



JOHNSON PROPERTY GROUP
Creating living communities

5 July 2009

The General Manager
Lake Macquarie City Council
PO Box 1906
Hunter Region Mail Centre NSW 2310

ATTENTION: KIRRILY VINCER

Dear Ms Vincer,

RE: PT 2/2008: Trinity Point Marina and Mixed Use Development – Preferred Project Report

I write in response to Council's letter dated 24 April 2009 regarding the Concept Plan for the Trinity Point Marina and Mixed Use Development. I advise that the project, as documented in the attachments, has been modified in consideration of the above mentioned Council letter, feedback from Government Agencies, feedback received during a number of community presentations, general informal community feedback and the formal submissions received by Council during public exhibition.

I am pleased to enclose the following attachments:

1. Preferred Project Report outlining the principles, objectives and urban design considerations of the modified proposal;
2. Updated Statement of Commitments;
3. Response to Council's letter dated 24 April 2009; and
4. Response to Council's summary of public submissions, as provided on 13 March 2009.

SUMMARY OF KEY AMENDMENTS

Johnson Property Group Vision remains the same – to create a premier mixed use development, to create a successful, vibrant place, a destination. A place where public are integral, a meeting place, a place to enjoy the lakeside location. A place that promotes Lake Macquarie. A lakeside venue for meetings, functions, celebrations. A generator of local employment. A destination for all users of the lake. Provides much needed facilities for south-western Lake Macquarie.

A: Revised Water Based Marina Proposal:

- Reduce number of total marina berth from 308 berths to 188 berths (120 less, 39% reduction in overall size);
- Revised design of smaller marina footprint to reduce area of bay it 'takes up'. For the new total 188 berth proposal, this means a marina footprint of 5.9ha, being 3.44ha or 36.8% area reduction and for the initial 94 berth first stage, a marina footprint of 3.17ha, being 6.17ha or 66% area reduction initially.
- The revised design reduces the length and visual appearance of the eastern breakwater and increases the width across Bardens Bay outside marina footprint from 330m to 400m.
- Construction of Marina in Two Stages. First Stage 94 berths. More specific 'triggers' before second stage can be constructed, including monitoring of Stage 1 impacts. Staging also allows for the first 94 berths to be constructed away from existing residents along the western frontage of Bardens Bay.
- Deletion of the proposed helipad.
- Retains boat lift, hardstand and minor boat repairs on land and retains other key design features relating to fuel, sewage pump out, oily bilge pump out, breakwall design features, breakwater public access and commitments to best practice and environmental management.



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B: Revised Land Based Proposal:

- Maintains 150 accommodation units spread across the site, however making the accommodation units 100% available for tourism use of which a maximum of 50% could be also available for permanent residential use. Removes allocation of where tourism and residential accommodation occurs across the site. Future applications to nominate those accommodation units available for residential use and detail strategies to manage potential conflicts between the mix of tourism accommodation and residential accommodation uses.
- Updates building setback, heights, public access + open space, built form and landscape principles – generally as described below:

Outside Village Piazza

- Essentially doubles setbacks to eastern open space zoned lands, to predominantly 20m (ie. generally 40m setback from lake edge), and retains a specific setback to Bluff Point to retain cultural planting and enable public access to that important viewing area. Enables a variable alignment public pathway around southern and eastern edge of site, setback from increased setback built form edge;
- Revised urban design structure, providing for internal 15m wide streetscapes on a grid layout (low speed road system), which incorporate public access pedestrian paths and increases structured 'permeability' through the site. Includes north-south internal street connecting Bluff Point to Village Piazza and effectively removes previous 2,3,4 and 5 storey 'U' shaped built form arrangement. Also supplemented by perimeter road edge to Bluff Point and an additional 8m wide east-west connection as part of 'permeability' solution;
- Within precincts created by grid layout and outside Village Piazza, revised built form and heights. Heights generally of 2-3 storey with pitched roof. Form on central and eastern part of site is small lot integrated and articulated built form, likely detached and compact domestic in form and character, including individual lot parking. A more continuous street façade fronts Trinity Point Drive, likely attached form with grade change to accommodate parking under (not full basement) and access via rear lane. Nominated 'accent' buildings to reinforce site structure.

Village Piazza

- Retains development in the northern part of the site, including marina utility buildings, carparking and raised village piazza with buildings;
- Reorients marina utility buildings and increases setback to north-eastern open space (min 8m);
- Minor updates to minimum flood planning levels and additional principles provided relating to adaption to sea level rise and evacuation management;
- Retains a raised public space framed by active land use as a significant public space, but revises its shape, orientation and built form framing it. Provides minimum 6m setback to piazza structure.
- Additional principles added relating to edge treatment of piazza to ground level (design of edge and an activating land use to eastern boardwalk) and for visual connectivity to piazza from west, south and east.
- Designs piazza and bulk of framing buildings closer to Trinity Point Drive extension.



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- Includes a 'framing' built form along western and southern piazza edge of parking + 3 level + pitch roof (usable space within roof profile), with eastern framing form shorter in length and 1 storey less in height in response to lake edge.
- Includes an anchor building at northern end of piazza of parking + 3 level + pitch roof, with essential element being small footprint and elegant, finished in glass.
- Includes additional two 'accent' buildings on south-western and south-eastern corners of piazza of parking + 4 storey + pitch roof (usable space within roof profile). Essential elements include small footprint, elegant and built from a predominant 'natural' material.

Other Principles

- Retains overall site FSR 0.65:1 – with FSR distribution across site varied via revised setback, height, built form principles.
- Retains the essence of principles relating to:
 - Building materials and colours
 - Vegetation and revegetation management,
 - Water management,
 - Services/waste management,
 - Acoustics (excludes helipad and updates to reference DECC future assessment requirements at project application stage),
 - Sustainable development and
 - Indigenous and european heritage (updates content to reflect component of assessment comments)

We believe that the modifications to the exhibited Concept Plan, as provided within the attached Preferred Project Report, respond to most of the concerns raised by the public, interest groups, Council and NSW Government Agencies. In addition, the updated Statement of Commitments reinforce the modifications and are appropriate and adequately address the issues raised.

I look forward to having this matter resolved.

Should you require further information, feel free to contact me.

Yours sincerely
Johnson Property Group

Bryan Garland
Senior Development Manager