



Figure 13 Options Investigation Plan



THE PROPOSAL

VISION



COMPLETE AND ENHANCE THE RESIDENTIAL COMMUNITY OF MOONEY MOONEY WHILST CELEBRATING ITS UNIQUE CHARACTERISTICS AS THE GATEWAY TO THE CENTRAL COAST.

Design Principles

The vision for the site is underpinned by the following design principles:

- Provide residential choice through the provision of a range of dwelling options;
- Enhance access to local convenience facilities and services through the provision of a local neighbourhood centre;
- Accommodate regional emergency services including the Rural Fire Service, Ambulance Services and RMS Highway Services;
- Include employment generating land uses such as tourism, retail, marina, restaurants, cafes and a service station;
- Provide for a mix of local community groups in the form of a Chapel or Community Centre;
- Improve opportunities for local recreation activities including increased waterfront access and parkland areas as well as marine activities; and
- Unlock access and the heritage significance of Peat Island for both the local and wider community including providing accommodation options on the site.

ILLUSTRATIVE PLAN

The Illustrative Plan (pictured in *Figure 14* opposite) outline the key components of the vision and how they will be realised on the site. The key places include:

- **Mooney Mooney Village:** Located within the eastern precinct, new residential dwellings will sit alongside the existing Mooney Mooney residential community. Comprising predominantly single detached dwellings with long back yards they replicate the existing landscape setting and established relationship with the waterfront. The addition of a small number of townhouse and apartment dwellings provide a more diverse housing choice in this location. The existing chapel provides a focal point for community interaction and is closely located with a new facility and community hall for the Rural Fire Services.
- **Northern Foreshore:** A small area of detached residential housing set within a landscape setting that maximises water views.
- **Peat Island:** A new central building unlocks the adaptive re-use of existing heritage buildings on Peat Island creating a distinctive accommodation destination set in a waterfront landscape setting. Associated restaurants and cafes will activate the island and encourage exploration of the foreshore island walk.
- **Waterside Village and Marina:** A distinctive waterfront village located on the western foreshore and nestled in behind Peat Island creates a focal point for the community and a gateway to Peat Island. It includes low rise apartments, a series of new foreshore parkland areas and a new marina and boat storage facility as a focus for a new water based recreation hub. These water recreation facilities provide much needed capacity for boating activity and storage on the Hawkesbury River.
- **Southern Foreshore:** A compact and diverse housing offering including low rise apartments, townhouses fronting Peats Ferry Road and detached housing on the waterfront.
- **Emergency Services:** Identification of new locations for RMS Highway Services and Ambulance with excellent access to the M1 Motorway and the Old Pacific Highway.
- **Neighbourhood Centre:** Local services for the Mooney Mooney community through the co-location of a car-based service station and supporting convenience retail and restaurants.

MOONEY MOONEY VILLAGE

New residential lots which continue the existing Mooney Mooney residential waterfront character

Single dwellings in a landscape setting with the Chapel as a focal point for community uses

Townhouse lots provide housing choice

3-4 storeys of apartments including ground level parking

Rural Fire Services Station and Community Centre

NORTHERN FORESHORE

Detached houses within a landscape setting maximising water views

Foreshore walk and local waterfront parkland

PEAT ISLAND

New 2-3 storeys building for accommodation and tourism uses

Adaptive re-use of the heritage buildings for accommodation and tourism uses

Potential adaptive re-use of the heritage building for cafe

Foreshore walk around island

WATERSIDE VILLAGE AND MARINA

Distinctive waterside village nestled in behind Peat Island and set to a landscape setting creates a focal point for the community and the gateway to Peat island.

2-3 storeys of apartments including ground level parking is set amongst landscape areas and oriented to maximise water views and northern orientation.

Marina and dry boat storage including landscaped car parking area associated with the Marina

Foreshore parkland and associated car parking

SOUTHERN FORESHORE

Detached houses within a landscape setting maximising water views

3-4 storeys of apartments including ground level parking

Townhouse lots provide housing choice

BOAT RAMP - EXISTING

Formalised carparking facilities

Picnic Area

Foreshore Walk



Figure 14 Illustrative Plan

CONCEPT PLAN

A Concept Plan has been developed for the site to demonstrate the likely development that would occur if the Planning Proposal was gazetted. The Concept Plan responds to the surrounding context, including the prevailing zoning of adjoining land and environmental and physical site constraints.

The Concept Plan for the site envisages the following land uses:

- **Community facilities:** Dedication of land for the provision of community facilities up to approximately 3,000 sqm of land including accommodation of the relocation of the RFS.
- **Chapel:** Retention of the existing Chapel on a parcel of land for use by the community.
- **Hotel:** A hotel accommodating approximately 90 - 100 rooms will be developed on Peat Island. The development will consist of a new main building connecting to refurbished accommodation buildings of the former Peat Island Hospital. The hotel land will cover approximately 37,000 sqm including the causeway.
- **Residential:** A mix of low and medium density dwellings are proposed across the area, including detached and attached housing and residential flat buildings. In total 268 new dwellings are proposed with 82 low density dwellings, 22 townhouses and 164 apartments. The medium density residential development will range from between 2-4 storeys and be located close to the marina in the West Mooney Mooney Precinct and opposite the Mooney Mooney Club in the East Mooney Mooney Precinct.
- **Neighbourhood centre:** A new Neighbourhood Centre, covering approximately 11,000sqm, will be developed to service the needs of the community. The centre will include a car-based service station and retail uses, which may include a convenience store and restaurant/café. The site has strong visual exposure to the M1 and therefore would benefit from passing trade, as well as providing local convenience retail to service the local catchment.
- **Marina:** Wet berths for between 110-130 vessels and dry stack for 60 vessels will be developed along the foreshore towards Peat Island. Associated land based marina uses and marina parking will also be developed along the waterfront on a site of approximately 1,750 sqm.
- **Emergency services facilities:** Existing facilities for ambulance, RMS highway services and the RFS will be relocated within the site.
- **Transport and access:** New vehicle and pedestrian access routes will be provided across the site, including an improved foreshore walk and pedestrian connections. Also new public and private car parking will be provided across the site with upgraded amenity facilities in public areas.
- **Landscaping and open space:** Landscaping and open space will be integrated as a defining element of the visual character of the development. In total 21.2897 ha of open space will be provided across the site, including 11.2470 ha of National Park, and 10.0427 ha of Public Recreation space. The key features of the landscaping and open space strategy for the site include:
 - **Foreshore Park:** Provision of a large public open space located adjacent to the foreshore opposite Peat Island. This open space will provide opportunities for informal recreational activity. Public car parking will also be made available in this location.
 - **Foreshore Access:** Provision of more than 2.468 km of public foreshore access around Peat Island and along the river foreshore.
 - **Public wharf and boating facilities:** Existing public car and trailer parking and public wharf facilities will be retained at Mooney Mooney Point Reserve.

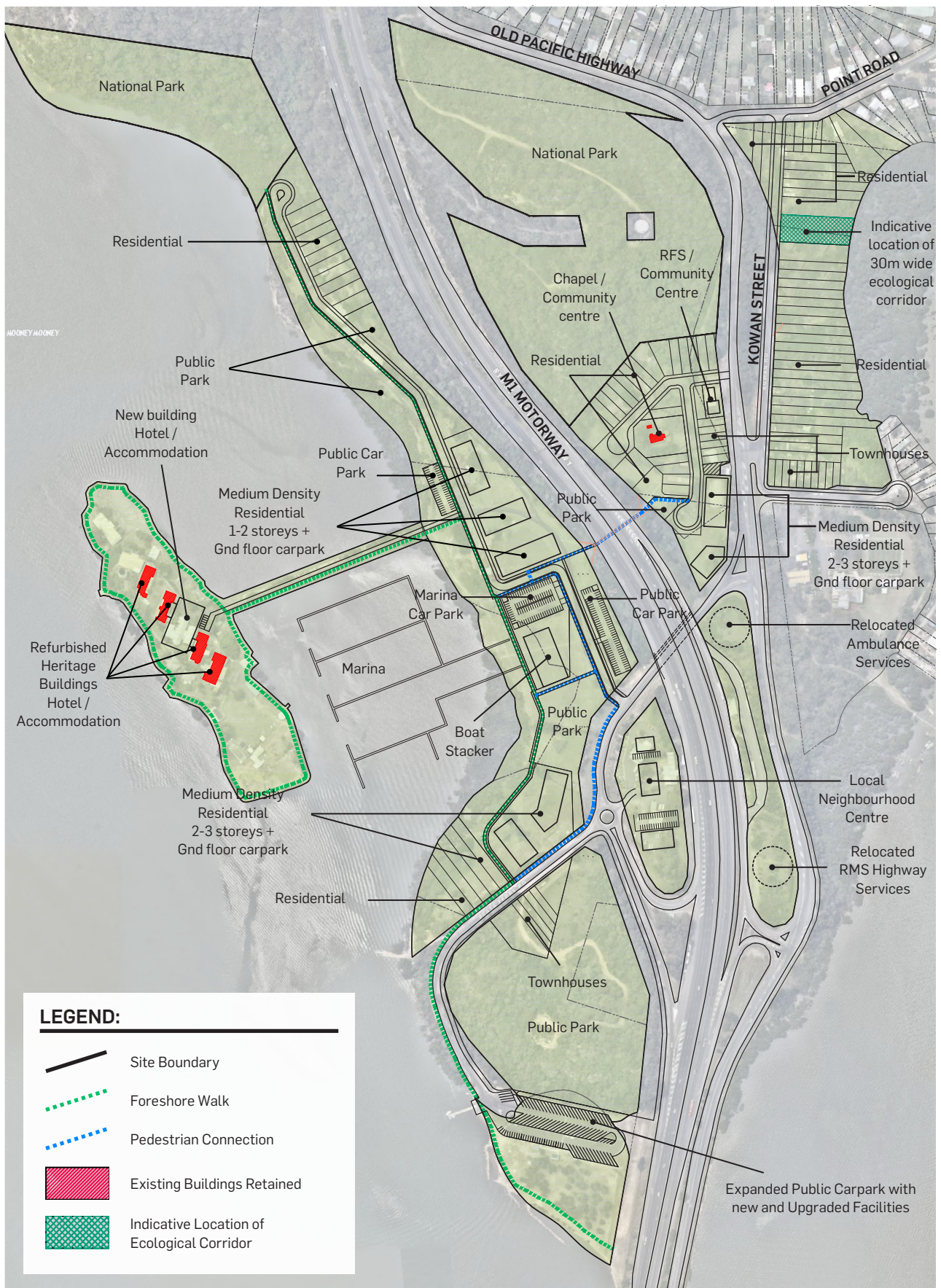


Figure 15 Concept Plan

PROPOSED ZONING & INDICATIVE YIELD

The proposed zoning to underpin the concept plan has been informed by the indicative table of development as outlined in Table 3 below.

Table 3 Indicative Table of Development

ZONE	Zoning Land Area (sqm)	Residential lots	# Dwellings		TOTAL
			Townhouse	Apartments	
R1 - GENERAL RESIDENTIAL (INCLUDING BELOW)					
- Residential	61,625	32	22	164	218
- Chapel / Community Centre	2,271				
- RFS / Community Centre	737				
R2 LOW DENSITY RESIDENTIAL					
- Residential	46,857	50			50
TOTAL RESIDENTIAL	108,482	82	22	164	268
SP3 TOURIST					
- New buildings	37,172	48			48
- Existing buildings		45			45
TOTAL ACCOMMODATION		93			93
# Boats					GFA
SP2 - INFRASTRUCTURE	15,980				
B2 - NEIGHBOURHOOD CENTRE	11,024				1,000
RE2 - PRIVATE RECREATION					
- Marina	(Water)	110-130			
- Dry Stack	9,800	60			1,750
E1 - NATIONAL PARK	112,470				
RE1 - PUBLIC RECREATION	100,427				
TOTAL PUBLIC OPEN SPACE	212,897				
TOTAL AREA	395,355				

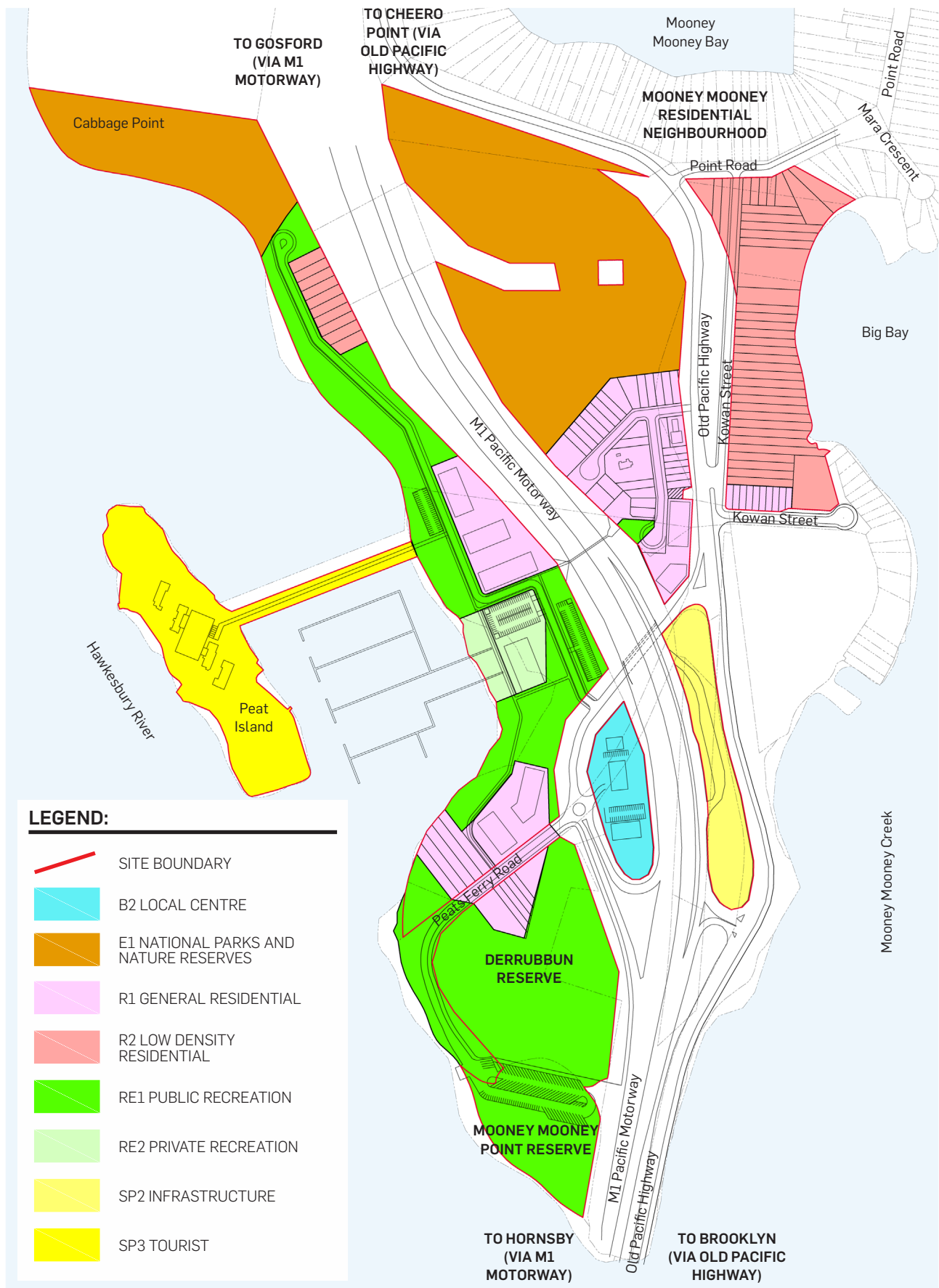


Figure 16 Proposed LEP Zoning

EXISTING VEGETATION & RETAINED HERITAGE

The concept plan has been prepared to create an integrated community. A key component of this is the retention and integration of existing significant features and characteristics of the site including retaining existing areas of vegetation, existing significant trees, identified exceptional heritage items and existing and potential Office of Environment and Heritage Aboriginal Heritage Information Management System (OEH AHIMS) sites. In addition to this the provision of bushfire APZs between existing vegetation and new development is also a key consideration of the concept plan.

Key existing features of the site that have been retained, enhanced and incorporated into the concept plan include:

1 Existing Vegetation Retained in Public Ownership: Large areas of existing vegetation to the north of the site have been retained and will be dedicated as new national parkland. Additionally existing vegetation in Derrubbun and Mooney Mooney Point Reserve has also been retained.

2 Retained Existing Mangrove Communities: Existing mangrove communities on the eastern and western foreshore areas have been retained. The location of dry stack boat storage and marina access has been considered in the context of the existing mangrove communities and have been located to ensure minimal disturbance while also considering other factors such as visual context.

3 Intertidal Mudflats Retained: The existing and largest area of intertidal mudflats located to the north of the Peat Island causeway has been retained through location of the marina to the south.

Existing Trees Retained: A number of existing trees were identified for retention through the technical investigations including:

- 1 large fig on Peat Island.
- 5 Norfolk Island Pines on Peat Island.
- 1 large fig in Derrubbun Reserve.
- 3 Bunya Pines alongside the retained chapel building in the eastern precinct; and
- 1 large fig in the eastern precinct.

4 New East West Ecological Corridor: A new east west ecological corridor will be provided in the eastern Mooney Mooney precinct retained in private lot ownership.

5 Existing Vegetation Retained in Private Ownership: In the eastern precinct existing areas of vegetation have been identified for retention in the backyards of proposed lots adjoining the water's edge. This is in keeping with the existing Mooney Mooney community.

Asset Protection Zones: Adjoining all areas of existing vegetation that has been identified to be retained in either public or private ownership, we have identified indicative locations of asset protection zones in accordance with requirements.

6 Retained Heritage listed buildings and items on Peat Island: The four existing buildings identified as of exceptional significance have been identified for retention minus the later additions. Also the causeway to Peat Island also has the potential to be retained in its existing form due to the managed access arrangements for accommodation uses on the site.

6 Retained Chapel: The existing chapel has also been identified for retention.

7 OEH AHIMS: Four existing OEH AHIMS sites exist on the site and have been identified for retention. Additionally, another three potential sites were identified in a site inspection for more detailed investigations in the next stages of the project.

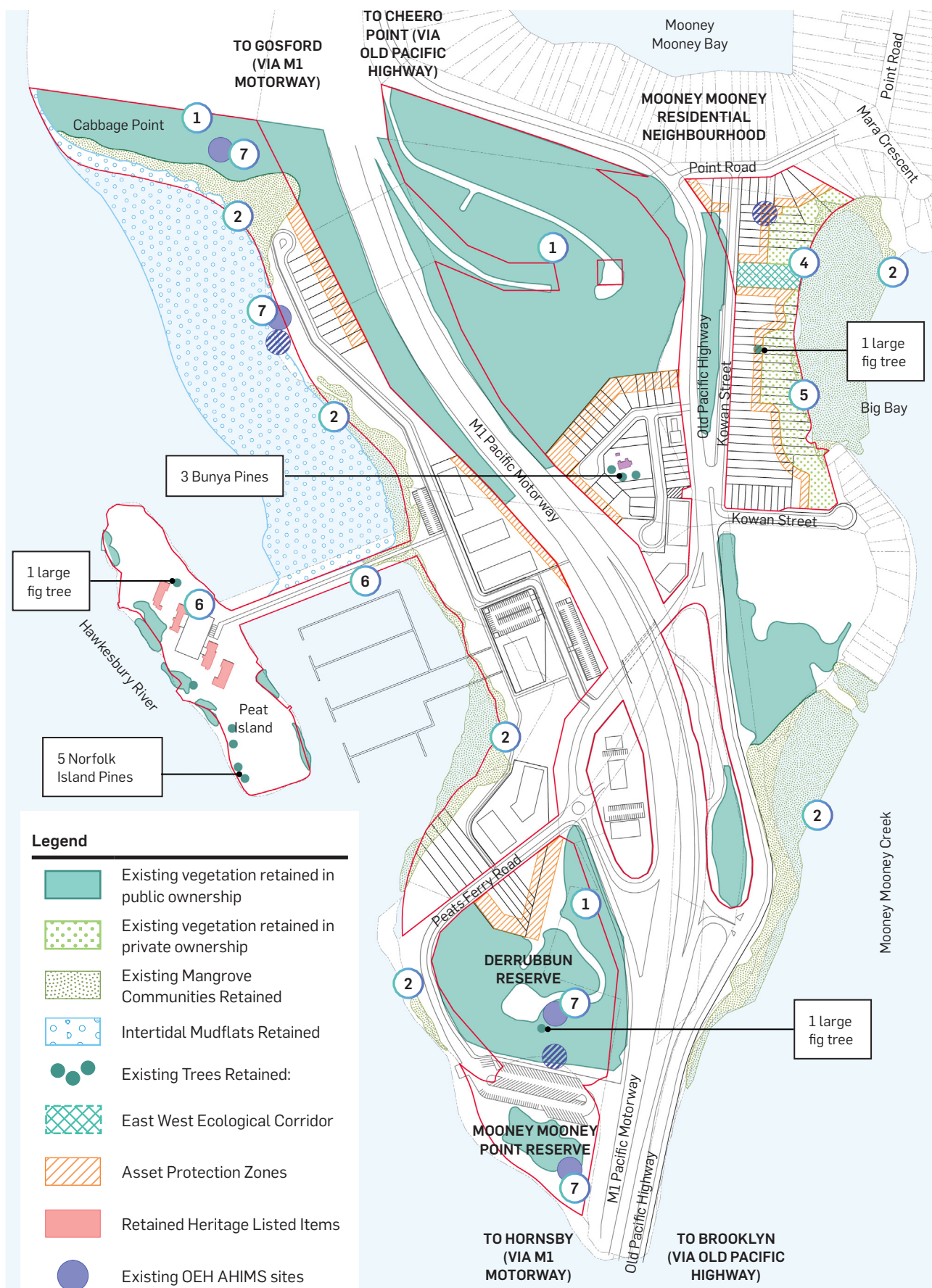


Figure 17 Existing Vegetation and Retained Heritage Strategy Map

PUBLIC OPEN SPACE & WATERFRONT ACCESSIBILITY

Landscaping and open space will be integrated as a defining element of the visual character of the development. The key features of this system include:

- 1 **Foreshore Park:** Provision of a large public open space located adjacent to the foreshore opposite Peat Island. This open space will provide opportunities for informal recreational activity. Public car parking will also be made available in this location.
- 2 **Cabbage Point Park:** A local park will be provided for the residents of Cabbage Point and will create a visual break between the detached residential houses and the apartments opposite Peat Island.
- 3 **Mooney Mooney Park:** A new local park in the Eastern Precinct provides a local open space provides safe access and sight lines for the existing pedestrian link under the M1 with the local community.
- 4 **Derrubbun Reserve:** The existing Derrubbun Reserve will be retained.
- 5 **Mooney Mooney Point Reserve:** Improved public car and trailer parking will be provided with the retained public wharf facilities at Mooney Mooney Point Reserve.
- 6 **Foreshore Access:** Provision of more than 2.75km of public foreshore access around Peats Island and along the river foreshore.
- 7 **Improved East West Pedestrian Connectivity:** Connections from the existing pedestrian underpass will extend east and west into the new residential communities to create a safer pedestrian link for all residents and visitors.
- 8 **National Park:** Dedication of 2 ha of heavily vegetated land to be included in Popran National Park to conserve significant bushland in perpetuity.

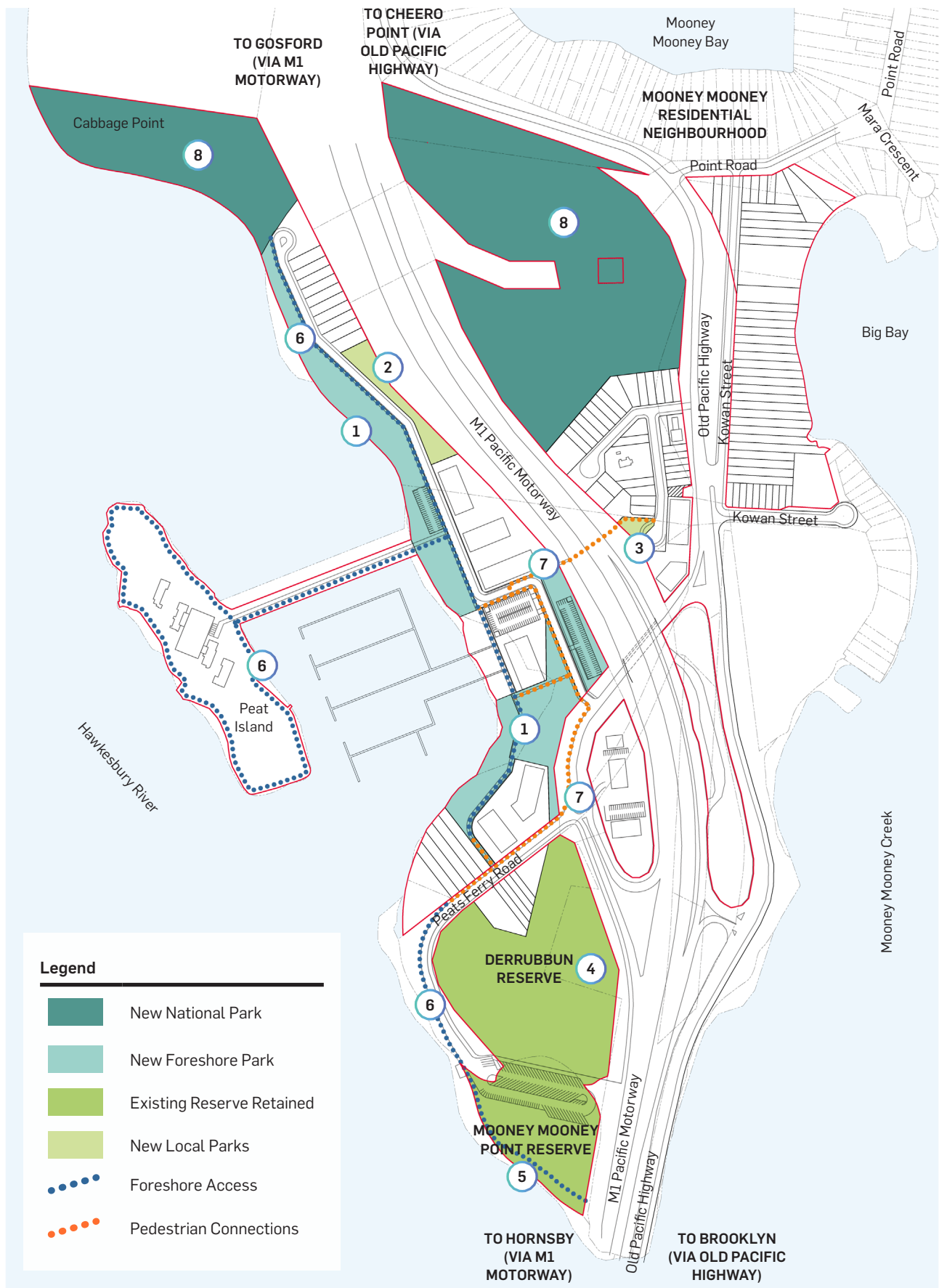


Figure 18 Open Space Strategy Map

VEHICLE ACCESS & MOVEMENT

The key transport and traffic measures proposed to accommodate the proposed rezoning and future development of the site are described below:

- 1 **Retain and upgrade existing access arrangement from M1:** The existing on and off ramps to the M1 will be maintained and upgraded as required to accommodate the increase in traffic loads. The existing roundabout at Peats Ferry Road may need to be modified from single lane to two lanes to accommodate the increased traffic demands associated with the proposed development and to ensure that queuing onto the freeway does not occur.

New neighbourhood streets: New and improved local road connections will be provided to service the future community including:

- 2 Extending Kowan Street through to Point Road;
- 3 Providing new roads to service the proposed new lots between the Old Pacific Highway and the M1 Motorway in the eastern precinct; and
- 4 Providing a realigned foreshore access road to service the new lots and apartments north of Peats Ferry Road in the western precinct.
- 5 **Upgrade vehicle and pedestrian access to Peat Island:** Some structural improvements to the causeway to Peat Island will be required to improve the stability of the crossing and to allow for improved pedestrian and vehicle usage. It is envisaged that vehicle access to the island would be restricted to service vehicles, emergency services and a shuttle service for guests and visitors provided by the operator. It is not envisaged that pedestrian and cycle access would be restricted during the day however for safety purposes may be restricted at night.

Improving connectivity between the existing community, the east and west precincts and Peat Island: The creation of a permanent community on either side of the pedestrian underpass and alignment of streets, pathways and open space to connect into the existing alignment will improve safety for the existing pedestrian connections through increased natural surveillance. *(Refer to Open Space Strategy for more detail).*

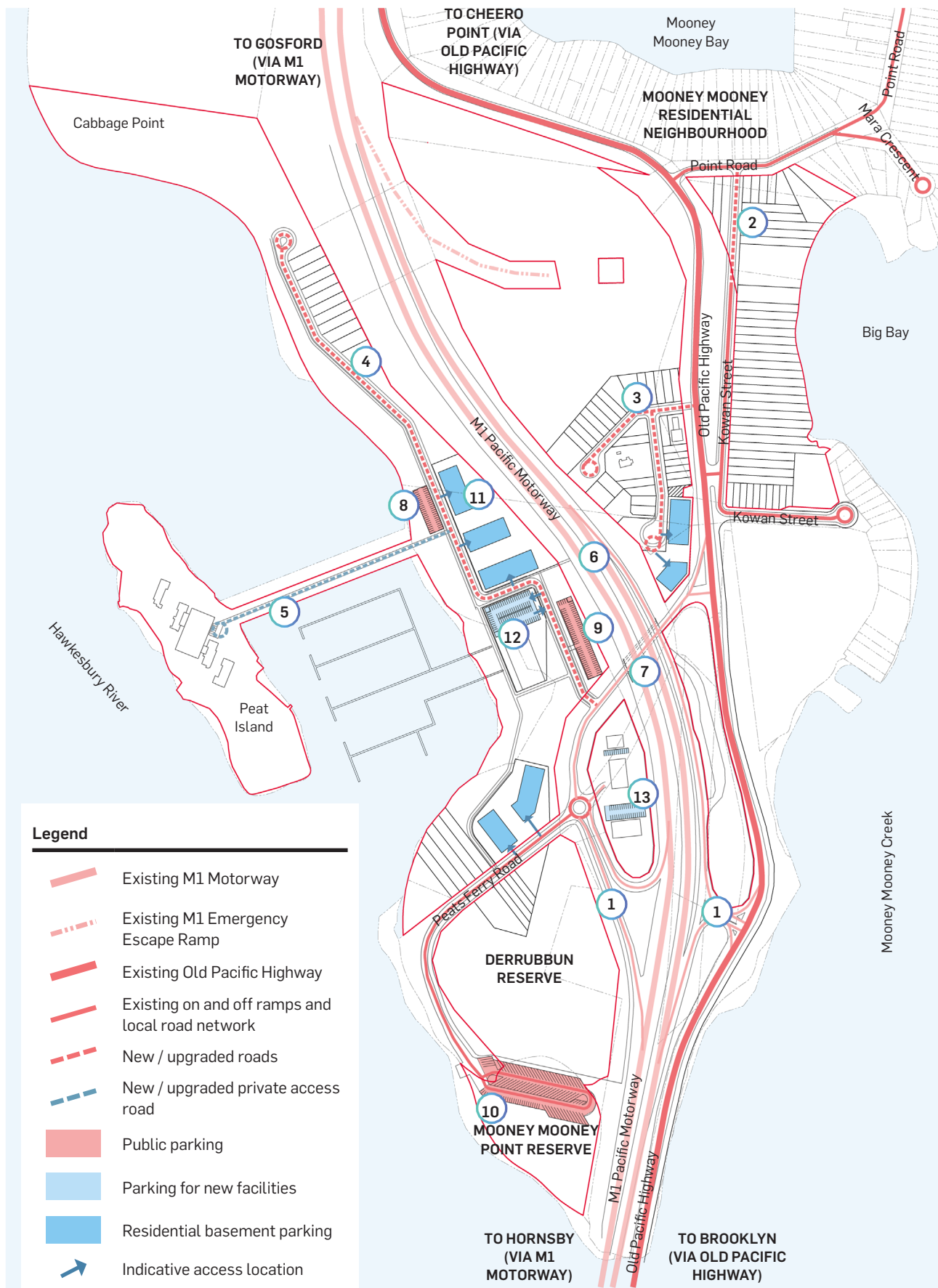
- 6 The pedestrian underpass; and
- 7 A separate vehicle underpass (restricted height).

Public Car Parking: Additional public car parking areas will be provided within the open space zone including:

- 8 New carparking in proximity to Peat Island for visitors; and
- 9 New carparking in proximity to the Marina and Boat Storage Facility and proposed new apartments.
- 10 In addition to this it is proposed to upgrade the boat parking area in Mooney Mooney Point Reserve.

Other Car parking: Car parking specific uses within the proposal will generally be provided in accordance with Council's existing parking standards. It is envisaged the following arrangements will apply:

- 11 Resident and visitor parking for the proposed apartment buildings is located within podiums as semi-basements;
- 12 On-site parking is provided for the marina and boat storage facility;
- 13 Retail, restaurants and cafes including the local neighbourhood centre (excluding those on Peat Island) would be provided within the lot; and
- 8 Restaurants, cafes and accommodation on Peat Island would utilise the Peat Island Car Park and overflow parking.



NOTE: The road layout depicted in the indicative concept plan is illustrative only. The road layout can be examined in more detail post gateway determination, with road design specifications provided in a site specific development control plan. It is anticipated that final road layouts would be confirmed through further detailed design analysis at subdivision stage.

Figure 19 Vehicle Access and Movement Strategy Map

LAND USE

The Indicative Concept Plan for the site envisages the following land uses:

- 1 **Community facilities:** The existing chapel will be retained as a community facility.
- Residential:** A mix of dwellings including detached houses, attached housing and residential flat buildings.
- 2 Predominantly low density **residential lots** for detached dwellings throughout the subject site including the extension of the existing Mooney Mooney community at Mooney Mooney Village.
- 3 Dispersed pockets of **townhouse lots** provide a more compact housing typology with a lower maintenance lifestyle.
- 4 A contained community of **apartment buildings** in Waterfront Village offer high amenity, low maintenance lifestyle options close to amenity and local facilities.
- 5 **Neighbourhood centre:** A service station complemented by neighbourhood retail uses which may include a small supermarket and restaurant / café uses. The site has strong visual exposure to the M1 Motorway and therefore would benefit from passing trade, as well as providing local convenience retail to service the local catchment.
- 6 **Marina and Boat Storage Facility:** The provision of an integrated marina and boat storage facility including wet berths and a Boat Stacker with associated parking located on the waterfront.

Emergency services facilities: The relocation and existing emergency services facilities to locations within the Eastern Precinct of the site provide them with excellent access to both the Old Pacific Highway and also the M1 Motorway in both the north and south directions includes:

- 7 Ambulance Facility;
- 8 RMS Highway Services; and
- 9 The Rural Fire Service (RFS).
- 10 **Tourism and Accommodation:** Peat Island will be transformed into a tourism and accommodation offer through the refurbishment of retained heritage buildings and the addition of new buildings including a central one.

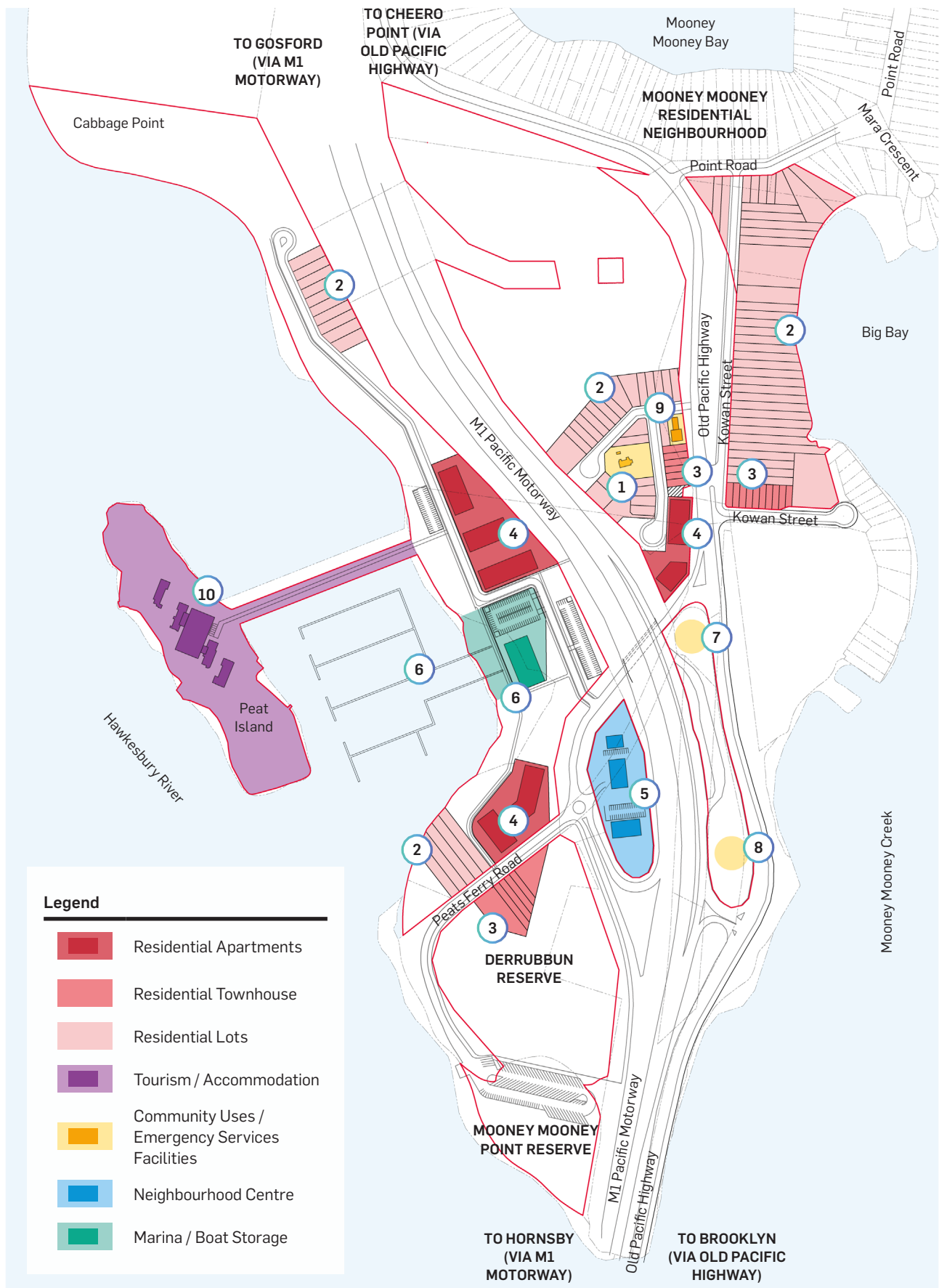


Figure 20 Land Use Strategy Map

BUILDING HEIGHT & MASSING

The building heights strategy for the Indicative Concept Plan has been developed through consideration and refinement in regards to existing areas where development has occurred, the visual context and assessment of the site and the location of development. the key outcomes include:

- 1 1-2 storey houses in the northern foreshore replacing the existing 2 storey buildings in this location.
- 2 Lower height apartments buildings consisting of 2 levels of apartments located over ground floor parking creates 2-3 storey forms. These buildings are nestled in behind and form the Gateway to Peat Island.
- 3 Existing 2 storey buildings are retained with a new central 3 storey building creating a focal point whilst remaining below the heights of key retained trees on the island.
- 4 A 3 level dry boat storage facility located adjacent to the marina. The design and materials used in this building will assist in integrating it with its surroundings while ensuring much needed recreational boating facilities for the Hawkesbury River are provided.
- 5 3-4 storey apartment building are situated in less visually sensitive locations including behind existing mangroves and in the lower corner of the eastern precinct.
- 6 1-2 storey houses and townhouses are nestled in amongst existing vegetation.
- 7 1-2 storey buildings form the neighbourhood centre.
- 8 1-2 storey houses and townhouses form the majority of the eastern Mooney Mooney precinct to maintain the vegetated character.

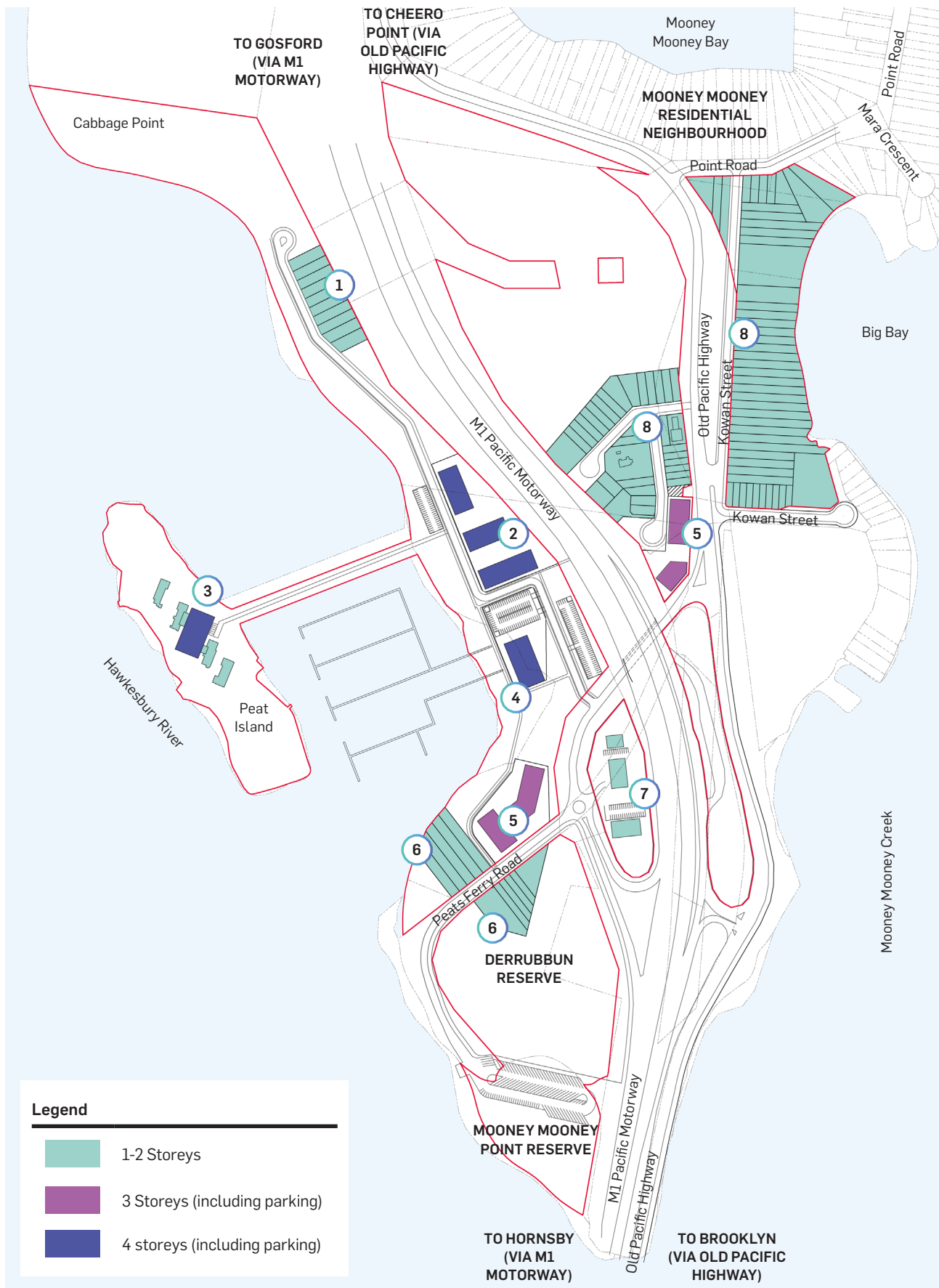


Figure 21 Building Height and Massing Strategy Map



BRISBANE

Level 7, 123 Albert Street
Brisbane QLD 4000
Australia
T +61 7 3007 3800

GOLD COAST

45 Nerang Street,
Southport QLD 4215
Australia
T +61 7 5600 4900

MELBOURNE

Level 12, 120 Collins Street
Melbourne VIC 3000
Australia
T +61 3 8663 4888

PERTH

Level 14, The Quadrant
1 William Street
Perth WA 6000
Australia
T +61 8 9346 0500

SYDNEY

Tower 2, Level 23, Darling Park
201 Sussex Street
Sydney NSW 2000
Australia
T +61 2 8233 9900

CISTRI – SINGAPORE

An Urbis Australia company
12 Marina View, Asia Square
Tower 2, #21 – 01
Singapore 018961
T +65 6653 3424
W cistri.com