

trinity point
LAKE MACQUARIE

PREFERRED PROJECT REPORT
PART 3A CONCEPT PLAN

TRINITY POINT MARINA &
MIXED USE DEVELOPMENT

REVISED PRINCIPLES, OBJECTIVES & URBAN DESIGN GUIDELINES

TRINITY POINT, MORISSET PARK

JUNE 2015

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INTRODUCTION

VISION

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

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

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

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

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

OVERVIEW

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

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

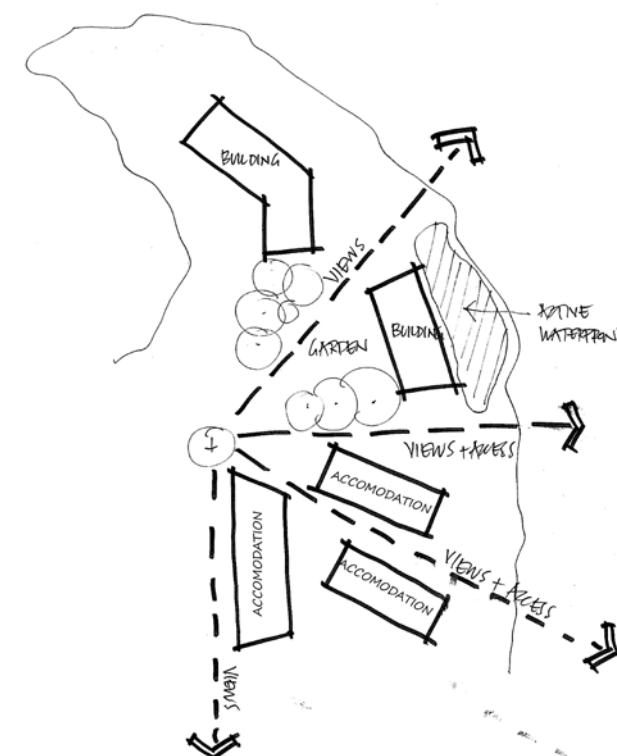


INTRODUCTION

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

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

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



BROAD STRUCTURE PRINCIPLES

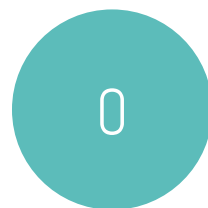


BROAD STRUCTURE PRINCIPLES



BROAD STRUCTURE PRINCIPLES





PROPOSED - SITE PRIN

BROAD STRUCTURE PRINCIPLES

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

Footnotes

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

Figure 4

Site Analysis Plan: Development Opportunities



BROAD STRUCTURE PRINCIPLES

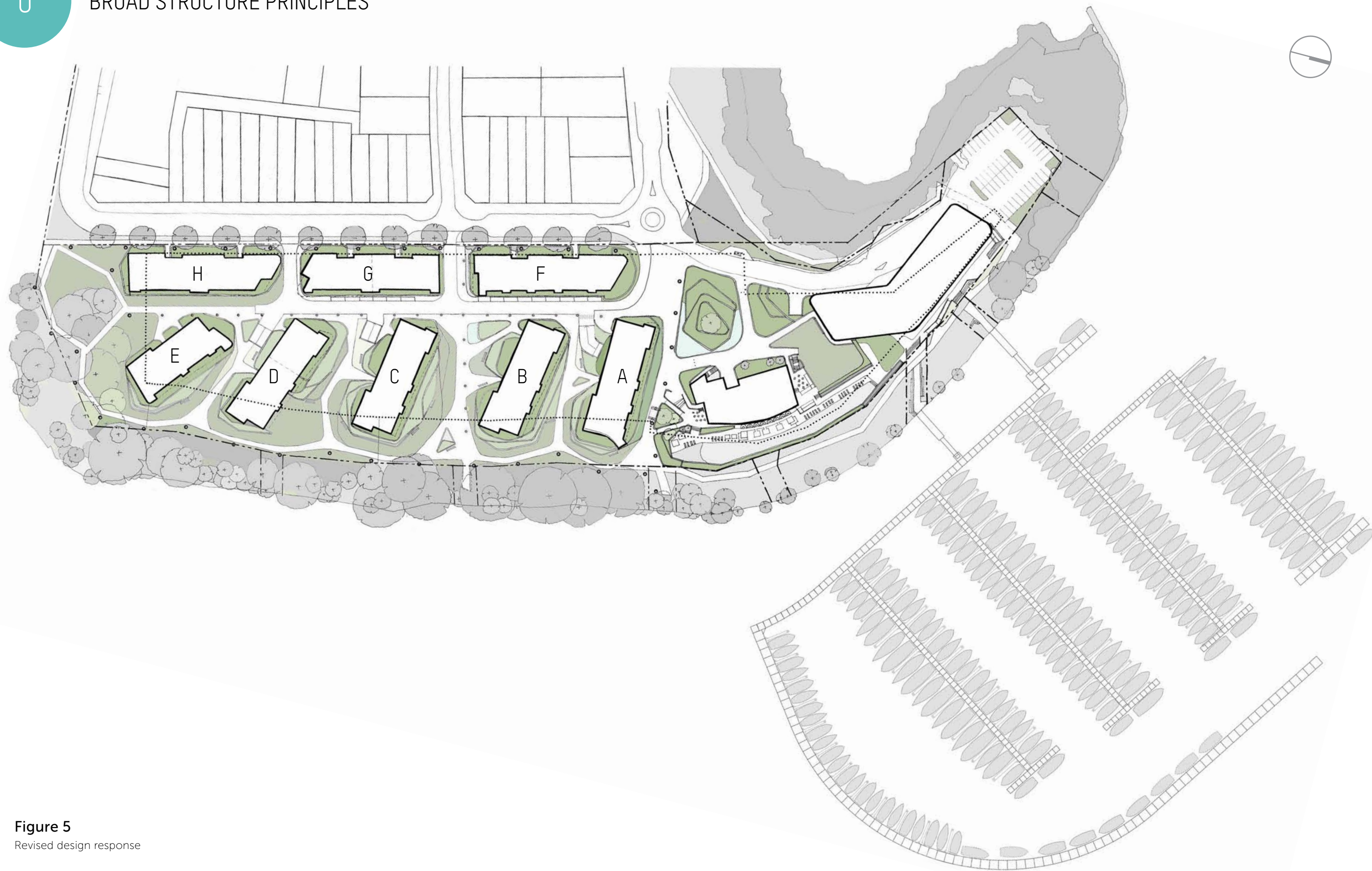


Figure 5

Revised design response

LAND USE

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



Objective

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

Guidelines

Figures 7,8 & 9 illustrate the mix of uses desirable to achieve the objective. The site and proposed usage lends itself to a graduation of uses extending from the marina in the north to the accommodation units in the south. The northern portion of the site is to be a mixed-use tourist and hospitality precinct, while the southern end of the site an accommodation precinct which includes a mix of short stay and permanent accommodation.

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

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



Figure 6

Land use across the site.

Tourist Hospitality Precinct

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

LAND USE

Tourist Residential Accommodation Precinct

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

1.10. A maximum of 100% of this accommodation (315 total individual accommodation units) can be available for tourist use while a maximum of 50% of the total accommodation can be nominated and approved for permanent use. Dual-key apartments are considered as one apartment in relation to calculation for this requirement. Refer to Principles 19 regarding staging.

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

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

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

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

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

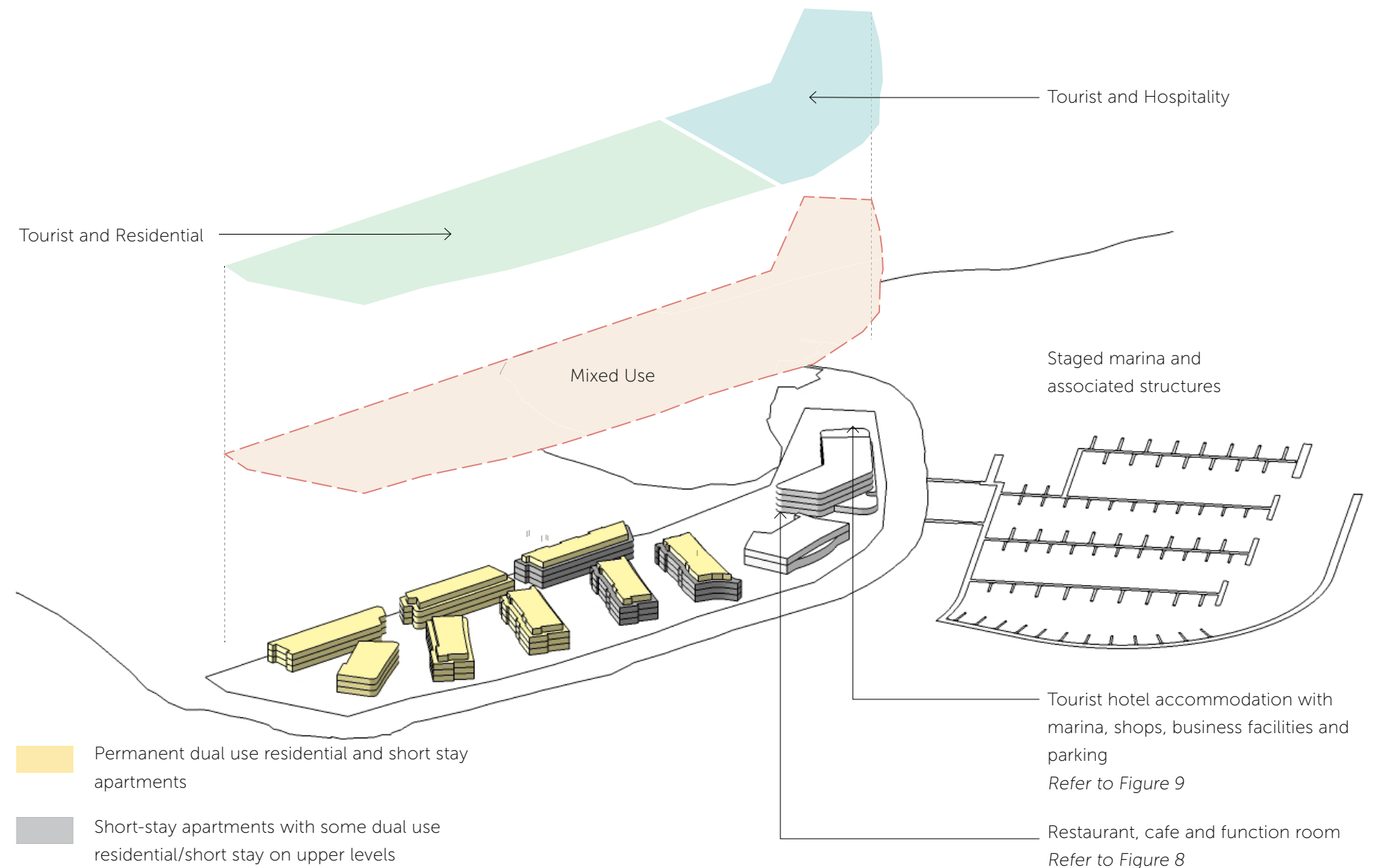


Figure 7

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

LAND USE

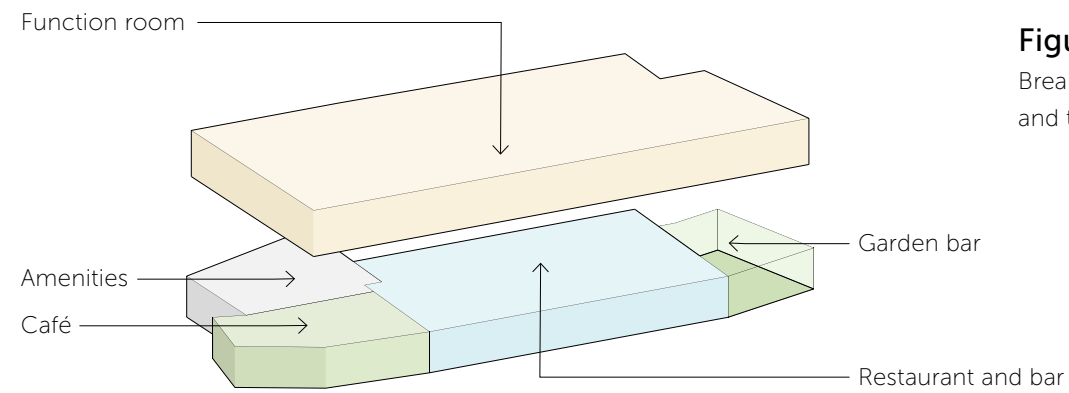
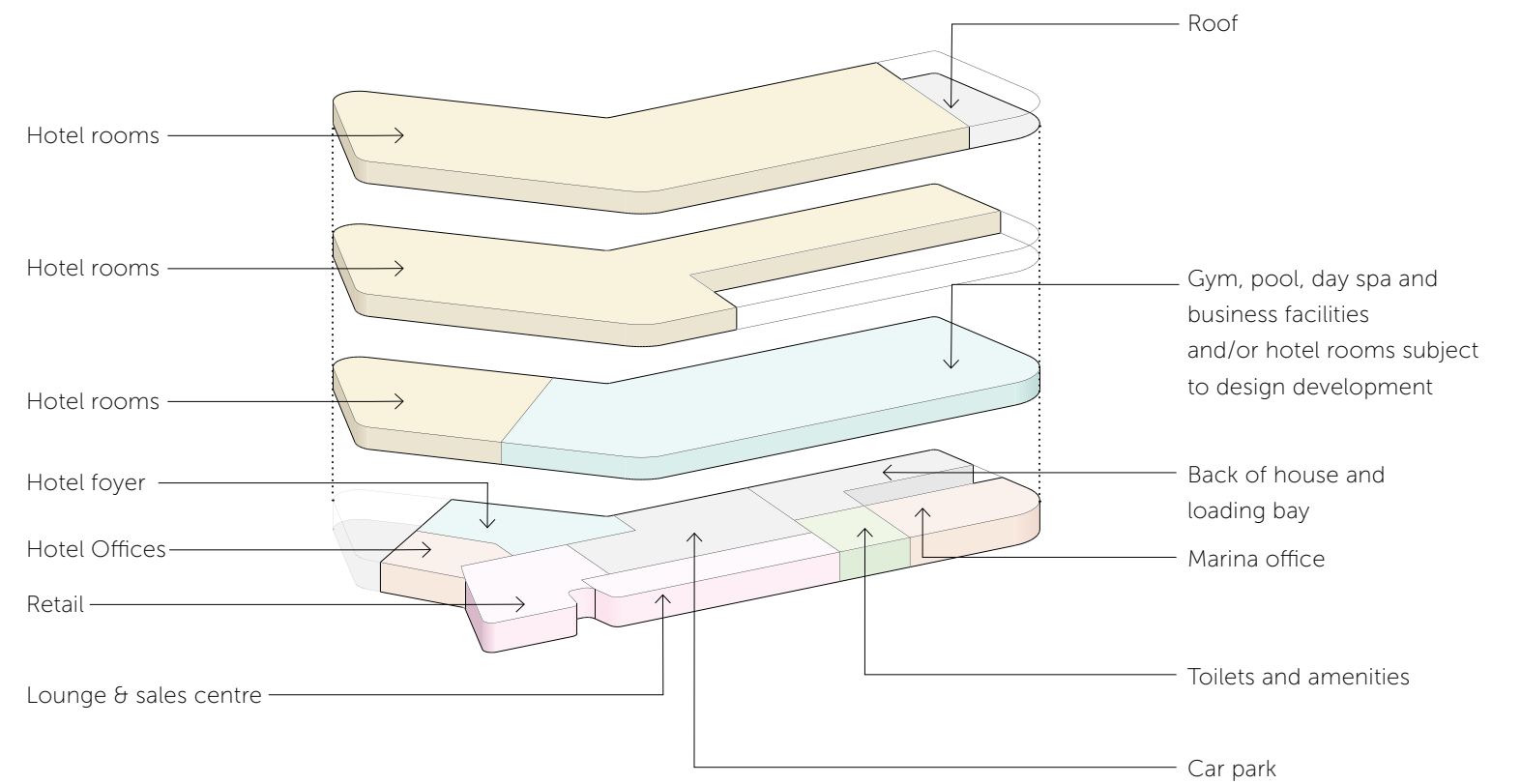


Figure 8

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

Figure 9

Breakdown of the hotel spaces and marina facilities.



BUILDING SETBACKS

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



Objective

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

Guidelines

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

Tourist Hospitality Precinct

2.1. Provide a publicly accessible pedestrian path located within the existing public open space zoned land between the northeastern shoreline and the site boundary. It provides the opportunity for separation of the path from the edge of built form and follows the natural curvature of the shoreline.

2.2. Generally, provide a 15m setback from the site boundary along the eastern edge of the precinct to the external walls of the restaurant and function room. This allows increased space for an active waterfront zone fronting the lake and overlooking the marina. This setback is in addition to the 20m public Council reserve between the boundary and the water's edge. This waterfront zone then connects with the publicly accessible path which runs along the eastern and southern edges of the precinct.

2.3. Maximise setbacks from the south-western site boundary at the entry to the precinct over the landscaped forecourt to preserve multiple view corridors, established between the buildings, over the gardens to the lake. A generous visual relationship here encourages the public into the space and through to the foreshore, and creates a strong visual connection from the public Trinity Point Drive at the northeast nodal point (where the road turns south) to the marina and lake.

2.4. Generally, provide a 7m setback from the northeastern site boundary of the precinct to the external walls of the marina and hotel building. One exception at the hotel building's ground floor retail shop front has a setback of 5m. This ensures that the hotel building conforms to the natural curvature of the site rather than strictly following the boundary line and does not impact on the amenity and access of the public perimeter pathway.

2.5. Provide a minimum 18m western setback from the shoreline to the hotel to ensure adequate development setback from the ecologically sensitive zone.

Tourist Residential Accommodation Precinct

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

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

2.8. Maximise opportunities to stagger development along the eastern edge of the precinct to promote varied and increased setbacks and building separation (see Figure 18). This helps avoid positioning extensive development along the foreshore which creates the appearance of excessive bulk. In addition, this guideline ensures building interfaces along the foreshore are careful and considered in design in order to preserve the amenity, use and perception of the proposed publicly accessible pedestrian pathway. While setbacks form an important consideration in achieving this, further detailing of the built form and materials will assist in addressing the relationship between built form and the foreshore.

2.9. Maximise vistas through the entire site to the water, both from the internal accessway and from Trinity Point Drive, by ensuring through-site east-west axes are established between buildings and over landscaped areas which are generally in excess 12m with minor noncompliance proposed at the internal road between buildings F & B, G & C, G & D, H & E and G & H. However, building separations greater than this are achieved elsewhere between buildings.-

BUILDING SETBACKS

2.10. Ensure a minimum 35m setback to the southwestern corner and 22.8m setback to the southeastern corner of the site above Bluff Point, to provide for retention of and curtilage around cultural planting and the sundial and to facilitate a continuous publicly accessible path and visual public connection to the point and lake beyond.

2.11. Maintain a highly permeable pedestrian access network throughout the precinct that connects users to the lake edge, open space lands, foreshore paths, Bluff Point, to the tourist hospitality precinct and the external public roads network.

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

2.13. Treatment of the accommodation building facades fronting Trinity Point Drive should be articulated through form, setback and material selection to minimise apparent mass and generate a softer transition between the built form of the accommodation precinct and the neighbouring residential subdivision.

2.14. Basement parking below the accommodation buildings are to be raised generally between 1.2m and 1.5m above the finished ground level. This allows the basements to be naturally ventilated but also ensures privacy for ground level apartments is maintained from surrounding pathways, namely the public footpath along Trinity Point Drive and internal accessway.

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

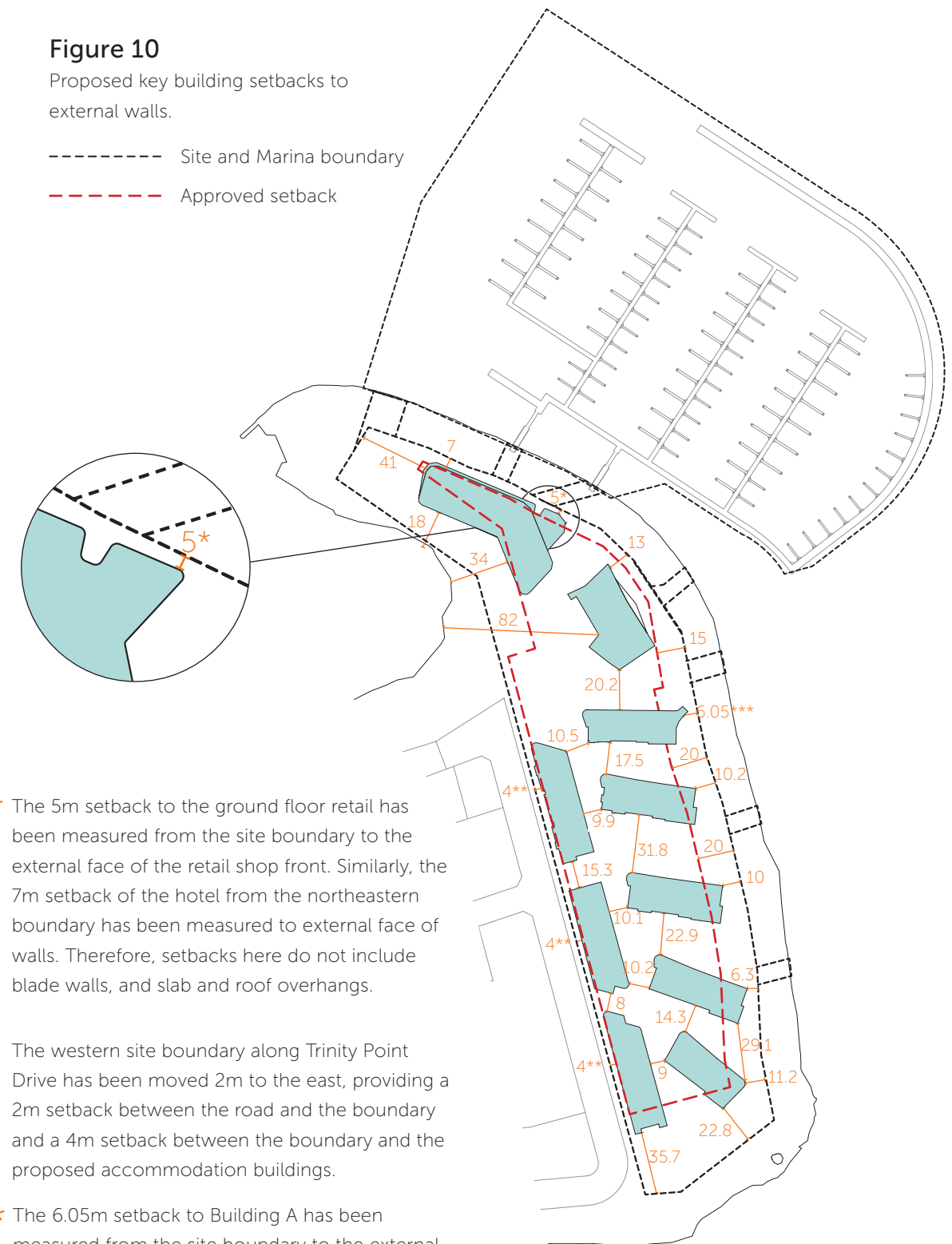
2.16. The narrow eastern ends of the 5 proposed east-west accommodation buildings protrude within the 20m setback from the eastern boundary. However with setback equalisation, the majority of the building mass is set well behind the 20m setback line with extensive landscaped 'fingers' between each of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

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

Figure 10

Proposed key building setbacks to external walls.

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



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

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

*** The 6.05m setback to Building A has been measured from the site boundary to the external face of the ground floor wall. Therefore setbacks do not include blade walls, and slab and roof overhangs.

BUILDING SETBACKS

Figure 11

Site photo key diagram.

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

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

