

932 PITTWATER ROAD DEE WHY

DEE WHY RSL CLUB



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Design Statement

Contents

Introduction.....	3
Context.....	4
Design Philosophy	4
Concept Development Strategies	5
Massing and Height.....	5
Streetscape.....	6
Summary	10

Introduction

The proposed development of the Dee Why RSL Club at 932 Pittwater Road, Dee Why is a natural extension to the existing club completing a cohesive masterplan for the site. The proposed works include the demolition of a portion 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 aim is to activate the street with a suitably scaled building and extensive landscaped buffer/streetscape and provide a major and cohesive enhancement to what exists today.

The proposed amendments to the approved DA2017/0244 are concerned with minor improvements to the original design and they do not affect the overall image of the building nor do they affect the surrounding properties. The changes submitted for approval are simply the direct result of the design development process, achieving a reduced environmental impact in terms of shadow cast and view corridor.

This application proposes the following amendments:

1. Smaller plantroom on the roof.
2. Modified roof opening above main entrance
3. Modified central skylight: reduced height, modified shape
4. Modified courtyard: 2 open courtyards and one skylight covered area instead of one large glass roof, reduced height
5. Modified roof opening for smoking terrace to improve airflow
6. Reduced number of roof skylights above the asian restaurant - 2 instead of 6
7. No roof above exit stair
8. New memorial water feature and poles in the porte cochere area as per landscape plan
9. Modified facade area due to mechanical riser no longer required and location change for overflow path
10. New egress paths from existing northern carpark level -1, new carpark level 1 and existing southern car park
11. New egress door and removed louvres (no longer required) on the west facade
12. Modified curtain wall facade fins
13. Reduced height for facade concrete blades
14. New planter on level 2 south and west facades to improve outlook from Oceangrove.
15. Screen removed from back wall
16. Relocated electrical substation/ new full height wall on existing southern car park façade as required by Ausgrid
17. Median strip added at entry to provide place of refuge and ensure width of entry/ exit is less than 8m as per DA conditions
18. Building enlarged by 425mm towards the south boundary
19. Relocated stormwater overflow path

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 6.3m. 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 roof to fit within the 12m height plane as outlined in the Northern Beaches (Warringah) DCP.

-Plant Room

The size of the modified plant room is matching the area requirements of hosted services and the reduced height wall around these services has led to the plantroom now complying with the 12m height plane as outlined in the DCP.

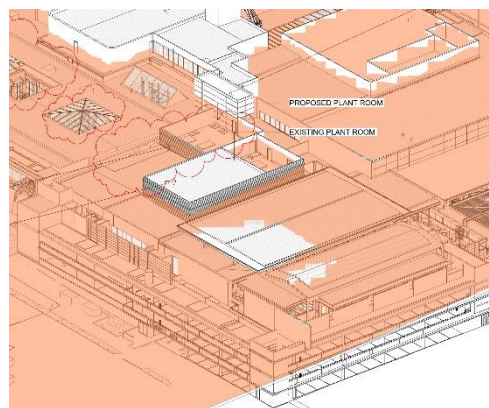


Figure 1a. Revised design: plant room under 12m height plane

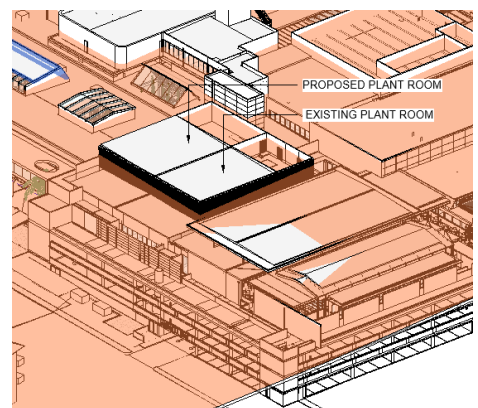


Figure 1b. Original design: plant room above 12m height plane

-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. 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

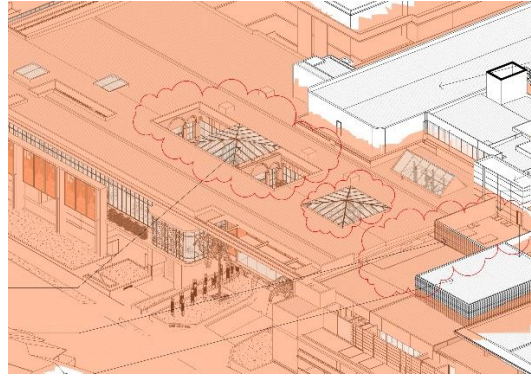


Figure 2a. Revised design: all skylights under 12m height plane

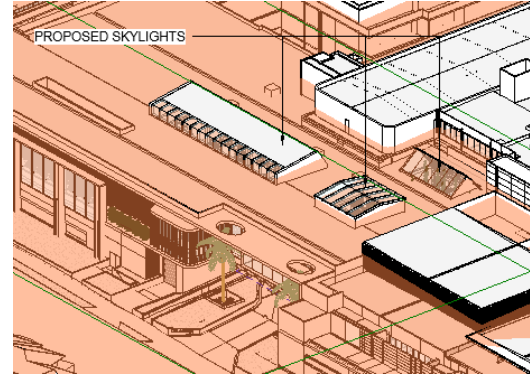


Figure 2b. Original design: Raised skylights

Streetscape

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 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.

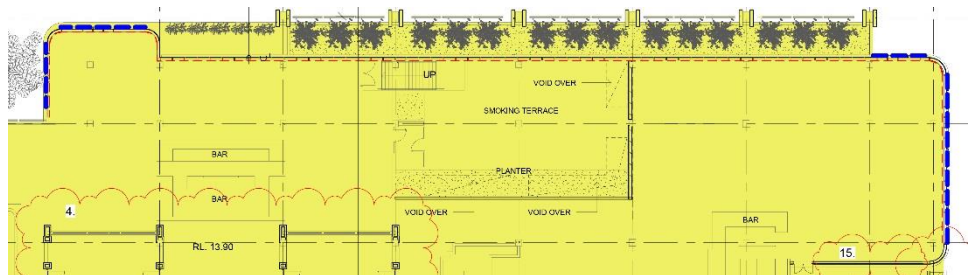


Figure 3a. Revised design: extent of screens indicated with blue dashed line. Glass indicated with red dashed line

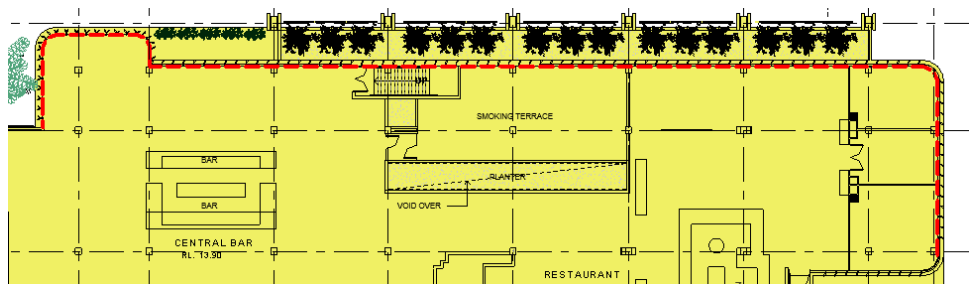


Figure 3b. Original design: extent of glass and screens indicated with dashed red line.

-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.



Figure 4a. Revised design for entrance



Figure 4b. 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 amended height of the blade walls results in a reduced impact of the shadow cast on the public space.



Figure 5a. Revised design: lower height blade wall



Figure 5b. Original design

-Modified façade next to loading dock entrance

Due to mechanical riser no longer needed in this area as well as the change of location for the overflow path to the southern car park, the façade has been modified to reflect the new functional layout. The setback of the wall in this area also enhances the concept of the main entrance by adding a stronger shadow line under the cantilevered façade.

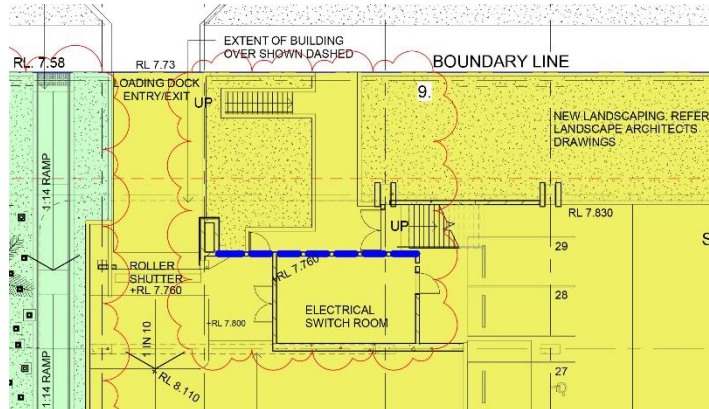


Figure 6a. Revised design: set back wall shown in dashed blue line

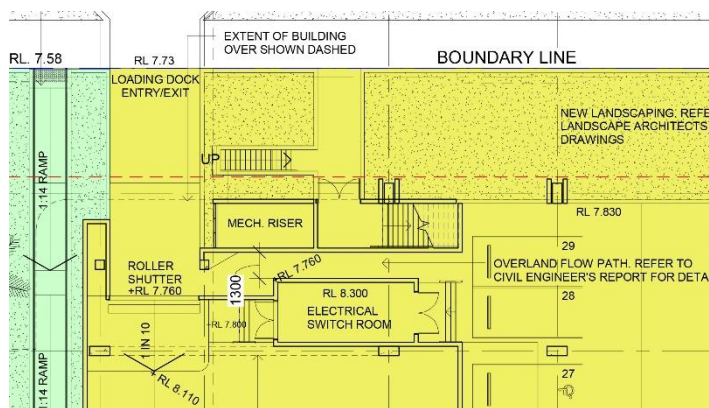


Figure 6b. Original design

-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.

-Memorial poles and memorial water feature

To reflect the ethos of “The RSL” movement, memorial poles and a water feature has been included to remember the people who served and are still serving in Australia’s military forces.

Figure 9. Memorial poles in the main entrance area



-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.

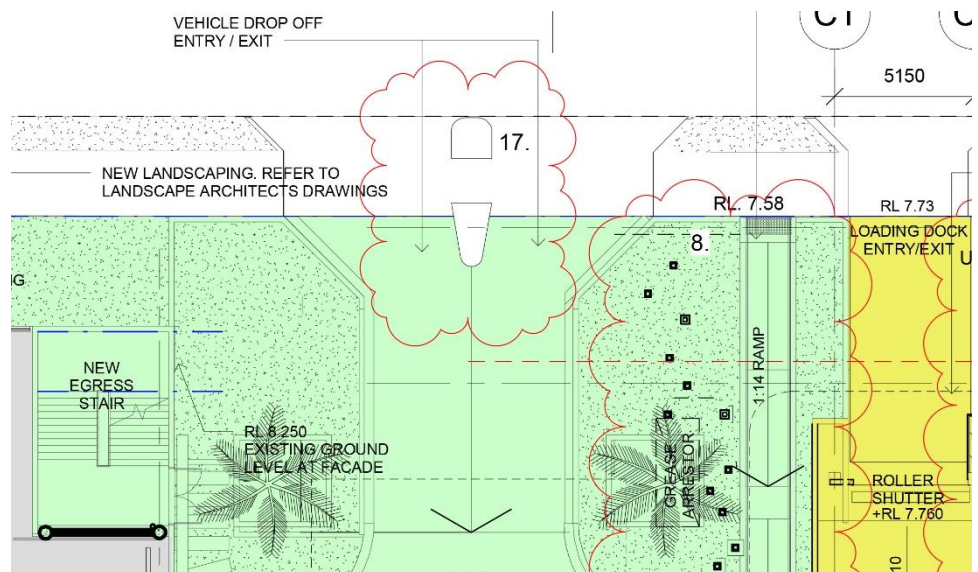


Figure 10. Median strip to vehicular entrance

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.