

PREFERRED PROJECT REPORT

PART 3A CONCEPT PLAN

PRINCIPLES, OBJECTIVES & URBAN DESIGN GUIDELINES

TRINITY POINT MARINA & MIXED USE DEVELOPMENT

5 JUNE 2009

JOHNSON PROPERTY GROUP



TRINITY POINT
LAKE MACQUARIE



JOHNSON PROPERTY GROUP
Creating living communities

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 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 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 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.

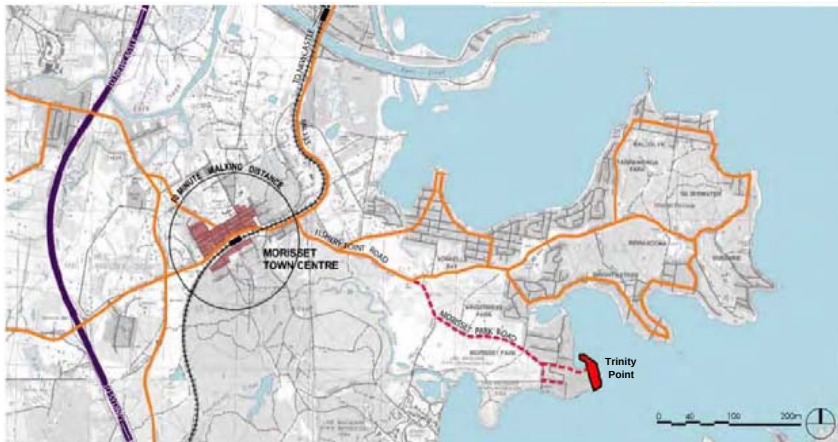
The marina will be a destination for users of the lake, where they can refuel and restock, dispose of waste in an environmentally responsive way, arrange for minor repairs, participate in water based training and events or stop off on a cruise. Importantly, it provides a place for interaction between 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.

OVERVIEW

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

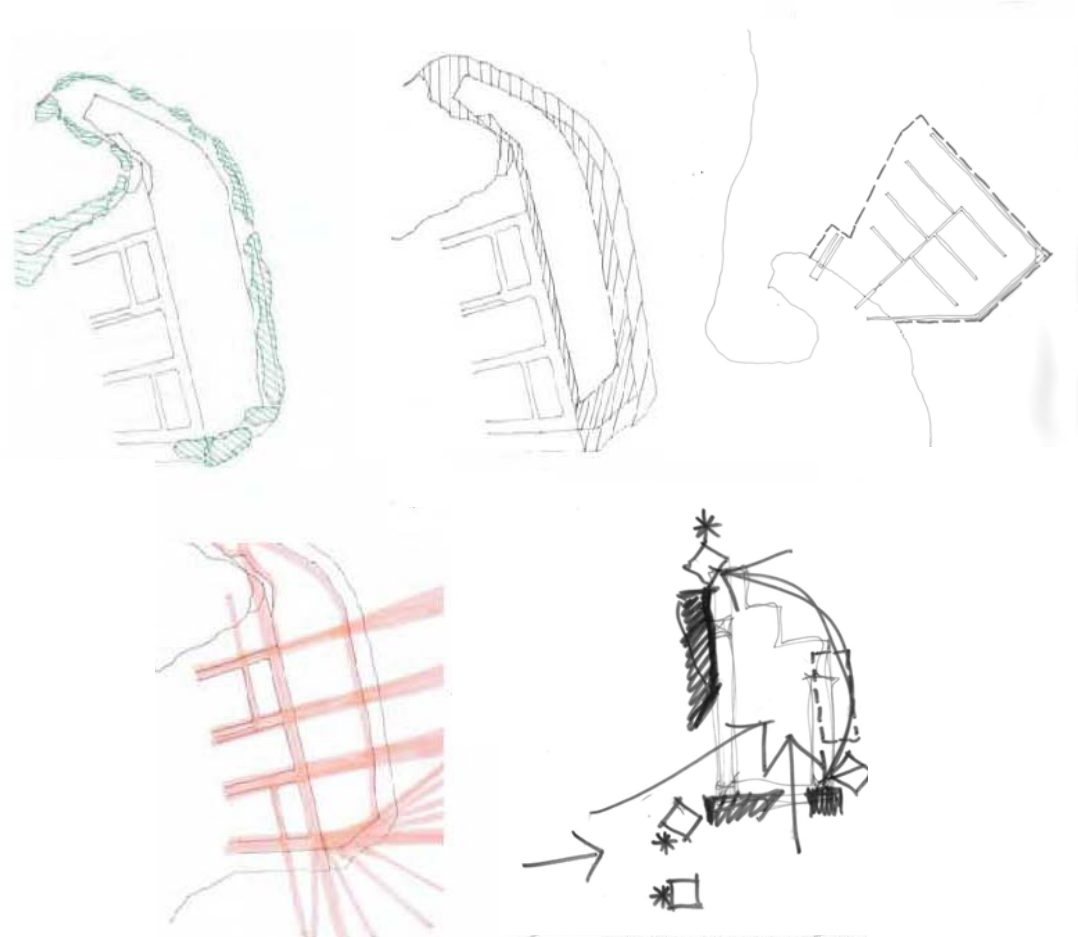
Its purpose is to establish the framework and guidelines that future development of the site will be consistent with. Project Applications or Development Applications will need to demonstrate achievement of the objectives and consistency with the guidelines. No single principle provides the solution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



OVERVIEW – 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 landuse 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 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 acknowledging future adaption for climate change implications), acid sulphate soil management and groundwater management in the northern part of the site.

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



Indicative sketches of various Broad Structure Ideas

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.

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 1** 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 etc 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 1 – Site Uses

SITE PRINCIPLES

Principle 2 – Building Setbacks

Guidelines - Continued

- 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.

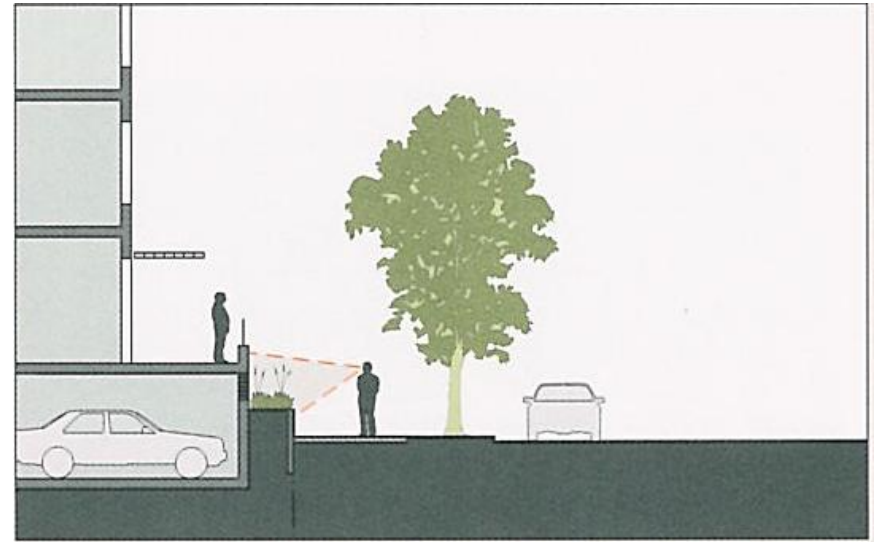
- Accent buildings facing Trinity Point Drive will have the opportunity to build to the street edge, subject to detail design.
- A flexible internal streetscape setback of 0-4m to facilitate a desired character of variation within an overall consistency.
- A generous village piazza is to be provided 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 is to increase to a minimum 8m setback to any building form (resulting in a 26-28m setback from the lake edge).

Comment: A publicly accessible pedestrian path will be sited within this setback.

- A 30m setback is to be provided from the lake edge to building form which defines the western edge of the village piazza.



Example of building grade change adjacent to Trinity Point Drive

SITE PRINCIPLES

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 3** and **Figure 4**, 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 carparking 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).

Principle 3 – Building Heights

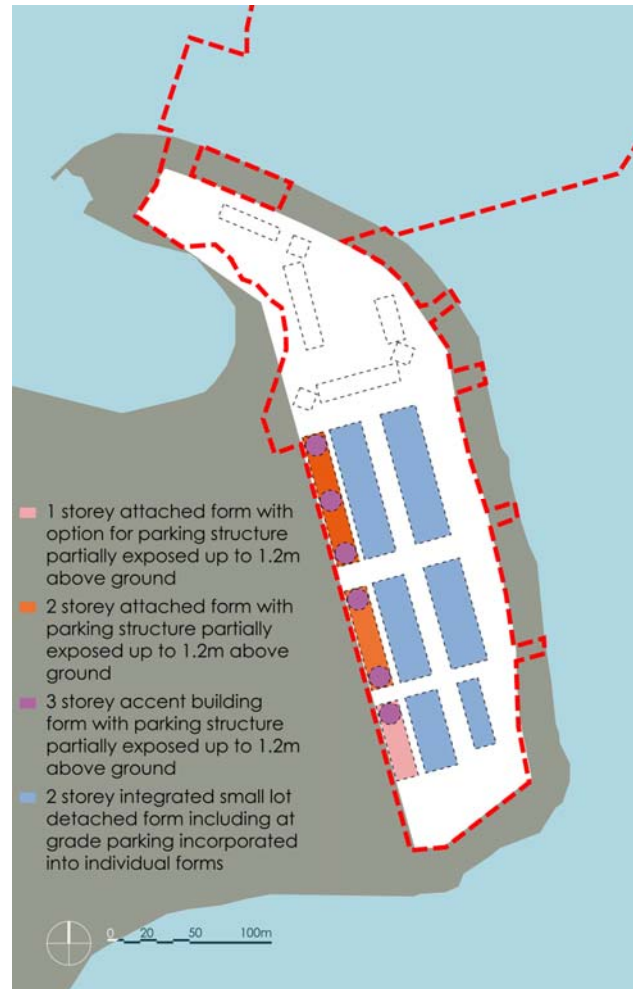


Figure 3 – Building Heights outside Village Piazza



Figure 4 – Village Piazza Building Heights

SITE PRINCIPLES

Principle 3 – Building Heights

Notes on Figure 3 – Proposed Building Heights (outside Village Piazza)

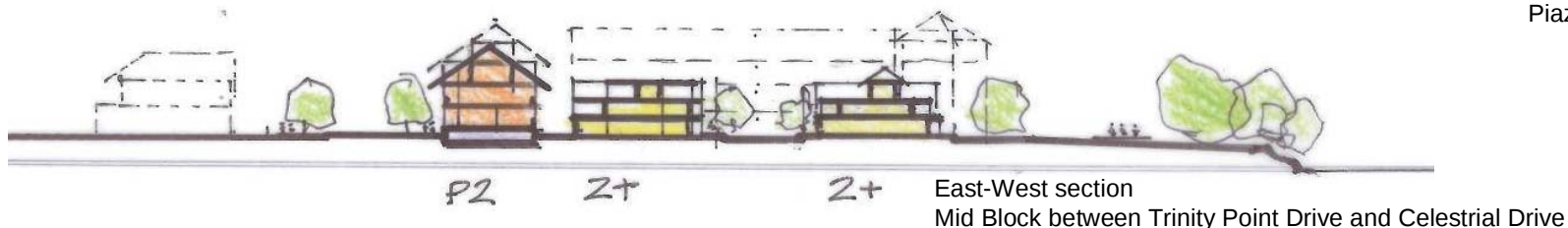
The proposed height adjoining the increased setback to the lake running along the eastern side of the development is generally two storey to ensure an appropriate human scale for pedestrians on the adjacent path and to provide an appropriate transition to the lake edge.

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.



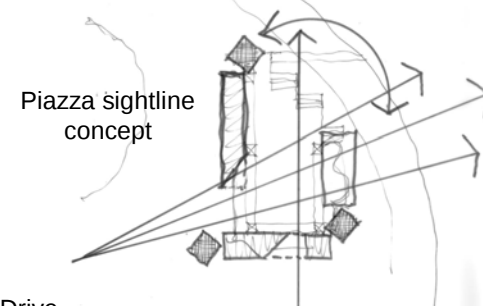
Comment: The proposed building heights have been established following site and design analysis. The site analysis established that provided buildings were predominately at or below the heights of trees on the lake edge that the impact would not be significantly adverse. This can be attributed to the 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.

Notes on Figure 4 – Proposed Village Piazza Building Heights

The height of the proposed marina utility buildings are set at a maximum of two storey 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). See over.



SITE PRINCIPLES

Principle 3 – Building Heights

Notes on Figure 4 –

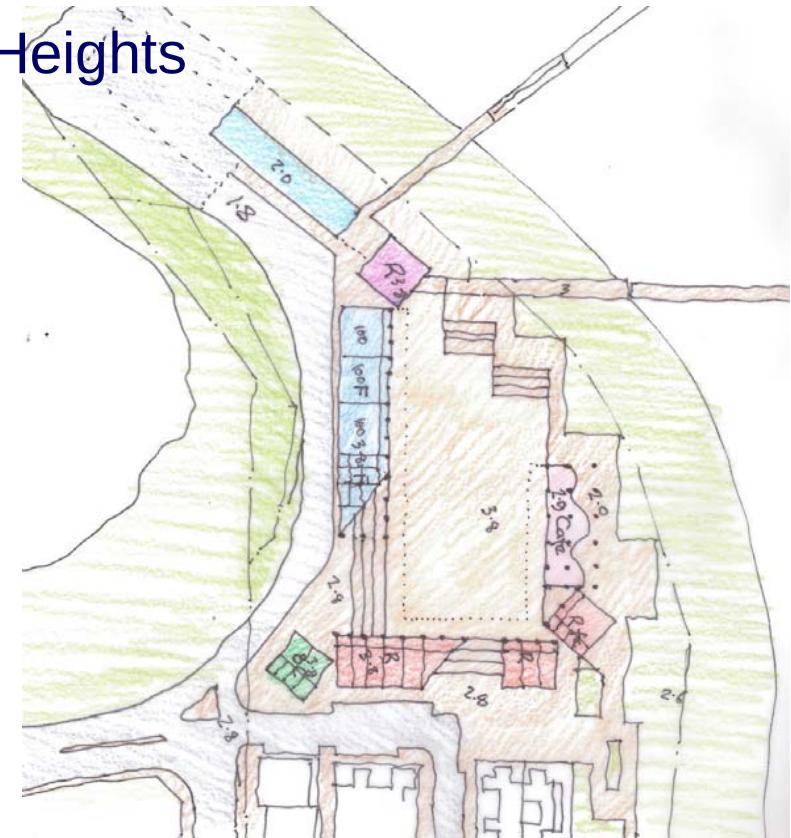
Proposed Village Piazza Building Heights (Cont)

The western edge of the piazza includes a building separation (see Principle 2) to facilitate an 'invitation' to enter the piazza and discover more. Ideally, the entrance and levels are to be designed so that a view into the piazza at that edge is provided from some part of the external Trinity Point Drive road.

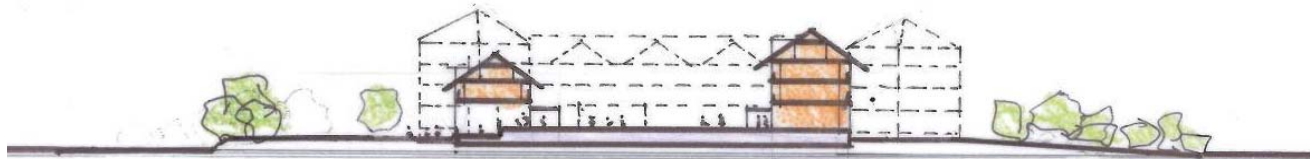
The core concept for the village piazza is the provision of three iconic and high quality design, small footprint building forms that are sited to provide a vertical presence to accent, strengthen and 'mark' the piazza and the project. The northern form is to be 3 storeys (from piazza level) and has a primary role to anchor the village piazza to the marina and externally from the lake, whilst marking the piazza from within to turn views to the north east. It is to be elegant and distinctive in form and presentation and finished in glass. The other accent forms are to be sited on the key south-western and south-eastern interface edges of the piazza, and are to be 4 storeys (from piazza level). Design intent provides for additional habitable space within the roof profile.

The western and southern edges of the piazza are to be framed by 3 storey (from piazza level) buildings (with additional habitable space within roof profiles). Whilst that framing form is extended to the eastern edge of the piazza, its height is reduced to 2 storey (from piazza level), with options for additional habitable space within the roof profile. The eastern edge form is a shorter length to facilitate the piazza 'opening up' to the north-east, the marina and the lake. Principle 2 documents an outcome to have additional floor space along the eastern edge interacting with the boardwalk level and the piazza level.

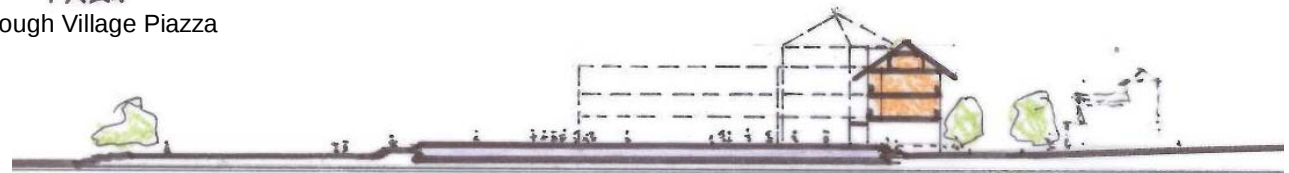
The north elevation demonstrates that built form behind the Village Piazza sits below the Piazza built form, purposely to avoid "wall" of buildings up slope of site when viewed from the north. Higher tree canopies on Bluff Point form the backdrop of this elevation.



Village Piazza Level Concept Plan



PR1a PR2a
East-West Cross Section through Village Piazza

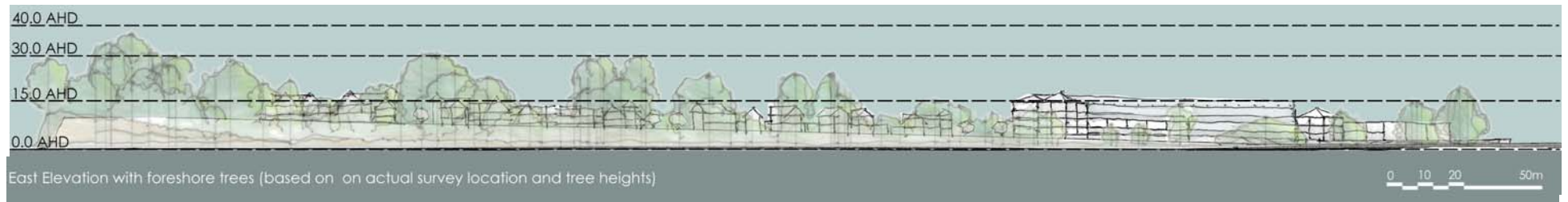
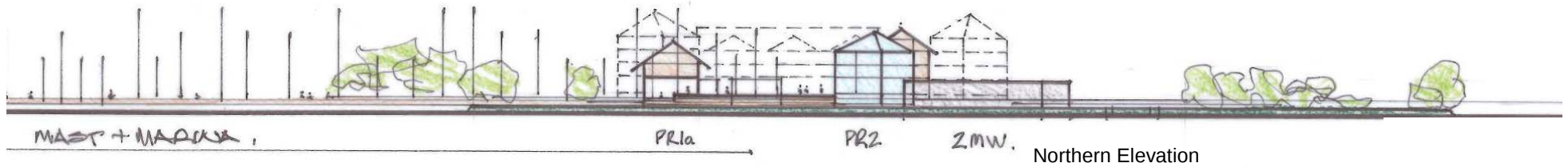


Mid-Long Section North South through Village Piazza (looking east)

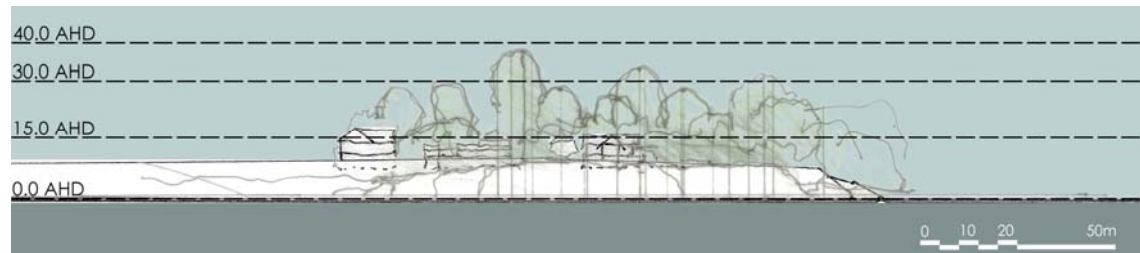
PR2a

SITE PRINCIPLES

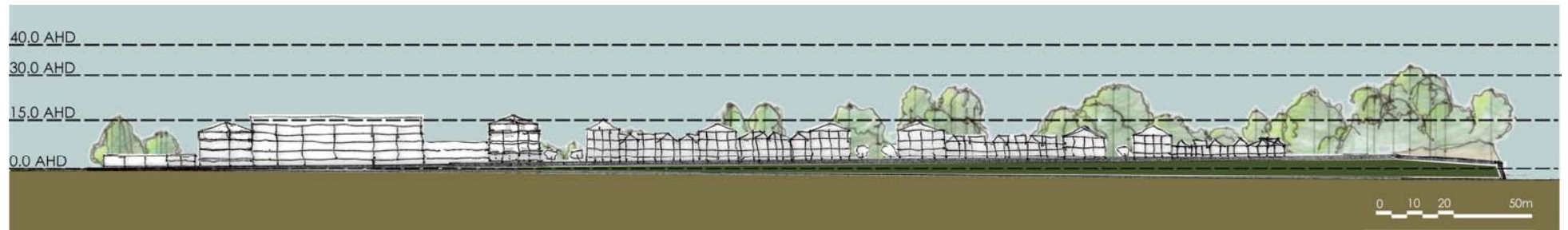
Principle 3 – Building Heights



Eastern Elevation



Southern Elevation



Elevation excludes street tree planting which would screen this elevation

Western Elevation

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 5** 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 (ie 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**.
- 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 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 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.



Figure 5 – Public Access Principles

SITE PRINCIPLES

Principle 4 – Public Access & Open Space

Guidelines - Continued

- **Figure 6** 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 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.
- 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 6 – Public Access Rights

SITE PRINCIPLES

Principle 5 – 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 compliments site attributes, than 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 **Figures 2 – 6** and 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 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.

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 (where triggered and relevant).



Examples of Built Form Possibilities

SITE PRINCIPLES

Principle 5 – 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 2**)
- 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.

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.



Examples of Built Form Possibilities

SITE PRINCIPLES

Principle 6 – Floor Space Ratio

To provide an appropriate density of development across the site.

Objective

To provide for a Floor Space Ratio (FSR) consistent with the overall objectives and other principles for the site. To ensure that the FSR 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 7** which excludes the foreshore edge land zoned 6(1) Open Space.

Comment: The proposed FSR of 0.65:1 was established by overlaying the original proposed development concept after the appropriate heights, building arrangements, setbacks and open space was established in consideration of 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 preferred project retains a similar floor space, distributed in a different way in response to changes in building setbacks, heights, form and access.

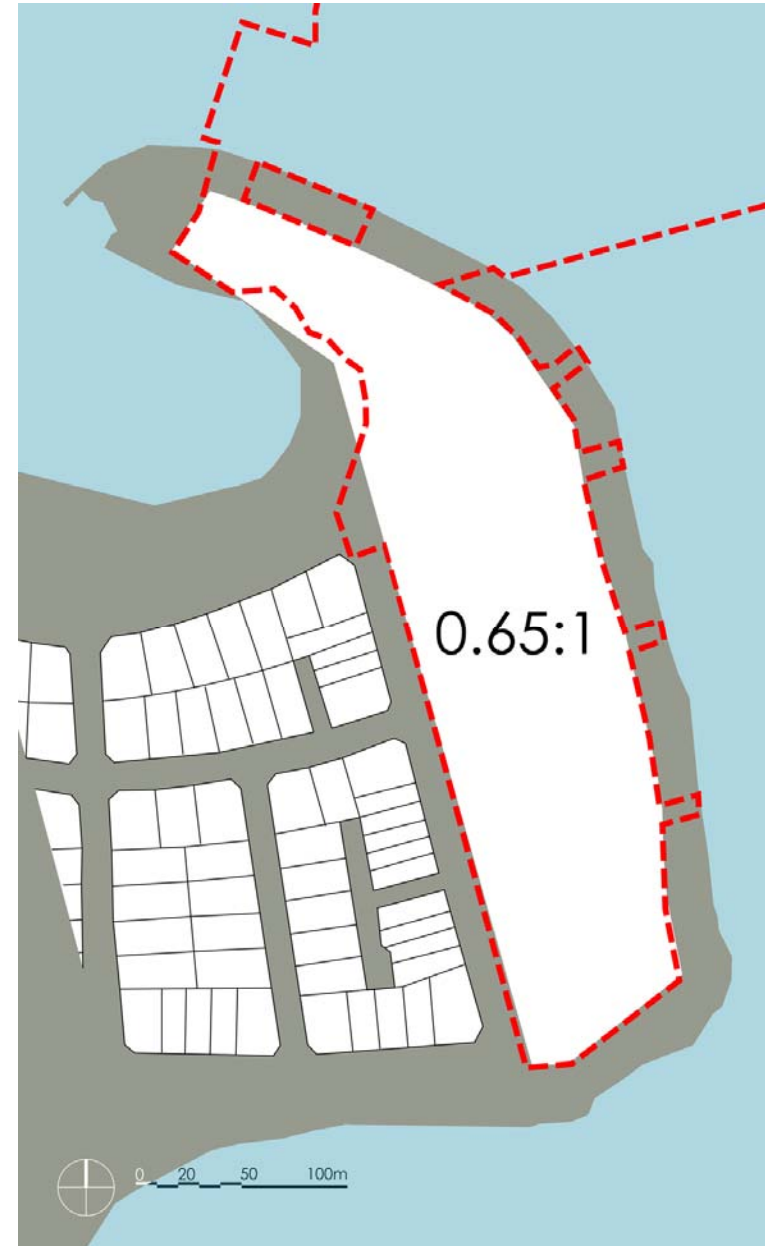


Figure 7 – Floor Space Ratio

SITE PRINCIPLES

Principle 7 – Building Materials and Colours

Provide materials and colours that respond to the surrounding environment and that create interest and patterns.

Objective

To achieve a high standard of visual appearance that will be aesthetically pleasing to future occupants and visitors but that reflects the existing nature of the area. The objective is to use colours and materials that will contribute to the Trinity Point experience.

Guidelines

- Materials celebrated within the iconic building forms should include glass, steel, timber and copper, be distinctive and contribute to the buildings' role as 'markers' within the site, locality and lake. Each of the proposed iconic buildings incorporating a different element. Essential to the design intent, the northern most iconic building form is to be presented and finished in glass (with reflectivity measures addressed).
- Materials of other buildings on site will include distinctive accent features of steel, glass, weathered timber, metal and aluminium – with surfaces exhibiting natural patinas as they weather – amongst the primary material of trowelled texture finish and granostone or similar.
- Build form colours to be generally natural, with bold accent colors drawing on colours in nature – reds, greens, yellows, blues of parrots, soft yellow of blossoms, reds of bottlebrush, eucalypt leaf green, browns and earth tones.



SITE PRINCIPLES

Principle 8 – Vegetation

To provide for reinstatement and rehabilitation of vegetation to mitigate against any proposed removal of endangered ecological communities as a result of the Concept plan proposal.

Objective

To acknowledge that it is appropriate to demonstrate no nett loss of biodiversity against an improve or maintain outcome where any clearing of endangered ecological communities is proposed.

Guidelines

- A small portion of disturbed *Casuarina glauca* Open Forest (Swamp Oak Floodplain Forest) (0.04ha) will be required to be removed for essential marina infrastructure (boat lift) where it crosses the 6(1) zoned land. This vegetation is an endangered ecological community (EEC). The boat lift has been located in an area where the shrub layer and groundcover typically associated with the EEC is absent, replaced by exotic pasture grass species.
- To achieve the vegetation objective, the following measures are to be incorporated into requirements for the project:

- Re-instatement of 0.05ha (500m²) of SOFF
 - Additional assisted rehabilitation within the north-eastern portion of the unnamed bay situated at the north of the study area.

Comment: Refer to Figure 8. There is a high degree of success expected for the re-instatement of the SOFF given the apparent concurrent topographic, hydrological and situation of the selected area. This re-instatement and assisted rehabilitation is in addition to any previous commitments that have applied in the study area, which have been focused around the southern edge of the unnamed bay.

- Conduct weed control throughout the vegetation in the remaining 6(1) zoned lands adjacent to the concept plan site. This will encourage natural regeneration within these communities (which are also endangered ecological communities).
- Include further infill plantings of native groundcover, shrubs and trees throughout the vegetation in the remaining 6(1) zoned lands.

Comment: This work is to be carried out by a qualified bushland regenerator working under guidelines set out in a Vegetation Management Plan. The Vegetation Management Plan will provide detailed information on weed control, access control, rubbish control, planting, monitoring and timing of revegetation works to be conducted within the retained vegetation and the areas to be revegetated within the study area. Revegetation must be done in accordance with best practice measures, principles and specifications as outlined in Nationally accepted guidelines (where appropriate). Any replanting of native species must use specimens of local provenance.

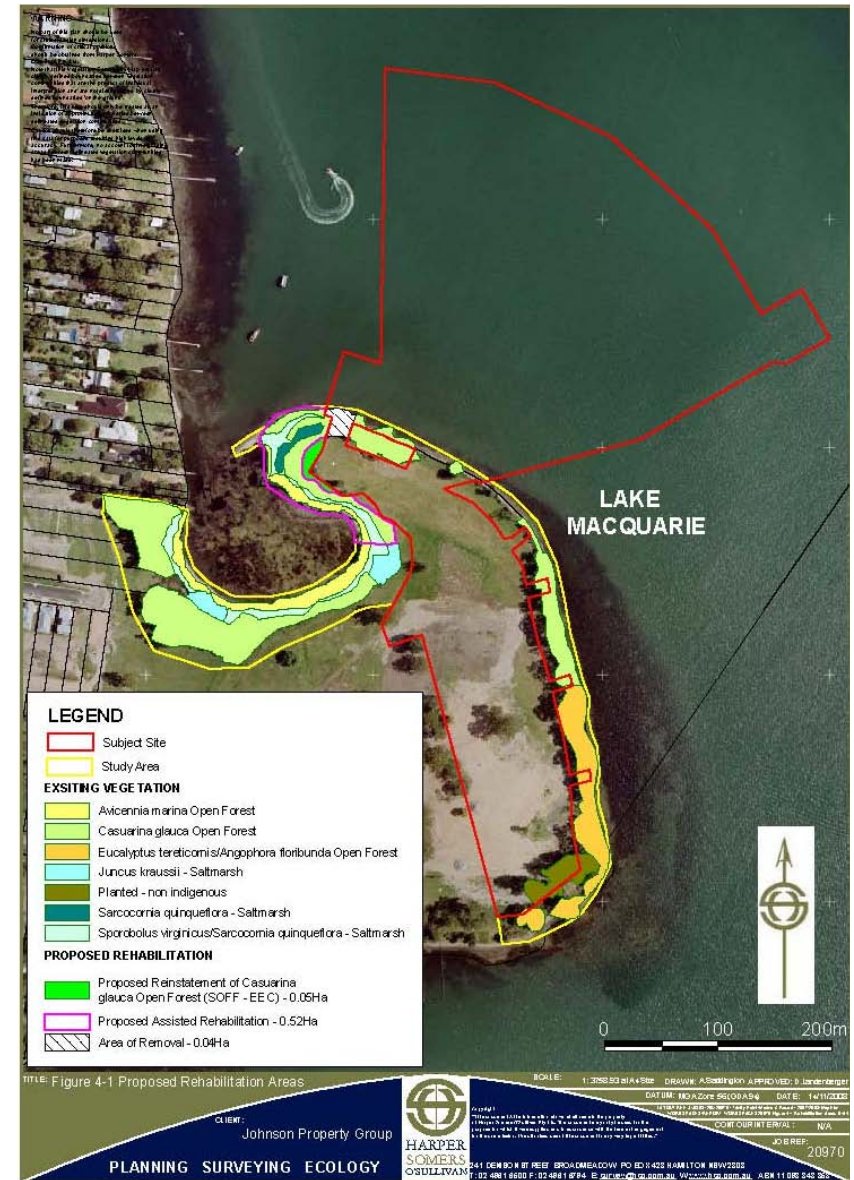


Figure 8 – Rehabilitation

SITE PRINCIPLES

Principle 9 – Landscape

Provide a landscaped outcome that enhances the existing site conditions and proposed future development of the site.

Objective

Build on the existing landscape opportunities that are available as well as create new opportunities to provide a high level of amenity to future occupants and users of the site and that protects and augments the landscape quality of the locality. The landscape to be fully integrated with the development to create a harmonious outcome that considers the built form and the natural environment.

Design Rationale

The design seeks to provide a transition from the lake's uneven edges in the east to the urban structure in the west. This is done by having the landscape design grade from an untouched foreshore comprised exclusively of indigenous plants and natural elements through to a grid patterned domestic streetscape and lot form. Between the two extremes occurs the pathway where the public interfaces with the private, native plants blend with exotics and the freeform eases into the formal. The public is encouraged to use the pathway by providing an all-weather surface that is easy and convenient to use whilst providing numerous opportunities to move into the adjoining foreshore area that is managed to keep and prolong its natural integrity.

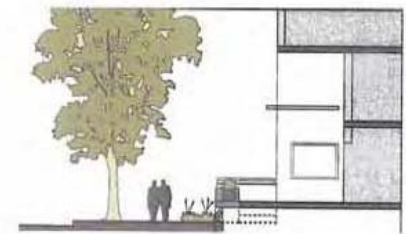
Guidelines

The following landscape principles and strategies are to be incorporated and detailed in Project Applications:

Foreshore Zone

- 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 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 of area to not preclude or compromise all pedestrian access at all other times.
- Sundial and grotto to be retained.
- Low fencing to be provided within vegetation around Bluff Point to minimize access to steep edges.
- The proposed development is not to impact on the native vegetation edging the shallow unnamed bay.
- Where agreed to by Council, landscaping may extend into the foreshore zone such as native grasses and the like.
- To be consistent with revegetation Principle 8.

Comment: The Concept Plan does not propose to design or construct additional works in the 6(1) zoned land such as separate pedestrian access along the lake edge. As identified in the Opportunities and Constraints analysis, there are numerous existing constraints that make the provision of separate pedestrian access solely within the 6(1) lands challenging – including topography, vegetation, cultural heritage – which public authorities will need to consider separate to this proposal. The Concept Plan provides an alternative via pathway for full public use within the site (and an alternative loop connection via the village piazza), and simply seeks to not preclude the ability for Council to future investigate concepts within the 6(1) lands.



Building – public street interface

SITE PRINCIPLES

Principle 9 – Landscape

Pathway & Lineal Passive Recreation Zone

- Publicly accessible pathway (3m+ wide) in variety of finishes to extend around the southern and eastern edge of development through to the Village Piazza, between the foreshore and the edge of built form.
- Pathway to provide universal access.
- Lineal passive recreation space created between foreshore and built form, with turf and edge mass planted bands of native ground covers and low scale plantings in conjunction with stormwater swales.
- Cultural Plantings between built form and foreshore in southern part of site to be retained.

Comment: The pathway will provide for the first time on this site physical public access to the Lake view. From the Village Piazza, the pathway moves gently up the sloping ground to the important viewing point of Bluff Point. The pathway experience will build upon the already unique Lakeside character by developing a complex graphic patterned approach that will enhance the special character and nature of the experience. The pathway will move relative to the adjacent built form and provide full access for the public that enriches (public sculpture and nature) and informs (heritage, culture and environment). The path follows the Lake edge, gently rising to Bluff Point. Detailed design will include pause points, seating, ramps and rails, landscape elements and provisions for pedestrians and cyclists to share the facility. Bike racks are provided at the Village Piazza. The pathway will vary from 3 to 6 metres in width, responding to natural features and node points along its path. Materials will generally emulate those used at Sydney Olympic Park and proposed at Caves Beachside is good quality, well detailed, enduring modern design that will develop a sense of pride and wonder at this special location.

The edges of the Village Piazza will need to form part of the site architecture (refer Principle 3). Generally excluding crossing points for the Marina foreshore, the site will have planting regenerating & stabilizing the eroding lake edge.

Village Piazza

- The village piazza is a core component of the scheme, a place for social interaction, seating, public art – typifying a gathering place for all within an urban context (refer descriptions in Principles 2 – 5).
- A colonnade is proposed to accentuate the piazza edge and provide human scale and shelter.

Trinity Point Drive Streetscape

- The Concept Plan is to inform an integrated streetscape design of Trinity Point Drive (which forms the western edge to the site).
- With individual lot vehicular entries largely precluded on the eastern side (due to internal laneway access) and a continuity of street façade incorporating a grade

change, the total streetscape is to incorporate carriageway, street tree planting, indented parking bays and pedestrian paths. Detail design will need to integrate the grade change edges and entries into the streetscape.

- An 'avenue' streetscape is the design intent.
- Opportunities to extend similar principles and continuity of street façade on the western edge of Trinity Point Drive are to be encouraged, separate to the Concept Plan.

East-West and North-South Internal Streetscapes

- A system of internal streetscapes are established via Principles 2 and 4. Project Applications are to document these streetscapes including vehicle carriageway, pedestrian pathways, parking (where appropriate), landscape and lot access. The design intent is low-speed shared use zones (with narrow carriageway, low gutters and mix of materials). Landscape is to reinforce the lake landscape character with diversity and interest.
- Publicly accessible pathways are to be provided as part of internal streetscapes.
- The internal laneway is a utility vehicle space, and not intended for pedestrian or landscape solutions.

Comment: East-west links at the key public streets cross the site in 15m 'streetscapes', an 8m wide link and as a perimeter to Bluff Point - accessing the north-south lakefront pathway, lake views and foreshore tree plantings. From Bluff Point (with its extensive views) to the Village Piazza, the links provide a 'place' to "get on" or "get off" the lake pathway, as such they transition from the public footpath / road of the adjoining development to the pedestrian / landscape of the Trinity Point site. A similar north-south link is provided via a 15m wide 'streetscape', establishing an additional element to the grid pattern and connecting Bluff Point to the Piazza.

Dwellings

- Each dwelling is to have domestic landscape that integrates with its design, boundaries and interfaces. Careful design consideration is to be given to interface edges having regard to contribution to streetscape with landscape continuing to road or path edge from built edge.

Materials and Hard Landscape Across Site

- Material palette to define consistent sense of space through public domain, with 'natural' and enduring finishes.
- Provide consistent signposting / wayfinding, interpretative signage, seating, furniture, litter bins, bicycle parking, handrails and the like throughout the site.
- Lighting strategies to provide indirect subtle lighting.
- Incorporate public art strategy celebrating strong qualities of the site.
- Develop a site interpretation strategy that will assist in creating a sense of place and responsibility for environmental and indigenous and cultural heritage of the site.

SITE PRINCIPLES

Principle 10 – Roads, Vehicular Access & Parking

Provide for adequate, safe and efficient vehicular access to and around the site, ensuring adequate provision of parking.

Objective

To ensure adequate arrangements are in place to access the site, move through the site and park based on the likely traffic volumes and parking generation and accounting also for service vehicles in order to provide for the amenity and convenience of future occupants and visitors to the site and to ensure no unreasonable off site impacts.

Guidelines

A number of external intersections have been identified as requiring upgrading as a result of cumulative traffic associated with other traffic growth or anticipated growth in the locality (and other approvals), in some cases including a component of traffic from the Trinity Point Marina and Mixed Use Development. These are:

Macquarie Street and Fishery Point Road (to signal control):

The RTA has been collecting contributions for this upgrade under a Transport Infrastructure Contributions Deed with each new development that contributes to this intersection. RTA collects monies on a per lot created basis. It is anticipated that RTA will require a proportioned contribution from the Trinity Point Marina and Mixed Use Development, based on a percentage of impact.

Fishery Point Road and Station Street (to signal control);

This intersection upgrade has already been triggered and approved by Council as a requirement for a separate development proposal ('Scarborough Gardens') (DA 687/2007). The works are being undertaken by that developer, with co-funding by Council of 36% of works or \$97,200 (whichever is lesser).

Fishery Point Road and Morisset Park Road;

This is not currently part of any approved intersection upgrade. Initial traffic analysis outlines that this intersection will need to be upgraded in the future. It is anticipated that Council will require a proportioned contribution from the Trinity Point Marina and Mixed Use Development, based on a percentage of impact.

Morisset Park Road and Charles Avenue (to local street roundabout);

This intersection upgrade has already been triggered and approved by Council as a requirement of Stage 7 of the adjoining residential subdivision (DA 2293/2006). The works are to be undertaken wholly by that developer. In addition, the same approval requires the provision of kerb and gutter on the southern side of Morisset Park Road from the new roundabout to the existing kerb.



External Intersections

Agreement will need to be reached with the relevant road authorities regarding external road upgrades relative to the Concept Plan and future applications.

SITE PRINCIPLES

Principle 10 –

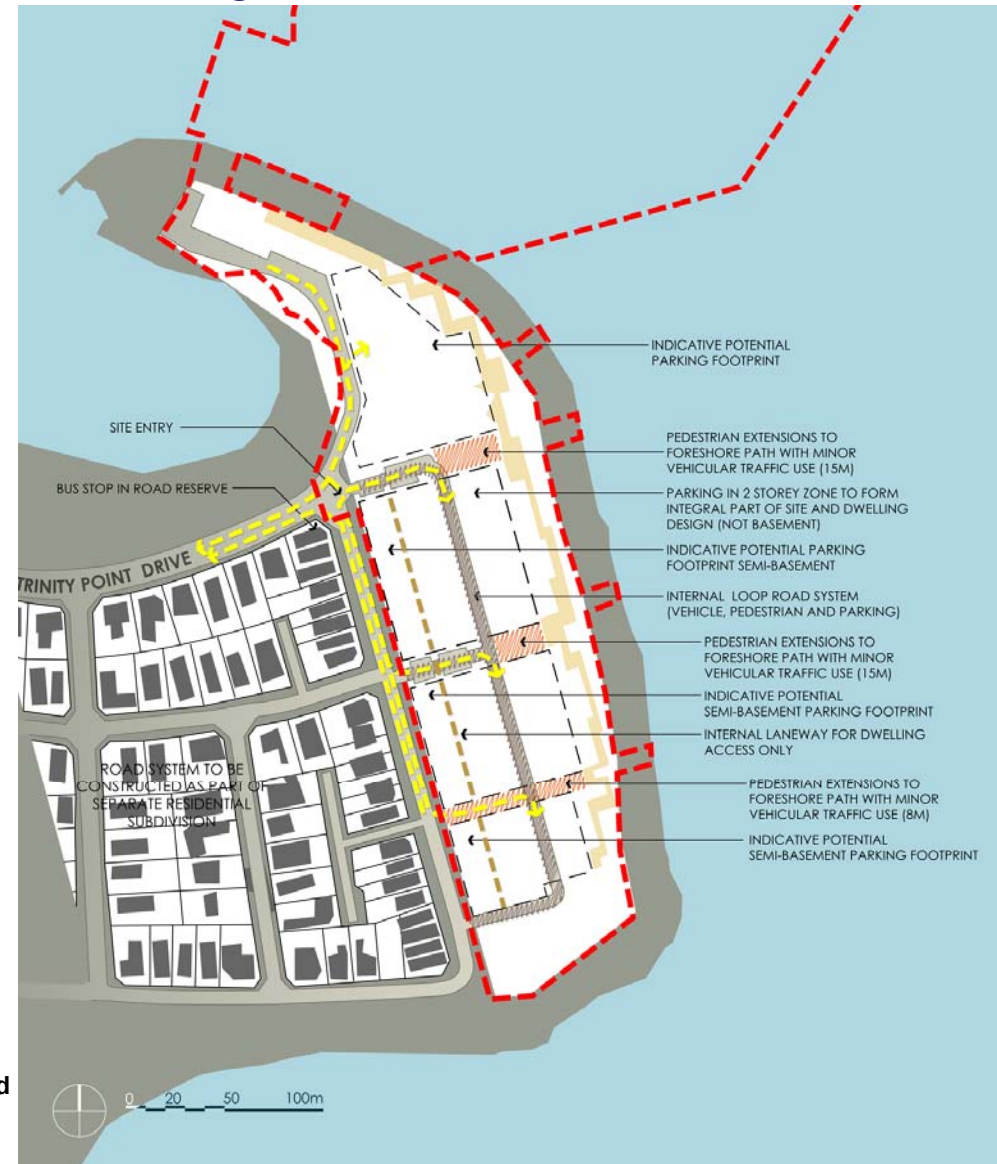
Roads, Vehicular Access & Parking

Figure 9 demonstrates the key access and parking principles for the site.

These include:

- Main access to site off Morisset Park Road and along Trinity Point Drive (to be constructed as part of the adjacent residential subdivision).
- Bus stop to be provided and constructed as part of adjacent residential subdivision for dual purpose of general public transport and tourist bus stopping (time limited).
- At grade parking for village piazza area, under raised piazza and built form (see also Principle 12).
- A main loop, low speed, internal grid road system is to be established, providing individual lot access and a highly connected vehicular system to the external road network. Project applications are to consider the need or otherwise for circulation control (ie one-way and two-way) and integration of the vehicle and lot function with other streetscape functions – pedestrian, parking and landscape.
- An internal laneway is to be provided to serve as vehicle only access. This includes connection to parking under the built form facing the western site boundary.
- Parking numbers to be provided on site to comply with Lake Macquarie Development Control Plan 1 and AS 3962-2001 (Guidelines for the Design of Marinas). Specifically for the marina (berths, workshop / maintenance, marina operations, management and administration areas and marina lounge / amenities), parking is to be provided at a rate of 0.3 spaces per berth, plus 0.5 per FTE staff member. Additionally, where it is demonstrated that vehicle parking will be used to access a variety of activities within the development, or that DCP 1 rates are inappropriate, the total parking provisions may be reduced.
- A Parking Management Strategy should be prepared to manage parking on site, including during peak events within the marina and piazza.
- The proposed development is to make appropriate provision for service vehicles including the delivery of goods and collection of garbage taking into account swept path requirements of those vehicles.
- The approved road carriageway along the western site boundary is to be investigated for indented parking bays between street trees given the length available due to limited vehicle crossing points.

Figure 9 – Vehicular Access and Parking Principles



SITE PRINCIPLES

Principle 11 – Water Management

Ensure stormwater runoff is managed to have no impact on the receiving environment.

Objective

To provide preventative measures to ensure no impact on aquatic environment and lake water quality and to provide for water harvesting and re-use opportunity.

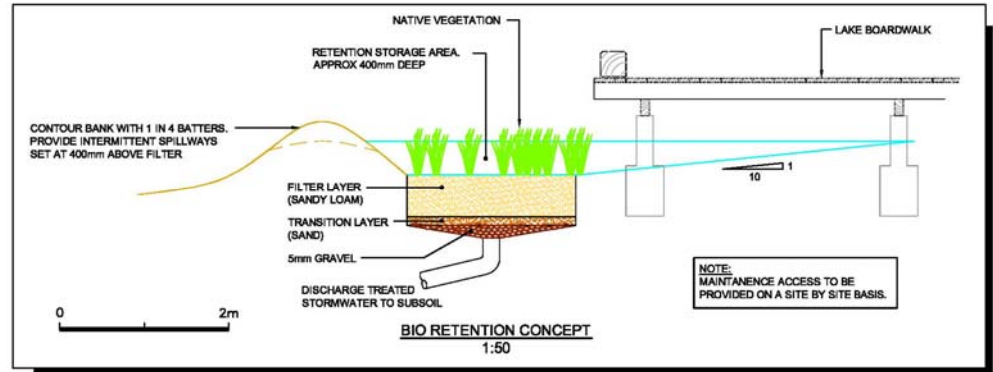
Guidelines

- Stormwater Management Plans are to be provided with Project Applications, incorporating the following measures:
- Adopt a best practice water sensitive urban design approach, focusing on preventative and source controls where possible.
- Provide rainwater harvesting, permeable pavements and bio-filtration swales as part of overall stormwater strategy (where deemed appropriate). Residential dwellings to achieve water efficiency targets as required by BASIX.
- Incorporate and adopt a range of preventative, containment and treatment measures for stormwater management from the marina workshop and hardstand area. To include a first flush tank and treatment of captured stormwater for reuse/trade waste discharge, and segregation of hardstand surface area into three areas to facilitate waste collection and treatment.
- Provide oily waste recycling tank for wastes from workshop and from oily bilge water from the pump out facility on the marina.
- Fuel storage tanks to be designed according to authority requirements including double skinned tanks.
- Implement a water quality monitoring program during construction and for three years of marina operation.
- Design and install sediment and erosion control structures during construction according to an erosion and sediment control plan.
- Incorporate overland flow paths as necessary.

In addition:

- Consider acid sulphate soils management, in line with a management plan, in design and construction methodologies.
- Consider groundwater implications in design and construction methodologies.

These matters are to be considered in further detail with Project Applications.



Stormwater Treatment Train

SITE PRINCIPLES

Principle 12 – Flooding

Ensure that the proposed buildings consider and design for the effects of flooding

Objective

Locate buildings above flood level, with flood level to be determined with regard to sea level rise through climate change.

Guidelines

Flood planning levels have been devised taking into account frequency, still water level, wave action, potential climate change impact and design life of various components of the site.

The proposed minimum flood planning levels are:

- Habitable Floor Levels – 2.85m AHD.
- Hardstand Area & Workshop – 1.1m AHD (with electrical wiring above 2.42m AHD).
- Road level and foreshore regrading to protect marina village undercroft parking spaces – 1.60m AHD.
- Marina Structures – 1.60m AHD.



Extent of Current 100yr ARI Flood Design Still Water Level

Comment: Flooding in Lake Macquarie is governed by long duration rainfall events, hence a 2 to 4 day time to peak would be expected. Allowing sufficient time for flood preparation and excavation measures to be undertaken.

- Where necessary, Project Applications relating to the village piazza (including undercroft parking area) and marina utility components of the project are to document broad sea level rise adaption measures and strategies available and how they have been, or can be, incorporated. These are to integrate with other principles of this Concept Plan.
- Appropriate evacuation strategies and draft evacuation plans are to be prepared and submitted with relevant project applications for village piazza undercroft parking area, village piazza and marina utility buildings and areas.

Adaptive Management in response to Climate Change

- Habitable floor levels for buildings are to be designed based on the 100 year design life above the 100 year ARI flood level plus 100 year sea level rise allowance.
- Evacuation routes to be defined above the anticipated PMF level in 100 years.
- Adoption of shorter design life for structures with adaptive capability and higher acceptable flood risk such as marina piles, breakwater, boat lift facility, marina access walkways. Piles can be extended to accommodate rising sea levels and therefore flood levels over time.
- Marina hardstand and workshop area – practicalities of purpose dictate lower levels and wet flood proofing is possible. Retrofitting to changes in levels in the future is possible for these land uses.

To provide adequate utility infrastructure including provision for handling waste to cater for the demands of the development

Objective

Comply with the requirements of utility and waste collection authorities.

Guidelines

- Utility infrastructure including water, sewer, electricity, telecommunications and gas is to be extended to the site.
- Services to be supplied throughout the development.
- Provide adequate on site storage opportunity for waste and recycling streams commensurate with the landuse types and provide adequate arrangements for regular collection (including marina).
- All chemical and fuel storages, including storage of wastes (such as oily waste) be designed and operated in accordance with Information Sheets 5 and 6 DECC's Environmental Action for Marinas, Boatsheds and Slipways (June 2007).
- A waste management plan to be prepared to address the building construction and operational phases of development.

SITE PRINCIPLES

Principle 14 – Marina

To provide a Marina

Objective

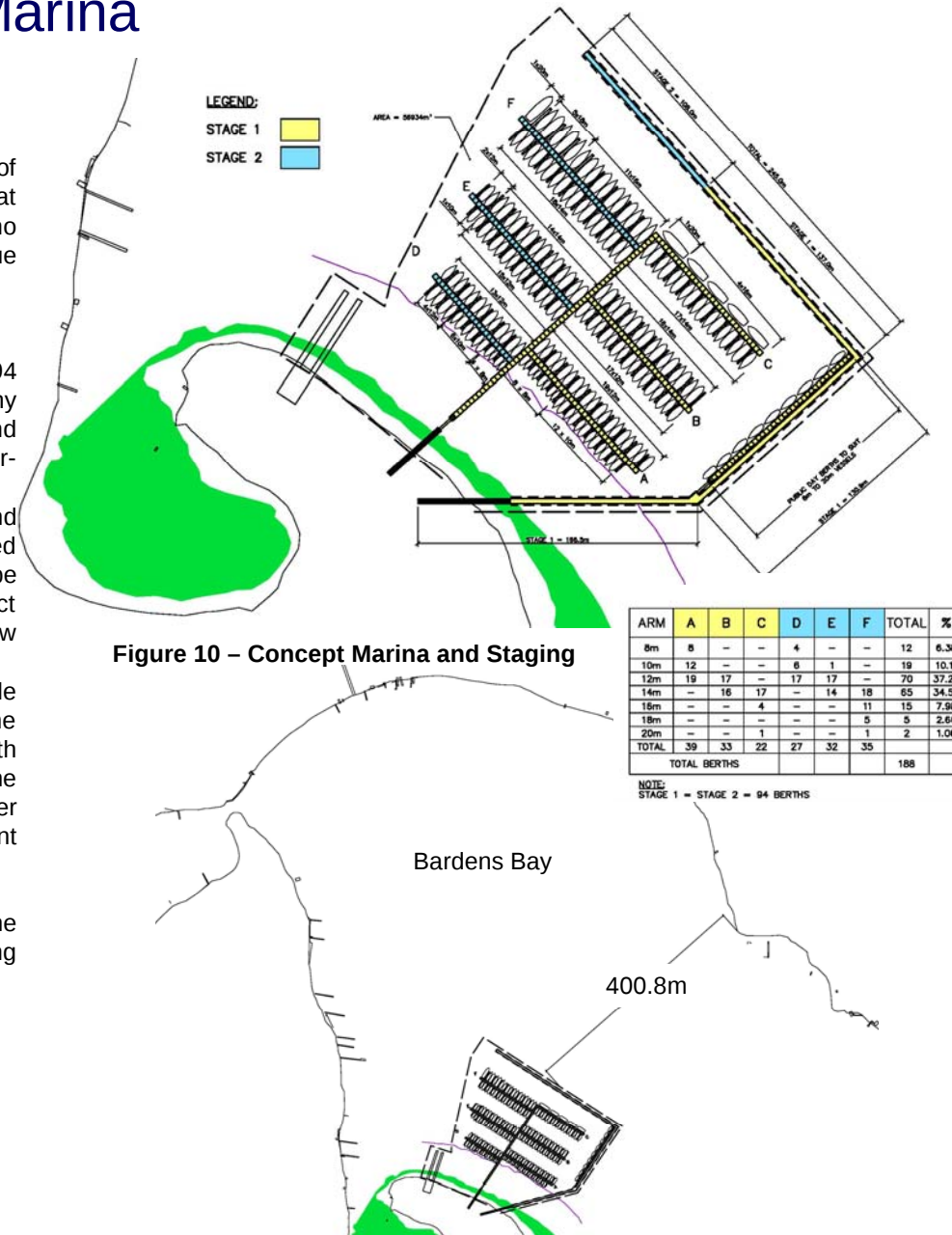
Having regard to the contextual analysis undertaken, the proposal aims to take advantage of the Lake for the purposes of promoting tourism to the region. This site presents that opportunity, given limited environmental constraints and impacts (no dredging required, no significant impacts on sea grass or marina species and the like) together with the unique chance to combine it with a land based marina and tourism component.

Guidelines

- Stage 1 of the marina will consist of 94 berths with breakwater. A second stage of up to 94 berths may proceed subject to a range of strict assessment triggers to be outlined in any Concept Plan or subsequent approval (see also Principle 19). A boat lift facility and other land based marina functions will also occur without being limited to specific staging of the water-based marina.
- The proposed 188 berth marina being constructed in stages as identified in **Figure 10** and being designed to meet AS 3962-2001 "Guidelines for Design of Marinas". The proposed Marina will provide for boats up to a maximum length of 20m. The proposed Marina will be connected to the shore based components in a manner that does not unreasonably restrict public access along the foreshore. Structures, other than the travel lift, crossing the narrow fringing seagrass, to be constructed from timber with aluminum grating.
- The proposed Marina to be protected by an other Breakwall which is to be publicly accessible from the shore in a manner that does not unreasonably restrict access along the foreshore. The breakwater to be designed incorporating fixed timber deck on steel piles with partial depth double skirted timber slats. The partial depth structure is to allow water movement. Part of the southern breakwater closest to the shore is to be open to further enhance movement of water and to prevent sea grass wrack accumulation. The breakwater is to be maintained to prevent sea grass wrack accumulation.
- Marina arms to consist of floating pontoons.
- Provision being made available for approximately 117m length on the inside edge of the breakwall for public day berthing (as part of stage 1) and provision made for occasional berthing of tourist boats on outside eastern edge of the breakwater.



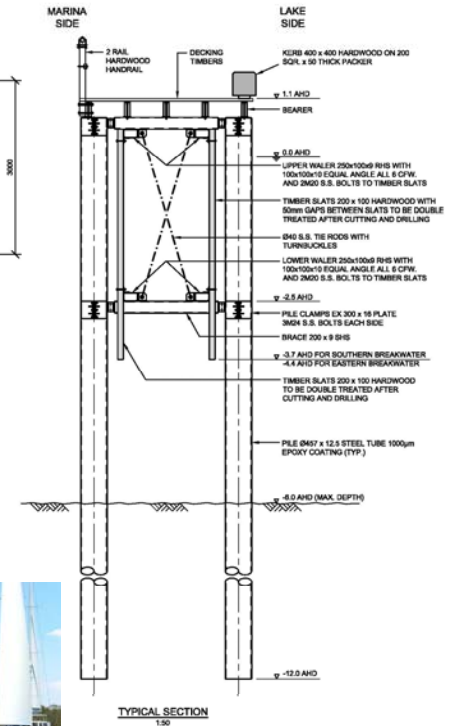
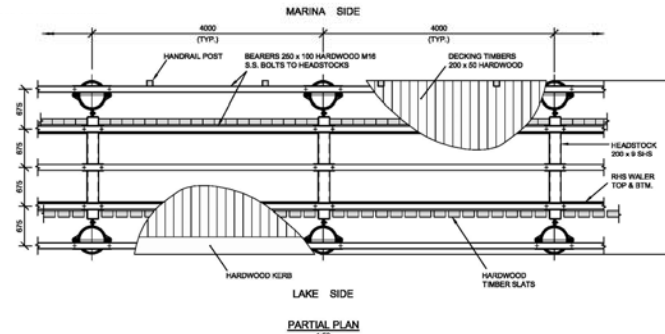
Travel lift example – Noakes, Newcastle



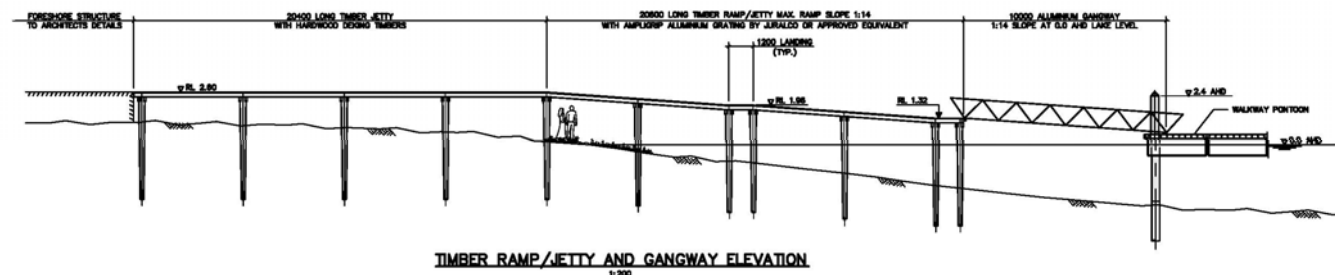
SITE PRINCIPLES

Principle 14 – Marina

- Vessel exclusion zone to south of southern breakwater to protect extensive sea grass areas, if required by authorities.
- Berths to be provided with water, power and lighting services.
- Marina to include required fire fighting equipment plus public fuel, sewage pump out (dual bowser) and oily bilge pump out facilities provided within Stage 1. Two double skinned fuel storage tanks, plus oily waste recycling tank to be provided on land, as well as small waste water pumping station.
- No dredging required with marina and boat lift designed to existing water depths, with tubular steel piles used throughout construction to reduce seabed impact.
- Boat lift facility with 2 steel runway beams supported on tubular steel piles, extending approximately 45m into lake, for vessels up to 75 tonnes, 25m length and 8m beam.
- Associated land based facilities including repair and maintenance facility for minor repairs and maintenance (hardstand area and workshops), marina facilities and services and service infrastructure, as well as mixed use development and parking (refer other components of Concept Plan).
- The Hardstand area is to be set above 5 year ARI flood level. Minor filling (to 1.2m AHD) will be required and design is to include a first flush and washdown water collection and treatment system and strict environmental controls.
- A water quality monitoring program is to be developed for the construction phase of the water and land based marina development.
- Construction Environmental Management Plans are to be prepared (water quality, erosion and sediment, noise, acid sulphate soil management and the like).
- Operational Environmental Management Plans are to be prepared, to also include operational management of the facility.
- Landscaping / Re-vegetation to northern and western foreshore past travel lift to screen fencing and hardstand area (refer also Principle 8).



CONCEPT DESIGN
TIMBER SKIRT BREAKWATER



Principle Deleted

Ensure that the proposed development does not have an unreasonable acoustic impact on the surrounding locality and on future occupants of the site.

Objective

The proposed development to comply with relevant standards for the emission of noise.

Guidelines

- The proposed development is to comply with relevant noise criteria outlined in the ARUP Acoustics report for all aspects of the proposed development (excluding helicopter related criteria which has been removed from this proposal and no longer forms part of this Concept Plan).
- Further detailed acoustic reports demonstrating ability to achieve compliance with the established noise criteria and ameliorative measures to be included with future project applications. This is to include assessment of impacts on the adjoining developing residential estate.

Comment: Noise assessments which accompany the marina project component (those which are covered by the need for an Environmental Protection Licence) are to specifically provide data analysis on the assertions relating to ambient noise, explain differential between day and evening / night periods, justify vessel sound power levels used, include a sleep disturbance assessment and consider noise from refuelling and sewage / sullage pump out operations.

- A Construction Noise and Vibration Management Plan is to be prepared prior to construction activity commencing.
- An Operational Noise Management Plan is to be prepared for relevant components of projects as a condition to subsequent project approval/s.

To ensure that the proposed development adopts appropriate sustainability measures.

Objective

The proposed development is to minimise its impact on the environment by adopting sustainable design that includes the built form as well as energy efficiency and greenhouse gas minimisation during the design, construction and operational phase of the development.

Guidelines

- Relevant components of the proposed development being designed to meet the orientation, solar access, sun protection and cross ventilation principles of SEPP 65 and Lake Macquarie DCP 1.
- Relevant components of the proposed development being designed to meet the requirements of Section J of the Building Code of Australia.
- Relevant components of the proposed development meeting the requirements of BASIX and the relevant certificate being included with the project application for each stage.
- The proposed development being designed and operated to minimise the emission of greenhouse gases.
- The proposed development complying with the stormwater harvesting and re-use requirements of Lake Macquarie DCP 1.

To incorporate appropriate indigenous and european heritage management.

Objective

To minimise impacts on indigenous and european heritage values and maximise opportunities to reinforce and interpret those values.

Guidelines

Indigenous Heritage

Community Consultation

- The ongoing consultation and involvement with the development of the project shall be carried out with the Aboriginal community as represented by the Koombahtoo and Bahtahbah Local Aboriginal Land Councils and the Awabakal Descendants Traditional Owner Aboriginal Corporation and the Awabakal Traditional Owner Aboriginal Corporation as primary stakeholders. Additional stakeholders may be availed of information as requested, and their opinions documented in the Aboriginal Heritage Management Plan.

Aboriginal Cultural Heritage Management Plan (ACHP) and Heritage Interpretation Policy

- Development is carried out in accordance with an Aboriginal Cultural Heritage Management Plan and an Interpretation Policy prepared for the whole site the subject of this Concept Plan. It shall be prepared by the proponent.
- The Aboriginal Cultural Heritage Management Plan is to be a guiding document that outlines required policies and procedures. The Heritage Interpretation Policy is to be prepared and detailed to enhance the Cultural Heritage Management Plan. They are to be prepared to meet the following criteria:

- developed in conjunction with the Aboriginal community and be based on historical data, cultural knowledge and archaeological evidence specific to Trinity Point;
- provide procedures for ongoing Aboriginal consultation and involvement and management of any recorded sites within the Concept Plan area;
- provide the framework for further archaeological investigations and/or salvage projects prior to impact and provide the framework for identification and management of previously unrecorded sites (excluding human remains);
- provide a framework for the interpretation of the Aboriginal values and heritage of the site to the general public, for incorporation into overall site interpretation and into development details. This may be presented in different ways including interpretation/history boards, display of artefacts in secure cases near the Village Piazza and local Aboriginal art included within the development's public art / interpretation / landscape strategies.

- specify policies and actions required to mitigate and manage impacts of the proposal on Aboriginal heritage;
- provide policies and measures for active conservation of in-situ deposits in the foreshore setback within the Tourist development area where possible;
- be based on the recommendations of the Insite 'Trinity Point Marina Mixed Use Development Morisset Peninsula NSW, Archaeological Assessment' 30 October 2008;
- provide measures for providing interpretation within the publicly accessible land of the tourism zone land only to protect the lake foreshore land from additional increased visitation;
- clarify the proponent's and future owners' responsibilities, financial obligations and commitments to implementing the ACHP and Interpretation Policy;
- include timeframes for implementation of the developed policies of the ACHP for various stages of the project.

Onsite Heritage Interpretation and Management

The foreshore pathway:

- Provide controlled public access and Heritage Interpretation on site away from the more sensitive south-eastern lake shore, where sensitive aboriginal features have been observed. This is to allow them to remain in-situ without development impact.
- All proposed public access paths/links into the foreshore land are also to be retained within the indicated tourism zone.
- Retain the siting of the proposed foreshore pathway for public access within the Concept Plan / tourism zoned land to address community concern about impacts of increased visitation to the sensitive foreshore edge.

Building Setbacks:

- Retain indicated setback of buildings from Bluff Point to allow for space to enable some preservation of in-situ deposits, and as space for interpretation.

Salvage Excavations

- Salvage excavations are to occur where there is potential for intact deposits to remain and where development footprint is to occur. This is to be limited to an additional 50sqm in two x 25sqm excavation areas. Whilst the deposits will not be stratified, the analysis of those excavations in combination with others in the adjoining residential subdivision can provide a landscape analysis of the site for use in the recommended Interpretation Policy. It will add valuable information to the archaeological record of the Lake Macquarie Area.

SITE PRINCIPLES

Principle 18 – Indigenous & European Heritage

Earthworks Monitoring

- Monitoring of earthworks (top soil stripping and earthworks only) is to be undertaken by the Aboriginal community. Any artefacts found during this monitoring and in the salvage excavations are to be recovered for relocation by the Aboriginal community in accordance with DECC guidelines.

Site Protection

- Measures of precaution shall be implemented by the proponent to include precautions within the development proposal to ensure the recorded sites in the lake shore area are not impacted, destroyed or damaged by construction works regardless of future ownership or management of the land.

Non-Indigenous Heritage

Development is carried out in accordance with an adopted Heritage Interpretation Policy and Implementation Plan and for the whole site the subject of this Concept Plan. It is to be prepared by the proponent and is to address the proponents and future owners responsibilities, financial obligations and commitments for implementation of these policies.

Heritage Interpretation Policy

- An Interpretation Policy and Implementation Plan and Management Plan is to be prepared by the proponent and adopted, drawing from the information in past historic research and heritage / archaeological assessments and investigations. The interpretation policy is to provide a framework for interpretation of the European use of the site to the general public, for incorporation into overall site interpretation and into development details.
- Interpretation of the grotto and the stone base sundial near Bluff Point is to be included in this policy and its management strategies.

Earthworks

- Monitoring of particular earthworks is to occur in the southern part of the site in the general area of the Bailey residence to record any peripheral infrastructure.
- A management plan is to specify measures for in-situ conservation and management of the grotto and the stone base sundial near Bluff Point and specify protective measures whilst development is occurring within their vicinity.

Landscaping

- Existing cultural plantings near Bluff Point are to be retained and managed. Interpretation of these cultural plantings is to be incorporated. This is to be addressed in the Interpretation Policy.



SITE PRINCIPLES

Principle 19 –

Staging, Subdivision & Management

To ensure that any staging of the proposal protects key site outcomes.

Objective

To ensure that staging, subdivision, operation and management of the development is orderly.

Guidelines

- The main components of the marina is to be developed in two stages, generally as described in Principle 13, being:

Marina Stage One – 94 private berths on floating arms with jetty connecting to foreshore, fuel and pump out facilities and services, necessary component of breakwater (southern and part eastern) which includes public day berthing area. Stage 1 may also include travel lift, hardstand area and repair / maintenance facility, service facilities (tanks, pumping stations and the like), office, marina lounge and managers residence, plus necessary access and carparking to cater for uses.

Marina Stage Two – 94 private berths on floating arms, services, additional component of eastern breakwater, and necessary access and carparking to cater for stage two use. It is anticipated that any Concept Plan approval (and subsequent project approvals) will specify the terms and requirements to enable construction of Stage 2 to proceed, which may include:

- 100% take up of Stage 1 berths
- Results of Stage 1 construction and operational management and monitoring plans, and environmental licence performance, including but not limited to water quality monitoring program and sea wrack management and movement.

- The above staging of the marina is not sequentially linked to staging of the remaining components of the land use proposal.

- The remaining land based components are not subject to definite staging at this Concept Plan step as flexibility is sought.

The following principles are to guide staging when it is proposed:

- It is important to create the village piazza in an early stage and some of the activating land uses.
- Staging of development for residential purposes is to be consistent with land use provisions provided within the concurrent LEP amendment for this site – eg, in a staging sense, the number of residential dwellings is not to exceed the number of tourist accommodation units at any stage.
- Whilst the public pathway, spaces and their improvements will be staged, it is important that each stage provides a temporary pedestrian circulation system back to the public road network until it is replaced by subsequent final works in subsequent stages.

- Project Applications / Development Applications are to provide details on intended subdivision, titling, operation and management of the development, and link that into management of potential conflicts between on site uses and necessary management of other operational issues such as marina operation, noise management, public domain management and maintenance and the like.

SITE PRINCIPLES

Principle 19 – Staging, Subdivision & Management

- The Concept Plan principles present an integrated design solution for the total site. Their success will be reliant upon a commitment to the design intent in the detail of the development, and a high quality and integrated built form, streetscape and landscape – within individual precincts and built form groupings, and between precincts created by the streetscape grid and public access network and to external interfaces.

It is not however anticipated that the solution must be incorporated into only one development or project application. To facilitate the ongoing integration of the core principles, whilst allowing the project to seek approvals and development of discrete components of the project with a degree of flexibility, the following will be required:

1. A project specific Built Form Code is to be prepared, submitted and assessed prior to or with the first land based development application (ie excluding applications for water based marina and/or marina utility areas). All applications will need to be consistent with that code. It is anticipated this code will include such elements as:
 - Desired Character Statement
 - Built form essentials consistent with Concept Plan principles including:
 - Facades and articulation
 - Roof design
 - External materials and colours
 - Entrances
 - Driveways and parking
 - Private open space
 - Privacy
 - Solar access
 - Fencing

Comment: Where it is proposed to lodge a Built Form design code, and to avoid ongoing delays in delivering this important project, the proponent requests a condition be placed on the Concept Plan approval requiring the consent authority (presumably Council) to determine the code within two months from lodgment after which time the proponent may submit it to the Department of Planning Director General for determination.

OR

2. The Built Form code can be produced in whole or in part, with parts being Village Piazza area north of Trinity Point Drive extension and balance of area.

OR

3. Alternative to preparing a Built Form code, integrated project / development application/s may be lodged addressing the same relevant design issues as the code.

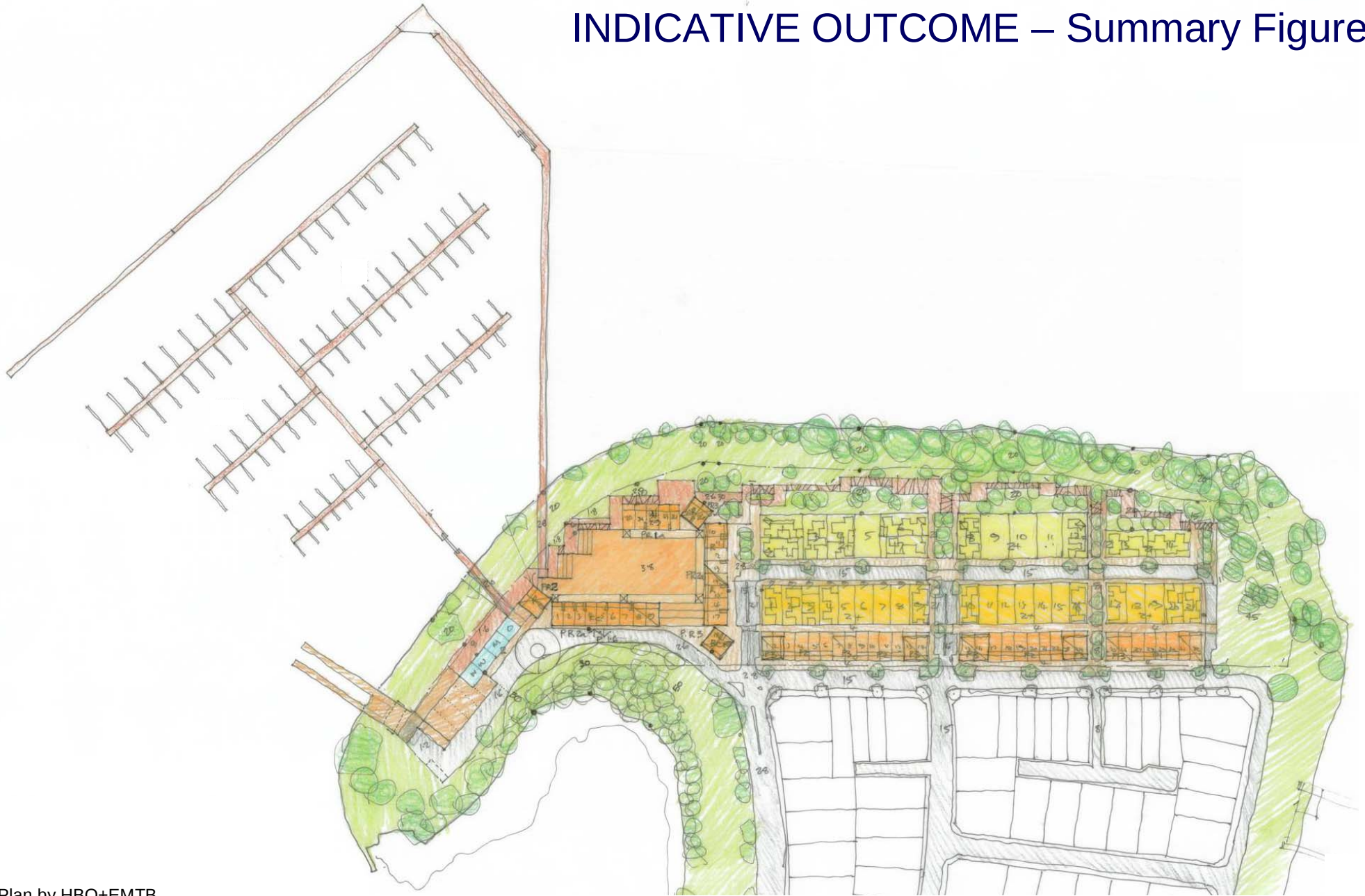
Comment: Integrated project / development application means an application for development that is for the full extent of development within any part of the site showing buildings, subdivision (if any) and all external spaces fully designed. Figure 11 identifies potential integrated applications.

Where an integrated project / development application is lodged for part of the site, the established principles are to be carried through the balance of the site in future intended applications. A change in form / style is permitted for the Village Piazza however overall theming across the site must be tied together through the design of external spaces and landscaping.



Figure 11 – Integrated Applications

INDICATIVE OUTCOME – Summary Figure



Plan by HBO+EMTB

INDICATIVE STAGE 1 MARINA OUTCOME – Summary Figure

ARM	A	B	C	TOTAL	%
8m	8	–	–	8	8.51
10m	12	–	–	12	12.77
12m	19	17	–	36	38.30
14m	–	16	17	33	35.11
16m	–	–	4	4	4.26
18m	–	–	–	–	–
20m	–	–	1	1	1.06
TOTAL	39	33	22		
TOTAL BERTHS				94	



LEGEND:
STAGE 1



INDICATIVE MARINA OUTCOME – Summary Figure

ARM	A	B	C	D	E	F	TOTAL	%
8m	8	–	–	4	–	–	12	6.38
10m	12	–	–	6	1	–	19	10.11
12m	19	17	–	17	17	–	70	37.23
14m	–	16	17	–	14	18	65	34.57
16m	–	–	4	–	–	11	15	7.98
18m	–	–	–	–	–	5	5	2.66
20m	–	–	1	–	–	1	2	1.06
TOTAL	39	33	22	27	32	35		
TOTAL BERTHS							188	

LEGEND:

- STAGE 1
- STAGE 2



INDICATIVE MARINA OUTCOME – Summary Figure

