

2 Landscape Principles

The development of a landscape strategy responds to the site, works within the given constraints, identifies opportunities and offers design outcomes to achieve the project vision.

6. Existing Vegetation & Protected Vegetation Communities

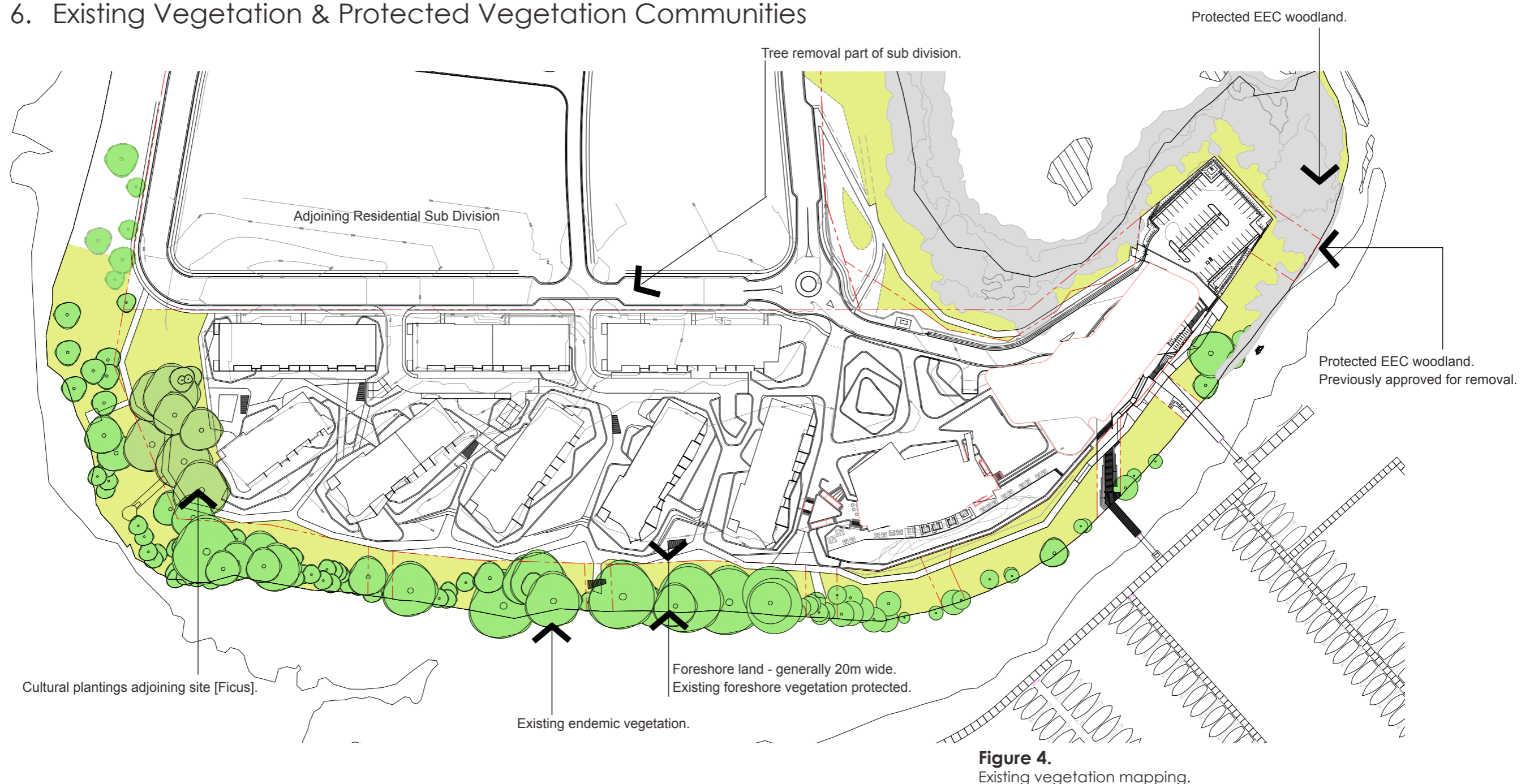


Figure 4.
Existing vegetation mapping.

2 Landscape Principles

7. PUBLIC NETWORK & SITE ACCESS

The commitment to provide public access around and through the Trinity Point Marina and Mixed Use Development site has been maintained and improved in the proposed amended concept to ensure a high level of amenity for pedestrians.

Pedestrian access shall be facilitated through a combination of site and foreshore land access to provide the best level of amenity for pedestrians. This amended proposal now provides clearly defined shared pathways and within this amended submission, separating these shared pathways from built forms to ensure that the public is not alienated and feels that these shared pathways are freely accessible.

The shared pathway around the western side of the Marina precinct has been separated from the access road and has an improved layout allowing better interface with the foreshore and development access points. This western shared pathway links to the future bus stop along Trinity Drive, provides linking access to the tourist and hospitality precinct forecourt and provides the opportunity to extend along the western foreshore land.

The shared pathway network is outlined in Figure 10. The specific shared pathway components are:

- Continuous perimeter shared pathway. 2.5m wide to northern areas. Generally on grade to avoid any earthworks or modifications of foreshore levels.
- Some selected areas of the perimeter shared pathway to the north western boundary [noted as [1]] have been located on both private-public land and include a raised eco-deck to create a separated pathway, interact with the foreshore area and minimise earthworks, disturbance to existing trees rather than force pedestrians on site past the front of the hotel area.
- Wide clearly defined public shared access open space extends east west as an extension of Trinity Drive to permit public access through the site to the foreshore. This shared access way interacts with the pool, cafe restaurant area to encourage use of the facility. This is an improved access opportunity from the previous design as this access corridor is now purely allocated to pedestrians and deleted the need for motor vehicles to use this corridor. Additionally this corridor interfaces with the landscaped forecourt garden area and directly links to the cafe, restaurant, pool terraces to the east, creating better public access and the perception of public area.

- Secondary public access has been provided through the tourist - residential apartment area to further facilitate pedestrian movement. Only selected areas of the residential apartments to the south of the site have restrictions on public access.

- A public footpath has been provided along the west of the site aligned with the public road linking to other pathways, this is consistent with the previous approval.

- The intersection at the corner of Trinity Drive includes a roundabout for an improved entry point forecourt area as well as providing access to the Hotel. This differs from the approved plans in that the design creates a larger open pedestrian focused area with decorative pavement surfaces, a large open forecourt-roof garden visible from the road and view corridors across this space to the foreshore in a number of locations.

2 Landscape Principles

8. Previously Part 3A approved site layout.



Figure 5.
Previously approved site development plan.

2 Landscape Principles

9. Marina, Tourist-Hospitality & Residential Apartment Zones



Figure 6.
Tourist marina and hospitality Zones.

2 Landscape Principles

10. Pedestrian Network & Site Access

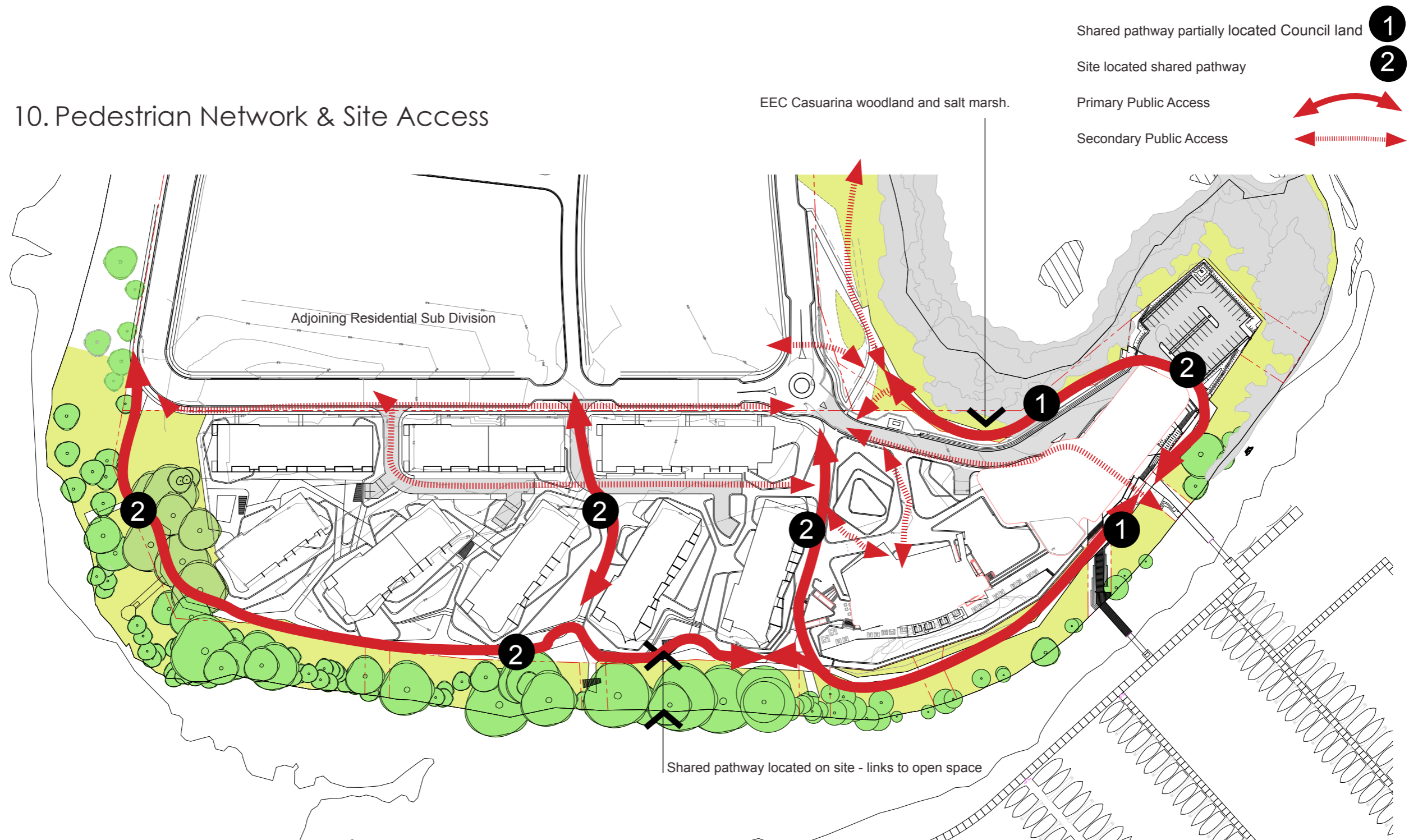


Figure 7.
Pedestrian network & site access.