PART B: SITE PRINCIPLE 2

2

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 the finished 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.

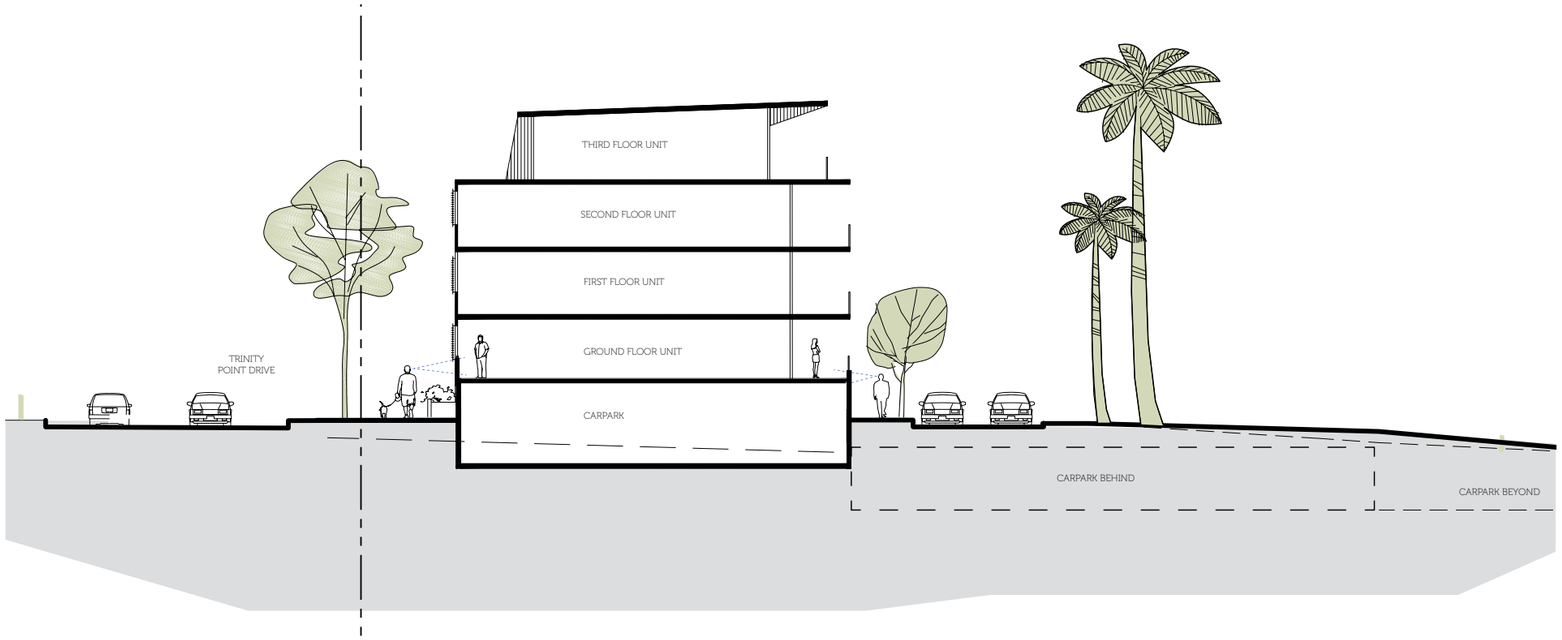


Figure 13
Sketch: Sight lines between buildings within the accommodation precinct.

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

PART B: SITE PRINCIPLE 2

2

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.

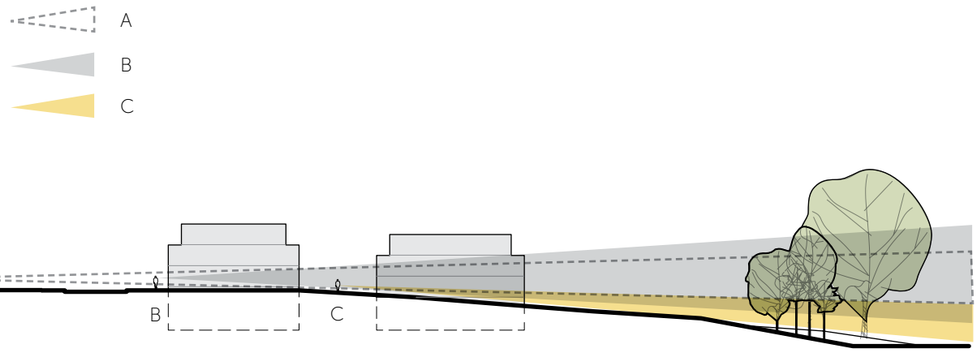


Figure 15

Through-site views and tree line.

PART B: SITE PRINCIPLE 2

2

BUILDING SETBACKS

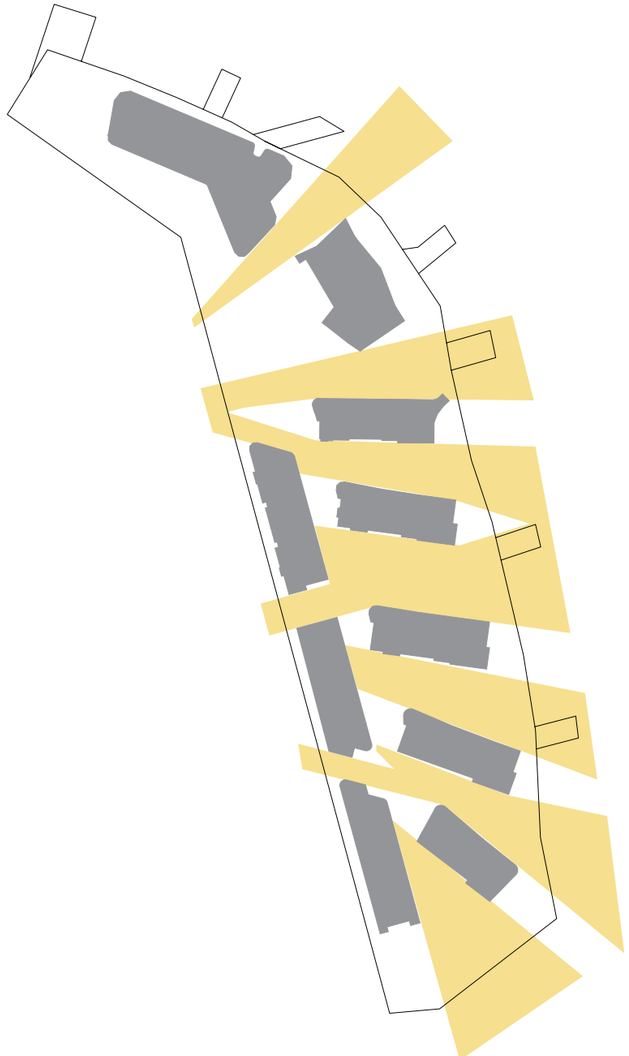
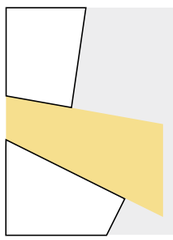


Figure 16
The proposed building layout emphasises the significance of apartment orientation (toward north) and the resultant widening of views supporting a non-urban approach to planning.

Figure 18
View of Bluff Point from the water showing the minimal exposure of the building through the existing tree line.



The proposed scheme is characterised by varied and angled building separation and a widening of views closer to the water.

Figure 17
Zoomed in diagram of typical building separation of the proposed building layout.

PART B: SITE PRINCIPLE 2

2

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

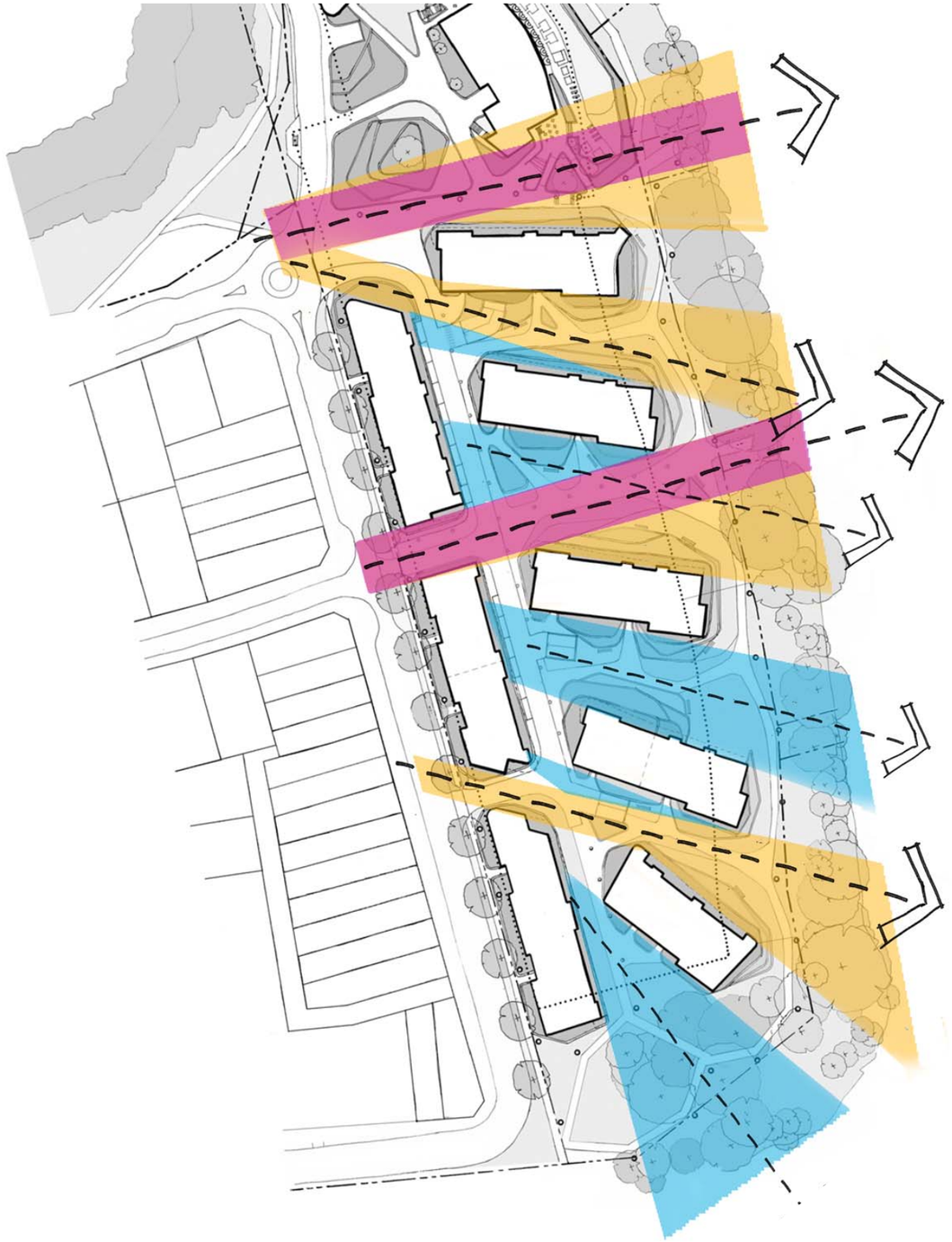


Figure 19

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

PART B: SITE PRINCIPLE 3

3 BUILDING HEIGHTS

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

Objective

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

Guidelines

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

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.

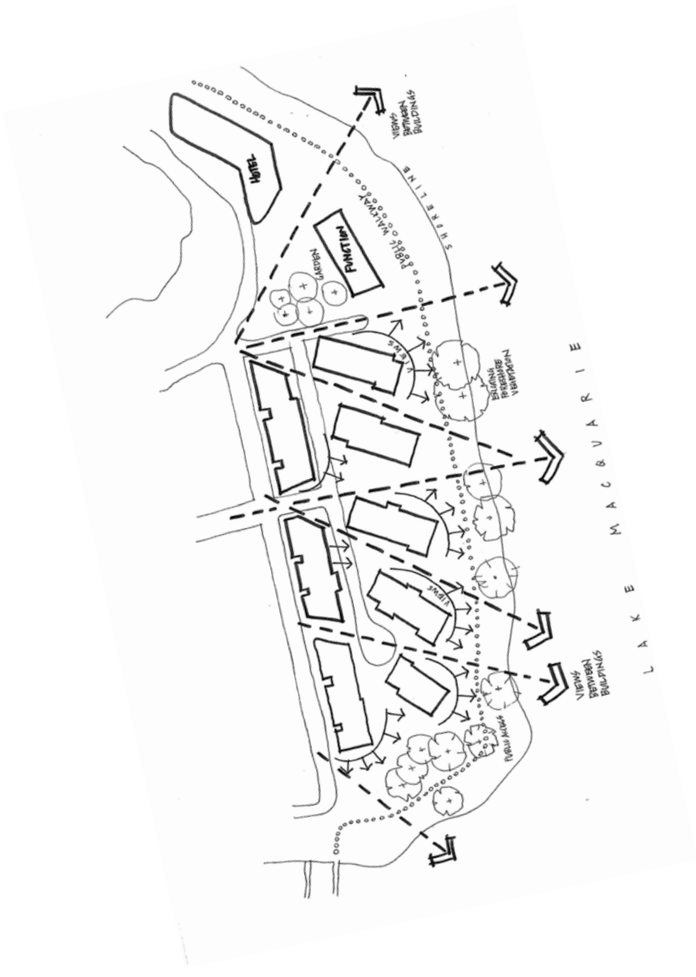


Figure 20
Overall site sight line concept sketch.

PART B: SITE PRINCIPLE 3

3 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).

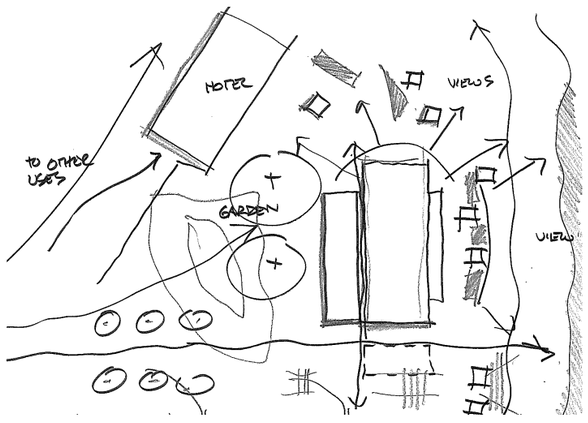
3.10. The proposed restaurant/function building rests on the landscaped podium housing the podium car park. The podium, partially raised above the finished ground level, is to integrate its hard edges and form into the landscape to create interesting level changes, tiered gardens, spatial transitions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



PART B: SITE PRINCIPLE 3

3

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 finished 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.

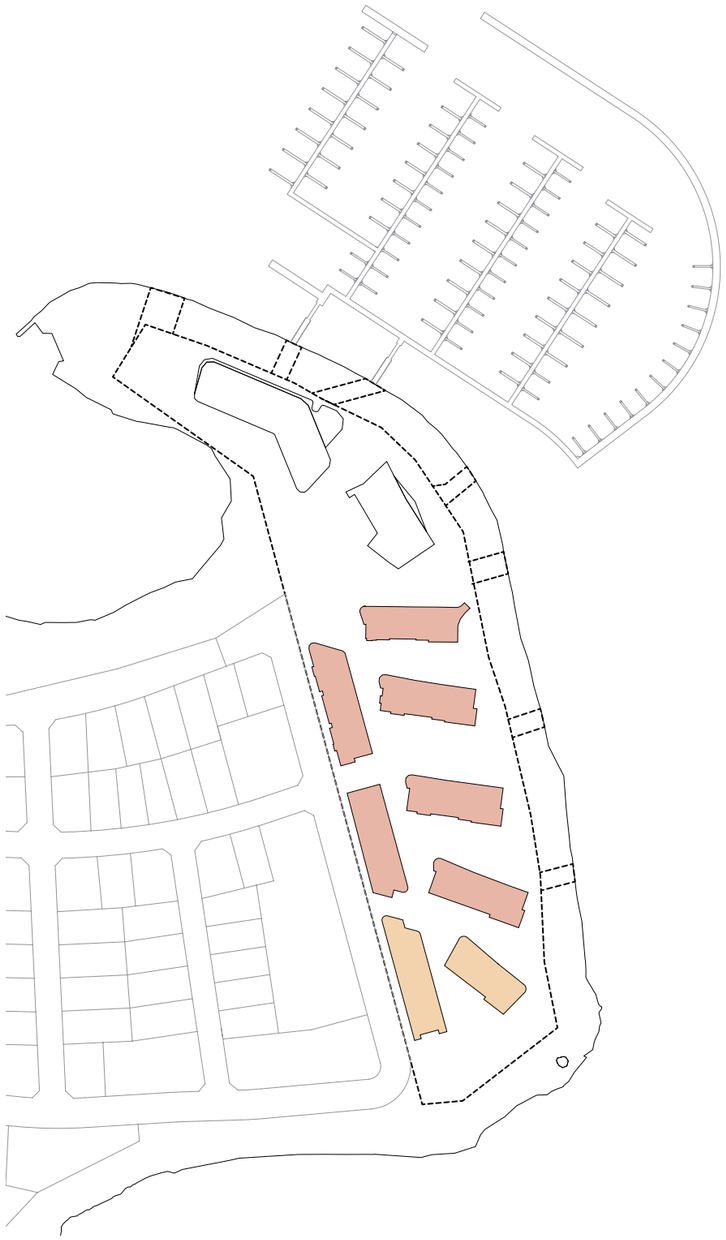
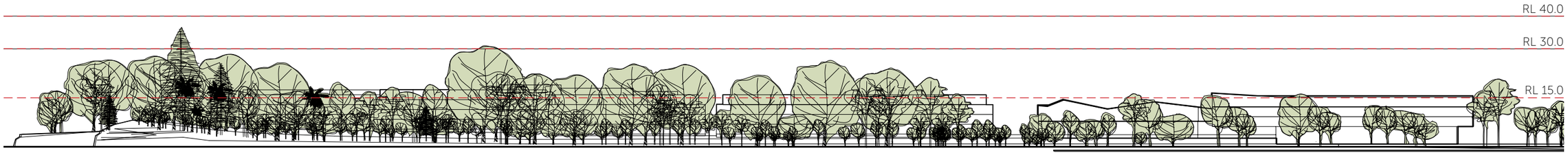


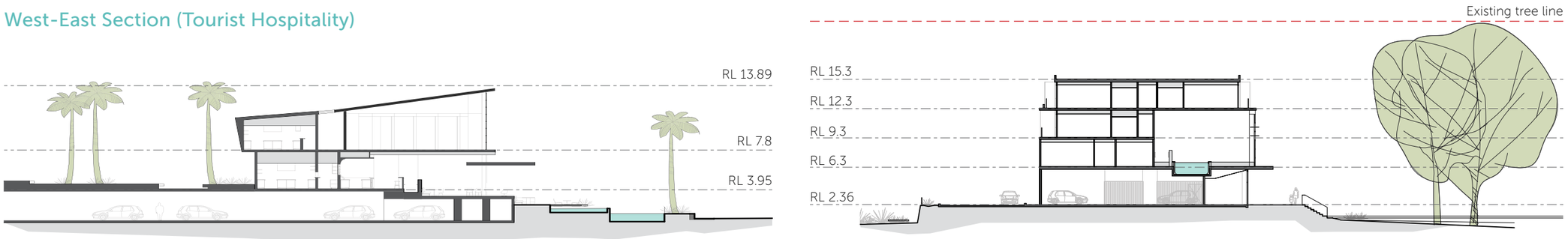
Figure 23
Proposed building heights through accommodation precinct.

3 BUILDING HEIGHTS

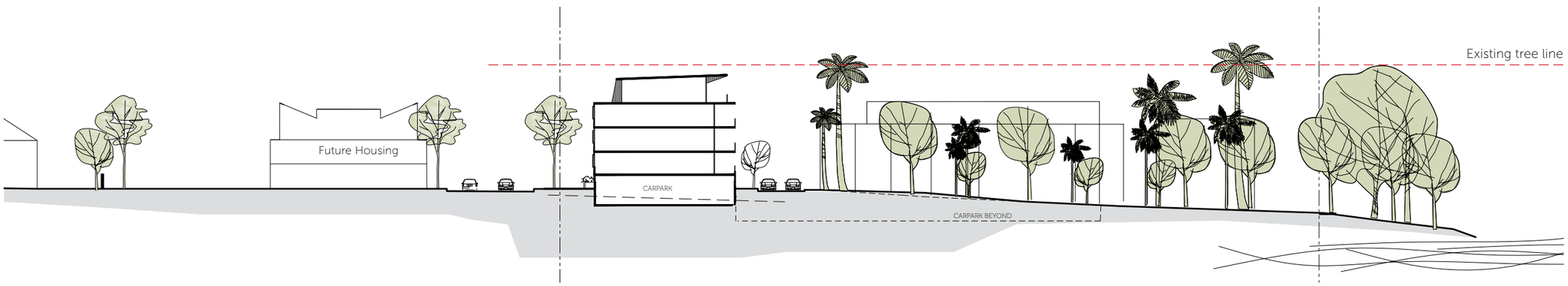
East Elevation



West-East Section (Tourist Hospitality)



West-East Section (Tourist Residential Accommodation)



PART B: SITE PRINCIPLE 3

3

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

EXISTING - SITE PRINCIPLE 3

3

BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS

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.

3

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

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

VIEW 3

Figure 29
Existing Site photo

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.

3

BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS

VIEW 4

Figure 31
Existing site photo

PROPOSED - SITE PRINCIPLE 3

3 BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS

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.

3

BUILDING HEIGHTS

VISUAL IMPACT ANALYSIS

VIEW 5

Figure 33
Existing site photo