

932 PITTWATER ROAD DEE WHY

DEE WHY RSL CLUB



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Design Statement

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Introduction

The following design statement seeks to outline some alterations to the approved DA2017/0244 of Dee Why RSL Club at 932 Pittwater Road, Dee Why. The initial DA comprised of the partial demolition of the existing southern car park and replacing it with a new car park which is both underground and above ground with an expansion of the clubs main trading floor. The proposed building would activate the street with a suitably scaled building with extensive landscaped buffer/streetscape and provide a major and enhancement to what exists today. While we intend on making some alterations to the approved DA, the overall scope of the works and philosophy of activating the street has not changed from the original DA. The most significant alterations are as follows:

- A reduction in the overall foot print of the basement car park. This reduction results in a shorter retaining wall and less overall excavation which in turn will reduce the overall construction programme thus providing a benefit to both the club and its neighbours through a shorter period of disruption.
- A reduction in the size of the extension to the main trading floor. Through the detailed design development of the interior fit outs, it was discovered that the floor plate was larger than what was required for the proposed seating numbers. To avoid having a space that was too large, the southern end of the main trading floor has moved north by 8.236m and reduced the floor plate by 136m²
- The glass roof over the central bar has been amended to be a smaller glass roof with two adjacent courtyards with no roof over them. This will allow patrons to have an alfresco experience while in the central bar. The location of the courtyards has been purposely chosen so that they are at the centre of the building in order to avoid potential acoustic issues with neighbouring buildings.

As well as the alterations above, there have been a number of more minor alterations which have been largely driven by the three significant alterations. The following is a list of alterations. This list should be read in conjunction with the revised drawing package which highlights where each of the alterations occur.

ROOF

1. Relocated open plant room at the roof level
2. Modified roof opening above main entrance
3. Modified central skylight (reduced height, modified pitch)
4. Modified courtyard: 2 open courtyards and one skylight covered area instead of one large glass roof. Reduced height and pitch
5. Modified smoking terrace: roof opening, size and planted area. Area reduced by 21m²
6. Reduced number of roof skylights above Asian restaurant: 2 instead of 6 to suit the new internal layout
7. Modified exit stair: position, configuration, metal roof above no longer required
8. Concrete roof instead of metal deck roof for the majority of the building extension
9. No slab above the exposed car park level 2 in the south area
10. New acoustic metal roof above revised loading dock

FACADE

11. Modified facade appearance due to changes in the car park levels, loading dock location and egress stairs configuration
12. Removed louvres on the back facade (western facade) due to mechanical riser no longer required / revised location for egress doors
13. 2m wide internal egress stair modified into two 1m wide external stairs with decorative balustrades
14. Extent of level 2 (main trading level) reduced by 8326mm from the southern boundary and increased by 1100mm to the eastern boundary
15. Modified facade curtain wall mullion blades
16. Concrete blade wall reduced by 1.47m in height and 6.2m in length
17. Vertical fins removed from back wall (western facade)

GROUND/LANDSCAPE/FLOOR PLATE

18. Revised loading dock entrance and location/ enlarged demolished area in the existing retained southern car park
19. New/Modified egress paths from existing carpark level -1 and new carpark level 1.
20. Relocated electrical substation / landscaped area moved to suit
21. Median strip added at entry to provide place of refuge and ensure width of entry/ exit is less than 8m as per DA conditions 23.
22. Relocated stormwater overflow path
23. Extent of basement car park levels reduced. Depth of car park increased from RL -3.600 to RL -5.700. Overall parking spaces reduced from 687 to 680.
24. Basement car park level -5 added.
25. Car park entry / exit moved toward north by 3044mm
26. 26. Planter reduced in size on the western façade due to reduction of the main trading floor slab
27. Location of air intake modified
28. Extent of restaurant reduced by 135m²
29. Club entrance accessible ramps modified
30. One additional existing car park space to be removed from the existing northern car park
31. Solid masonry wall added between existing southern car park and loading dock access

Context

The site has street frontage on 3 sides with Pittwater Road to the west, Hawkesbury Avenue to the north and Clarence Avenue to the East. The southern end of the site is bounded with a childcare facility directly to the south on club land with a retirement living village to the south and west of the site again on adjoining club land. While the primary frontage to the club is along Pittwater Road, the primary entry is off Clarence Avenue where the car park entry as well as the main reception area are housed. A secondary entry is located to the northern end of Pittwater Road.

The existing site currently contains the Dee Why RSL club which is a 4 storey club building consisting of various food and beverage venues including Aqua Bar and Dining, The Bistro, Flame Lounge and Dining, Match Bar, Cabana Bar and Flame Bar. The club also contains gaming facilities, nine function rooms and an AMF bowling centre.

Design Philosophy

The philosophy of Dee Why RSL has always been to create a place for people and this has been a main driver behind the design intent. This is achieved by increasing the entertainment areas of the club to the south eastern part of the site. The new facilities will consist of an extended sports bar to the south of the existing Match Bar, a new central bar area and new restaurant with a new car park both underground and above ground. A number of factors were considered during the design development of the spaces. These included:

- Creating new food and beverage venues around an internal courtyard with minimum acoustical impact on the surrounding properties
- Up to this point, the various developments on the site have treated the Clarence Avenue side of the building as being the secondary façade with the primary façade on Pittwater Road. As mentioned in the site description, the main access to the club is from Clarence Avenue, and the proposed façade aims to provide more of an inviting presence on Clarence Avenue while also respecting the residential nature on the Eastern side of the street.
- An increase to landscaped areas has been achieved by replacing the landscape buffer between the street and the building which is currently 4.1m wide and increasing it to 5.1m. The new landscaping will provide a more structured, formal entry sequence to the club along Clarence Avenue
- The building is relatively long in relation to its height. To break down the length of the façade, it has been articulated to ensure it provides interest and variation along its façade.

- To provide a buffer between the proposed alterations to the club and the existing childcare to the south, a portion of the existing car park will be retained. As well as providing a buffer between the construction activities and the childcare centre, the retention of the car park will also allow for uninterrupted drop off and collection for parents and their children.

Concept Development Strategies

Massing and Height

The existing DCP for the site was considered when determining the massing and height of the building. Several modifications to the original design have resulted in all areas of the proposed building fitting within the 12m height plane as outlined in the Northern Beaches (Warringah) DCP.

-Plant Room

The relocation and reduction in size of the plant room has resulted in plantroom now complying with the 12m height plane as outlined in the DCP.

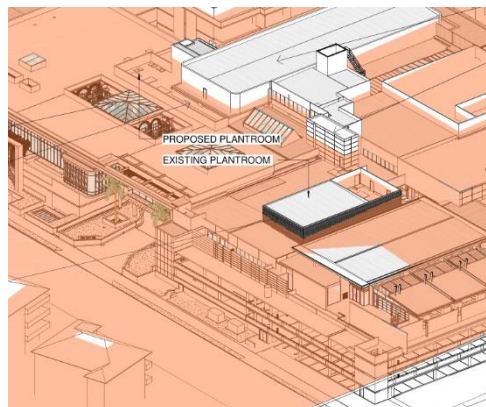


Figure 1a. Revised design: plant room under under 12m height plane

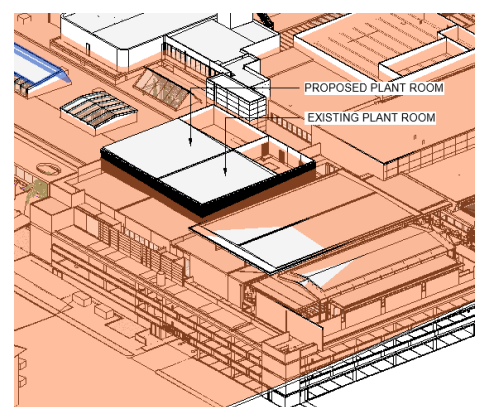


Figure 1b. Original design: plant room above above 12m height plane

-Modified courtyard and skylights

The new layout of the courtyards and skylights above has been included to provide a more human scale in this part of the main trading floor as well as providing an alfresco non-smoking area for this part of the club. The new layout provides three separate courtyard areas, two external and one internal within the main food and beverage precinct. This is an important aspect of design as the main space achieves a certain degree of variety and becomes more clearly identifiable. All roof skylights are under the 12m height plane

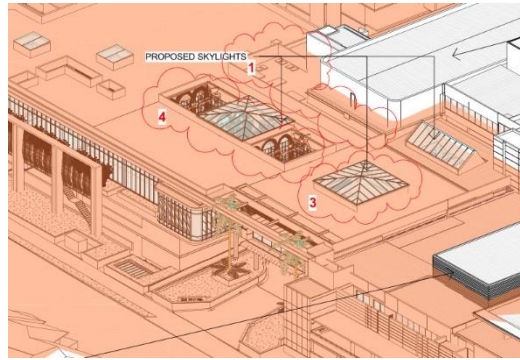


Figure 2a. Revised design: all skylights under 12m height plane

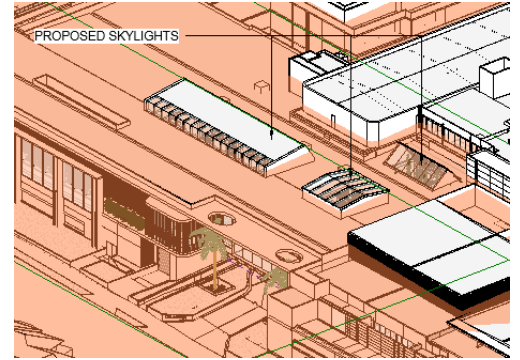


Figure 2b. Original design: Raised skylights

Streetscape

From the outset, a conscious decision was made to upgrade the Clarence Avenue façade of the building to be more in line with the club's façade along Pittwater Road. The aim is to provide some glimpses into the addition to level 2 of the club to provide activation to the street while also respecting the privacy of the residential buildings to the east of Clarence Avenue. To provide this activation, the club will have a glazed façade that runs from the south east corner of the addition adjacent to the portion of the existing car park that is to be retained to the new entry. This glazing will be visible from the street in some areas and obscured with formal landscaping and screens in other instances. As well as providing activation to the street, the level of finishes to the façade will also be upgraded to provide a better appearance than the existing concrete car park that currently occupies this portion of the site. The new finishes have been chosen to tie in with the existing finishes on the Pittwater Road façade of the building and provide a cohesive façade on all sides of the building.

The current modifications of the façade elements along Clarence Avenue and the southern end of the new building are meant to minimize the impact on the public space as well as create an overall design language for the new addition to the club.

-Façade Rhythm

As noted above, the length of the façade has been broken down by creating various articulated sections in the façade. The northern section of the new eastern façade provides a new entry statement to the club. This consists of a drop off area with a suspended upper level cantilevering over the entry to give the appearance of a double height space.

To the south of the entry there is a glazed façade. The glazing starts at entry and wraps around the southern facade as one continuous element weaving behind landscaped blades and screens while taking a more prominent position at the

clubs main entry and southern corner with the aim of providing a cohesive and undulating façade along the length of the development.

While the footprint of the main trading floor has been reduced from the southern boundary and increased to the eastern boundary, the language of the streetscape has not been affected as all the same façade elements from the approved DA have either been kept or enhanced as described below.

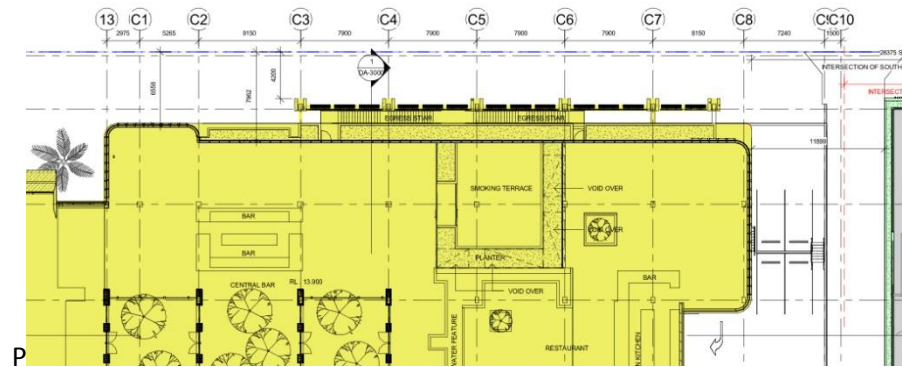


Figure 4a. Extent of Level 2 reduced

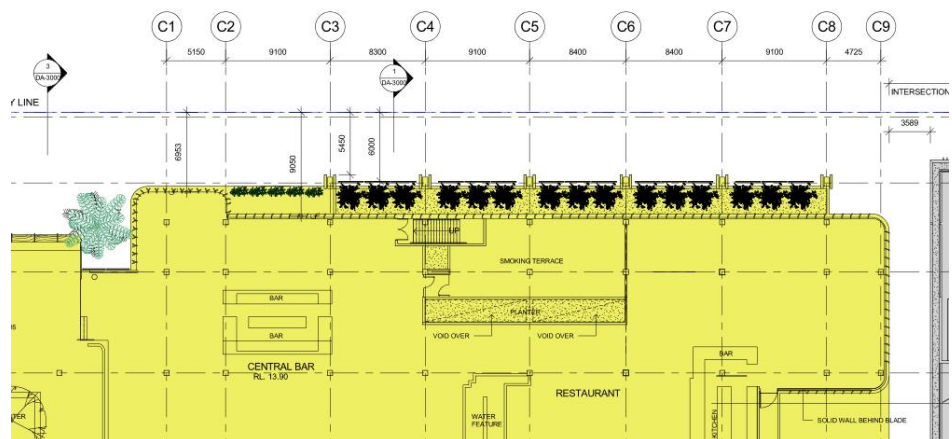


Figure 4b. Extent of Level 2-original DA

-Façade mullion blades

The mullion blades have been developed into a screen that creates a link between vertical mullions. The screens are intended to soften the overall impact of the façade as well as to accentuate specific areas described as urban activators in the DA design statement: the entrance and the southern corner.

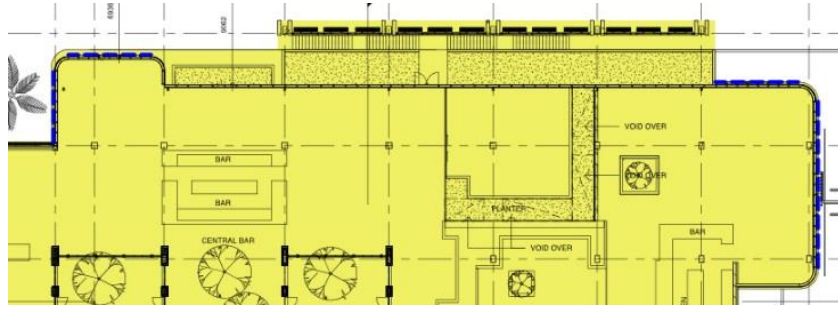


Figure 5a. Revised design: extent of screens indicated with blue dashed line

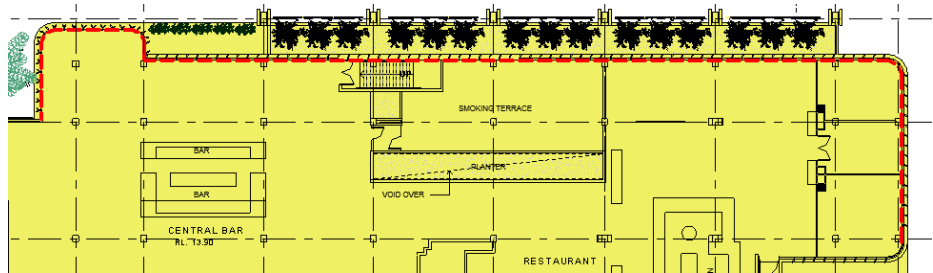


Figure 5b. Original design: extent of screens indicated with dashed red line.

-Main Entrance

The northern end of the glazing provides activation between the club and the street. The glazing in the Central Bar adjacent to the entry is designed as a cantilevered architectural feature to curve away from Clarence Avenue and draw patrons towards the entry. By redesigning the screens and modifying their location on the glass façade the area is visually reinforced as the main access point. The roof opening above has been enlarged in order to consolidate this concept with more light, making it a truly welcoming space. With the loading dock entrance moved, the space next to the main pedestrian entrance will be transformed into a landscaped area.



Figure 6a. Revised design for entrance with mullion blades modified into a screen



Figure 6b. Original Design for entrance

-Vertical blade walls

The original blade wall was set at the same height as the parapet of the main building facade. By lowering the height and slightly changing the shape of the screens within the portals the new design achieves better overall proportions as well as a more dynamic façade towards Clarence Avenue. The blade walls reduced by 1.47m in height and 6.2m have less of shadow cast impact on the public space.



Figure 7a. Revised design: modified blade wall



Figure 7b. Original design

-Landscaping.

The car park as well as the glazing in front of the Central Bar will be partially screened by landscaping. This is achieved by increasing the depth of the existing landscape zone between the boundary and the car park as well as providing additional planters on level 2. Working in conjunction with the vertical blades and screens previously mentioned, this landscaping will help break down the length of the building from the outside while also providing a landscaped backdrop for patrons within the building.

-Median strip to vehicular entrance

DA condition 23 states that a maximum entrance width of 8m is permissible at the main entrance of the club. To achieve this, a new median strip is proposed at the main vehicle entrance on the site. A refuge space of 1.5m between the entry and exit aisles which are both 5.73 m wide which is below the permissible

8 m.

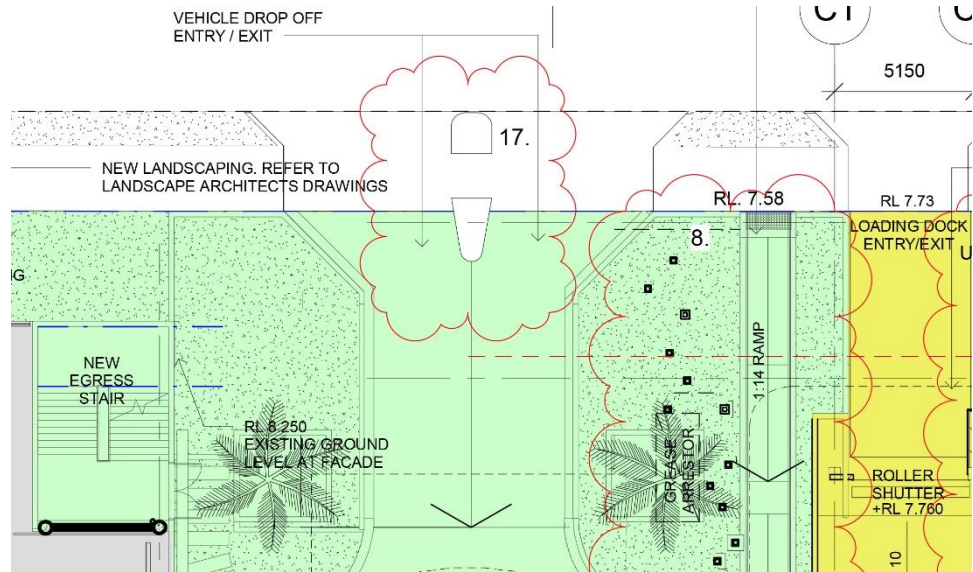


Figure 9. Median strip to vehicular entrance

Basement footprint

-Basement car park levels

Basement reduced by 14394mm from the west boundary. Carpark changed from flat plate to split level on all levels. Depth of car park increased from RL -3.600 to RL -5.700. Overall parking spaces on the site has been reduced from xx to xx

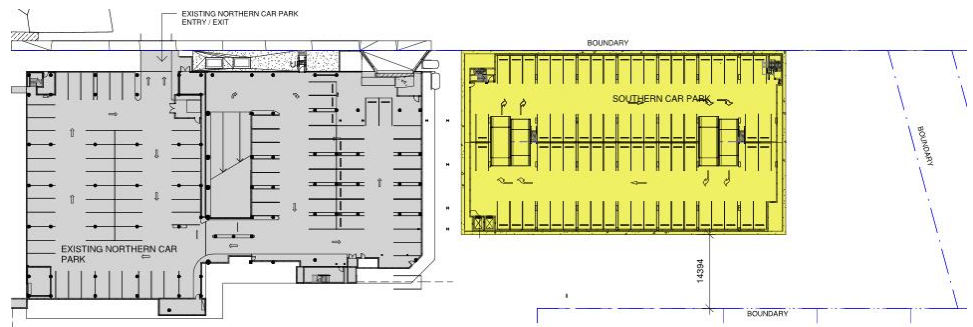


Figure 3a. Reduced basement car park levels

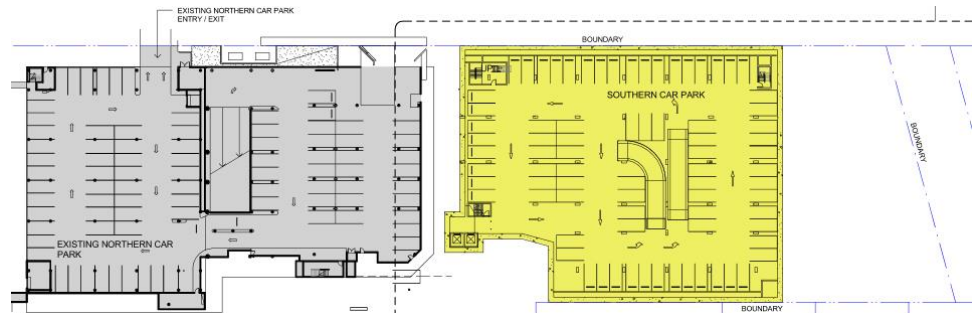


Figure 3b. Car park levels as per approved DA

Summary

The proposal intends to:

- produce an appropriate, suitably scaled addition to the existing building, that is respectful of the surrounding property owners
- enhance the streetscape
- provide a significant and well-designed contemporary destinational hospitality venue
- provide a multi-dimensional unique courtyard style with the feel of village courtyards in Europe with internal planting, trellises, pergolas etc.
- expand on the clubs existing food and beverage offer by providing an extension to the sports bar, extending the bistro, adding a new lounge/bar and a restaurant. These will complement the existing Asian offer, Aqua Bar and Dining and Flame Lounge and Dining.
- provide a destination that gives an escapist experience offering great food, great service in a series of great spaces.