

trinity point  
LAKE MACQUARIE

PROPOSED S75W MODIFICATIONS TO THE  
PART 3A CONCEPT PLAN

TRINITY POINT MARINA &  
MIXED USE DEVELOPMENT

DESIGN, JUSTIFICATION & COMPARISON RELATING TO  
PRINCIPLES, OBJECTIVES & URBAN DESIGN GUIDELINES

TRINITY POINT, MORISSET PARK

APRIL 2015



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## VISION & OVERVIEW

**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 areas 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 recognized 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, or surrounding suburbs of the Morisset Peninsula and of Lake Macquarie to take their visitors and meet with their friends – to eat out, have a coffee, sit in the village piazza and relax, ponder public art pieces and environmental and heritage interpretative, watch the boats, stroll the boardwalk, have a picnic or fish and chips on the marina green, 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, arrange for minor repairs, 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 and sun penetration and natural ventilation. An integrated design theme of form, colours and materials will apply to all buildings and landscape. Within the village piazza an iconic group of building forms will contribute to the uniqueness of the destination and experience of the place, and include the use of timber, glass, steel and copper.



## VISION &amp; OVERVIEW

This document is a comparison between the principles guiding the approved Concept Plan (Preferred Project Report, July 2009) and the proposed design outcome.

The purpose of the approved concept plan 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.

The purpose of this document is demonstrate the consistency of the proposed design with the objectives of the original approval, and where our alternative approach is proposed.









## BROAD STRUCTURE PRINCIPLES

- Create a destination and provide social, economic and employment opportunities.
- Locate and design 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 the marina breakwater.
- 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 other than at the marina interface.
- Maximise open space, pedestrian access and landscape opportunities.
- Enhance existing foreshore vegetation.
- Maximise the opportunity for views of 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 piazza 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 incorporation of a piazza, iconic buildings and land use attractions within the village square.
- Ensure a built form along Trinity Point Drive that addresses that 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 future 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.

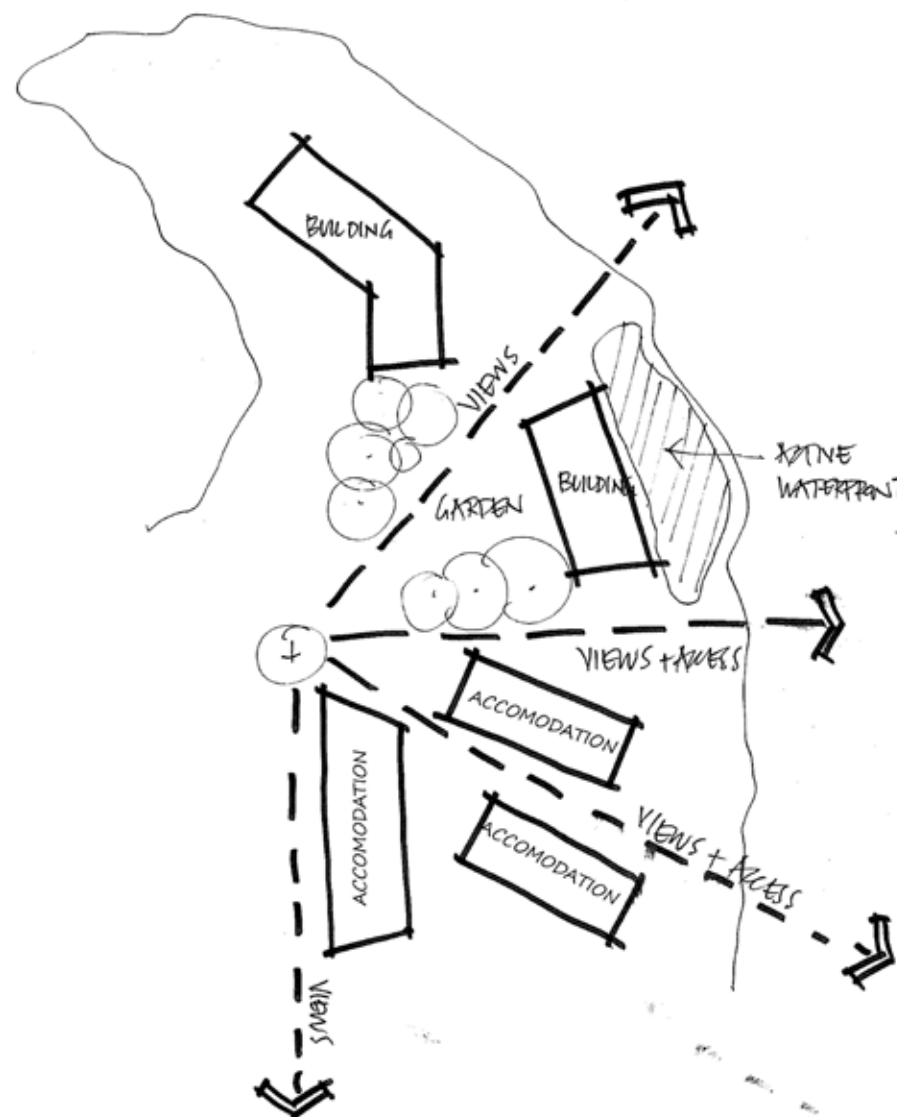


## BROAD STRUCTURE PRINCIPLES

The overall structural principles guiding development on the site remain the same as those of the approved Concept Plan, with the aim to create a destination providing social, economic, & employment opportunities.

The following key structural principles remain in place:

- The overall site is a mixed use including marina, hospitality, tourism and accommodation (short stay and residential).
- The marina remains located at the northern end of the site to minimise its environmental impact while destination uses here help to create a focal point.
- Pedestrian access to the waterfront through key points of the site is maintained and enhanced with the proposal while also ensuring pedestrian access amenity around the site is maximised.
- Open space is maximised across the site, with the proposed buildings located in a landscaped setting.
- Visual access to and from the lake between buildings and across landscaped spaces is enhanced with the proposal.
- Building setbacks to the lake edge have been resolved in detail to relate to the council reserve, its amenity and creating
- Existing vegetation along the waterfront is enhanced at appropriate locations as are key European and Aboriginal heritage sites with heritage interpretation integrated.
- The dominance of the existing foreshore tree line is maintained, with the height of the proposed buildings sitting predominantly below this.
- Articulation to the accommodation buildings on Trinity Point Drive to address the transition from the proposed built form to the neighbouring residential subdivision.
- Where required, residential buildings will comply with SEPP 65.







## BROAD STRUCTURE PRINCIPLES



**Figure 1**  
Greater Context Analysis Plan





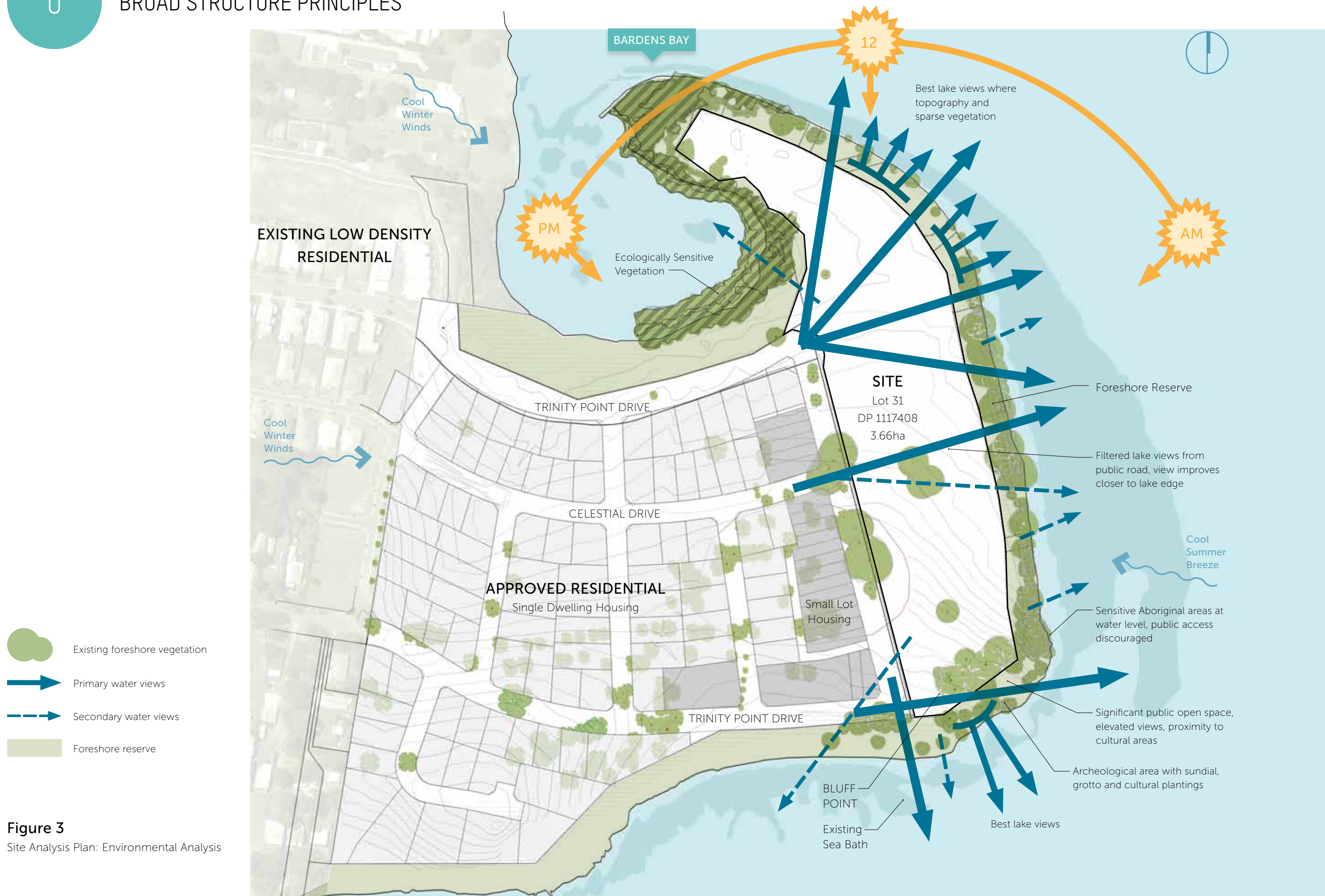
## BROAD STRUCTURE PRINCIPLES







# BROAD STRUCTURE PRINCIPLES



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





# BROAD STRUCTURE PRINCIPLES

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

## Footnotes

- 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**

Site Plan showing key existing vistas









# BROAD STRUCTURE PRINCIPLES



**Figure 6**  
Site Plan showing key existing vistas









# BROAD STRUCTURE PRINCIPLES



**Figure 7**  
Site Plan showing key existing vistas







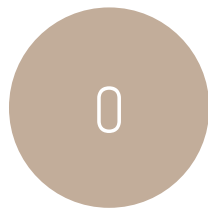


## BROAD STRUCTURE PRINCIPLES



**Figure 8**  
Site Plan showing key existing vistas





APPROVED - SITE PRINCIPLES

## BROAD STRUCTURE PRINCIPLES

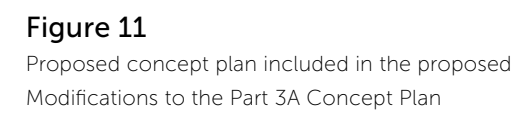


**Figure 9**

Approved concept plan



## EVOLUTION OF DESIGN RESPONSE







## BROAD STRUCTURE PRINCIPLES



## 'Dwelling types'

- The concept approval allows for 150 dwellings however when the FSR is applied it results in an average 145sqm apartments (3-4 bedrooms)
- The proposed development provides an increased variety of dwelling types from the approved concept plan (in the form of 1, 2 and 3 bedroom apartments along with dual key apartments within the short-stay precinct)
- Apartment sizes generally vary from approximately 50sqm to 120sqm to cater to a wider range of occupant housing needs
- Whilst the maximum increase in the current proposal is 165 additional accommodations (across hotel rooms, serviced apartments and dual use tourist/residential apartments) this is not representative of the density increase as the total site GFA only reflects a 19% increase

Figure 13

SEPP 65 revised design response







## BROAD STRUCTURE PRINCIPLES

### OPEN SPACE COMPARISON

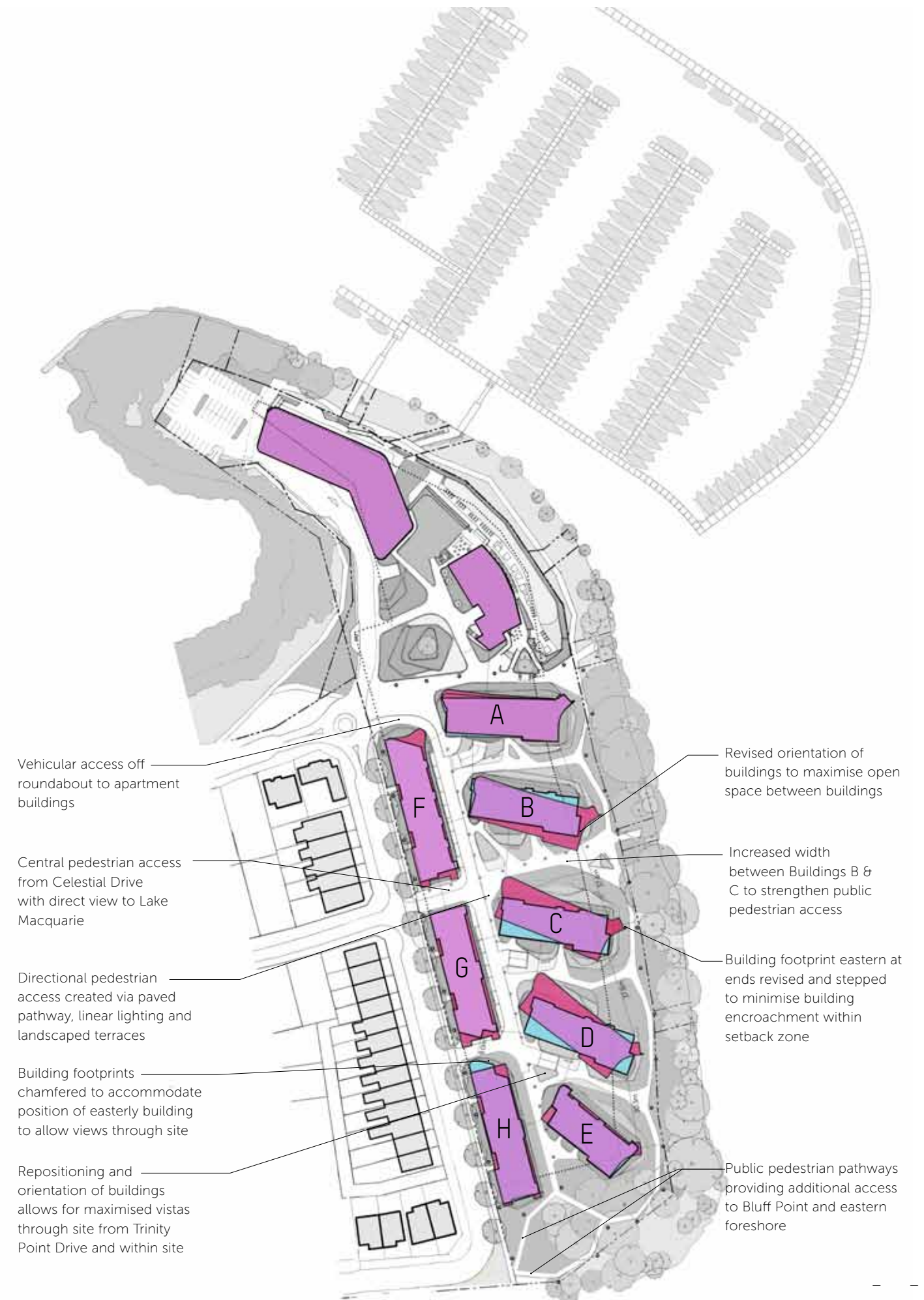
#### 'Comparison to previous scheme (previous Section 75W submission)'

- Siting and orientation of the buildings is reconsidered in the scheme to maximize view corridors
- Building footprints are reduced and minimised at the eastern end of the apartment buildings to minimise encroachment into the 20m setback zone from the boundary
- 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
- Pedestrian links are strengthened via the reorientation of buildings and the landscape treatment

**Figure 14**

Comparison study of open space between previous and revised Section 75W concept plans

- Previous Plan
- Revised Plan
- Overlap of building footprints



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.

### Comment

The site and proposed usage lends itself to a graduation of uses extending from the Marina in the north to the south. Locate the busy and active land uses near the Marina. The location of the Marina to the north is the most accessible location, accounting for site topography and is optimal to minimise foreshore and environmental impact.

### Guidelines

- Figure 15 demonstrates the mix of uses desirable to achieve the objective.
- Locate a staged Marina within waters to the north of the site where it has been identified as being most accessible and of the least disturbance to the foreshore and the natural environment.
- Locate the Marina land based facilities in immediate proximity to the Marina itself.
- Locate the activity generating uses such as piazza, café and restaurant, immediately adjoining the Marina.
- Locate 150 accommodation units (tourism and residential) integrated across the site.
- Provide all accommodation to have the option of being available for 100% tourist use, with a maximum of up to 50% to also be nominated and approved for permanent residential use (refer Principle 19 regarding staging).
- Future applications to nominate those accommodation units available for residential use and detail strategies to manage potential conflicts between the mix of tourism and residential uses.

### Comment

Approval for residential use is subject to a concurrent LEP amendment and any controls specified within that.



**Figure 15**  
Site Uses

## LAND USE

The overall mix and location of the various uses within the site is similar to the approved Concept Plan. The northern portion of the site is mixed-use marina, tourist and hospitality zone, while the southern end of the site is tourist residential including a mix of short stay and permanent accommodation.

### Tourist Hospitality Precinct

- The Village Piazza is now proposed as a landscaped garden, allowing vistas to the lake from the south-west of the site between buildings. The buildings enclosing the garden are less intrusive than buildings on three sides of an urban square, which is a solution that may be appropriate for a dense urban centre. This site, however, requires a more passive approach.
- The active facilities—that is, the restaurant, function room and café have been combined into one building and moved east towards the water to activate the waterfront where the lake can be enjoyed by the public. This is where people will naturally choose to be.
- The marina is maintained on the north-east of the site with on shore facilities located beneath the hotel building. With parking in place of the previous vessel hardstand and maintenance.
- Retail facilities including a chandlery and on-shore marina facilities, shops and small sales centre are located on the ground floor below the proposed hotel.

- A tourist hotel is proposed at the north of the site. Other uses include small meeting rooms, day spa and guest facilities.
- Parking facilities are beneath a podium as previously proposed, with the new garden and buildings above.
- Public access is maintained throughout the tourist hospitality precinct, both between buildings and along the waterfront.

### Outside Tourist Hospitality Precinct

- The number of accommodation apartments has increased, with the total number of apartments across the site in the order of 220-250 (in addition to hotel accommodation). Combined, a maximum of 315 accommodations are proposed, consisting of hotel rooms, serviced apartments and dual use tourist/residential apartments, with up to a maximum of 50% able to be for residential use.
- Public access is maintained at key points through the site to the waterfront reserve.
- Public access is maintained to the southern end of the site above Bluff Point.
- The proposal will have a mix of short stay and permanent accommodation as per the approved concept plan. However, designated short stay accommodation will be sited close to the hospitality uses and the dual-use short stay/permanent accommodation sited primarily further down to the south of the site.
- Display suites will be provided on site.



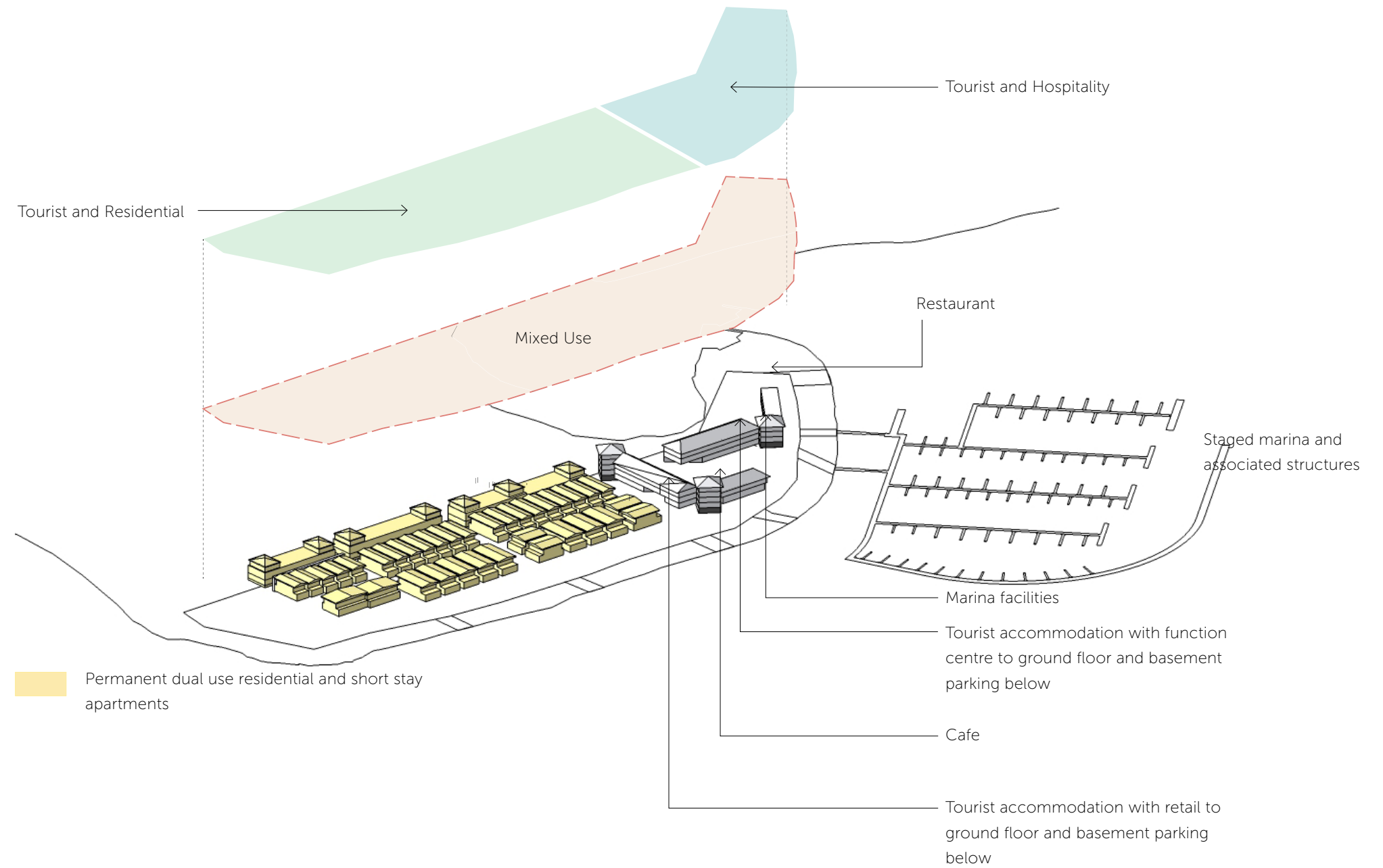
**Figure 16**  
Land use across the site.



## LAND USE

**Figure 17**

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

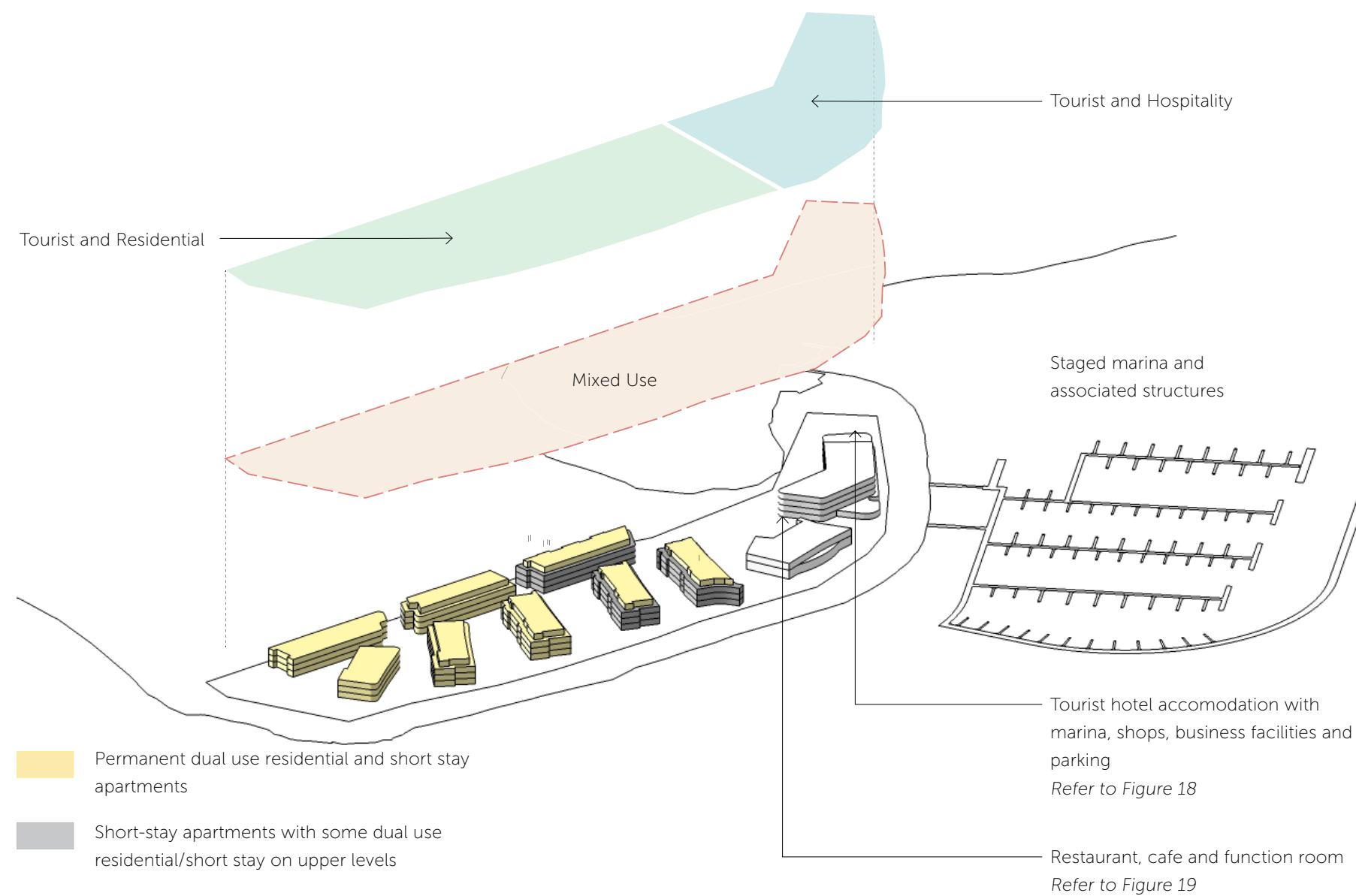




## LAND USE

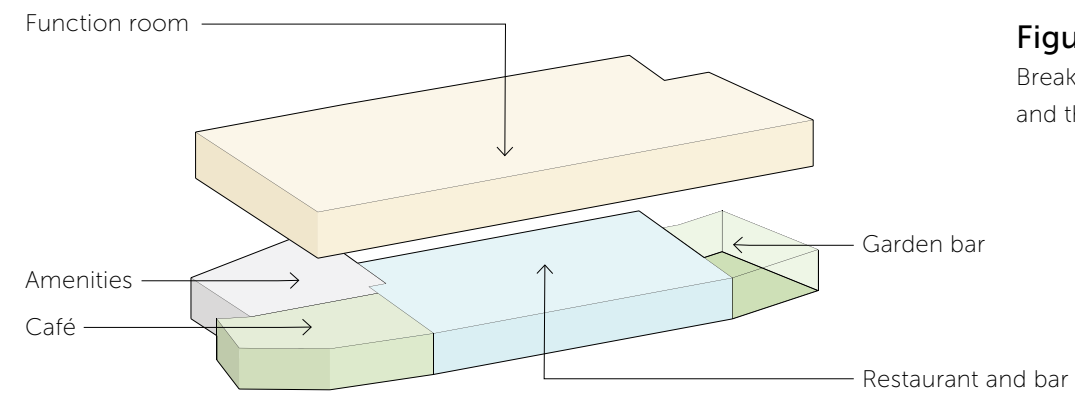
**Figure 18**

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





# LAND USE

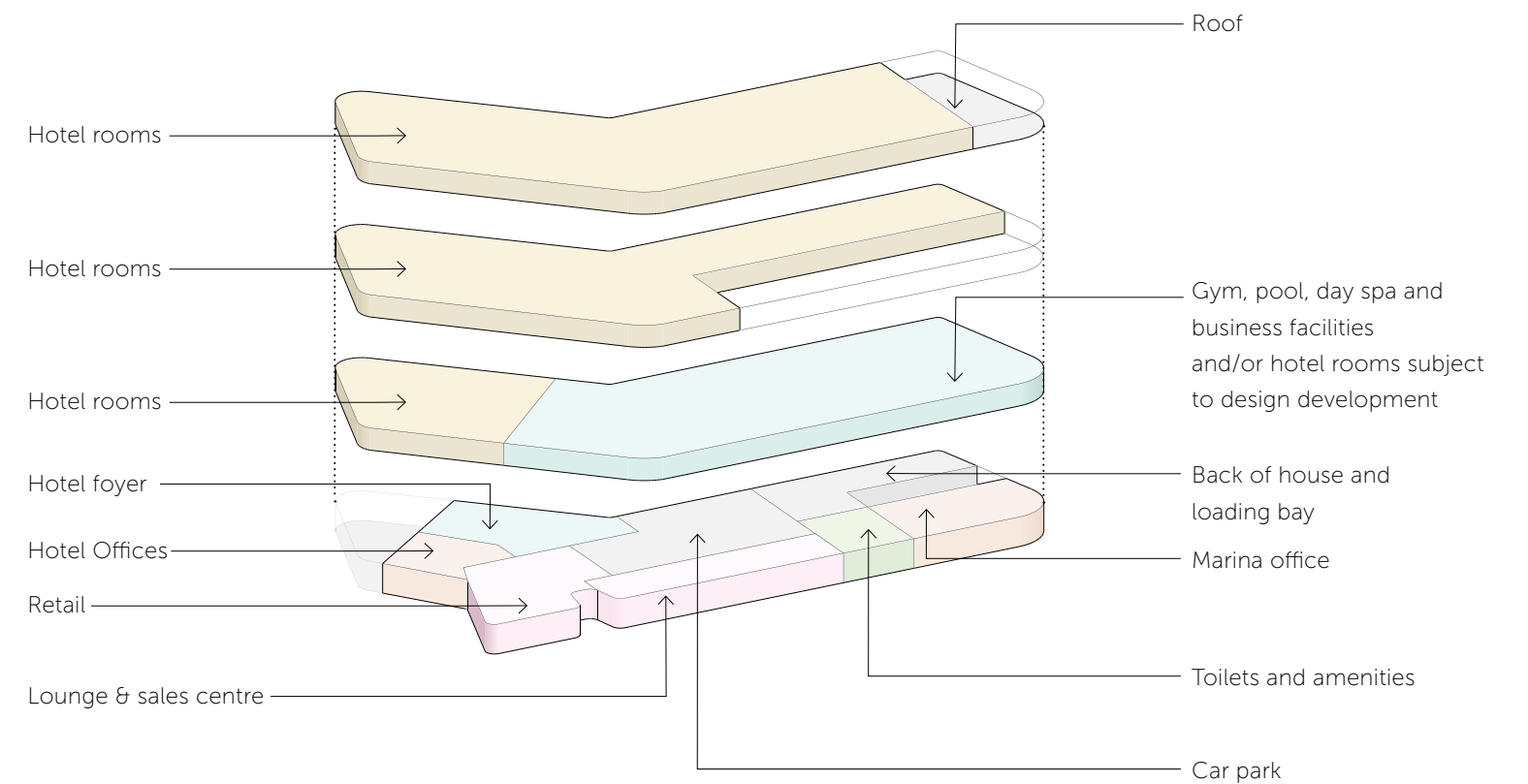


**Figure 19**

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

**Figure 20**

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 20 demonstrates the key building setbacks and separations for development.

- Excluding the northern piazza village, a desirable minimum 20m building setback is to be provided from the edge of the public open space zone along the eastern foreshore (resulting in a desirable minimum 40m setback from the lake edge). This 20m setback may be reduced to a minimum 15m setback at one location generally as shown on Figure 20.
  - Future applications for buildings with a zero setback are to demonstrate a suitable level of detailing and articulation to ensure they add to the streetscape. Blank walls are to be avoided.
- Building setbacks to increase in the south eastern corner of the site above Bluff Point, to provide for retention of and curtilage around cultural plantings and the sundial to facilitate a continuous publicly accessible path and visual public connection to the point and lake beyond.
  - A minimum 15m building separation to be provided along 2 alignments that extend from Trinity Point Drive and Celestial Drive to create vistas through the site from the public roadways approaching the site and facilitate public access.
  - A minimum 8m building separation to be provided along a proposed alignment in the adjoining residential estate (see Figure 20) as an additional vista and public access alignment.
  - A minimum 15m building separation to be provided generally north-south within the site to create a visual connection and facilitate access between

### Comment

A publicly accessible pedestrian path will be located within this setback. The width provides the opportunity for separation of the path from the edge of built form and a varied path alignment and amenity. When height controls are also considered, the relationships to the path and open space zoned land clearly maximises public amenity of the path and open spaced zoned land, subject to ongoing design and interface detailing.



**Figure 21**

Approved key building setbacks.

## BUILDING SETBACKS

Improved site planning has created alternative setbacks and open spaces to those envisioned in the original approved Concept Plan.

## Tourist Hospitality Precinct

The proposed restaurant and function room building has an increased setback on its eastern boundary from that of the waterfront café envisioned in the approved Concept Plan. This allows increased space for an active waterfront precinct fronting the lake and overlooking the marina. This space then connects with the publicly accessible path which runs along the eastern and southern edges of the site.

The hotel/conference/retail/marina building has been altered in location, shape and building depth from the Concept Plan, resulting in a decrease in some setbacks and an increase in others.

There is a significant increase in the setback to the landscaped forecourt which previously accommodated built form. This is a significant improvement as one approaches the site and able to experience multiple view corridors to and from the lake over landscaped gardens.

Previously the concept plan provided limited opportunities to experience view corridors due to the perimeter arrangement of buildings surrounding a constructed village piazza. While the western setback to the hotel is now 18m, this reduction is offset by the significant increase in the setback to 82m to the landscaped forecourt which previously accommodated built form. This is a significant improvement as one approaches the site and is able to experience multiple view corridors to and from the lake over landscaped gardens.

The setback to the eastern face of the hotel is generally no less than 7m with the exception of the single storey ground floor retail setback of 5m. While this is less than the minimum 6m setback to the cafe and the minimum 8m setback for marina and northern most building of the approved scheme, the hotel building follows the

natural curvature of the site and shoreline rather than the setback line; a line that would be imperceptible from any point along the foreshore.

## Tourist Residential Precinct

The proposed accommodation buildings are now orientated predominantly east-west rather than north-south, other than those along Trinity Point Drive. This shift allows for predominately north facing units and has re-orientated the east-west through-site vistas. The proposal continues to maintain vistas to the water from the adjoining residential subdivision, with these views now over landscaped spaces rather than internal streets conceived in the Concept Plan. As per the approved concept plan, 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.

The proposal maintains all views from the public domain and roadways. By creating one primary internal roadway as opposed to two smaller roadways as approved in the concept plan, larger and wider vistas through the site are achieved.

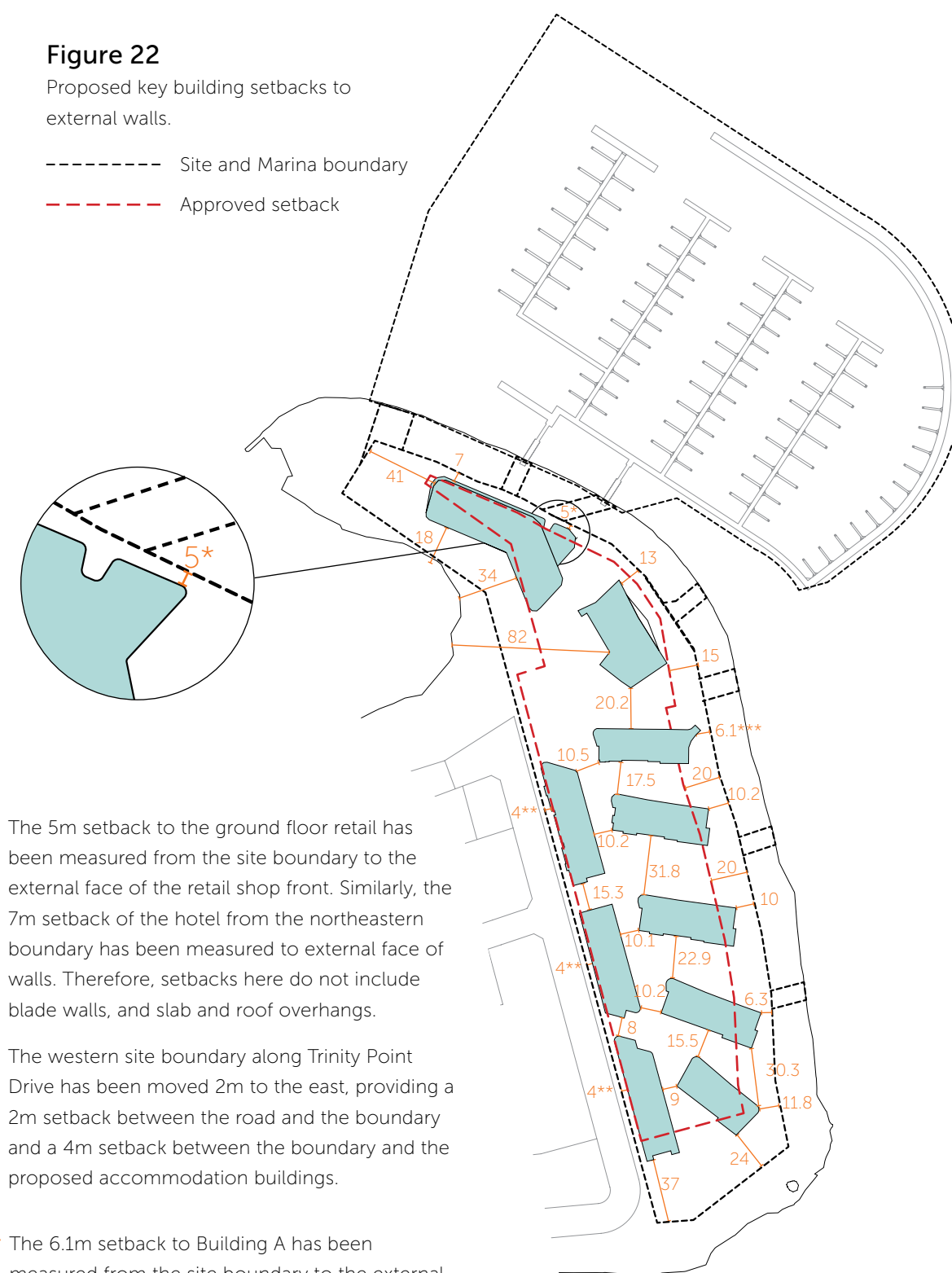
The narrow eastern ends of the 5 proposed east-west accommodation buildings protrude within the 20m setback from the eastern boundary. However with setback equalisation, the majority of the building mass is set well behind the 20m setback line with extensive landscaped 'fingers' between each of the buildings that extend back into the site. This differs from the approach of the approved Concept Plan which proposed a continuous wall of development along the water front eastern edge of the site interrupted by east-west running streets. It is likely public accessible path will sit within this setback.

Setbacks from the boundary on the southern end of the site above Bluff Point have decreased slightly to 36m however continue to satisfy the principles identified for Bluff Point, including public access. The setback along Trinity Point Drive is 4m consistent with the approved concept plan.

Figure 22

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

Bluff Point and the village piazza.

### Comment

*These building separations create the opportunity to incorporate a highly permeable grid pattern network of vehicular access, pedestrian access and parking. This permeability connects all users to the lake edge, open space lands, foreshore paths, Bluff Point, the village piazza and the external public road network and residential area.*

- Generally a 4m building setback to the western Trinity Point Drive road reserve, excluding intended 'accent' buildings (refer Principle 3).

### Comment

*The Concept Plan will facilitate a review on the design of Trinity Point Drive from that previously approved, to enable an integrated urban streetscape character incorporating carriageway, street tree planting, indented public parking and footpaths. A continuity of street facades is intended along the eastern edge under this Concept Plan creating the opportunity for that principle to be extended along the western side of the road as well.*

*It is intended to incorporate a grade change (approx 1.2m) on the road boundary to facilitate internal parking structures. This optimises privacy and separation. Future applications will need to detail edge*

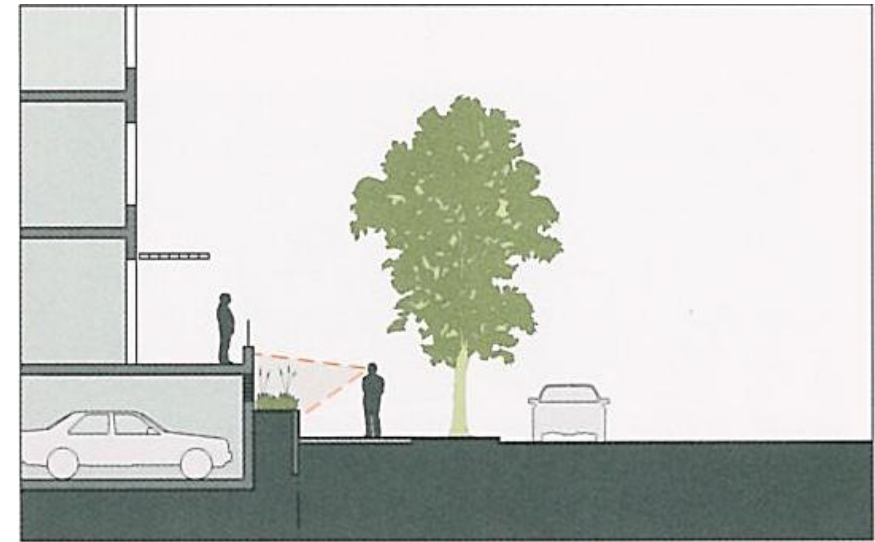
*design and entries to integrate into, and contribute to, the streetscape.*

- Accent buildings facing Trinity Point Drive will have the opportunity to build to the street edge, subject to detail design.
- A flexible internal streetscape setback of 0-4m to facilitate a desired character of variation within an overall consistency.
- A generous village piazza is to be provided in the northern part of the site, with minimum dimensions of 60m x 35m.

### Comment

*The piazza is to be framed by built form but designed to provide a generous visual relationship north-easterly towards the marina and the lake. It is to be a centrepiece and 'hub' and a place for all. To invite the public into this space and beyond, a 20m separation of built form in its south-western corner is to be provided. An additional ground level only link is also to be provided connecting the internal north-south street to the piazza.*

- A minimum 6m setback is to be provided from the edge of the eastern and northern public open space zone to the village piazza structure. This



Example of building grade change adjacent to Trinity Point Drive

### Figure 23

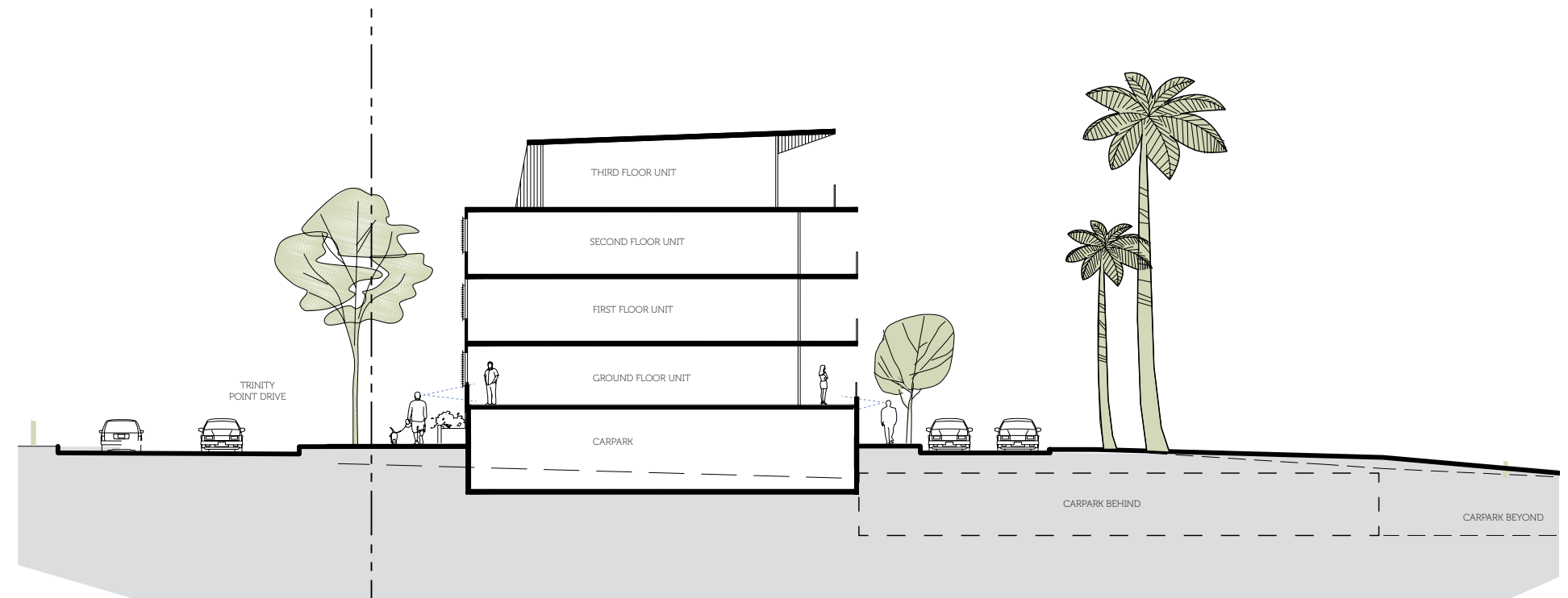
Example of building grade change adjacent to Trinity Point Drive.

## BUILDING SETBACKS

Treatment of the accommodation building facades fronting Trinity Point Drive will 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 will be raised generally by 1.2m 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.

The use of street planting along Trinity Point Drive and at the base of the accommodation buildings assist in de-emphasising mass along the street and soften the transition across the public streetscape. Additionally, ensuring appropriate setbacks are maintained will help define the levels above ground but recess the top floor. Recessive colours and materials will also aid in reducing the apparent height along Trinity Point Drive.



**Figure 24**

Building grade change adjacent to Trinity Point Drive.

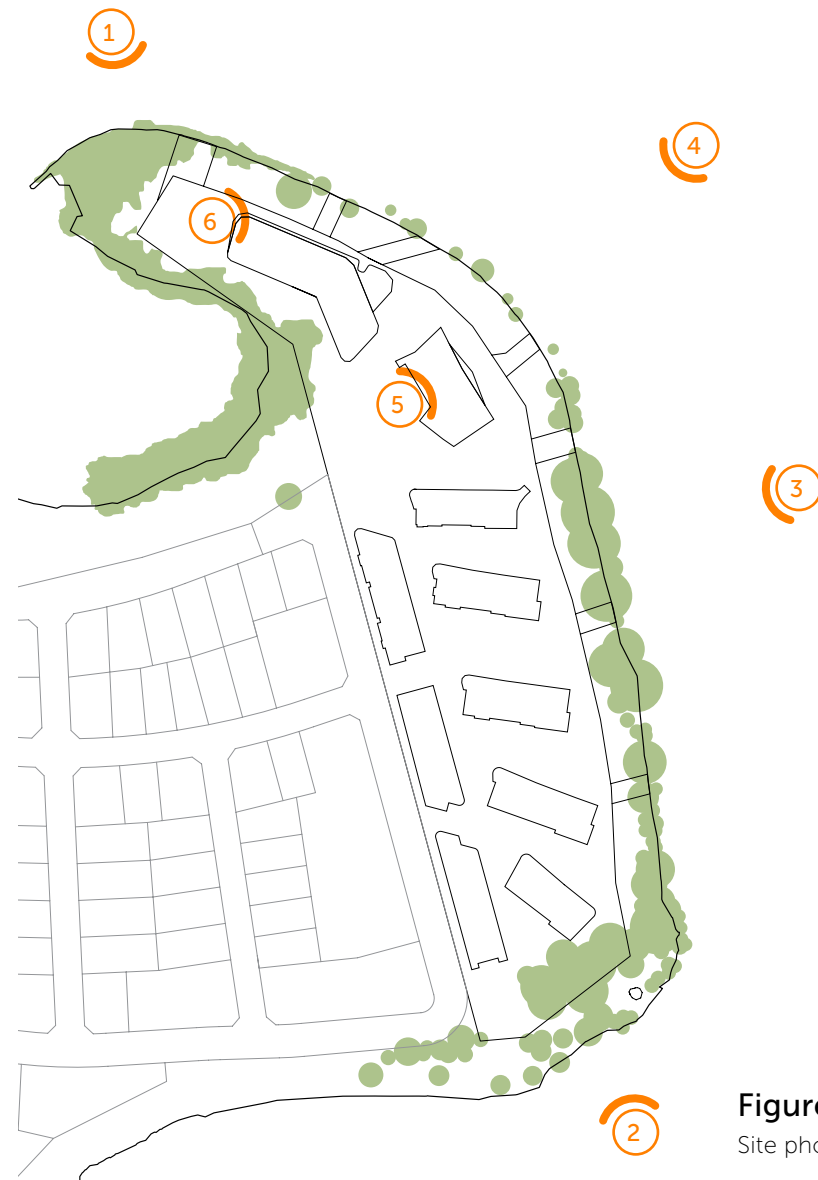




## BUILDING SETBACKS

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.



**Figure 25**  
Site photo key diagram.





## BUILDING SETBACKS

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

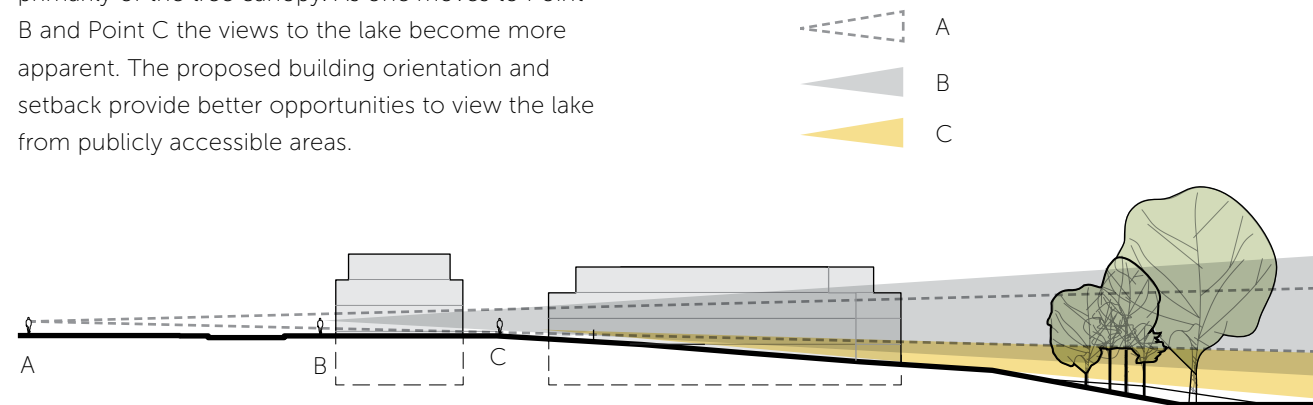


**Figure 26**

Sight lines between buildings within the site.

**Figure 27**

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.

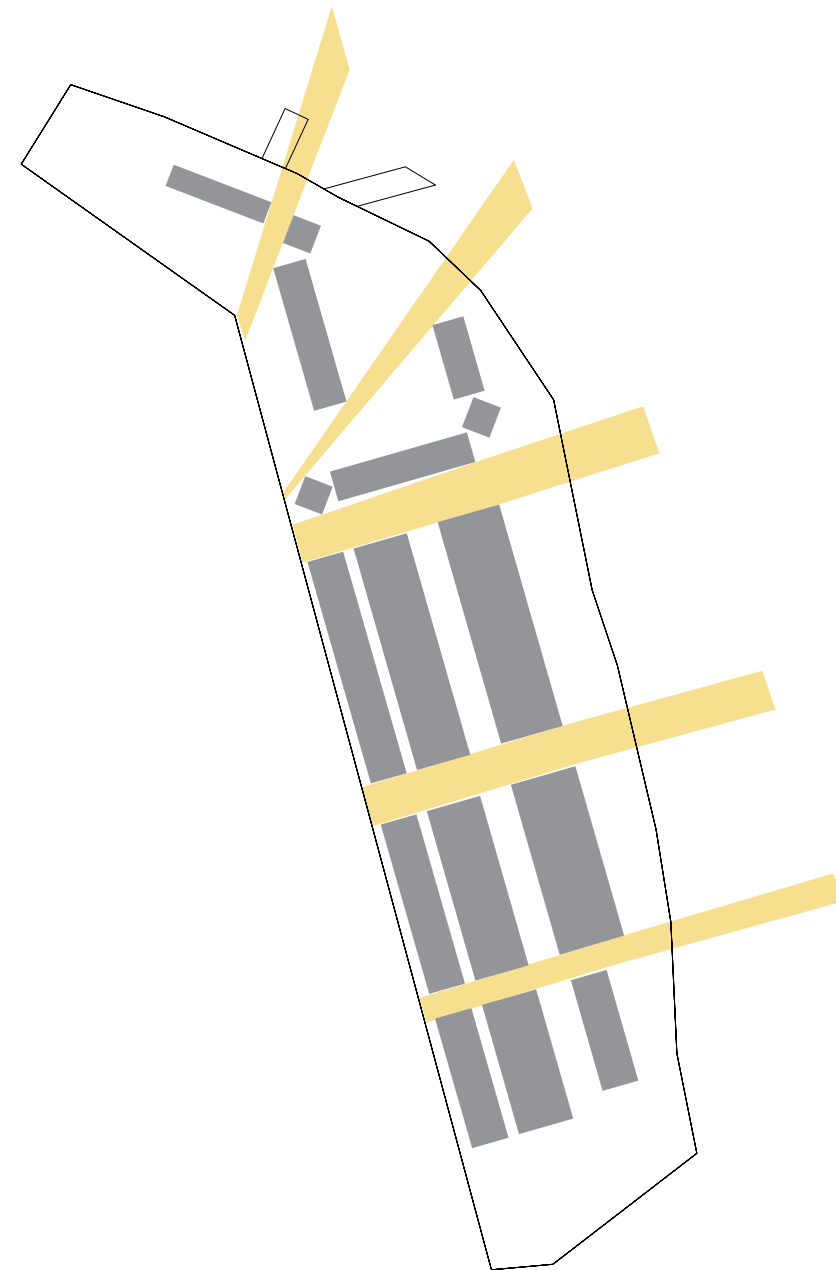


**Figure 28**

Through-site views and tree line.

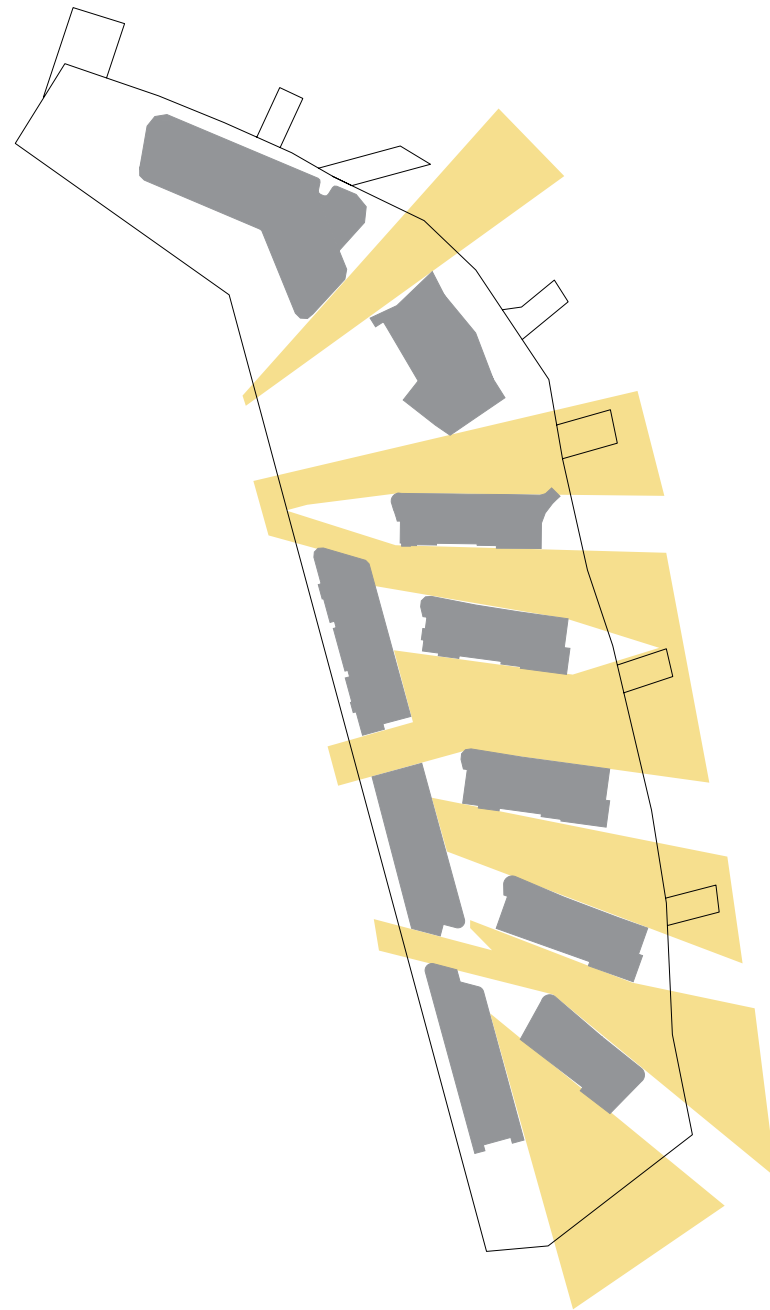
- Primary Vistas
- Secondary Vistas



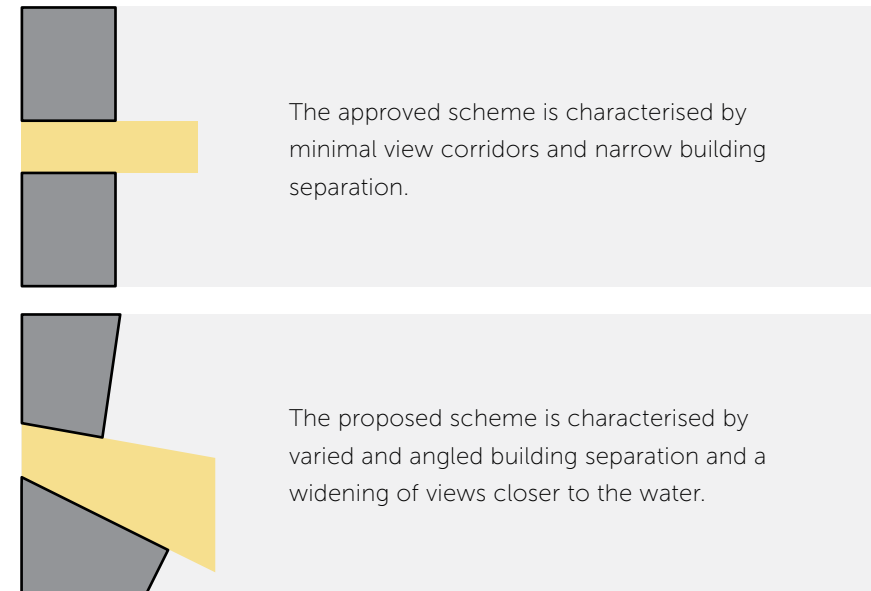
**Figure 29**

A diagram of the approved setbacks to buildings showing the gridded layout characterised by restricted views and narrow building separation.

## BUILDING SETBACKS

**Figure 32**

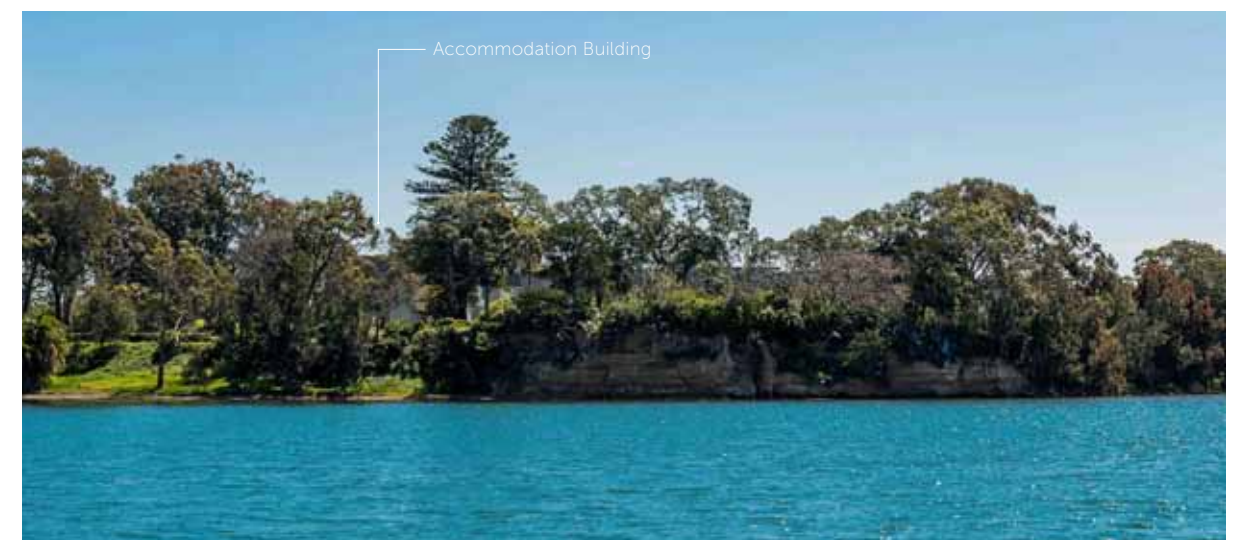
A comparison of the proposed setbacks to buildings showing the proposed building layout emphasising orientation (toward north) and the resultant widening of views supporting a non-urban approach to planning.

**Figure 30**

Zoomed in diagrams of typical building separation between the approved and proposed building layout.

**Figure 31**



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

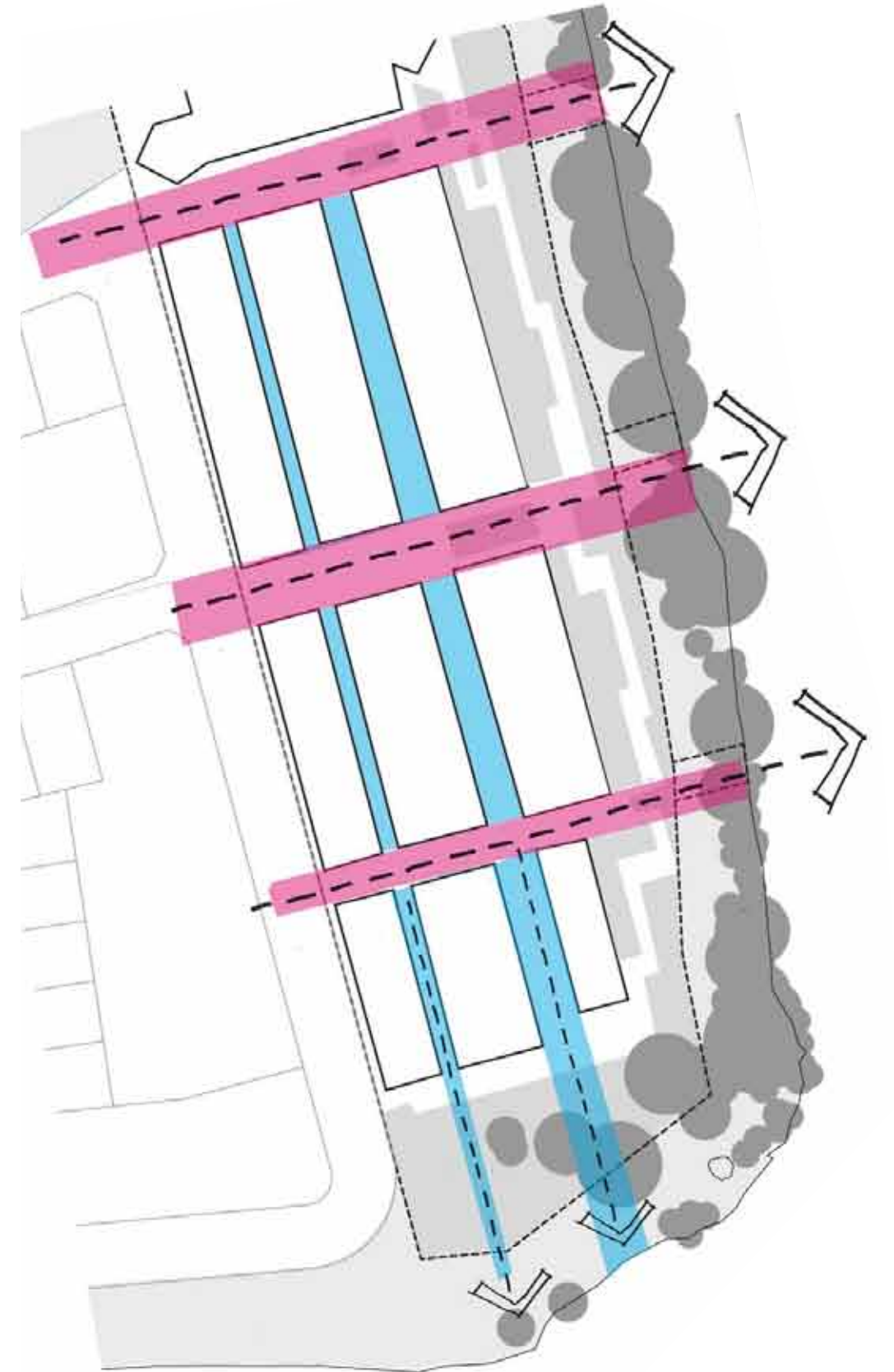




**Figure 33**

Approved Site Plan showing Key Vistas

-  Vistas achieved from Trinity Point Drive as per approved concept plan
-  Vistas achieved from internal road



## BUILDING SETBACKS

## KEY VISTAS COMPARISON

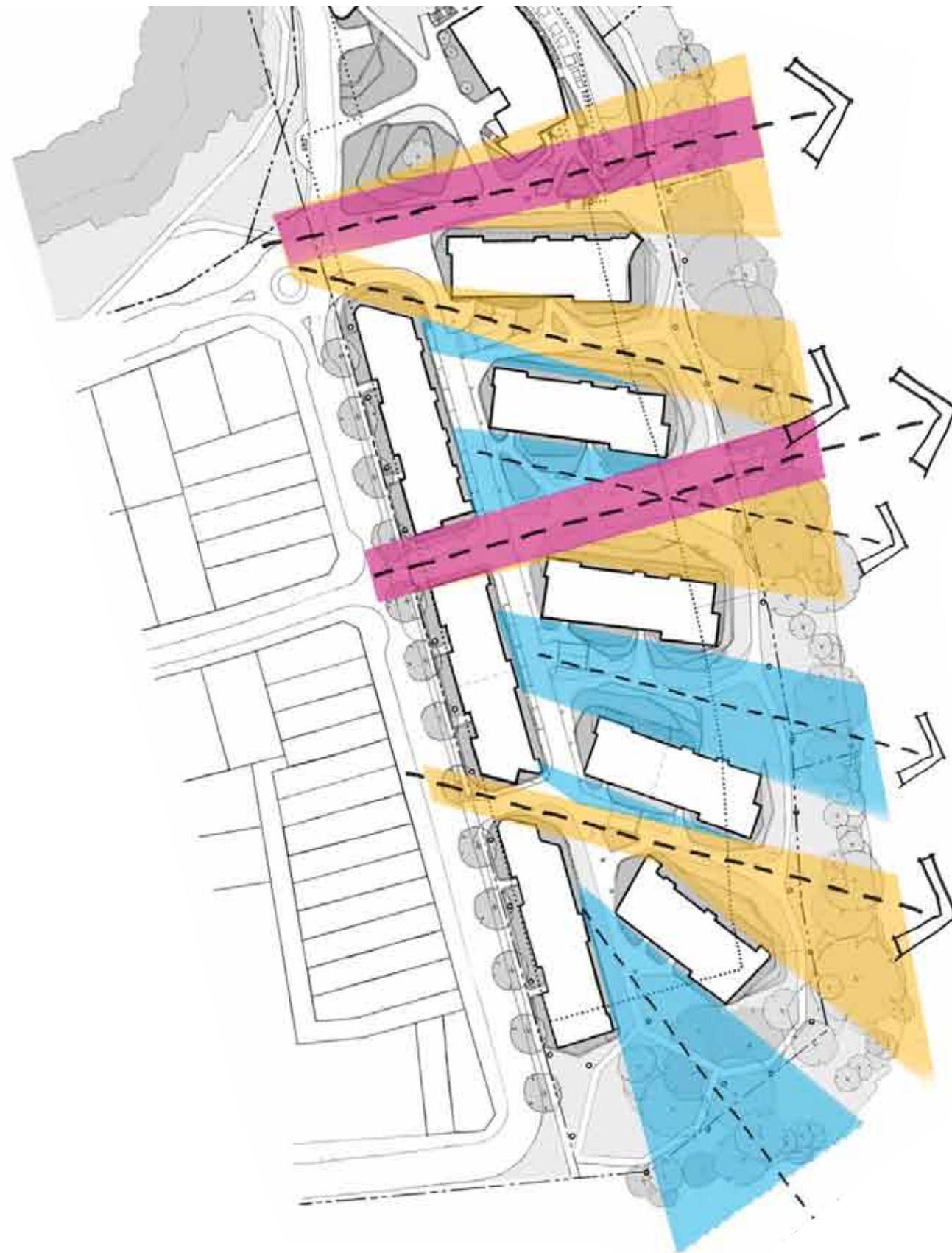
**'Views from public domain including the lake'**

- Siting and orientation of buildings is determined by key view opportunities through site from Trinity Point Drive and Celestial Drive
- Buildings are orientated to provide increased solar access and enhanced views to all apartments
- View opportunities are increased from the approved concept plan via the radial positioning of buildings
- Central view corridor from Celestial Drive provides a minimum 15m wide unobstructed view which widens at eastern foreshore
- 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
- View corridors are established at multiple points along Trinity Point Drive (achieve minimum of 8m wide unobstructed views which widen at eastern foreshore)

**Figure 34**

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



## 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 village piazza the opportunity to use height as a means of achieving iconic high quality design buildings consistent with the overall principle of creating a destination and anchoring and marking that space. Ensure however, that building heights outside the village consider site topography, existing and future tree heights and the views of the site from the surrounding area including the lake. Generally outside the village piazza, heights are to reflect a more domestic scale, taking into account general residential height context and height and form opportunities directly opposite the site.

### Guidelines

Heights, excluding plant and equipment, fixtures and fittings such as antennas, solar collectors and the like, are not to exceed those shown in Figure 34 and Figure 37, 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. See also following notes regarding the use of roof profile for habitable space across the site (in addition to the 'storey' descriptions), and additional extra storey elements within the predominately 2 storey detached precincts (subject to design merit and rationale).

### Proposed Building Heights (Outside Village Piazza)

The proposed height adjoining the increased setback to the lake running along the eastern side of the development is generally two storey to ensure an appropriate human scale for pedestrians on the adjacent path and to provide an appropriate transition to the lake edge.

The proposed heights within the centre of the development are also proposed at generally two storey. Similarly, where the topography of the site is higher adjacent to Bluff Point, to the southern lake edge, two storey heights are proposed on a substantial setback.

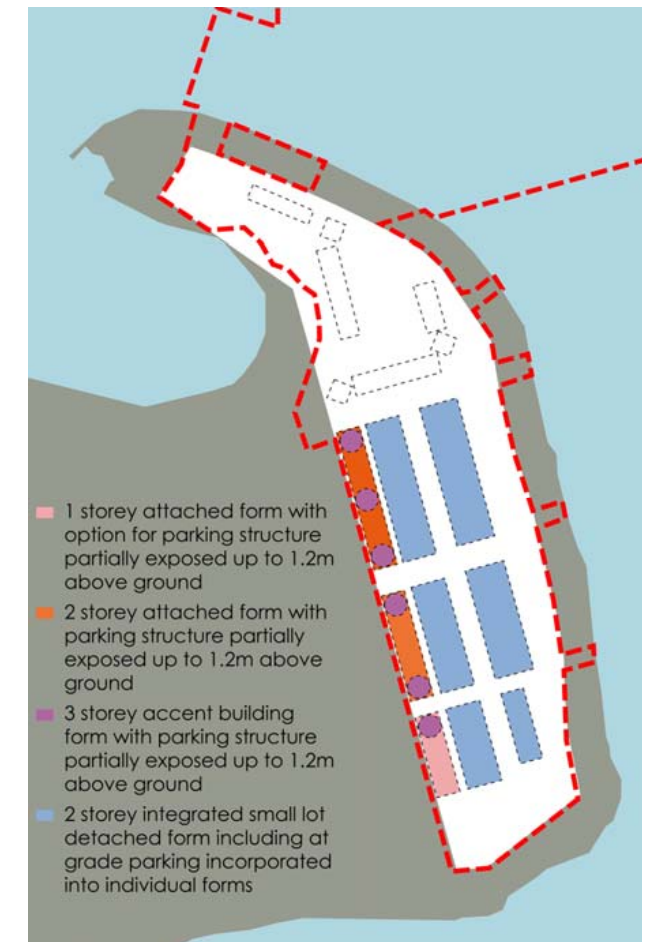
Within this two storey zone, no basement or partial basement parking is proposed, with parking integrated into individual building forms (such as garages, carports). During design development, some building elements on individual built forms may be appropriate in strategic locations to extend to a third storey. These will be subject to merits assessment (design merit and impact assessment) in future applications.

The proposed height adjacent to Trinity Point Drive is predominately two and three storey to ensure an appropriate response to the street and future development opposite. The built form may incorporate additional habitable space within roof profiles. The three storey heights are sited at nominated 'accent' points to reinforce the overall site structure (such as on corners of vistas/access linkages), and to provide a graduation in emphasis from south to north. Along the Trinity Point Drive edge, partial 'basement' parking is proposed such that the heights are above a partially exposed parking structure (approximately 1.2m height). Principle 2 provides more detail on this concept.

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 predominately below this when viewed from the east and south.

### Comment

*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 that 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 building heights have been further reduced in response to community reaction to original heights and form.*



**Figure 35**

Building heights outside Village Piazza.



## BUILDING HEIGHTS

The height of the proposed amended buildings is consistent with the main objectives of the approved concept plan, that is:

1. Taller buildings to allow for large areas of open space at ground level promoting permeability of the site;
2. Within the Northern hospitality tourist precinct use height to achieve iconic buildings that mark the site as a major destination; and
3. Buildings outside the tourist and hospitality precinct are to take into account the existing topography and height of vegetation.

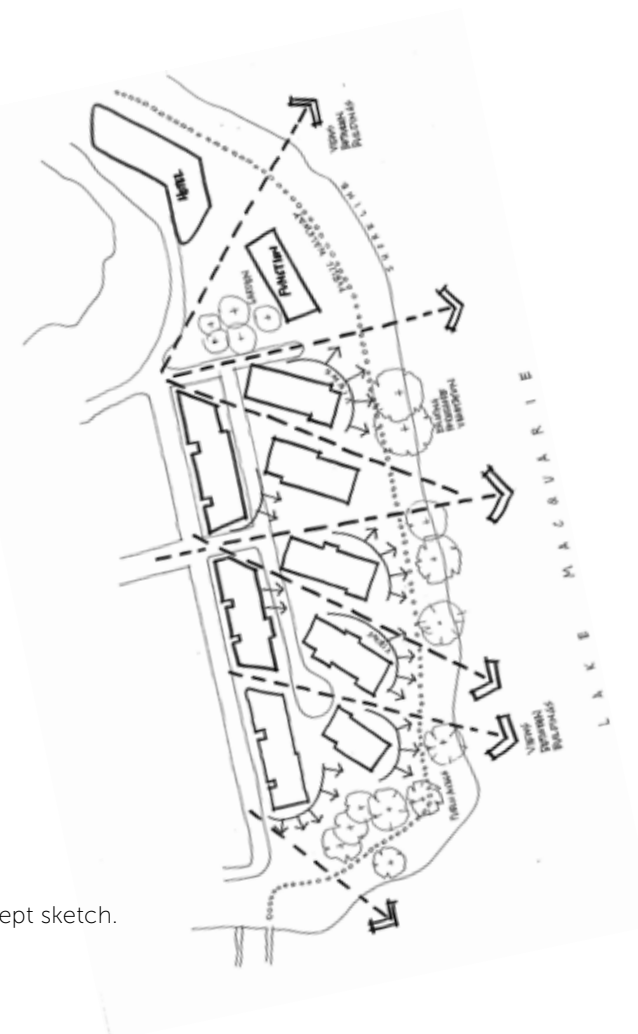
Generally the proposal seeks to increase heights in key parts of the site by removing a significant portion of footprint from the approved scheme. This footprint is then relocated and consolidated into buildings that sit within larger open landscaped gardens, thus creating more expansive view corridors between them and increasing overall landscaping opportunities. This continues to support the conceptual basis of buildings nestled in a landscape, with the dominance of the existing shoreline vegetation maintained.

All proposed buildings generally sit below the height of the existing shoreline vegetation.

### Tourist Residential Precinct

Heights of the proposed accommodation buildings have increased from the approved Concept Plan. Buildings range from 3 to 4 storeys over a basement car park, with the upper levels set back and articulated through recessive finishes and colours in order to minimise bulk. Basement parking will generally be raised above natural ground level by 1.2m. Storeys noted in this section are to above this basement parking.

The increase in height allows the creation of large landscaped gardens between each of the buildings. Visually these gardens connect the middle of the site through to the existing shoreline vegetation.



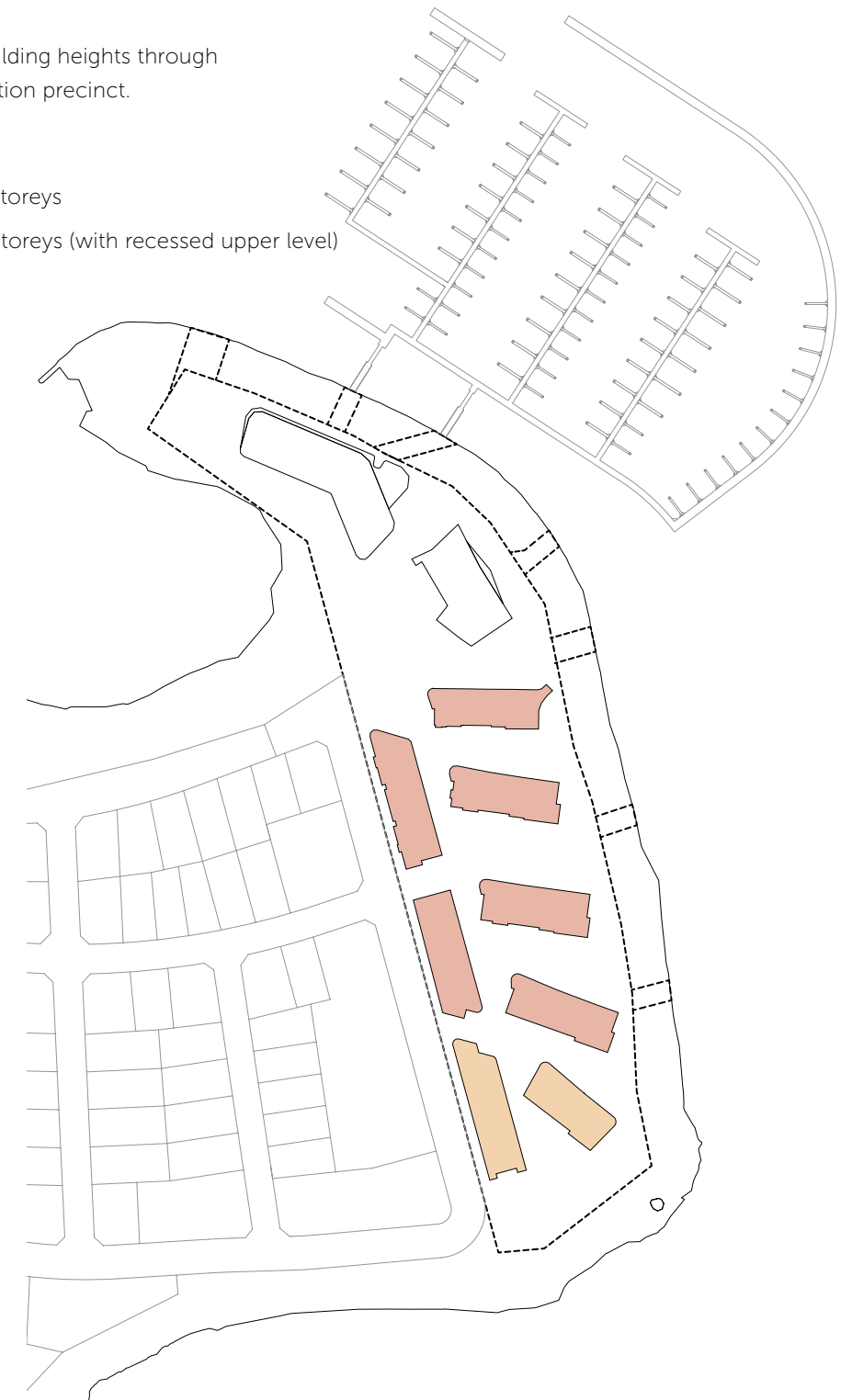
**Figure 36**

Overall site sight line concept sketch.

**Figure 37**

Proposed building heights through accommodation precinct.

- 3 Storeys
- 4 Storeys (with recessed upper level)

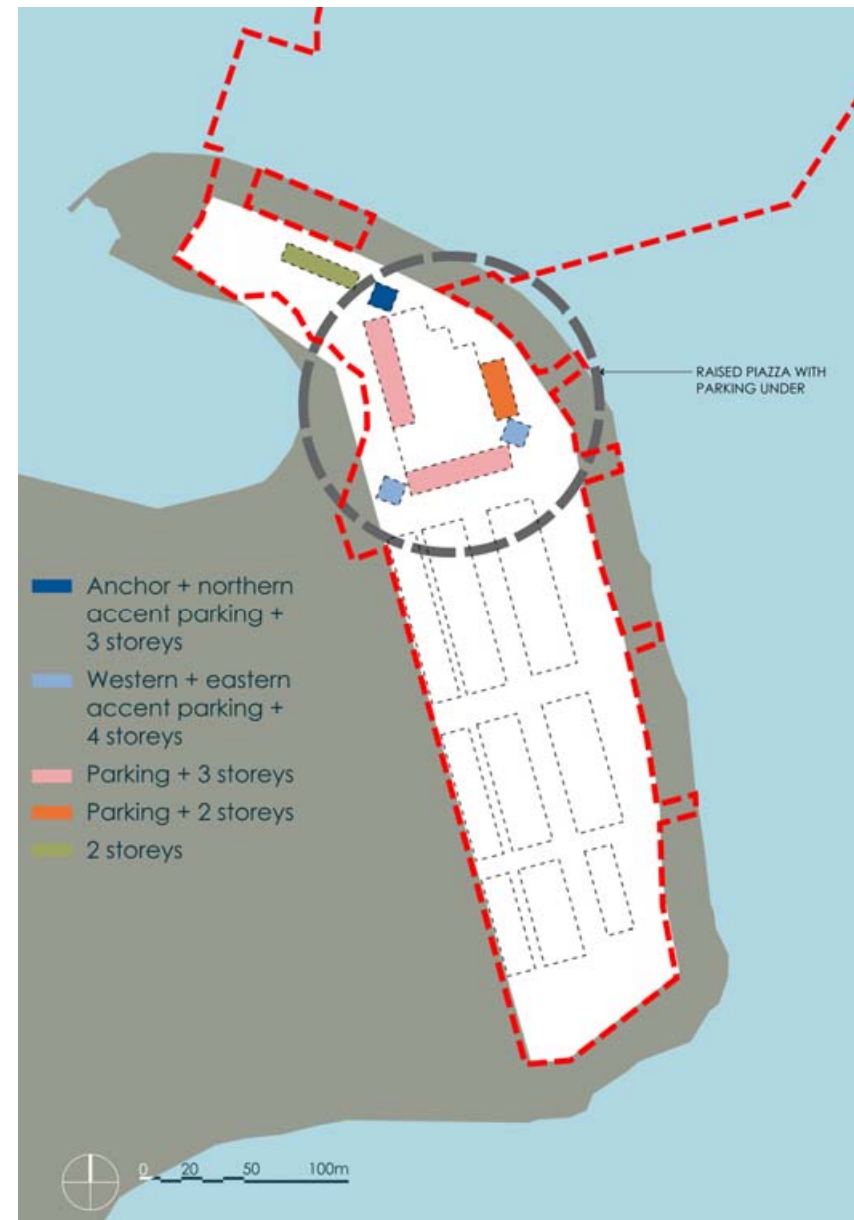


## BUILDING HEIGHTS

The height of the proposed marina utility buildings are set at a maximum of two storeys in recognition of their function and location to the lake and that additional height is unnecessary to cater for the proposed use.

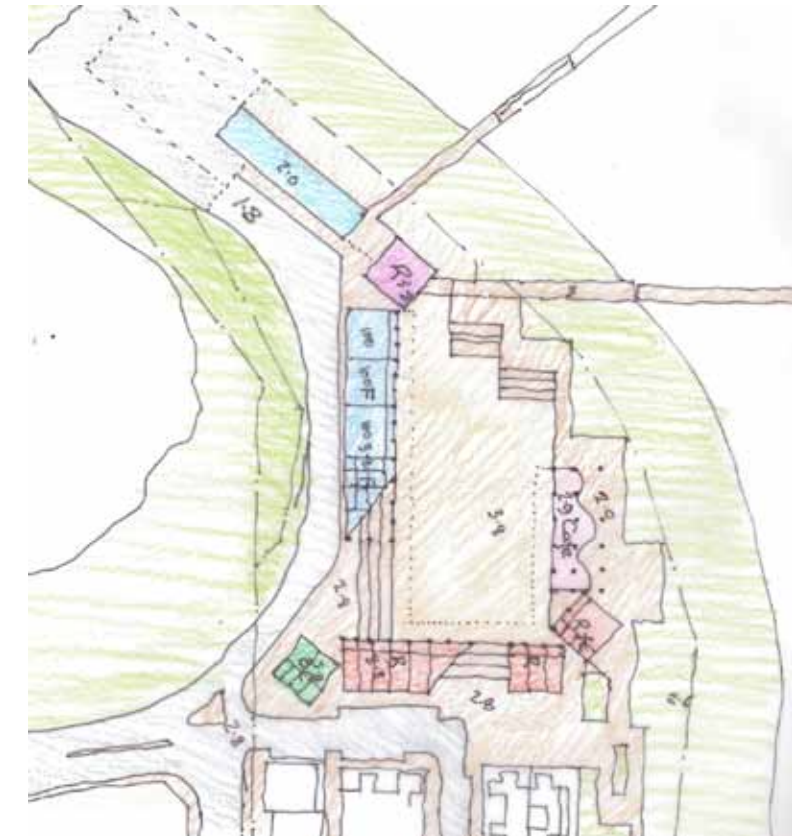
In response to planning for flooding and potential sea level rise, and to create a unique outcome, a generous dimensioned and raised Village Piazza is to be provided (refer also Principle 2). Detailed design of levels and external edges and entries into the piazza with parking underneath will need to be provided in future applications.

The edge of the piazza facing the reserve is not to be a shear unarticulated wall on the outside edge of the space. Rather the edge is to form part of the architecture of the site and not present as a single vertical face. It should form part of the pedestrian boardwalk experience with recesses, cantilevered edges, shadows and landscaping. That design intent is to continue should future adaptive sea level rise measures need to be incorporated. To further facilitate some more direct relationship between built form of the piazza and the boardwalk, the design is to incorporate an active use (such as a café) which fronts and interacts with the boardwalk, and has the smallest level change to the boardwalk as possible (whilst considering minimum flood planning levels).



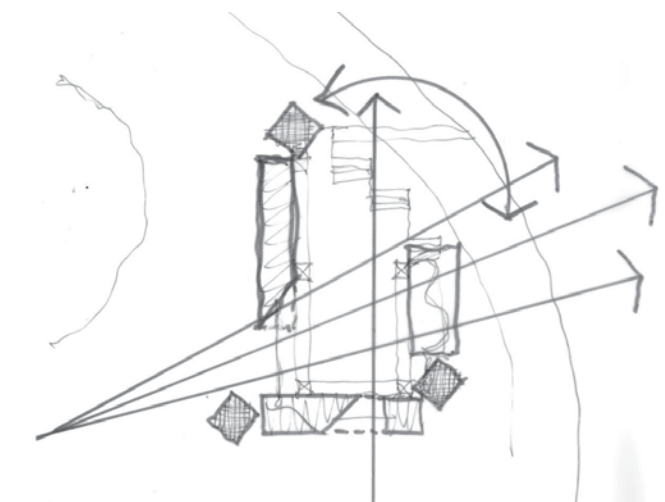
**Figure 38**

Village Piazza building heights.



**Figure 39**

Village Piazza concept plan.



**Figure 40**

Village Piazza sight line concept

## BUILDING HEIGHTS

### Tourism & Hospitality Precinct

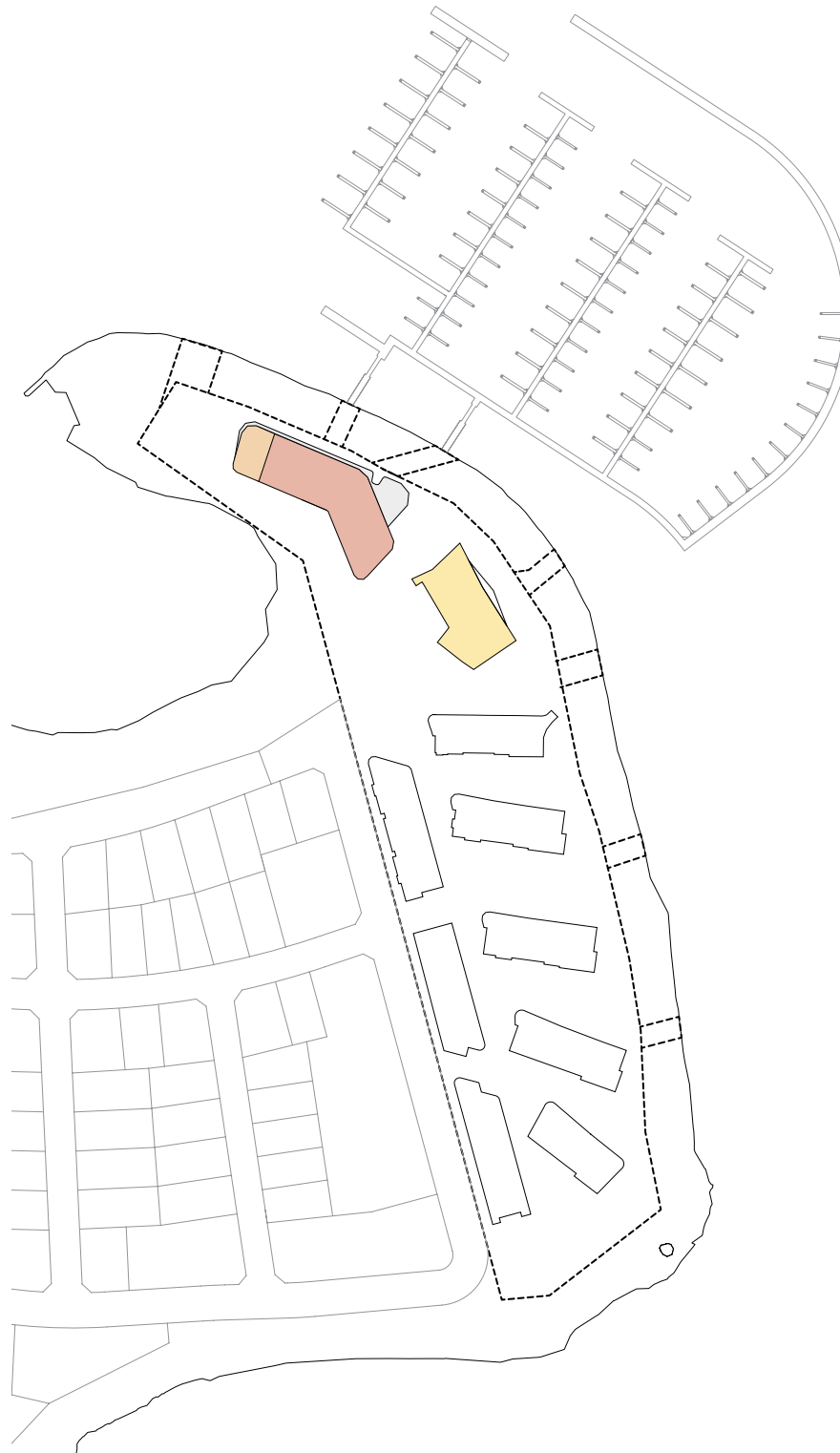
The waterside function room/restaurant building on the eastern edge of the site remains as a 2-storey building over parking as previously proposed, with the function room and restaurant amalgamated into one building.

This building rests on the landscaped podium housing the podium car park. While the podium is partially raised above natural ground level, its edges are integrated into the landscape to form interesting level changes, tiered gardens and help define different spaces.

The building in the north western end of the site, which is now proposed as the hotel, marina and retail, remains as 3 storeys over the podium car parking for a total height of 4 storeys. This building has also been relocated slightly to the north and west from the approved concept plan.

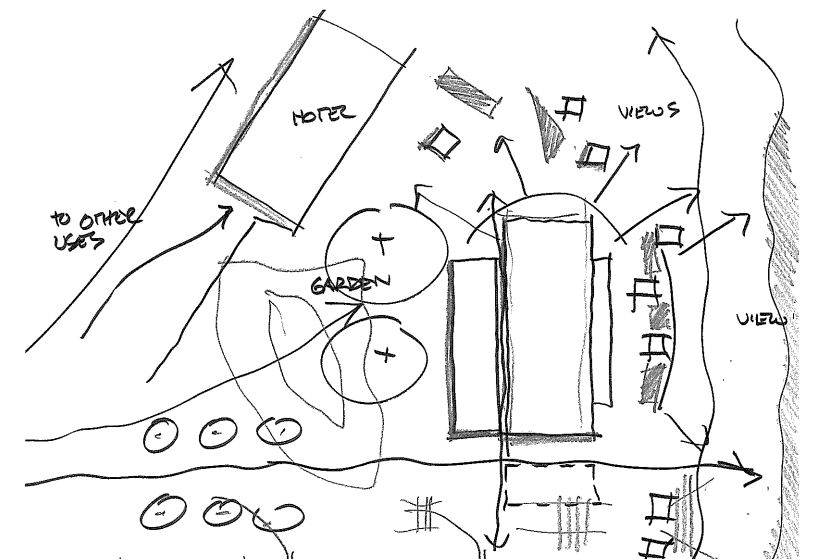
The 4-storey building on the south of the tourist hospitality precinct and the 3+4 storey accent buildings have been deleted to create vistas across the site. The active public spaces have been moved to the waterfront.

All proposed buildings generally sit below the canopy line of the existing native trees located in the public open space surrounding the extremities of the site other than facing the marina to where vegetation is thinner and the site is more open. 3D modelling and visual input has been prepared to ensure the forms and heights are suitable in the surrounding context.



**Figure 42**

Proposed building heights in the tourism and hospitality precinct.



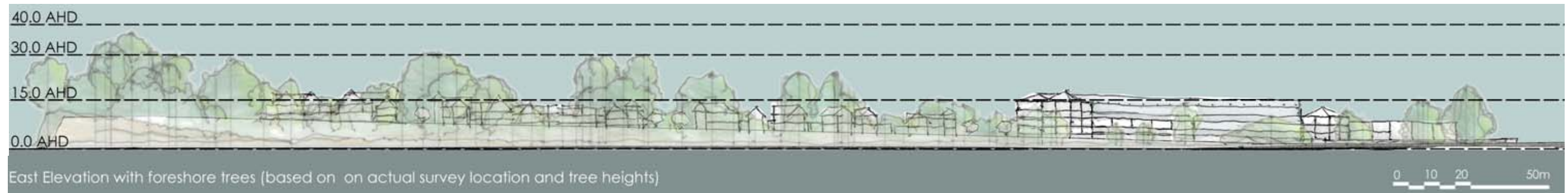
**Figure 41**

Commercial precinct sight line concept sketch.

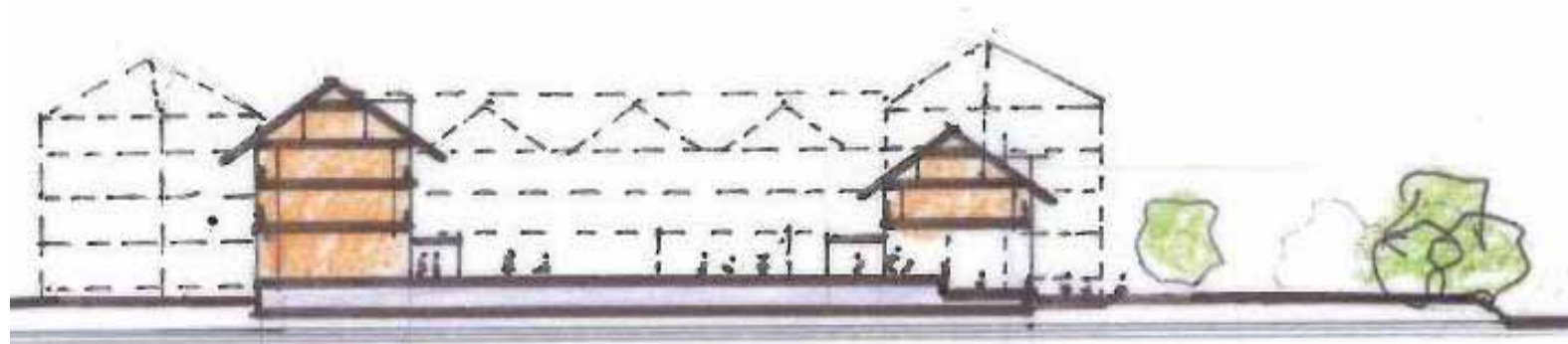


## BUILDING HEIGHTS

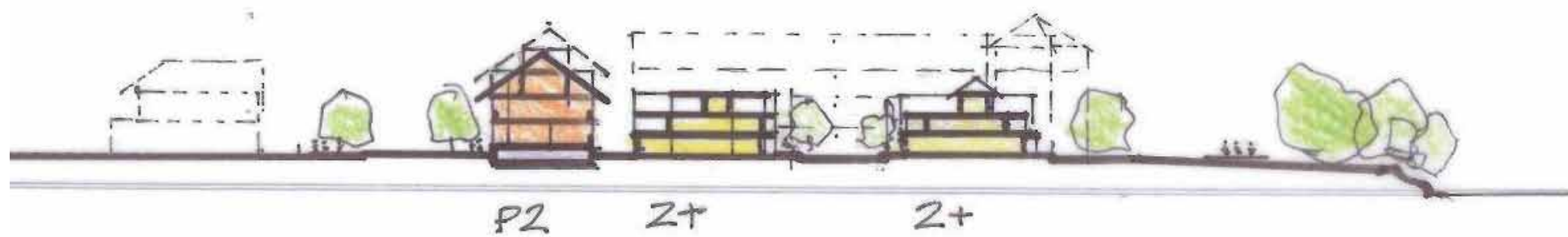
## EAST ELEVATION



## WEST-EAST SECTION (PIAZZA)

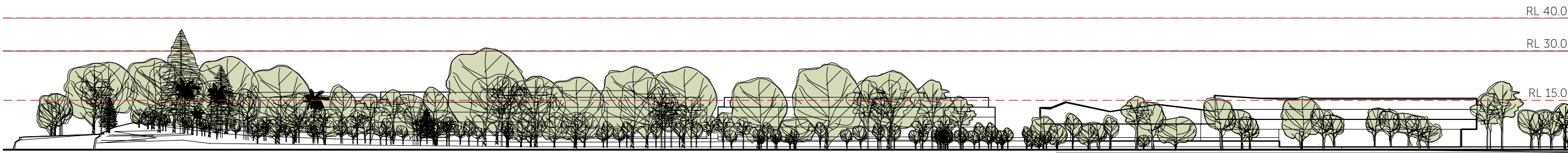


## WEST-EAST SECTION (RESIDENTIAL)

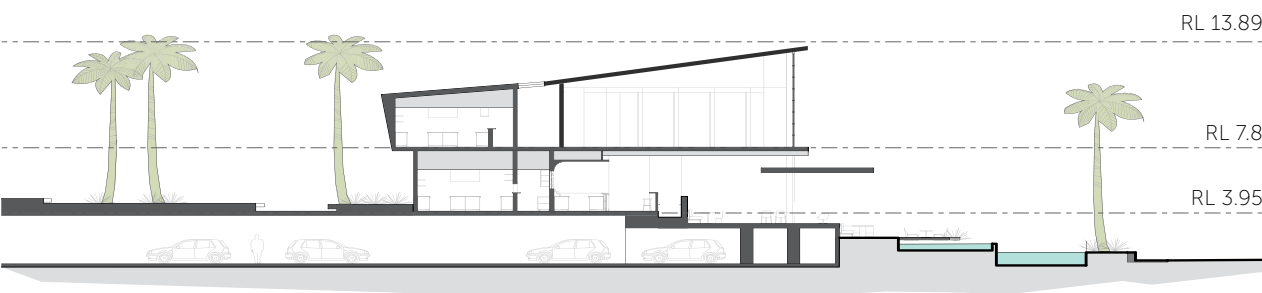


# BUILDING HEIGHTS

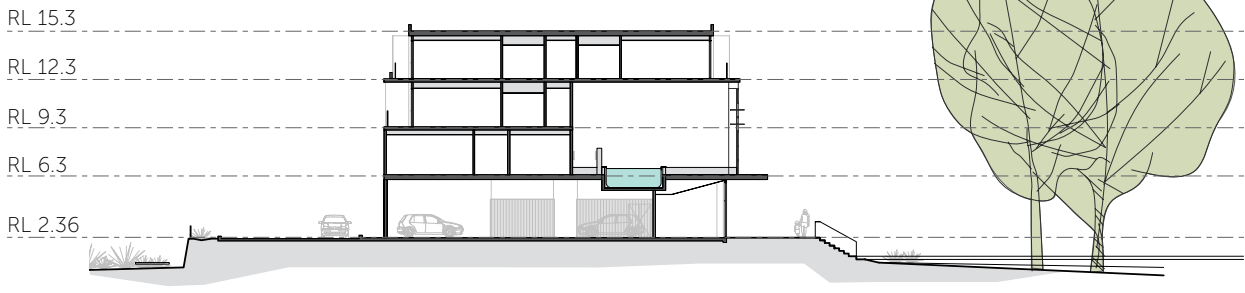
## EAST ELEVATION



## WEST-EAST SECTION (TOURIST HOSPITALITY)



Existing tree line



## WEST-EAST SECTION (TOURIST RESIDENTIAL ACCOMMODATION)

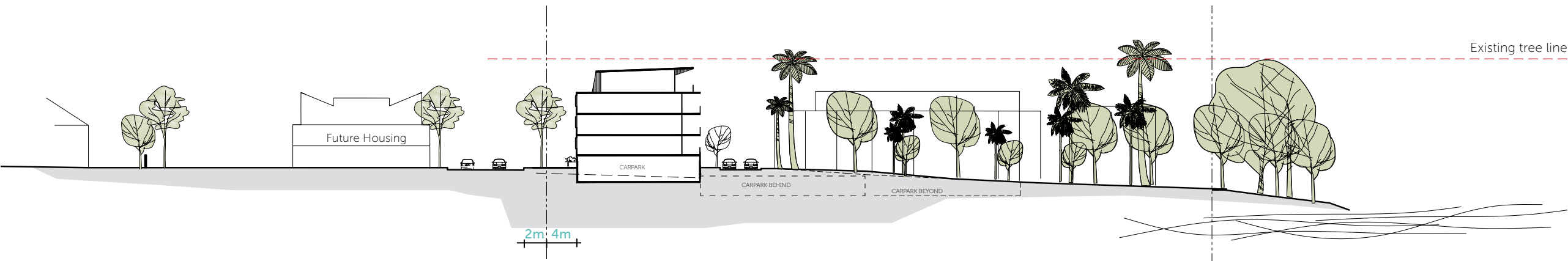








Figure 43

Visual Impact Assessment Key Plan

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

- 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
- 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
- The building scale and positioning is determined to ensure that the tree canopy forms the dominant horizon line in the majority of views
- 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
- Top storey of apartment buildings is recessed to reduce impact of built form and minimise the visual appearance of the building height
- 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 44**

North elevation showing the existing site from the north.



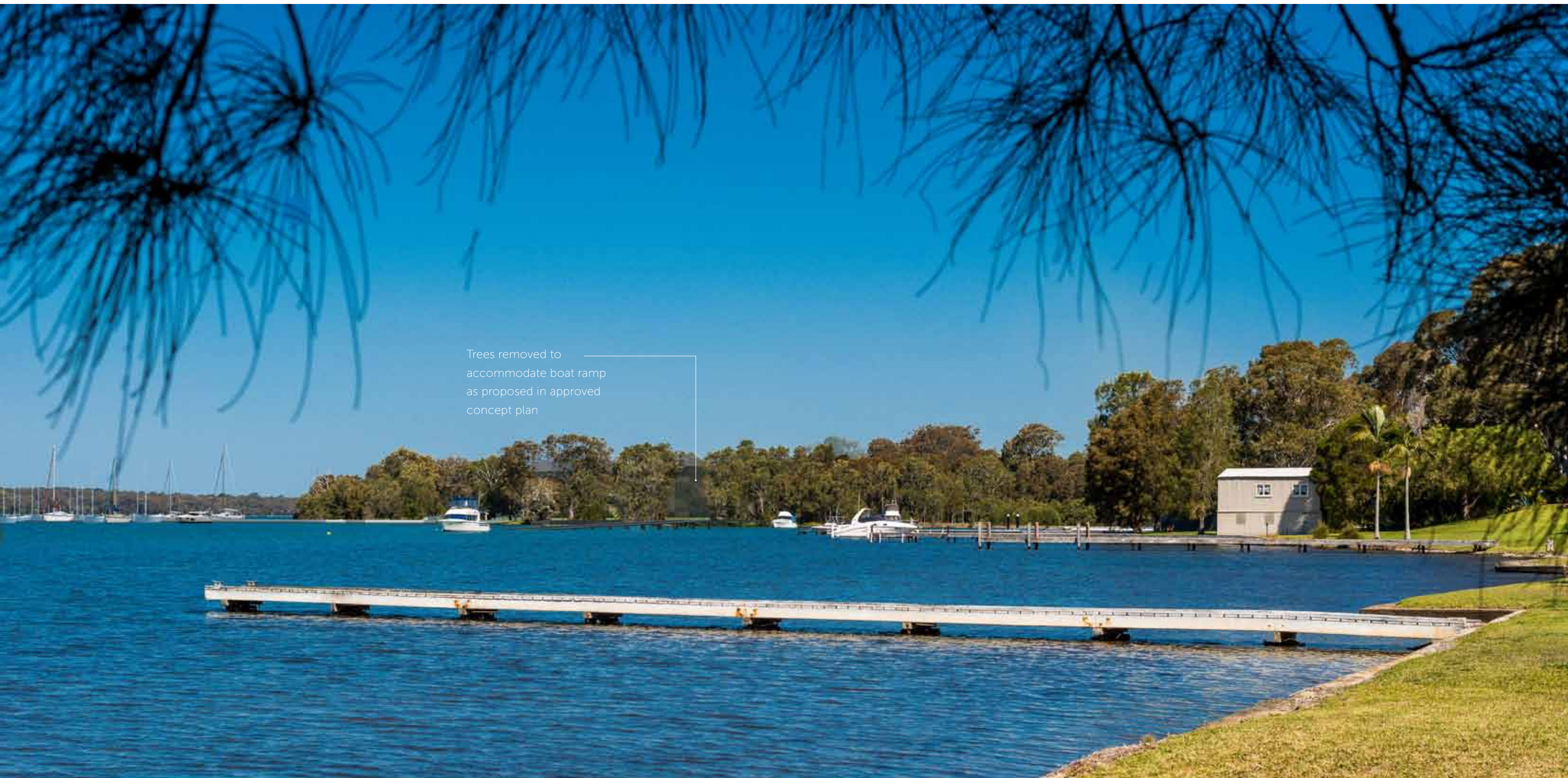


## VIEW 1

**Figure 45**

Comparison of an existing site photo and 2 photomontages showing a massing model of previous approved concept plan and proposed buildings.





Trees removed to  
accommodate boat ramp  
as proposed in approved  
concept plan

## VIEW 1

**Figure 46**

North elevation photomontage showing a massing model of the previously approved concept plan.



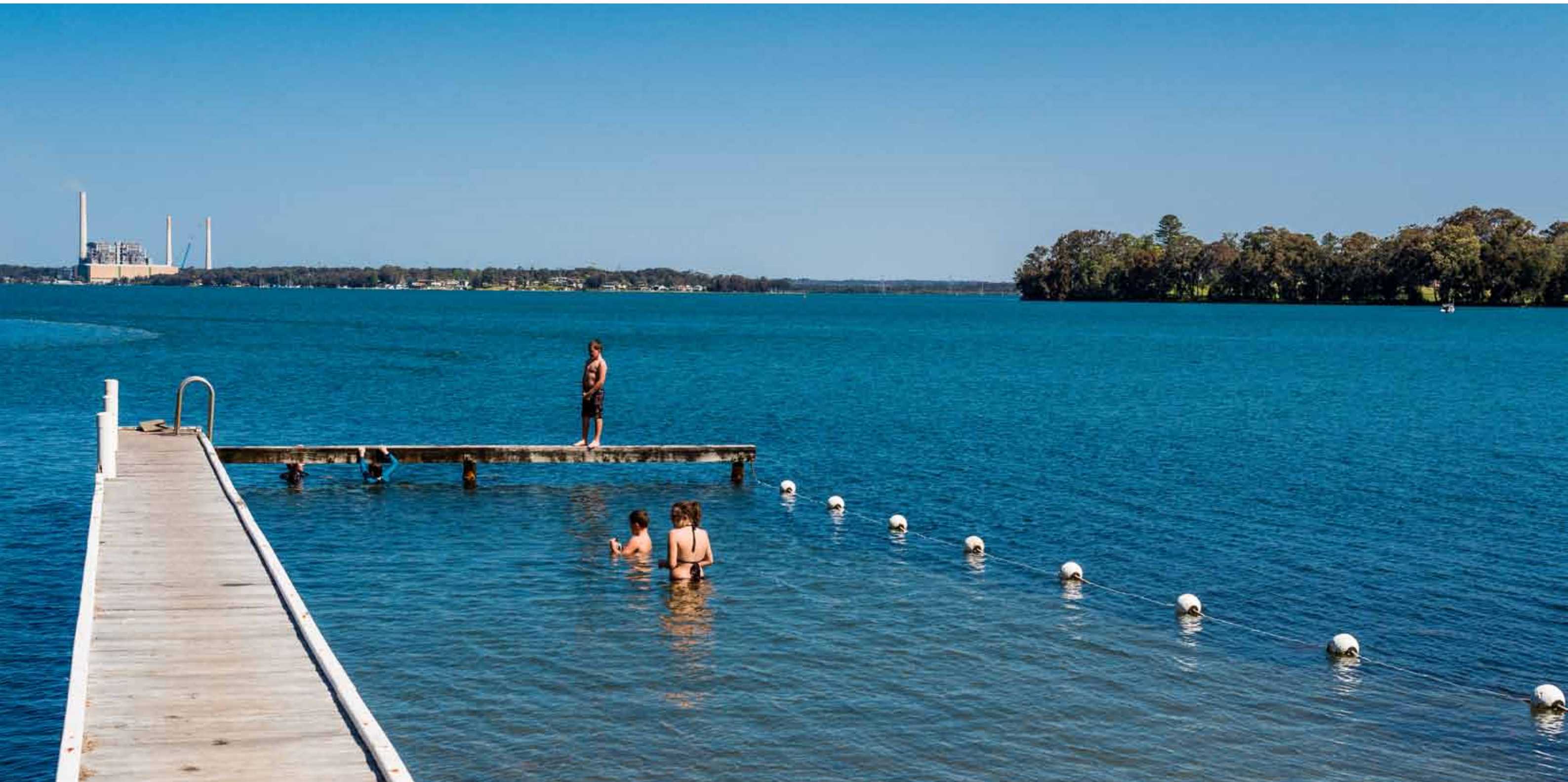


## VIEW 1

**Figure 47**

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.





VIEW 2

**Figure 48**

Existing site photo - View 2 (Brightwaters Sea Baths)





## VIEW 2

**Figure 49**

Comparison of an existing site photo and 2 photomontages showing a massing model of previous approved concept plan and proposed buildings.





VIEW 2

**Figure 50**

North-East elevation photomontage showing a massing model of the previously approved concept plan.

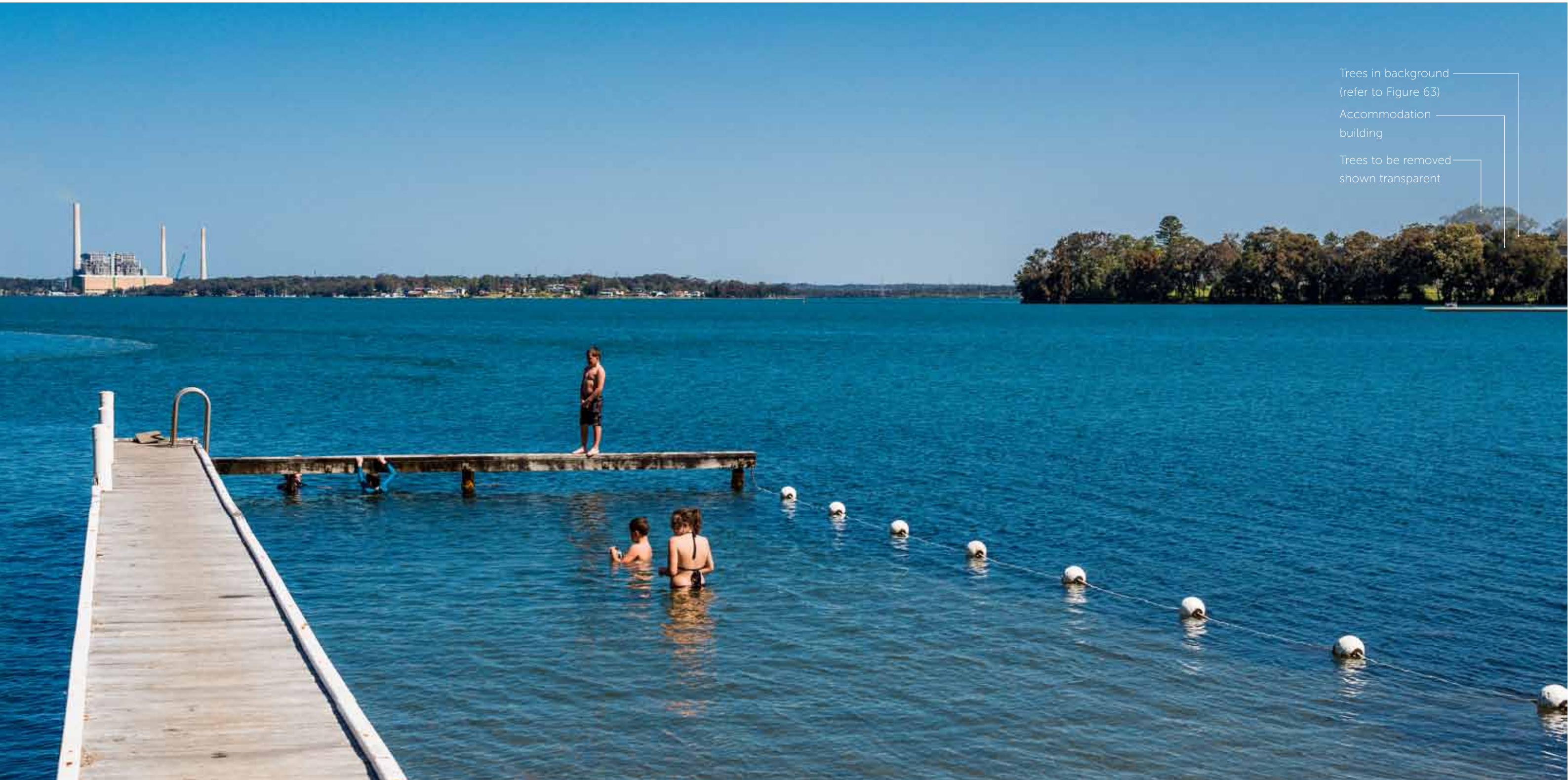


# 3

PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



VIEW 2

**Figure 51**

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

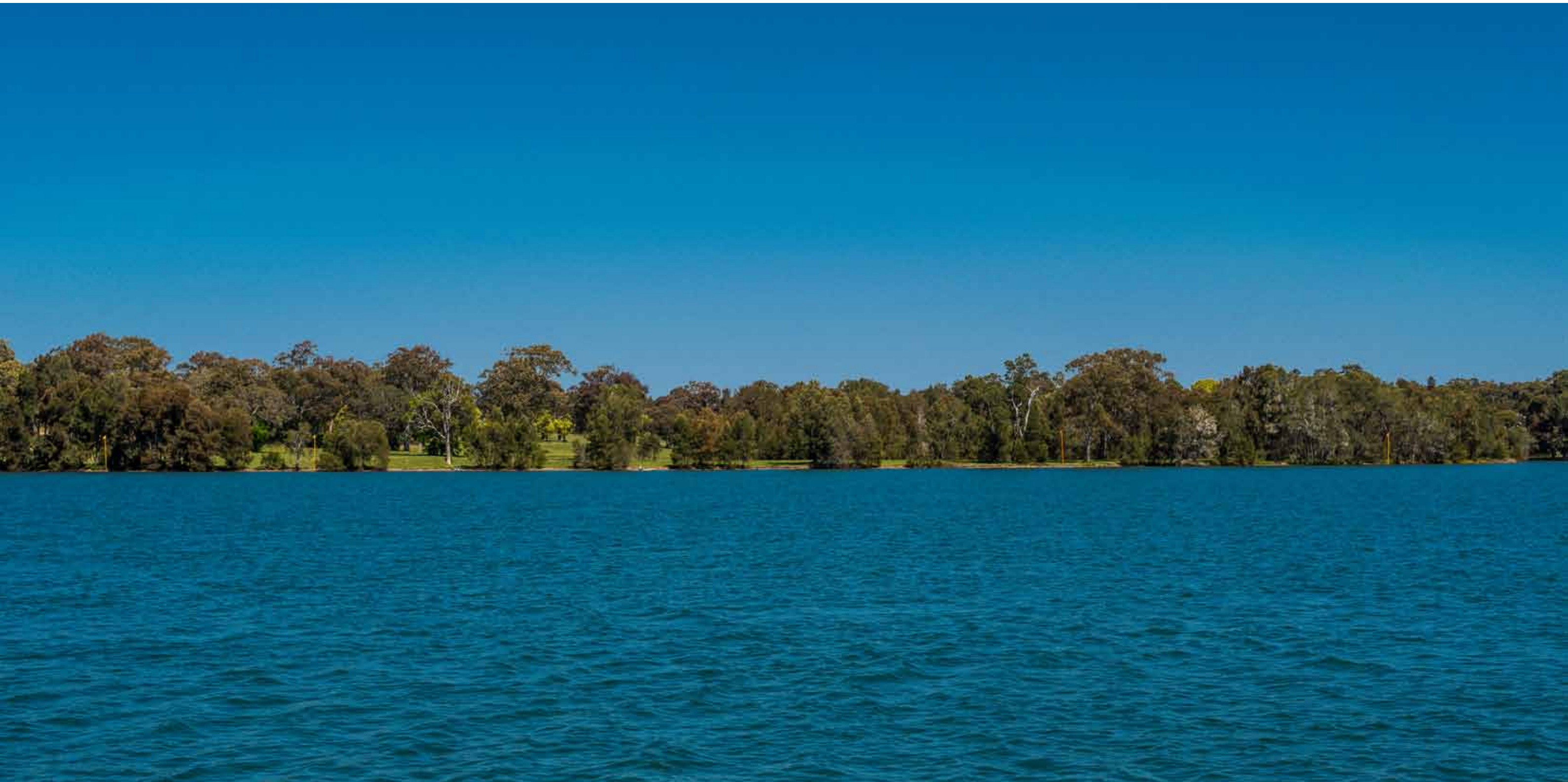




EXISTING - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



VIEW 3

**Figure 52**

Northeast elevation of the existing site

—



# 3

PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



#### VIEW 3

#### Figure 53

Comparison of an existing site photo and 2 photomontages showing a massing model of previous approved concept plan and proposed buildings.





## VIEW 3

**Figure 54**

Northeast elevation photomontage showing a massing model of the previously approved concept plan.





PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS

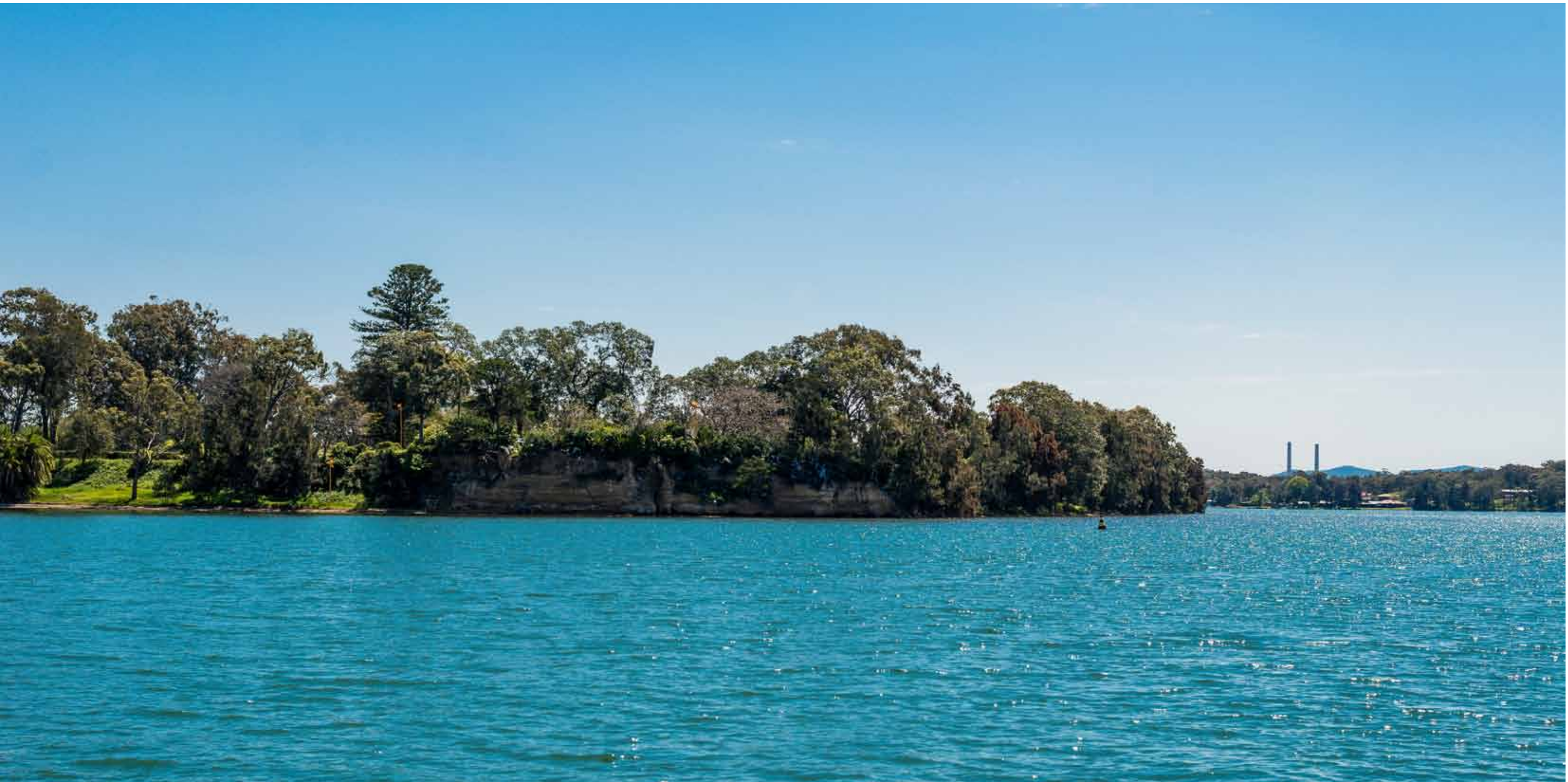


#### VIEW 3

#### Figure 55

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





VIEW 4

**Figure 56**

South elevation of the existing site





Existing Site



Approved



Proposed

## VIEW 4

**Figure 57**

Comparison of an existing site photo and 2 photomontages showing a massing model of previous approved concept plan and proposed buildings.





VIEW 4

**Figure 58**

South elevation photomontage showing a massing model of the previously approved concept plan.





PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



Accommodation Building  
(3 storeys)

VIEW 4

#### Figure 59

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.

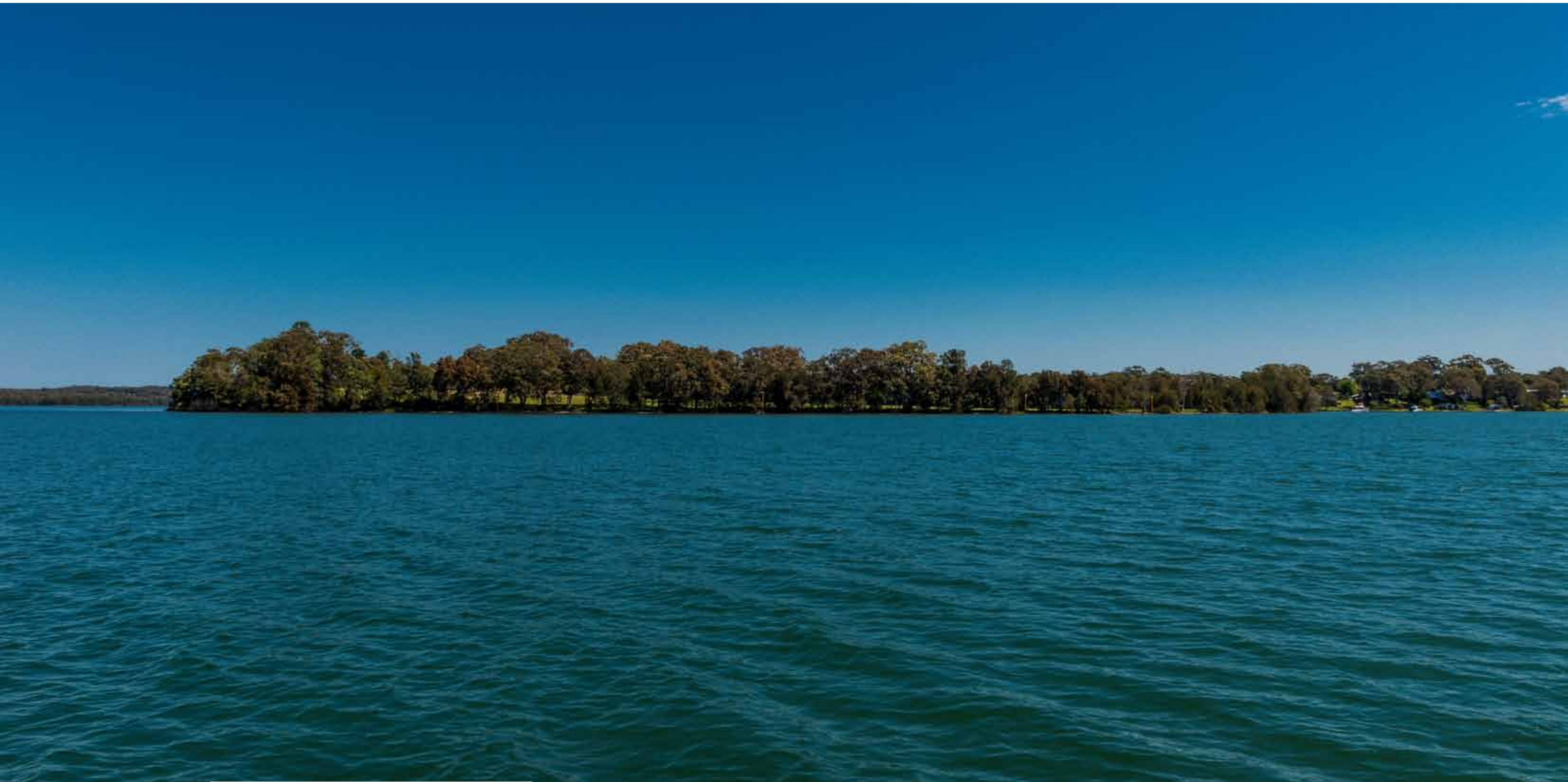




EXISTING - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



VIEW 5

**Figure 60**

East elevation of the existing site

—

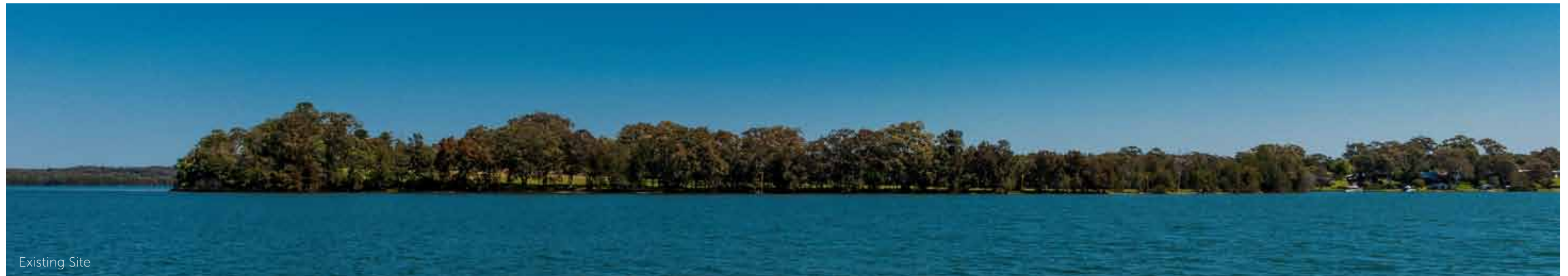


3

PROPOSED - SITE PRINCIPLE 3

# BUILDING HEIGHTS

## VISUAL IMPACT ANALYSIS



VIEW 5

### Figure 61

Comparison of an existing site photo and 2 photomontages showing a massing model of previous approved concept plan and proposed buildings.





APPROVED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



VIEW 5

#### Figure 62

East elevation photomontage showing a massing model of the previously approved concept plan.





PROPOSED - SITE PRINCIPLE 3

## BUILDING HEIGHTS

### VISUAL IMPACT ANALYSIS



VIEW 5

#### Figure 63

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





**Figure 64**

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 66 demonstrates the key public access principles for development.

- A publicly accessible Village Piazza (minimum 60m x 35m) is to be provided that relates to the lake edge and marina.
- 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).
- Buildings to be setback from the 6(1) open space zoned land (already 20-30m wide) generally in accordance with Figure 20.
- Buildings being setback from south eastern corner of the site above Bluff Point 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 plantings and sundial. The setback area should be generally consistent with that shown in Figure 20, 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 between the 6(1) zoned lands and the edge of built form, connecting Trinity Point Drive (south) to the proposed Village Piazza (north).
- East West publicly accessible pathways to be provided from Trinity Point Drive through to the lakeside pathway, as part of internal streetscapes, at locations that function as extensions to Trinity Point Drive and the adjoining road system.
- The legal means of securing the proposed public access through the site being detailed in future Future applications for the development.
- A 1.2m wide footpath to be provided along one side of Trinity Point Drive along the western edge of the site.
- Public access to be provided along the proposed Breakwater.
- Design and construction of the roads and pedestrian path will allow for Public Authorities to access the 6(1) zoned land for maintenance and the like.



**Figure 66**

Public access principles.

## PUBLIC ACCESS &amp; OPEN SPACE

## PUBLIC SPACE

The principle objective of the concept plan remains: that is, to promote public access through and around the site to the waterfront.

## Tourist Hospitality Precinct

The amended scheme maintains the concept of a central public space defined by the surrounding buildings, however, this is now proposed as a public garden rather than a public square. Access to the lake front and between the various buildings across this space is maintained, however, the focus of public access is now the waterfront on the east of the site. An active waterfront precinct is now 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. This car park replaces the boat lift hardstand which has been permanently removed in the revised scheme. The public path continues along the western edge of the site linking back to Trinity Point Drive.

A landscaped pedestrian only pathway along the southern edge of the tourism and hospitality precinct creates an axial continuation of Trinity Point Drive, linking the public roadway to the lake front active zone. This also creates a clear break between the tourism/hospitality and tourist/residential accommodation precincts.

## Tourist Residential Accommodation Precinct

East-west pedestrian only access paths through the accommodation portion of the site to the waterfront public reserve are maintained via landscaped gardens sited between all accommodation buildings. These pathways act as continuations of Trinity Point Drive and the proposed east-west local street to its south, linking the small lot housing & single housing to the west of the site to the lake front.

The lakeside pathway is maintained along the entire eastern and southern edges of the site and located within the site boundary rather than within the council foreshore land. As previously approved, public access is also maintained to the open space/cultural planting zone within the site boundary at the southern end of the site above Bluff Point. This pathway then continues with the public footpath along Trinity Point Drive.

Public access is proposed around the perimeter and in between the 5 southernmost buildings and will be proposed as dual use residential apartments for both permanent and short stay accommodation. The remaining three buildings to the north of the precinct will be designated short stay accommodation with the top levels of these as permissible permanent accommodation. The primary east-west pedestrian pathway forms a natural break between the two.

Figure 67

Public pedestrian access.

- Primary Public Pedestrian Access
- Secondary Public Site Access
- Public open space zoned land

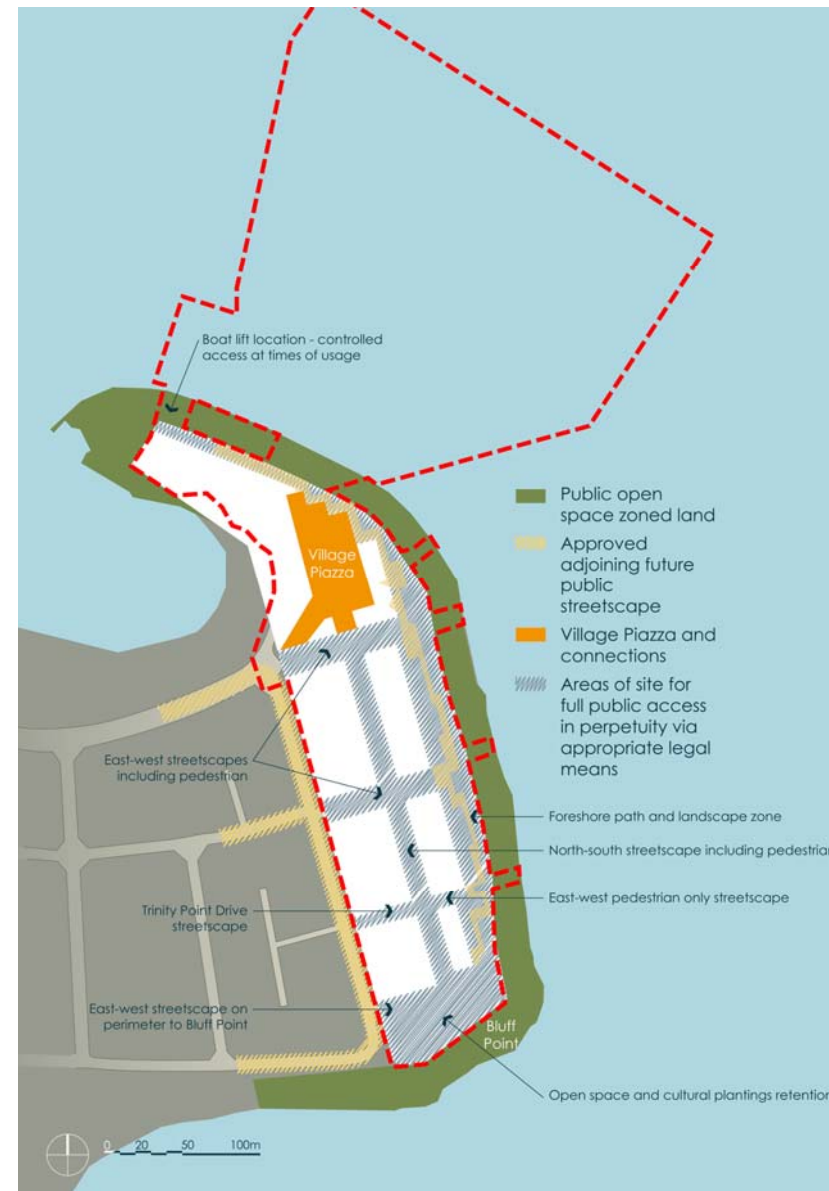




## PUBLIC ACCESS &amp; OPEN SPACE

Figure 68 identifies those areas of the site which are to include public access.

- The proposed breakwater and marina access to be provided in a manner that ensures any desired works by public authorities within the 6(1) zoned land (such as a separate pedestrian access along the lake edge within the 6(1) zone) are not precluded or compromised.
- Public access across the proposed marina travel lift area within the 6(1) zoned land being managed to ensure public safety when the travel lift is in operation with details of proposed management measures being provided with future Future applications. Design to not preclude or compromise all pedestrian access at all other times.
- All proposed works ensuring that access and any works by public authorities within the 6(1) zoned land (such as a separate pedestrian access along the lake edge within the 6(1) zone) are not precluded or compromised.
- The proposal includes a public access loop via the Village Piazza, which will function as an alternative to formalised access around the northern tip and through the saltmarsh and rehabilitated areas. This does not preclude access around the northern tip if Council establish a position to promote that.



**Figure 68**

Public access rights.

## PUBLIC ACCESS &amp; OPEN SPACE

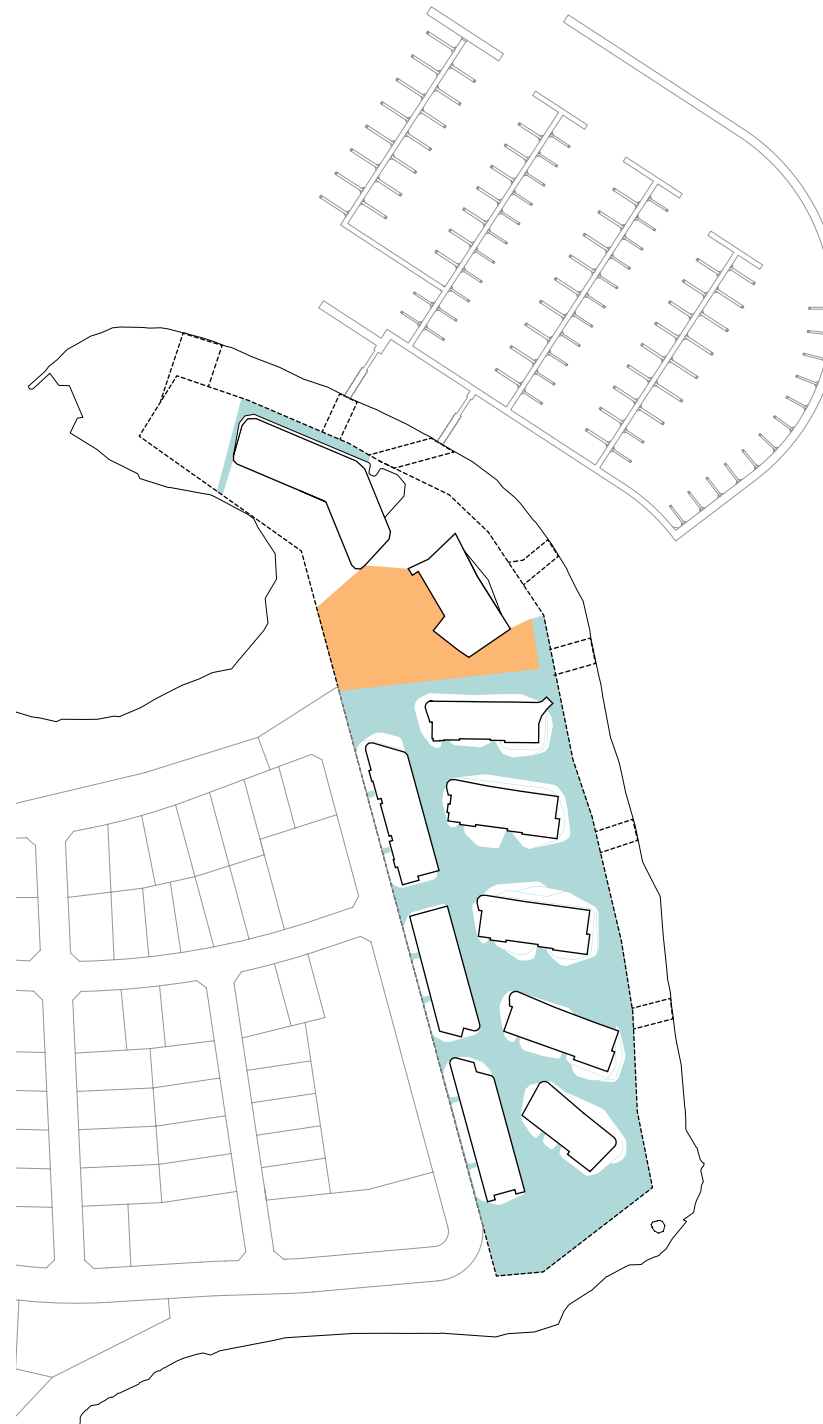
## OPEN SPACE

No change is proposed to the location of the Lot 31 boundary (other than minor road dedication), with the public waterfront space in the council reserve along the perimeter of the site on the north, east and south.

In the tourism and hospitality precinct, The Village Piazza is replaced by a garden and landscaped space with connections to the waterfront, restaurant/function room, hotel, retail and marina. The garden places the buildings within a landscaped setting rather than an urban one and relocates the active portion of the site to the eastern waterfront adjacent to the lakeside walk and the marina activities.

The open space on the southern tip of the site above Bluff Point is maintained, acting as a continuation of the council reserve along the eastern and southern sides of the site. Public access through all the open space is maintained.

- 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 69**

Public access within site.



**Figure 70**

Future streetscape and public open space.





## PUBLIC ACCESS &amp; OPEN SPACE

## PRIMARY PUBLIC SPACE

## Reduced building footprints and increased open space'

- 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
- Apartment building typology provides localised density within each building, opening up greater portions of the site to landscaping opportunities and public access
- 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 71







## PUBLIC ACCESS &amp; OPEN SPACE

## PUBLIC/PRIVATE INTERFACE

## 'Interface between public and private'

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

## 'Ground plane interface'

- The site naturally slopes south to north and west to east towards the north-eastern tip which is addressed via terraced landscaping
- 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
- 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 72

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







## PUBLIC ACCESS &amp; OPEN SPACE

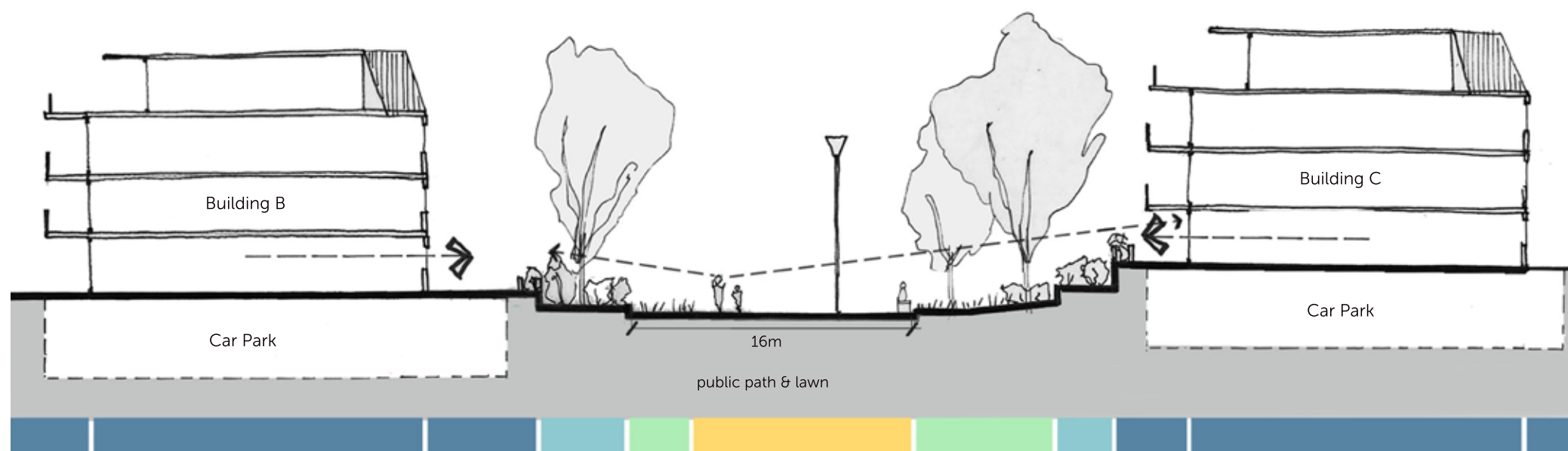


Figure 73 - Section A

Typical Section showing Public - Private interface

## 'Visual permeability'

- 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
- High visibility of public corridors from surrounding residential buildings ensure 'eyes on the street' and help create safe zones for the public occupants
- Street lighting aids nighttime visibility through site and Modification 5 included a crime risk report which generally endorses the scheme

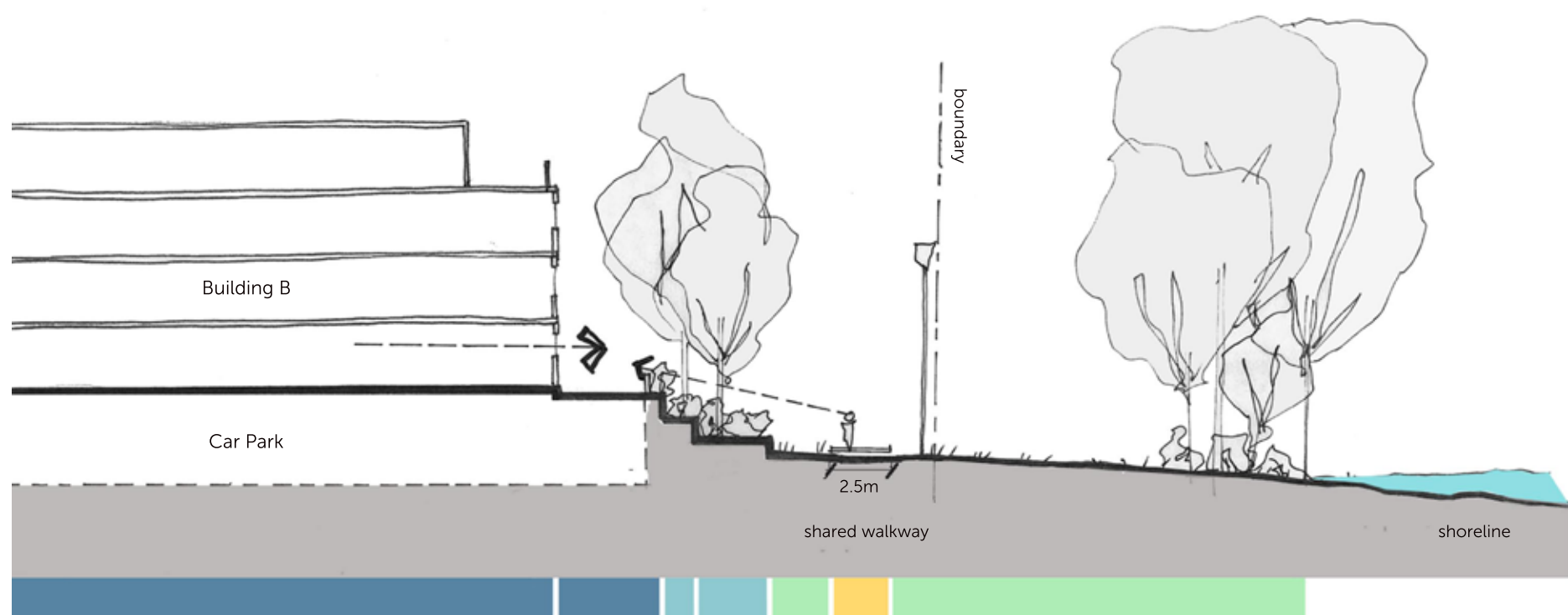


Figure 74 - Section B

Typical Section showing Public - Private interface

- Public pathways, driveways & roads  
(Available for public pedestrian permeability)
- Publically 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'**

- Trinity Point Drive and the small lot terrace housing assist in the transition from the single detached housing to the tourist precinct
- Tall vertical tree planting along either side of the road establishes a coherent character either side of the street
- Tree planting aids screening and privacy for residential dwellings either side of the road
- Apartment setback from the road shoulder of approximately 7-10m (4m setback + 3.5m 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 + 3.5m verge + 11.0m road + 3.5m verge + 4m setback)
- Small lot terrace housing acts as buffer zone between the western single lot housing and the apartments/ tourist precinct
- 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
- 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
- The apartments engage directly with Trinity Point Drive via living areas and bedrooms which face and overlook the public street

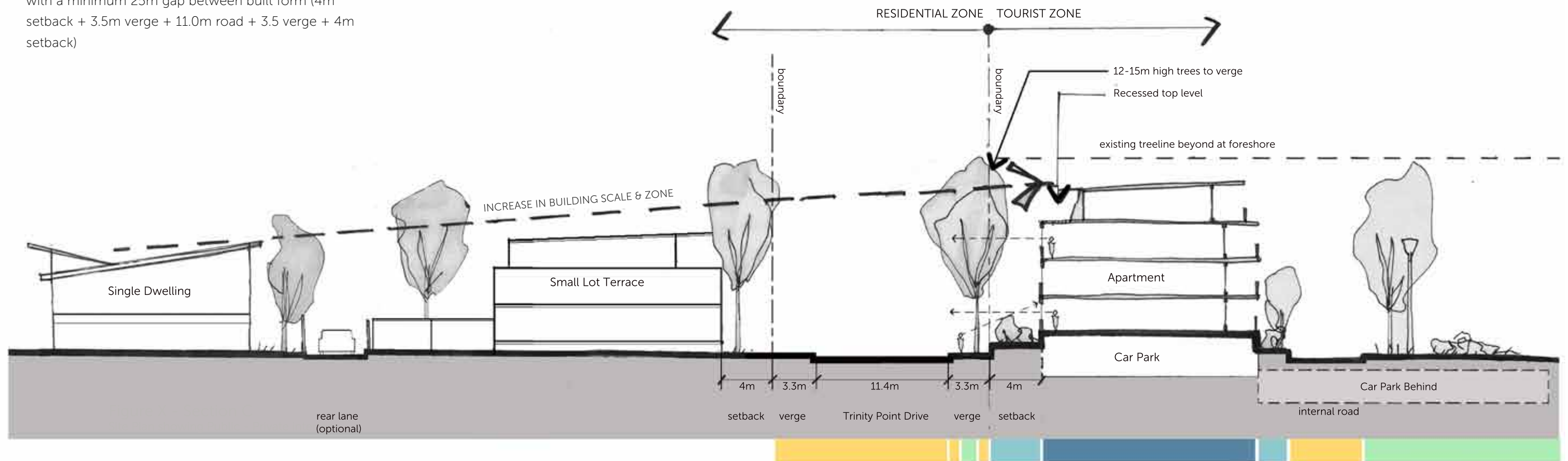


Tree line precedent to Trinity Point Drive

**Figure 75**

Site Plan showing Public - Private interface

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





## 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 spaces within the development both communal and private, that complements site attributes, that maintains privacy, that maximizes views of the lake without loss of vegetation, provides for adequate solar access and daylight, natural ventilation and considers energy and water efficiency and that minimises visual impact.

### Guidelines

Proposed development should be generally consistent with the proposed building form shown in Principles 1–5. Images on the following pages illustrate built form concepts and ideas.

### Village Piazza

The built form of the marina utility buildings should reflect the functional uses of the buildings but should be considered in terms of their visual appearance from the lake village piazza and surrounding areas.

Creation of a raised village piazza, linked and open to the lake, marina and boardwalk. Principle 2 outlines specific design outcomes to be achieved on the external (underside) edges of the piazza. A 'public sculpture' is proposed themed upon "Wind & Water" that will animate the piazza and with cafes,



restaurants, sightseers, small shops & functions, it is anticipated to become a public lake focus where the general public, locals, mariners, tourists and residents can enjoy a unique lifestyle.

Perimeter built form is to frame the piazza west, south and partially to the east, with land uses at piazza level to activate the space. Pitched roof form is intended on the piazza perimeter form, reminiscent of domestic scale port villages. That form also provides cues back to the built form on the balance of the site and the surrounding residential area. Buildings at piazza level (where appropriate) are to incorporate transparency as a design intent to maximise viewing opportunities.

A group of three small footprint slender simple

forms of additional height are proposed within the village piazza. On purpose, these are distinctive from other built forms, and are to be dramatic, dynamic and expressive. Principle 3 outlines the role of and rationale for the siting of these three forms. Essential to the design intent, the northern most form is to be presented and finished in glass (with reflectivity measures addressed).

### Comment

*This presents as a group of sculptural forms, totemic markers for the destination, distinct and juxtaposed to other building form on site. Simple form and material choice are critical to achieving the iconic outcome sought for these buildings which are critical to the success of the project as a destination that people will*



## 07 URBAN

### 3.00 URBAN

### 3.1 VISION

The vision and deve

be attracted to.

*In evolving the design for the destination element of the project a number of design issues were considered. A taller small footprint building of 8-10 storeys initially offered an expressive response to the destination marker however in the lake context (whilst recognizing the dominant Power Station reference) taller 'buildings' rather than structures was not considered reasonable. A group of small footprint well-proportioned lower height buildings offered both a destination marker element with a more articulated and unusual 'Village' place surround. These elements form interesting counterpoint in the 'Place' definition and character.*

## BUILT FORM

The approved concept plan envisioned an essentially urban development with commercial buildings grouped around a village piazza and residential dwellings in a tight urban grid. The proposed amendment re-envision the development as buildings nestled within a landscape and individual buildings separated from each other by extensive gardens. All buildings predominantly sit below the tree line of the extensive mature trees located along the northern, eastern and southern waterside edges of the site.

### Tourist Hospitality Precinct

The proposal replaces the 'village piazza' with an open garden, which contextually places the buildings in a landscape setting more appropriate to the site. The perimeter buildings which previously surrounded the piazza to frame views have been removed, opening up the public domain, linking the interior of the site to the overall landscaping beyond and creating views to and from the lake.

Buildings previously located on the west of the village piazza have been moved to the east adjacent to the lake and the waterfront promenade. This promotes active pedestrian activities along the waterfront side of the site.

The proposed built form allows vistas between the hotel and function room/restaurant buildings to the lake and landscape beyond, with these vistas over landscaped gardens in counterpoint to the buildings themselves.

Maximum heights in the tourist hospitality precinct are maintained at 4 storeys, with the highest points located towards 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 landscaping along the northern tip of the site. The upper most level is proposed as a roof element clad

in recessive colours. The proposed hotel façade is articulated into a series of small elements reducing the mass of the building when viewed from the lake.

Additionally, there is an emphasis on expressing horizontal elements and 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.

Undulating roof forms exhibited in the hotel and restaurant/function reference the topography and orient the buildings to the views and landscape while also addressing the landscape foreshore.

Inspirational projects by Squillace Architects showing recessed top levels, recessive materials and colours, stone bases, undulating roof forms and external screens

1. Forum of Granada, Spain  
by Federico Wulff Barreiro

2. Baan San Kraam Sales Office, Thailand  
by Somdoon Architects





## BUILT FORM

### Outside Village Piazza

- Built form outside the village piazza is grouped into precincts, created by key lake setbacks (approximately 40m), external public road setbacks, internal streetscape setbacks (15m and 8m), and pedestrian access principles. (The setbacks are shown in Figure 21)
- Generally, the height and form breaks down from Trinity Point Drive edge towards the lake (east) and towards the higher parts of the site (south).
- Principle 3 outlines the revised heights for this part of the site.
- Generally 2 storey detached yet compact integrated form is proposed providing a domestic scale and character (such as pitched roofs, individual garages, front entries, yards). This interacts with the pedestrian scale of internal streetscapes and the lake foreshore. An integration of design, theme and character across these areas is critical to the success of the project and a process to facilitate that integration is to be documented.
- Generally 2 and 3 storey is proposed along the western edge of the site, as described in Principle 3. The form is attached buildings, accessed in groups via a rear lane.
- Built form facing Trinity Point Drive, internal streetscapes and the main north-south foreshore path provides address and surveillance to these.
- Buildings should be articulated to break down bulk and scale where appropriate.
- All buildings facing the foreshore shall have their facades articulated in order to break down bulk and scale. Devices such as awnings, eaves and verandas shall be used to cast shadows over facades to reduce visual impacts.

- All buildings facing the foreshore shall have a section of recessed façade that provides opportunity for 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). The trees shall be planted at grade in deep soil.

#### Comment

*The proposed form was derived after consideration of the responses to previous "U-shaped" form and height concerns and range of alternatives. In particular to maximise the opportunity of lake views where they exist through the retained treed foreshore and provide a more domestic and pedestrian scale.*





## BUILT FORM

### Tourist Residential Accommodation Precinct

The proposed amendment to the Concept plan envisions both a higher density of built forms as well as a different response to the topography and orientation of the site.

Rather than follow a strong street grid characterised by a dominant north-south axis, buildings on the east of the residential precinct are proposed with their long axis running east-west. This allows the majority of dwellings to face north while ensuring that vistas through the site to the lake are maintained. Rather than buildings in an urban grid, the proposal envisions individual buildings in a landscape setting, surrounded by and separated from each other by landscaped gardens. These buildings radiate out as they move from north to south, rather than sitting parallel to each other. The buildings along Trinity Point Drive are articulated to minimise apparent mass and height in order to soften the transition to the more urban subdivision to the west of the site.

The accommodation buildings of this portion of the site are proposed as apartments rather than detached dwellings as per the concept plan. Overall proposed heights are a maximum of 4 storeys, with the upper levels set back from the lower and treated with recessive colours and textures in order to minimise the apparent bulk of these buildings. Heights decrease towards the south of the site as the land levels rise towards Bluff Point. The buildings will primarily sit below the canopy of the existing trees located outside the site in the public reserve, maintaining the contextual idea of buildings in a landscaped setting.

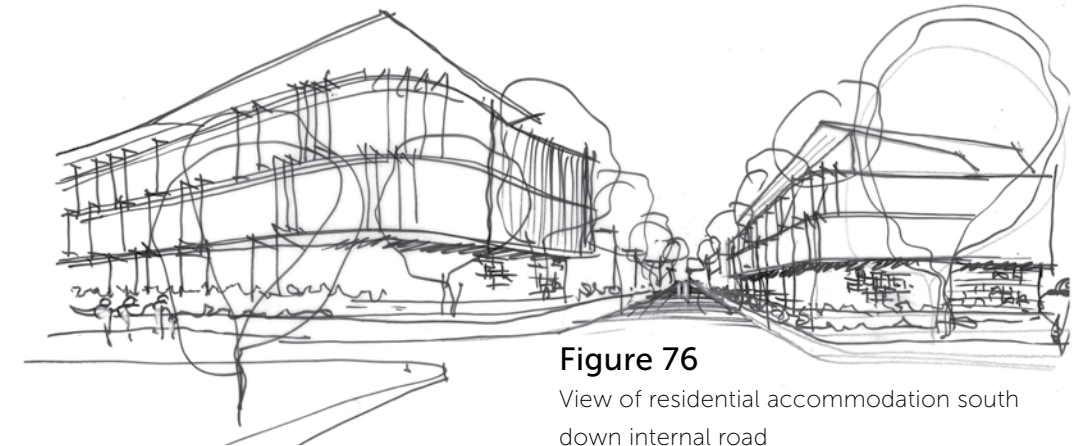
The northern facades of the apartments are articulated by folding and sliding screens into a series of small elements with recessive colours and textures such as stone for the base. The base will link back to the landscaping between each of the buildings to reinforce the idea of buildings in a landscape setting.

Built form on the western edge of the site along Trinity Point Drive will emphasise the street edge with facades and massing articulated to clearly separate the structures into separate forms. Vistas to the water between the buildings will be maintained.



**Figure 78**

View of Restaurant Function Centre from foreshore boardwalk



**Figure 76**

View of residential accommodation south down internal road



**Figure 77**

View of residential accommodation from public path around the site



**Figure 79**

View of Hotel from foreshore boardwalk





## BUILT FORM



Artist impression of hospitality and residential accommodation buildings showing recessed top levels, recessive materials and colours, stone bases, undulating roof forms and external screens, all nestled within a landscape setting.

- 1. & 2. Restaurant Function Centre
- 3. Hotel
- 4. Residential Accommodation



