

## Submission on Trinity Point Redevelopment SSD-27028161

### David and Anna Gamble – 146 Trinity Point Drive, Morisset Park

We own the closest single residential block to the proposed development. The western end of Building F is approximately 20m from our street boundary. This was an expensive block, almost \$1m in 2018, and we are planning to develop a holiday home there. We are at location 14 shown on the map below.

We knew when we purchased that a significant development was going to be located on the adjacent land, and that it would include multi storey residential dwellings. At the time we purchased, our understanding is that the closest building would have been 4 stories high.

We are not objecting to the idea of the Trinity Point development, but to the bulk and scale of the development. Our key issues of concern are outlined below.

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#### LANDSCAPE AND VISUAL AMENITY ANALYSIS

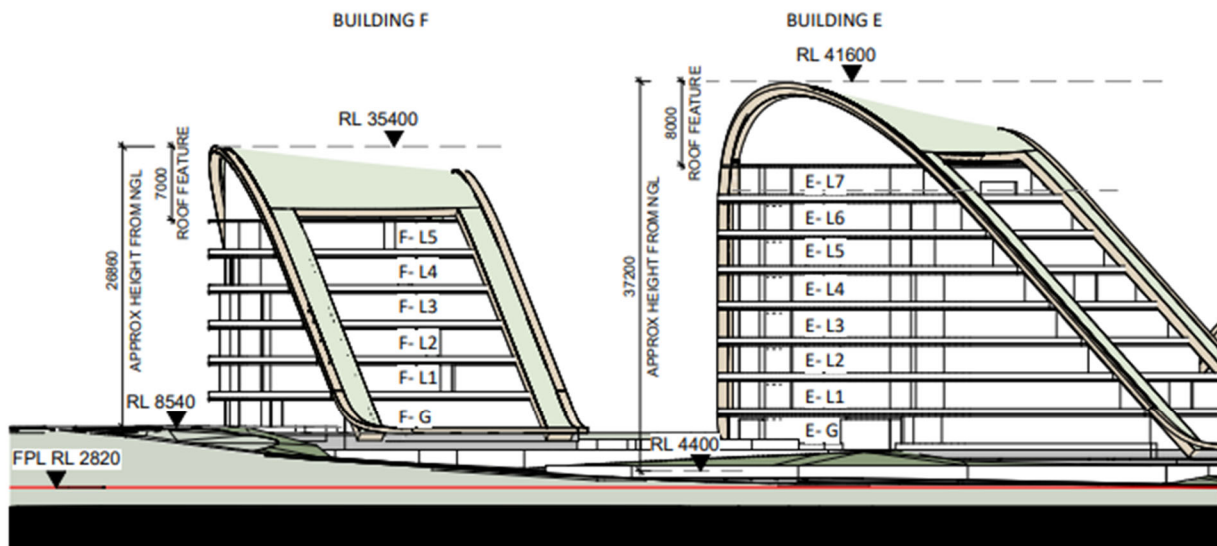


Source: SIX Maps

Figure 4.3 Location of Key Viewpoints - Map 2

**Issue 1 – Building heights**

The documents say that Building F is a 6 storey building, but it is actually a lot higher (as are all the buildings). This building, including the roof feature, is 28 m tall at its highest point. This is equivalent to a 9 storey building, not a 6 storey building, as stated in Section 10. 5 of the EIS and elsewhere. A regular 6 storey building would be about 18m -20m tall. Therefore the visual impact of this building, being only 20 m from our eastern boundary, will be quite significant for us.



## 10.5 COMMUNITY

The current proposal has been the result of extensive consultation with the community and affected stakeholders. Community views have shaped the proposal in the following ways:

- The function centre capacity has been reduced from a capacity of 500 seats to a capacity of 300 seats;
- The capacity of restaurant 1 has been reduced from 398 indoor and 100 outdoor seats, to a capacity of 300 seats (both indoor and outdoor);
- The capacity of restaurant 2 has been reduced from 398 indoor and 100 outdoor seats, to a capacity of 300 seats (both indoor and outdoor);
- Residential apartments have been reduced from 218 to 180;
- All parking related to the development is underground;
- The capacity of the underground parking has been reduced to reflect the reduced site density, and also to maximise the amount deep soil planting areas on the site;
- As a result of reduced scale of development, parking has been reduced to 611 spaces;
- The size of each building's footprint has been reduced by approximately 8.5% for each building. This allows more space for landscaping, pathways and community access;
- A reduction in the height of Building F from eight storeys to six storeys;
- Buildings on the site have been rotated in order to provide benefits regarding:
  - maximising the view corridors from Celestial Drive and Trinity Point Drive to Lake Macquarie;
  - increasing the extent of deep soil on the site, allowing for mature trees and conserving the native biodiversity on site;
  - increasing the proposed site tree canopy for better interface with the adjacent dwellings and improving the visual amenity of the occupants of the dwellings. This will also result in an overall cooling effect for the site and surroundings, as well as providing habitat for birds and other living organisms on site; and
  - increasing the setback space from the site to the foreshore.

## Issue 2 – Bulk and Scale

Related to the overall height, is the bulk and scale of the development. The photomontages below, for Viewpoint 14, are not showing the view directly east, as they show whole representations of Building B (furthest) to Building E (closest). Only a small portion of Building F, the one that impacts us most significantly, is shown.

This really understates the significant visual impact that Building F will have on our property.

Reducing the height of Building F and setting it back further from our property would reduce these impacts.

### LANDSCAPE AND VISUAL AMENITY ANALYSIS

#### VIEWPOINT 14

Location:  
Trinity Point Drive near Bluff Point



Existing view from Trinity Point Drive near Bluff Point



49, 81 & 85 TRINITY POINT DRIVE, MORISSET PARK  
VISUAL IMPACT ASSESSMENT



Year 0 view from Trinity Point Drive near Bluff Point



### Issue 3 – Wind flows

The wind flow analysis does not seem to have considered impact on our property – only the development itself. It acknowledges that the corner of Building F, which is only 20 m from our boundary, will experience increased wind activity during summer.

Increasing the setback of Building F from our property could reduce this potential impact.

## 5. RESULTS AND DISCUSSION

### 5.2 Expected Wind Conditions

The proposed buildings have a unique form that is wind-responsive in many aspects – the moderate height, curved plan form and tapering vertical profile present a substantially smaller area that would intercept and redirect higher level winds compared to a rectilinear building form of a similar height. Wind speeds increase with elevation; the tapered vertical profiles of the buildings also create larger separation between the buildings at higher elevations and will thereby likely lower the potential impact of channeling flows. The curvatures and stepped sides also reduce the potential for downwashing and corner wind acceleration impacts. The key wind flow paths expected on the site are shown in Image 7 and are discussed in the following sections. The discussion presents the seasonal wind flows and the resulting impact on pedestrian comfort.

#### 5.2.1 GROUND LEVEL: SUMMER

Winds approach predominantly from the northeast and southerly directions in the summer. The open exposure to the lake will allow these winds to approach uninterrupted towards the site. However, the north-south alignment of the site and the cluster-like siting of the buildings are advantageous in that the southernmost building (Building F) will help redirect most of the winds approaching from the southerly directions around the site and protect the downwind buildings and pedestrian areas. However, this exposure is likely to cause increased wind activity at the corners of the Building F.

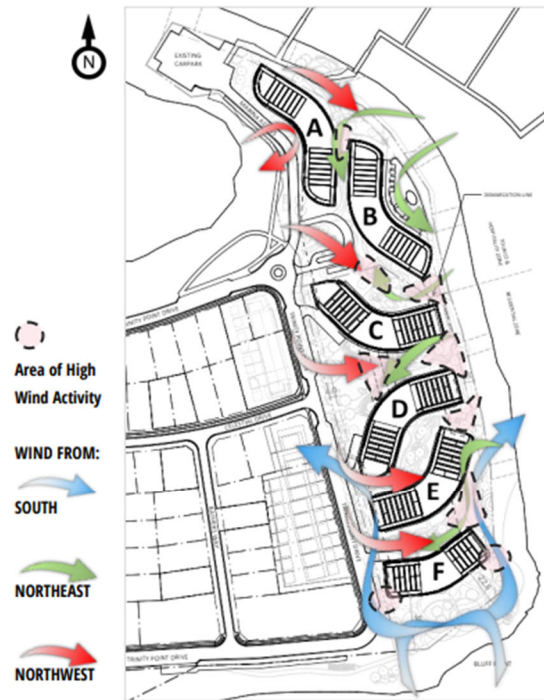
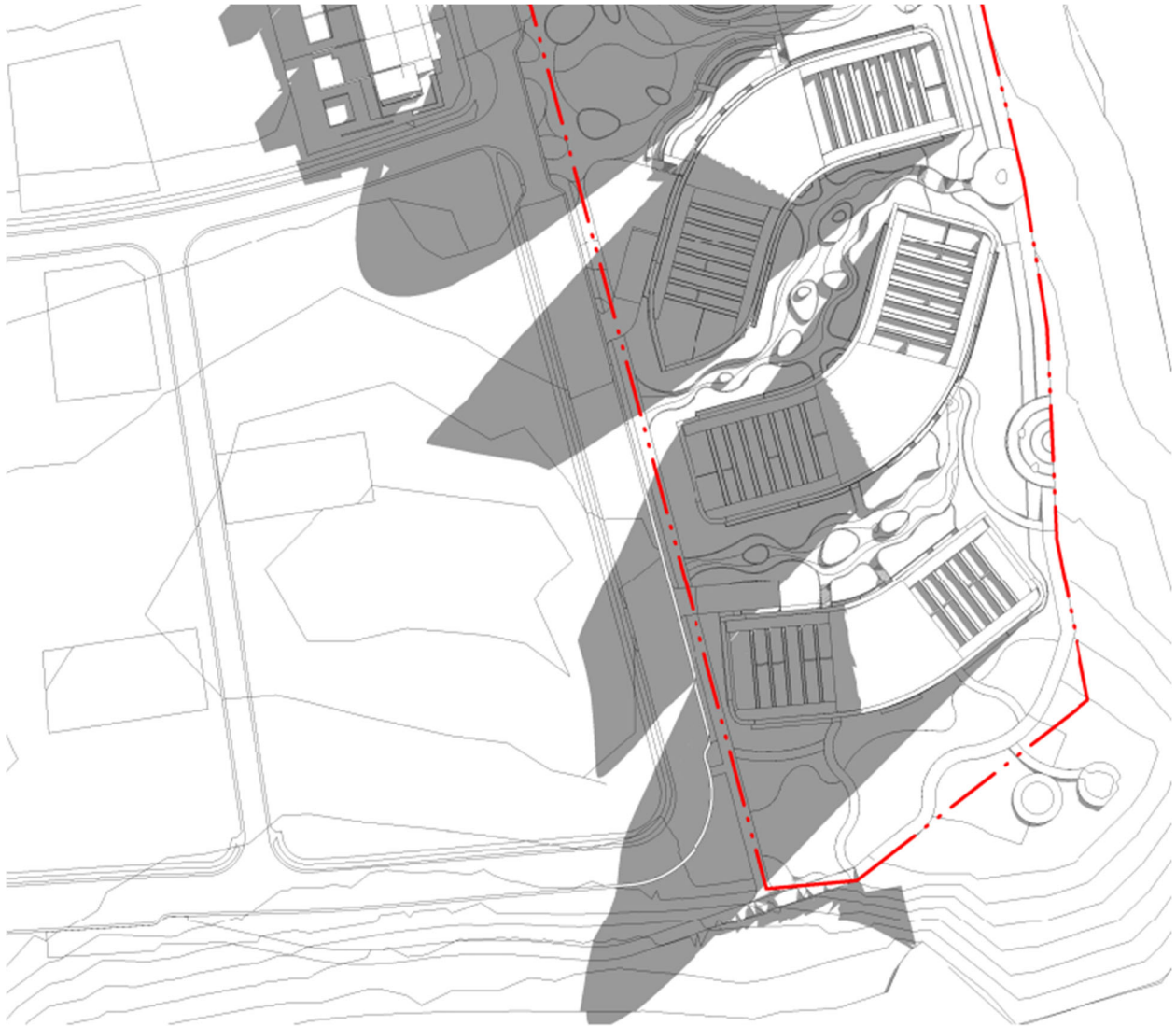


Image 7: Key Wind Flows Expected On the Proposed Development Site

#### Issue 4 – Shadowing

The shadow analysis shows that the entire street will be in deep shadow for a number of hours during the winter months. Our property will also be in shadow, and will not experience the eastern sun for many hours.

This impact would be reduced by making all of the buildings less tall.



1 SHADOW ANALYSIS - 21 JUN - 9AM  
1 : 1000

### Issue 5 – Car park entrance location

We would prefer the entry to the basement car parks by resident vehicles and service vehicles, such as garbage trucks should be located as far as possible from our residence. At the moment, it is located adjacent to Building F, but we believe that it could be located adjacent to Building E instead. Some reconfiguration of the basement design would be possible to allow this to happen.

