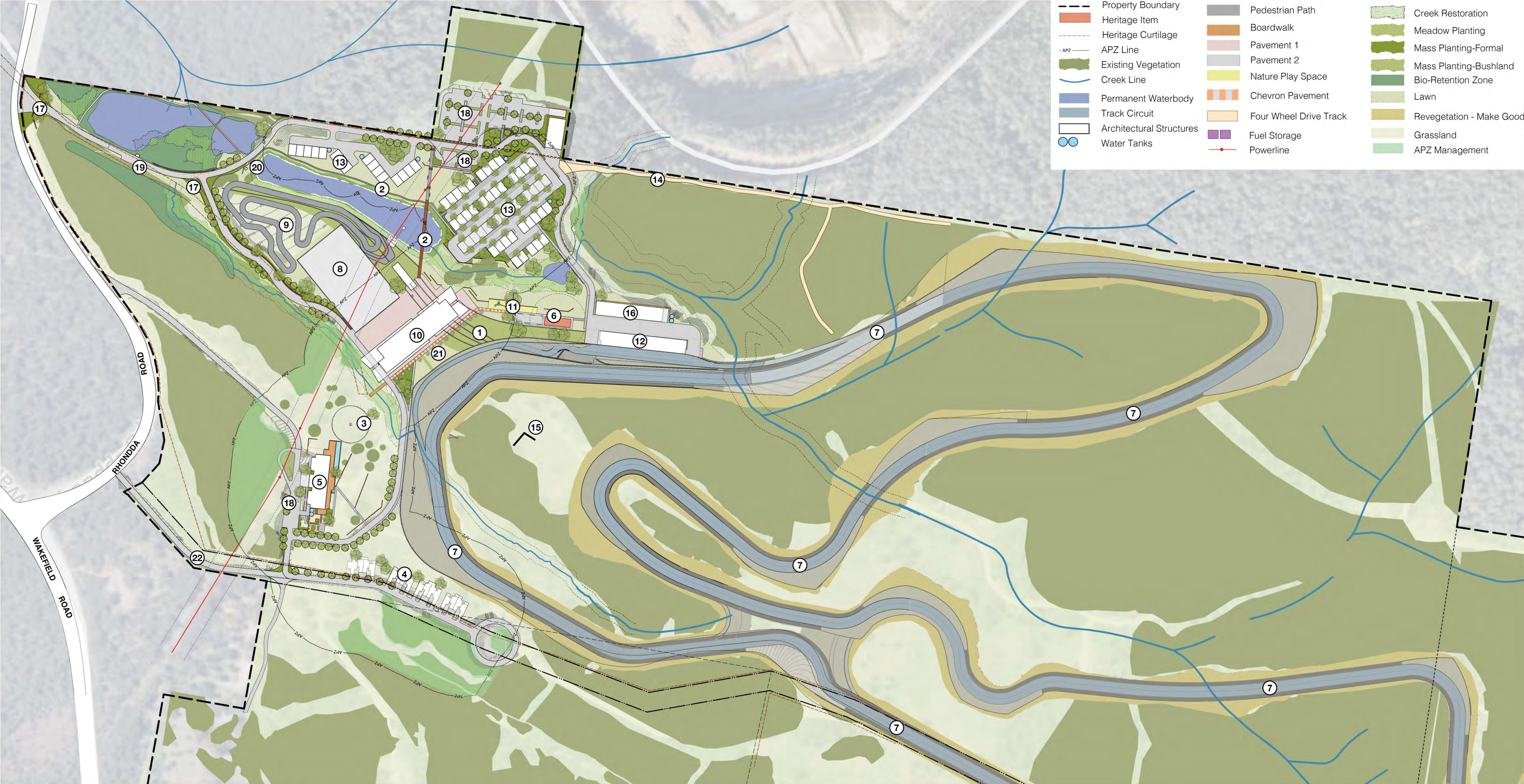


SITE MASTER PLAN



Heritage Components

- ① Meadow Planting to former railway line
- ② Interpretation Broadwalk & Timeline Walking
- ③ Ammunition Store
- ④ Canins - Overnight Accommodation (Short Stay)
- ⑤ Lodge
- ⑥ Pit Pony Stable

Major Components

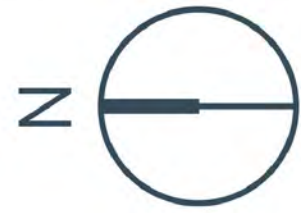
- ⑦ Track - 5.58km private road
- ⑧ Skid Pan and Safety Training Area
- ⑨ Go Kart Circuit (Electric)
- ⑩ Visitor Centre
- ⑪ Nature Play Space (for children)
- ⑫ Pits
- ⑬ Blackrock Village

- ⑭ Four Wheel Drive Experience
- ⑮ Blackrock Motor Park Sign

Ancillary Components

- ⑯ Mechanics & Emergency Centre
- ⑰ Wayfinding Signage
- ⑱ Parking
- ⑲ Entry Gate
- ⑳ Sewerage Pump Station
- ㉑ Display Lawn
- ㉒ Fire Trail (existing gravel track)

SITE MASTER PLAN 1:4000 @A3



LANDSCAPE PLAN



LANDSCAPE PLAN 1:2500 @A3

DESCRIPTION

The landscape proposal will provide a setting for the Motor Park which reflects the natural bush setting and enhances the heritage value of the site whilst also creating a site which is captivating and exciting for an active recreation users.

Blackrock is a complex cultural landscape. The landscape proposal aims to provide clear links and interpretation to the past through material selection, layout and planting whilst providing an integrated and cohesive setting for the new outdoor recreation facility.

Key interpretation elements of the landscape proposal include:

- Native meadow following the footprint of the original railway alignment
- Pit Pony Horse prints within the pavement outside the Pit Pony Stable
- Red pavement markers where the Red Rattlers railway stabling areas
- Hillside signage located on the site of a former building of the colliery

The landscape proposal aims to respond to the unique character of the existing landscape whilst supporting the requirements of the proposed use of the site including:

- Retention of existing pastures
- Revegetation of the re-defined creek line
- Formal planting on the entry to the cabins and lodge; in contrast to bushland planting wrapping around the rear of the accommodation
- Management of the APZ (Asset Protection Zone) through selective removal of vegetation in accordance with the Ecological Report
- Screen planting to help frame and define views
- Avenue planting on entry road
- Retention and restoration of bushland where suitable
- Restoration of all disturbed areas through the construction process with restoration of the defined ecological communities

Other components of the landscape proposal include:

- A hierarchy of pedestrian paths linking key destinations and experiences within the site both relating to the Motor Park and to the unique landscape and cultural features of the site. These paths vary in scale and hierarchy and include informal bush tracks
- Nature play space adjacent to the stable cafe
- Fencing and gates to assist in access control across the site
- Entry signage and wayfinding across the site

Further detail is covered in the following pages of the document covering the heritage, the planting strategy, the materials and lighting.

HERITAGE

- ① Former Railway Line
- ② Interpretation Broadwalk & Timeline Walking
- ③ Ammunition Store
- ④ Canins
- ⑤ Lodge
- ⑥ Pit Pony Stable

HERITAGE INTERPRETATION



SITE ANALYSIS PLAN

BLACKROCK MOTOR PARK

DESCRIPTION

Blackrock Motor Park is the third iteration of the Blackrock site, the traditional owners of this diverse ecological landscape are the Awabakal people. It is a diverse ecological landscape. Mining was undertaken between 1900 and 1970s. The Blackrock Motor Park will occupy the land which was key to the processing and transportation of coal from the mines at the south end of the site through to Newcastle Port and beyond. Present on site today are two key Heritage Items- the Ammunition store and the Pit Pony Stables. From historic maps and photos the landscape proposal also references a number of structures no longer visible in the landscape. A variety of methods for re-interpretation are proposed; adaptive re-use, planting as a marker, patternation in paving to mark former structures or uses and imagery on screens. Of importance is sensitivity to not only the structures but also their landscape setting.

In response the council RFI's the heritage conservation has been reviewed extensively resulting in a review and change to the overall layout, building design and the development of further opportunities which correspond to the setting, the interpretive value and the understanding of the former use of the site. This has been extensively detailed in the Heritage Report.

SITE LAYOUT

The overall layout has been updated to further draw on the former use of the site where the main activities of the Rhondda Road Colliery were looked down on from the small village on the western side of the site. The layout has also given increased curtilage to the former ammunitions building.

① FORMER RAILWAY LINE

The railway alignment which is revealed through historic images and maps can be located on the site through demarcation of the track lines. It is intended that these lines can be marked not only on external pavement but also through the Centre of Operations building. To reinforce this alignment it is also proposed that a distinctive planting scheme would follow the rail corridor. This would be a meadow planting which sits in strong contrast to the open lawns and bushland of the rest of the site. This species would be a perennial grasses. A single line which runs towards the Pit Pony Stable is proposed to be illuminated at night. This line connects the new Centre of Operations with the Stable Cafe, along this alignment a series of movable rail carts are proposed which reinforce the historic use of the site as well as providing a unique and distinctive seating option for spectators.

② INTERPRETATION BROADWALK & TIMELINE WALKING

The main entry from the public carpark provide an opportunity to explore the chronological history of the site, the boardwalk will be angled to provide views across the site which highlights the past, present and future of the site. The linearity of the bridge will walk through the site history as described in the heritage report.

The walking trail provides opportunity for more detailed interpretation of the history of the site. It will include pedestrian walkways to key sites within the Blackrock Resort, wayfinding signs and interpretive signs which may include historic images, maps and stories from the site. There is opportunity for these signs to be linked to online resources through a QR code system or be accompanied by a purpose built App. Interactive signs and opportunities for artworks which explore the forms and functions of the site could be included.

③ AMMUNITIONS STORE

The ammunitions store is dated from the original colliery. It was used for the storage of explosives at some distance from the mine workings. The building is intact and will be retained in location. Layout changes have resulted in the store to be located in a landscape setting reflective of its former use, clear of other uses. Its story will be part of the interpretive walking trail of the site. The race track is located directly to the west of the building and a catch fence will form a barrier between the track and the ammunitions store. This fence is designed to withstand the force of a vehicle and will protect the building. Laser cut screens are proposed in this section of the catch fence which depict the landscape of the former mine as part of the heritage overlay of the site.

FORM AND MATERIALITY OF NEW STRUCTURES

The form and material of a number of buildings have been re-designed through this iteration to reference the materiality of the former mine structures. Refer to architectural report.

Rail Cart



Lighting Railway



Informative Panel



Timeline Structure



Munition Store



HERITAGE INTERPRETATION

④ CABINS

New cabins are proposed on site of former site accommodation. Refer to Architect's documentation.

⑤ LODGE

Blackrock Lodge is proposed on the site of former accommodation overlooking major precinct and track. Refer to Architect's documentation.

⑥ PIT PONY STABLE

The Pit Pony Stable is the second remnant building on site. It is dated from the 1929 landscape and was used to house the pit ponys. A pit pony was used underground for haulage of coal and other items required within the mines. The stable will be adaptively re-used as per the architect's documentation. Pavement around the building will be provided to support the use of the building as a restaurant/kiosk. This pavement is proposed to be of a fine grain consistent with the heritage of the building. The alignment of the Pit Pony route from the stable to the mine is known and this will be revealed through patternation in the pavement of horse shoes. An additional arbor structure is proposed to provide shade on the northern side of the building. This structure will be a discreet structure which takes its form from the stable building. It will be a light weight steel structure reminiscent of the structures of the mine. This proposal was supported through the original submission.

Tote Park Pavement Precedent



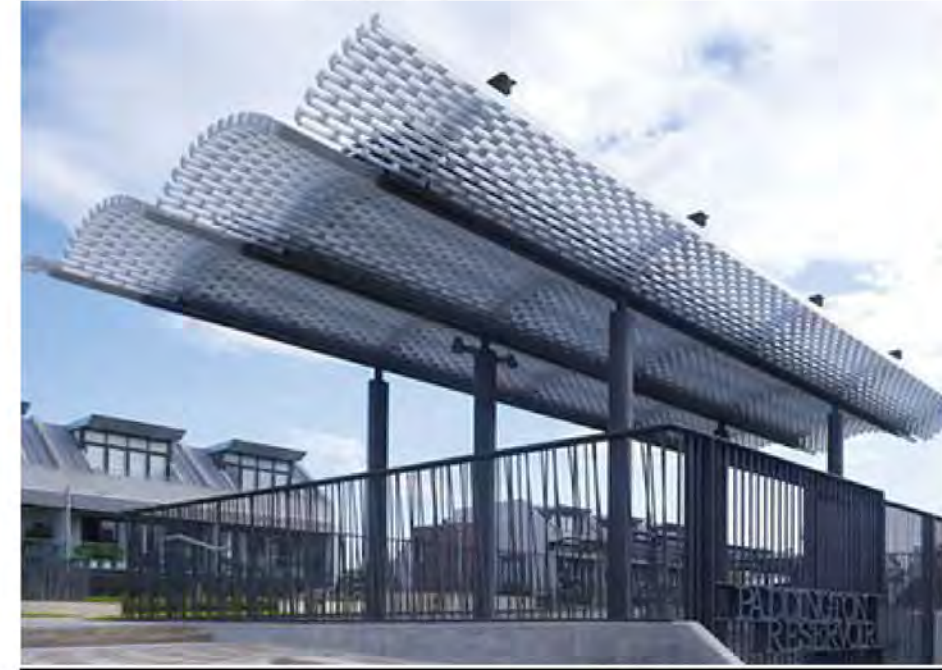
Pit Pony Image



Example of light weight Arbor



Paddington Reservoir Arbor references site structure- subservient.



Horse Shoe Patterning



OTHER LANDSCAPE TREATMENTS

Fencing and screening is part of the landscape character of the race track. Where these are in key view corridors it is proposed, that images can be project into these screens which help to tell the story of the former site.

Shade structures and seating to reference the lightweight industrial structures captured in the building form. They will not be off the shelf items.

Pavement opportunities for historic maps/images in ground plane.

Image in pavement



Rail Alignment in Pavement



Office Building Historic Image



Lighting Information



Information Structures



Electronic Information Panel



SIGNAGE

The materials have been selected to draw on the previous use of the site with blue-stone or black granite used to interpret the coal which was extracted from the mine through it's active history and still remains below the ground today. It is proposed that this sign is of a significant scale. Refer to signage section on page 13.

PLANTING

It is proposed that distinct planting and maintenance is proposed on the sites of former buildings as markers of past use. These are low level interpretation which aims to respect the existing character of the site while also identifying the former use of the site. These may be located through the walking trail as well or as part of the digital platform.

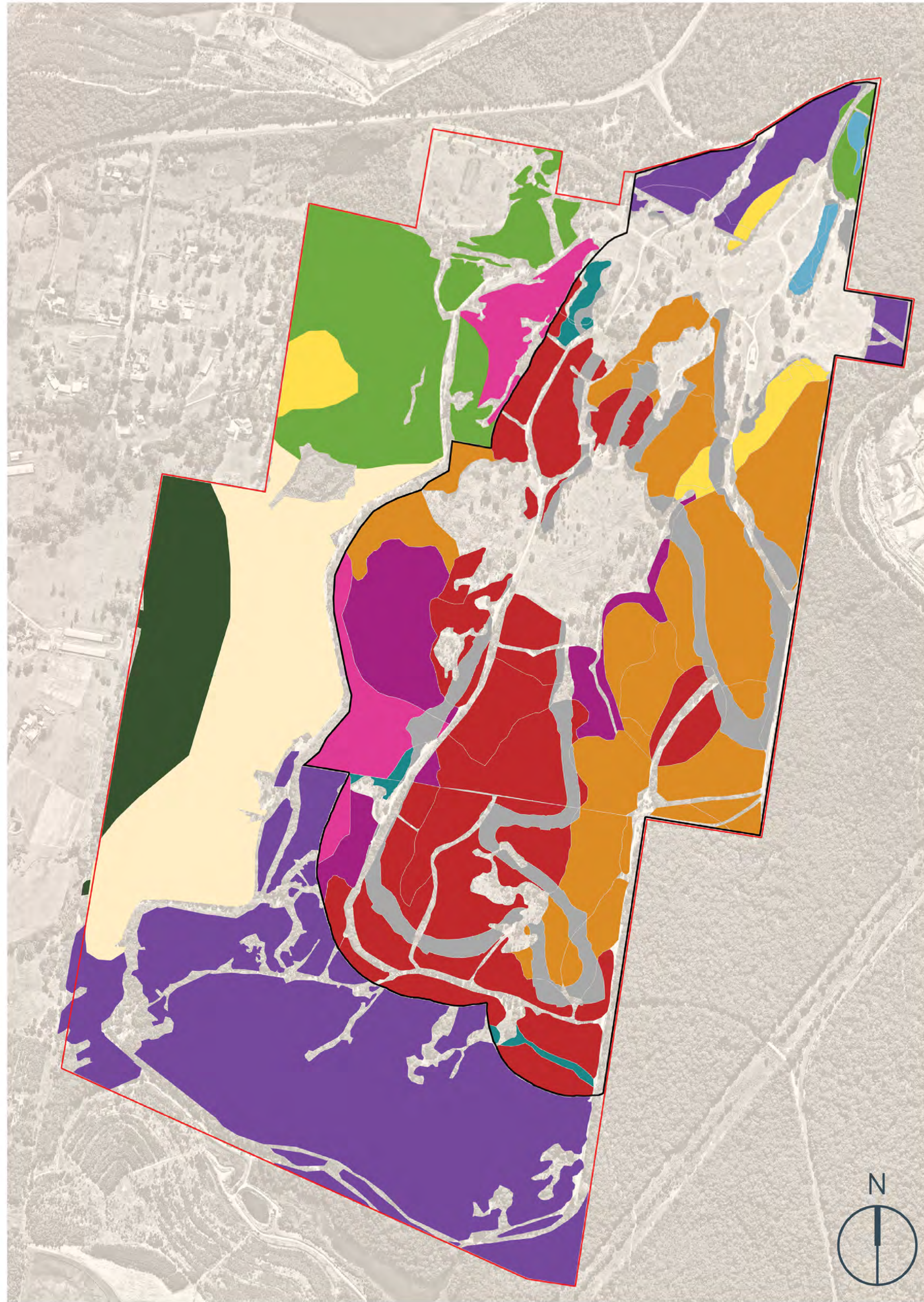
Meadow Planting



Native Garden



EXISTING VEGETATION



Vegetation Map (MJD, 2018)

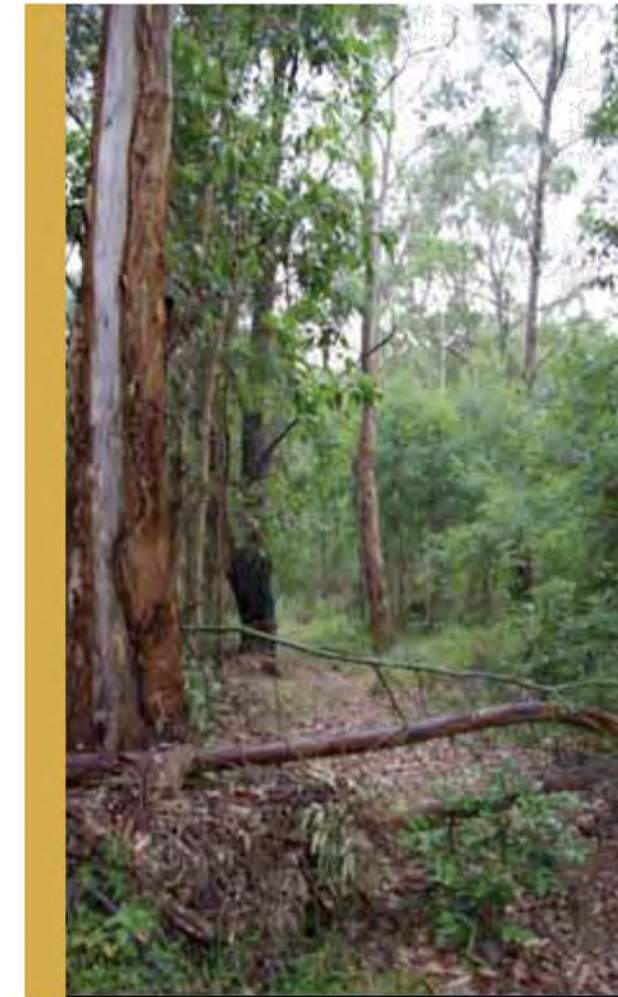
EXISTING VEGETATION MAP



DESCRIPTION

Species for detailed design will be derived from the vegetation communities defined on site by the Ecologist Report (by MJD) with the intent to repair and restore low quality or damaged areas and re-instate where natural systems have been proposed, such as along creek-lines and re-interpret the past. Planting will be used for interpretation of the cultural landscape and as reference to the landscape typology of a motor park. More formal planting will be used in discrete locations around the accommodation of the lodge and cabins which will be a mix of native and exotic species. The entry road will be formal avenue of *Corymbia maculata* (spotted gum) - consistent with the Coastal Foothills Spotted Gum Ironbark Forest vegetation community. Rain Gardens are proposed which will have species derived from the local vegetation communities.

Removal of vegetation has been documented in the Ecologists Report.



ALLUVIAL TALL MOIST FOREST

Canopy - *Eucalyptus saligna*, *Eucalyptus umbra*, *Melaleuca stypheloides*
Shrub Layer - *Acacia irrorata*, *Acmena smithii*, *Glochidion ferdinandi*, *Pitosporum undulatum*.
Ground Covers - *Themeda triandra*, *Entolasia stricta*, *Stephania japonica*.



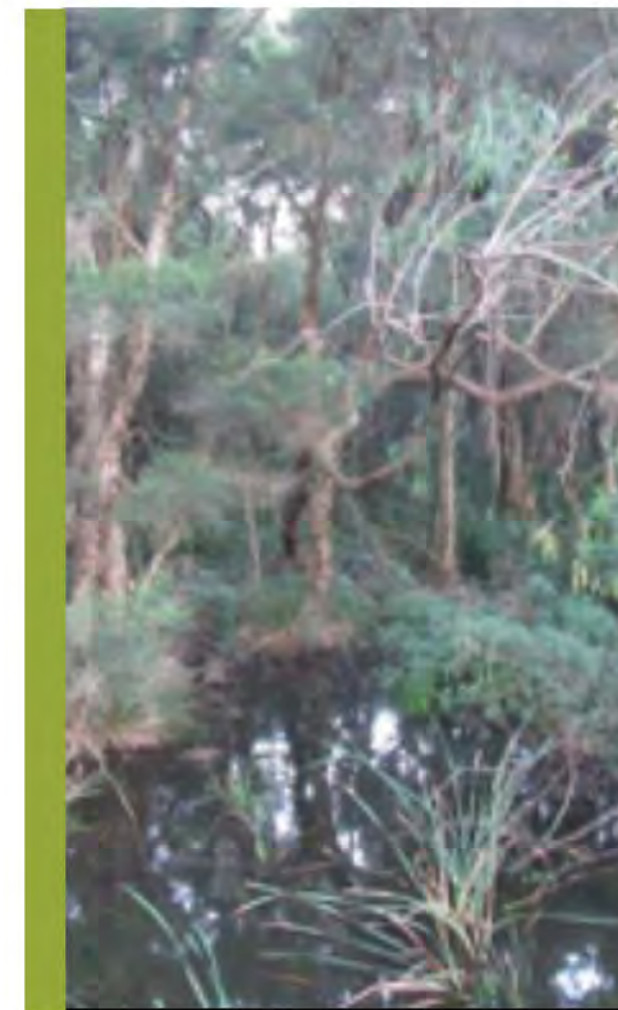
COASTAL FOOTHILLS SPOTTED GUM IRONBARK FOREST

Canopy - *Eucalyptus siderophloia*, *Allocasuarina torulosa* and *Eucalyptus acmenoides*, with *Corymbia maculata*
Shrub Layer - *Clerodendrum tomentosum*, *Hibbertia aspera*, *Polyscias sambucifolia*, and *Persoonia linearis*.
Ground Covers *Microlaena stipoides*, *Imperata cylindrica* var. *major*, *Lomandra longifolia*, *Entolasia stricta*, *Themeda*



COASTAL PLAINS STRINGYBARK APPLE FOREST

Canopy - *Angophora costata*, *Corymbia gummifera* and *Eucalyptus umbra*
Shrub Layer - *Dillwynia retorta*, *Pultenaea paleacea*, *Pimelea linifolia* subsp. *linifolia* and *Epacris pulchella*
Ground Covers - *Themeda australis*, *Entolasia stricta*, *Ptilothrix deusta*, *Joycia pallida*, *Lepidosperma laterale*, *Lomandra obliqua*, *Aristida warburgii*, *Mirbelia rubifolia*, *Paspalidium distans* and *Gompholobium pinnatum*



SWAMP MAHOGANY PAPER BARK FOREST EEC

Canopy - *Eucalyptus robusta*, *Melaleuca linariifolia*, *Melaleuca sieberi*, *Eucalyptus resinifera*, and *Eucalyptus tereticornis*.
Shrub Layer - *Acacia longifolia*, *Omalanthus nutans*, *Leptospermum juniperinum*, *Melaleuca thymifolia* and *Pultenaea villosa*
Groundcover - *Gahnia clarkei*, *Chorizandra cymbaria* and *Baloskion tetraphyllous* subsp. *meiostachyus*.



SUGARLOAF LOWLANDS BLOODWOOD APPLE FOREST

Canopy - *Angophora costata*, *Corymbia gummifera*, *E. umbra*, *Eucalyptus piperita*, *Allocasuarina torulosa*.
Mid-storey *Dodonea triquetra*, *Acacia irrorata*, *Acacia ulicifolia*, *Banksia spinulosa* var. *collina*, *Podolobium ilicifolium*, *Polyscias sambucifolia* subs. *sambucifolia*.
Groundcovers *Boronia polygalifolia*, *Dianella caerulea*, *Goodenia heterophylla*, *Lomandra longifolia*, *Lepidosperma laterale*, *Microlaena stipoides*, *Hibbertia aspera*, *Entolasia stricta* and *Themeda*

PLANTING STRATEGY



- ① Managed bushland with APZ. Selective removal of vegetation to ensure clumps of trees with minimum 2m spacing between clumps. Refer to Ecologist Report for full description.
- ② Re-vegetation works to support Melaleuca Grove
- ③ Re-vegetation of the creek line. Fully structured.
- ④ Meadow planting along the alignment of the former railway
- ⑤ Formal planting around the lodge. Native species. Highly managed
- ⑥ Native palms define views and reflect the Motor Park landscape typology. E.g. *Livistona australis*
- ⑦ Planting in car park to provide shade to spaces and break up hard surface
- ⑧ Existing trees in creek line to be retained
- ⑨ Native trees to screen the skid pan.
- ⑩ Display lawn

- Property Boundary
- Existing vegetation to be removed
- APZ— APZ (Asset protection zone)
- Creek line
- Permanent waterbody
- Formal native planting
- Retention and restoration of Native Woodlands
- Riparian restoration
- Meadow planting
- APZ management (refer to MJD Environmental)
- Mass native screen planting
- Revegetation - make good
- Existing wetland and reeds to be retained and replanted.
- Entry avenue planting
- Lawn

PLANTING STRATEGY

FORMAL PLANTING NATIVES

Horticulturally managed like a garden

Cupaniopsis anacardioides
Elaeocarpus reticulatus
Tristaniopsis iaurina
Melaleuca quinquenervia
Westringia fruticosa
Acmena smithii 'Allyn Magic'
Myoporum parvifolium



MEADOW PLANTING

Ficinea nodosa
Gahnia clarkei
Danthonia sp.
Stipa sp.
Trachymene coerulea
Rhodanthe chlorocephala

Themeda australis
Imperata cylindrica
Poa 'Eskdale'
Pennisetum alopecuroides
Carex appressa



ENTRY AVENUE PLANTING

Corymbia maculata



RETENTION AND RESTORATION OF NATIVE WOODLAND



RIPARIAN CORRIDOR RESTORATION

Type 1 Western

The first Order Stream is located on the West and drains to the North to a standing body of water. There is an existing culvert which will be extended as part of the development. The stringline of the base of the channel and 5m buffer on either side. This will be revegetated as part of these works. The layout of the development had been amended to reduce impact on this riparian corridor.

Type 2 Eastern

Council prefer habitat species such as Eucalyptus robusta, currently smooth barked species in eastern corridor.

The Third Order Stream is located on the East of the site with a number of tributaries feeding into it. This includes a number of dams or areas of standing water. The proposed overall width of Riparian Corridor is 15m, with a meandering 3m low flow channel and 6 metres buffer on either side. Due to the overlaying constraints of bush-fire and the existing landscape character of the site, it is proposed that this riparian corridor consists of 3m Channel planted with sedges and wet tolerant species. Rock lining portions of this channel will help to disperse high velocity water flows and will also allow for some crossing points. This channel may be cut into the landscape, but will not impact on the existing trees in this location. Supplementary tree planting will be undertaken with a consistent spacing to the remnant trees on site. Limited shrub and understorey planting is proposed in discrete locations which will provide fully structured habitat without disrupting the existing open landscape character or adding to any bushfire hazards.



RAIN GARDENS

Example species derived from Fresh Water Wetland complex.

Juncus cognatus
Eleocharis gracilis
Gahnia clarkei
Cyperus polystachyos

DAM PLANTING

Undertake weed management in all bodies of water and provide a 5m buffer around the main dam. Species to be consistent with Fresh Water Wetland complex.

MANAGED BUSHLAND APZ

Managed Bushland within APZ. Selective removal of vegetation to ensure clumps of trees with minimum 2m spacing between clumps. Refer to Ecologist Report for full description.

MASS PLANTING FOR SCREENING

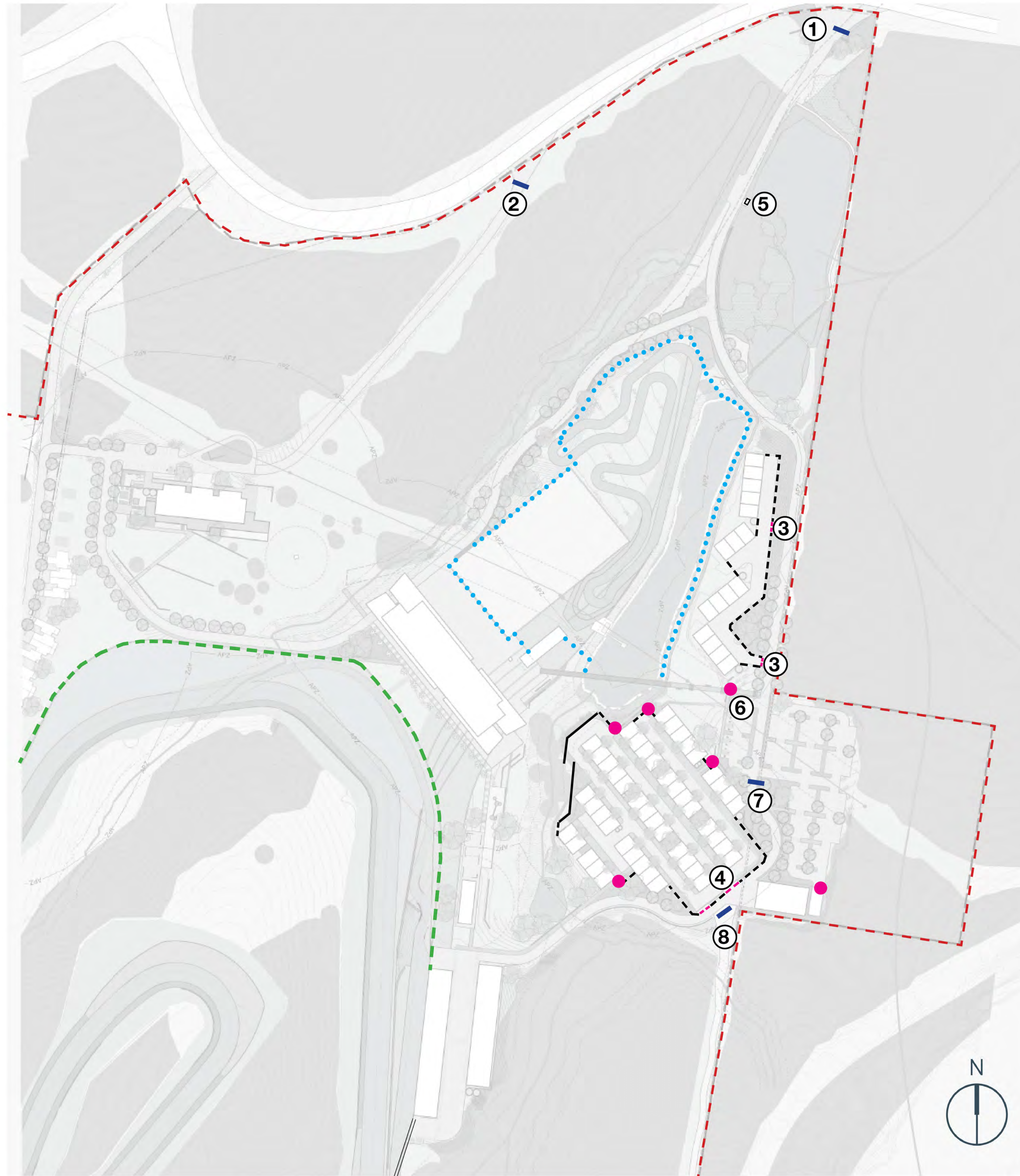
Native

Species to be derived from endemic species
Acmena smithii
Banksia spinulosa
Callistemon salignus

LAWN

Red grass (Bothriochloa macra)
Wallaby (Rytidosperma spp.)
Weeping (Microlaena stipoids)

ACCESS CONTROL



DESCRIPTION

Blackrock Motor Park is a controlled private venue.

A series of gates and signs direct the user groups upon entry to a variety of venues within the park.

Fences are used to control access and provide varying levels of security and safety for the users.

An extensive fence network is already present on site. It is intended that new fences connect into this existing network.

A hierarchy of fences will be used across the site. Where possible these will be linked to buildings to reduce the fence requirements.

It is intended that the fences will be a grey colour such that they recede into the landscape setting.

Within the race track there are additional fences. Refer to engineering details.

Sandstone Bollards are proposed on the intersection of Wakefield and Rhondda Road to improve the amenity on this intersection and restrict informal access.

- ① Entry Gate
- ② Secondary Emergency Egress Gate
- ③ High Security Gate to Garages- Vehicular + Pedestrian
- ④ High Security Gate to Garages - Vehicular
- ⑤ Gate House
- ⑥ Main Pedestrian Entry
- ⑦ Vehicular Gate for private entry only
- ⑧ Four Wheel Drive Track Access



Woodland Grey- Recedes into landscape



1200mm/1500mm Barrier Fence



1800mm Barrier Fence



1800mm Security Fence



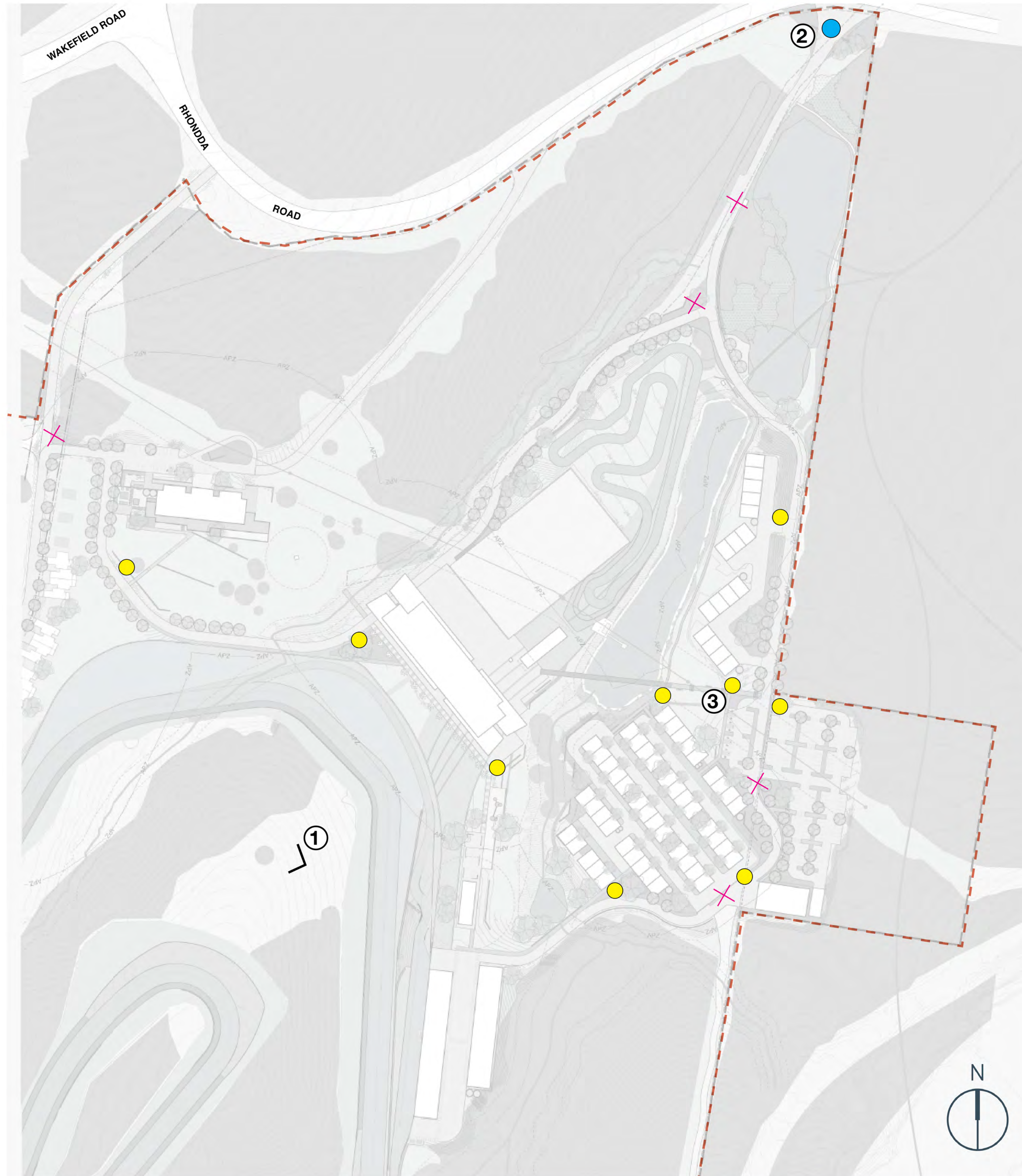
Fence with Interpretive Imagery Double layer of Mesh.



Catch Fence on the top of Barrier Fence

- Site Boundary
- Retaining Wall
- 1200mm/1500mm Barrier Fence
- Catch Fence on the top of 1000mm Barrier Fence
- 1800mm Security Fence
- Catch fence
- Pedestrian Gate
- Vehicular Gate

WAYFINDING AND ENTRY SIGNAGE



WAYFINDING SIGNAGE

Wayfinding provides clear guidance to visitors to the site on approach from Wakefield Road to Rhodda Road. It is intended that the form and materials are consistent with scale, materials and approach to quality as the development itself.

① BLACKROCK MOTOR PARK SIGN

This is to be a 'Hollywood' style sign on the main hill aligned with function centre. Giant lettering within landscape consistent with Motor Sport landscape typology generates an iconic image for the event space.



Precedent Image

- Site Boundary
- Entry Sign
- × Vehicular Wayfinding
- Pedestrian Wayfinding

WAYFINDING AND ENTRY SIGNAGE



② MAIN ENTRY WALL AND GATE

Main Entry sign on Rhondda Road.

Height 4m. Materials: Gabion or dry-stacked Granite/Bluestone reminiscent of coal mining of the former site.

Logo: Polished Chrome and Corten

Steel palisade gate and fence to allow for landscape beyond to be visible.

Lighting to future detail.



③ MAIN PEDESTRIAN ENTRY WALL

Pedestrian Entry from carpark to site.

Height 1.5m.

Materials: Gabion or dry-stacked Granite/Bluestone reminiscent of coal mining of the former site.

Logo: Polished Chrome and Corten

Lighting to future detail.

Feature Struture

Height 2.5-2.8m.

Materials: Corten Steel

Lighting to future detail.

Coal



Granite stone



Dry Stack



Gabion



Palisade Fence



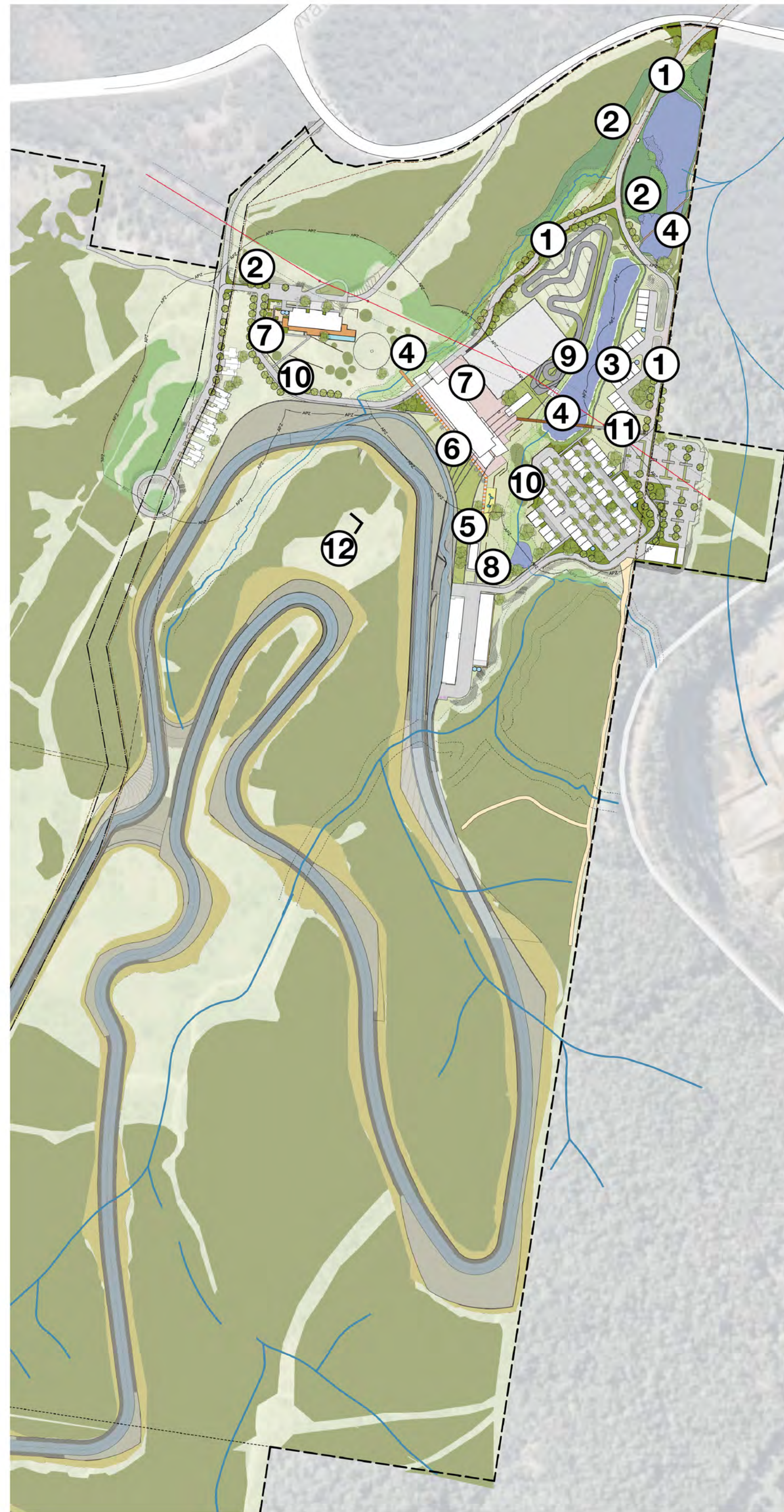
Chrome Lettering



Feature Structure



MATERIALS AND FINISHES



DESCRIPTION

Blackrock is a site with significant historic layers of use. The Blackrock Motor Park will be another overlay to the site.

The materials and finishes of the landscape intend to both draw on references to the historic uses of the park whilst also conforming to the typology of the motor park. High quality finishes are intended in key moments around the Function Centre, Lodge and Cabins and the connected pathways.

As the landscape is expansive, materials on lower use areas will be of a lower finish grade whilst still being durable and robust.

Variation and detailing in the pavement is used in key moments where historical Interpretation has been nominated along railway lines and the marking of the pit pony routes.

Large expanses of pavement are broken down with changes in material to ensure that the pedestrian scale is prioritized. This is achieved in a number of ways including paint finish super graphics, changes in materials such as the use of permeable paving and through tonal variation in pavement or concrete.

To achieve the desired function of the site landforms will be manipulated across the site. This is part of the layering of the site which has transitioned from bushland- mine- to vacant open space and now to the Blackrock Motor Park. The finish of these will be defined by deliberately formed grassed embankments and gabion walls. The rock within the gabions is intended to be blue stone referencing the coal extraction of the mine. Planting will also play a significant role.

Painting of structures such as water and fuel storage tanks will take the form of super graphics which will again reference the new use of the site as a motor sports venue. Bold colours will be used which tie together the varying structures in the landscape. Refer to indicative colour palette.

WALLS AND EMBANKMENTS

⑨ Grass Embankments



⑩ Gabion Walls



⑪ Corten Walls



PAINT FINISH

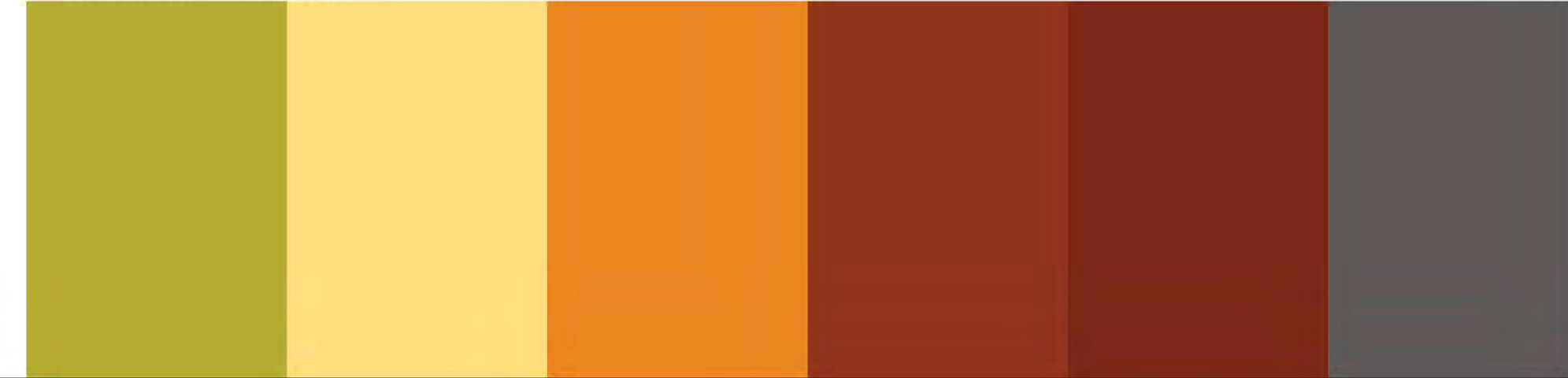
⑫ Painted Structures



⑫ Painted Structures



Indicative Colour Palette



PAVEMENT

① Asphalt



② Concrete Oxide - Two tones to break up scale of pavement



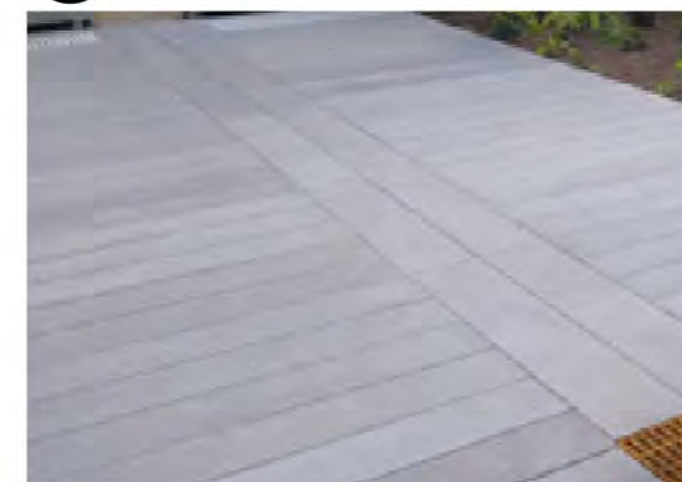
③ Stabilized Gravel Path



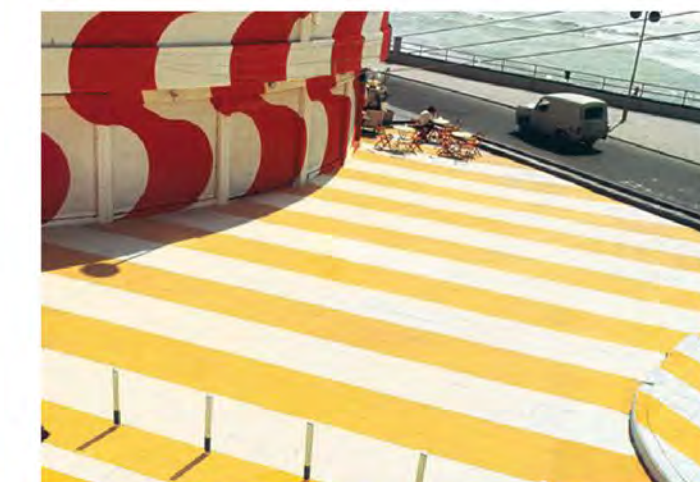
④ PermaTrak Boardwalks



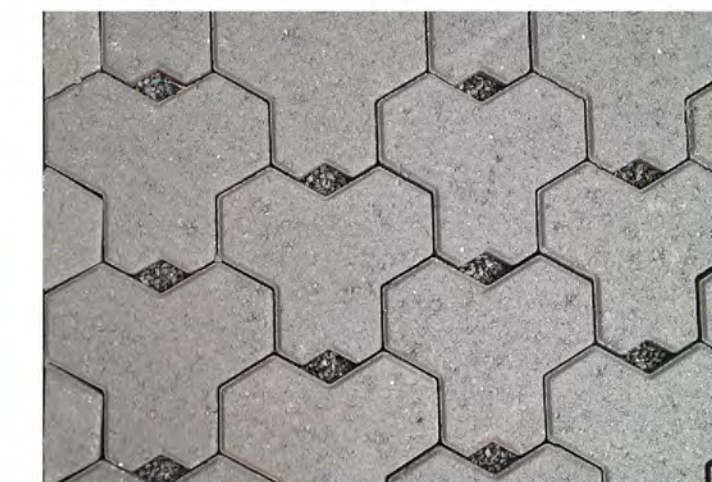
⑤ Concrete Decking



⑥ Super Graphic Paint Finish



⑦ Permeable Paving



⑦ Fine Grain Paving Detail



⑧ Linear Pavement Markers in Pavement



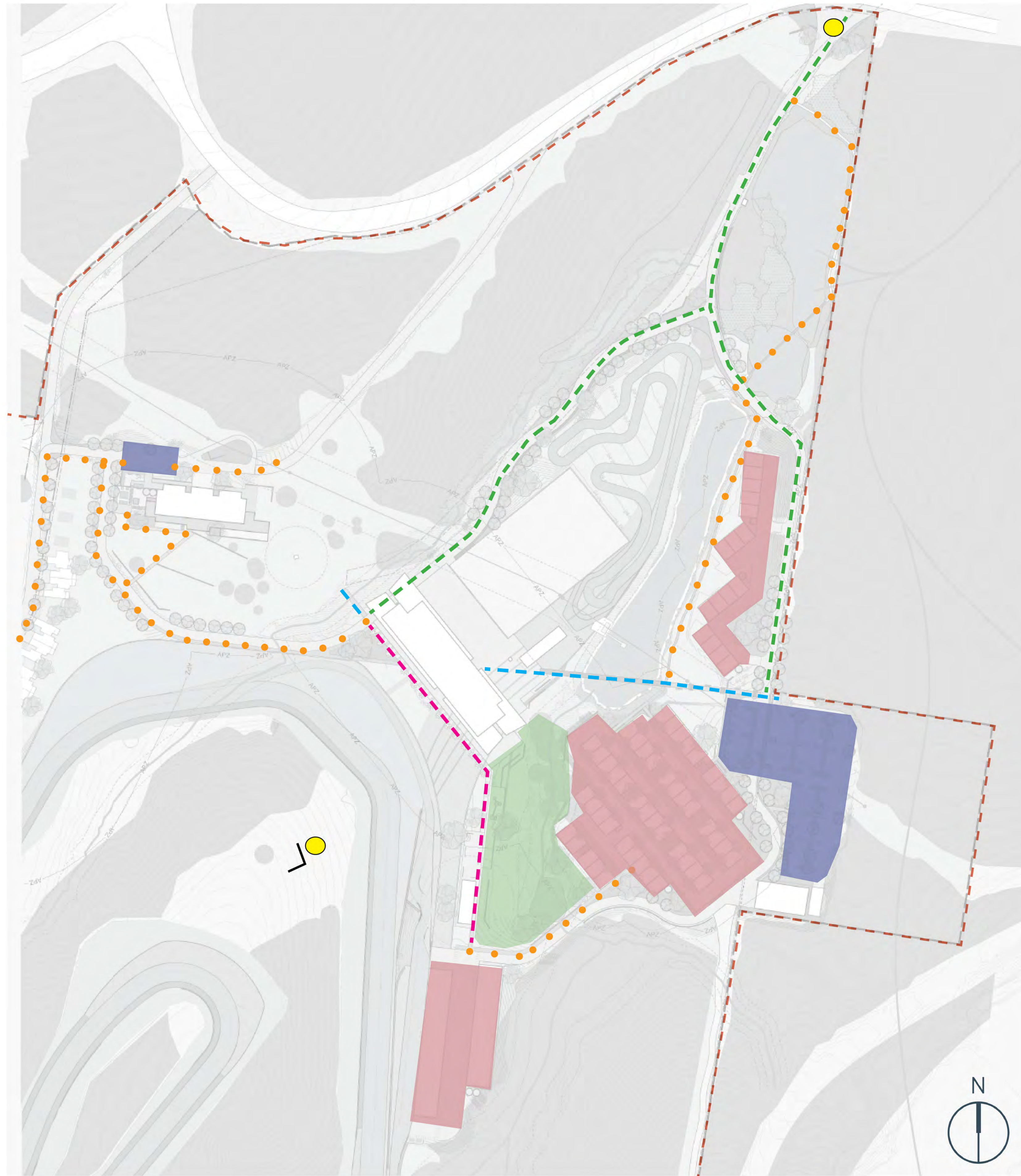
⑧ Linear Pavement Markers in Concrete



⑧ Printed Form in concrete - Interpretive



LIGHTING



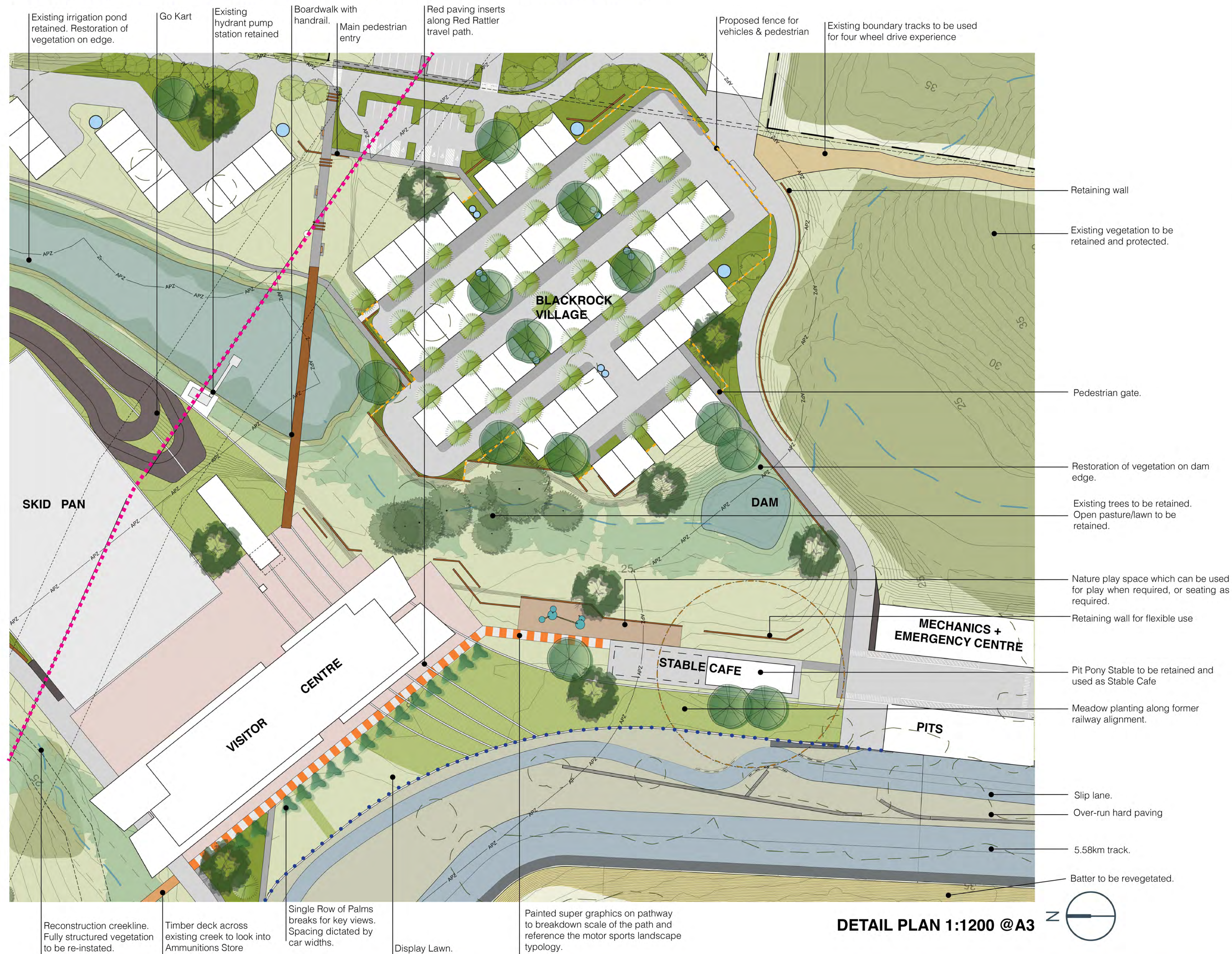
DESCRIPTION

The lighting proposal is intended to allow for appropriate levels of lighting across the site, reflective of the intended night time. A hierarchy of lighting is proposed to be reflective of the varying levels of use across the site during the evening and night time. Lighting will be provided for safety, navigation and night time experiences at special moments as part of the signage scheme.

- Site Boundary
- Security Lighting
- Carpark Lighting to AS.
- Ambient Lighting (uplight trees)
- Entry Road Lighting to AS
- P2
- P3
- P4 Bollard Lighting
- Feature Lighting

DETAIL PLAN 1

FUNCTION CENTRE AND PLAYGROUND



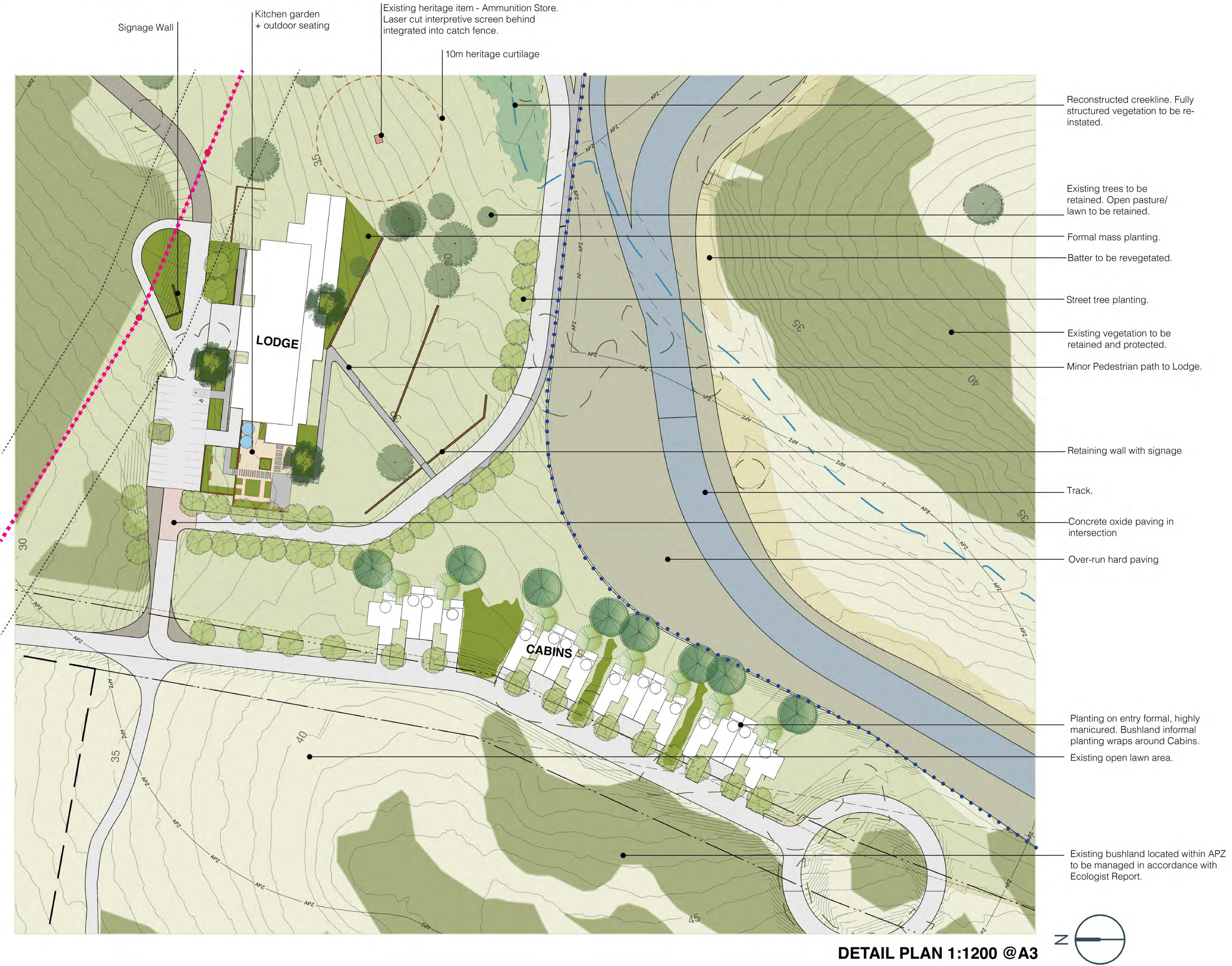
KEY PLAN
SCALE NTS

- Property boundary
- Powerline
- Removed existing vegetation
- Heritage curtilage
- 1.8m Security Fence
- Catch fence on the top of 1m barrier fence
- Heritage item
- APZ
- Creek line
- Permanent waterbody
- Architectural structures
- Track circuit
- Over-run hard paving
- Boardwalk
- Pedestrian path
- Pavement 1
- Pavement 2
- Painted pavement
- Go kart track
- Nature play space
- Existing vegetation
- Creek restoration
- Meadow planting
- Mass planting formal
- Grassland
- Revegetation make good
- Lawn
- Water tank
- Retained existing trees
- Street trees
- Feature trees
- Removed existing trees

DETAIL PLAN 1:1200 @A3



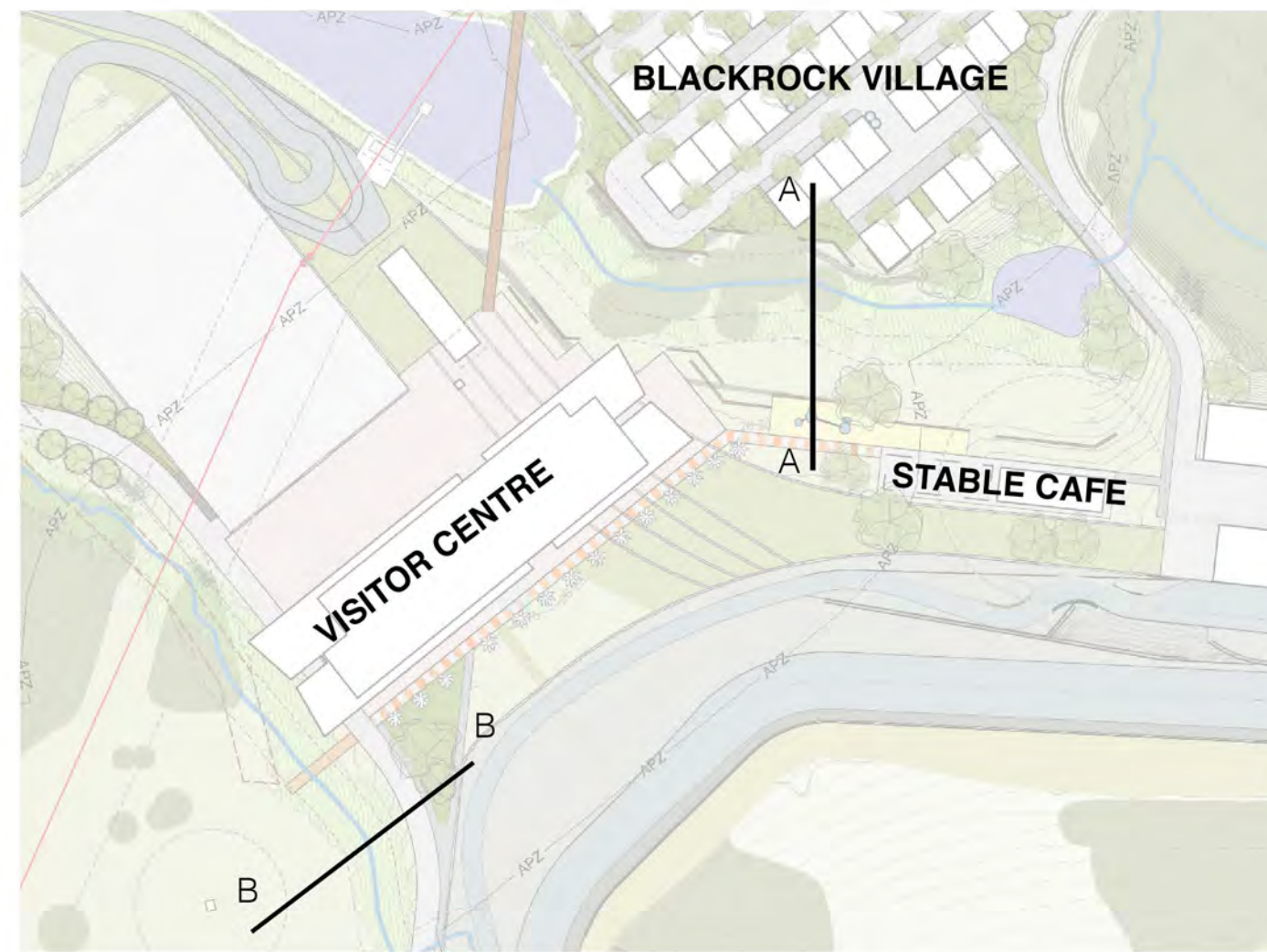
DETAIL PLAN 2 - LODGE AND CABINS



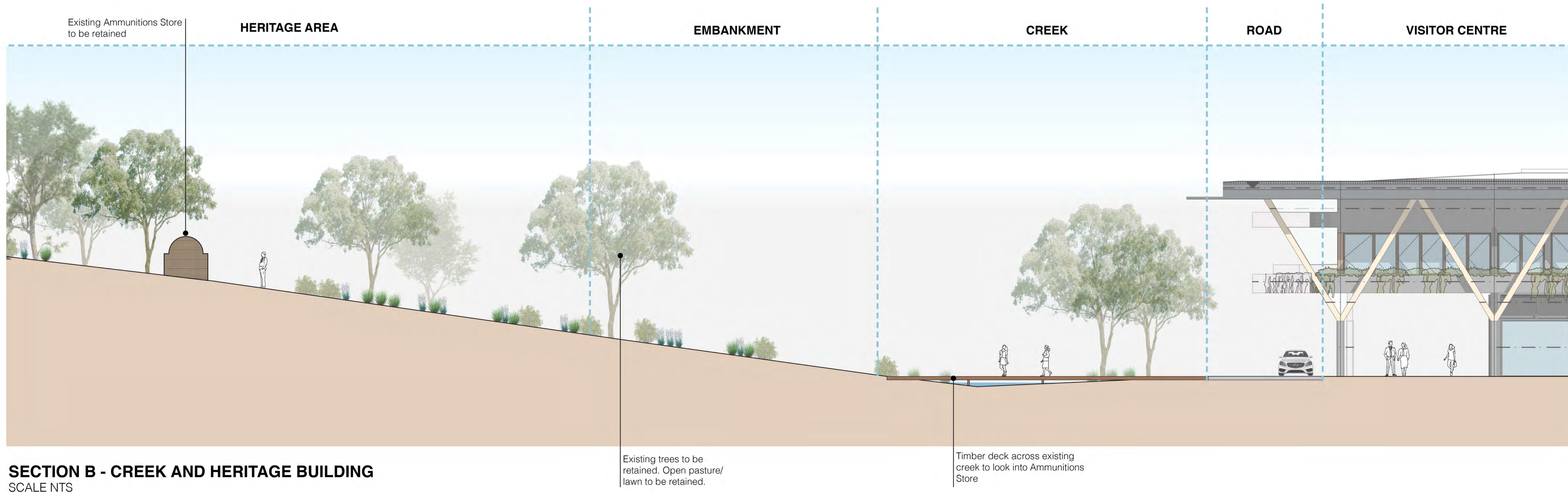
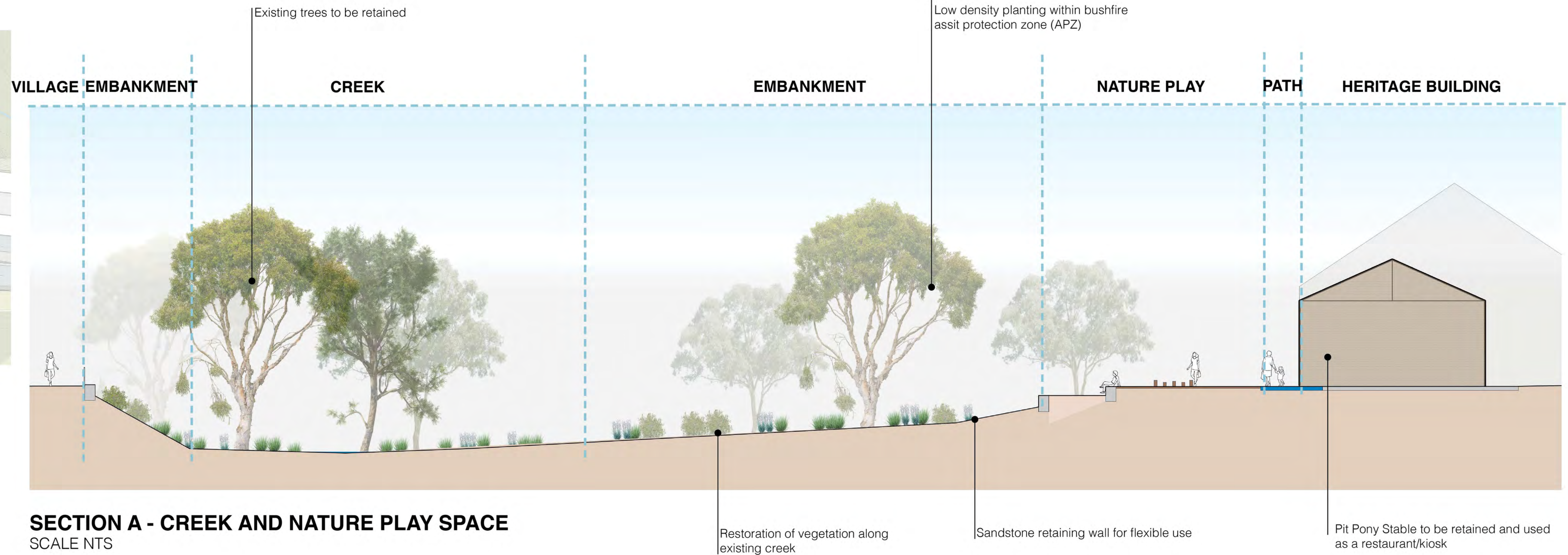
KEY PLAN
SCALE NTS

- Property boundary
- Powerline
- Removed existing vegetation
- Heritage curtilage
- Catch fence on the top of 1m barrier fence
- Heritage item
- APZ
- Creek line
- Permanent waterbody
- Architectural structures
- Track circuit
- Over-run hard paving
- Boardwalk
- Pedestrian path
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- Existing vegetation
- Creek restoration
- Meadow planting
- Mass planting formal
- Grassland
- Revegetation make good
- Lawn
- Water tank
- Retained existing trees
- Street trees
- Feature trees
- Removed existing trees

SECTIONS



KEY PLAN
SCALE NTS



SECTIONS

