

trinity point

LAKE MACQUARIE

PREFERRED PROJECT REPORT PART 3A CONCEPT PLAN

TRINITY POINT MARINA & MIXED USE DEVELOPMENT

PRINCIPLES, OBJECTIVES & URBAN DESIGN GUIDELINES

TRINITY POINT, MORISSET PARK

OCTOBER 2014

CONTENTS

PART A: INTRODUCTION	
INTRODUCTION	4
BROAD STRUCTURE PRINCIPLES	5
PART B: SITE PRINCIPLES	
PRINCIPLES 1: LAND USE	6
PRINCIPLES 2: BUILDING SETBACKS	9
PRINCIPLES 3: BUILDING HEIGHTS	15
PRINCIPLES 4: PUBLIC ACCESS & OPEN SPACE	20
PRINCIPLES 5: BUILT FORM	24
PRINCIPLES 6: FSR	30
PRINCIPLES 7: BUILDING MATERIALS & COLOURS	31
PRINCIPLES 8: VEGETATION	36
PRINCIPLES 9: LANDSCAPE	37
PRINCIPLES 10: ROADS, VEHICULAR ACCESS & PARKING	47
PRINCIPLES 11: WATER MANAGEMENT	49
PRINCIPLES 12: FLOODING	50
PRINCIPLES 13: SERVICES & WASTE MANAGEMENT	51
PRINCIPLES 14: MARINA	52
PRINCIPLES 16: ACOUSTICS	53
PRINCIPLES 17: SUSTAINABLE DEVELOPMENT	54
PRINCIPLES 18: INDIGENOUS & EUROPEAN HERITAGE	56
PRINCIPLES 19: STAGING, SUBDIVISION & MANAGEMENT	58
PART C: INDICATIVE OUTCOME	
PROPOSED CONCEPT PLAN	59



INTRODUCTION

VISION

Johnson Property Group's (JPG) vision is to create a premier mixed use development, a successful, viable and vibrant place and a world class destination – one that forms part of an experience and interaction with the area's greatest quality – the lake itself. With public access to be facilitated around and through the site, its success as a 'place' is paramount.

The site will be a place where people want to visit for the day or longer, a land and water based destination, a place instantly recognised as part of the profile for tourism in and on Lake Macquarie. It will assist Lake Macquarie to compete in the tourism market. It will not be secluded or exclusive. Public access is encouraged for the site to be successful.

The site will be a place for everyone to enjoy, whether they be residents of Trinity Point, surrounding suburbs of the Morisset Peninsula or wider Lake Macquarie, residents and visitors alike will be able to meet with their friends to eat out, have a coffee, dine in the restaurant, kick back in cabanas, explore environmental and heritage interpretative signage, watch the boats, stroll the foreshore pathway, have a picnic or fish and chips on the marina green and appreciate the lake. Landscaped and safe pedestrian links will invite all through and around the site to enjoy the lakeside location. The south western side of the lake will have a quality lakeside venue for business meetings, functions, weddings and celebrations, and local employment and multiplier effects will be created.

The marina will be a destination for users of the lake, where they can refuel and restock, dispose of waste in an environmentally responsive way, participate in water-based training and events or stop off on a cruise. Importantly, it provides a place for interaction between the lake boating community and will meet increasing demands for boat storage.

New buildings on site will provide tourism accommodation and homes for residents, contributing to surveillance, safety, activity and community. These will be of good quality design, amenity and performance with natural light, sun penetration and natural ventilation. An integrated design theme of form, colours and materials—including stone, concrete, glass and timber—will apply to all buildings and landscape. Within the tourist hospitality precinct, a pair of building forms nestled within the landscape will contribute to the uniqueness of the destination and experience of the place.

OVERVIEW

This document is the updated Concept Plan (Preferred Project Report) for which approval is sought.

Its purpose is to establish the framework and guidelines that future development of the site will be consistent with. Development Applications will need to demonstrate achievement of the objectives and consistency with the guidelines. No single principle provides the solution – it is the combination of principles, objectives and guidelines that interact together to provide the framework for the future development of the site.

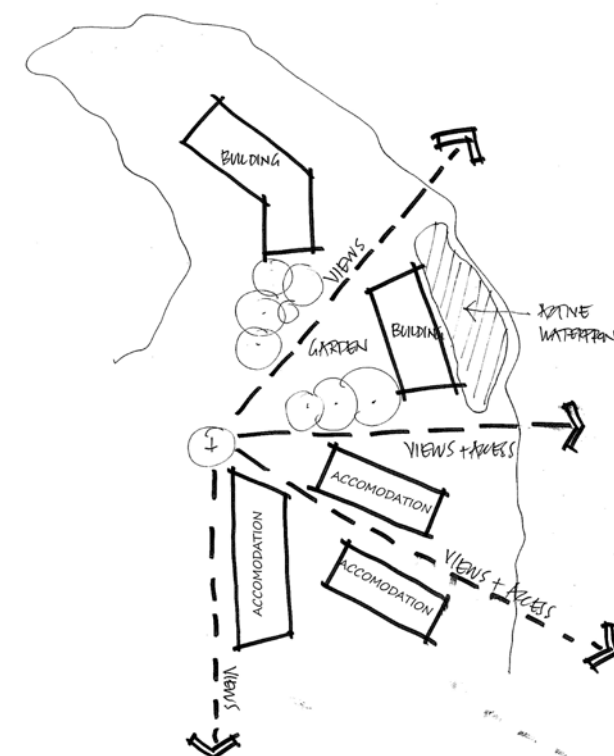


BROAD STRUCTURE PRINCIPLES

The following is a summary of the key principles guiding future development. A more in-depth outline of each principle and the ways in which future development can achieve them follow in *Part B: Site Principles* of this document.

- Create a destination and provide social, economic and employment opportunities.
- The overall site is a mixed use including marina, hospitality, tourism and accommodation (short stay and residential).
- Locate and design the marina to limit impacts on coastal processes, aquatic ecology and extent of footprint within Bardens Bay; to provide modern facilities and environmental management; to provide for staging based on take up rates, environmental monitoring; and to provide for public access and some public berthing.
- Maximise pedestrian public access and amenity around and through the site to the lakes foreshore (apart from the edge of the saltmarsh bay), and along part of the marina landward boardwalk.
- Provide visual links extending from approved roads from within the subdivision behind the site through to the lakes foreshore.
- Maximise setbacks to the lake edge in order to create a relationship to the Council reserve, prioritise public amenity and form an appropriate interface with buildings. Setbacks to the marina interface are reduced to allow efficient access between the marina and marina-related services.
- Maximise open space, pedestrian access and landscape opportunities.
- Enhance existing foreshore vegetation.
- Maximise the opportunity for views to and from the lake from both the private and public domain.

- Provide a mix of uses to generate vibrancy, social interaction, activity and surveillance and ensure building uses are appropriately located to achieve the greatest level of synergy between them.
- Ensure that the majority of buildings outside the tourist hospitality precinct do not protrude past the existing tree line when viewed from east and south on the lake.
- Ensure a destination and focal point is created through the northern positioning of destination uses, as well as the incorporation of a landscaped forecourt and the arrangement of high quality, contemporary buildings that allow vistas to the lake.
- Ensure a built form along Trinity Point Drive that addresses the public road and transitions with the anticipated residential scale opposite.
- Ensure that the proposal can meet SEPP 65 principles where applicable (to be determined as part of future development applications) and provide a high quality residential environment including communal and private open space, solar access and daylight, visual privacy, natural ventilation, energy and water efficiency.
- Retain European historical assets (sundial, grotto) and provide for Indigenous and European site interpretation and environment interpretation as part of creating a sense of place.
- Design stormwater and infrastructure to limit impacts on aquatic ecology and lake water quality.
- Design for flooding (including acknowledging future adaption for climate change implications), acid sulphate soil management and groundwater management in the northern part of the site.



LAND USE

Provide for land uses consistent with a Marina and Mixed Use Tourist and Residential Facility.



Objective

Ensure a mix of uses to generate vibrancy, social interaction, activity and surveillance, and importantly to ensure viability into the future. Ensure uses are appropriately located to generate the greatest synergy between them.

Guidelines

Figure 1 illustrates the mix of uses desirable to achieve the objective. The site and proposed usage lends itself to a graduation of uses extending from the marina in the north to the accommodation units in the south. The northern portion of the site is to be a mixed-use tourist and hospitality precinct, while the southern end of the site an accommodation precinct which includes a mix of short stay and permanent accommodation.

Busy and active land uses should be located to the north near the marina where it is most accessible given the topography and presents the best opportunity to minimise foreshore and environmental impact.

The following guidelines pertain specifically to the individual north and south precincts.

Tourist Hospitality Precinct

- Locate a staged marina within waters to the north of the site where it has been identified as being most accessible and of least disturbance to the foreshore and the natural environment.
- Locate the marina land-based facilities including a chandlery and related offices on the ground floor in immediate proximity to the marina, along with shops and small sales centre.
- Locate the activity generating uses such as the restaurant, function room and cafe close to the waterfront where the lake can be enjoyed by the public.
- Provide expansive landscaped gardens within which proposed buildings will sit, ensuring vistas are maintained between the buildings.
- Provide a tourist hotel of 65 rooms to the north of the site.
- Provide other uses including small meeting rooms, day spa and guest facilities.
- Provide parking facilities primarily beneath a landscaped podium with the new garden and buildings above.
- Provide marina parking facilities on-grade at the northern tip of the site adjacent to the marina itself.

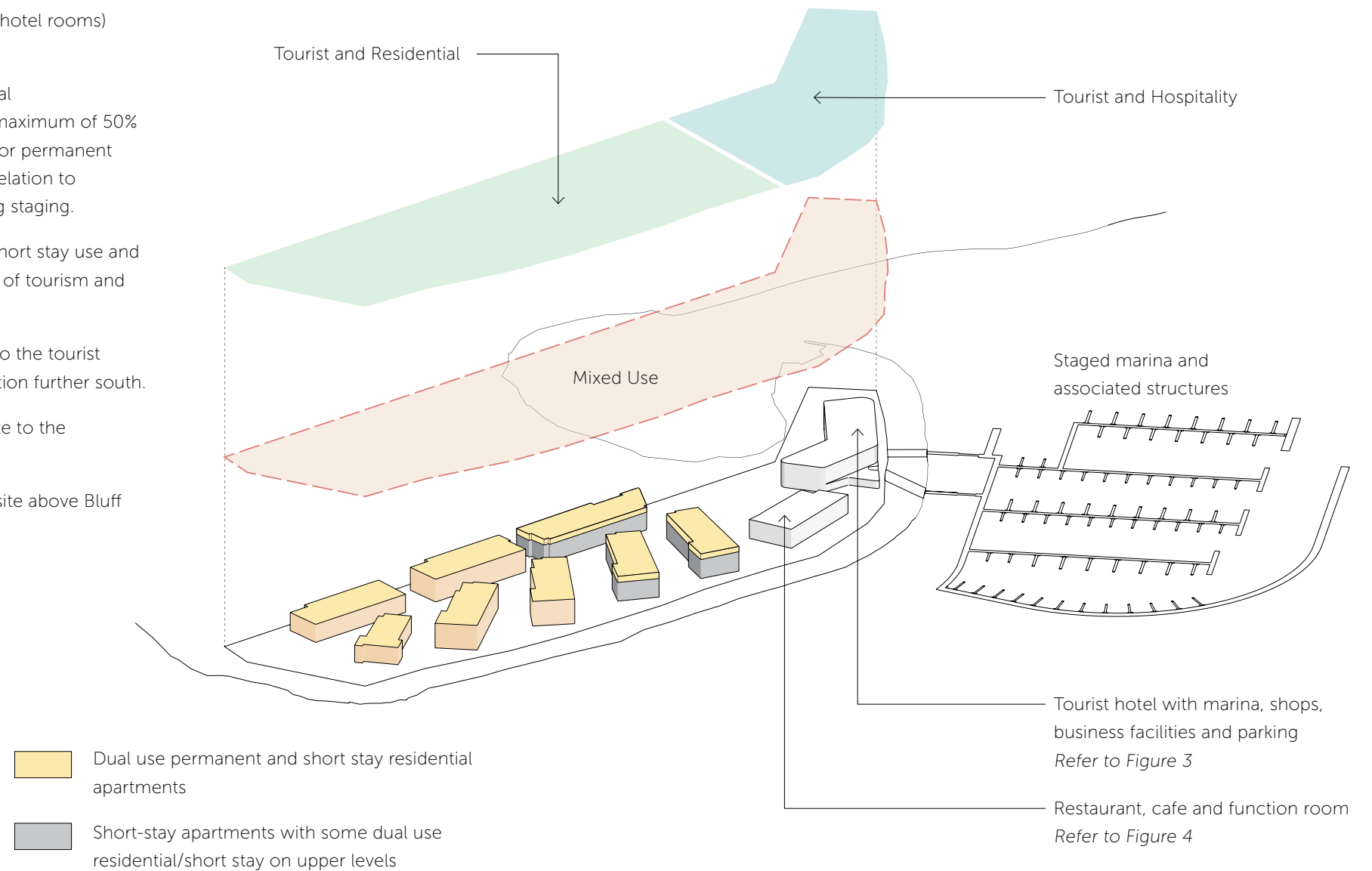


Figure 1
Land use across the site.

LAND USE

Tourist Residential Accommodation Precinct

- Provide and locate up to 250 apartments (in addition to the 65 hotel rooms) integrated across the site.
- A maximum of 100% of this accommodation (315 total individual accommodation units) can be available for tourist use while a maximum of 50% of the total accommodation can be nominated and approved for permanent use. Dual-key apartments are considered as one apartment in relation to calculation for this requirement. Refer to Principles 19 regarding staging.
- Nominate accommodation units available for permanent and short stay use and detail strategies to manage potential conflicts between the mix of tourism and residential accommodation uses.
- Predominantly locate short stay accommodation north closer to the tourist hospitality precinct and the short stay/permanent accommodation further south.
- Ensure public access is maintained at key points through the site to the waterfront reserve.
- Ensure public access is maintained to the southern end of the site above Bluff Point.
- Provide a display suite on site.

**Figure 2**

Axonometric Land Use Massing Diagram, demonstrating the various buildings and zones on the site and their uses.

LAND USE

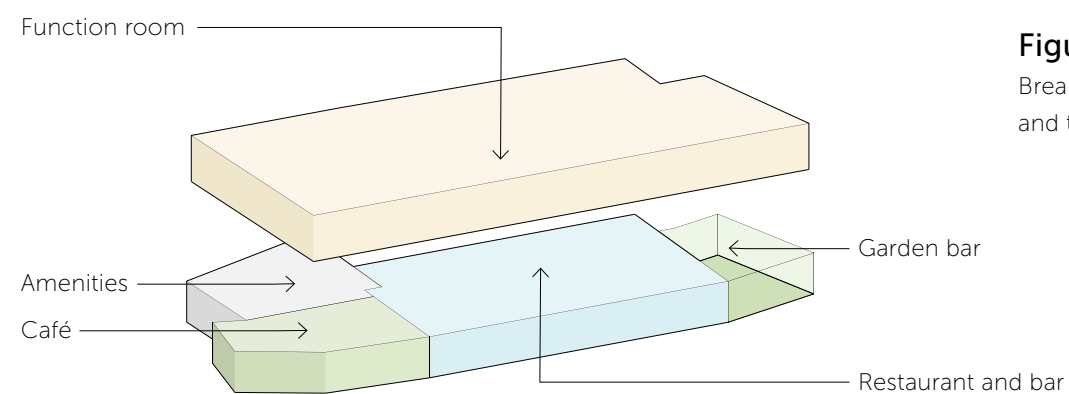


Figure 3

Breakdown of the restaurant and function room spaces and their uses.

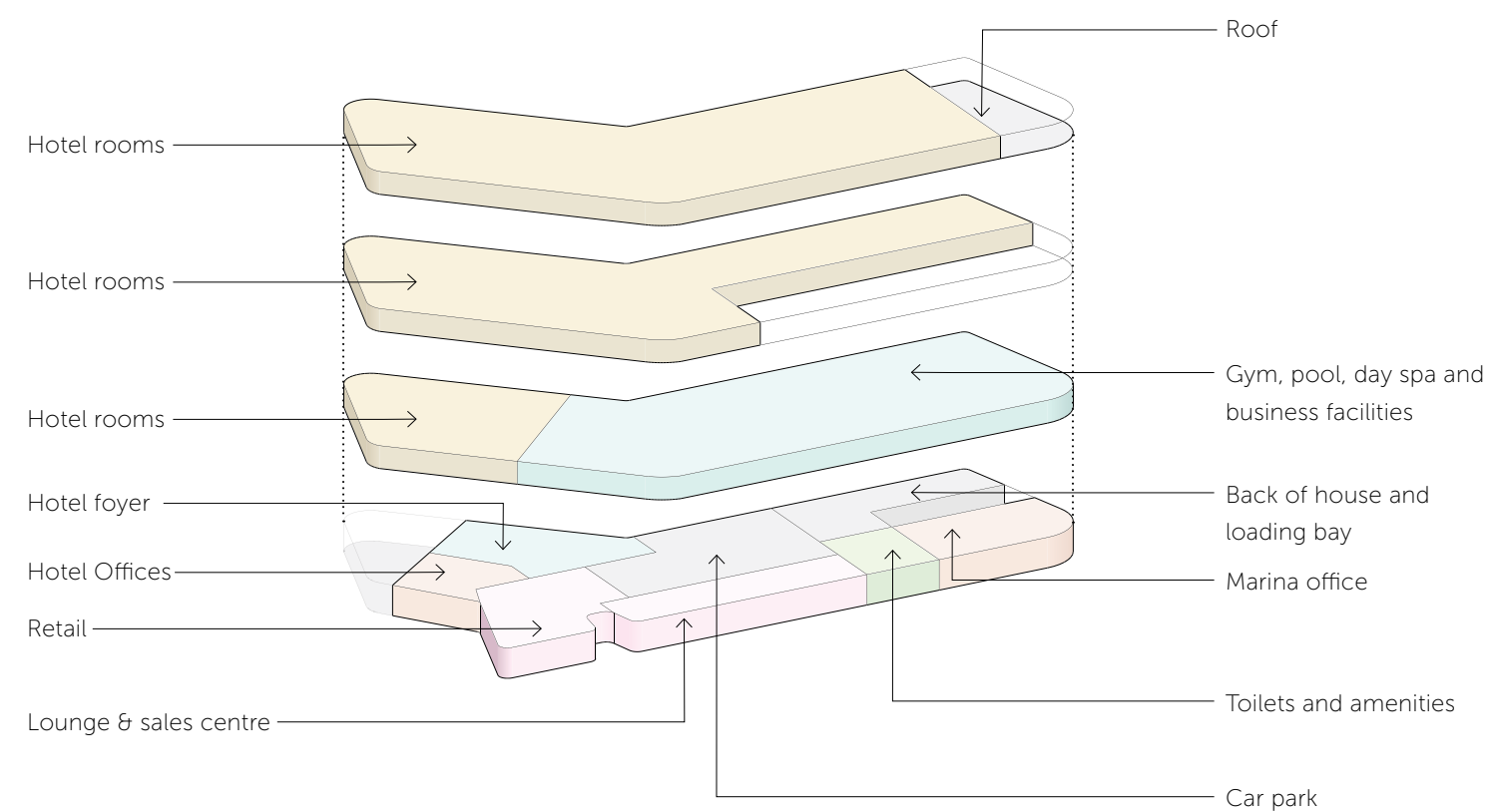


Figure 4

Breakdown of the hotel spaces and marina facilities.

BUILDING SETBACKS

To ensure the provision of setbacks that will provide a high level of amenity for all site users.



Objective

Provide setbacks to the lake edge, site boundaries and between buildings to provide for vistas and amenity for future occupants and all visitors and general public to the site.

Guidelines

Figure 5 illustrates the key building setbacks and separations for development. The following guidelines pertain specifically to the individual north and south precinct.

Tourist Hospitality Precinct

- Provide a publicly accessible pedestrian path located within the existing public open space zoned land between the northeastern shoreline and the site boundary. It provides the opportunity for separation of the path from the edge of built form and follows the natural curvature of the shoreline.
- Generally, provide a 15m setback from the site boundary along the eastern edge of the precinct to the external walls of the restaurant and function room. This allows increased space for an active waterfront zone fronting the lake and overlooking the marina. This setback is in addition to the 20m public Council reserve between the boundary and the water's edge. This waterfront zone then connects with the publicly accessible path which runs along the eastern and southern edges of the precinct.
- Maximise setbacks from the south-western site boundary at the entry to the precinct over the landscaped forecourt to preserve multiple view corridors, established between the buildings, over the gardens to the lake. A generous visual relationship here encourages the public into the space and through to the foreshore, and creates a strong visual connection from the public Trinity Point Drive at the northeast nodal point (where the road turns south) to the marina and lake.
- Generally, provide a 7m setback from the northeastern site boundary of the precinct to the external walls of the marina and hotel building. One exception at the hotel building's ground floor retail shopfront has a setback of 5m. This ensures that the hotel building conforms to the natural curvature of the site rather than strictly following the boundary line and does not impact on the amenity and access of the public perimeter pathway.
- Provide a minimum 18m western setback from the shoreline to the hotel to ensure adequate development setback from the ecologically sensitive zone.

Tourist Residential Accommodation Precinct

- Locate and orient buildings along the eastern edge of the precinct in a general east-west arrangement allowing for predominantly north-facing units and the preservation of east-west through-site vistas to and from the water.
- Maximise opportunities to stagger development along the eastern edge of the

precinct to promote varied and increased setbacks and building separation (see Figure 5). This helps avoid positioning extensive development along the foreshore which creates the appearance of excessive bulk. In addition, this guideline ensures building interfaces along the foreshore are careful and considered in design in order to preserve the amenity, use and perception of the proposed publicly accessible pedestrian pathway. While setbacks form an important consideration in achieving this, further detailing of the built form and materials will assist in addressing the relationship between built form and the foreshore.

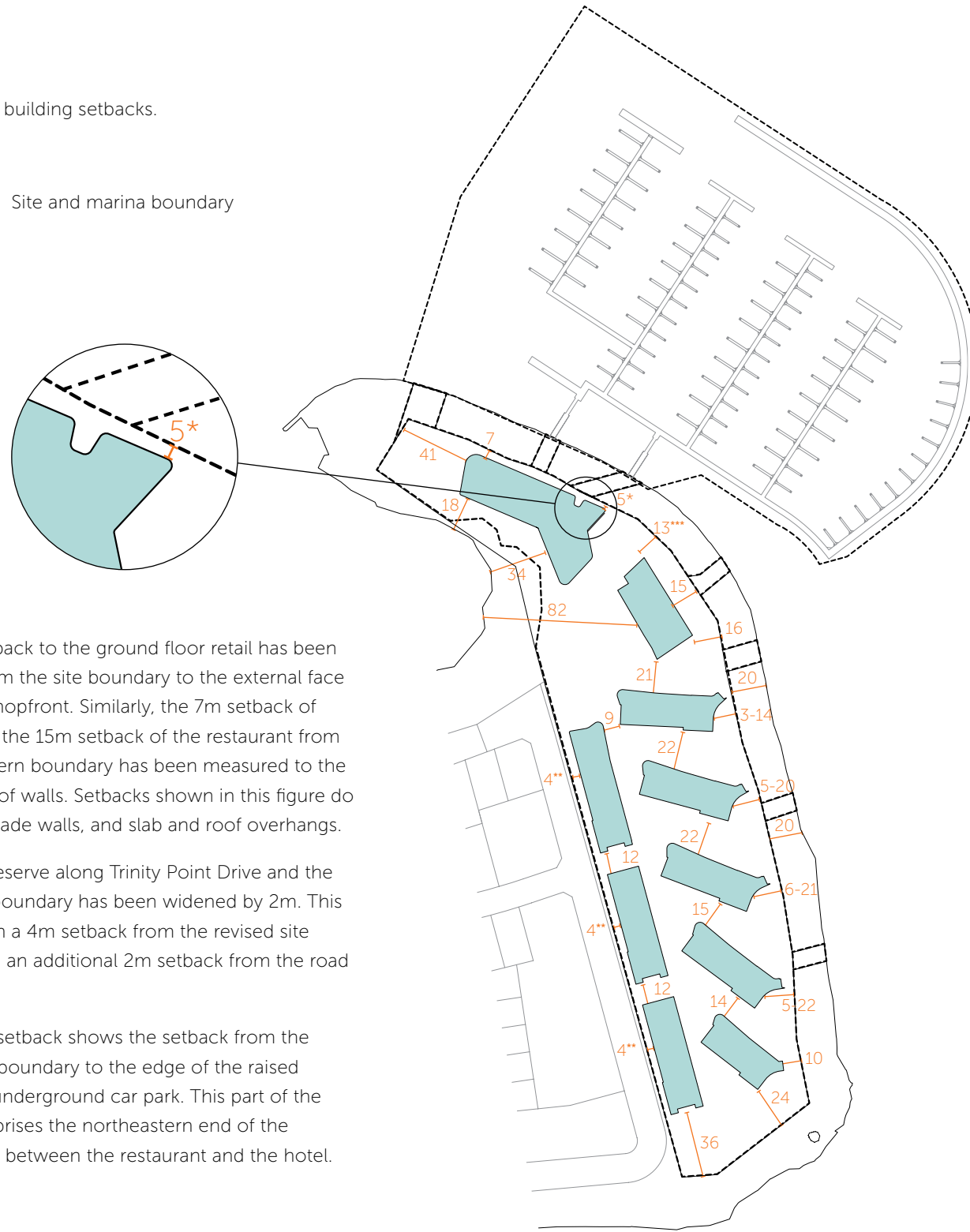
- Establish an open north-south axis between the east and west buildings with a minimum building separation of 9m, thus creating a connection through the site between the tourist hospitality precinct to the north and Bluff Point to the south.
- Maximise vistas through the entire site to the water, both from the internal accessway and from Trinity Point Drive, by ensuring through-site east-west axes are established between buildings and over landscaped areas with a minimum building separation of 12m. However, building separations greater than this is encouraged where possible.
- Ensure a 35m setback to the southwestern corner and 24m setback to the southeastern corner of the site above Bluff Point, to provide for retention of and curtilage around cultural planting and the sundial and to facilitate a continuous publicly accessible path and visual public connection to the point and lake beyond.
- Maintain a highly permeable pedestrian access network throughout the precinct that connects users to the lake edge, open space lands, foreshore paths, Bluff Point, to the tourist hospitality precinct and the external public roads network.
- Ensure a minimum setback of 4m from the western site boundary along Trinity Point Drive.
- Treatment of the accommodation building facades fronting Trinity Point Drive should be articulated through form, setback and material selection to minimise apparent mass and generate a softer transition between the built form of the accommodation precinct and the neighbouring residential subdivision.
- Basement parking below the accommodation buildings are to be raised generally between 1.2m and 1.5m above natural ground level. This allows the basements to be naturally ventilated but also ensures privacy for ground level apartments is maintained from surrounding pathways, namely the public footpath along Trinity Point Drive and internal accessway.

BUILDING SETBACKS

Figure 5

Proposed key building setbacks.

----- Site and marina boundary



* The 5m setback to the ground floor retail has been measured from the site boundary to the external face of the retail shopfront. Similarly, the 7m setback of the hotel and the 15m setback of the restaurant from the northeastern boundary has been measured to the external face of walls. Setbacks shown in this figure do not include blade walls, and slab and roof overhangs.

** The road reserve along Trinity Point Drive and the western site boundary has been widened by 2m. This has resulted in a 4m setback from the revised site boundary and an additional 2m setback from the road reserve.

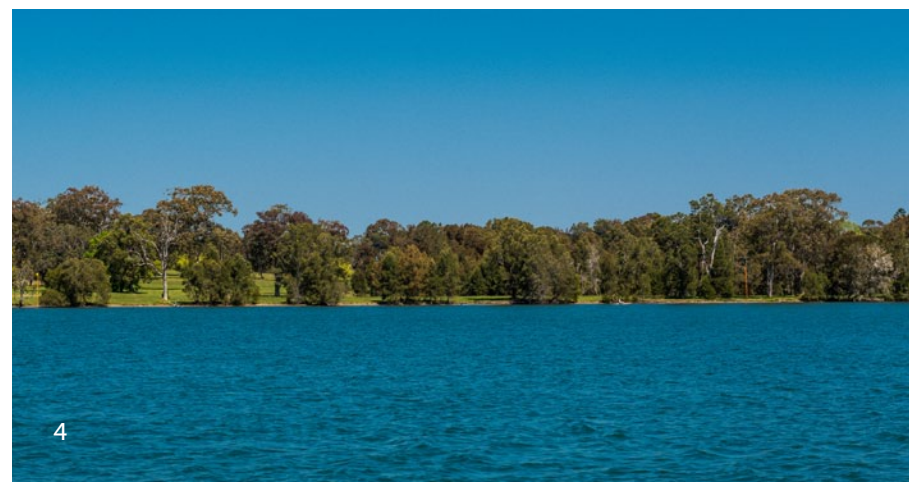
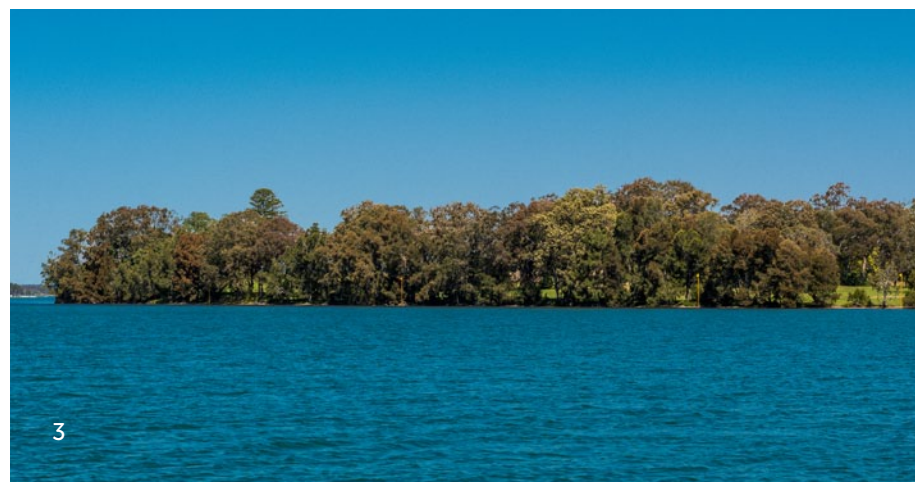
*** This 13m setback shows the setback from the northeastern boundary to the edge of the raised podium and underground car park. This part of the podium comprises the northeastern end of the function lawn between the restaurant and the hotel.

Figure 6

Site photo key diagram.



BUILDING SETBACKS



Existing site photos show the density of the existing perimeter tree line and the relative absence of large, expansive views through the site. Some views exist from the northern and north-eastern end of the site.

The proposal aims to maximise views where they do exist through the use of increased building separation, varied setbacks and the strategic orientation of the buildings within the landscape.

BUILDING SETBACKS

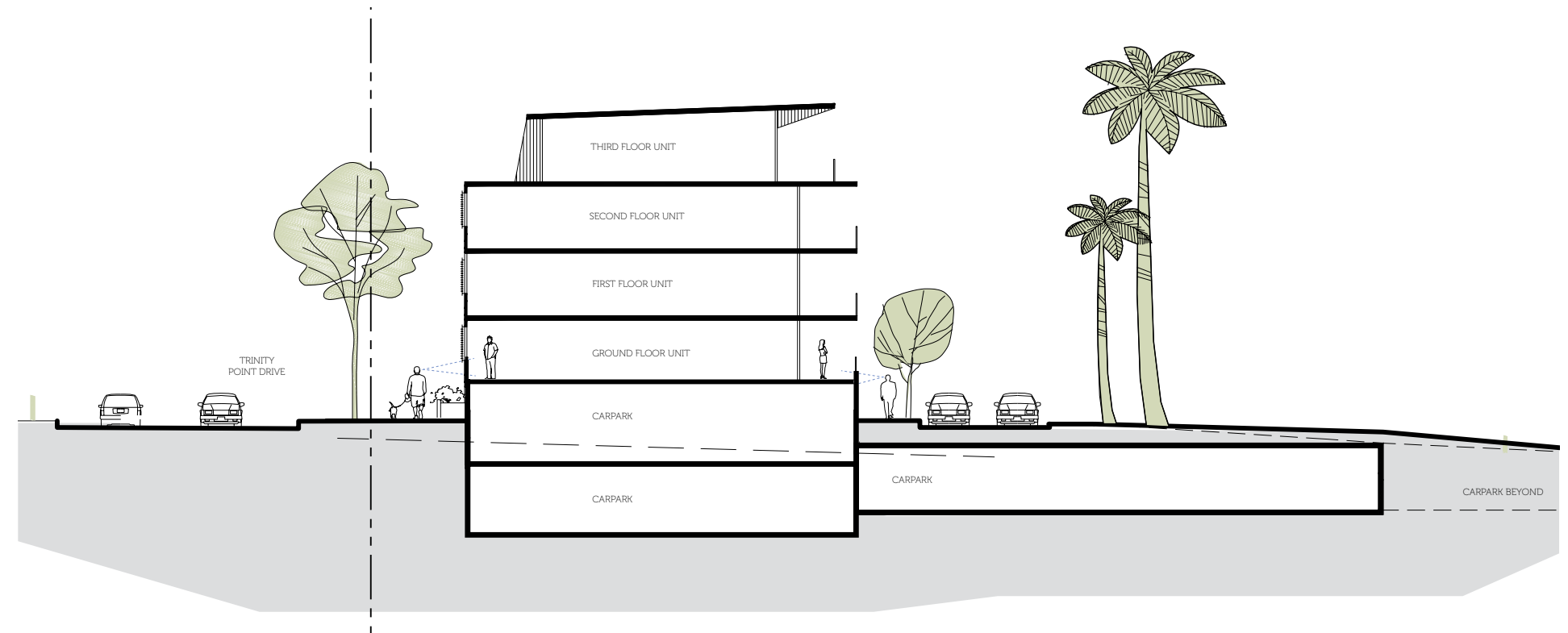
Figure 7

Building grade change adjacent to Trinity Point Drive.

Throughout the accommodation precinct, where suitable, basement parking below the accommodation buildings will generally be raised by 1.2–1.5m above natural ground level. This allows the basements to be naturally ventilated but also ensures privacy for ground level apartments is maintained from the public footpath along Trinity Point Drive.

Similarly, for east-facing apartments, where the ground floor above the basement is partially raised above ground, views over the landscape and to the lake are optimised and privacy is maintained from the internal accessways.

In addition to assuring adequate setback, the use of street planting along Trinity Point Drive and at the base of the accommodation buildings will assist in de-emphasising mass along the street, break down the form to a more human scale and soften the transition across the public streetscape. Recessive colours and materials will also aid in reducing the apparent height along Trinity Point Drive.

**Figure 8**

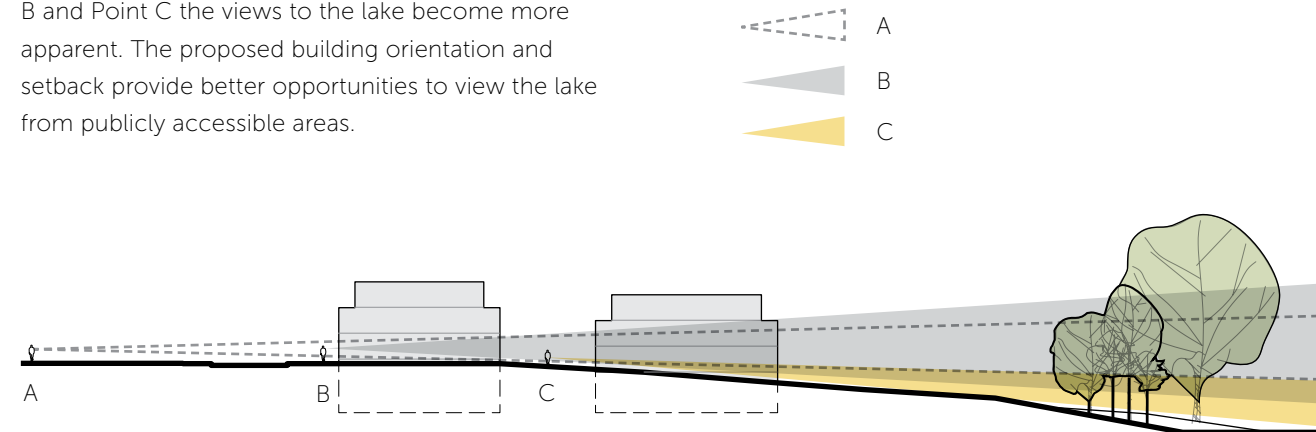
Sketch: Sight lines between buildings within the accommodation precinct.

The proposed design approach emphasises the strengths of the site by prioritising and optimising pedestrian access, views, topography and building orientation.

BUILDING SETBACKS

Figure 9

This section illustrates how views from Point A will be primarily of the tree canopy. As one moves to Point B and Point C the views to the lake become more apparent. The proposed building orientation and setback provide better opportunities to view the lake from publicly accessible areas.

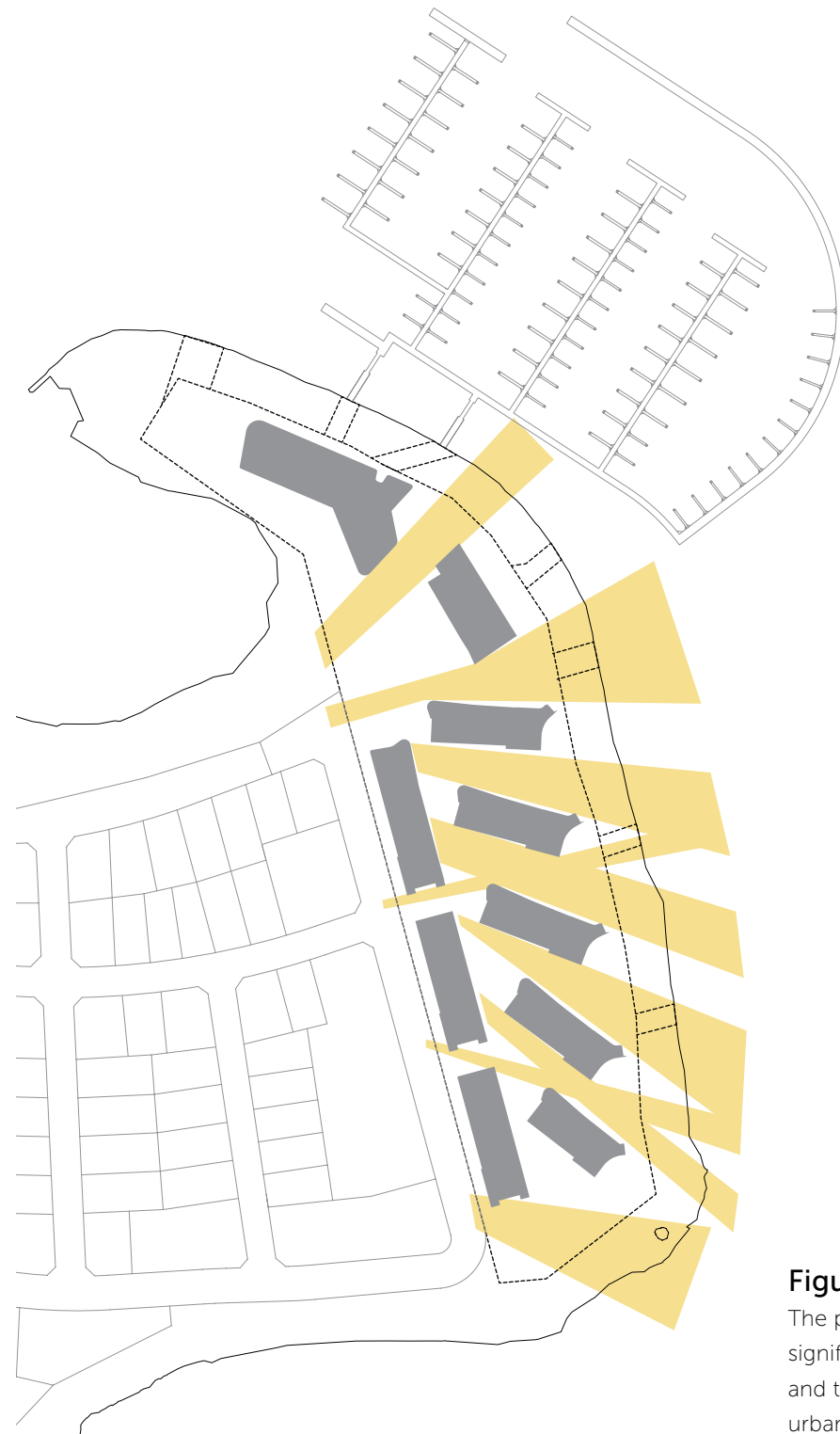
**Figure 10**

Through-site views and tree line.

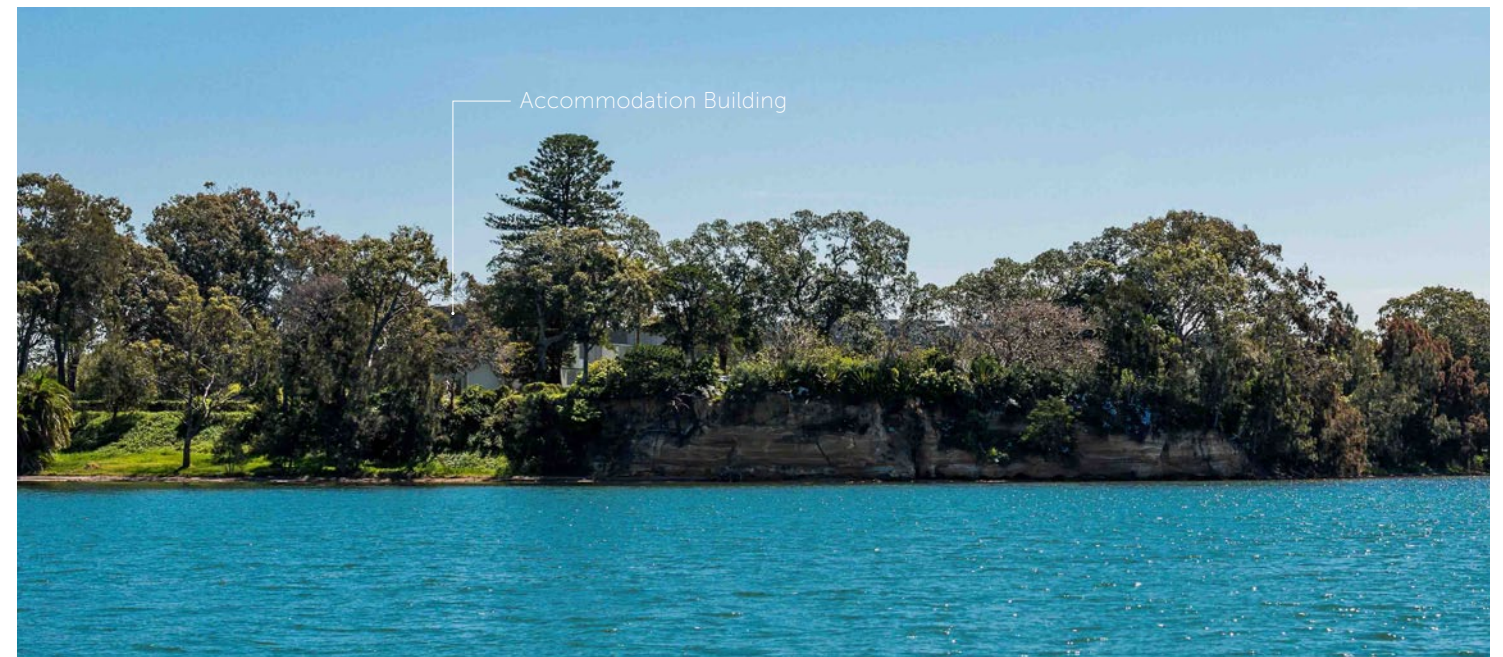
- Primary Vistas
- Secondary Vistas



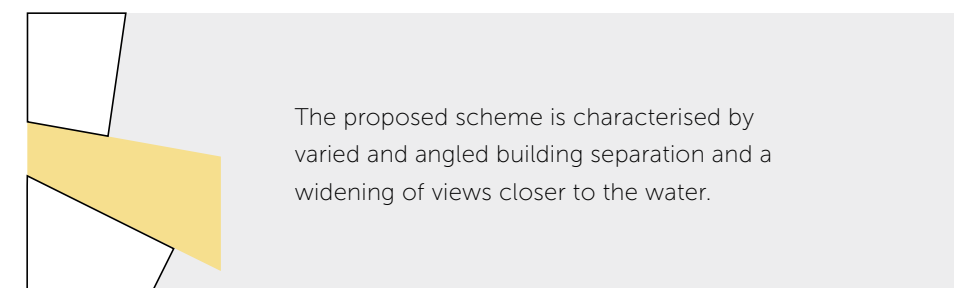
BUILDING SETBACKS

**Figure 11**

The proposed building layout emphasises the significance of apartment orientation (toward north) and the resultant widening of views supporting a non-urban approach to planning.

**Figure 13**

View of Bluff Point from the water showing the minimal exposure of the building through the existing tree line.

**Figure 12**

Zoomed in diagram of typical building separation of the proposed building layout.

BUILDING HEIGHTS

To provide for building heights that are appropriate to achieve a high standard of development, promote the development as a destination for tourists that will provide for a viable outcome but also consider existing site opportunities and constraints.



Objective

To adopt taller building forms allowing for larger areas of open space and greater setbacks (such as to the lake and within the site) and thereby ensuring a higher level of amenity, vistas, public access and permeability for future occupants of the development, the general public and visitors to the site. Provide within the northern tourist hospitality precinct the opportunity to use height as a means of achieving high quality design buildings consistent with the overall principle of creating a destination, but one tailored to the existing landscape. Ensure however, that building heights outside the tourist hospitality precinct consider site topography, existing and future tree heights and the views of the site from the surrounding area including the lake. Generally outside the tourist hospitality precinct, heights are to strongly take into account context, height and form opportunities directly opposite the site.

Guidelines

The following guidelines pertain to general building height recommendations across the site. Guidelines relating to each precinct follow in subsequent sections.

- Heights, excluding plant and equipment, fixtures and fittings such as antennas, solar collectors and the like, are not to exceed those shown in *Figure 15* and *Figure 17*, and as generally described and demonstrated on accompanying elevations and notes. The heights are shown in the number of storeys with notations added regarding relationship to car parking intent.
- Generally, building heights proposed should be designed to minimise building footprint, to create view corridors and to encourage open landscaped gardens between individual buildings. This further develops the original concept of buildings set within a landscape, with the dominance of the existing shoreline vegetation maintained.
- Increased setbacks and building separations will result in taller buildings but allow for significantly larger areas of open space at ground level, promoting permeability of the site.
- Within the northern tourist hospitality precinct, buildings and their heights are to reflect a design philosophy that promotes the precinct as a major destination while remaining sympathetic to the existing landscape and vegetation.
- Buildings in the tourist and residential accommodation precinct are to take into account the existing topography and height of vegetation.
- All proposed buildings are to generally sit below the height of the existing shoreline vegetation.
- 3D modelling and visual impact studies should be prepared to ensure the forms and heights are suitable in the surrounding context.

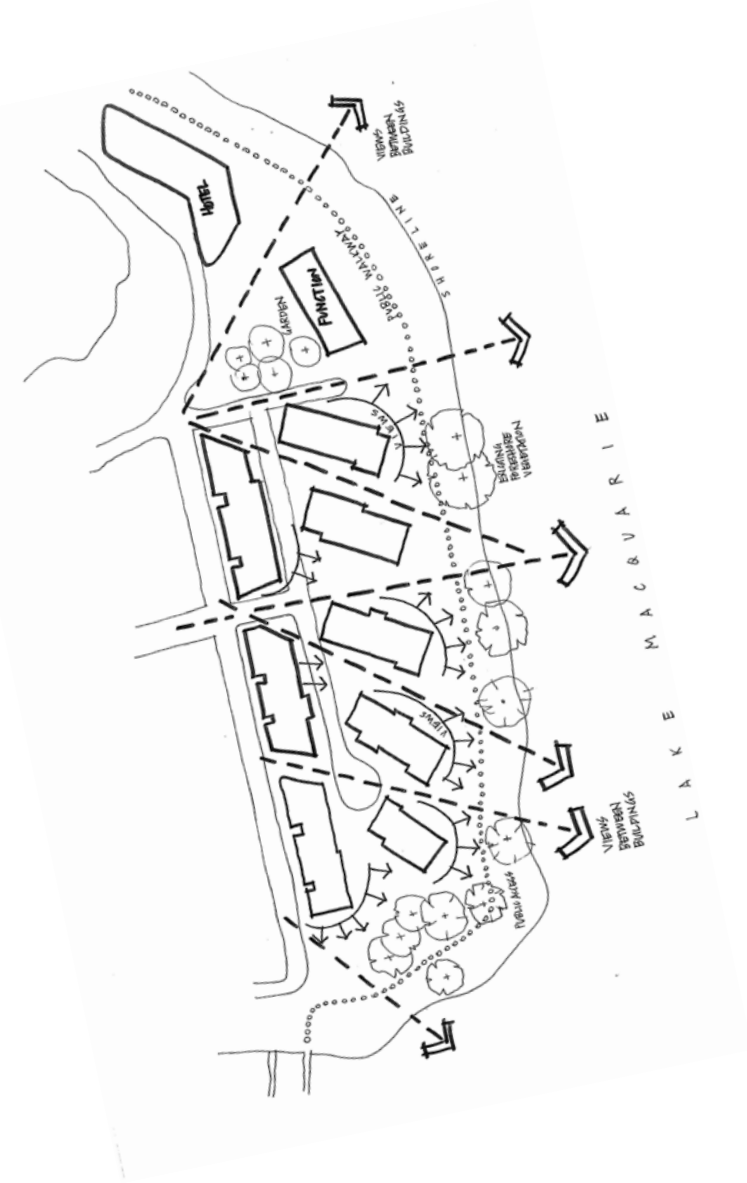


Figure 14

Overall site sight line concept sketch.

BUILDING HEIGHTS

Tourist Hospitality Precinct

Proposed building heights to the tourist hospitality precinct are outlined in Figure 15.

- The waterside function room/restaurant building on the eastern edge of the precinct is proposed as a 2-storey building over podium parking, with the function room and restaurant amalgamated into one building.
- The hotel and marina facilities building is proposed at a maximum of 4 storeys with the exception of the northern tip of the building at the point of a non-trafficable roof deck (3 storeys) and the roof garden sitting atop the ground floor retail (1 storey).
- The proposed restaurant/function building rests on the landscaped podium housing the podium car park. The podium, partially raised above natural ground level, is to integrate its hard edges and form into the landscape to create interesting level changes, tiered gardens, spatial transitions and help define the different uses within the precinct.
- All proposed buildings are to generally sit below the canopy line of the existing native trees located in the public open space surrounding the extremities of the site. Existing foreshore vegetation to the northeast of the precinct, however, is generally thinner and more dispersed, resulting in slightly more exposure of proposed buildings to the lake.
- The heights and positioning of these two key buildings within the landscape are to ensure a balance between amenity for tourists—by locating the active zone closest to the foreshore—and not impeding views of the lake through the minimisation of building footprint which allows a large, open landscaped forecourt to the southwest of the precinct to be the focus of the site. Additionally, by ensuring the landscaped forecourt remains at a relatively lower level compared to the buildings, views are constantly framed between the buildings without being interrupted by dispersed and ill-positioned bulk or excessively dense planting.

Figure 15

Proposed building heights through tourist hospitality precinct.

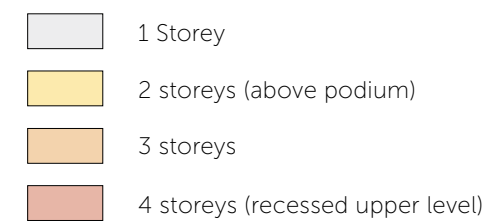
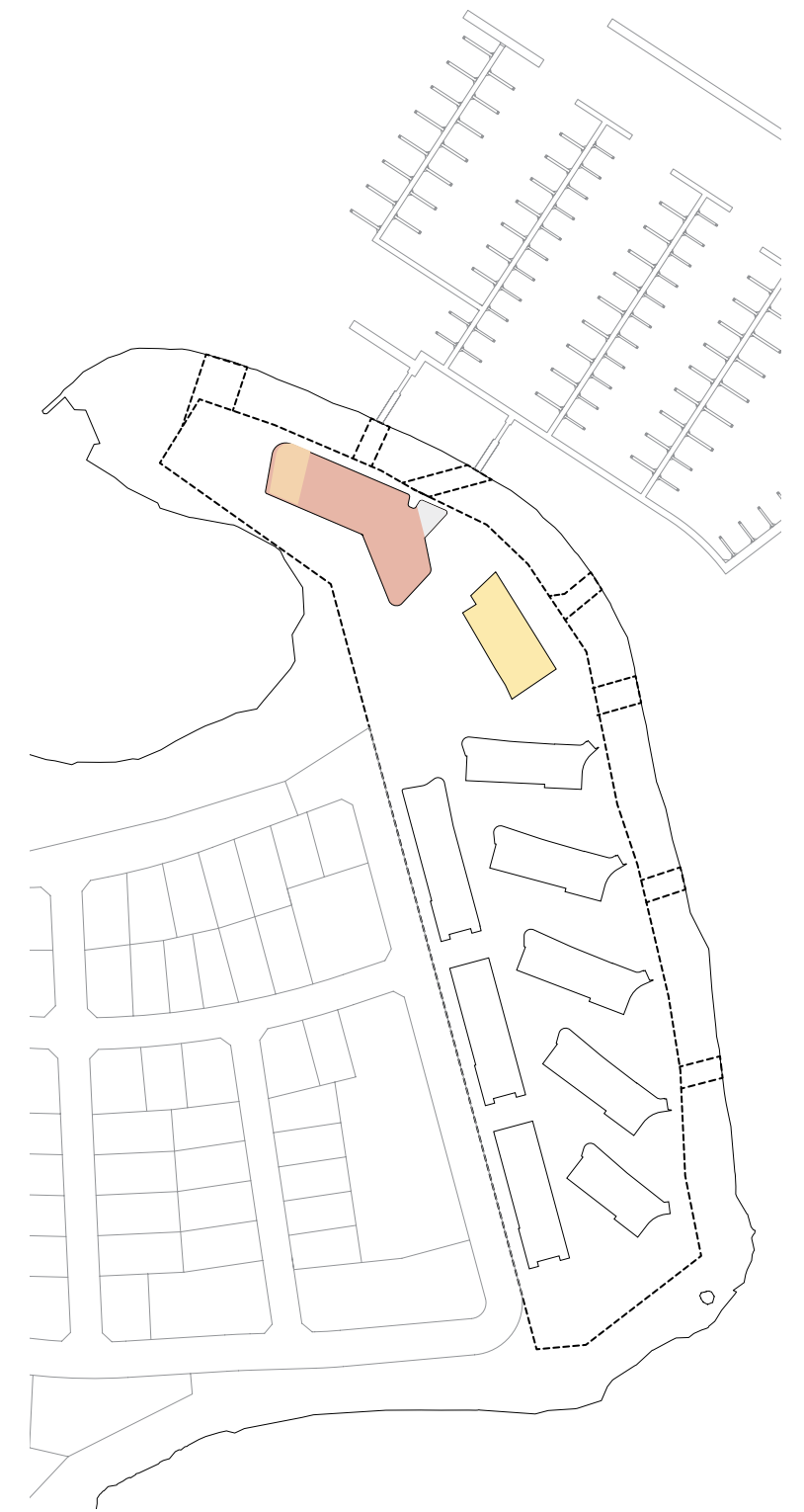
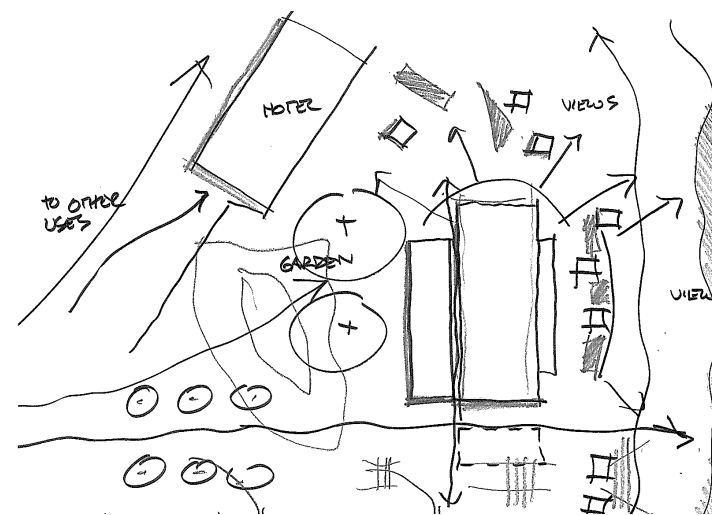


Figure 16

Commercial precinct sight line concept sketch.



BUILDING HEIGHTS

Tourist Residential Accommodation Precinct

Proposed building heights to the tourist and residential accommodation precinct are outlined in *Figure 17*.

- The proposed heights throughout the precinct are at a maximum of 4 storeys over basement parking. Similarly, where the topography of the site is higher adjacent to Bluff Point, to the southern lake edge, a maximum of 3 storeys over basement parking is proposed on a substantial setback.
- Upper levels to 4-storey accommodation buildings are to be set back further and articulated through recessive finishes and colours in order to minimise bulk.
- Establishing these heights ensure building footprint is minimised, view corridors between the buildings are maximised and the formation and planning of open, landscaped gardens between buildings are encouraged. Visually these gardens connect the middle of the site through to the existing shoreline vegetation.
- The overall heights have been determined in consideration of the height of the trees along the lake edge and have been set so that the heights of buildings are generally below this when viewed from the east and south.
- The proposed building heights have been established following site and design analysis. The site analysis established that, provided buildings were predominately at or below the heights of trees on the lake edge, the impact would not be significantly adverse. This can be attributed to the limited viewing catchment of the site. The building heights have also been established following analysis of the topography which suggests that buildings should be lower on the higher parts of the site.
- The buildings are to be raised generally 1.2m above the natural ground line to encourage privacy and naturally ventilated car parks. The height of buildings outlined in this document refer to the number of storeys above the parking podium/basement unless noted otherwise.
- Treatment of the accommodation building facades fronting Trinity Point Drive should be articulated through form, setback and material selection to minimise apparent mass and height and generate a softer transition between the built form of the accommodation precinct and the neighbouring residential subdivision.

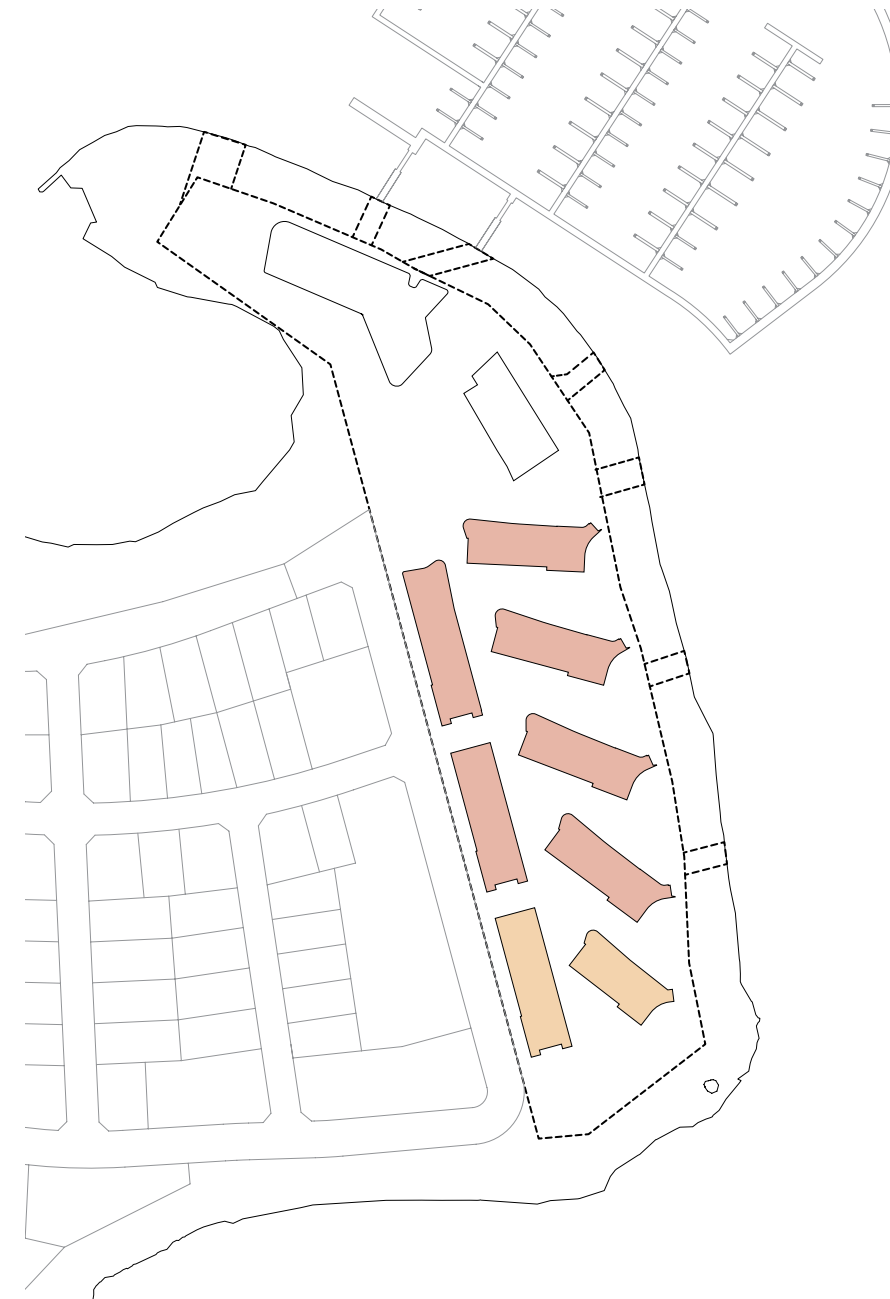
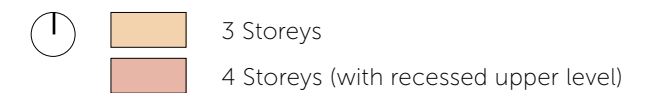


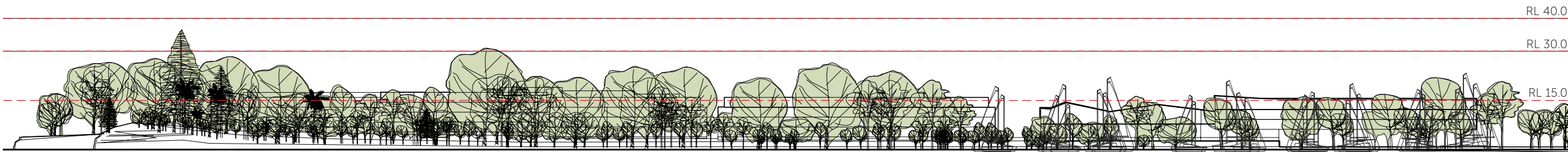
Figure 17

Proposed building heights through accommodation precinct.

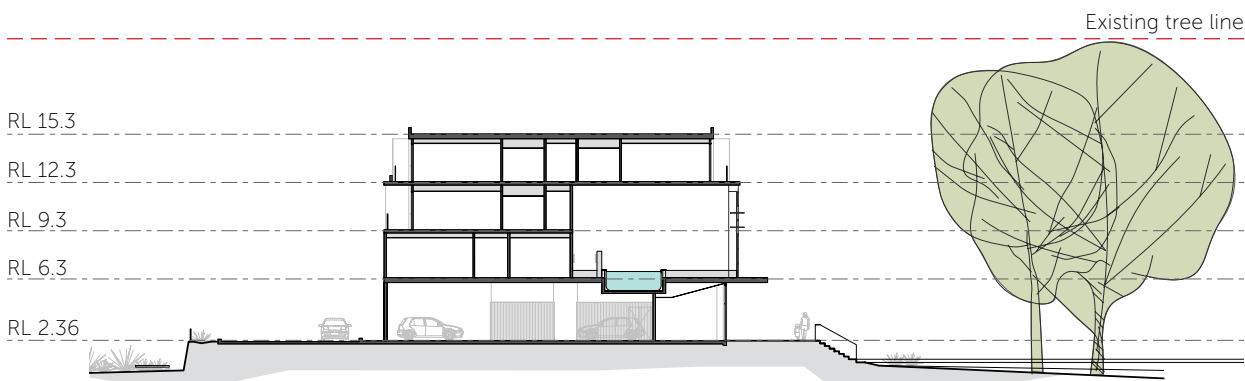
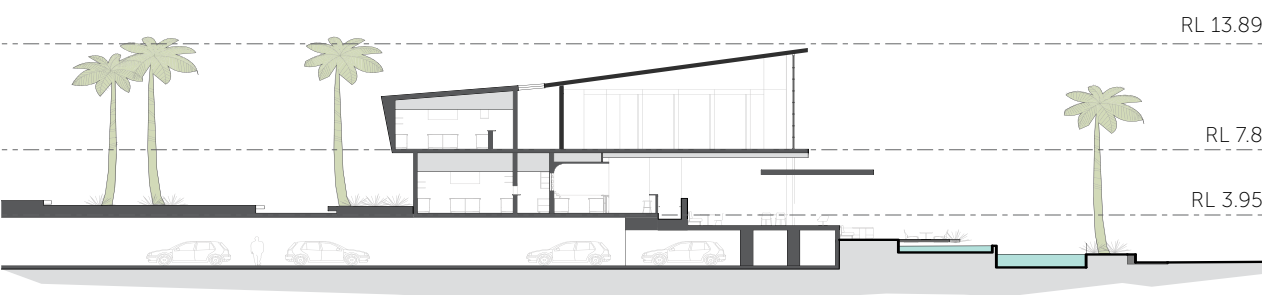


BUILDING HEIGHTS

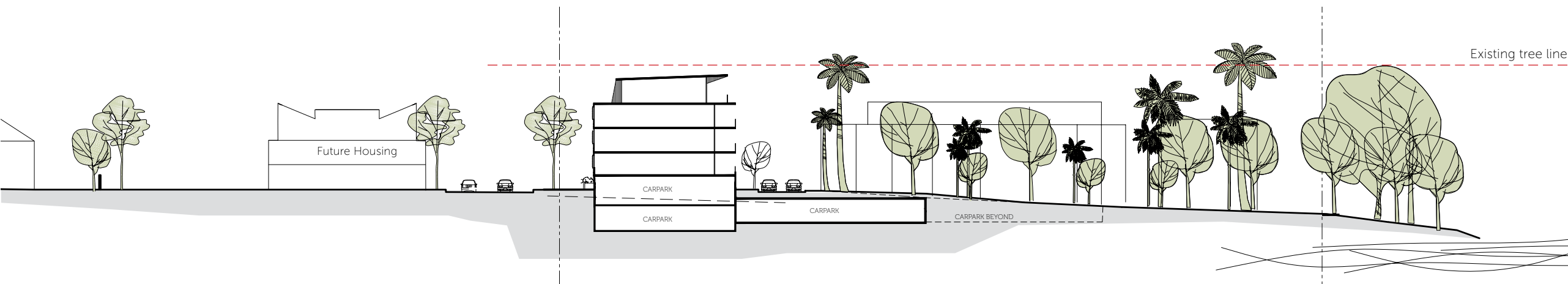
East Elevation



West-East Section (Tourist Hospitality)



West-East Section (Tourist Residential Accommodation)



BUILDING HEIGHTS

**Figure 18**

North elevation photomontage showing the proposed building height of the hotel from the north. The building shows minimal exposure from the north through the existing tall and dense tree line. Recessive colours are also successful in concealing the built form as the colours blend in with the existing vegetation.

**Figure 19**

South elevation photomontage showing the proposed building height of the south-most accommodation building largely hidden behind the tree line along the southern foreshore and Bluff Point.

**Figure 20**

Northeast elevation photomontage showing proposed building heights across the tourist hospitality precinct and into the accommodation precinct to the south.

PUBLIC ACCESS & OPEN SPACE

Provide and improve public access through and around the site and in particular to the lake foreshore.



Objective

Maximise access opportunities through the site and ensure a high level of amenity for pedestrians through design quality and site interpretation of themes associated with heritage, culture, environment and the lake. The site should be linked to the surrounding access network through appropriate integration. Ensure that development of the site does not preclude public authority desires for works within existing and proposed future public lands.

Guidelines

Figure 21 demonstrates the key public access principles for this development. Figure 29 identifies those areas of the site which are to include public access. The principle objective is to promote public access through and around the site to the waterfront.

- Buildings to be setback from the public foreshore recreation space generally in accordance with Figure 5.
- Bus stop area to be provided on Trinity Point Drive at location defined in the previous residential subdivision approvals (i.e. near main site entrance).
- Public access through the site is welcomed and encouraged.
- The legal means of securing the proposed public access through the site is to be detailed in future Development Applications for the development.
- Generally, the design and construction of roads pedestrian paths must provide public authorities access to the public foreshore open space zoned land for maintenance and the like.

Tourist Hospitality Precinct

- A central, open, public landscaped forecourt is to be provided, visually and physically connecting to the lake and surrounding public foreshore open space.
- Access to the lakefront and between the various buildings across this space, with the focus of public access at the waterfront on the east of the site. An active waterfront precinct is proposed across the entire eastern edge of the site, linking the marina, hotel entry and retail, restaurant and café, and the function room located above.
- Public access along the northern end of the site is managed and is set back from the ecological zone on the northern tip with the pathway running through the marina car park. The public path continues along the western edge of the site linking back to Trinity Point Drive.
- Pedestrian pathway to be provided around eastern foreshore.
- A landscaped pedestrian-only pathway along the southern edge of the precinct creates an axial continuation of Trinity Point Drive, linking the public roadway to the lakefront active zone. This also creates a clear break between the tourism hospitality and accommodation precincts.
- Public access to be provided along the marina landward boardwalk as per Figure 21.



Figure 21
Public pedestrian access.

PUBLIC ACCESS & OPEN SPACE

Tourist Residential Accommodation Precinct

- A primary east-west pedestrian-only access path between the 3 northernmost accommodation buildings (generally to be nominated as short-stay accommodation) and the remaining 5 buildings to the south of the precinct. This primary access path extends from Trinity Point Drive through the site over landscaped gardens and connects with the public pedestrian pathway along the eastern foreshore.
- Secondary public access paths are also introduced in between the 3 northernmost accommodation buildings in an effort to increase permeability through this portion of the site for visitors staying in these apartments.
- A secondary north-south axis between the western-lined accommodation buildings along Trinity Point Drive and the staggered accommodation buildings to the east. This axis facilitates vehicular access from Trinity Point Drive to the accommodation basement car park entry points but also forms a public pedestrian connection between the tourist hospitality precinct and the Council reserve space to the south of the precinct surrounding Bluff Point. These internal accessways branching off Trinity Point Drive act as continuations of the public road linking the low density single housing to the lakefront.
- Public access is proposed around the perimeter of the 4 southernmost accommodation buildings and will be proposed as long-stay residential apartments with short-stay accommodation located to the north of the residential zone. The main east-west pedestrian pathway forms a natural break between the two distinct accommodation uses.
- Buildings being setback from south eastern corner of the site above Bluff Point are to create a publicly accessible open space area that takes advantage of the views from this location of the lake and allows for retention and respect of the existing cultural setting associated with all cultural planting and sundial. The setback area should be generally consistent with that shown in Figure 5, and not include any removal of cultural trees unless deemed a hazard by a qualified Arborist.
- A publicly accessible pathway to be provided around the southern and eastern edge of the development within the site boundary connecting Trinity Point Drive (south) to the proposed tourist hospitality precinct (north). This pathway also continues with the public footpath along Trinity Point Drive.
- A 1.2m wide footpath to be provided along one side of Trinity Point Drive along the western edge of the site.



Figure 22

View south down internal road.

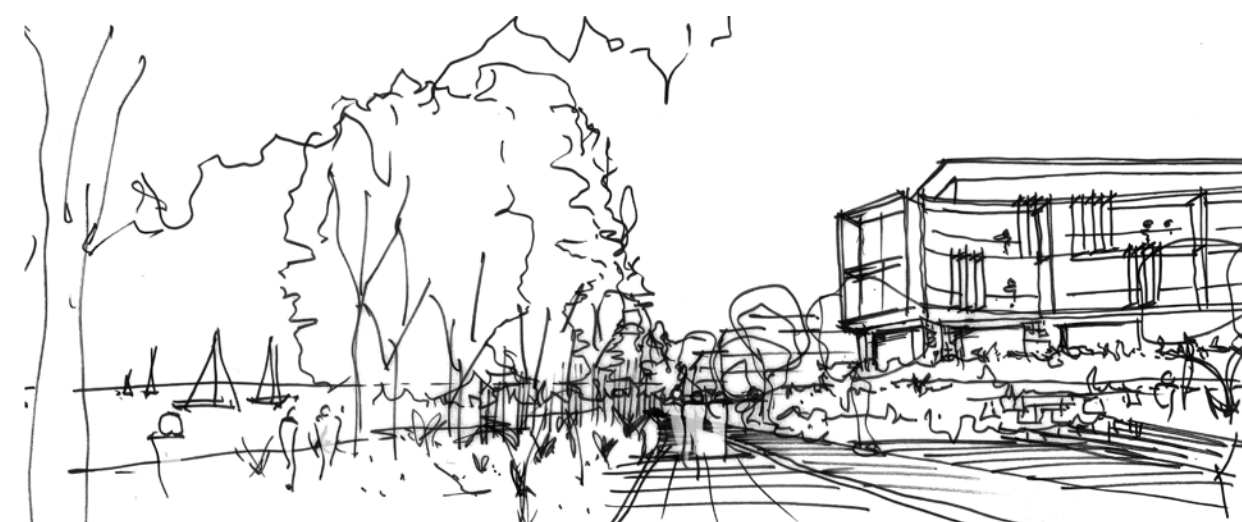
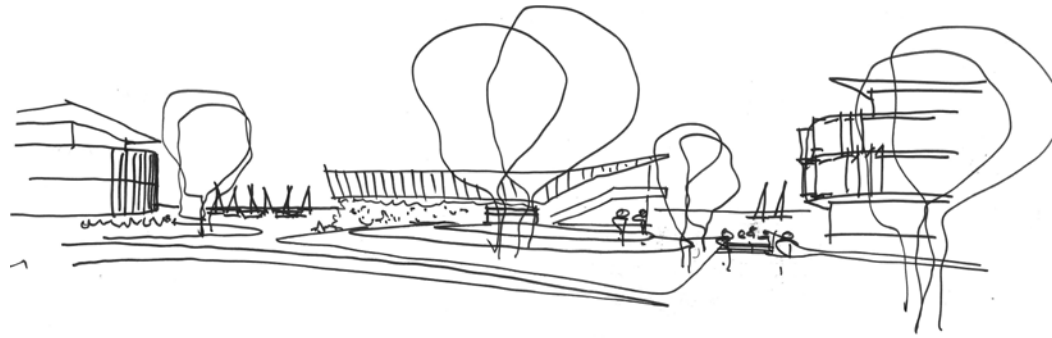


Figure 23

Intersection of the public path around the site and main pedestrian link from Trinity Point Drive to the lake.

PUBLIC ACCESS & OPEN SPACE

**Figure 24**

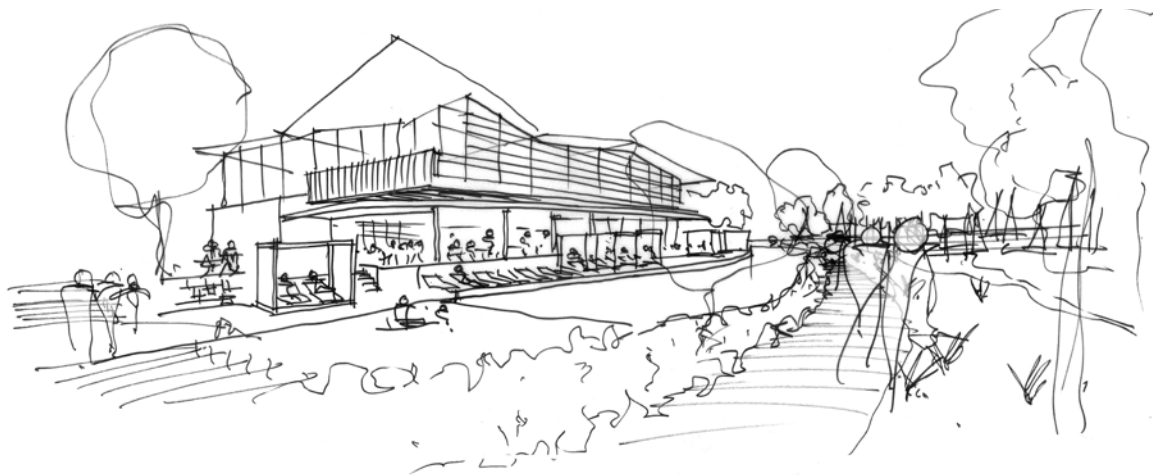
Looking north east from entry into site

**Figure 25**

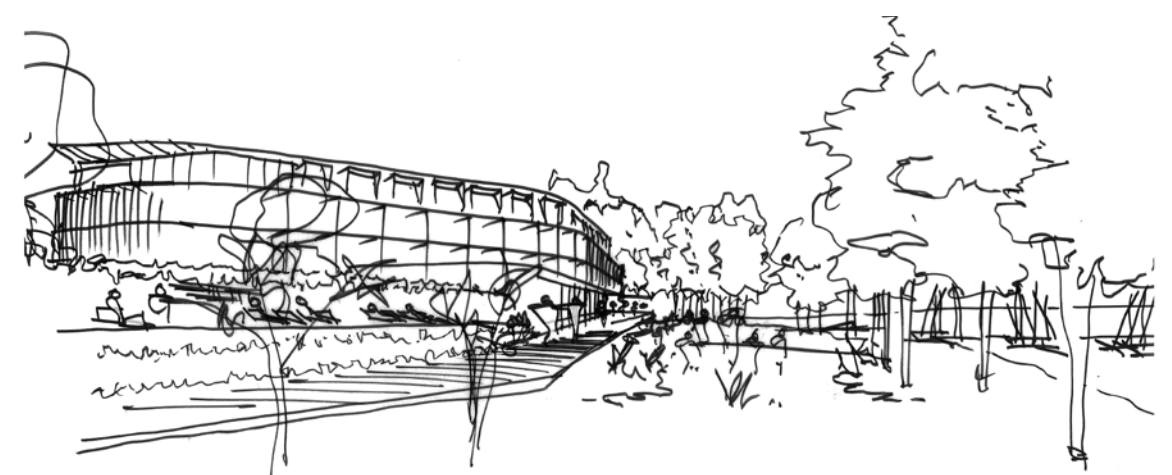
Sight lines between buildings within the site

**Figure 26**

Walking north from Bluff Point

**Figure 27**

Waterfront active edge in front of restaurant

**Figure 28**

Waterfront active edge in front of hotel

PUBLIC ACCESS & OPEN SPACE

- Area of site for full public access
- Tourist hospitality area and connections. Full public access.
- Approved adjoining future streetscape
- Public open space zoned land

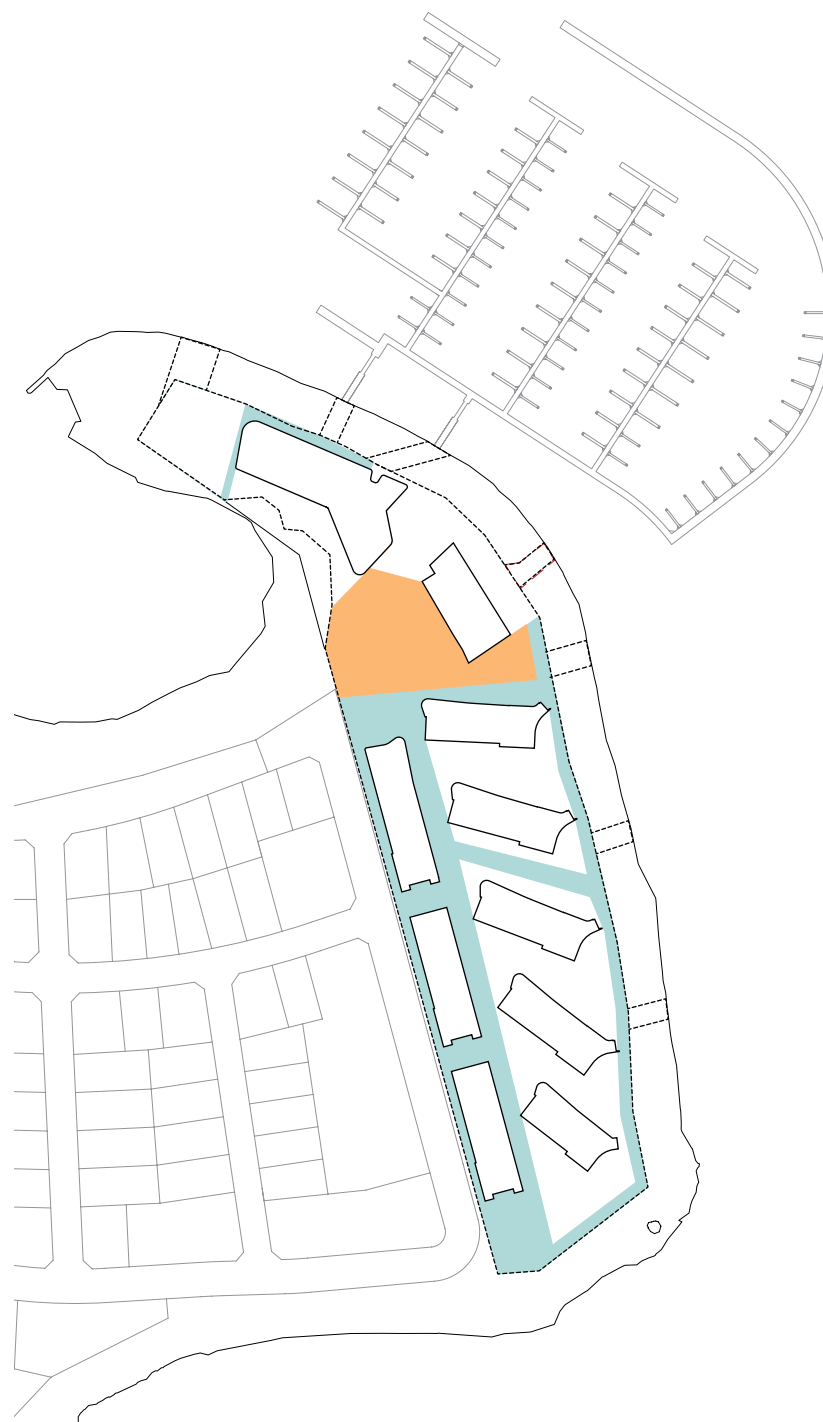


Figure 29
Public access within site.

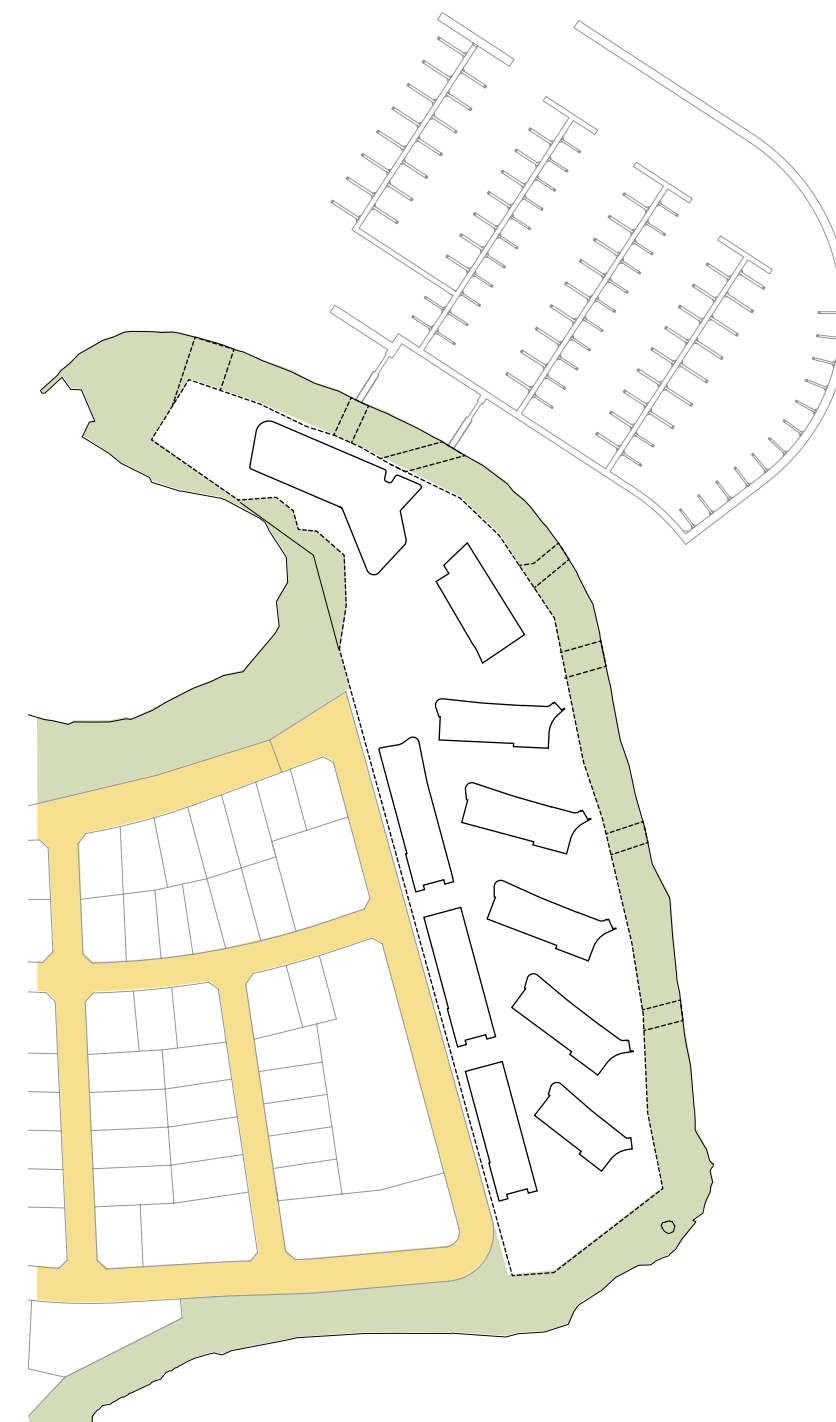


Figure 30
Future streetscape and public open space.

BUILT FORM

Arrange built form with regard to site opportunities and constraints, to compliment building heights, setbacks, open space pedestrian access, visual linkages and landscaping principles and to express the project as a destination.



Objective

To provide a high level of amenity to future occupants and visitors of the site by locating building and building mass that ensures quality communal and private spaces within the development; spaces that compliment site attributes, maintain privacy, maximise views of the lake without loss of vegetation, provide for adequate solar access, daylight and natural ventilation, consider energy and water efficiency and minimise visual impact.

Guidelines

Proposed development should be generally consistent with Principles 1–5. Images on the following pages illustrate preliminary sketches and artist visualisation of the proposed built form within the landscape. Generally:

- The built form should reflect the functional uses of the buildings but should be considered in terms of their visual appearance from the lake and surrounding areas.
- The proposed development envisages buildings nestled within a landscape and individual buildings separated from each other by extensive gardens and deep soil planting.
- All buildings are to predominantly sit below the tree line of the extensive mature trees located along the northern, eastern and southern waterside edges of the site within the protected Council reserve.

Guidelines pertaining to each precinct are discussed separately in the following sections.

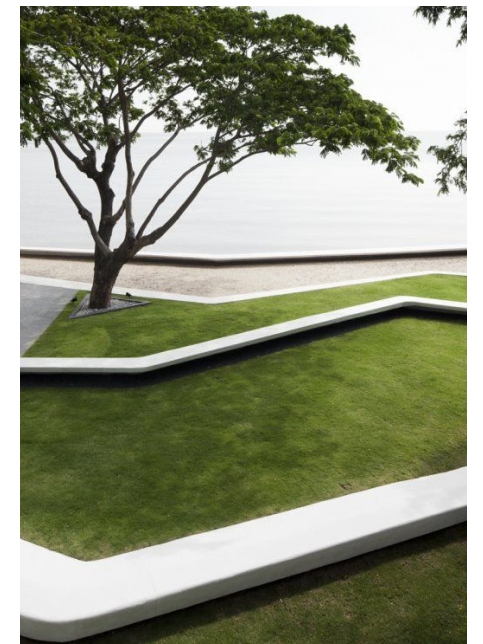
Tourist Hospitality Precinct

- The primary built form philosophy of the precinct is an open garden, which contextually places the buildings in a landscape setting more appropriate to the site. The hotel and restaurant/function room buildings are to open up the public domain, linking the interior of the site to the overall landscaping beyond and creating views to the lake. Locating the buildings to the east adjacent to the lake and the waterfront promenade promotes active pedestrian activities along the waterfront side of the site.
- Proposed built form should allow vistas between the hotel and function room/restaurant buildings to the lake and landscape beyond, with these vistas cast over landscaped gardens in counterpoint to the buildings themselves.
- Maximum heights in the tourist hospitality precinct are to be maintained at 4 storeys, locating the highest points toward the centre of buildings and set back from the waterfront and northern edge. This allows the building form to step down as it approaches the waterside boundary and maintains the dominance of the existing protected vegetation along the northern tip of the site.
- The uppermost level of the hotel building is to form a roof element clad in recessive colours. The proposed hotel façade is to be articulated into a series of small elements reducing the mass of the building when viewed from the lake.

- As one of the key architectural focal points of the precinct, the 2-storey restaurant/function building atop the landscaped podium should reference the topography and be oriented to the views and landscape while also addressing the foreshore. The inclusion of undulating roof forms exhibit a subtle but significant reference to the Trinity Point landscape and while is more strongly expressed in the restaurant/function building, is also incorporated into the hotel roof form.
- Proposed materials should be a selection of recessive materials and colours including sandstone, zinc, timber, render, with fixed and operable screens for sun shading and to assist in reducing the buildings into a series of smaller forms.
- Rather than monolithic blocks, all buildings should incorporate vertical and horizontal articulation, with a base contrasting to the levels above and in most cases a recessive upper most level clad in recessive colours to reduce their visual impact when viewed from the lake as well as from the land.
- Emphasise the expression of horizontal elements, creating a “base, middle and top”. The base, generally consisting of stone and glass, mostly sits below the landscaped podium. Rising above this podium are three storeys with the top-most being recessive and taking on a contemporary “mansard” typology.



Forum of Granada, Spain
by Federico Wulff Barreiro



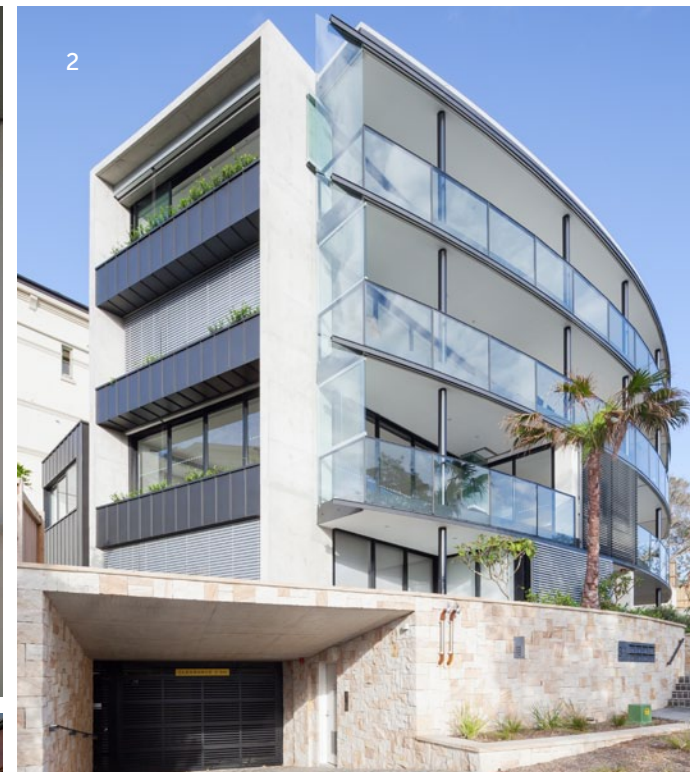
Baan San Kraam Sales Office, Thailand
by Somdoon Architects

BUILT FORM

Figure 31

Squillace Architects projects exhibiting a similar built form philosophy to the proposed accommodation buildings.

1. Recessed top level characterised by more glass and recessive colours.
2. Accommodation apartment levels resting on a stone base and over basement car parking.
3. A stepped built form characterised by increasing setbacks and a roof downturn on the top level.
4. Predominant use of glass in a recessed and set back top level.
5. Dominant and architecturally defined mid levels sitting on a stone ground floor base while the top level is recessed.
6. Prominent and articulated first and second accommodation levels with a minimally visible fourth storey set back from the boundary.



BUILT FORM

Tourist Residential Accommodation Precinct

Principle 3 outlines the revised heights for this part of the site. Built form guidelines for the tourist residential accommodation precinct include:

- Envisage both a higher density of built forms and a considered response to the topography and orientation of the site. An integration of design, theme and character across these areas is critical to the success of the project.
- Buildings on the east of the residential accommodation precinct are to be positioned with their long axis running generally east-west. This allows the majority of dwellings to face north while ensuring that vistas through the site to the lake are maintained. Individual buildings in a landscape setting, surrounded and separated from each other by landscaped gardens, should radiate out as they move from north to south.
- Buildings along Trinity Point Drive are to be articulated using setbacks, facade elements and material choice to create a softer transition between the site and the street and link back to the more urban subdivision to the west of the site.
- The accommodation buildings are to have a maximum of 4 storeys over basement parking. The upper levels are to be set back from the lower and treated with recessive colours and textures in order to minimise the apparent bulk of these buildings. Heights should decrease toward the south of the site as the land levels rise towards Bluff Point. Building heights must primarily sit below the canopy of the existing trees located outside the site in the protected public reserve, maintaining the contextual idea of buildings in a landscaped setting.
- All buildings facing the foreshore shall have their facades articulated in order to break down bulk and scale. Devices such as awnings, eaves and folding and sliding screens shall be used to cast shadows over facades to reduce visual impacts and break the facade into a series of small elements with recessive

colours and textures such as stone for the base. The base will link back to the landscaping between each of the buildings to reinforce the idea of buildings in a landscape setting.

- All buildings facing the foreshore shall provide opportunities for the facade to accommodate for the planting of small native trees (mature height adjacent to the building in locations that will not obscure the view from any window facing the lake). These are to be planted at-grade in deep soil.
- Built form on the western edge of the site along Trinity Point Drive should emphasise the street edge with facades and massing articulated to clearly separate the structures into separate forms. Vistas to the water between the buildings is to be provided.
- Buildings should be articulated to break down bulk and scale where appropriate.
- Development applications must also document and demonstrate achievement of SEPP 65 design principles (where triggered and relevant).

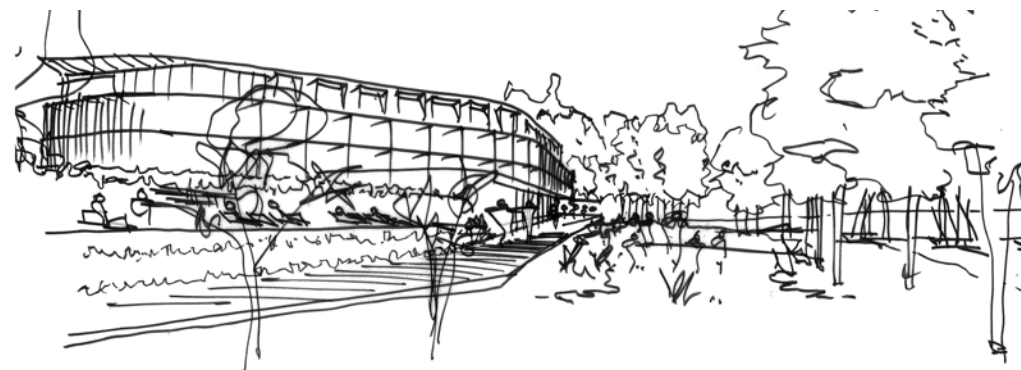


Figure 32

View of Hotel from foreshore boardwalk

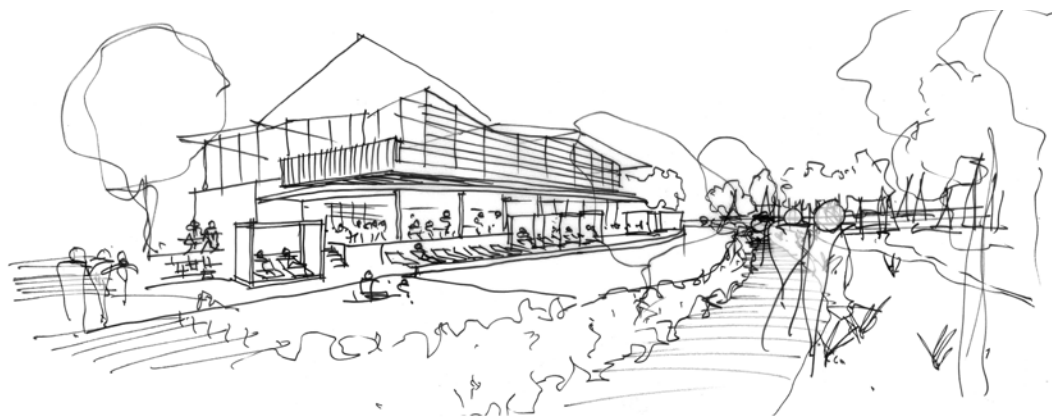


Figure 33

View of Restaurant Function Centre from foreshore boardwalk

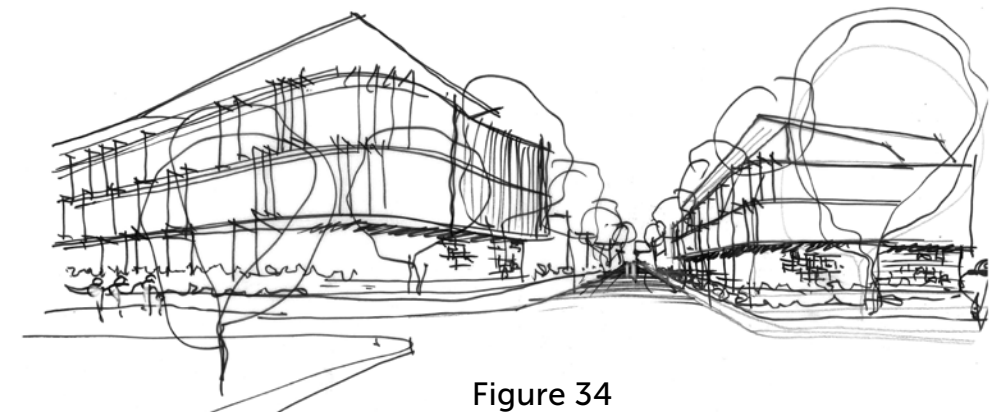


Figure 34

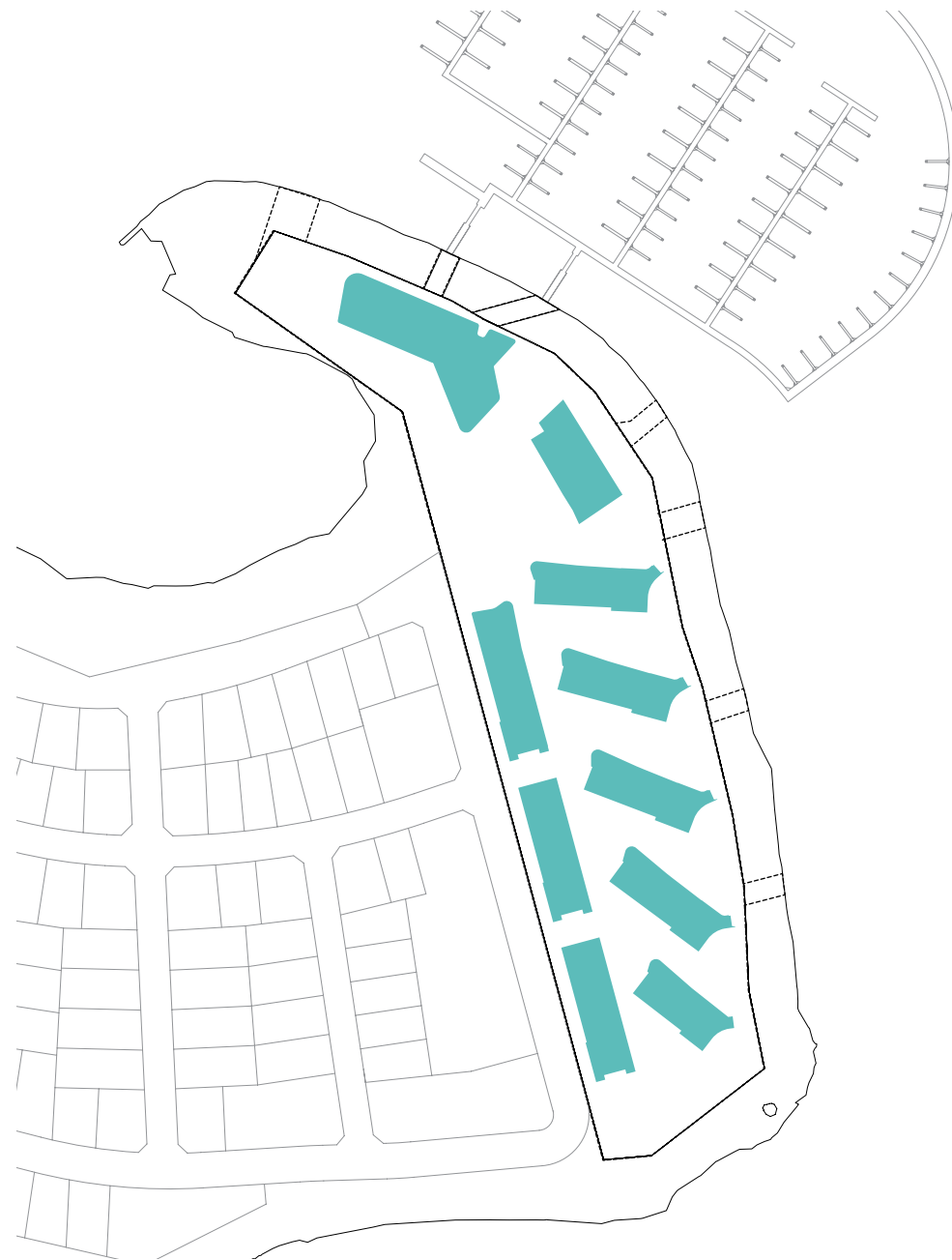
View of residential accommodation south down internal accessway

BUILT FORM

**Figure 35**

Preliminary 3D visualisations. 1) View of restaurant/function room eastern facade showing the angled roof form above the waterfront dining and drinks area, the pool and the public foreshore boardwalk. 2) View of the restaurant/function room western facade showing the placement of the architecture within the open landscaped forecourt and the preservation of lake views either side of and through the building. 3) View of the hotel and landscaped podium showing considered articulation of the built form and the recessive fourth storey. 4) View of typical accommodation building showing variations in setback and the articulation of the facade through folding metal screens, render and timber screens.

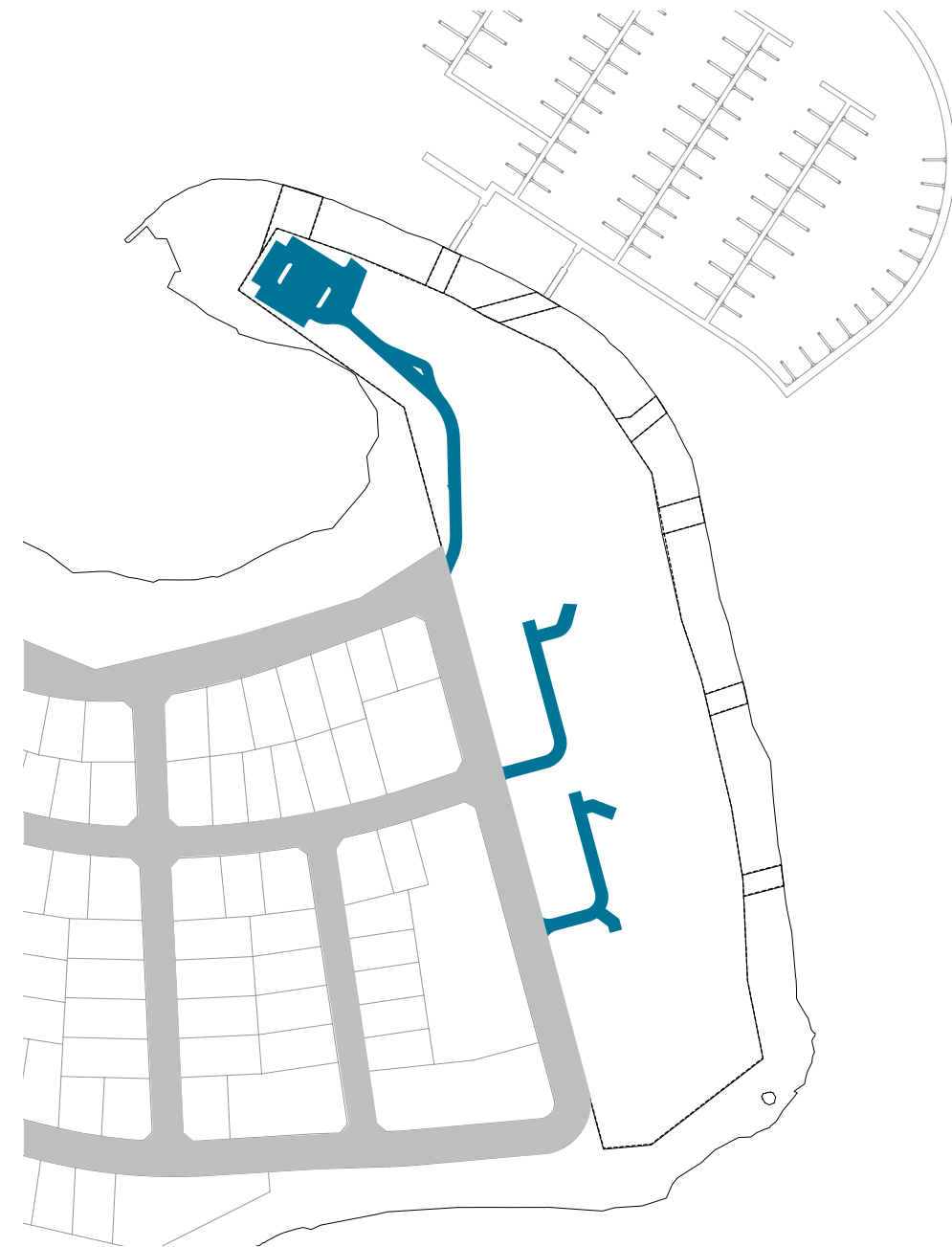
BUILT FORM



Proposed building footprint

Figure 36

Proposed building footprint diagram.



Proposed vehicular roads layout

Figure 37

Proposed vehicular roads layout diagram.