

trinity point  
LAKE MACQUARIE

PREFERRED PROJECT REPORT  
PART 3A CONCEPT PLAN

TRINITY POINT MARINA &  
MIXED USE DEVELOPMENT

REVISED PRINCIPLES, OBJECTIVES & URBAN DESIGN GUIDELINES

TRINITY POINT, MORISSET PARK

APRIL 2015



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## 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.



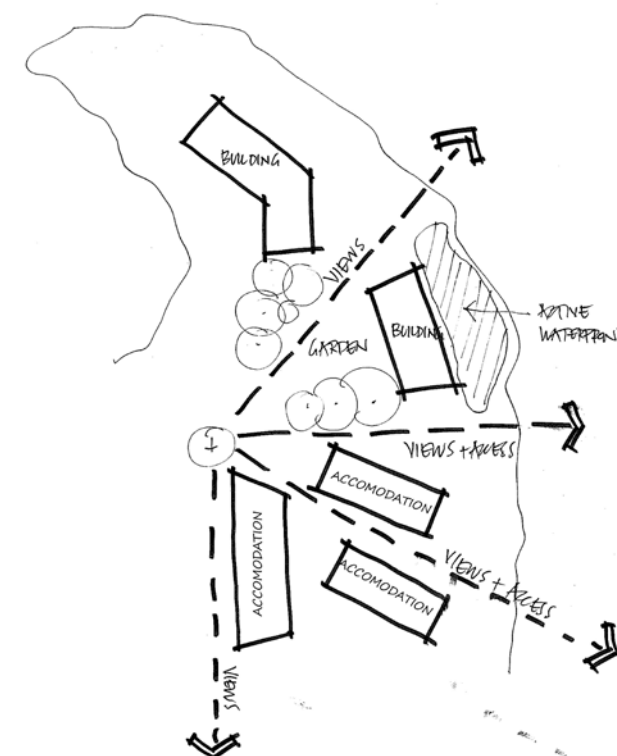


## INTRODUCTION

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.









## BROAD STRUCTURE PRINCIPLES





## BROAD STRUCTURE PRINCIPLES



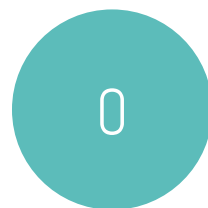


# BROAD STRUCTURE PRINCIPLES



**Figure 3**  
Site Analysis Plan: Environmental Analysis





PROPOSED - SITE PRIN

## BROAD STRUCTURE PRINCIPLES

- Existing foreshore vegetation
- Key site access points
- Pedestrian pathways/connections
- Water views
- Primary roads
- Foreshore reserve

### Footnotes

- 1 Small lot housing provides opportunity for attached, integrated and denser dwellings. The ownership pattern allows JPG to create development that responds to both sides of the street and deliver an integrated outcome and transition from detached single dwellings. JPG is open in their intent through informative residential marketing that manages expectations of future adjoining developments.

Figure 4

Site Analysis Plan: Development Opportunities





BROAD STRUCTURE PRINCIPLES

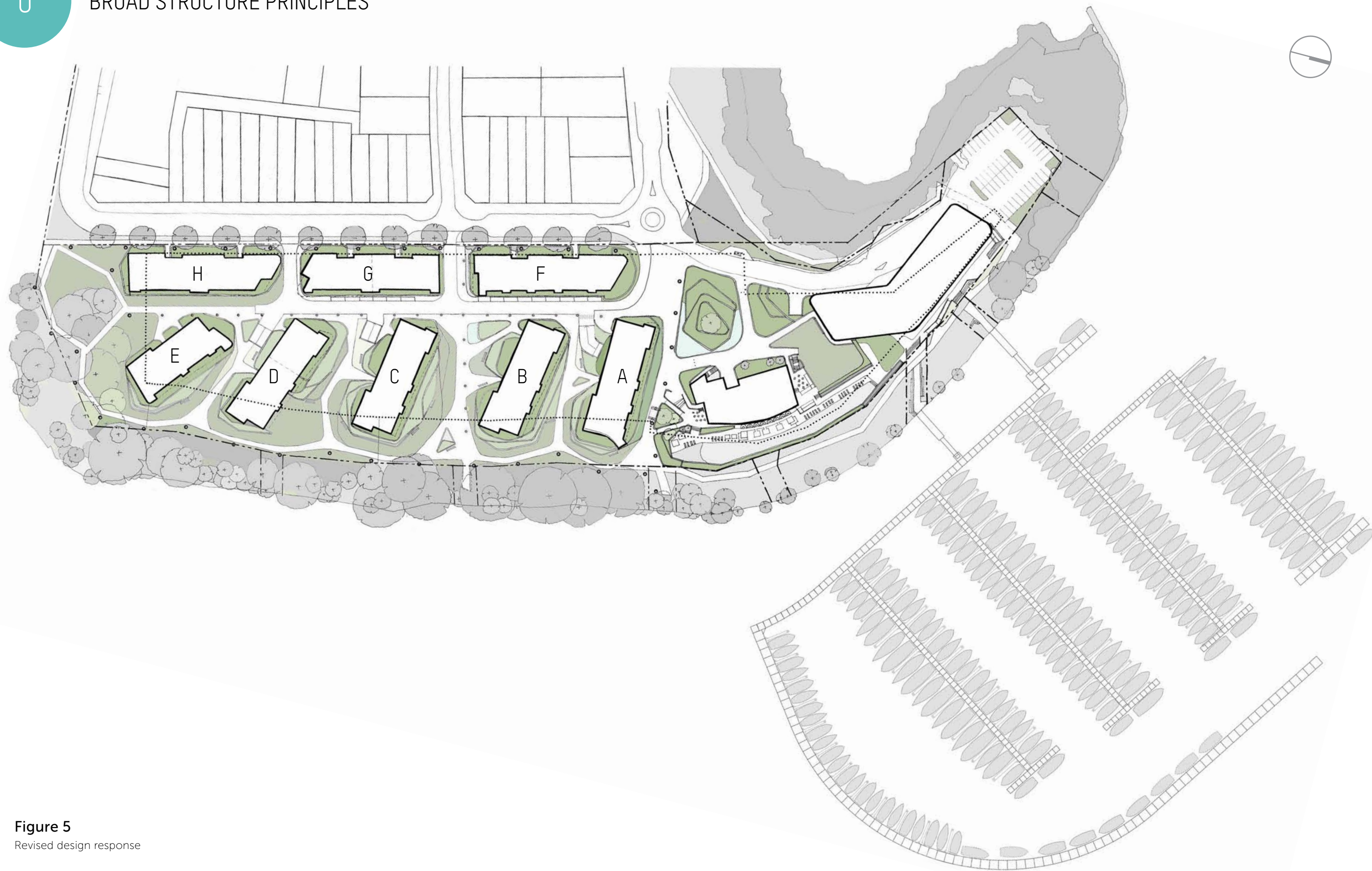


Figure 5

Revised design response

## 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

Figures 7,8 & 9 illustrate 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..



**Figure 6**

Land use across the site.

## Tourist Hospitality Precinct

- 1.1. 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.
- 1.2. 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.
- 1.3. 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.
- 1.4. Provide expansive landscaped gardens within which proposed buildings will sit, ensuring vistas are maintained between the buildings.
- 1.5. Provide a tourist hotel to the north of the site.
- 1.6. Provide other uses including small meeting rooms, day spa and guest facilities.
- 1.7. Provide parking facilities primarily beneath a landscaped podium with the new garden and buildings above.
- 1.8. Provide marina parking facilities on-grade at the northern tip of the site adjacent to the marina itself.

## LAND USE

## Tourist Residential Accommodation Precinct

1.9. Provide and locate 220-250 accommodation apartments, (in addition to hotel rooms) integrated across the site. Combined, provide and locate a maximum of 315 accommodations, consisting of a mix of hotel rooms, serviced apartments and dual use tourist/residential apartments.

1.10. 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.

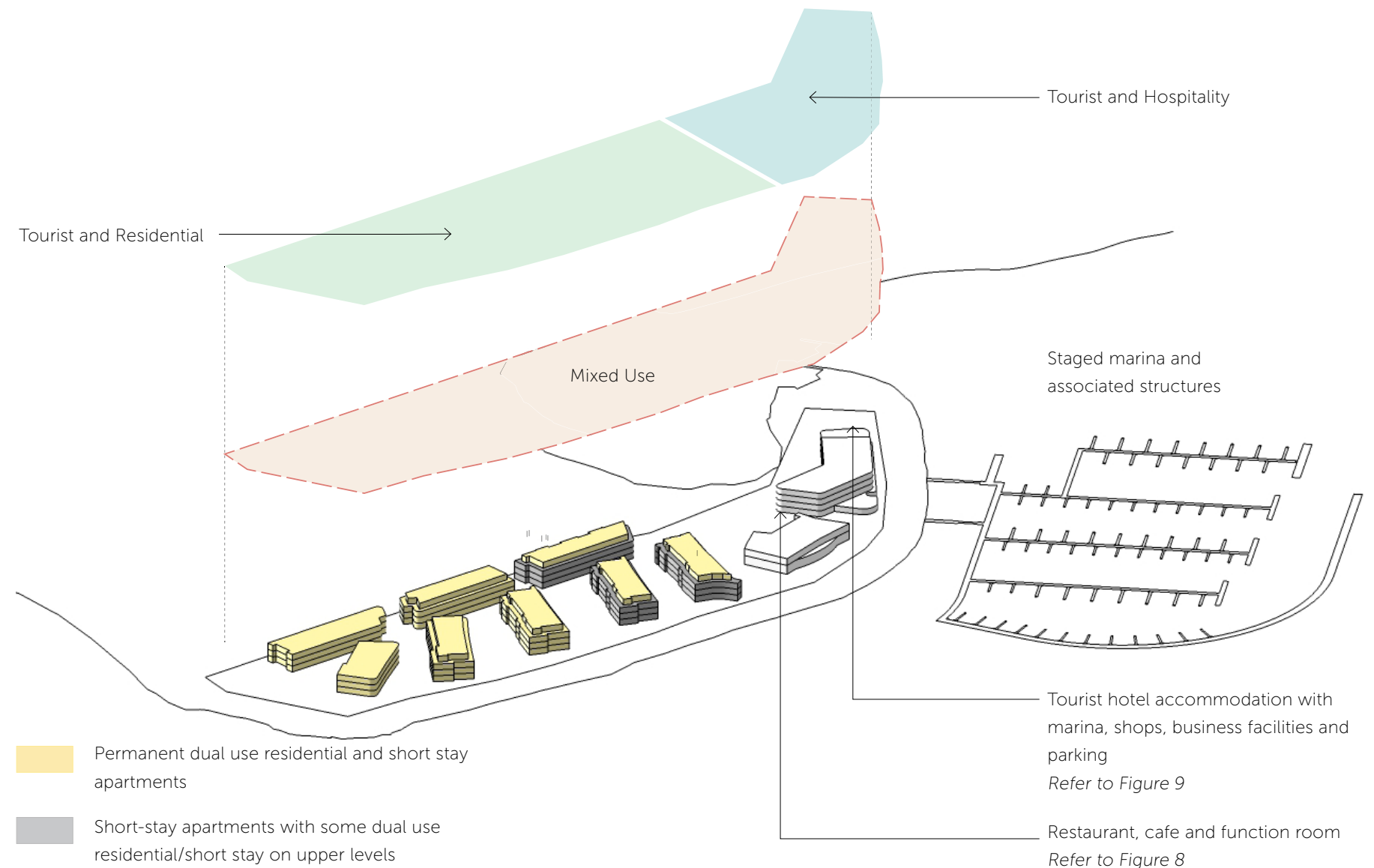
1.11. Nominate accommodation units available for permanent and short stay use and detail strategies to manage potential conflicts between the mix of tourism and residential accommodation uses.

1.12. Predominantly locate short stay accommodation north closer to the tourist hospitality precinct and the short stay/permanent accommodation further south.

1.13. Ensure public access is maintained at key points through the site to the waterfront reserve.

1.14. Ensure public access is maintained to the southern end of the site above Bluff Point.

1.15. Provide a display suite and/or sales centre on site.

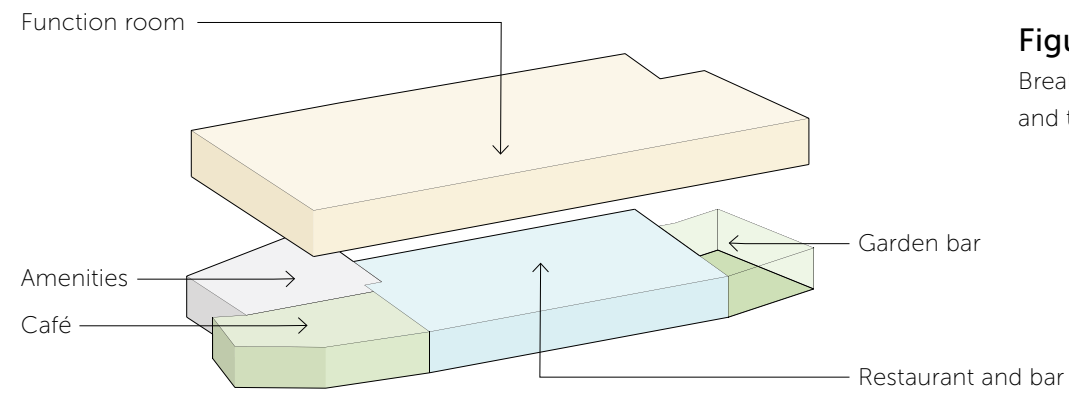


**Figure 7**

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



# LAND USE

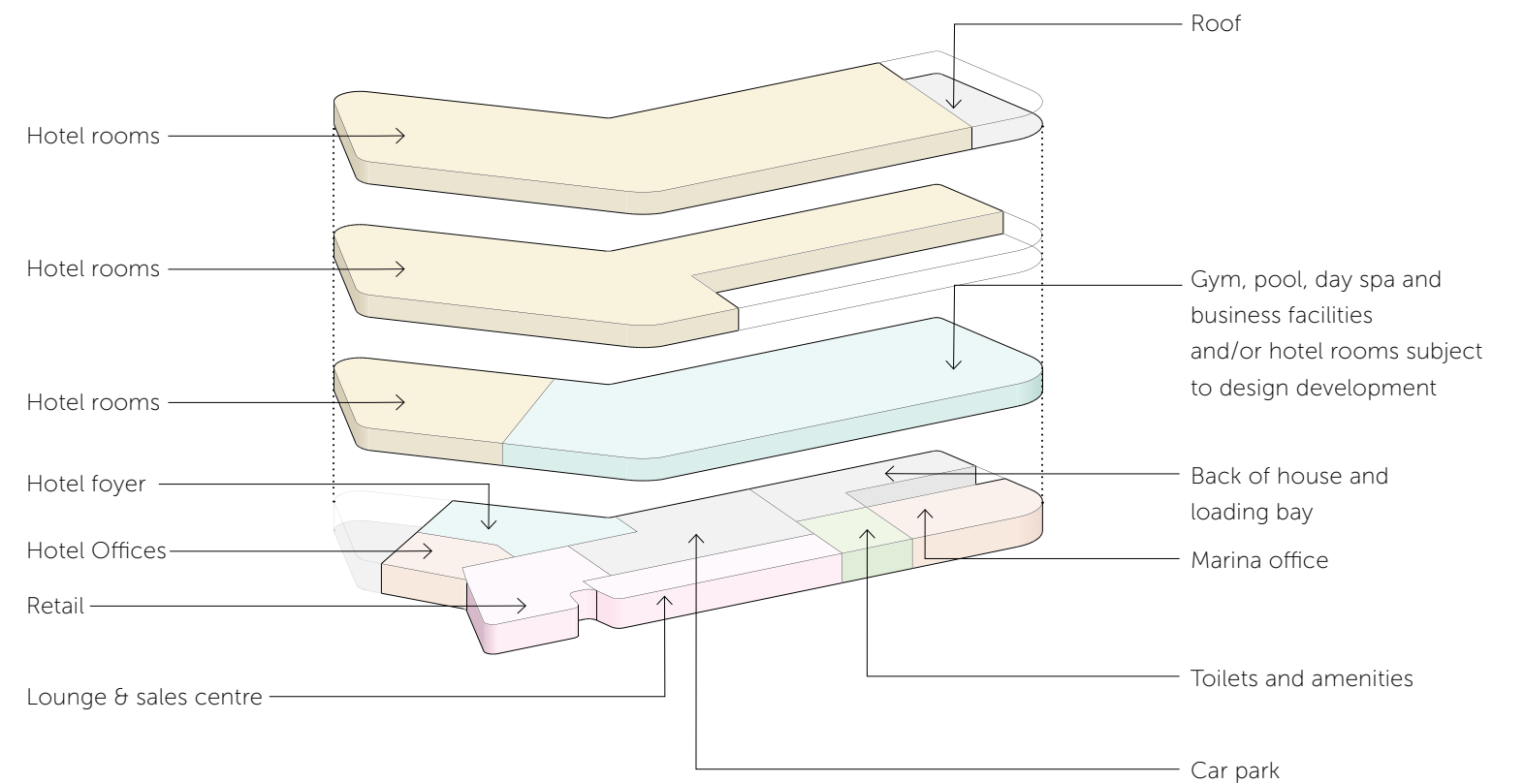


**Figure 8**

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

**Figure 9**

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

## Tourist Hospitality Precinct

2.1. 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.

2.2. 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.

2.3. 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.

2.4. 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 shop front 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.

2.5. 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

2.6. 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.

2.7. The proposal maintains vistas to the water from the adjoining residential subdivision, enjoying views over landscaped spaces. A primary north-south axis is proposed, however, will not form part of a larger narrow gridded internal road network but instead a singular axis within the landscaped precinct.

2.8. Maximise opportunities to stagger development along the eastern edge of the precinct to promote varied and increased setbacks and building separation (see Figure 18). 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.

2.9. 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 which are generally in excess 12m with minor noncompliance proposed at the internal road between buildings F & B, G & C, G & D, H & E and G & H. However, building separations greater than this are achieved elsewhere between buildings.-

## BUILDING SETBACKS

2.10. 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.

2.11. 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.

2.12. Ensure a minimum setback of 4m from the western site boundary along Trinity Point Drive.

2.13. 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.

2.14. 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.

2.15. The proposal maintains all views from the public domain and roadways. By creating one primary internal roadway larger and wider vistas through the site are achieved.

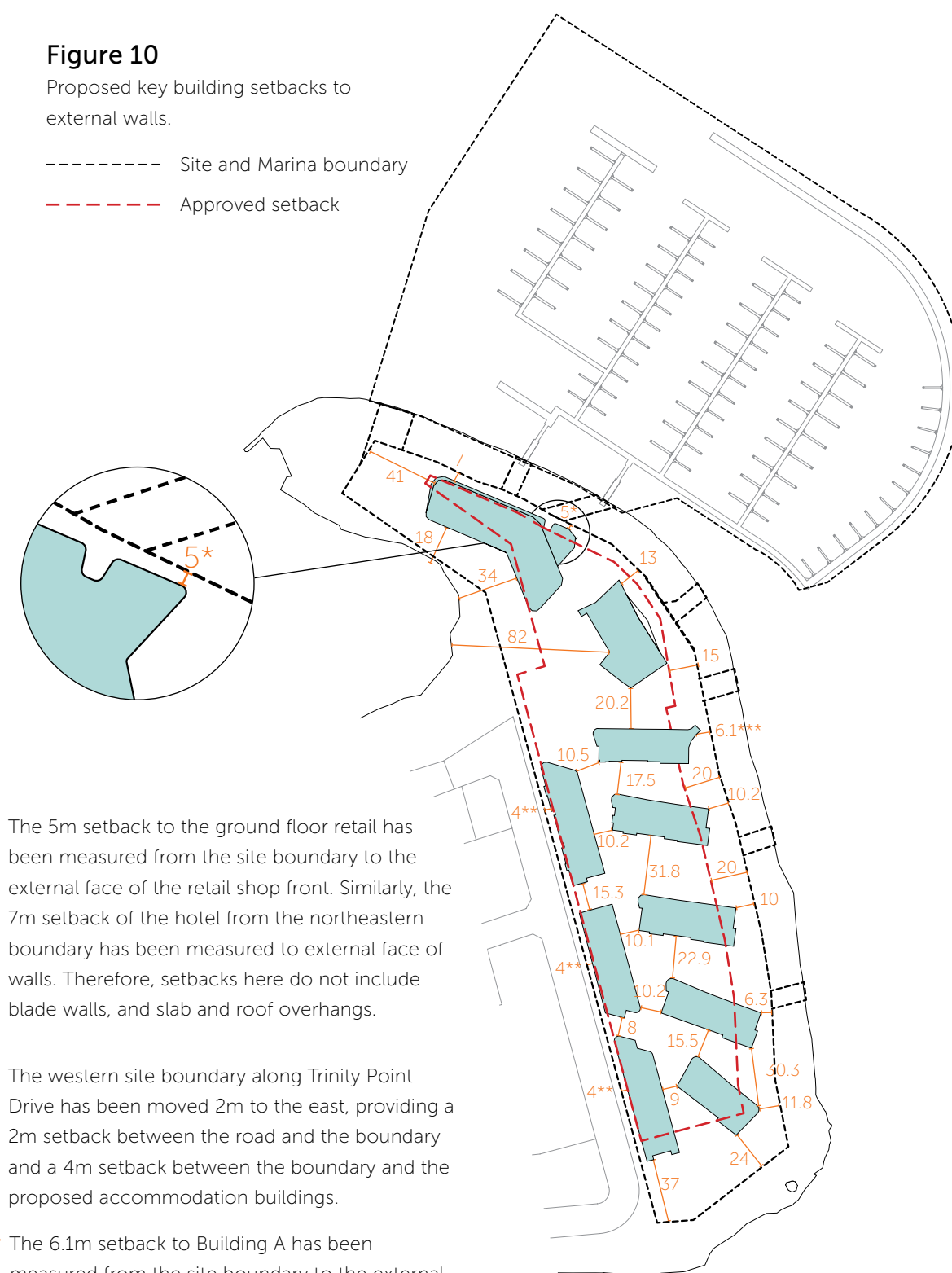
2.16. The narrow eastern ends of the 5 proposed east-west accommodation buildings protrude within the 20m setback from the eastern boundary. However with setback equalisation, the majority of the building mass is set well behind the 20m setback line with extensive landscaped 'fingers' between each of the buildings that extend back into the site. It is likely public accessible path will sit within this setback.

2.17. Setbacks from the boundary on the southern end of the site above Bluff Point continue to satisfy the principles identified for Bluff Point, including public access. The setback along Trinity Point Drive is 4m..

**Figure 10**

Proposed key building setbacks to external walls.

----- Site and Marina boundary  
 - - - - - Approved setback



★ The 5m setback to the ground floor retail has been measured from the site boundary to the external face of the retail shop front. Similarly, the 7m setback of the hotel from the northeastern boundary has been measured to external face of walls. Therefore, setbacks here do not include blade walls, and slab and roof overhangs.

★★ The western site boundary along Trinity Point Drive has been moved 2m to the east, providing a 2m setback between the road and the boundary and a 4m setback between the boundary and the proposed accommodation buildings.

★★★ The 6.1m setback to Building A has been measured from the site boundary to the external face of the ground floor wall. Therefore setbacks do not include blade walls, and slab and roof overhangs.



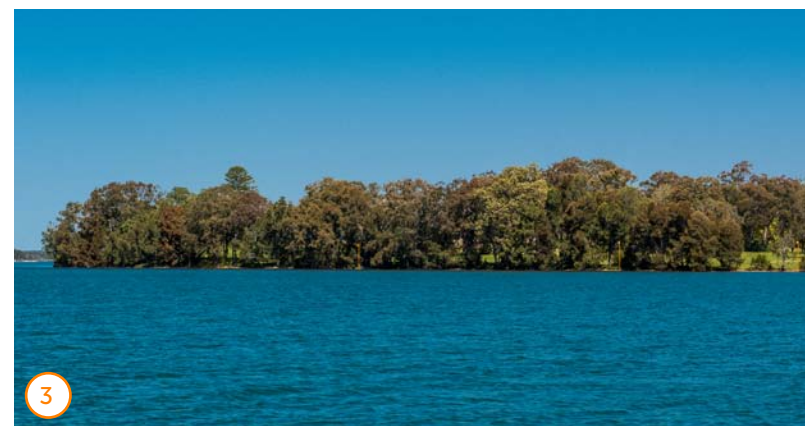
## BUILDING SETBACKS

**Figure 11**

Site photo key diagram.

Existing site photos show the density of the existing perimeter tree line and the relative absence of large, expansive views across the southern end of the site. Some views exist from the northern and northeastern 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

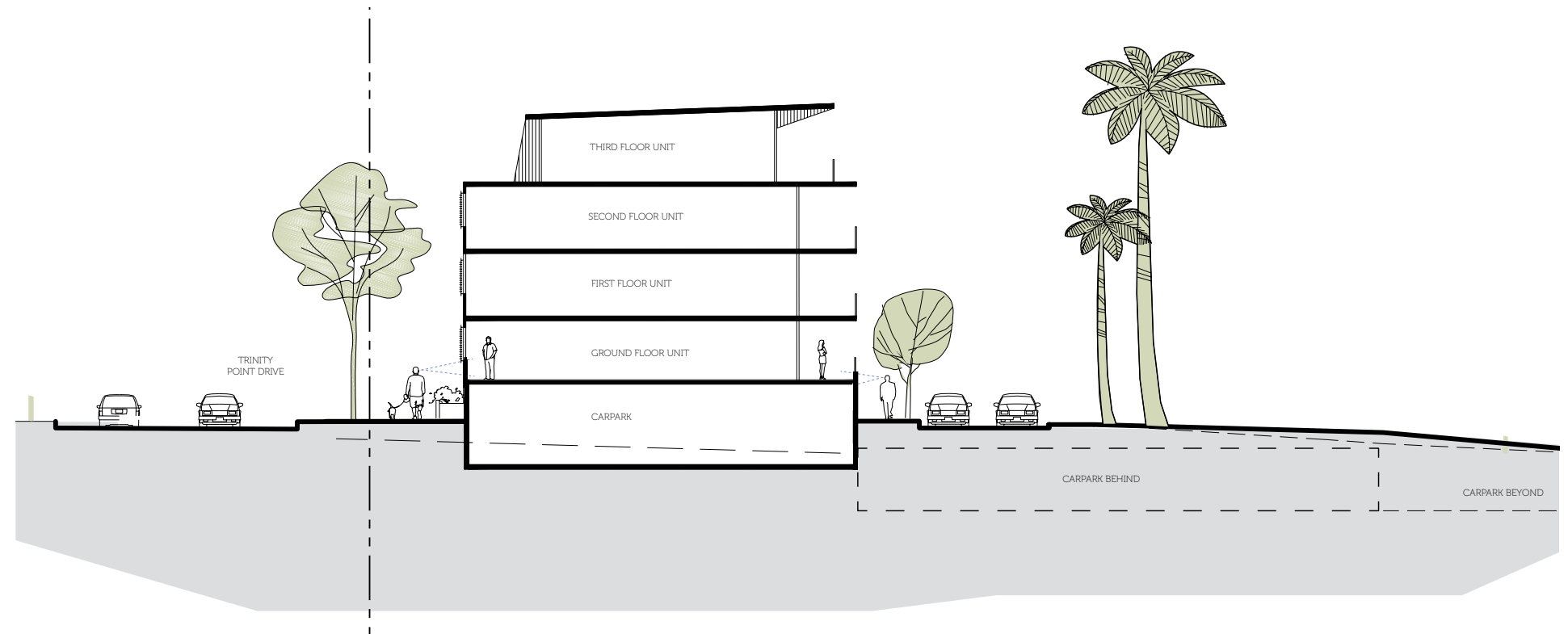
**Figure 12**

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 13**

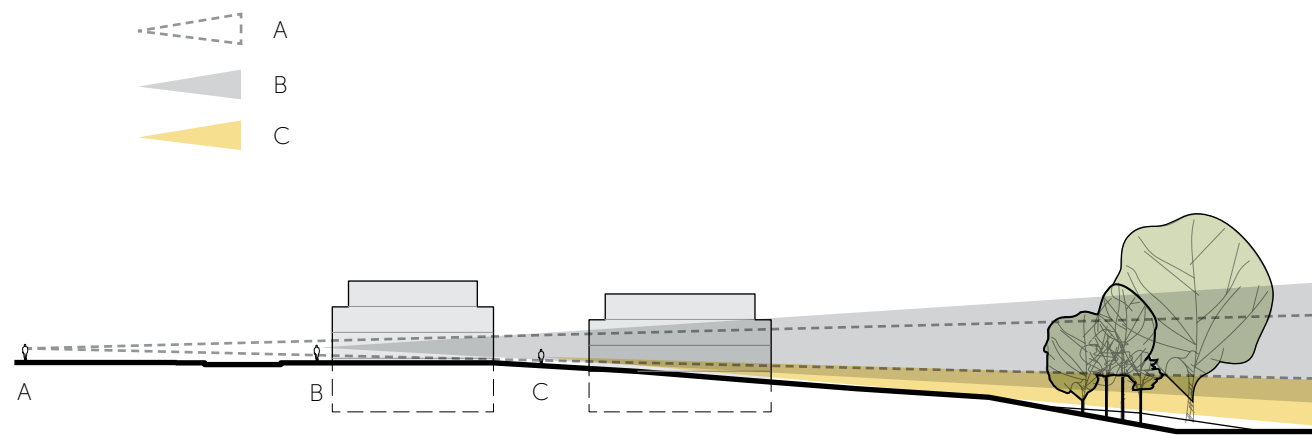
Sketch: Sight lines between buildings within the accommodation precinct.

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

## BUILDING SETBACKS

**Figure 14**

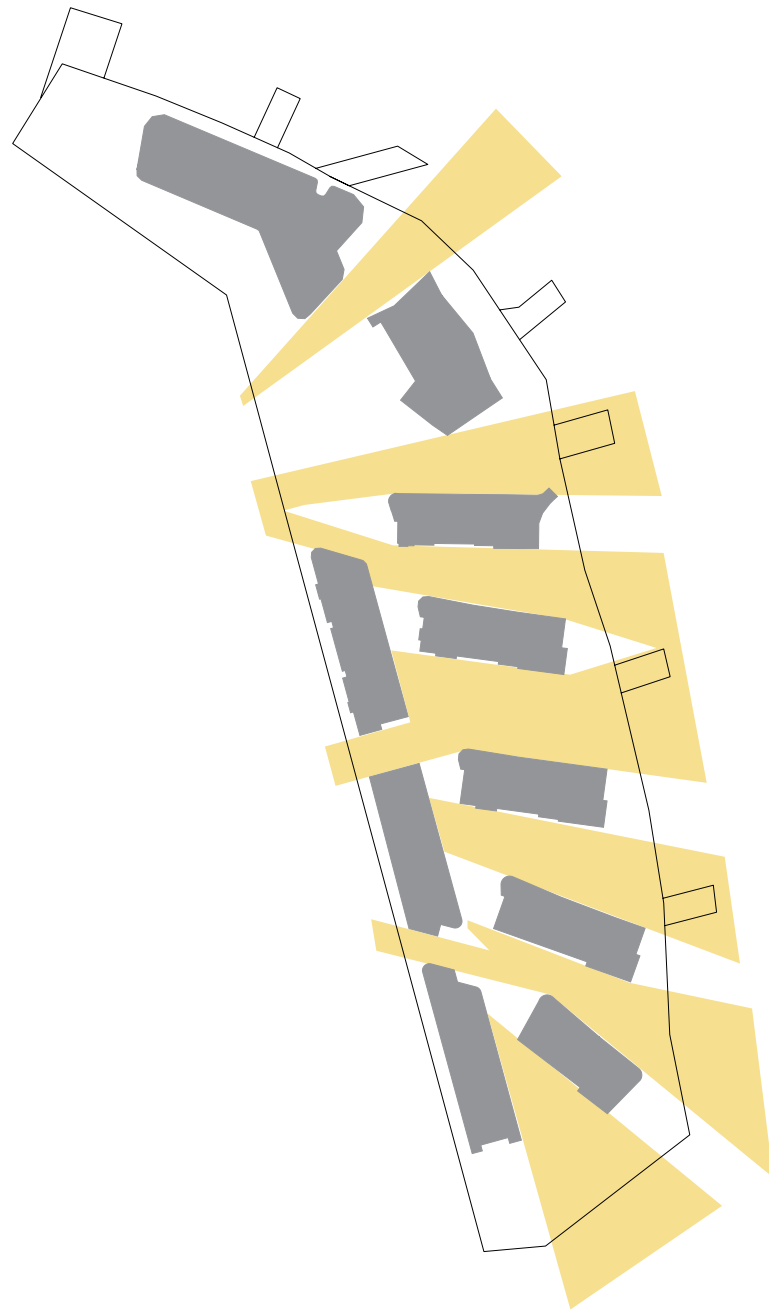
This section illustrates how views from Point A will be primarily of the tree canopy. As one moves to Point B and Point C the views to the lake become more apparent. The proposed building orientation and setback provide better opportunities to view the lake from publicly accessible areas.

**Figure 15**

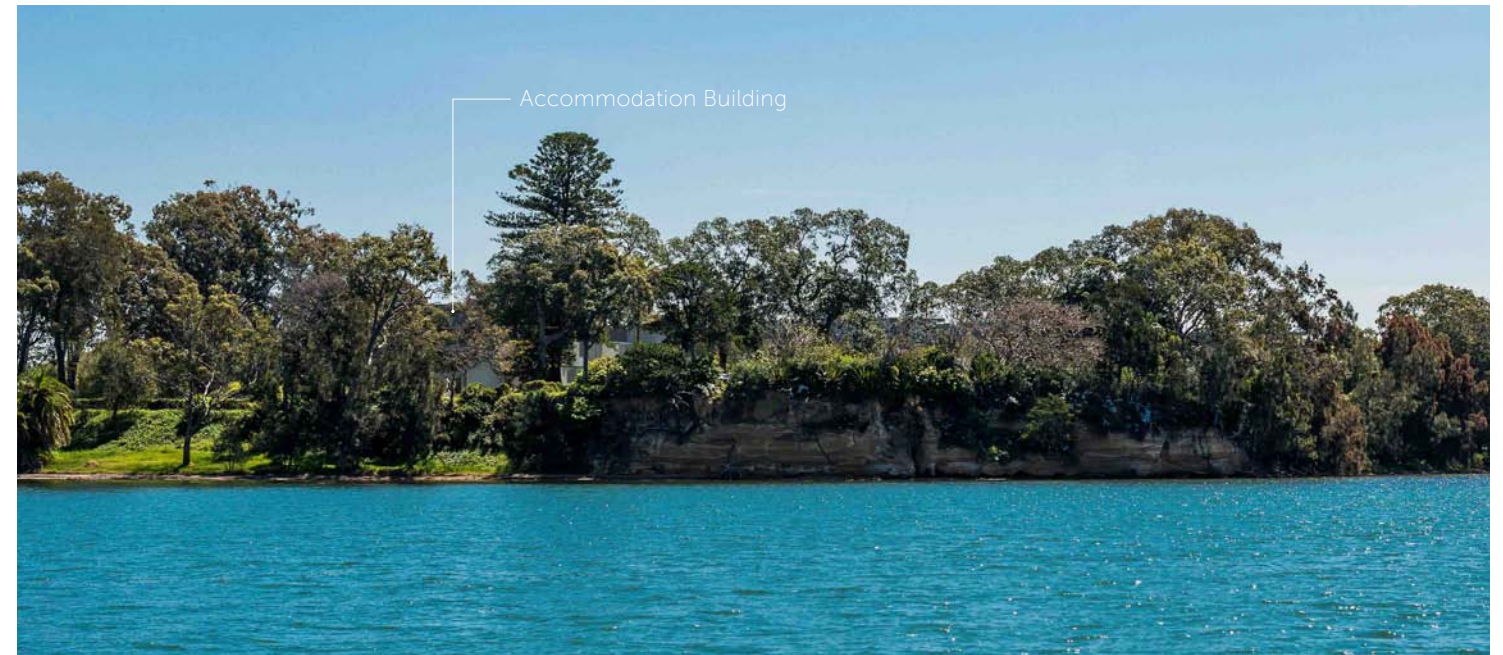
Through-site views and tree line.



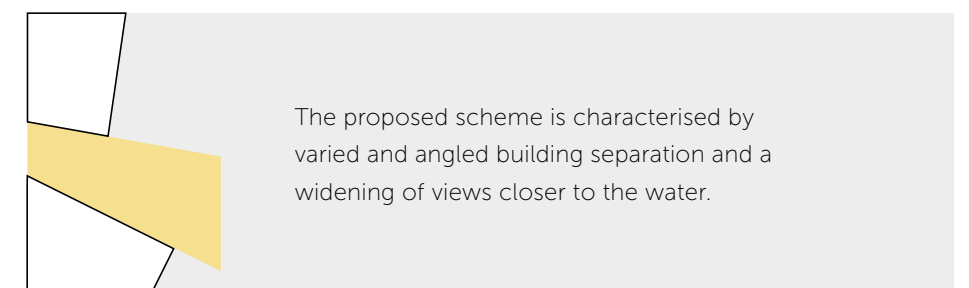
## BUILDING SETBACKS

**Figure 16**

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 18**

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

**Figure 17**

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



## BUILDING SETBACKS

## KEY VISTAS

**'Views from public domain including the lake'**

2.18. Siting and orientation of buildings is determined by key view opportunities through site from Trinity Point Drive and Celestial Drive

2.19. Buildings are orientated to provide increased solar access and enhanced views to all apartments

2.20. View opportunities are increased from the approved concept plan via the radial positioning of buildings

2.21. Central view corridor from Celestial Drive provides a minimum 15m wide unobstructed view which widens at eastern foreshore

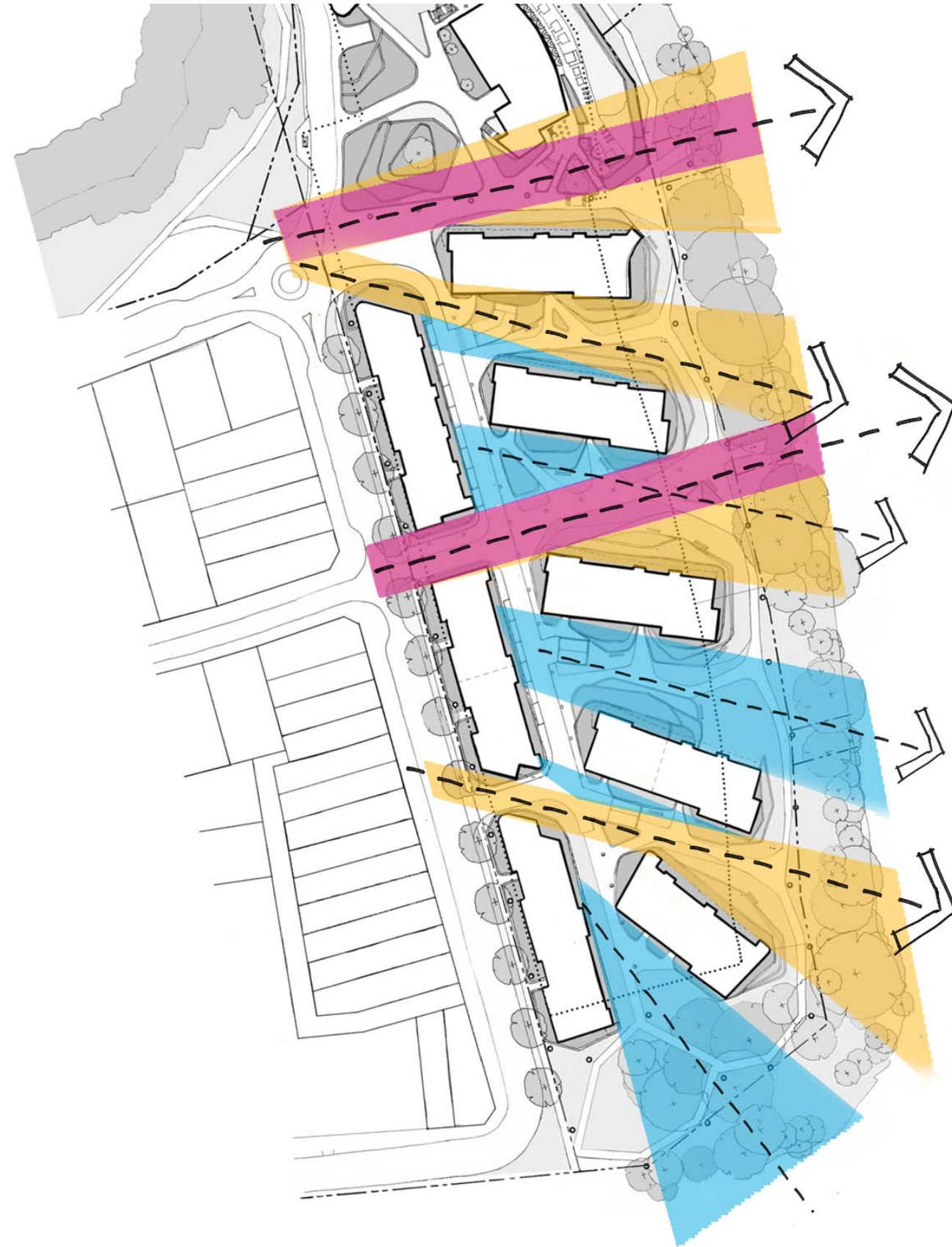
2.22. Central view corridor from Celestial Drive physically manifests as a public paved pathway with vertical street lighting delineating the route to the eastern foreshore and shared pathway encircling the foreshore. Informal public nodes provided along the path invite the public within the site to for recreation and to enjoy closer views of the lake

2.23. View corridors are established at multiple points along Trinity Point Drive (achieve minimum of 8m wide unobstructed views which widen at eastern foreshore)

**Figure 19**

Proposed Site Plan showing Key Vistas

- Vistas achieved from Trinity Point Drive as per approved concept plan
- Vistas achieved from internal road
- Vistas achieved from Trinity Point Drive and internal to site which are additional in width & scope to approved concept plan



## 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

## Guidelines

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

- 3.1. Heights, excluding plant and equipment, fixtures and fittings such as antennas, solar collectors and the like, are not to exceed those shown on pg 29, 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.
- 3.2. 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.
- 3.3. 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.
- 3.4. 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.
- 3.5. Buildings in the tourist and residential accommodation precinct are to take into account the existing topography and height of vegetation.
- 3.6. All proposed buildings are to generally sit below the height of the existing shoreline vegetation.
- 3.7. 3D modelling and visual impact studies should be prepared to ensure the forms and heights are suitable in the surrounding context.

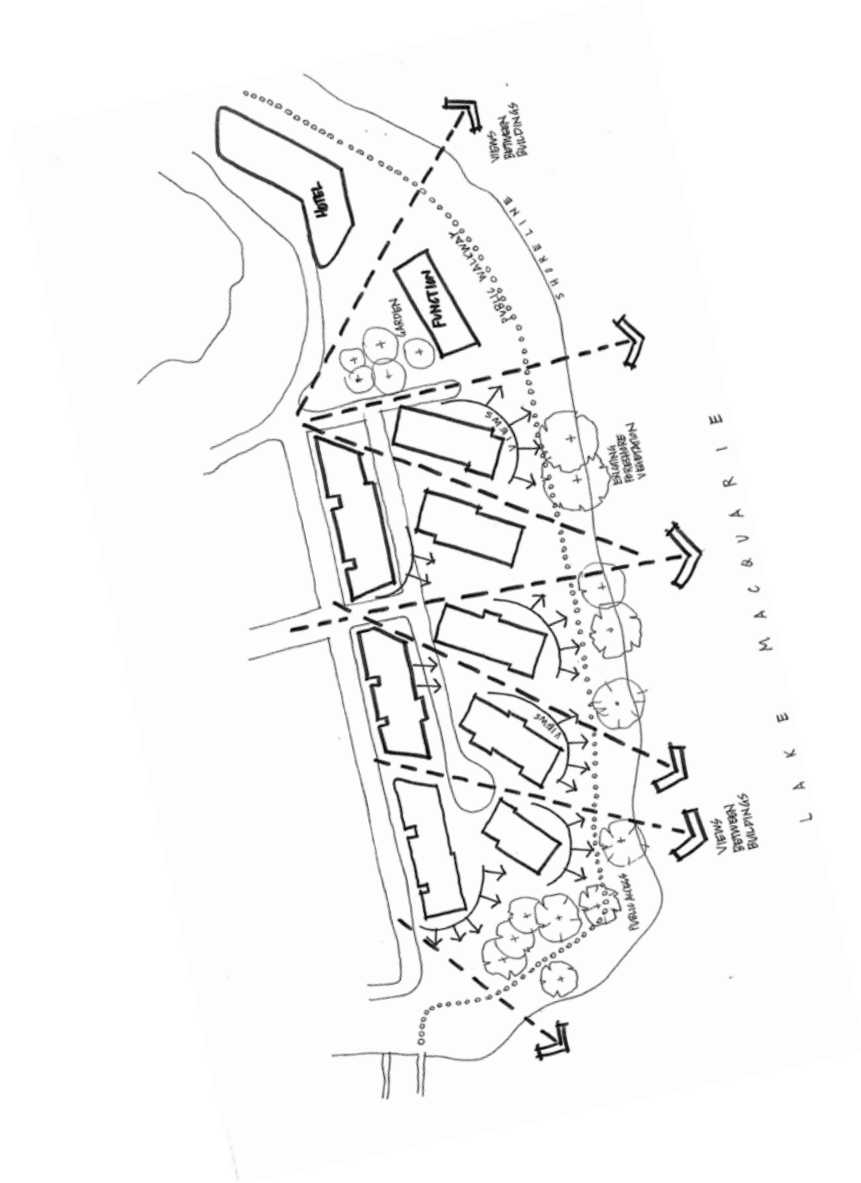


Figure 20

Overall site sight line concept sketch.

## BUILDING HEIGHTS

## Tourist Hospitality Precinct

Proposed building heights to the tourist hospitality precinct are outlined in Figure 21.

3.8. The waterside function room/restaurant building on the eastern edge of the precinct is proposed as a two storey building over podium parking, with the function room and restaurant amalgamated into one building.

3.9. 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).

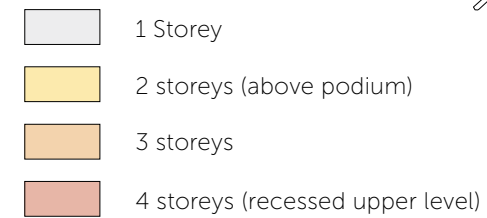
3.10. The proposed restaurant/function building rests on the landscaped podium housing the podium car park. The podium, partially raised above natural ground level, is to integrate its hard edges and form into the landscape to create interesting level changes, tiered gardens, spatial transitions and help define the different uses within the precinct.

3.11. 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.

3.12. 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.

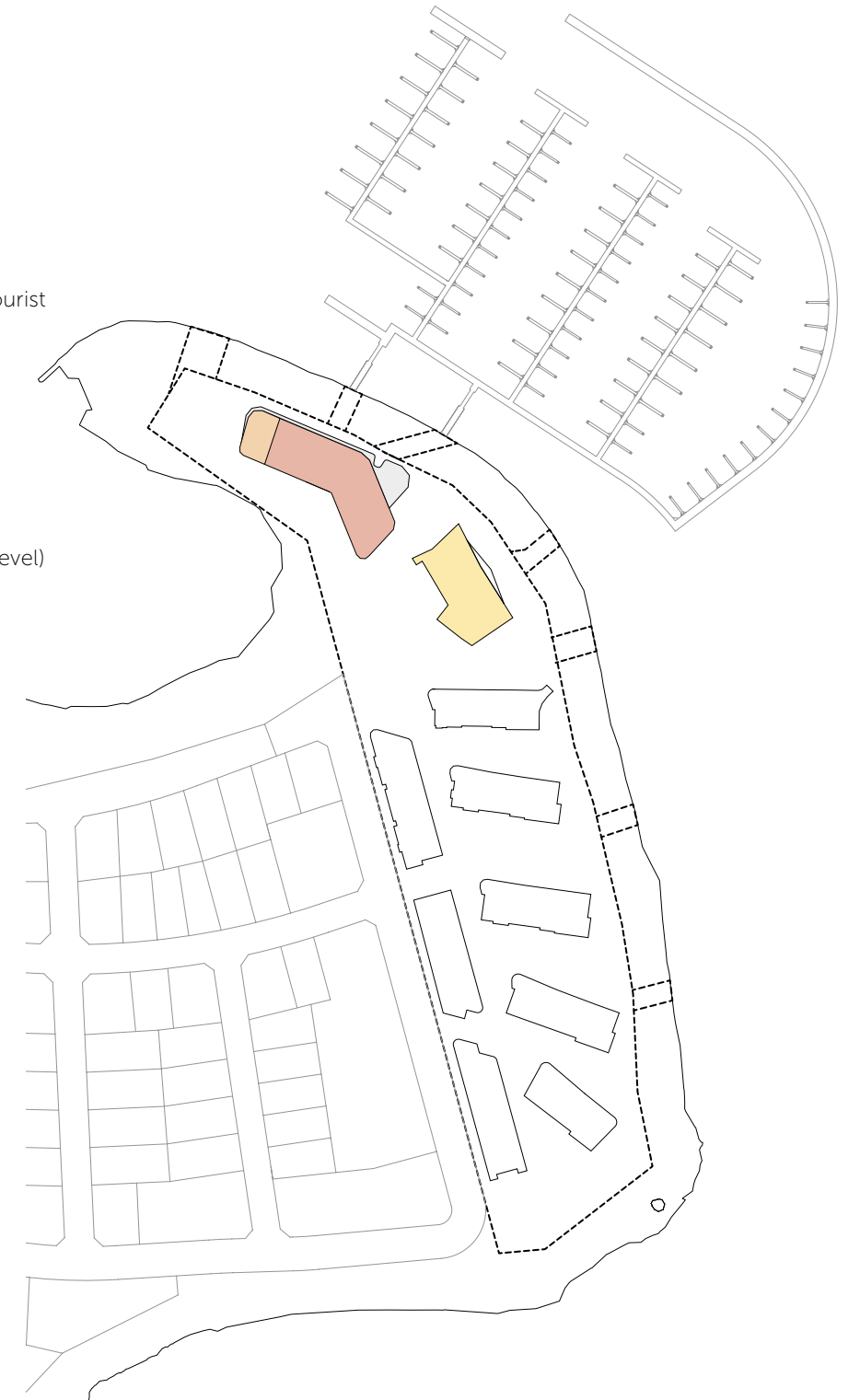
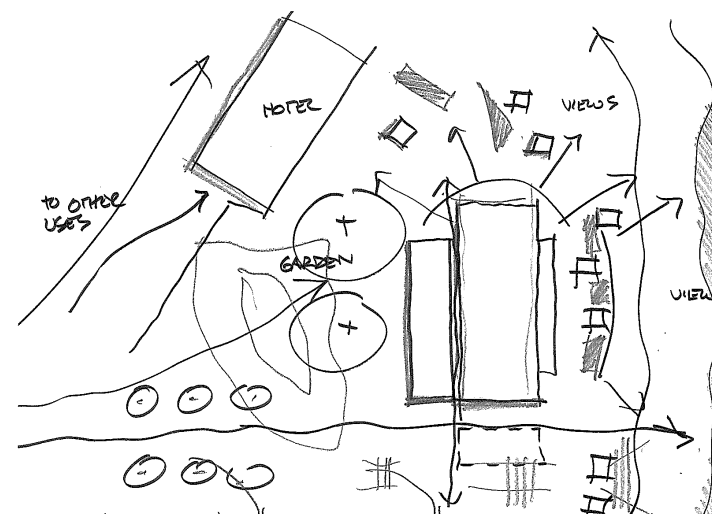
**Figure 21**

Proposed building heights through tourist hospitality precinct.



**Figure 22**

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 23.

3.13. 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.

3.14. Upper levels to four storey accommodation buildings are to be set back further and articulated through recessive finishes and colours in order to minimise bulk.

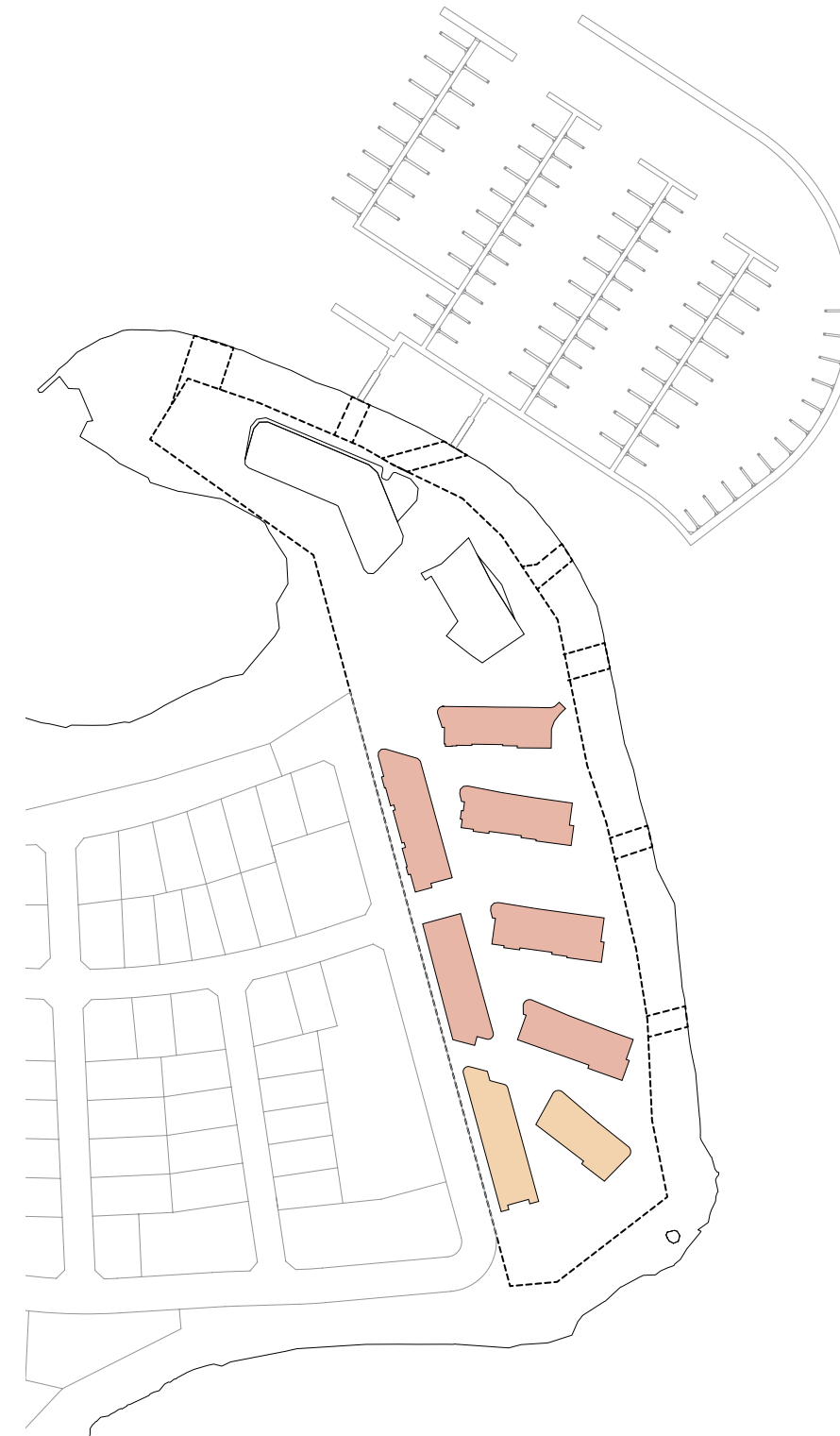
3.15. Establishing these heights ensure building footprint is minimised, view corridors between the buildings are maximised and the formation and planning of open, landscaped gardens between buildings are encouraged. Visually these gardens connect the middle of the site through to the existing shoreline vegetation.

3.16. 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.

3.17. 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.

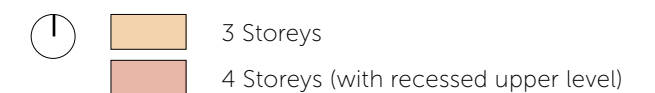
3.18. The buildings are to be raised generally 1.2m above the natural ground line to encourage privacy and naturally ventilated car parks. The height of buildings outlined in this document refer to the number of storeys above the parking podium/basement unless noted otherwise.

3.19. 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 23**

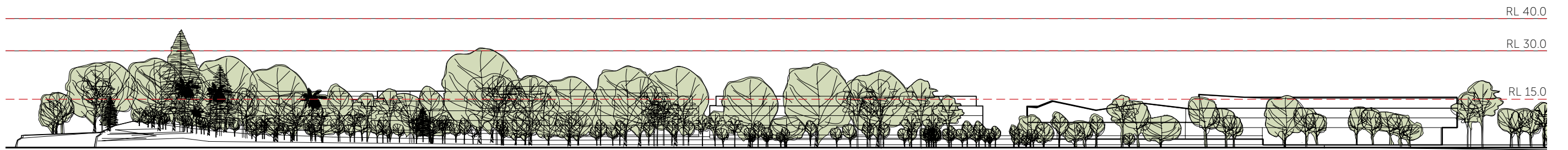
Proposed building heights through accommodation precinct.



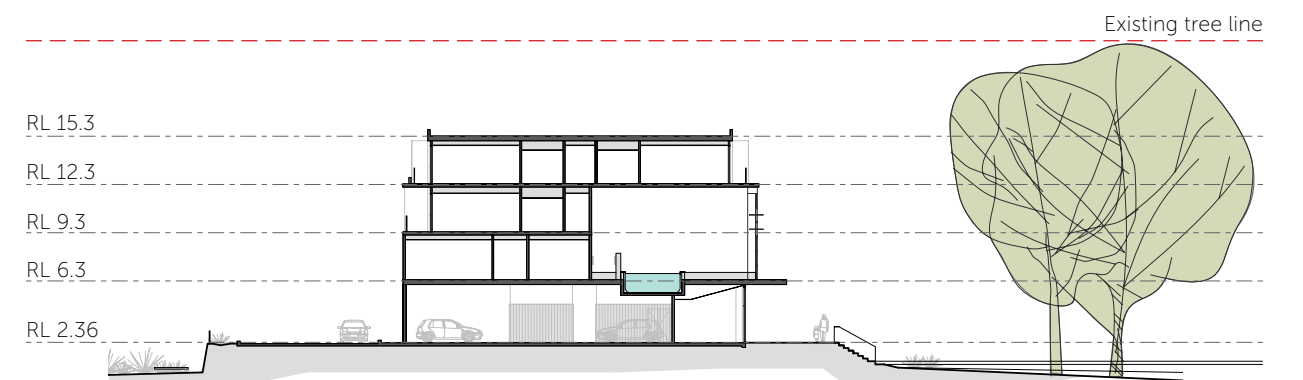
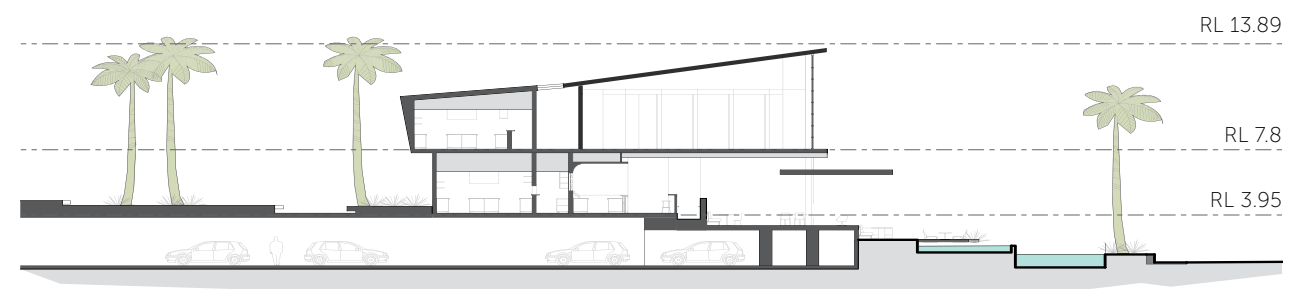


## BUILDING HEIGHTS

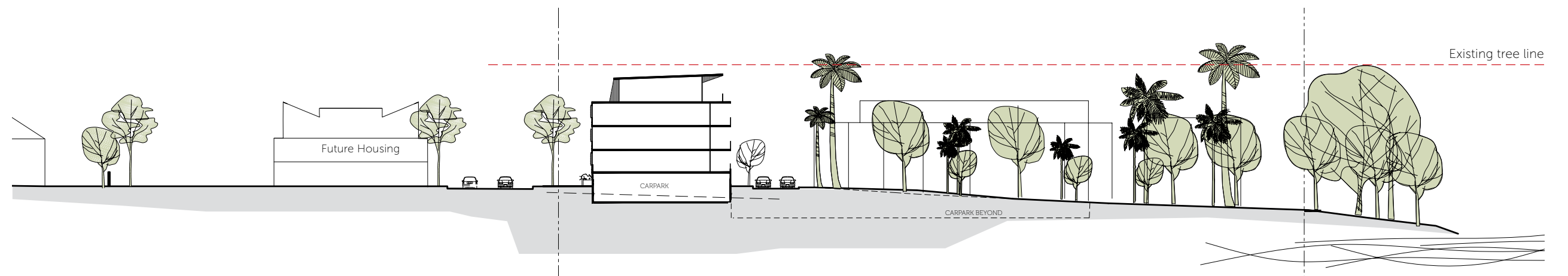
## East Elevation



## West-East Section (Tourist Hospitality)



## West-East Section (Tourist Residential Accommodation)



## BUILDING HEIGHTS

## VISUAL IMPACT ANALYSIS



Figure 24

Visual Impact Assessment Key Plan

### 'Foreshore canopy and the relationship of the proposed buildings to the horizon line'

3.20. Thick foreshore canopy within the public foreshore zone is the prevailing visual element of the site when viewed from the lake and remains as such in the proposal

3.21. The north-eastern tip of the site presents a more visually exposed condition. The marina and tourist-based facilities have been located at this thinning of the foreshore vegetation to establish visual identity for the development. The dominant visual element is the marina berths and their associated boats

3.22. The building scale and positioning is determined to ensure that the tree canopy forms the dominant horizon line in the majority of views

3.23. Articulated apartment elevations along Trinity Point Drive help reduce bulk, address the street and respond to the adjacent massing of the small lot terrace housing

3.24. Top storey of apartment buildings is recessed to reduce impact of built form and minimise the visual appearance of the building height

3.25. Detailed visual impact analysis of the built form impact has been provide by Richard Lamb via a Visual Impact Assessment which indicates that *"The proposal would cause a low level of view loss and be significantly better in that regard than the Concept Approval as sought to be modified. View availability from the site would be superior."*





VIEW 1

**Figure 25**

Existing site photo





## VIEW 1

**Figure 26**

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.

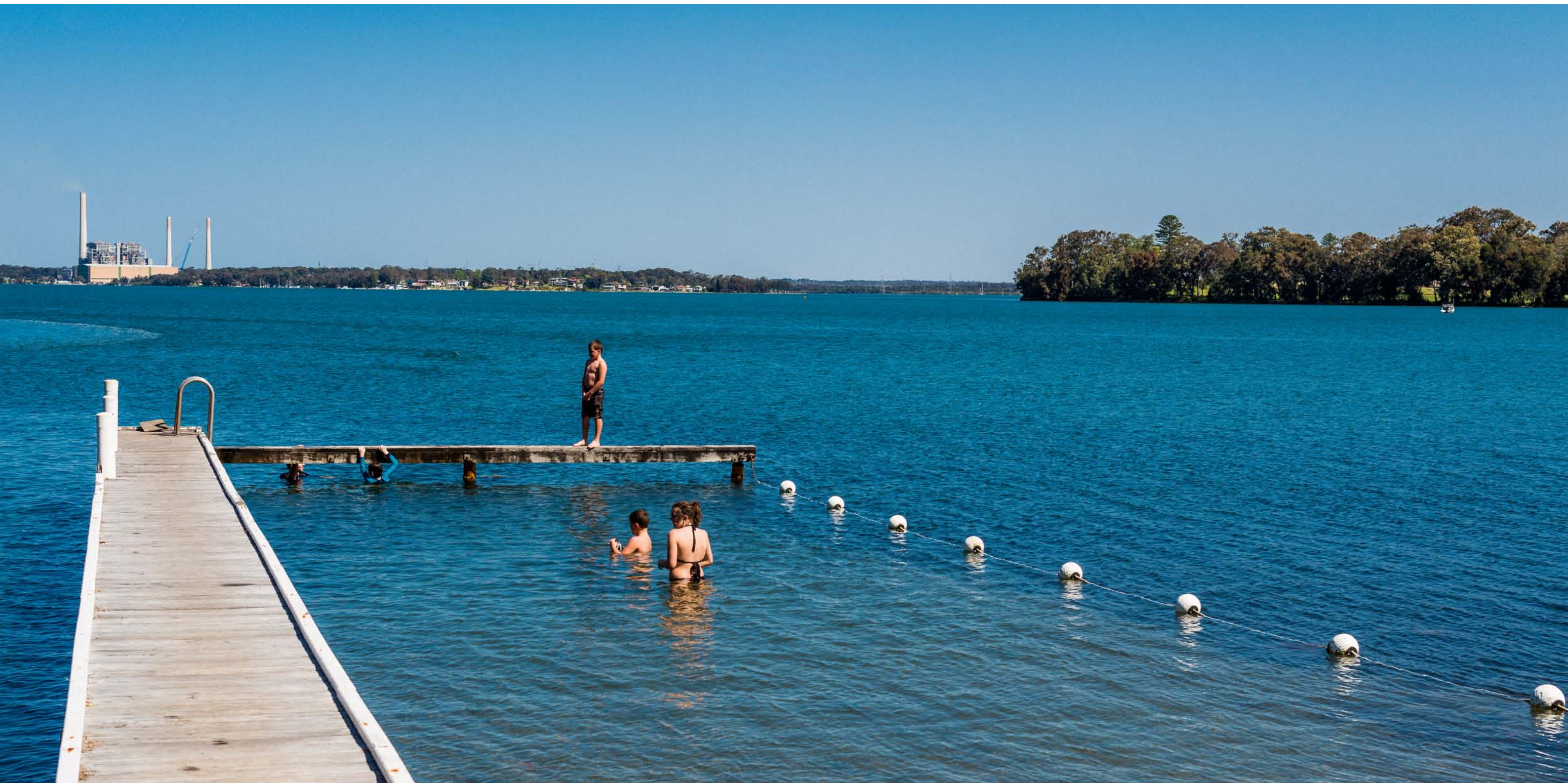




APPROVED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS



VIEW 2

**Figure 27**

Existing site photo - (Brightwaters Sea Baths)



# 3

PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



Trees in background  
(refer to Figure 35)

Accommodation  
building

Trees to be removed  
shown transparent

VIEW 2

**Figure 28**

Northeast elevation photomontage showing the proposed building height of the accommodation building largely hidden behind the tree line along the foreshore





PART B: SITE PRINCIPLE 3

## BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS



VIEW 3

**Figure 29**

Existing Site photo





EXISTING - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



#### VIEW 3

**Figure 30**

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





EXISTING - SITE PRINCIPLE 3

## BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS



VIEW 4

**Figure 31**

Existing site photo





PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



Accommodation Building  
(3 storeys)

VIEW 4

#### Figure 32

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.





EXISTING - SITE PRINCIPLE 3

## BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS



VIEW 5

**Figure 33**

Existing site photo

— —





PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



Trees to be removed  
shown transparent

VIEW 5

#### Figure 34

East elevation photomontage showing proposed building heights across the tourist hospitality precinct and into the accommodation precinct.





**Figure 35**

Aerial shot



## PUBLIC ACCESS &amp; 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 36 demonstrates the key public access principles for this development. Figure 37 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.

- 4.1. Buildings to be setback from the public foreshore recreation space generally in accordance with Figure 10.
- 4.2. 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).
- 4.3. Public access through the site is welcomed and encouraged.
- 4.4. The legal means of securing the proposed public access through the site is to be detailed in future Development Applications for the development.
- 4.5. 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

- 4.6. A central, open, public landscaped forecourt is to be provided, visually and physically connecting to the lake and surrounding public foreshore open space.
- 4.7. 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.
- 4.8. 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.
- 4.9. Pedestrian pathway to be provided around eastern foreshore.
- 4.10. 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.
- 4.11. Public access to be provided along the marina landward boardwalk as per Figure 36.



Figure 36

Public pedestrian access.



## PUBLIC ACCESS &amp; OPEN SPACE

## Tourist Residential Accommodation Precinct

4.12. 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.

4.13. Public access paths are also introduced in between building A & B along with informal meeting zones in an effort to increase permeability through this portion of the site for both the general public and visitors staying in the surrounding apartments.

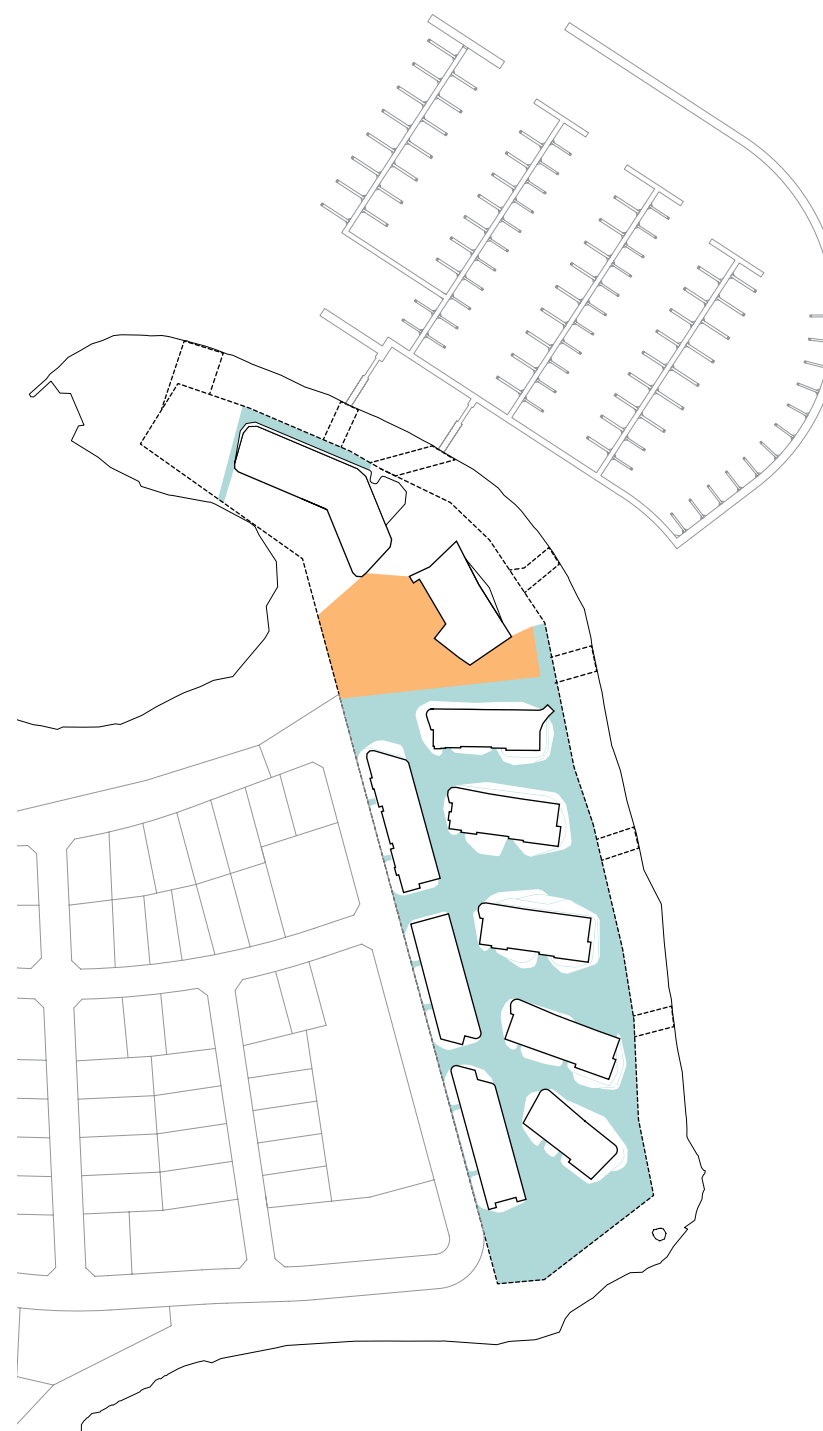
4.14. A primary north-south axis between the western-lined accommodation buildings along Trinity Point Drive and the staggered accommodation buildings to the east. This axis facilitates vehicular access from Trinity Point Drive to the accommodation basement car park entry points but also forms a public 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.

4.15. 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.

4.16. 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 10 and not include any removal of cultural trees unless deemed a hazard by a qualified Arborist.

4.17. 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.

4.18. A 1.2m wide footpath to be provided along one side of Trinity Point Drive along the western edge of the site.



- Area of site for full public access
- Tourist hospitality area and connections. Full public access.



- Approved adjoining future streetscape
- Public open space zoned land

## PUBLIC ACCESS &amp; OPEN SPACE

## PRIMARY PUBLIC SPACE

## Reduced building footprints and increased open space'

4.19. Small encroachments into 20m setback zone are more than offset via the provision of substantial additional public spaces between the radially orientated apartment buildings, generating open public spaces between the buildings and in turn encouraging access through the site

4.20. Apartment building typology provides localised density within each building, opening up greater portions of the site to landscaping opportunities and public access

4.21. Dwellings are congregated into 3-4 storey apartments in lieu of single dwelling subdivision to allow for a significant decrease in footprints from approved concept plan.

Figure 37





## PUBLIC ACCESS &amp; OPEN SPACE

## PUBLIC/PRIVATE INTERFACE

## 'Interface between public and private'

4.22. Hierarchy between public to private is achieved through incremental level changes and landscaping transitional from the private external spaces associated with the buildings to the surrounding topography and public paths

4.23. Visual privacy to buildings is established via an immediate level change of 0.5 - 1.5m from private ground floor gardens to the adjacent landscaped terraces

4.24. Terraces act as informal fences to restrict access between private and semi-private spaces. Landscaping softens the edges of the terraces and replaces the need for a visually obtrusive barrier

4.25. Public areas are generally level with the shared public walkways encircling the eastern foreshore

## 'Ground plane interface'

4.26. The site naturally slopes south to north and west to east towards the north-eastern tip which is addressed via terraced landscaping

4.27. Additional landscaped terraces are provided at the eastern end of apartments to aid in transitional to the natural ground line and to accommodate basement parking below

4.28. Accessible paths are provided through the site between buildings. Basement car parking layouts accommodate the required accessible level connections to the eastern shared pathway and allow for deep soil planting

Figure 38

- Public pathways, driveways & roads  
(Available for public pedestrian permeability)
- Publicly accessible landscape areas
- Public landscaping
- Semi public landscaped terraces
- Private landscaped gardens





## PUBLIC ACCESS &amp; OPEN SPACE

**'Relationship of built form to neighbouring residential subdivision'**

4.29. Trinity Point Drive and the small lot terrace housing assist in the transition from the single detached housing to the tourist precinct

4.30. Tall vertical tree planting along either side of the road establishes a coherent character either side of the street

4.31. Tree planting aids screening and privacy for residential dwellings either side of the road

4.32. Apartment setback from the road shoulder of approximately 7-10m (4m setback + 3.3m verge + 2.5m where verge widens) allows for greater distance between the small lot terrace housing and tourist zones and allows for a generously proportioned streetscape with a minimum 25m gap between built form (4m setback + 3.3m verge + 11.4m road + 3.3m verge + 4m setback)

4.33. Small lot terrace housing acts as buffer zone between the western single lot housing and the apartments/tourist precinct

4.34. Top storey of apartment buildings is recessed and composed of a dark colour palette of materials to respond to the lower adjacent 2-3 storey building height to create visual cohesion between the building heights

4.35. Articulated apartment elevations along Trinity Point Drive help reduce bulk, address the street and respond to the adjacent massing of the small lot terrace housing

4.36. The apartments engage directly with Trinity Point Drive via living areas and bedrooms which face and overlook the public street

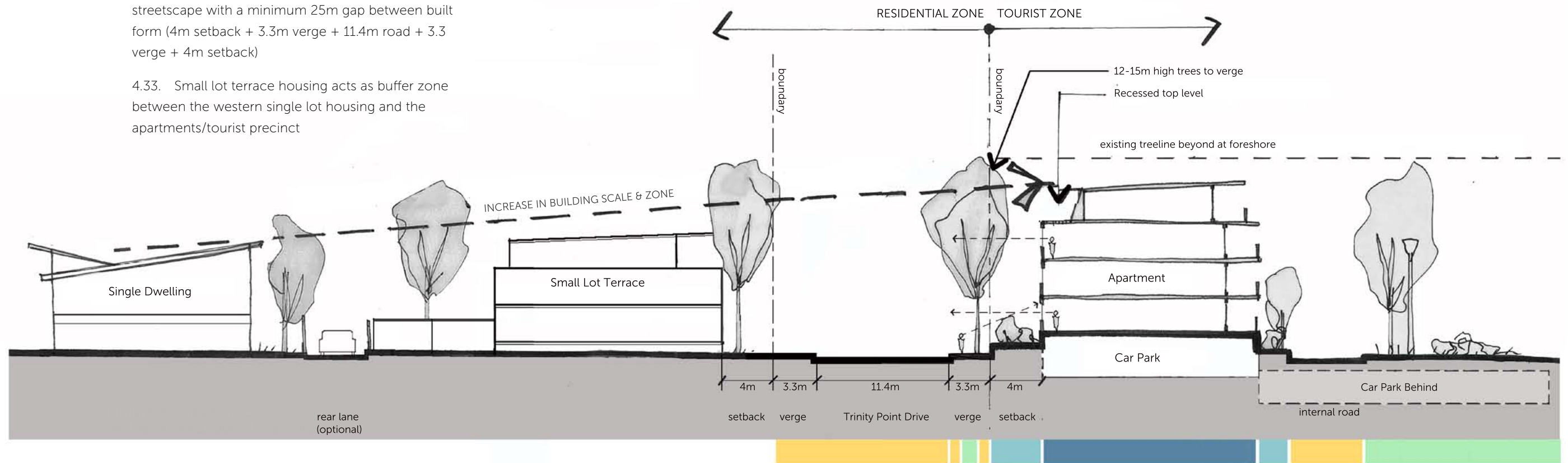


Tree line precedent to Trinity Point Drive

Figure 39

Figure 39  
Site Plan showing Public - Private interface

- Public pathways, driveways & roads (available for public pedestrian permeability)
- Publicly accessible landscaped areas
- Public landscaping
- Semi-public landscaped terraces
- Private landscaped garden



## PUBLIC ACCESS &amp; OPEN SPACE

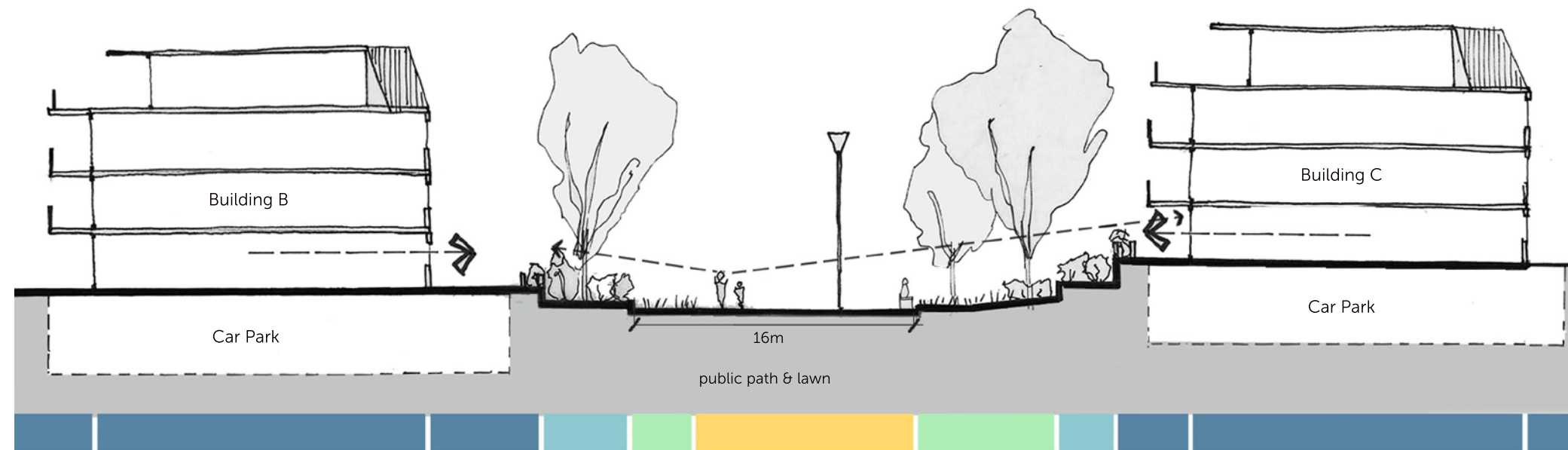


Figure 40 - Section A

Typical Section showing Public - Private interface

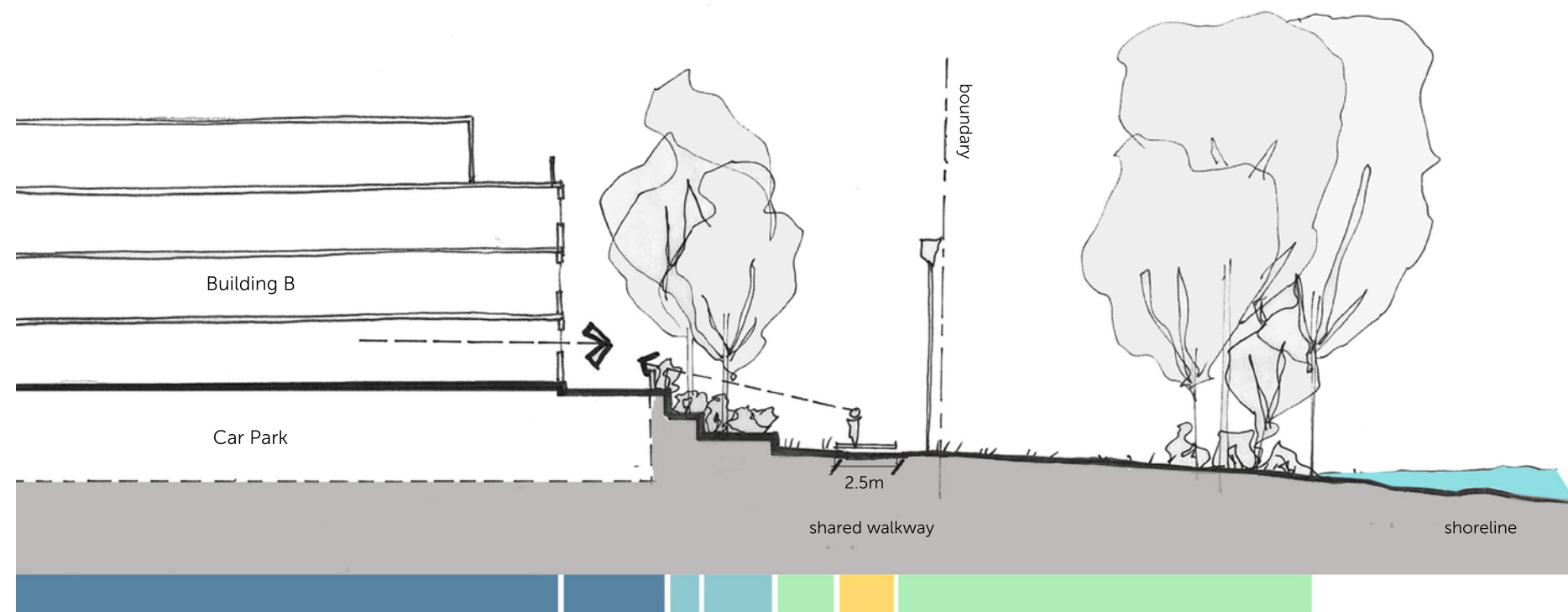


Figure 41 - Section B

Typical Section showing Public - Private interface

## 'Visual permeability'

4.37. Vistas through the site are key in establishing public access through the site. External private spaces are delineated via level changes down to the public paths and associated landscaping. The lack of a physical barrier to the private ground floor gardens allows for unhindered views through the site whilst protecting the private external spaces from visual intrusion via a step down to the secondary semi-private landscaped terraces

4.38. High visibility of public corridors from surrounding residential buildings ensure 'eyes on the street' and help create safe zones for the public occupants

4.39. Street lighting aids nighttime visibility through site and Modification 5 included a crime risk report which generally endorses the scheme

- Public pathways, driveways & roads (available for public pedestrian permeability)
- Publicly accessible landscaped areas
- Public landscaping
- Semi-public landscaped terraces
- Private landscaped garden