

## A7 VISION + IMAGES





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**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 with and interaction with the areas great quality – the lake itself. With public access to be facilitated around and through the tourism 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, 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 square and relax, ponder public art pieces and environmental and heritage interpretative signage, 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 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. The Helipad provides additional accessibility to the site increasing its attractiveness within the Tourism market.

New buildings on site will provide tourism accommodation and homes for residents – contributing to surveillance, safety, activity and 'community'. These will overlook pedestrian links, boardwalks & landscaped spaces. They will address the external street edge and boardwalk, and have access to communal landscaped spaces, in addition to the public spaces. Buildings 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 & materials will apply to all buildings & landscape. Within the Village Square, an iconic group of sculptural 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.



# A7 VISION + IMAGES

Before from Brightwater



After from Brightwater

Before Internal



After Internal

Before from South



After from South

Before from Bardens Bay



After from Bardens Bay

# PART B - PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

# B1 OVERVIEW – BROAD STRUCTURE PRINCIPLES

**This component is the core part of the Concept Plan for which approval is sought.**

Its purpose is to establish the framework + guidelines that future development of the site will be consistent with. Project Applications or Development Applications will need to demonstrate achievement of the objectives + 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

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## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

### TRINITY POINT

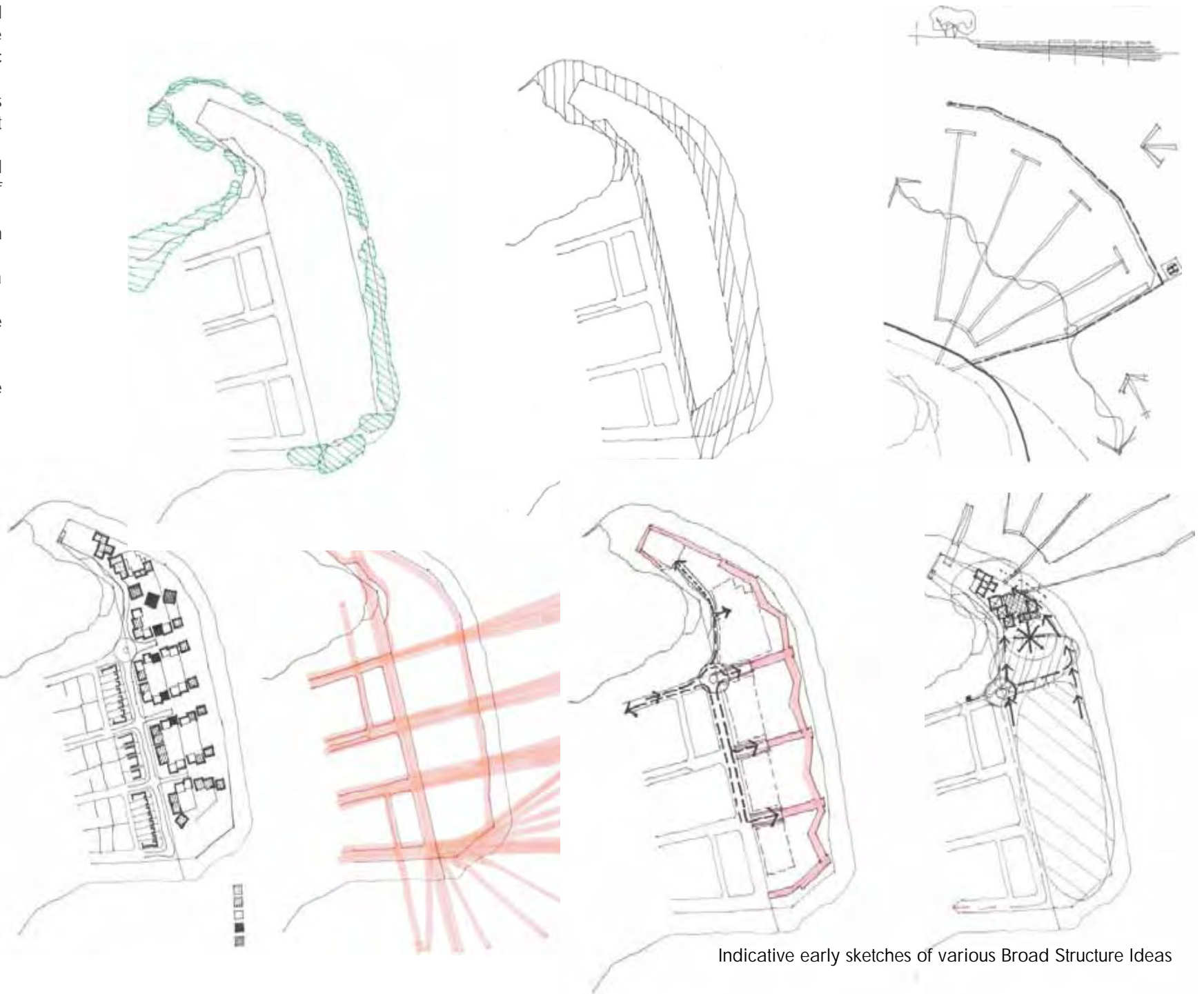


# B1 OVERVIEW – BROAD STRUCTURE PRINCIPLES

- Create a destination and provide social and economic opportunities;
- Locate and design marina to limit impacts on coastal processes and aquatic ecology, to provide modern facilities and environmental management; to provide for staging based on take up rates and to provide for public access and some public berthing.
- Locate helicopter landing facility to limit noise impacts associated with flight path and landing/take off, preclude night use and limit day use.
- Maximise pedestrian public access and amenity around and through the site to the lakes foreshore (apart from to the edge of the saltmarsh bay), and along marina breakwater;
- Provide visual link 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;

The key components of the concept plan to provide direction on achieving these principles follow in subsequent pages.

- 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 do not protrude past the existing tree line when viewed from east and south on the lake, with built form to break down as foreshore approaches;
- Ensure a destination and focal point is created through the incorporation of taller iconic buildings 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 (to be determined as part of future project 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 climate change implications) and acid sulphate soil management in the northern part of site;



Indicative early sketches of various Broad Structure Ideas

## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

### TRINITY POINT

# SITE PRINCIPLES Principle 1 - 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 but allow for separation as necessary to minimise potential conflict.

*Comment: The site and proposed usage lends itself to a graduation of uses extending from the Marina in the north to the south. Locating the busy and active land uses near the marina and locating the more sensitive land uses to the south. The location of the Marina to the north as it is the most accessible location, accounting for site typography and optimal to minimise foreshore and environmental impact.*

## Guidelines

- Figure 1 demonstrates the mix of uses desirable to achieve the objective.
- Locate 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 tourist facility adjoining the Marina and associated facilities. Locate the activity generating uses such as café and restaurant etc immediately adjoining the Marina and locate the Tourist Accommodation immediately behind.
- Locate proposed permanent residential accommodation to the south separated from the Marina and Mixed Uses.

*Comment: Approval for residential use is subject to a concurrent LEP amendment*



Figure 1  
Land Uses





# SITE PRINCIPLES. Principle 2 – 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 (including daylight access and privacy) and all visitors and general public to the site.

## **Guidelines**

Figures 2 + 3 demonstrate the key building setbacks and separations for development.

- Excluding the Village Square/Marina/Tourist Accommodation part of the site, a desirable minimum 10m building setback is to be provided from the edge of the public open space zone along the eastern foreshore (resulting in a desirable minimum 30m setback from the lake edge). This 10m setback may be reduced to a minimum 5m setback at one location generally as shown on Figure 2.

*Comment: When these minimum building setbacks are combined with built form controls, it is clear that large lengths of the boardwalk and open space zoned land benefit from far greater building setbacks, as a function of the proposed "U shaped" built form arrangement. When height controls are also considered, the relationships to the boardwalk and open space zoned land clearly maximises public amenity of the boardwalk and open spaced zoned land, subject to ongoing design and interface detailing.*

- Building setbacks to increase in the south eastern corner of the site above Bluff Point, to provide for retention of and adequate curtilage around cultural plantings and sundial.

- A minimum 4m setback to Trinity Point Road Reserve.

- A minimum 15m building separation to be provided along the 3 pedestrian alignments that extend from Trinity Point Drive, Celestial Drive and Compass Drive (refer comment) to create vistas through the site from the public roadways approaching the site and from within the development site itself.

*Comment: The 15m separation has been deemed to be the minimum to ensure an appropriate volume of space between the heights of buildings as an extension of the alignment of the public street system as shown in Figure 2. The separation is not designed to replace the requirements of SEPP 65. A greater separation may be required where necessary to meet compliance with SEPP 65 and this is to be detailed at Project Application stage. At ground level, courtyards and vehicular access to basement parking may be included within the separation, subject to appropriate detail + justification that demonstrates a high quality pedestrian experience for public along the thru-site link. Alternatively, vehicular access sited outside the thru-site links should be investigated.*



Figure 2 – Key Setbacks to external boundaries

- With the relevant project application/development application, specific investigation is to be undertaken and documented on the ability to retain one or more of the existing remnant forest red gum trees (trees 171, 172, 173) in the central part of the site near the Celestial Drive through site link. That investigation is to take into account input from architect, landscape architect and arborist.
- A minimum 25m building separation to be provided across internal residential courtyards

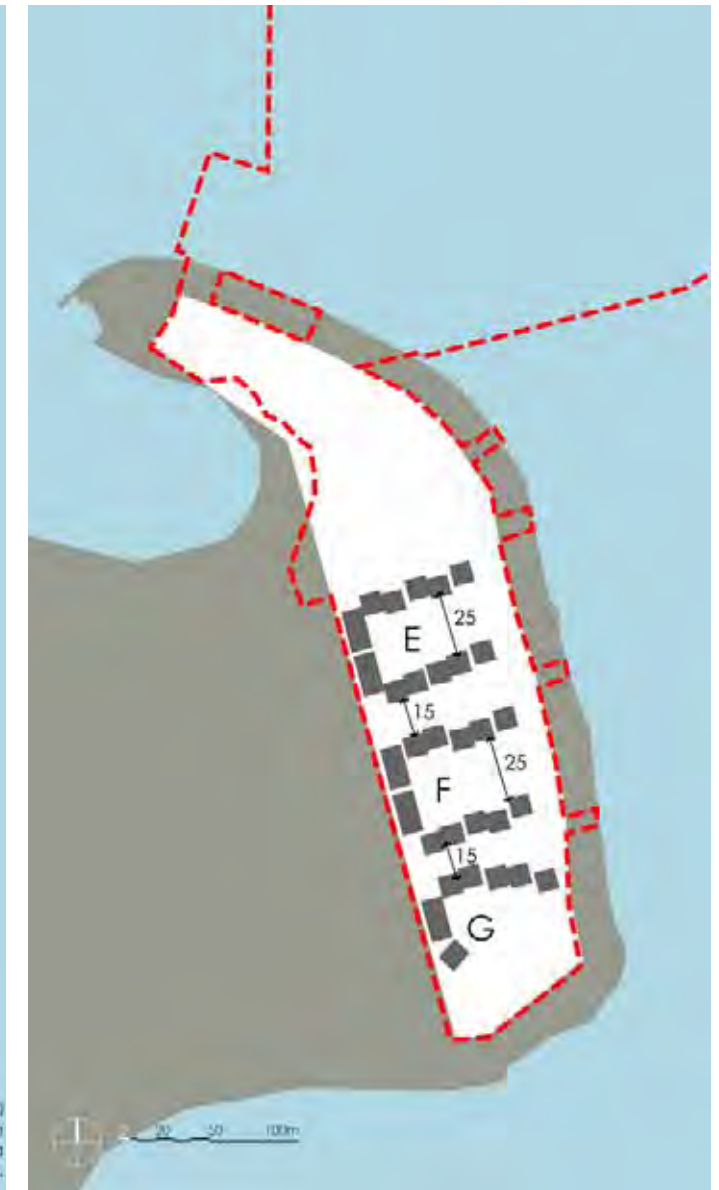


Figure 3 – Key Internal Separations

## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

### TRINITY POINT



# SITE PRINCIPLES. Principle 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 minimise building footprints by adopting taller building forms allowing for larger areas of open space and greater setbacks 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 marina and tourist facility the opportunity to use height as a means of achieving iconic buildings consistent with the overall principle of creating a destination. 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.

## Guidelines

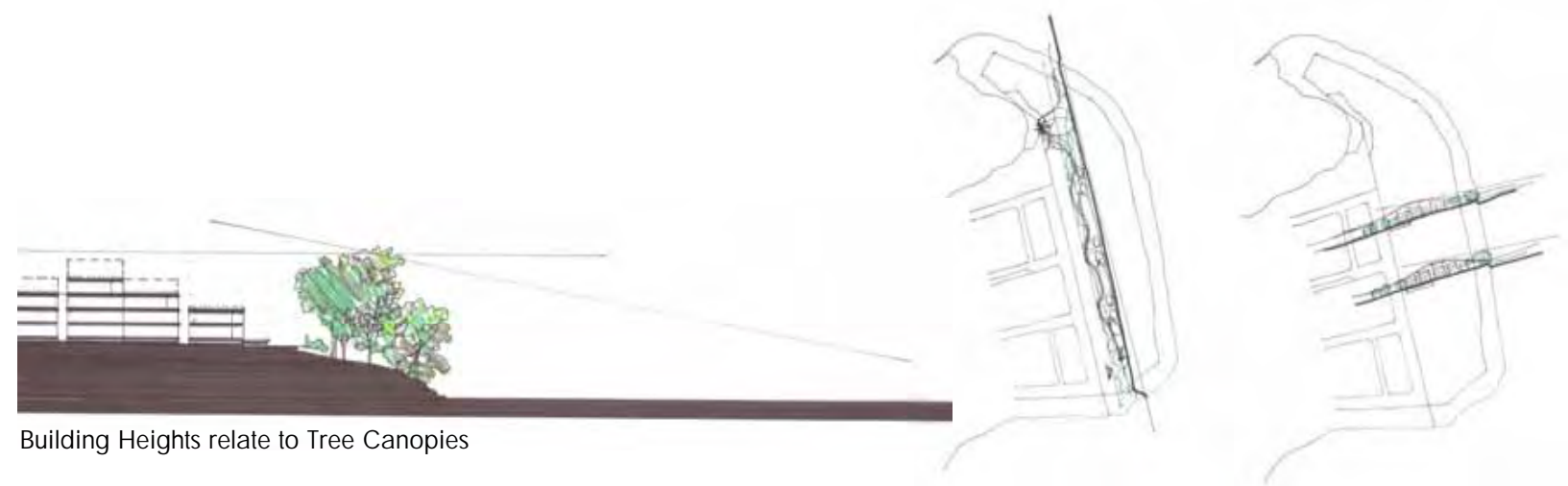
Heights, excluding plant and equipment, roof gardens, fixtures and fittings such as antennas, solar collectors and the like, are not to exceed those shown in Figures 4 & 5, and as generally demonstrated on accompanying elevations. The heights are shown both in the number of storeys and to AHD.



Figure 4 – Residential Building Heights



Figure 5 – Proposed Mixed Use Tourist Resort + Marina



Building Heights relate to Tree Canopies

# SITE PRINCIPLES. Principle 3 – Building Heights

## Notes on Figure 4 – Proposed Residential Building Heights

The proposed height adjoining the public boardwalk running along the eastern side of the development is two storey to ensure an appropriate human scale for pedestrians on the board walk and to provide an appropriate transition to the lake edge.

The proposed height adjacent Trinity Point Drive is predominantly two and three storey to ensure an appropriate response to the street and future development opposite. The exception is a small component of four storey height in proximity to the site entry to provide for an appropriate entry statement and gradation from north to south.

The proposed heights within the centre of the development are proposed at three, four and five storey where they are well setback from edges. No five storey height is proposed where the topography of the site is higher adjacent Bluff Point, where it is to predominantly be two and three storey.

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 predominantly below this when viewed from the east and south.

*Comment: The proposed building heights have been established following careful site and design analysis. The site analysis established that provided buildings were predominantly 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 design analysis has established that taller buildings will deliver the overall desire for a greater level of open space by maintaining a viable floor area but a smaller footprint.*

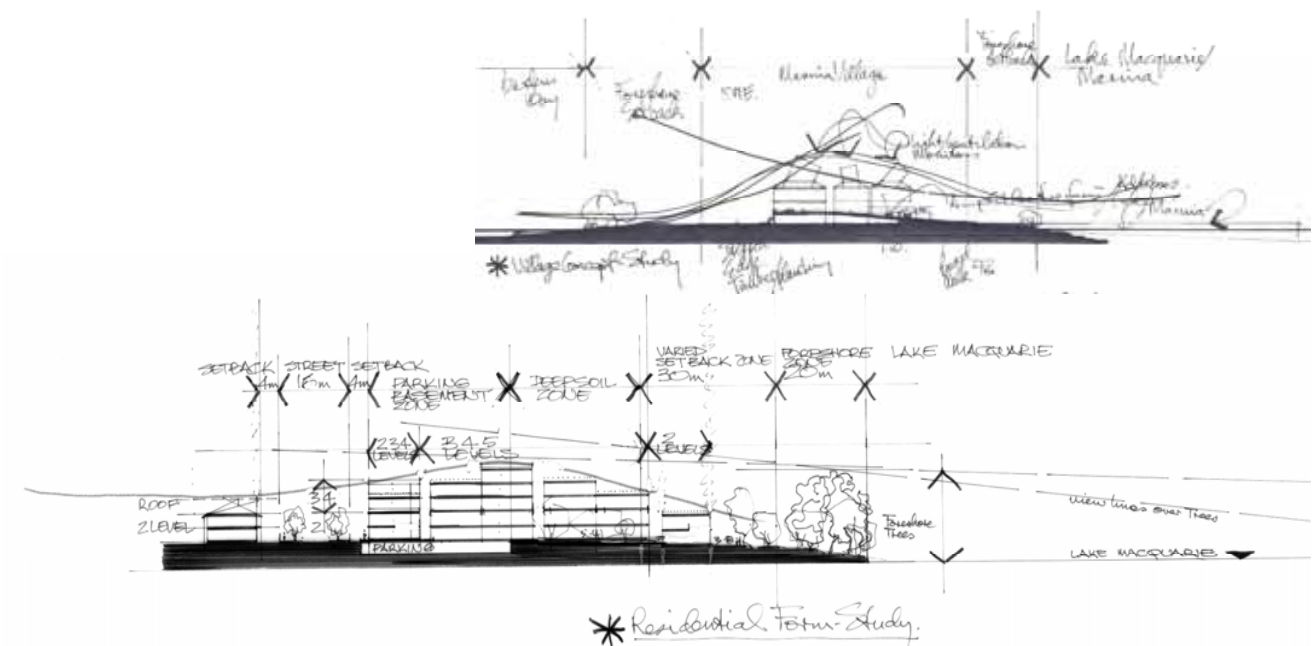
## Notes on Figure 5 – Proposed Mixed Use Tourist Resort and Marina

The height of the proposed marina utility buildings and non-accommodation buildings framing the village square are set at a maximum of two storey above the raised village square in recognition of their location to the lake and that additional height is unnecessary to cater for the proposed use.

Three buildings of five and six storeys in height (above parking) are proposed within the Village area, prominently located relative to the proposed Marina. These heights purposefully extend beyond the height of existing trees along the lake edge and are designed to be iconic buildings that will attract tourists to the site.

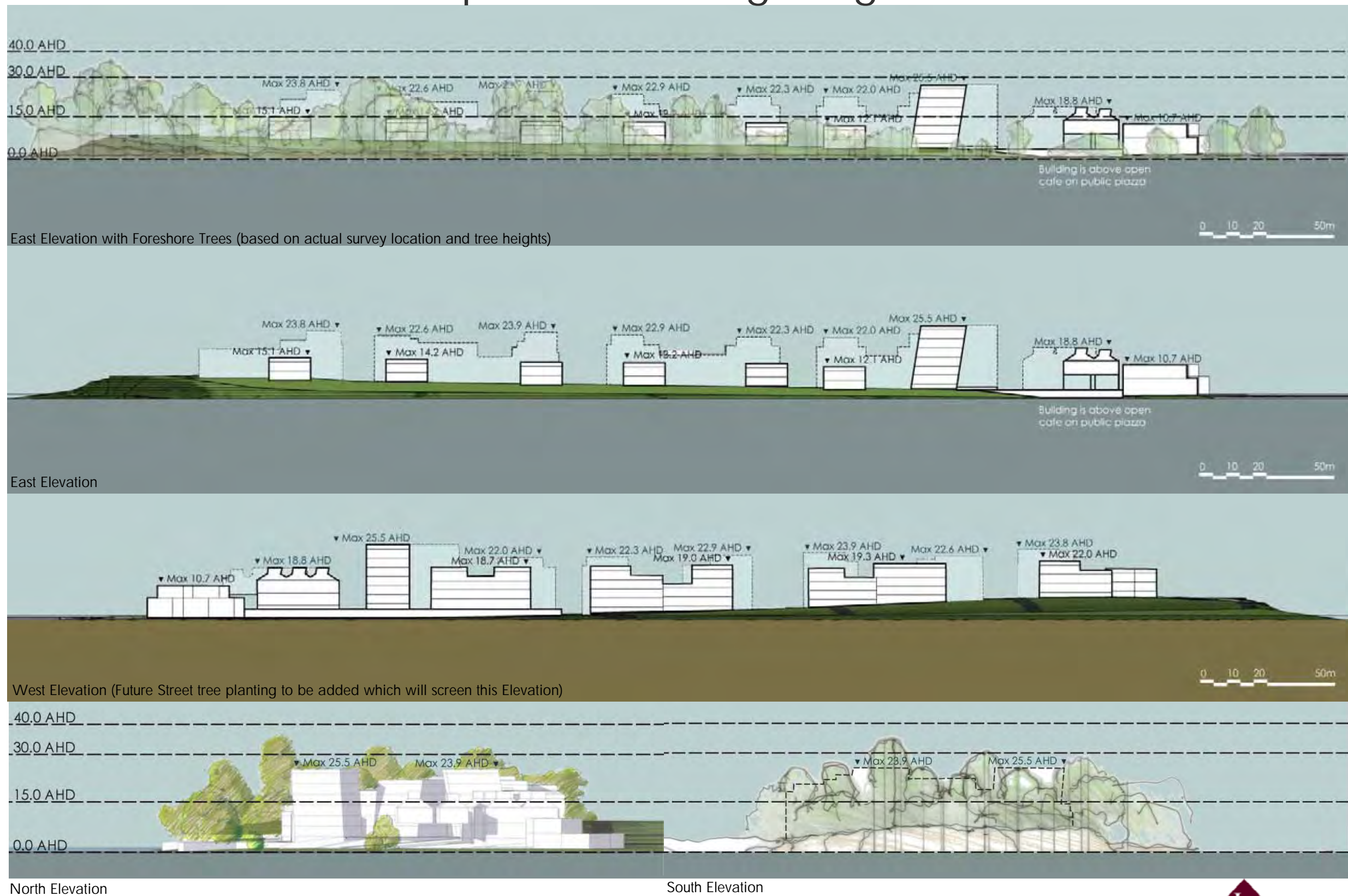
The north elevation demonstrate that residential built form behind the tourism elements sits below this built form, purposely to avoid “wall” of buildings up slope of site when viewed from the north. Higher tree canopies on Bluff Point form the backdrop to this elevation

The buildings on the south side of the proposed iconic buildings are proposed at three, four and five storey heights and respond to the heights of the proposed residential buildings to the south, with the 4 storey elements assisting to provide an appropriate site entry statement.





# SITE PRINCIPLES. Principle 3 – Building Heights



## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

### TRINITY POINT



# SITE PRINCIPLES. Principle 4 – Public Access & Open Space

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

## **Objective**

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

## **Guidelines**

- Figure 7 demonstrates the hierarchy of spaces to be provided through the site
- Figure 6 demonstrates the key public access principles for development
- A publicly accessible Village Square (2000 sq m minimum area) 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 2 but as a minimum 5m to ensure appropriate access along the lake frontage of the site.
- 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 2, and not include any removal of cultural trees unless deemed a hazard by a qualified Arborist.
- A publicly accessible boardwalk 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 square (north).
- East West publicly accessible pathways to be provided from Trinity Point Drive through to the lakeside boardwalk at locations that function as pedestrian extensions to Trinity Point Drive, Celestial Drive and Compass Drive.
- The legal means of securing the proposed public access through the site being detailed in future Project 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 (this access would be controlled by management of the marina only as necessary during helicopter landings and take off to ensure public safety).
- 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 project 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.



Figure 6 – Public Access Principles

## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

# TRINITY POINT



## SITE PRINCIPLES. Principle 4 – Public Access & Open Space



Figure 7- Spatial Hierarchy & Character

# SITE PRINCIPLES. Principle 5 – Built Form

**Arrange built form with regard to site opportunities and constraints and to compliment building heights, setbacks, open space pedestrian access, visual linkages and landscaping principles.**

## 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 maximises 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 Figures 2 – 7.
- The built form of the marina and its associated buildings should reflect the functional uses of the buildings but should be considered in terms of their visual appearance from the village centre and surrounding areas.
- Creation of a village square linked and open to marina and boardwalk, with perimeter built form to define its edges with land uses to activate the space. Roof form derives from natural ventilation design principles in function and restaurant spaces.
- The Village/Marina/Tourism envisages a public space addressing the lake at an RL of 3.80 with a view over the marina activities. Enclosing the Western edge of the 'place' retail edges two storey height and stepped plan provide a covered colonnade with distinctive roof forms evocative of the natural ventilation approaches incorporated in the function & retail uses. These upper buildings extend across a covered café at the 'place' level to enclose the space from the north.
- On the south of the 2000m<sup>2</sup> place the group of 'destination' tourism buildings bring a dramatic, dynamic, expressive southern edge of the 'place'. A large commissioned public art piece is proposed for the public 'place' themed upon "wind & tide" to activate the gently sloping surface of the paved public "place" addressing the Marina & Lake. Beneath this surface is located the car parking (RL1.15) in a discrete covered parking structure.
- Iconic building forms on southern edge of Village square to be provided as an integral component of the concept.

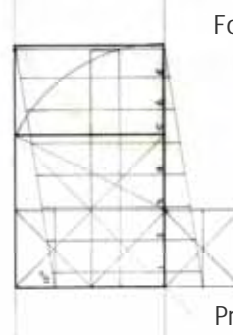
*Comment: This presents as a group of sculptural forms, totemic markers for the destination, distinct and juxtaposed to other building form on site. The architectural design evolving from the sites history – concepts of aboriginal sticks, natural debris, random natural forms, and light and remnant materials, timber, glass, metals. The leaning forms as shown is a metaphor for "leaning into the wind prow of a boat". 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 be attracted to.*

- Carefully proportioned using a very traditional system they will form a sculptural group defining the southern edge of the square.

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 recognising 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. Carefully proportioned and with a tilted attitude this element forms interesting counterpoint and active park in the 'Place' definition & character.



Form Model Study



Proportioning System: Golden Mean



## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

### TRINITY POINT



# SITE PRINCIPLES. Principle 5 – Built Form

- The Port / Village 'Square' is set at AHD of 3.80. The carpark at AHD of 1.150.

The proposed Trinity Point Roundabout is set at AHD 2.20. Thus the western most area of the 'square' is 1.60m above the general entrance road level giving a good eye level view across the square. This view increases as one moves south up the gentle slope of the site.

On the eastern side of the site the boardwalk levels arrive at the square at AHD 2.60 rising again to the south on the gently sloping ground. These levels (2.60 & 2.20) link across the site comfortably as a main pedestrian link extending Trinity Point Drive.

By raising the "Square" to AHD 3.8 the extensive carparking requirement is (in effect) hidden from view behind a light enclosing timber screen with glazed handrails above. At this level views across the marina to the lake from the "square" are maintained and access at all times is available (including 1:100 year flood). The 'Square' is paved with reconstituted paving in a graphic pattern extending the Boardwalk character onto the area. A large 'public sculpture' is proposed themed upon 'Wind & Water' that will animate the Square 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.

Whilst the final proposal may vary from the levels described above, the intent of the design related to these is to be demonstrated.

- Residential built form grouped into three precincts (E, F and G), created by key lake setbacks (minimum 25m), public road setbacks (minimum 4m) visual linkages (minimum 15m) and pedestrian access principles. (The setbacks are shown in Figure 2)

- Perimeter block/open court form within each residential precinct. Central courts created in precincts E & F via minimum 25m separation across court, resulting in a "U-shaped" arrangement. To provide greater sense of space in higher part of site and to the retained cultural planting area, precinct G to be "L-shaped".

*(Comment: the proposed "U-shaped" form was derived after consideration of the range of alternatives considered during design evolution. In particular to maximise the opportunity of lake views where they exist through the retained treed foreshore as well as maximise access to natural light and ventilation and to ensure privacy. The proposed L shape has been adopted for the same reasons, however is not complete to make a U shape due the need for a setback to the Bluff Point cultural plantings and cultural items).*

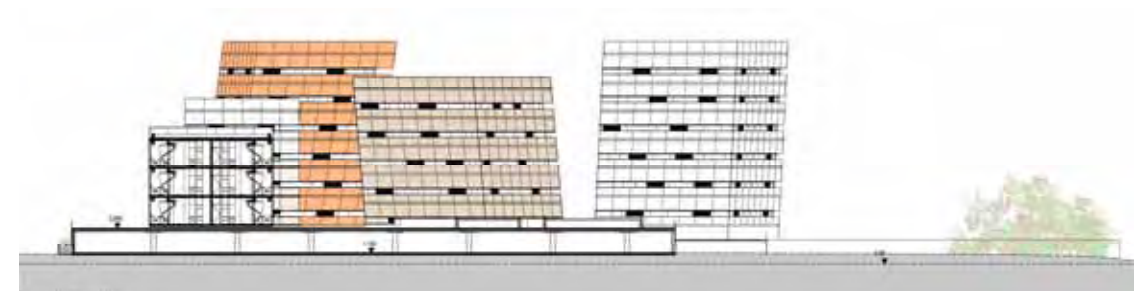
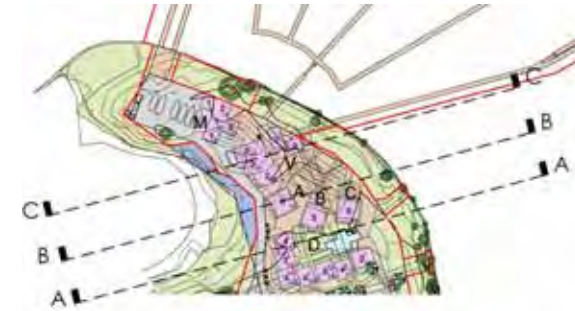
- Within the residential perimeter block arrangement, block height and façade height varies, massing is modulated with stepping in plan form, creating varied rhythm in facades and openings. Generally, the height and form breaks down from mid block to the foreshore and to Trinity Point Drive edge, and towards the higher parts of the site (south).

- Built form facing Trinity Point Drive, 'thru site' pedestrian links and the main north-south boardwalk to provide address and surveillance to these.

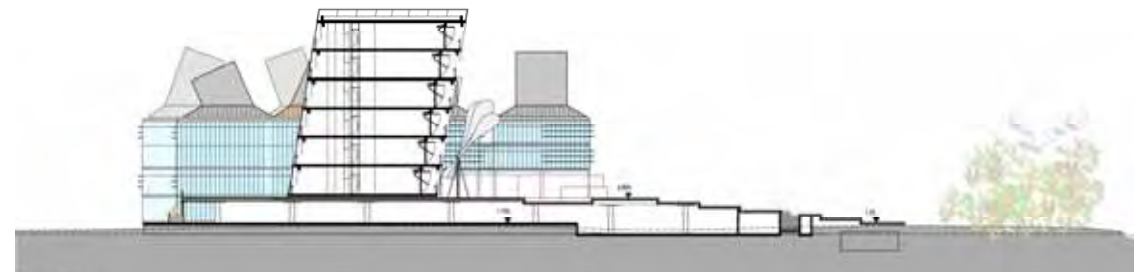
- Tourist accommodation built form group to replicate perimeter block / open court building arrangement and form adopted within residential precincts, sitting between residential precincts and iconic sculptural forms facing Village square

- Buildings should be articulated to break down bulk and scale where appropriate, other than for the three iconic buildings that are to purposefully have a simple form exploring natural patinas

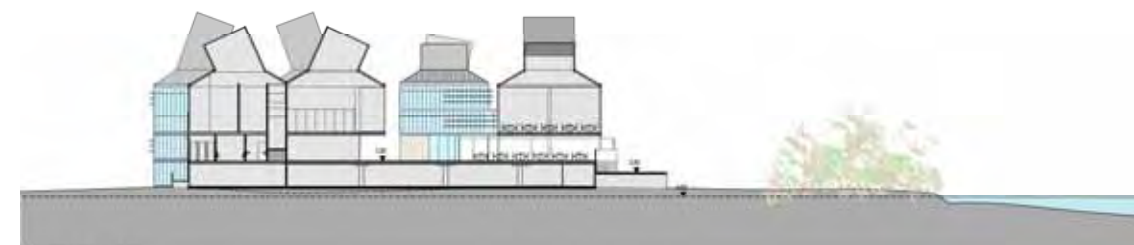
Note: All built form arrangements are to be incorporated and detailed in Project Applications. Project Applications must also document and demonstrate achievement of SEPP 65 Design Principles and may need to be modified to achieve this



Indicative Section AA – Destination Tourism Buildings + Undercroft Parking



Indicative Section BB – Distinctive Roof Forms of Mixed Use Village + Undercroft Parking



Indicative Section CC – Distinctive Roof Forms of Mixed Use Village + Undercroft Parking

## B2 PRINCIPLES, OBJECTIVES + URBAN DESIGN GUIDELINES

### TRINITY POINT



# SITE PRINCIPLES. Principle 6 – FSR + site coverage

**To provide an appropriate density of development and site coverage**

## **Objective**

To provide for a FSR and site coverage consistent with the overall objective to provide for taller built forms in favour of greater amount of ground floor open space. To ensure that the Floor Space Ratio and Site Coverage proposed is based on the site's capability identified through site analysis and consistent with the vision to create a destination with a desire to maximise public access, pedestrian linkages, vistas, setbacks, open space and landscaping opportunities.

## **Guidelines**

- The proposed FSR is to be no more than that nominated in Figure 8 which excludes the foreshore edge land zoned 6(1) Open Space.

*Comment: The proposed FSR of 0.65:1 was established by overlaying the proposed development concept after the appropriate heights, building arrangements, setbacks and open space was established in consideration of the site constraints such as topography and tree heights and the important site features such as the cultural area of Bluff Point and in consideration of the desire to have a greater level of ground level space. The FSR was determined out of the design process rather than identified as an upfront number. The low FSR is indeed a reflection of the identified objective.*

- The proposed building site coverage to be no more than that nominated in Figure 9 which excludes the foreshore edge land zoned 6(1) Open Space.

*Comment: The proposed site coverage was established by overlaying the proposed development concept after the appropriate heights, building arrangements, setbacks and open space was established in consideration of the site constraints such as topography and tree heights and the important site features such as the cultural area of Bluff Point and in consideration of the desire to have a greater level of ground level space. The site coverage was determined out of the design process rather than identified as an upfront number. The low site coverage is indeed a reflection of the identified objective.*



Figure 8 – Floor Space Ratio



Figure 9 – Building Site Coverage