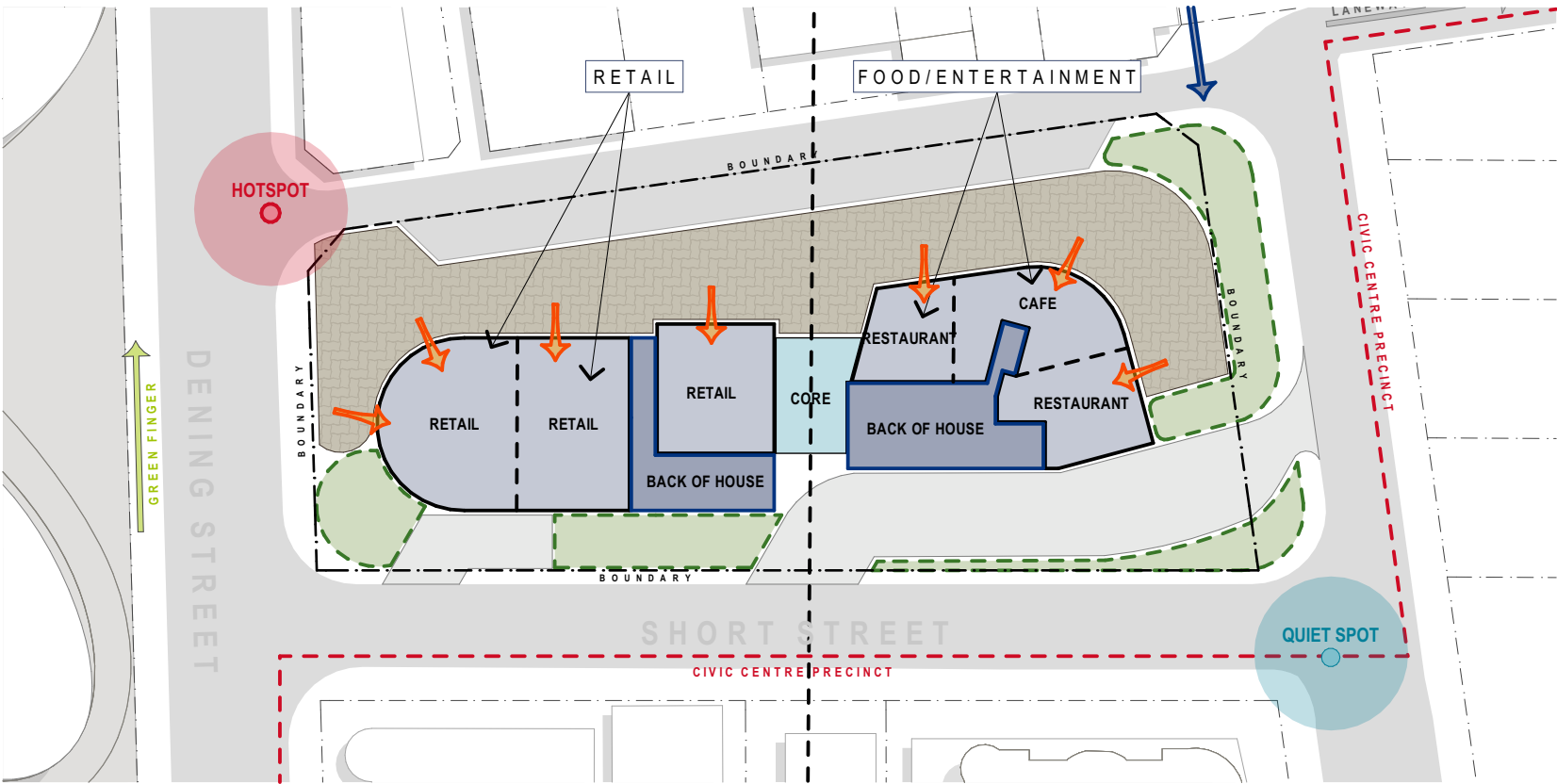
- BRANCH LIBRARY
- SMART HUB
- COUNCIL SERVICES
- OFFICES
- COMMUNITY SPACE FOR HIRE
- CAFE/RESTAURANT
- BAR



RETAIL/RESTAURANT

POSSIBLE TENANCY USES:

- RETAIL CLOTHING
- RETAIL MINI SUPERMARKET
- RETAIL COASTAL GOODS
- CAFE/RESTAURANT



MASTERPLAN DEVELOPMENT APPLICATION

THE WIDER CONCEPT DIAGRAM INDICATES THE EXISTING RESIDENTIAL HIGH RISE BUILDING WITHIN 300M OF THE PROPOSED DEVELOPMENT.

DA APPROVED DEVELOPMENTS TO THE NORTH AND SOUTH OF THE SITE ARE ALSO INDICATED.

NOTE: ALL HEIGHTS ARE APPROXIMATE ONLY

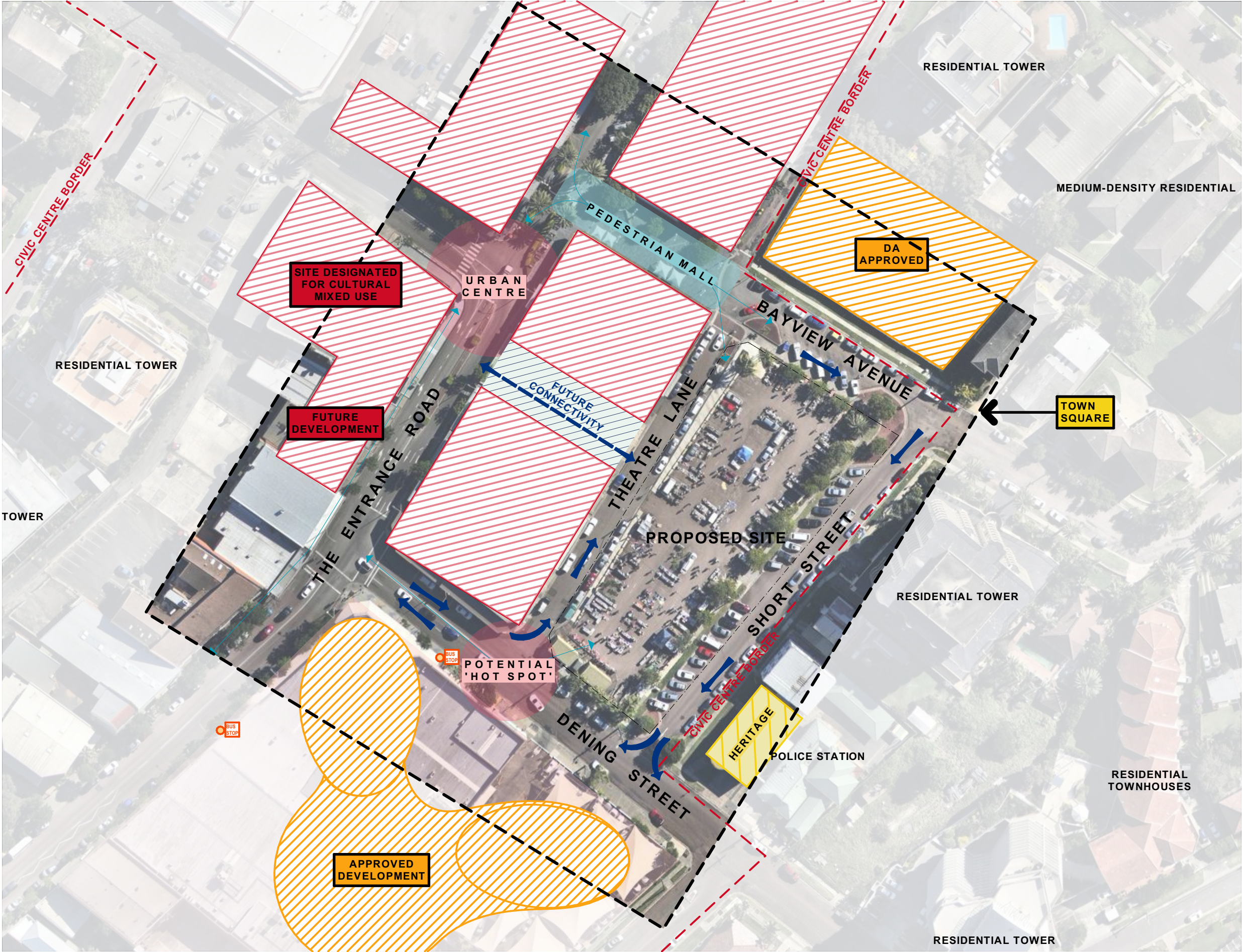


MASTERPLAN DEVELOPMENT APPLICATION



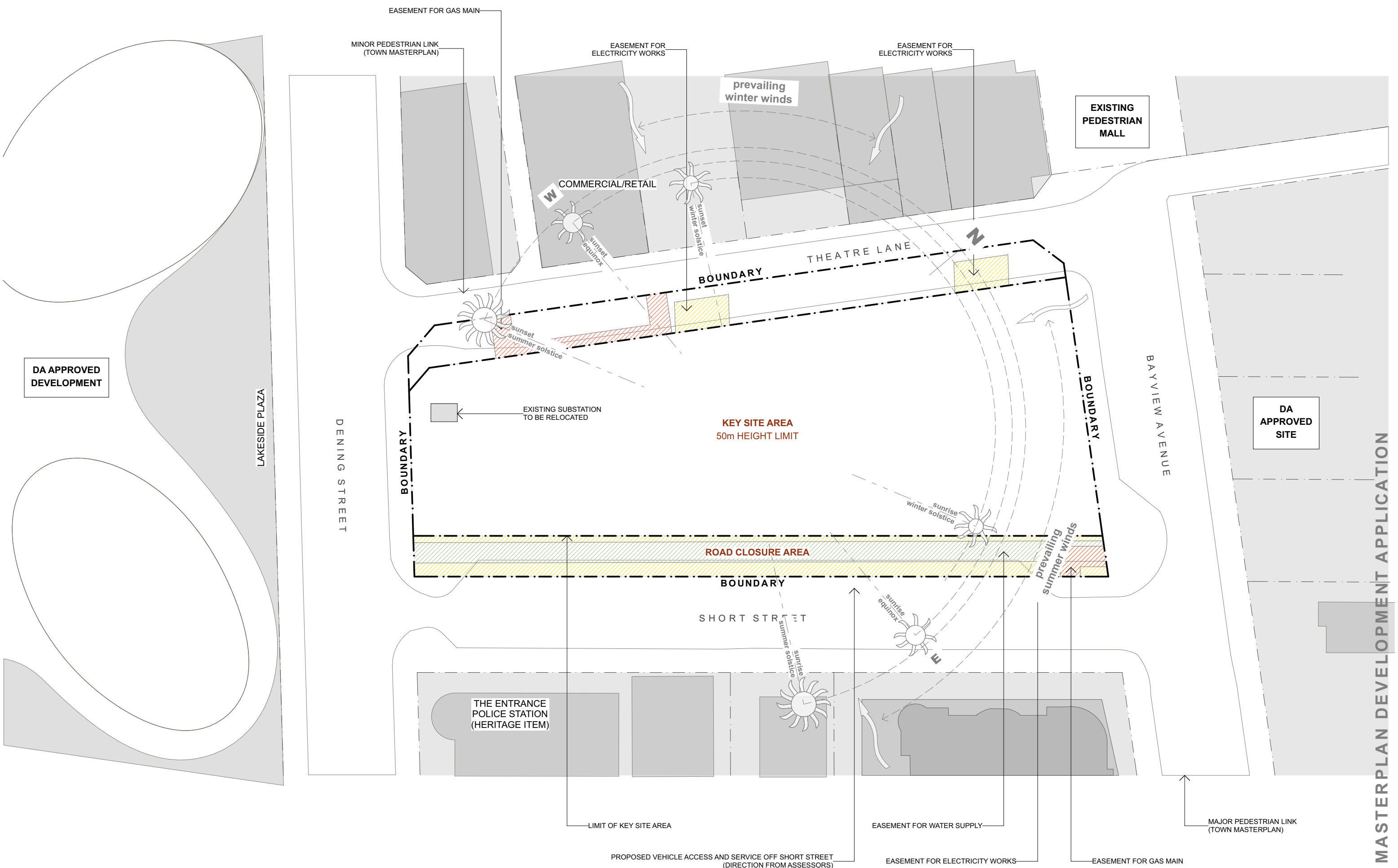
THE LOCAL CONTEXT DIAGRAM INDICATES THE PROPOSED FUTURE DEVELOPMENT AS PER 'THE ENTRANCE TOWN MASTERPLAN'

THE PROPOSED SITE IS LOCATED WITHIN THE IDENTIFIED 'TOWN SQUARE'



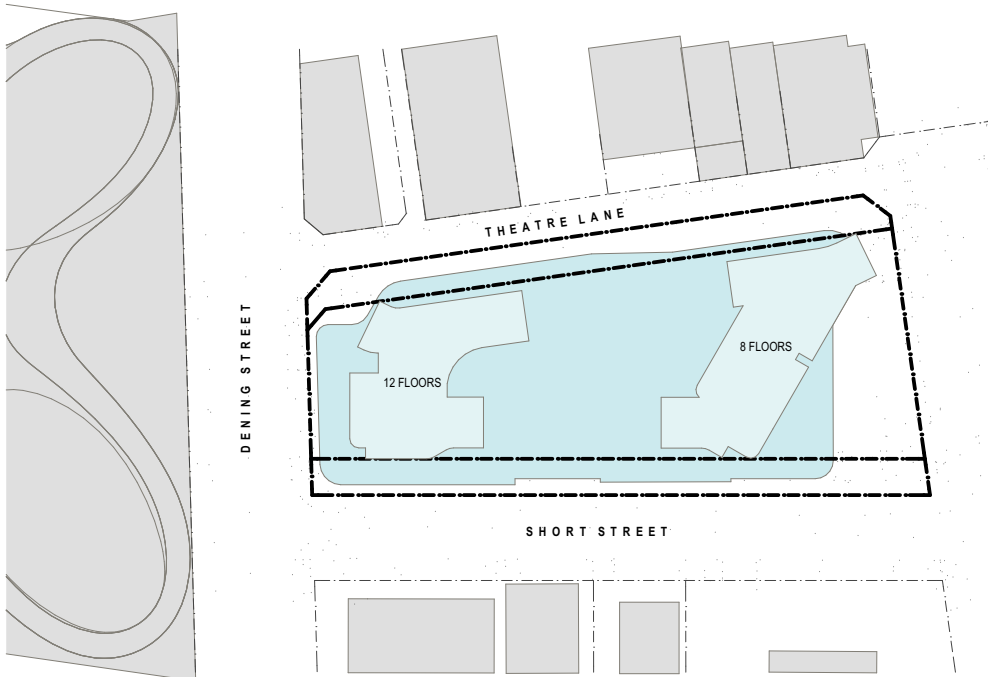
MASTERPLAN DEVELOPMENT APPLICATION



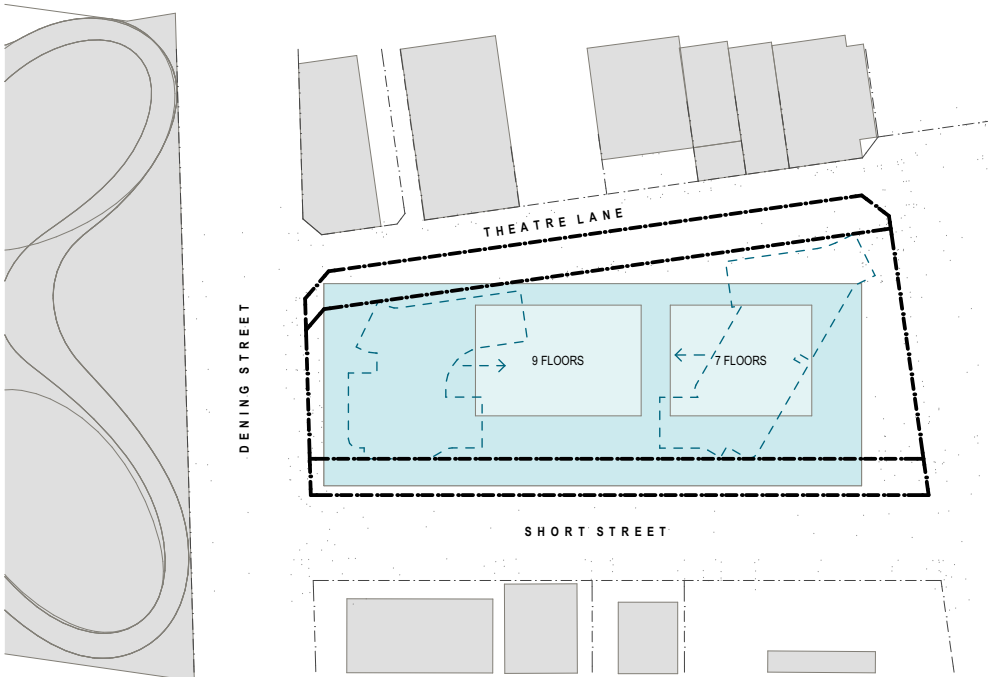


MASTERPLAN DEVELOPMENT APPLICATION

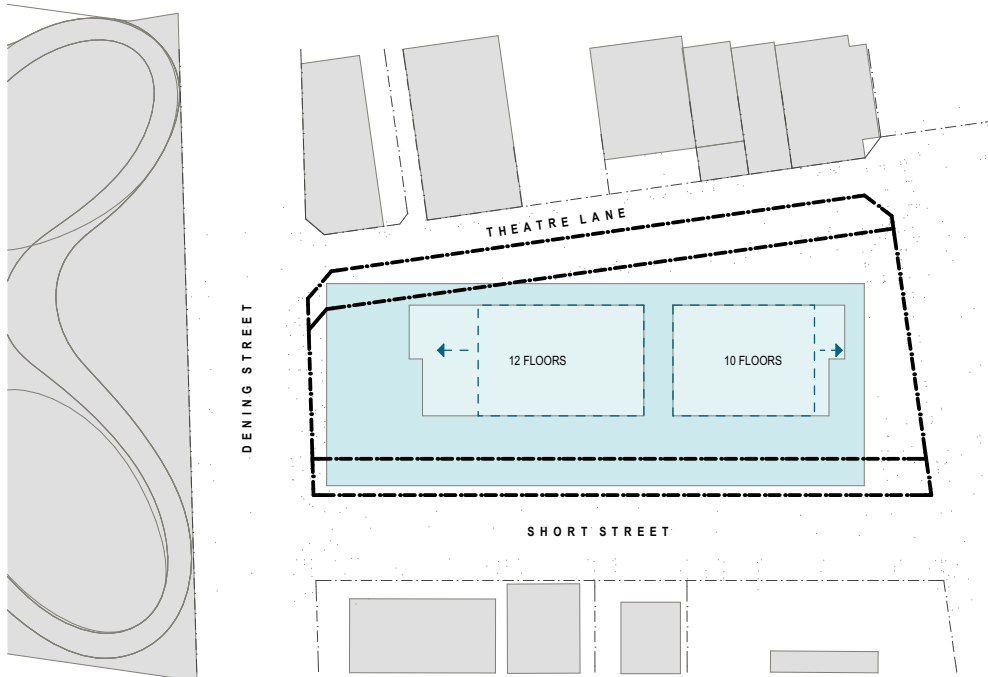
DESIGN DEVELOPMENT STAGES - PLAN



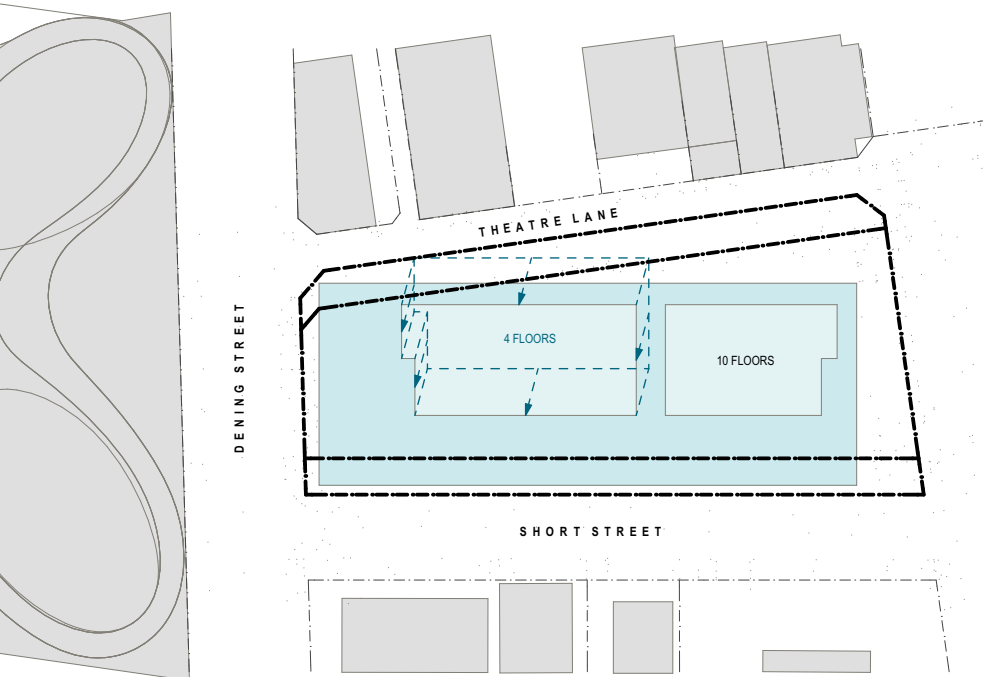
ORIGINAL DA



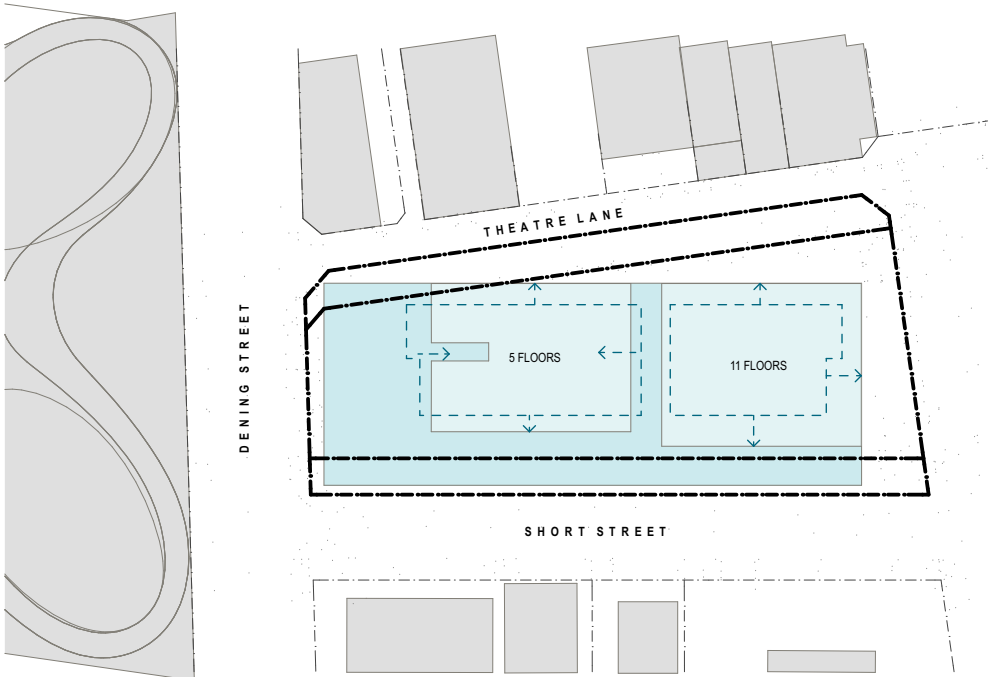
AMENDMENT 1:
TOWERS CONSOLIDATED TO MINIMISE OVERSHADOWING



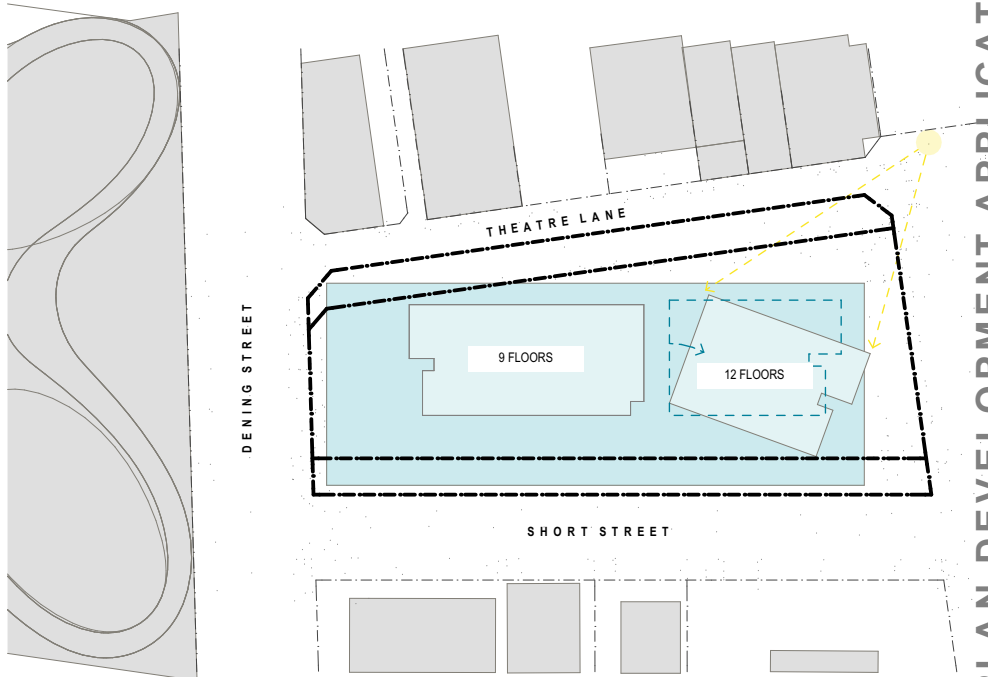
AMENDMENT 2:
FLOORPLATES OF EACH TOWER INCREASED TO MEET POTENTIAL FSR



AMENDMENT 3A:
TOWER 2 TO DECREASE IN HEIGHT TO PREVENT COMPLETE OVERSHADOWING OF FORECOURT



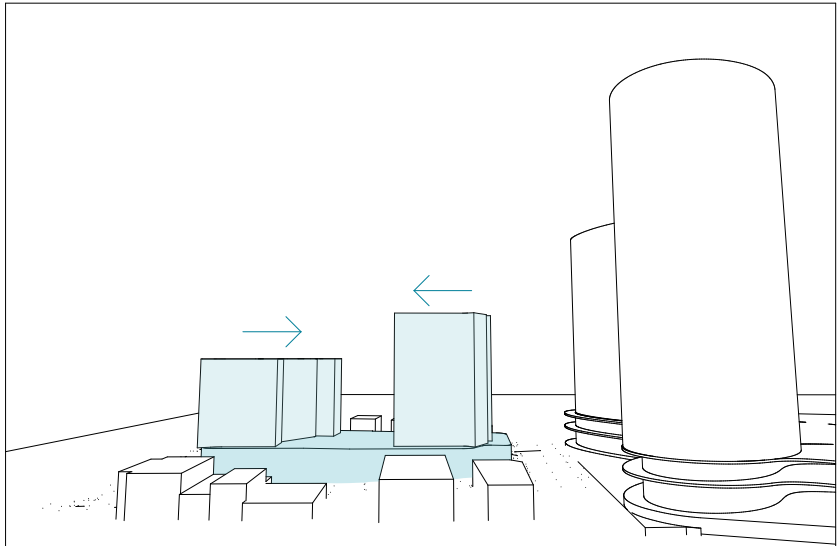
AMENDMENT 3A:
TOWER 2 TO DECREASE IN HEIGHT TO PREVENT COMPLETE OVERSHADOWING
BOTH TOWERS INCREASE SLIGHTLY IN GFA TO MEET FSR



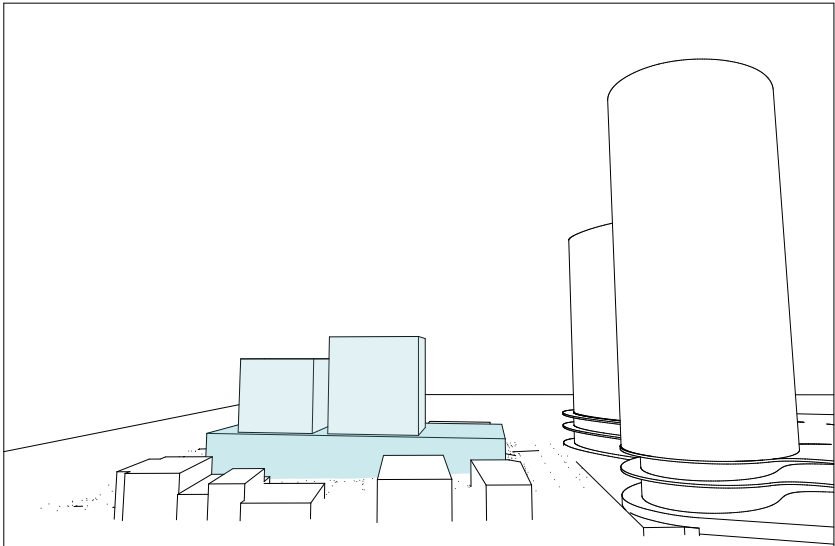
AMENDMENT 4:
FLOORPLATES OF EACH TOWER REORIENTATED FOR ARTICULATION AND SOLAR ACCESS

MASTERPLAN DEVELOPMENT APPLICATION

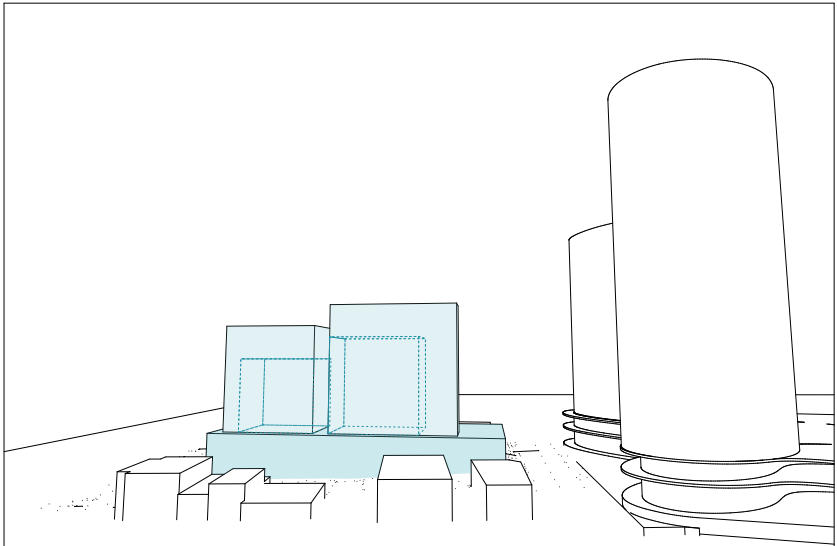
DESIGN DEVELOPMENT STAGES - 3D



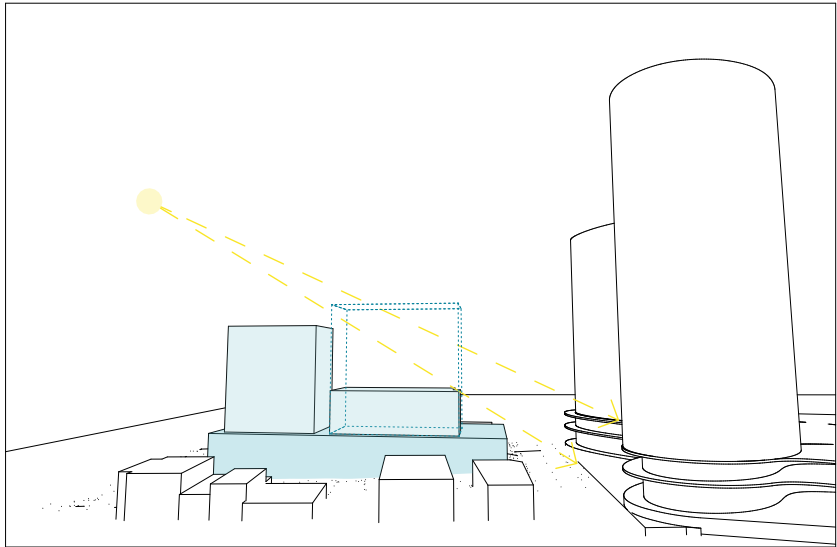
ORIGINAL DA



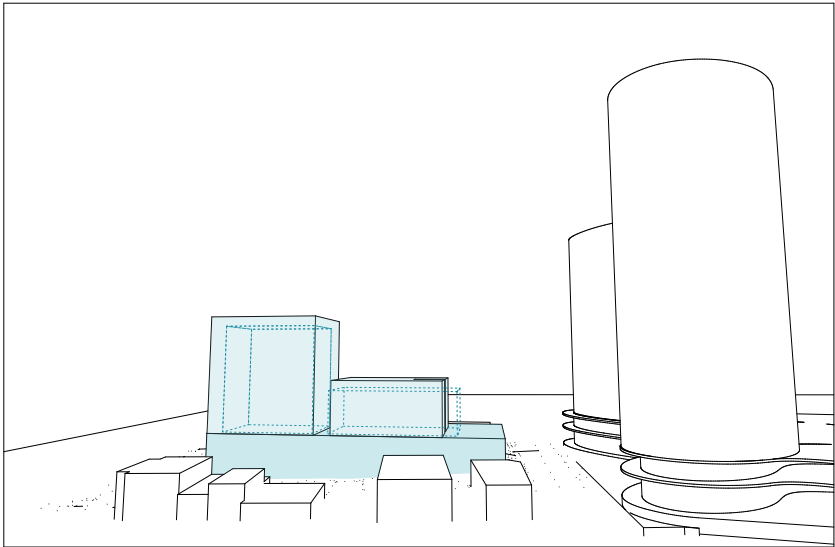
AMENDMENT 1:
TOWERS CONSOLIDATED TO MINIMISE OVERSHADOWING



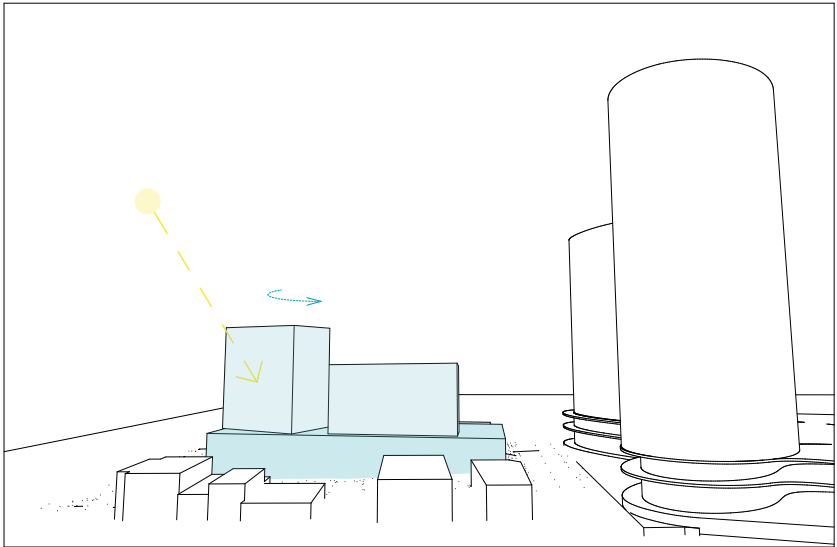
AMENDMENT 2:
FLOORPLATES OF EACH TOWER INCREASED TO MEET POTENTIAL FSR



AMENDMENT 3A:
TOWER 2 TO DECREASE IN HEIGHT TO PREVENT COMPLETE
OVERSHADOWING OF FORECOURT



AMENDMENT 3A:
TOWER 2 TO DECREASE IN HEIGHT TO PREVENT
COMPLETE OVERSHADOWING
BOTH TOWERS INCREASE SLIGHTLY IN GFA TO MEET FSR

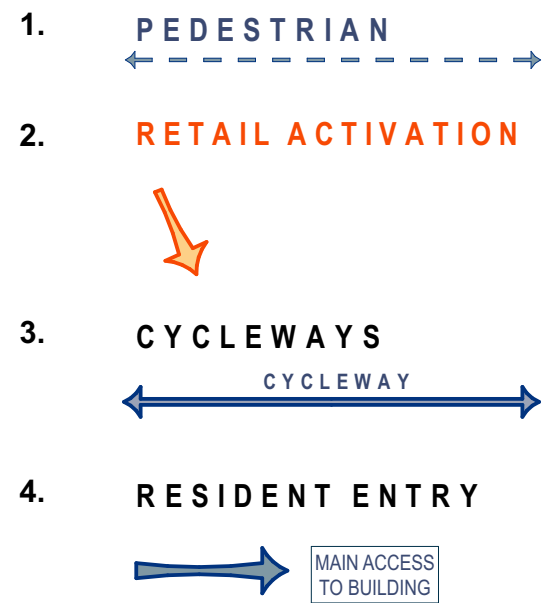


AMENDMENT 4:
NORTHERN TOWER ROOFTOP FOR ARTICULATION AND SOLAR ACCESS

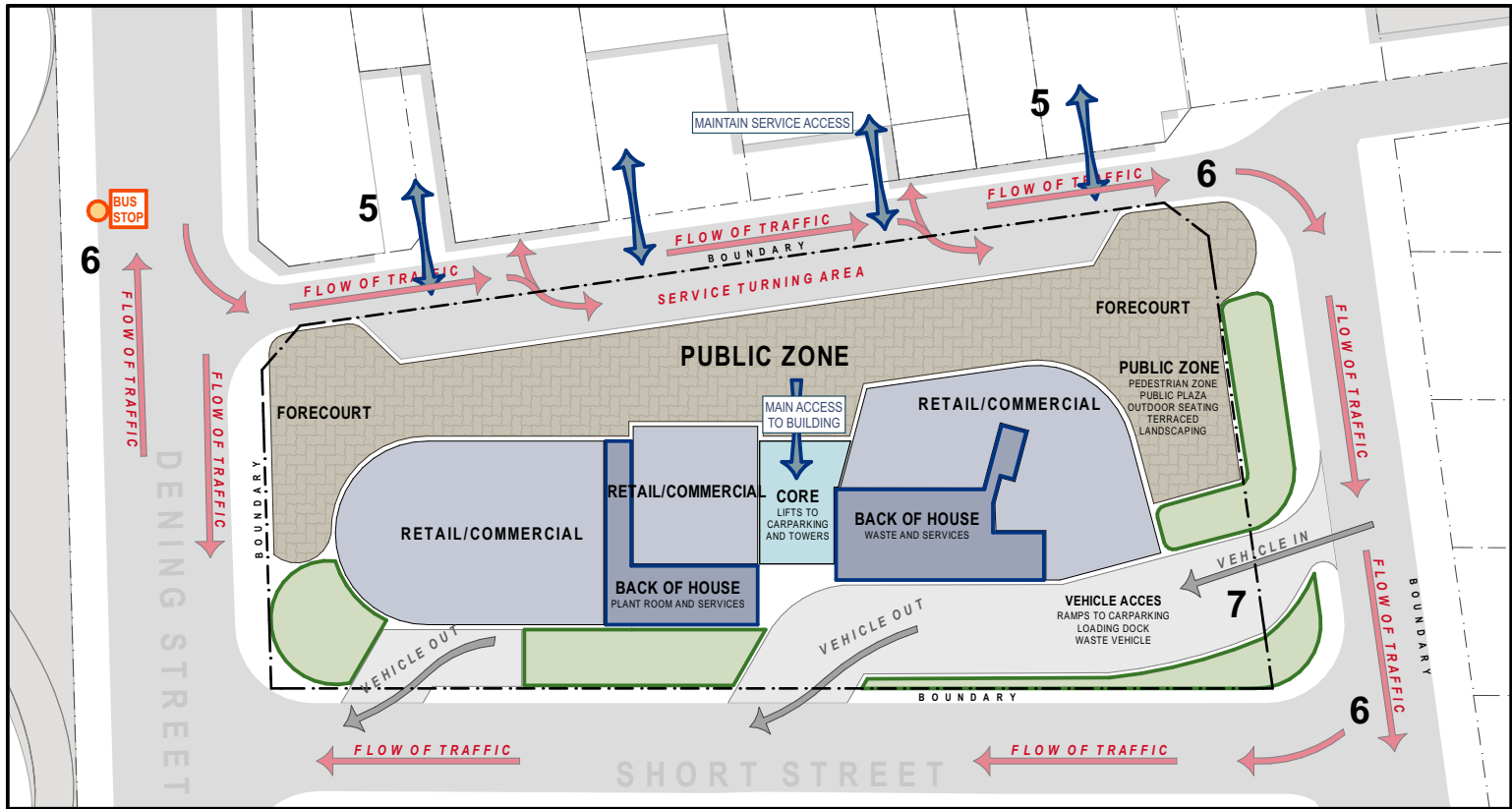
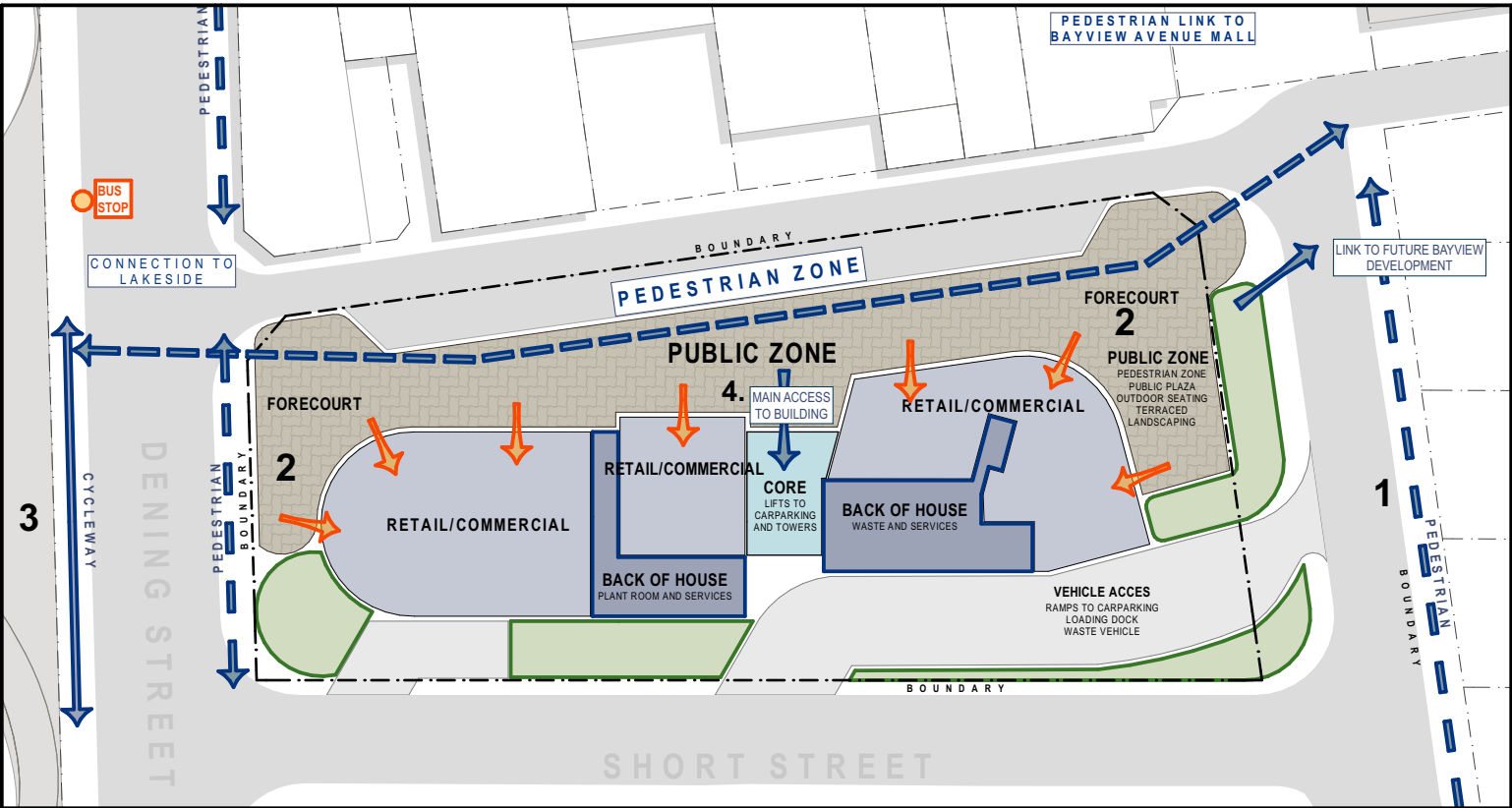
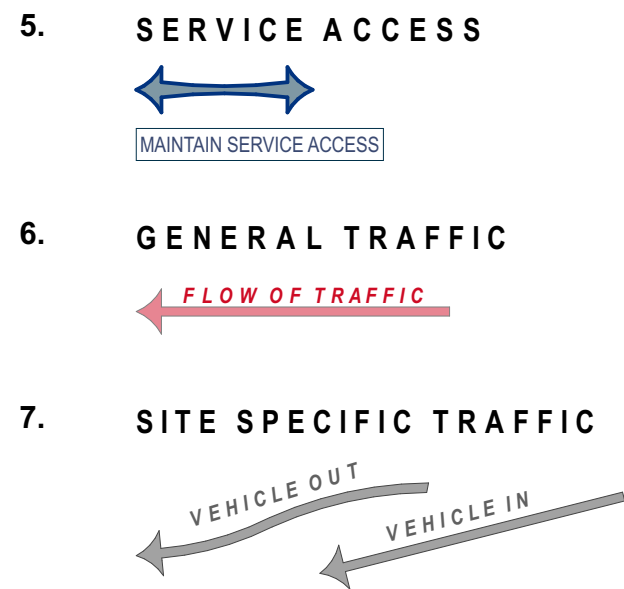
MASTERPLAN DEVELOPMENT APPLICATION

SITE CONCEPT

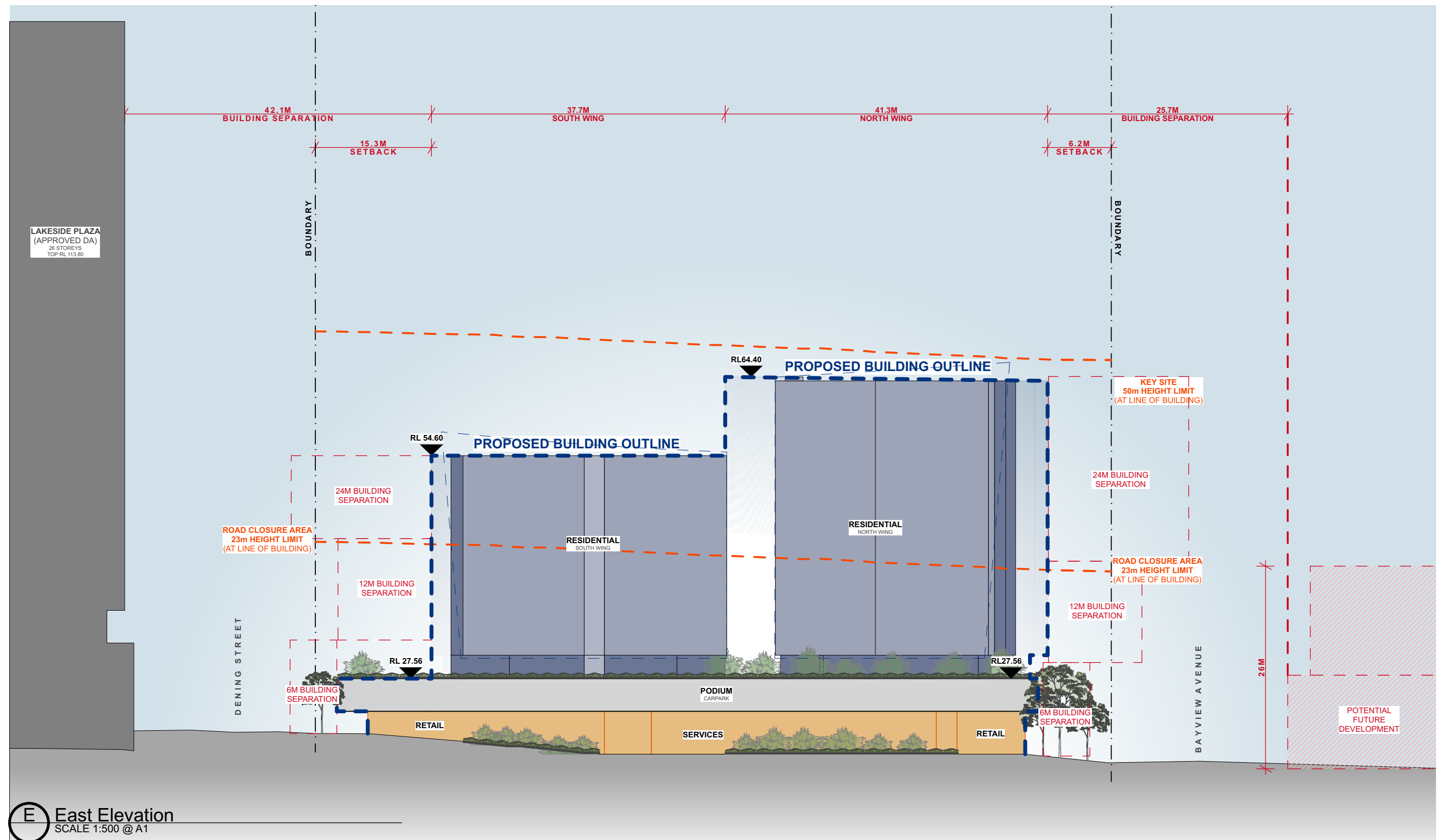
PEDESTRIAN MOVEMENT



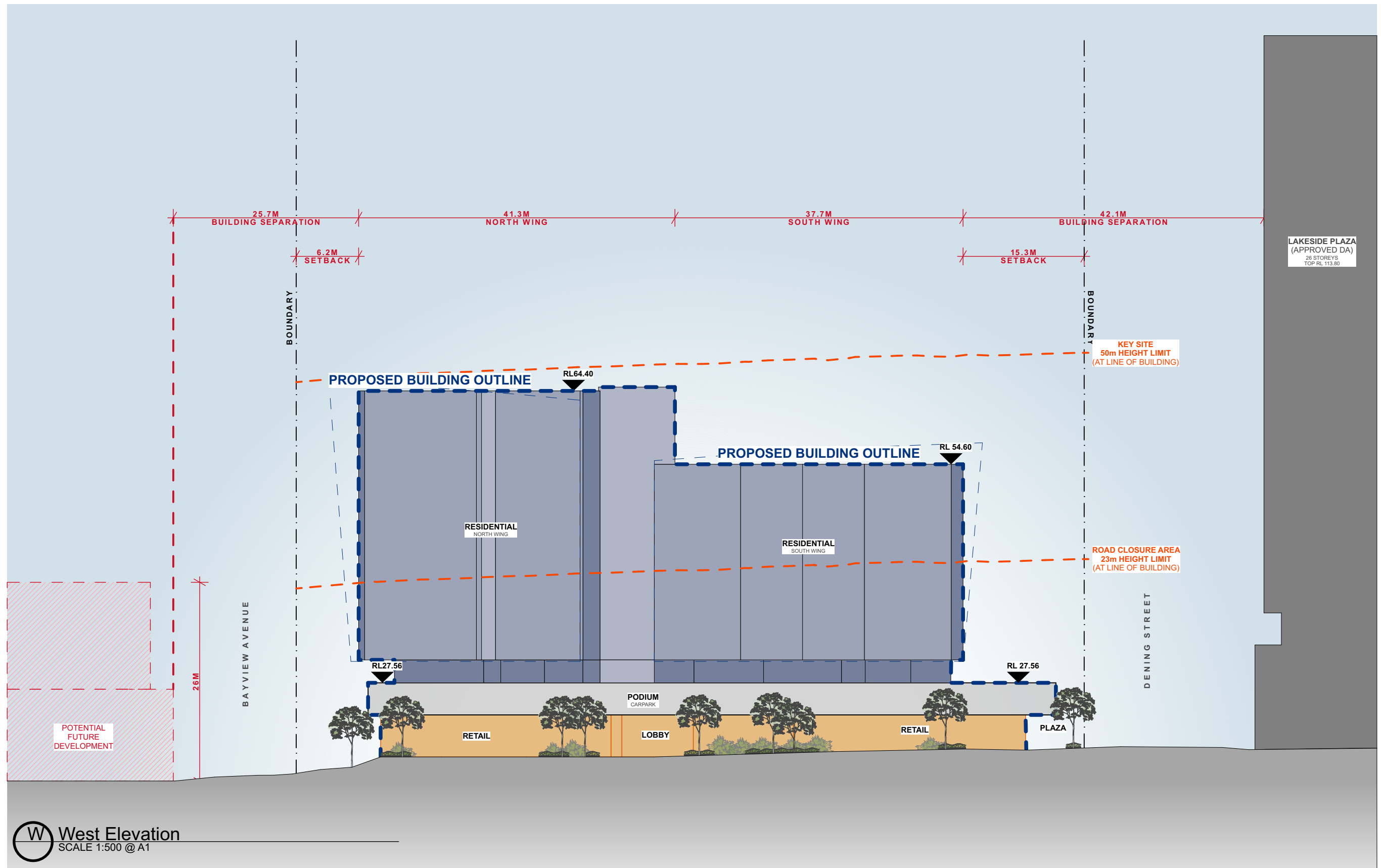
VEHICLE MOVEMENT



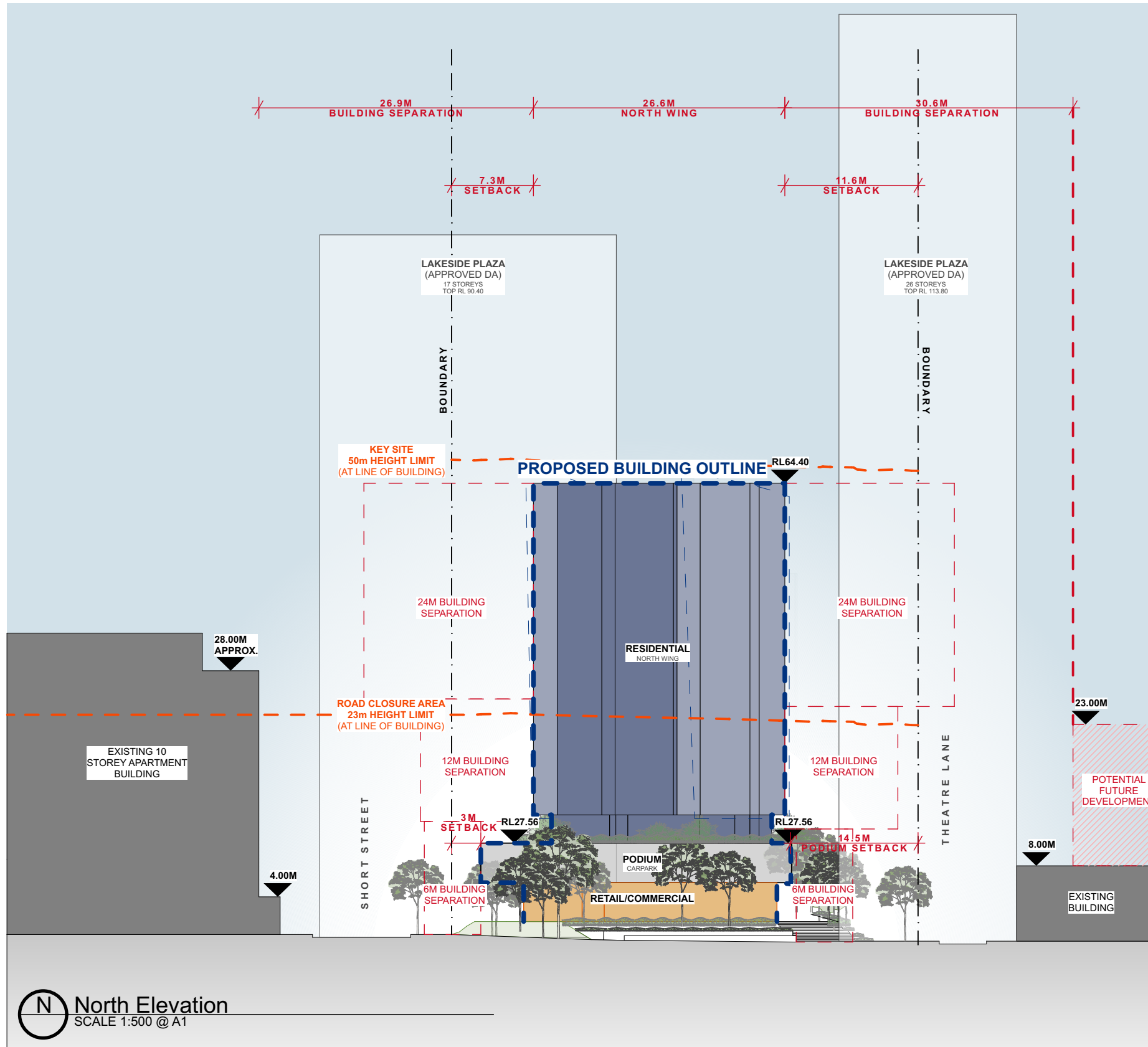
MASTERPLAN DEVELOPMENT APPLICATION

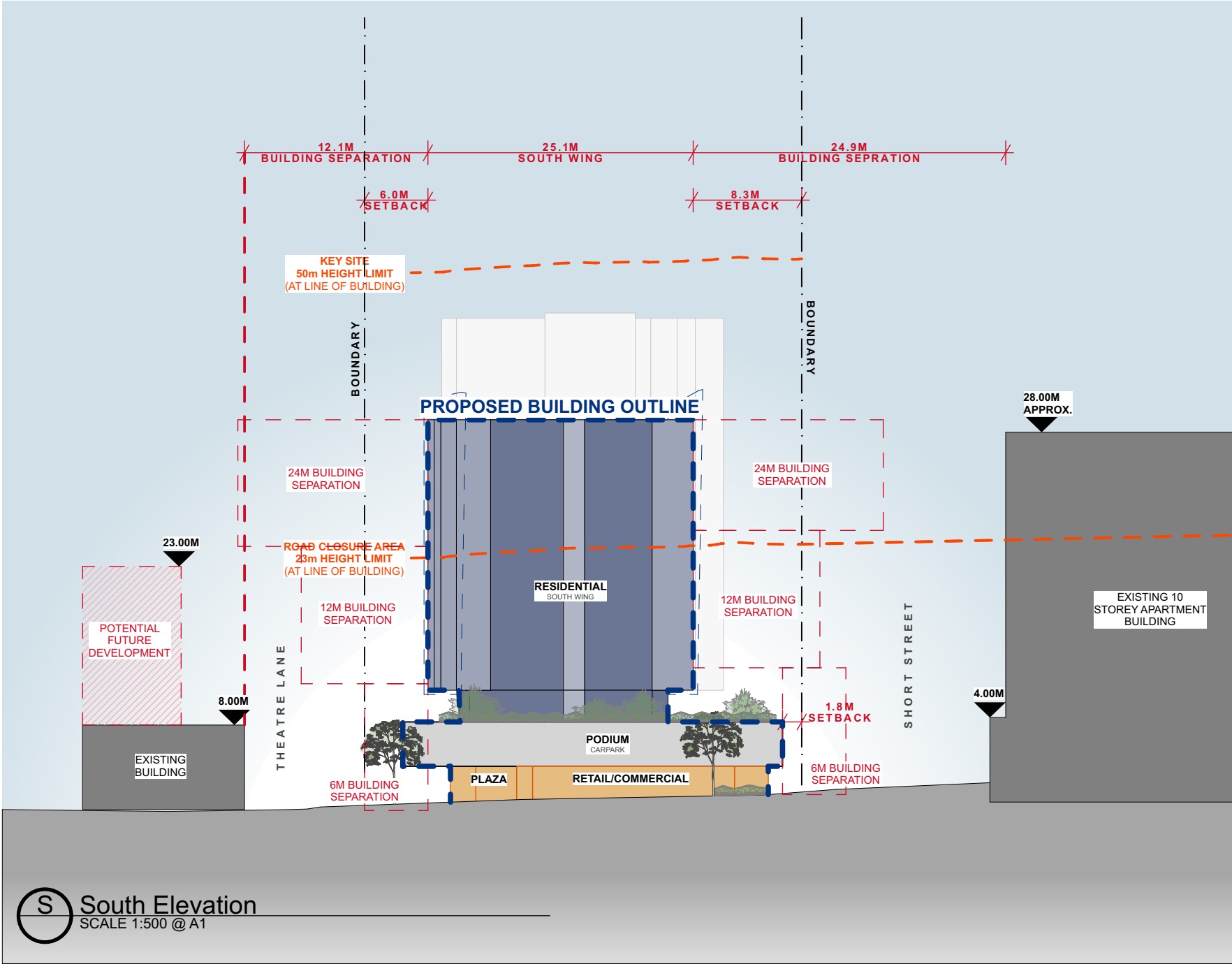


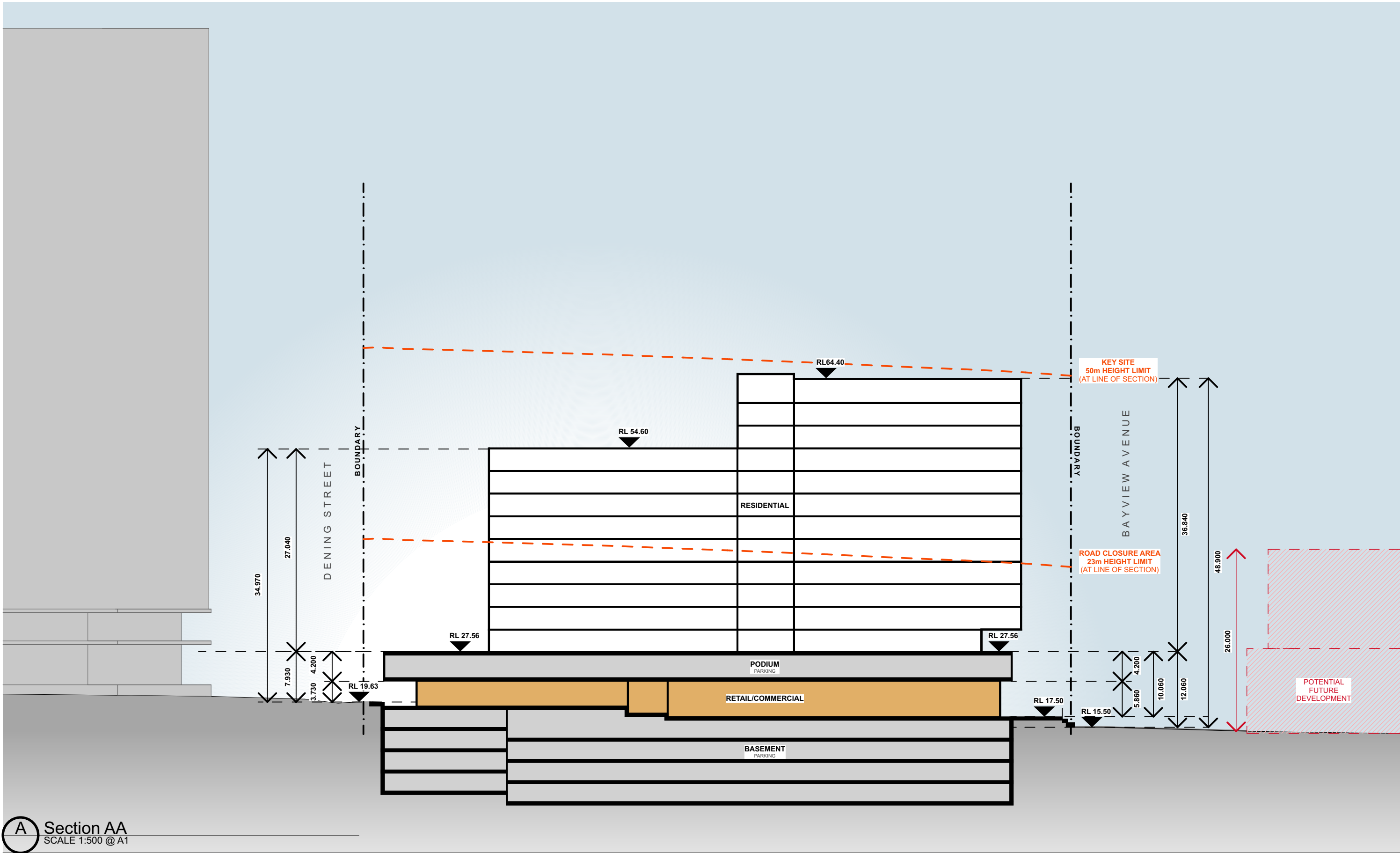
MASTERPLAN DEVELOPMENT APPLICATION



MASTERPLAN DEVELOPMENT APPLICATION

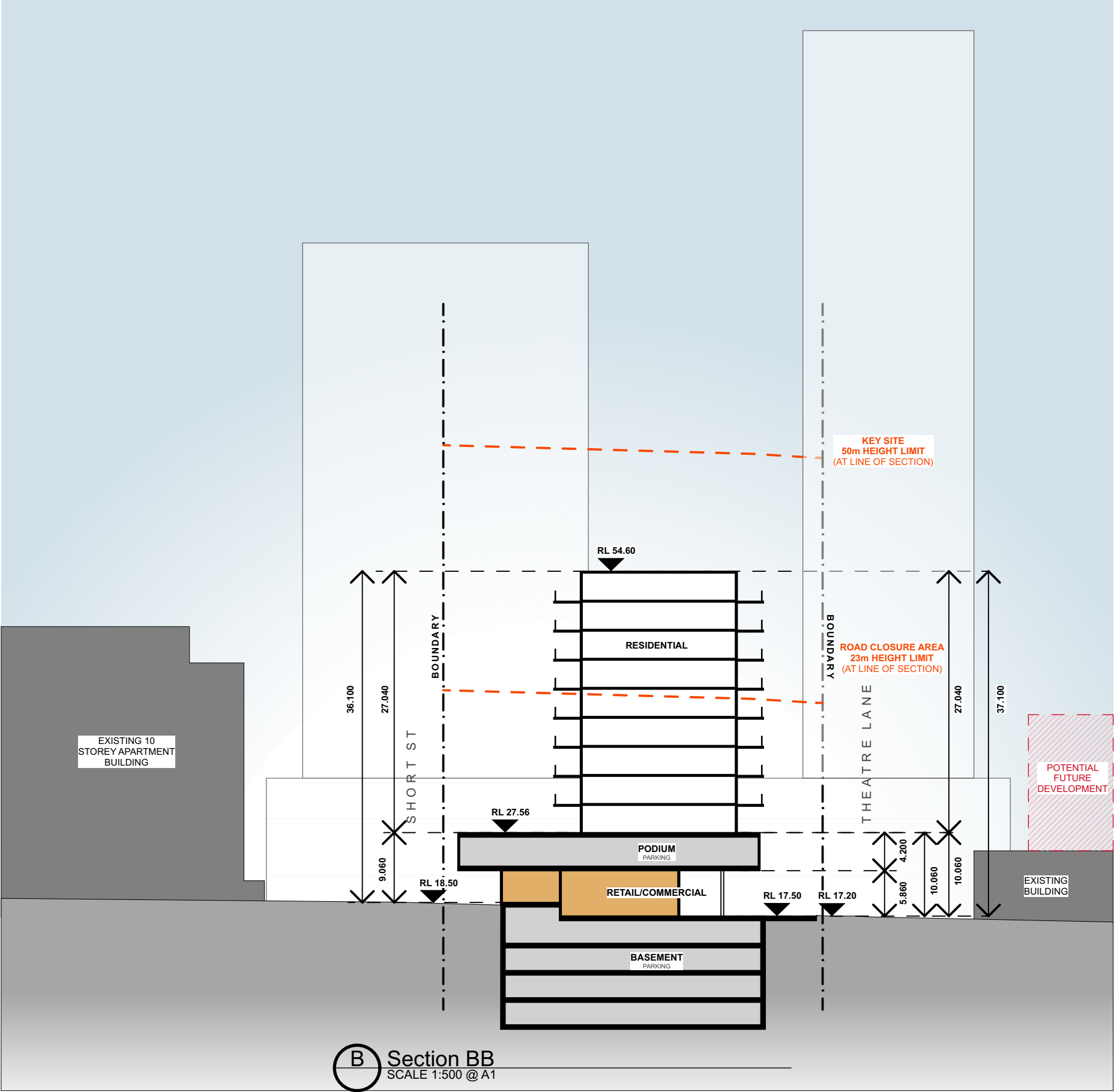


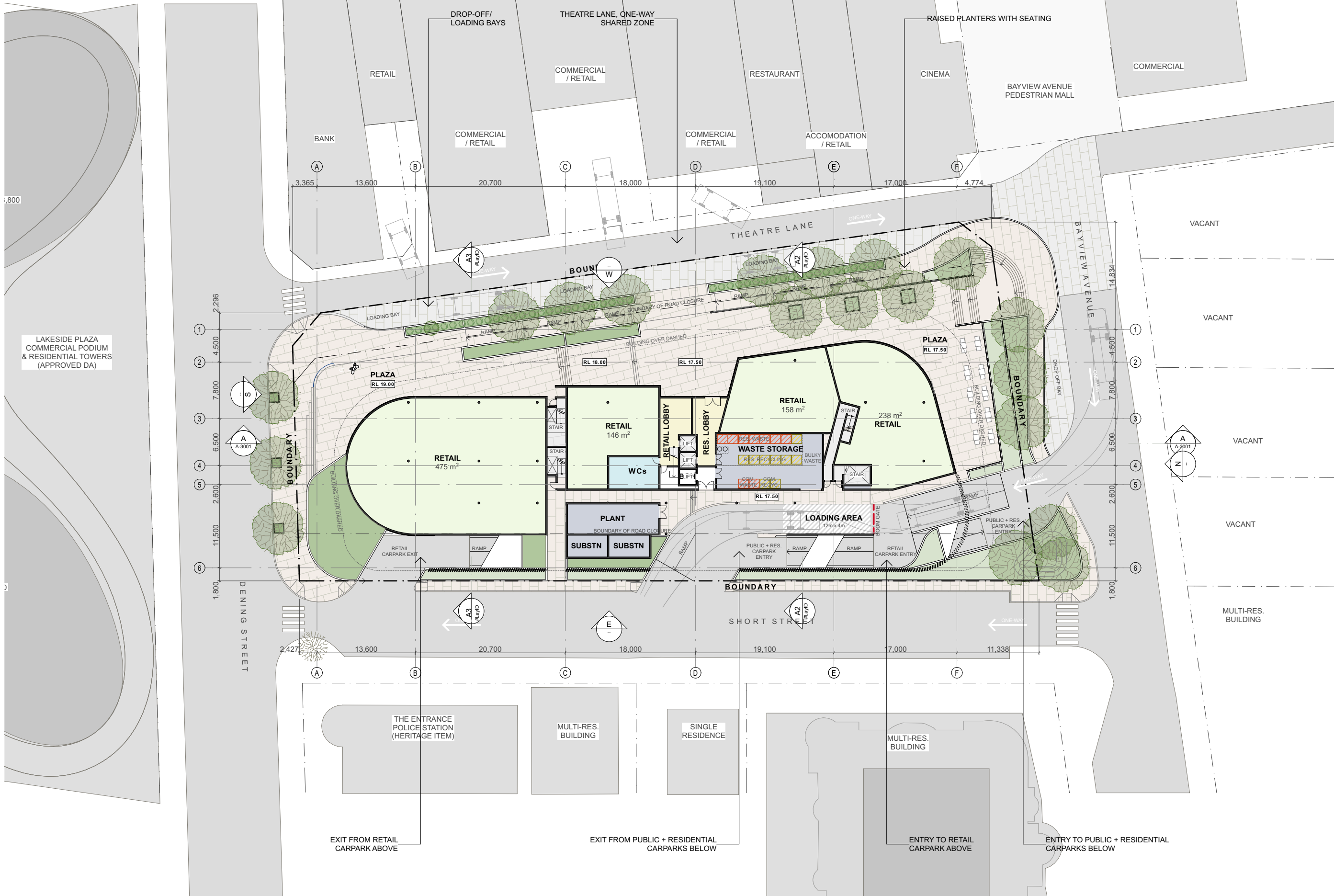


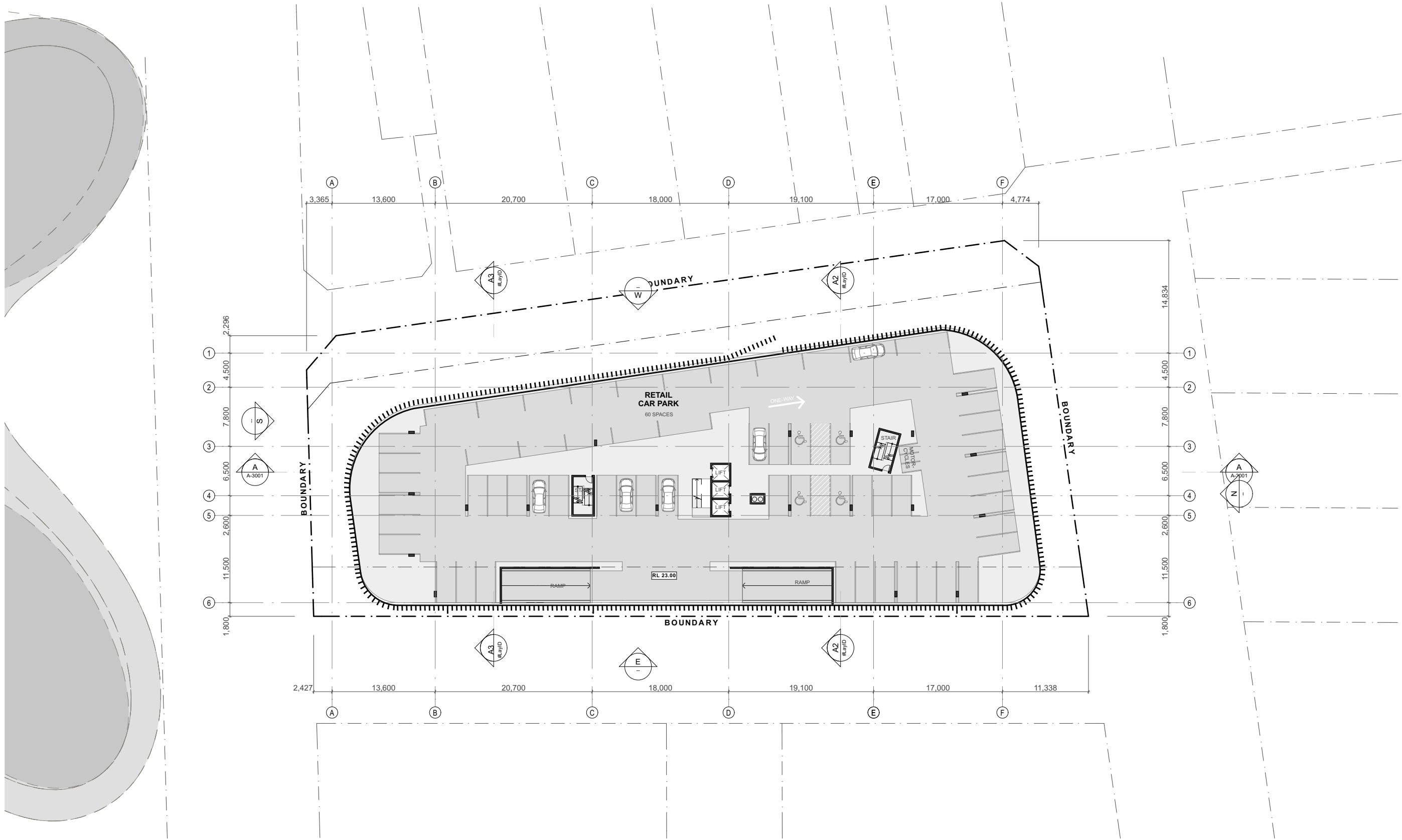


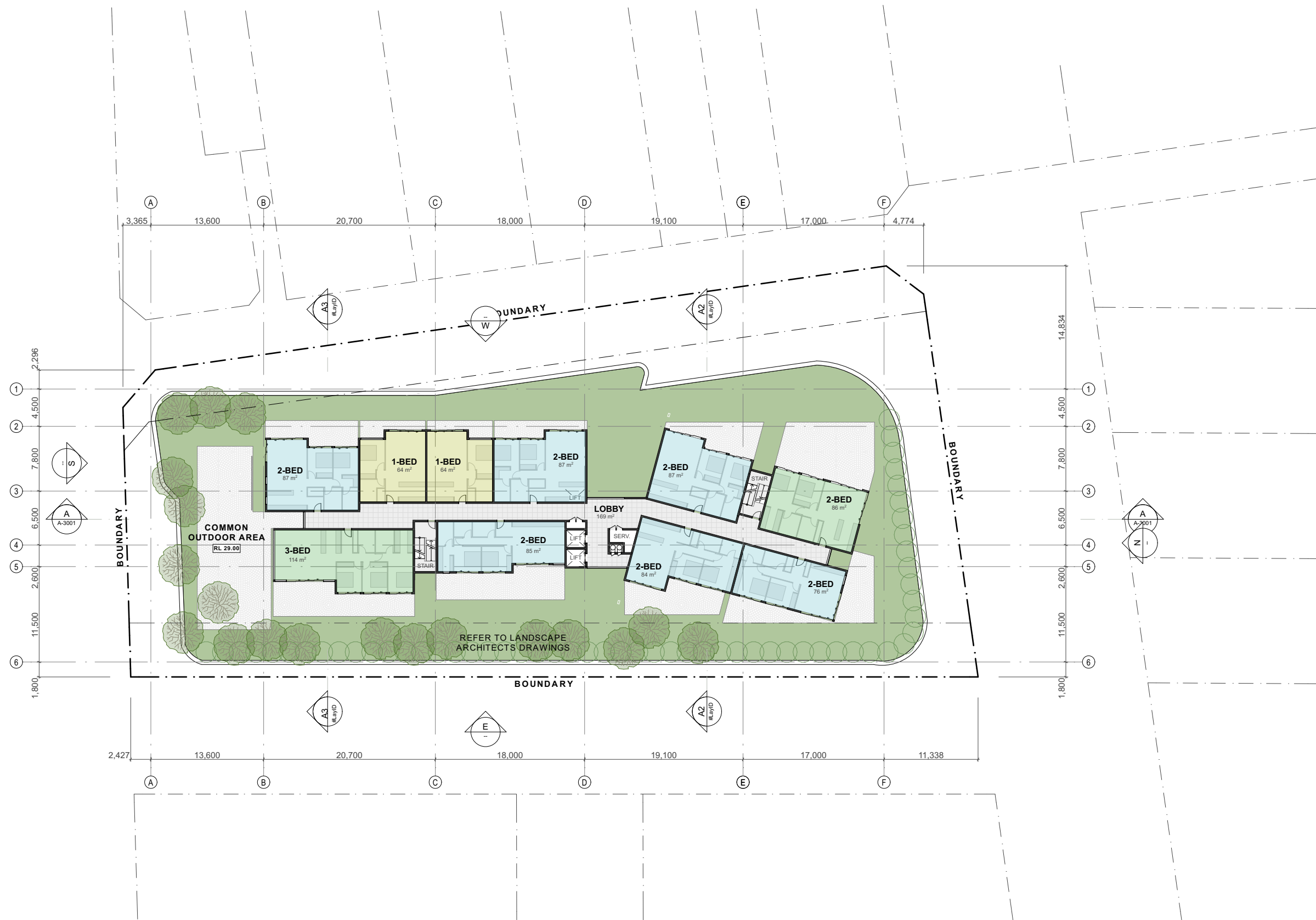
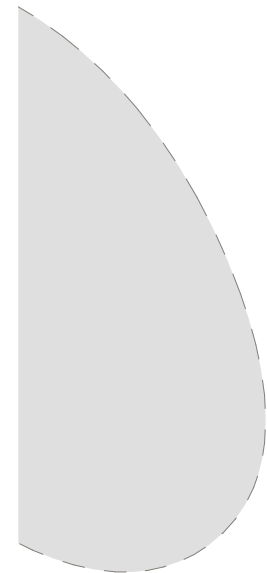
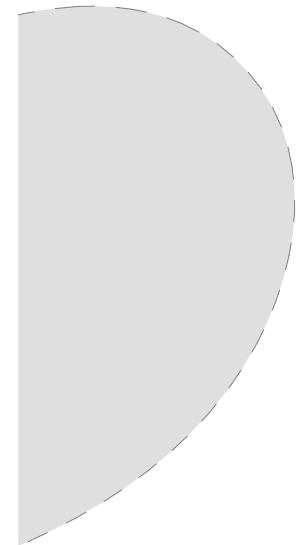
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SCALE 1:500 @ A1

MASTERPLAN DEVELOPMENT APPLICATION








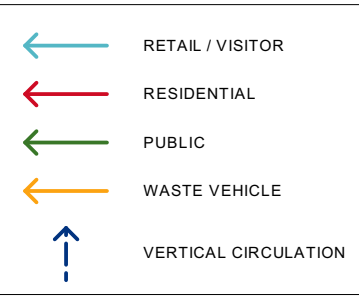
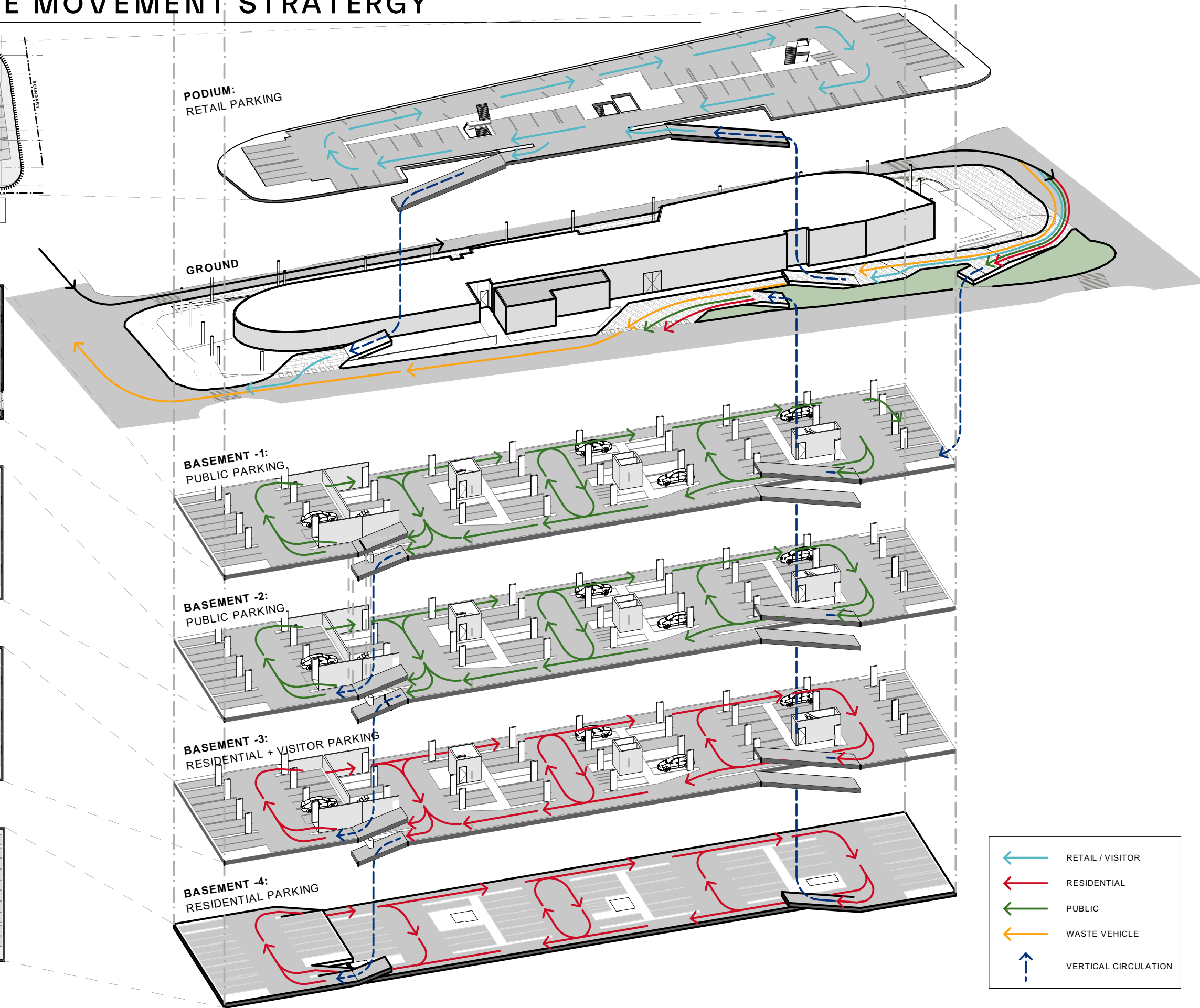
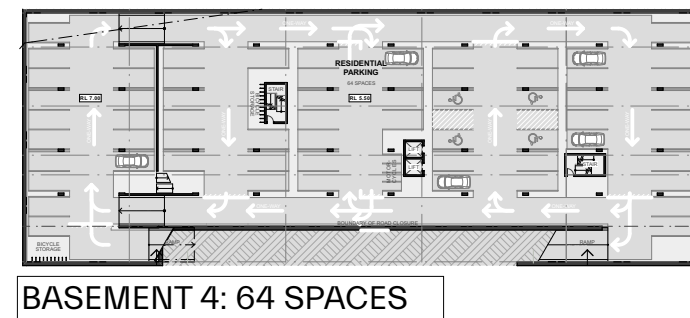
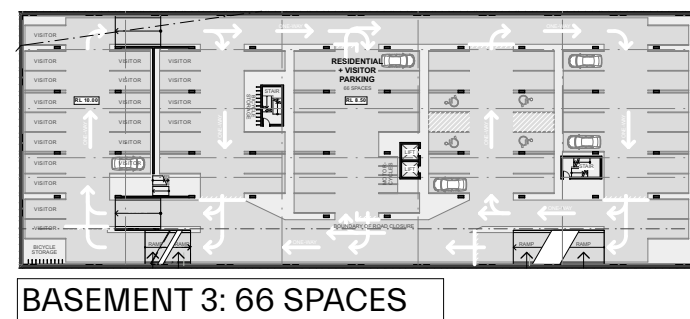
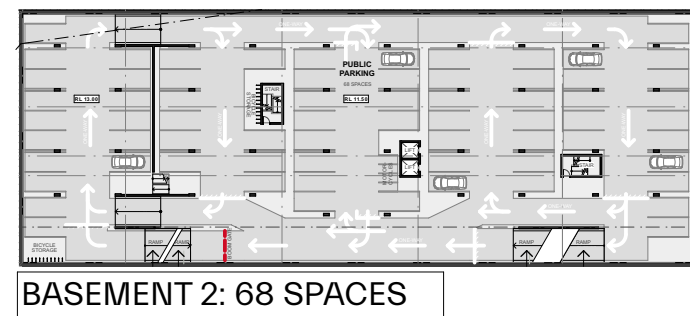
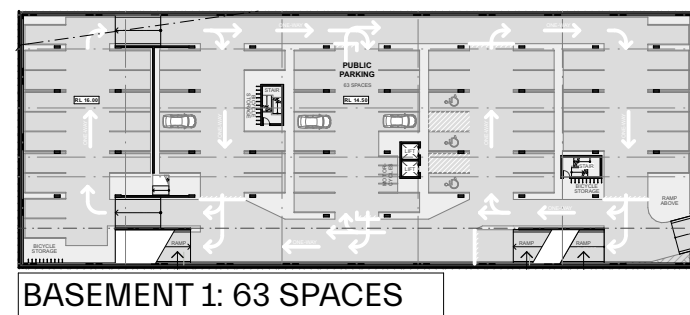
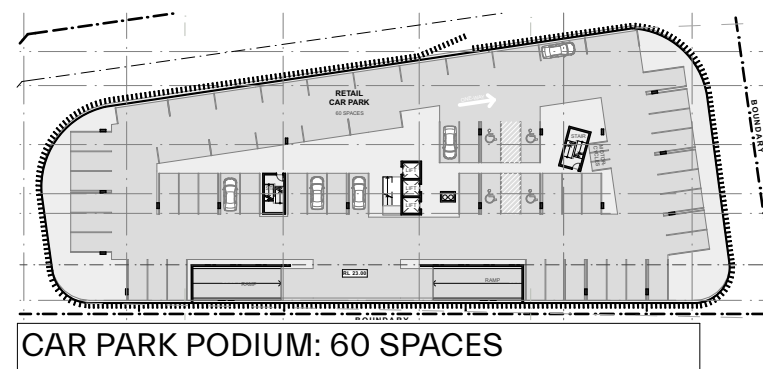




 TYPICAL - RESIDENTIAL LVLS 2 - 11

NOTE: APARTMENT PLANS FOR INDICATIVE PURPOSES ONLY

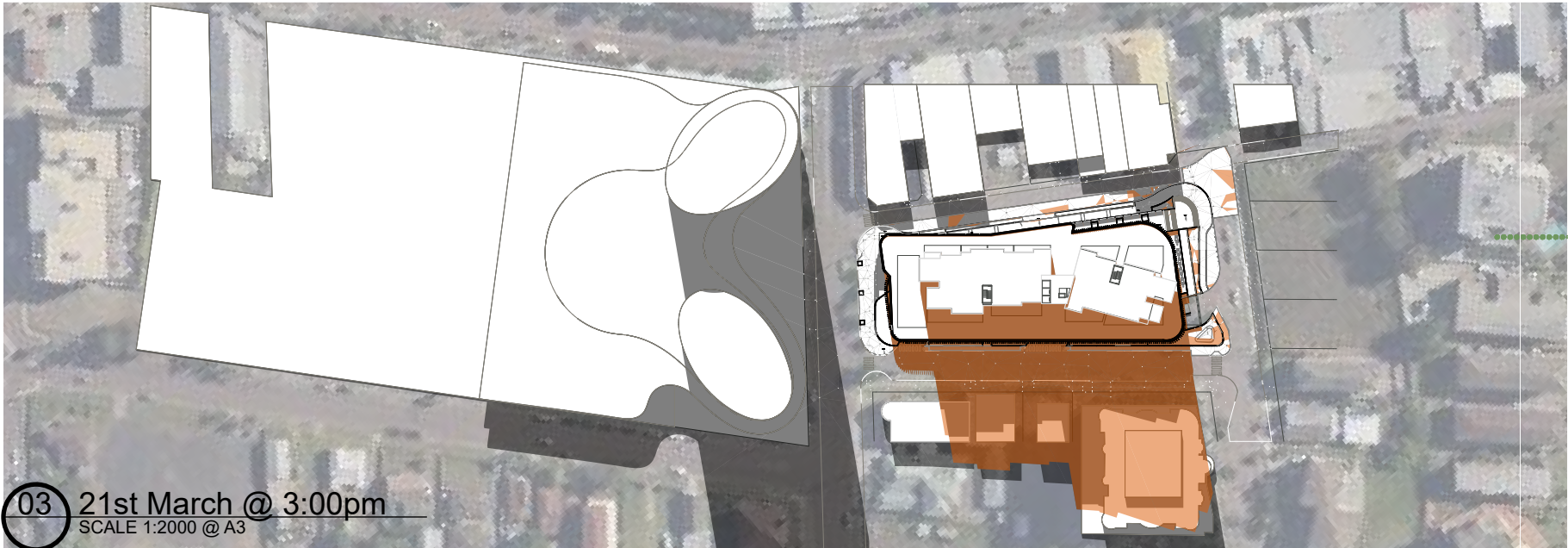
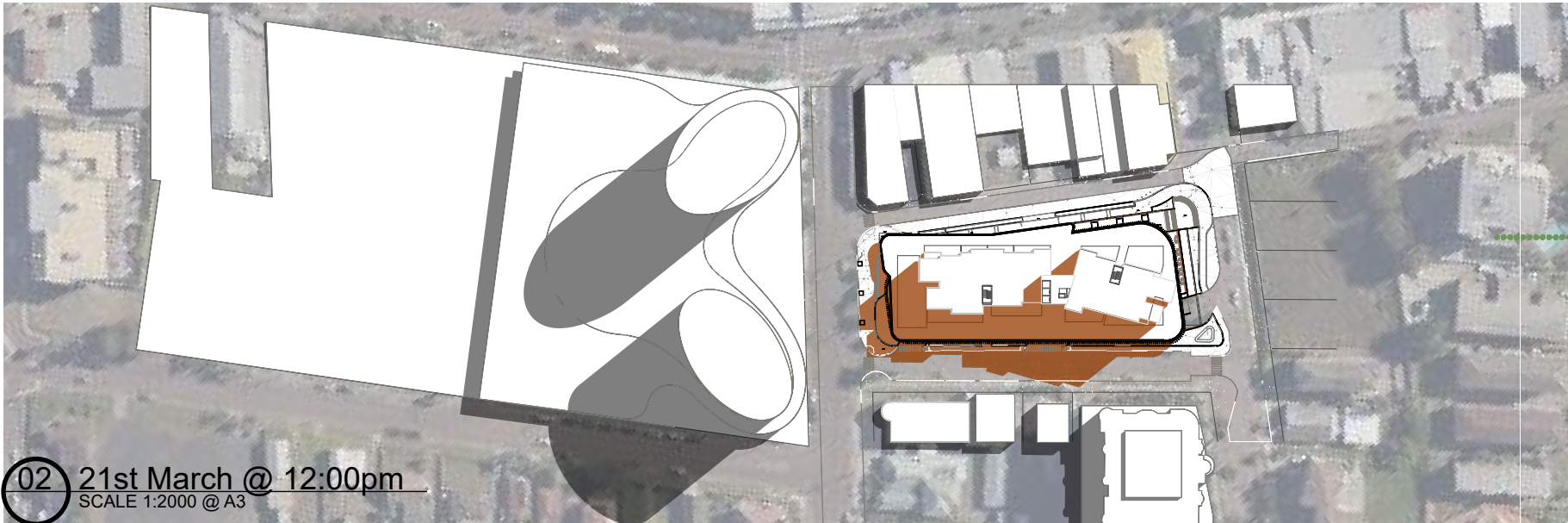
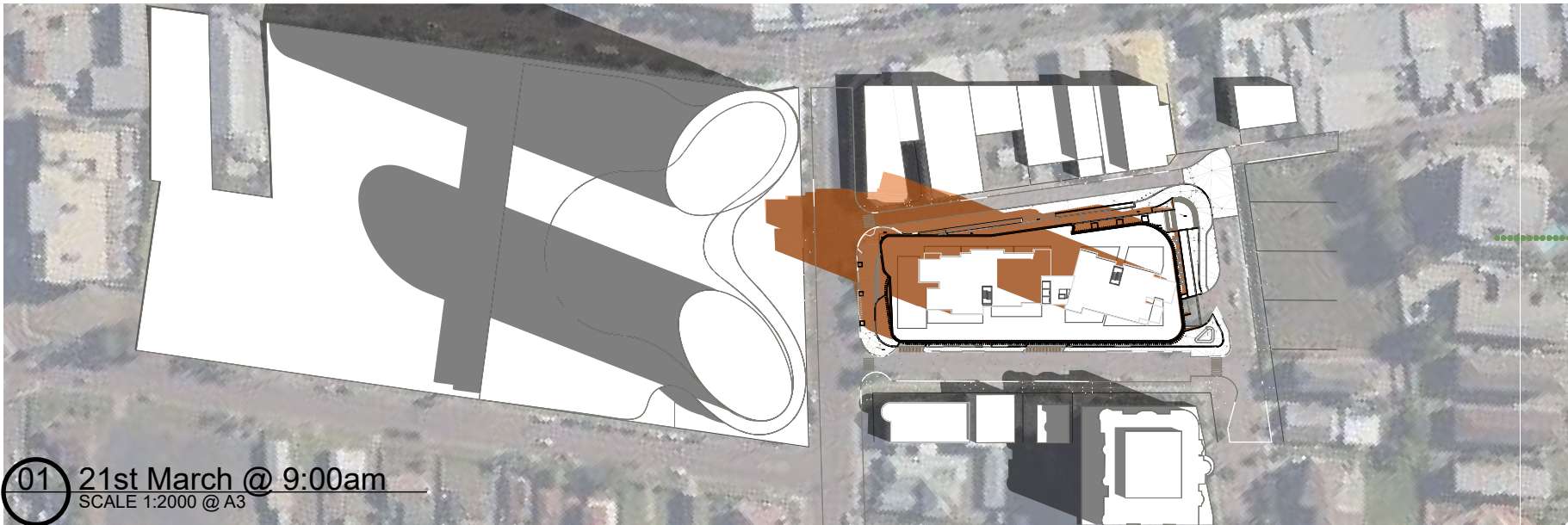
CAR PARKING/VEHICLE MOVEMENT STRATEGY



MASTERPLAN DEVELOPMENT APPLICATION

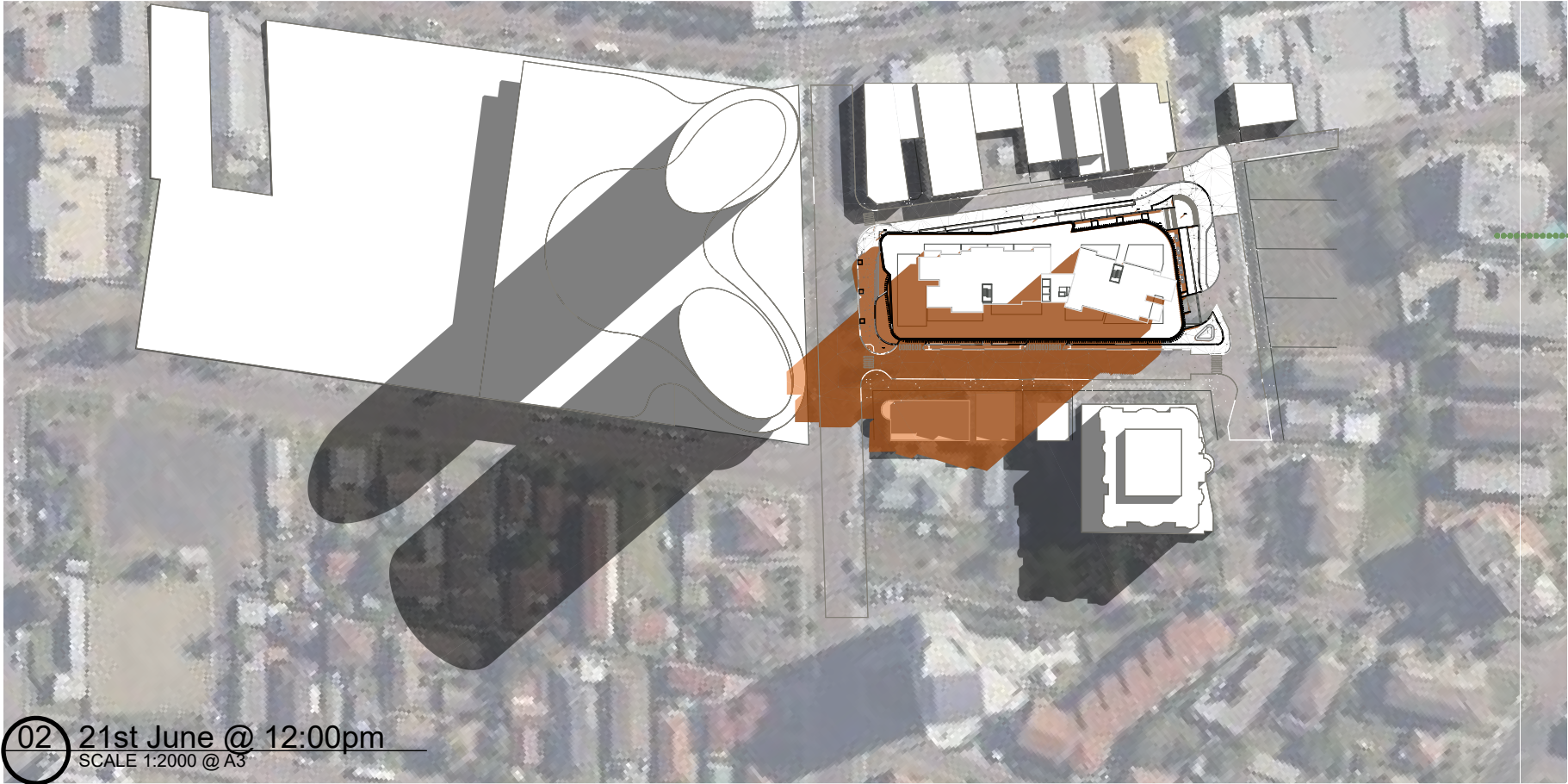
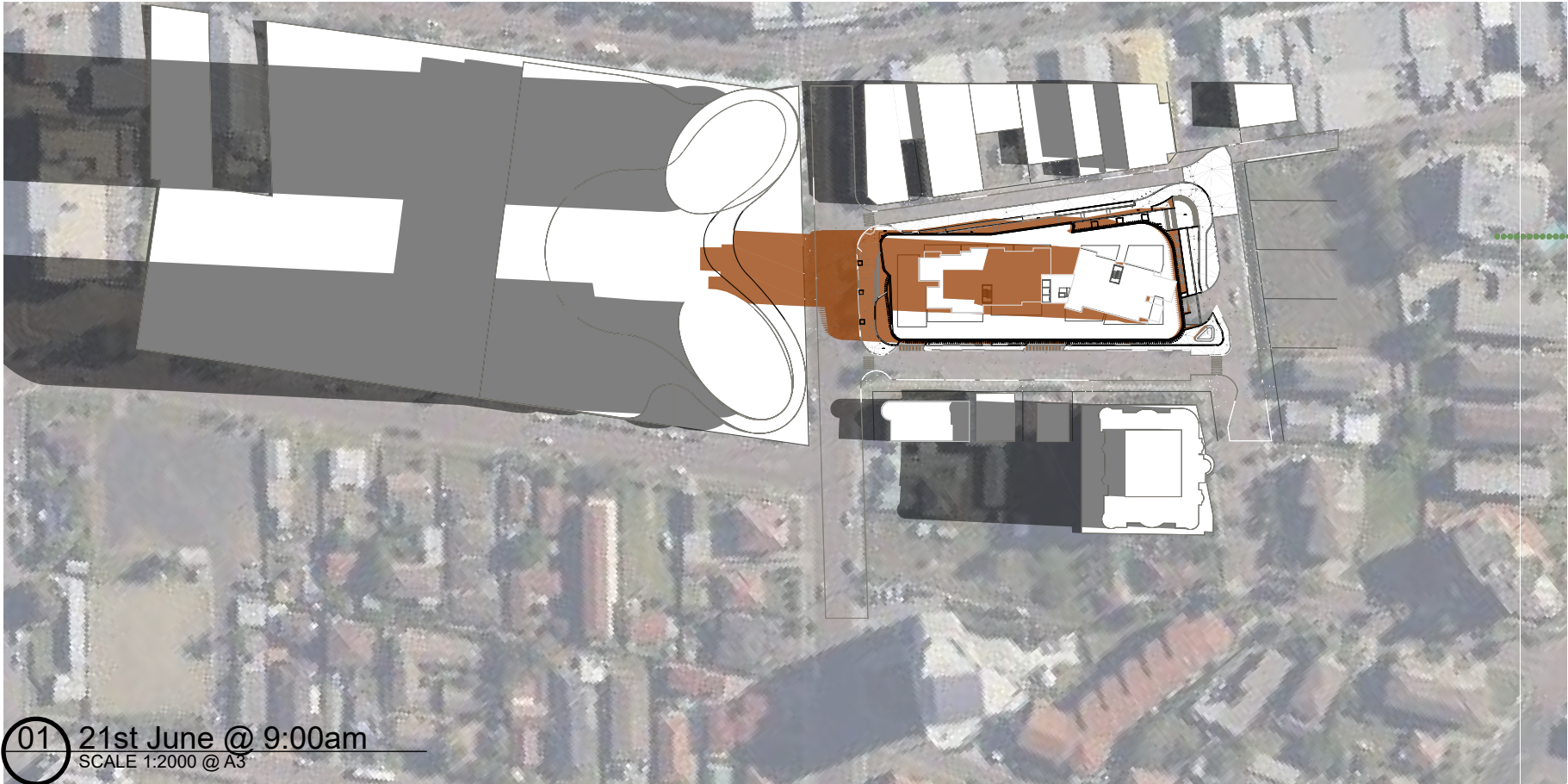


SHADOWS - MARCH 21ST



MASTERPLAN DEVELOPMENT APPLICATION

SHADOWS - JUNE 21ST



MASTERPLAN DEVELOPMENT APPLICATION



Short Street Masterplan

project #
19088

Denning/Short St Carpark, The Entrance, NSW 2261

Shadows-June 21st (9am-12pm)

drawing #
DA-7002

AS SHOWN

issue
01

26/6/20

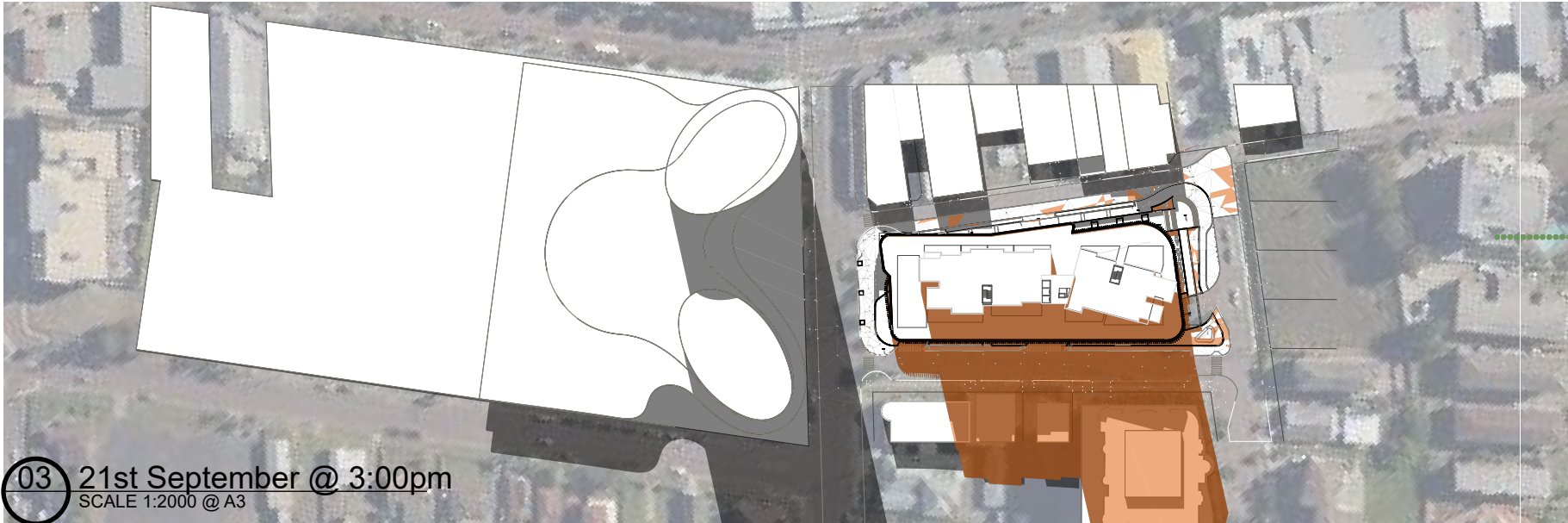
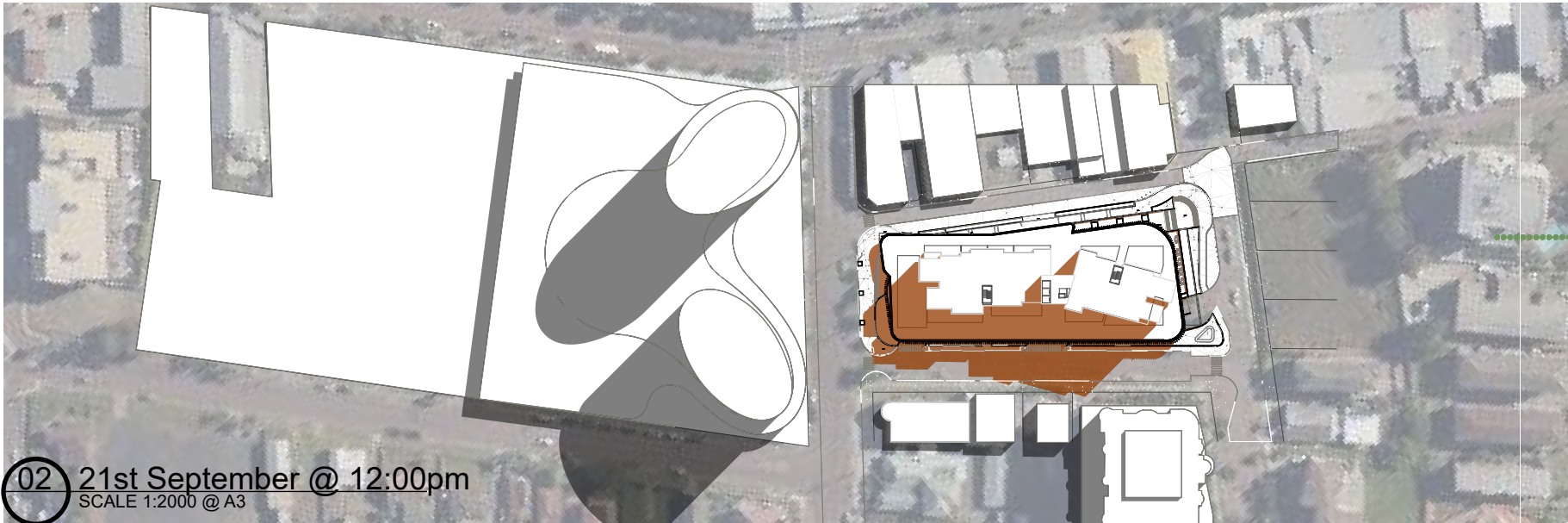
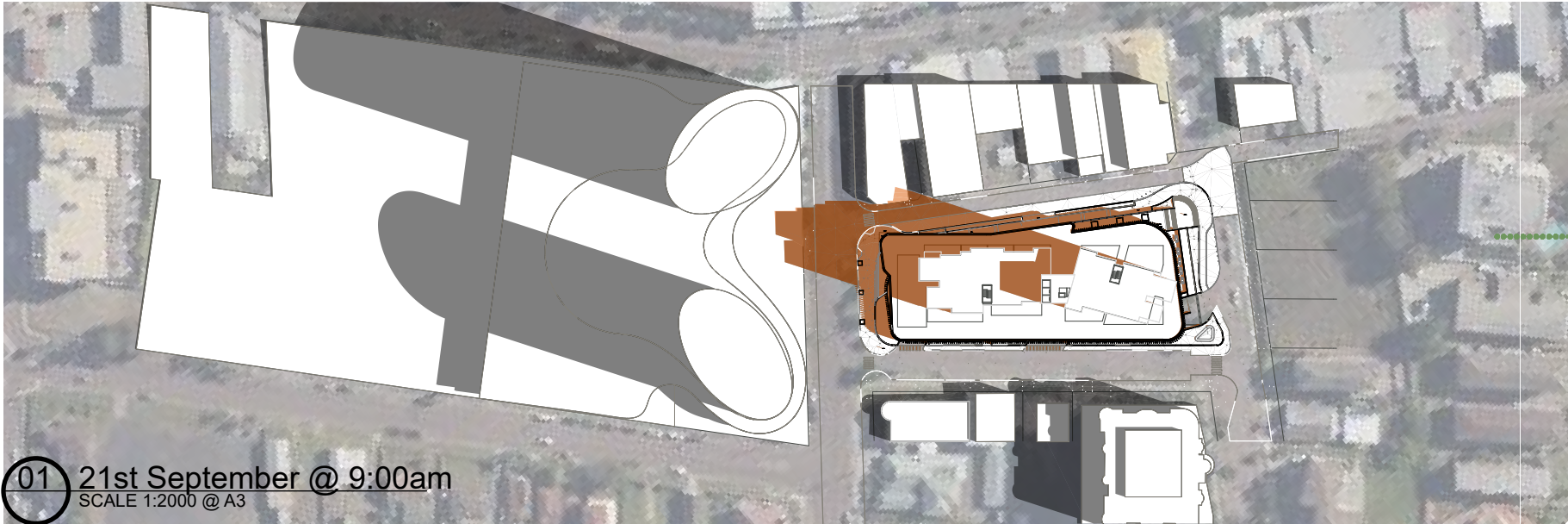
this document is the copyright of CKDS Architecture PTY LTD and all dimensions on site refer any discrepancies to the designer before proceeding with the work. do not scale drawings manually or electronically. drawing shall not be used for construction until issued for construction by designer.

SHADOWS - JUNE 21ST



MASTERPLAN DEVELOPMENT APPLICATION

SHADOWS - SEPTEMBER 21ST



MASTERPLAN DEVELOPMENT APPLICATION

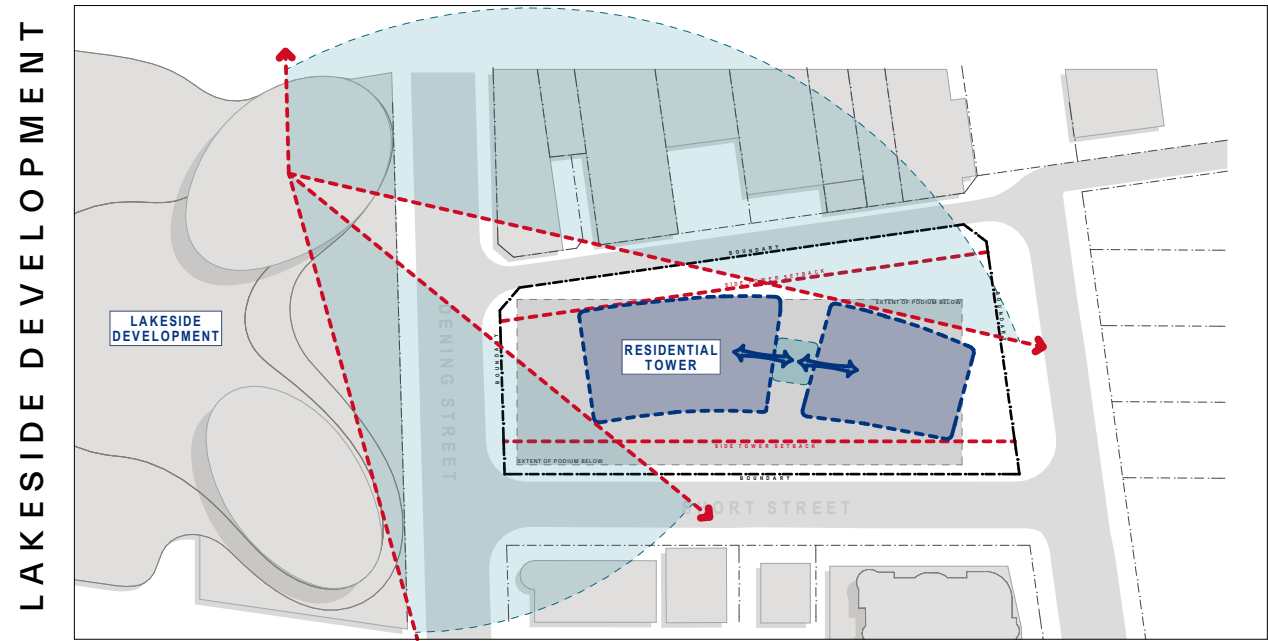
EXISTING ATLANTIS APARTMENTS

VIEW ANALYSIS CORRIDOR

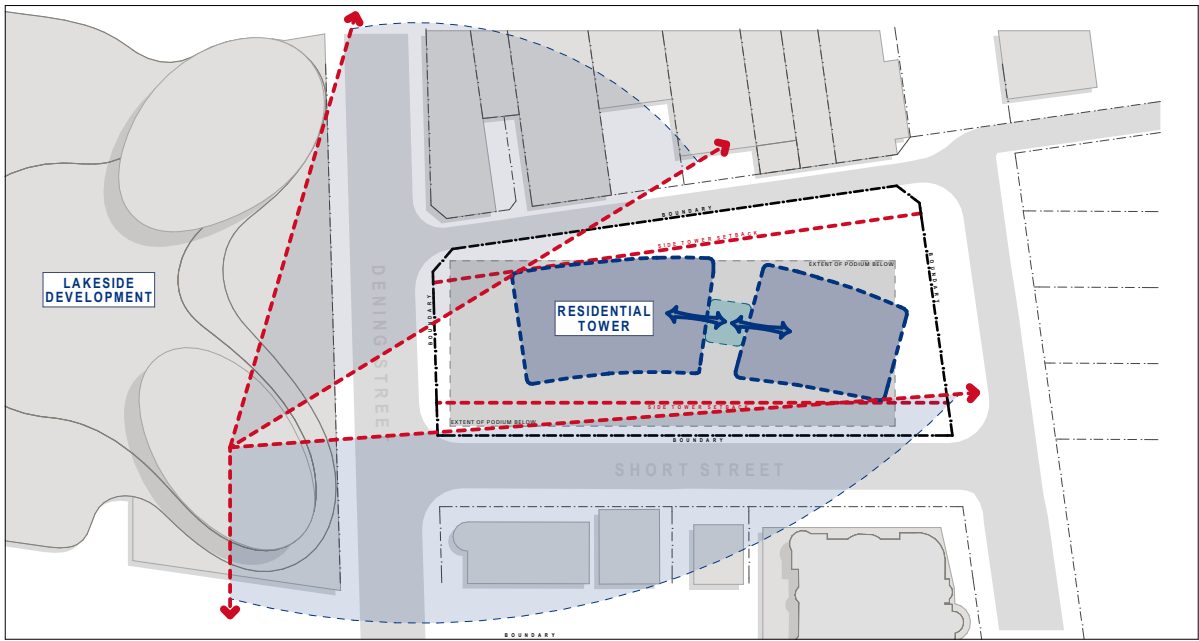


MASTERPLAN DEVELOPMENT APPLICATION

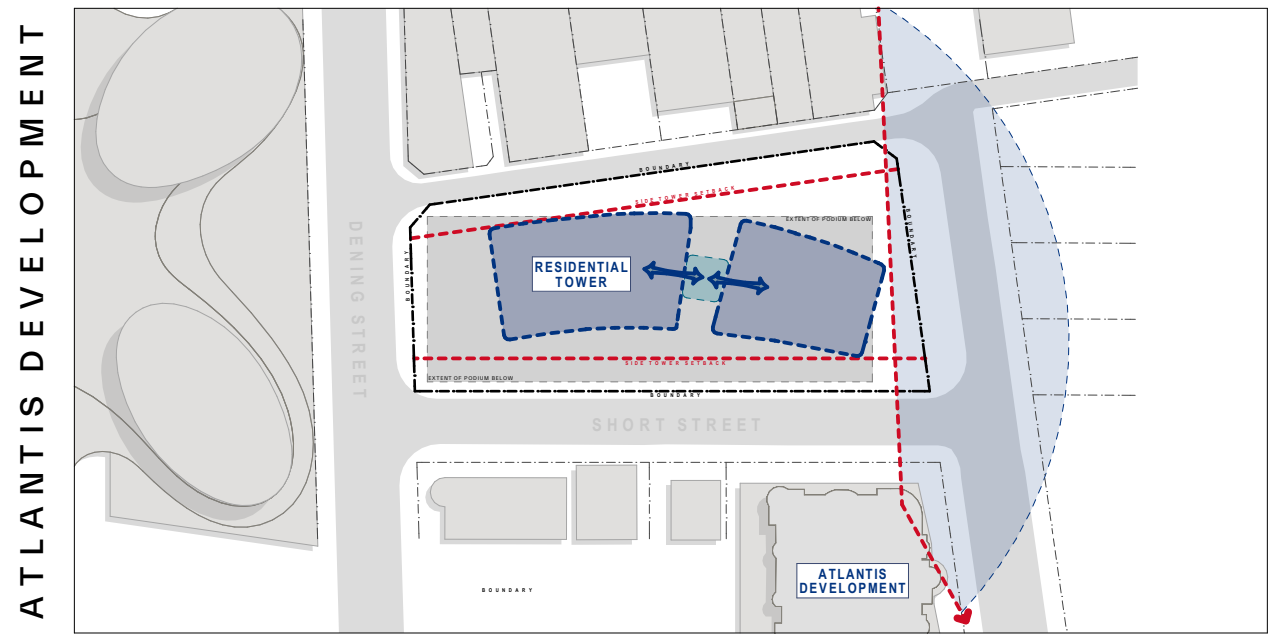
ADJOINING BUILDING VIEWS



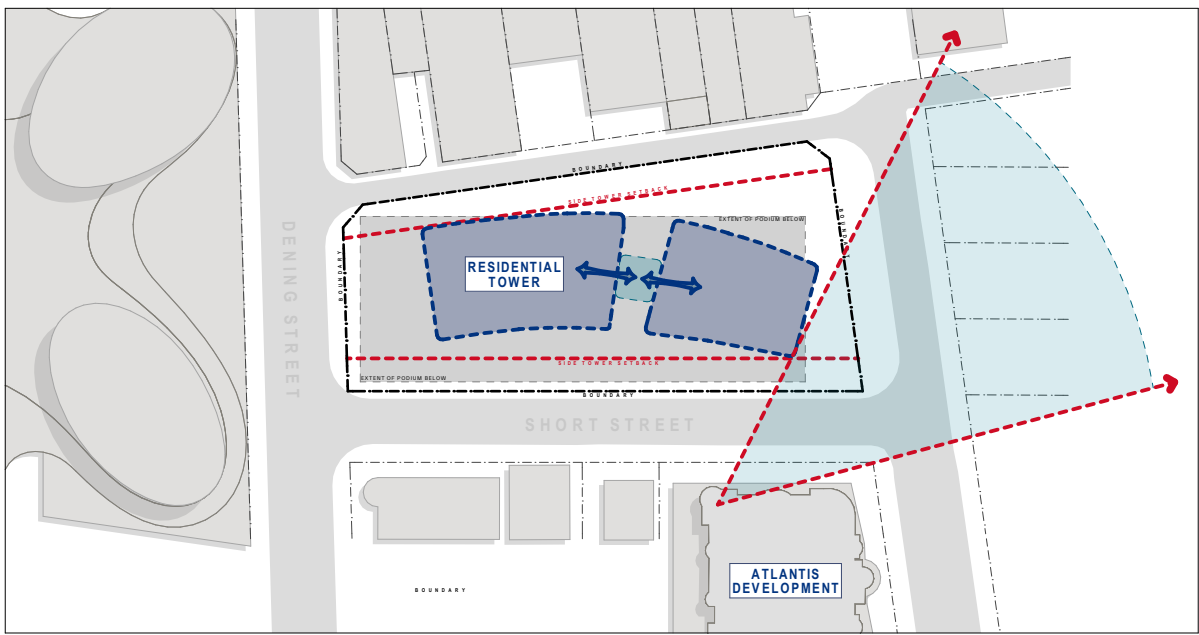
OCEAN VIEWS TOWER WEST



LAKE VIEWS TOWER EAST



OCEAN VIEWS



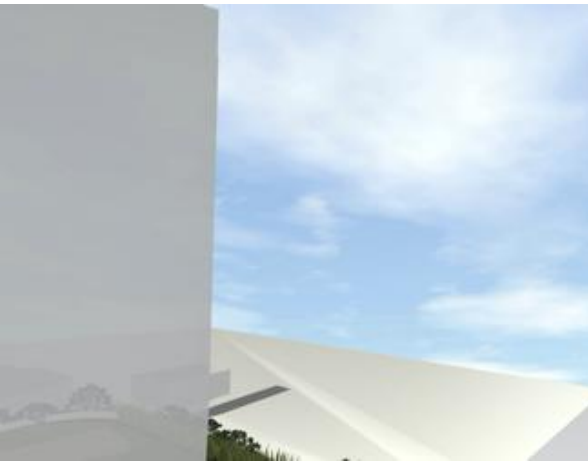
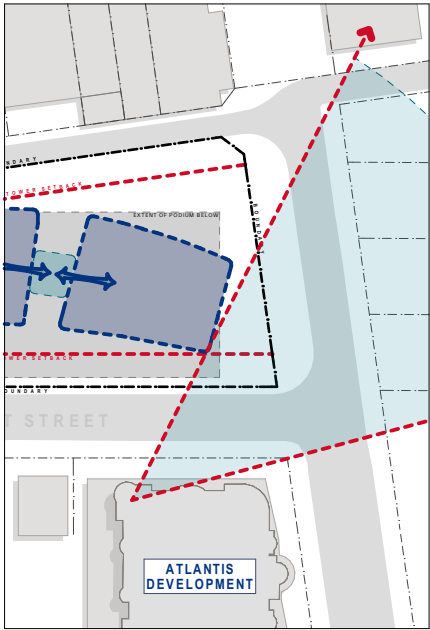
LAKE VIEWS

MASTERPLAN DEVELOPMENT APPLICATION

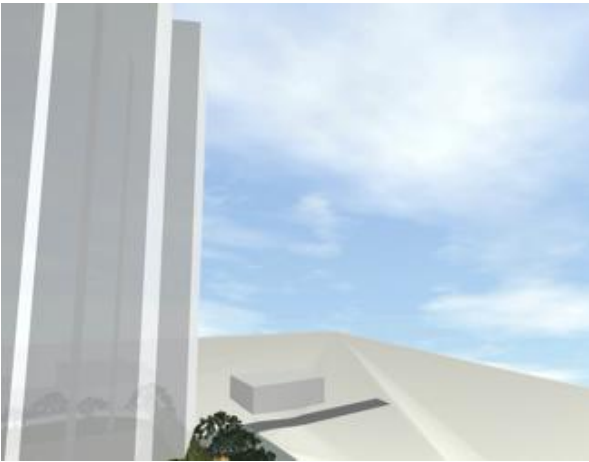
VIEW FROM EXISTING

Views from 'Atlantis' Apartment building.

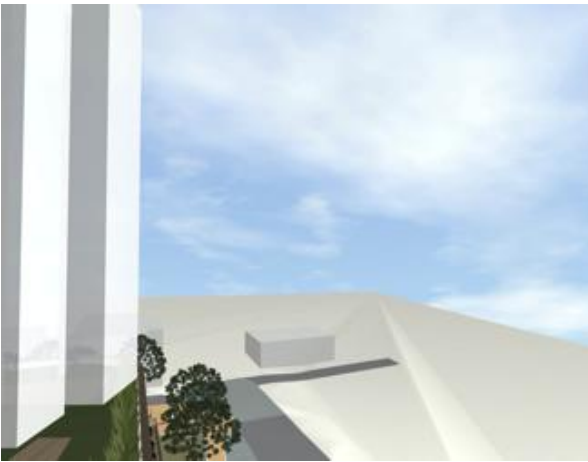
Views taken from the Western side of the existing Atlantis. Building, which has 3 units per floor on the Western side.



VIEW FROM UPPER APARTMENT SOUTH



UPPER APARTMENT MIDDLE



UPPER APARTMENT NORTH



VIEW FROM MIDDLE APARTMENT SOUTH



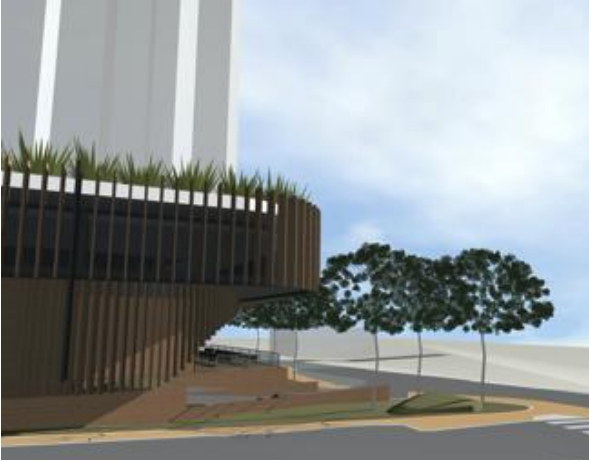
MIDDLE APARTMENT MIDDLE



MIDDLE APARTMENT NORTH



VIEW FROM LOWER APARTMENT SOUTH



LOWER APARTMENT MIDDLE



LOWER APARTMENT NORTH

APARTMENTS
SOUTH

APARTMENTS
NORTH

APARTMENTS
MIDDLE

MASTERPLAN DEVELOPMENT APPLICATION

EXISTING HERITAGE BUILDING

RESPONSE TO HERITAGE BUILDING

The existing Police Station on the corner of Denning Street/Short Street features a circular brick facade.

We have referenced the building by:

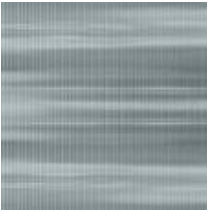
- Providing curved walls and landscape elements
- Using 'earthy tones' in the proposed finishes
- Creating clear viewing of the heritage building from Denning St



PODIUM IMAGES/MATERIALS



ALUMINIUM BATTEN SCREEN
TO PODIUM FACADE



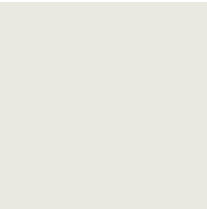
GREY DANPALON OPAQUE
CLADDING TO PODIUM CARPARK



'SANDSTONE' COLOURED BLOCK TO
EXTERNAL SOLID WALLS



ALUMINIUM WINDOW FRAMING



RENDERED CONCRETE
AND FEATURE COLUMNS

REFER TO LANDSCAPE DRAWINGS
FOR PAVING FINISHES



VIEW FROM CORNER OF BAYVIEW AVENUE & THEATRE LANE



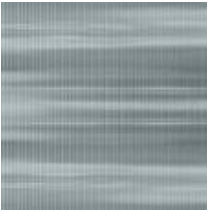
VIEW FROM CORNER OF BAYVIEW AVENUE & SHORT STREET

MASTERPLAN DEVELOPMENT APPLICATION

PODIUM IMAGES/MATERIALS



ALUMINIUM BATTEN SCREEN
TO PODIUM FACADE



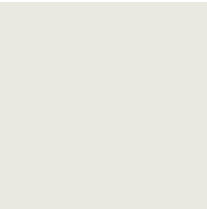
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'SANDSTONE' COLOURED BLOCK TO
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ALUMINIUM WINDOW FRAMING



RENDERED CONCRETE
AND FEATURE COLUMNS

REFER TO LANDSCAPE DRAWINGS
FOR PAVING FINISHES



VIEW FROM CORNER OF DENNING STREET AND THEATRE LANE



VIEW FROM NORTHWEST

MASTERPLAN DEVELOPMENT APPLICATION