# Kooroowall-Undi (Peat Island) and Mooney Mooney Foreshore

# **Foreshore Development Project**

Statement of Heritage Impact for Kooroowall-Undi (Peat Island) Foreshore Development Project

Prepared by Extent Heritage Pty Ltd

Prepared for ADJ Johnson

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extentheritage.com.au



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Author(s):	Melissa Harvey, Alexandra Eadie, Charlotte Jenkins

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# **Executive Summary**

## **Project background**

Extent Heritage Pty Ltd (Extent Heritage) has been commissioned by ADW Johnson to provide a Statement of Heritage Impact (SOHI) for the proposed development to the Mooney Mooney Foreshore and causeway which forms part of Kooroowall-undi (Peat Island). This Development Application (DA) seeks approval for a new tourism and visitor facility including cultural facility, café, jetty and caretakers' accommodation. This is part of an overall masterplan that includes accommodation as a future stage and will be subject to a separate application and heritage assessment.

The purpose of this report is to assess the proposed works against the heritage significance of the place which includes one local heritage item, and one archaeological site listed on Schedule 5 of the *Central Coast Local Environmental Plan 2022* (CCLEP). They include:

- 'Peat Island, including centre and causeway' (LEP ID# I420); and
- 'Site of George Pest's Inn' (LEP ID A26).

The proposed works include upgrades of the existing Mooney Mooney Foreshore Precinct area including:

- Three tiers of new carparking to the southern side of the existing driveway, for the provision
  of 80 new carparking spaces, including 7 accessible parking bays and bus parking. The
  carparks will include new 2-way entry/exit points connecting to the driveway and a one-way
  exist for busses only.
- Three tiers of new parking to the northern side of the existing driveway, for the provision of 35 new carparking spaces, including 6 accessible parking bays. The carparks will include new entry/exit points connecting to the driveway.
- The provision of new pedestrian footpaths connecting the proposed carparking to site facilities.
- The adaptive reuse of the Burrumbilla office/administration building for a new Cultural Centre and Accommodation (identified as Building 28 of the Mooney Mooney Foreshore Precinct as per the CMP).
- The adaptive reuse of the two buildings which form the former Dairy and Secondary Stores for a new Café (identified as Building 30 of the Mooney Mooney Foreshore Precinct as per the CMP). The works include new pathways, paving and western facing deck.
- Demolition of select mature trees for the provision of new hard landscaping, including carpark facilities.
- The planting of a large number of trees between the proposed carparking areas
- The provision of a new service road from the existing driveway to the proposed jetty by the foreshore.
- A new viewing platform located south west of the existing Building 40, Dairy and secondary Stores (proposed Café).
- A new jetty located off the northern side of the causeway.



The proposed works will result in a significant change to the predominantly open, grassed foreshore. This is assessed to be an acceptable level of change that will not adversely impact upon the heritage values of nearby item, Peat Island. The works will involve the introduction of parking, adaptive reuse of the existing building for the establishment of a new tourism and visitor facility including cultural facility, café, jetty and caretakers' accommodation. The new use is one which is contemplated and supported by the relevant policies in the CMP and will support the activation of the area and in particular, Peat Island. The works will not have an adverse impact on the heritage significance of the adjacent heritage item and will ensure the longevity of the heritage place through the activation of the site.

It is considered that the location of the new jetty off the northern side of the causeway will have least physical and /or visual impact and was the only feasible option considered due to the required depths of the bay and publicly accessible points, despite having a minor physical impact and moderate visual impact.

#### Recommendations

#### **Best-practice conservation approach**

All works should be guided by the conservation policy of 'do as much as necessary, as little
as possible.'

#### **Prior to works**

- A Photographic Archival Recording (PAR) should be undertaken of the site prior to the commencement of works, focusing on the areas to be affected.
- Contractors must be briefed on the heritage sensitive nature of the site and informed of any recommended mitigation measures or controls required.

#### **During works**

- Any accidental damage to heritage items is to be treated as an incident, with appropriate recording and notification.
- Building and construction materials should not be stockpiled against or adjacent to heritage fabric.
- Unauthorised removal of heritage fabric or the undertaking of works not outlined and assessed in this SOHI is not permitted.
- All areas affected by works must be cleaned and made good by contractors after works are completed.

#### **Future works**

 It is understood that the Kooroowall-Undi (Peat Island) and Foreshore Development Project forms part of a larger plan to revitalise the precinct. Consideration should be given to the incorporation of a Heritage Interpretation Plan to activate the site. The Heritage Interpretation Plan would establish a thematic framework to interpret the significance of Peat Island by exploring the historical and social values associated with the site. The



- interpretation plan would identify suitable interpretative devices for implementation based on a thorough site analysis.
- Where future plans to activate the site would result in Peat Island becoming a publicly
  accessible place, consideration should be given to the relocation of the jetty from the
  northern side of the causeway. If suitable locations on Peat Island are available in future,
  options to adaptively reuse former slipways should be considered.



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# 1. Introduction

# 1.1 Project description

Extent Heritage Pty Ltd (Extent Heritage) has been commissioned by ADW Johnson, on behalf of Darkinjung Local Aboriginal Land Council (LALC) to prepare a Statement of Heritage Impact (SOHI) for the proposed redevelopment of the Mooney Mooney Foreshore and causeway located within the Kooroowall-undi (Peat Island) precinct. The proposed development falls within the curtilage of two items of local heritage significance on Schedule 5 of the *Central Coast Local Environmental Plan 2022*. The items include one local heritage item identified as "Peat Island, including centre and causeway" (I420), and one local archaeological item, "Site of George Peat's Inn" (A26).

The proposed works relate to upgrades to the Mooney Mooney Foreshore Precinct and causeway, and comprises the construction of new hard landscaping, new tree plantings, adaptive reuse of the existing buildings and the construction of a new jetty and viewing platform at the existing site to support the development of the place.

The purpose of this report is to assess the proposed redevelopment and their potential impacts on the heritage significance of the Mooney Mooney Foreshore Precinct and Peat Island causeway. This report identifies potential risks and safeguards to avoid and minimise impacts to significant fabric and features. This report addresses built heritage only and includes recommendations and conclusions drawn from the impact assessment. A Due Diligence Assessment Report and Historical Archaeological Impact Assessment has been prepared for the project to address matters of Aboriginal and non-Aboriginal archaeology.

# 1.2 Methodology

The methodology used in the preparation of this SOHI is in accordance with the principles and definitions as set out in the guidelines of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (Australia ICOMOS, 2013) and the latest version of the Statement of Heritage Impact Guidelines (Department of Planning and Environment, 2023). This SOHI will review the relevant statutory heritage controls, assess the impact of the proposed works on the site, and make recommendations as to the level of impact.

This SOHI references the *Former Peat Island Centre Conservation Management Plan 2020* (Peat Island CMP) prepared by Urbis throughout with regards to significance assessment and conservation and management policies.

#### 1.3 Limitations

The site was inspected and photographed by Kate Long (Senior Heritage Advisor) and Gina Basile (Heritage Advisory) on the 4 December 2024. Access to the causeway was not available during the site inspection.



The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site or surrounds.

Information regarding Aboriginal cultural heritage and historical archaeology is addressed in the following supporting reports:

- Peat Island and Mooney Mooney Foreshore Due Diligence, prepared by Extent Heritage, 2024
- Peat Island and Mooney Mooney Foreshore Historical Archaeological Impact Assessment, prepared by Extent Heritage, 2024

# 1.4 Authorship

The following staff members at Extent Heritage have prepared this SOHI:

- Charlotte Jenkins, Senior Heritage Advisor; and
- Melissa Harvey, Graduate Heritage Advisor.

Report was reviewed by Kim Watson, Associate, Team Leader – Heritage Places.



# 2. The Heritage Item

#### 2.1 Site location

Peat Island is located approximately 50 kilometres north of Sydney Central Business District and 30 kilometres south-west of Gosford. It is located in the suburb of Mooney Mooney within the Central Coast Local Government Area (LGA). Mooney Mooney marks the point at which the Sydney-Newcastle Freeway and Pacific Highway cross from the Central Coast into the Sydney Metropolitan area at Brooklyn in the Hornsby Shire (Urbis 2020, 1).

The subject site includes the Mooney Mooney foreshore precinct and causeway which links the mainland to Peat Island. It is situated on the Hawkesbury River and is accessible from both the Pacific Motorway and the Pacific Highway. Peat Island is also accessible via the Hawkesbury River, with a wharf located on the north-western side of the island. At the time of reporting, access to the island is restricted to the public (Urbis 2020, 1).



Figure 1. Close view of the boundaries of the subject site.



#### 2.2 Site and its context

Extent Heritage carried out a physical assessment of the site on the 4 December 2024. The analysis involved an investigation into the built form and setting. It does not provide a detailed investigation of all fabric, but an overview of the elements of the place to assist in determining significance. As per the scope of this report, only the locations of the current proposed works were inspected – the visitor centre, café and carpark areas. Neither the accommodation precinct or Kooroowall-undi (Peat Island) were included as part of this inspection.

The following site analysis uses the naming conventions provided in the Peat Island CMP (Urbis 2020). As described in the Peat Island CMP the broader area is comprised of four precincts including Peat Island & Causeway (Precinct A), Mooney Mooney Foreshore (Precinct B), Chapel Precinct (Precinct C) and Residential Precinct (Precinct D). The proposed development is limited to Precinct A and Precinct B.

The Mooney Mooney Foreshore Precinct is a long extent of land which is bound by the Pacific Motorway to the east and the Hawkesbury River to the west. As a whole, the precinct contains 10 permanent structures, as well as several smaller outbuildings. A cluster of buildings are located towards the north of the precinct, dating from the c1960s-1970s. These buildings include former classrooms, recreation hall, carpentry unit and Industrial Therapy unit and are largely surrounded by native vegetation.

The central area is intersected by bitumen roads, with the primary road connecting with the causeway to Peat Island. To the south of the precinct is a partially vegetated landscape bound by Peats Ferry Road to the south. The landscape contains a small pumping station and generator which is of neutral significance to the precinct.

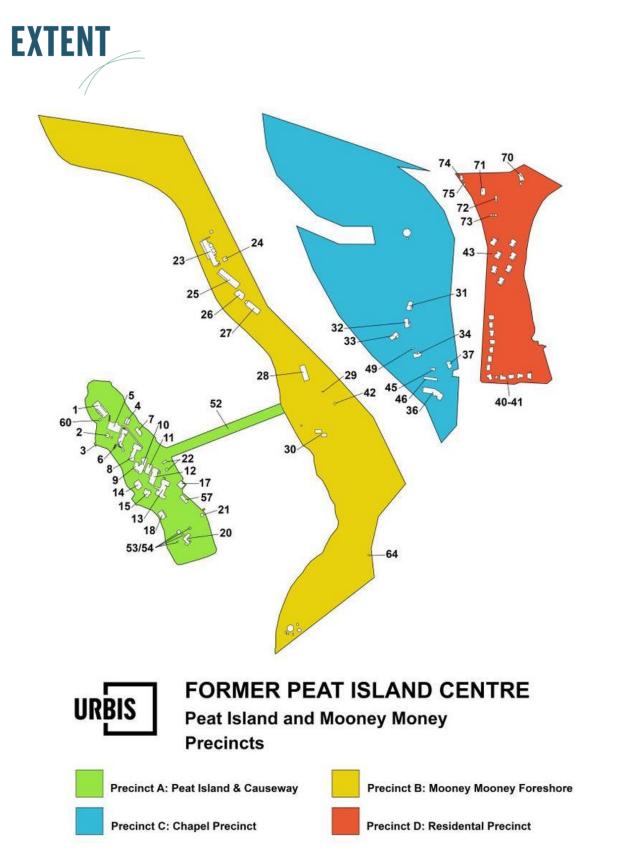


Figure 2. Diagram showing buildings and precincts across the four precincts covered in the Peat Island CMP. Source: Urbis 2020, 14.



## 2.2.1 Precinct A - Peat Island and Causeway

Kooroowall-undi (Peat Island) is a rocky promontory that conserves a collection of institutional buildings associated with the site's former use as an asylum. The proposed development is limited to the causeway, with no works proposed on Kooroowall-undi (Peat Island).

#### Causeway

The causeway connects Peat Island to the mainland and foreshore area and is located on the east side of the island. The eastern portion of the causeway is reclaimed land and constructed of concrete, rubble and rocks. This reclaimed roadway is connected to the island by a concrete bridge in the west. Staff and patient labour was utilised in the reclamation and causeway construction works. Access to the causeway is restricted and was not accessible at the time of reporting.



Figure 3.Aerial view of the causeway, outlined in red. Source: Greg Davies, 2017 'Peat Island' Facebook photo.

# 2.2.2 Precinct B – Mooney Mooney Foreshore Precinct

#### Central Area - Permanent Buildings

The central area is a large open grassed space with a small number of permanent structures of various ages dispersed within the landscape.

Building 28, constructed c.1975, is a single storey dwelling with a hipped roof clad in brown tiles and is constructed of face brick. The fenestration comprises large rectangular windows with metal frames. The east side of the building includes a post supported verandah clad in sheet



metal with spans of clear sheeting. The roof extends down on the west side to form a postsupported verandah with a small flight of concrete steps up to the verandah.

Building 29, constructed c.1994-98, is as single storey building constructed of brick with a skillion roof containing the fire indicator panel and is located on the road to the causeway.

Building 30, constructed c.1957-56, comprises two separate buildings which appear to be sheds in close proximity to each other. The buildings are constructed of rendered masonry with sections of corrugated sheet metal.

Building 42, constructed c. 1947-56, is constructed of rendered masonry with a pitched roof and gable ends. The roof is clad in corrugated sheet metal with a metal flue. The gable end has a timber fascia and three evenly spaced highlight windows. The gable end has a central timber door.

#### Building 26 - Burrumbilla office / Administration



Figure 4. View of the south-western corner of the office.



Figure 5. View of entry steps located centrally within the western elevation.



Figure 6. View of the rear eastern elevation, looking southwest.



Figure 7. View of the southeastern corner of the building, looking northwest.



#### **Building 29 – Main Fire Panel**



Figure 8. Overview of the Main Fire Panel, looking north.



Figure 9. View of the eastern elevation, looking west.

#### **Building 30 – Dairy and secondary stores**

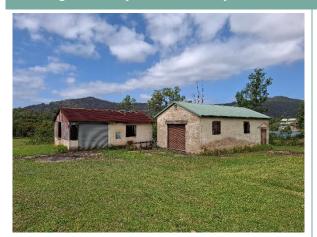


Figure 10. Overview of the Dairy and secondary store, looking southwest.



Figure 11. Close overview of the Dairy and secondary store, looking west.



#### **Building 30 – Dairy and secondary stores**



Figure 12. Eastern and northern elevations of the southern building, looking north.



Figure 13. Northern elevation of the northern building, looking south.



Figure 14. Door detail to the northern elevation of the northernmost building.



Figure 15. Window detail to the northern elevation of the northernmost building.



#### Building 42 - Shed



Figure 16. Overview of the Shed, looking northeast.



Figure 17. Rear elevation, looking southwest.

#### Landscaping

The Mooney Mooney Foreshore Precinct boundaries are demarcated by roadways rather than physical fencing, however the primary entrance to the south contains a boom gate, metal bollards with rudimentary timber fencing to either side.

The central area is composed of undulating slopes down towards the foreshore, with mangroves to the south and native vegetation to the north. The site has been mostly cleared, with vegetation only to the precinct boundaries and within small clusters of trees which include some non-native species. The area also consists of low rocky outcrops which puncture the grassed spaces.

The central area is intersected by bitumen roads, with the primary road curving parallel to the Pacific Motorway, and connecting with the causeway to Peat Island to the west. An adjoining secondary road loops around the northern buildings, and a worn path to the Dairy and secondary structure is visible. A large bitumen carpark is located adjacent to the administration building. Powerlines follow the main road around to Peat Island.





Figure 18. Grassed area, vegetation and road to the west of Building 28



Figure 19. The primary road leading to the Peat Island Causeway.



Figure 20. View of the Administration carpark and primary road, looking south towards Building 30 (Dairy and secondary structures).



Figure 21. Central open greenspace, looking south.



Figure 22. Rocky outcrop, looking north towards building 28.



Figure 23. Landscaping, including individual trees near Building 30 (Dairy and secondary structures), looking southwest.



## 2.2.3 Settings and views

The site is surrounded by various Nature Reserves including Deerubbun Reserve to the south, Muogamarra Nature Reserve across the Hawksbury River to the southwest, Long Island and Spectacle Island Nature Reserves to the southeast, Propran National Park to the north and Brisbane Water National Park to the north east across Mooney Mooney Creek.

The subject site is not visible from the Pacific Motorway with vegetation blocking views into the site. From the secondary roadway of the southern boundary, to which the entrance is located, the site is highly visible with open and expansive views across the site. The grassed open spaces and Building's 30 & 42 are visible in the distance when viewed from the public realm.

There are limited views to the causeway from the Mooney Mooney Foreshore Precinct owing to the substantial mangroves along the shoreline which obscure views.

The Peat Island CMP identifies 6 key views within the wider Peat Island and Mooney Mooney precinct (Figure 24). Of these six views, two specifically relate to the subject site:

View 2 - View south-west towards Peat Island from Precinct B: Mooney Mooney Foreshore, looking at the approach from the mainland towards the causeway and Peat Island. This is a historic view of the principal approach to the Island following construction of the causeway.

View 5 - View east from the wharf on the eastern side of the Island facing Precinct B: Mooney Mooney Foreshore. This is an outward view from the Island towards the nearest mainland area and would have been a typical view for patients and staff on the Island.





Figure 24. Aerial showing significant views. Source: Urbis, Peat Island CMP 2020.





Figure 25. View of the entrance, looking north.



Figure 26. View of the central green space from the southern boundary, looking north.



Figure 27. View across the central green space to the Hawkesbury River, looking northwest.



Figure 28. View within site to the causeway.



# 2.3 Heritage context

The subject site contains two listings of local significance identified on Schedule 5 of the Central Coast LEP 2022, one heritage item (Peat Island, I420) and the other an archaeological site (Site of George Peat's Inn, A26), as indicated in the below table. The subject site also contains an item identified on the Department of Ageing, Disability and Home Care (DADHC) Section 170 Heritage and Conservation Register.

Table 1. Summary of heritage status.

Register/listing	Item listed	Item name	Item number
State Heritage Register	No	-	-
Central Coast Local Environmental Plan 2022, Schedule 5	Yes	Peat Island, including centre and causeway	1420
	Yes	Site of George Peat's Inn	A26
Ageing, Disability and Home Care Section 170 Heritage and Conservation Register	Yes	Peat Island Centre	-

# 2.3.1 Heritage in the vicinity

There are two items of local significance in the vicinity of the project. They are:

- 'Grave of Frances Peat' (LEP ID I158)
- 'Peats Ferry docking point' (LEP ID A27)



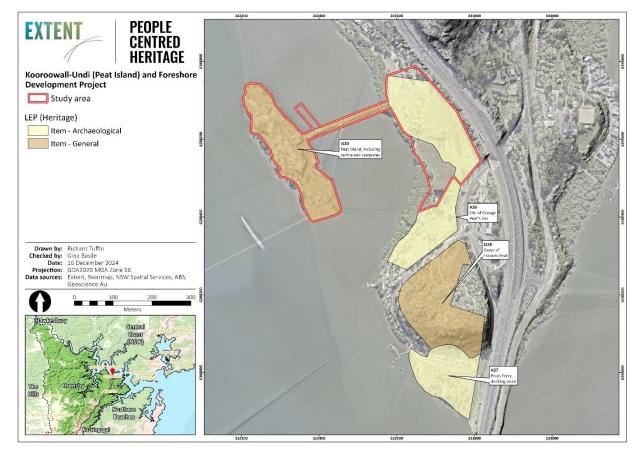


Figure 29. Heritage items located within and in the vicinity of the subject site.

#### 2.4 Historical context

#### 2.4.1 Introduction

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

This section of the report relies largely on the historical research contained in the previous reports for the site and nearby areas as well as detailed analysis of historical plans and aerials. This section of the report also provides a summary of the main phases of development and is presented in the history timeline below.

## 2.4.2 Guringai Country

Mooney Mooney is located within the Country of the Guringai. Their traditional land encompasses the coastline from the Hunter River to Broken Bay and westwards along the Hawkesbury River estuary. The land sustained lives and communities for countless generations, providing a storehouse of resources from the Hawkesbury River and its tributaries, estuaries and mangrove swamps. Aboriginal presence on Guringai Country is evident through the presence of stone tools, tool production sites, middens, art sites and culturally modified



trees, while oral and community sources preserve knowledge and stories relating to the Deep Time histories (Extent Heritage 2018,29).

For the Guringai, every facet of life changed dramatically following British colonisation. Dispossession of traditional lands, restrictions to resources, the environmental impacts of clearing and settlement, diseases, and frontier violence resulted in a complete disruption for Aboriginal groups. Peat's Ferry Road, which forms the southeast boundary of the study area, was blazed by George Peat with assistance from a local Aboriginal man and was likely an existing Aboriginal track (Department of Main Roads 1949, 84; Swancott 1953:11). This road formed an important communication and transport route for Aboriginal people, providing the most negotiable route to and from the interior and the sea.

The origins of the placename "Mooney Mooney" are unclear. Research indicates that the words 'moane/moani/munnee' translate as either 'kangaroo' or 'pademelon', and that the reduplication of the word "Mooney" acts as an intensifier (Steele 2012). Steele determined that the term means 'many kangaroos' or 'many pademelon', and thus the area may have been a place where an abundance of these marsupials was found.

#### 2.4.3 George Peat's land grant

The study area is partly located within George Peat's original 60 acre land grant located at 'Fairview Point, fronting the Hawkesbury River and Mooney Mooney Creek' (Ferguson 1925:1), and partly within an additional 65 acres acquired by Peat in 1865. Peat was in possession of the 60 acre allotment in 1831 but it was not formally granted until 1840 (New South Wales Government Gazette 1839, 1232). George Peat had additional land holdings on the southern banks of the river near Berowra Creek, as seen in (Figure 31) and reportedly sought out the Hawkesbury due to a desire to combine his trade as a shipbuilder with the business of a grazier (New South Wales Government Gazette 1836, 889; Ferguson 1925, 1).



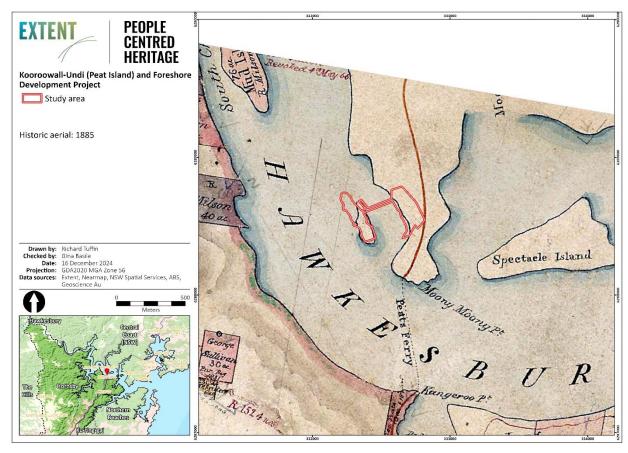


Figure 30. 1885 parish map showing land grants south of the Hawksbury, including George Peats land holdings at Kangaroo Point. The study area is marked in red. Source: HLRV.

By 1841, Peat had constructed a large residence known as Fairview on the hill at Mooney Mooney Point, overlooking the Hawkesbury River and made improvements to the land. Fairview functioned as the occasional residence of George Peat and his family, who primarily resided in Kent Street, Sydney. The two-storey stone house was described as containing 'tea rooms... with cellars underneath; detached kitchen, store-room, granary, fowl house, pig-sties and other necessary outbuildings' (The Sydney Herald 1841, 3). In 1844 Fairview was described as contending 'with most of the leading houses of accommodation throughout the colony' and is depicted in several watercolours painted by George Penkivil Slade, shown in Figure 32 and Figure 33 (The Sydney Morning Herald 1844, 3). By this time, Peat had also cleared 30 acres of his property, which were 'divided into paddocks, fenced with a strong five-rail fence, and now in a state of cultivation' (The Sydney Herald 1841, 3). Additionally, a garden, orchard and orangery of five acres had been established and 'stocked with a choice collection of orange, lemon, apple, pear, peach, and a great variety of other fruit trees' (The Sydney Herald 1841, 3). In 1843, Peat's daughter Frances was buried on the grounds of Fairview.



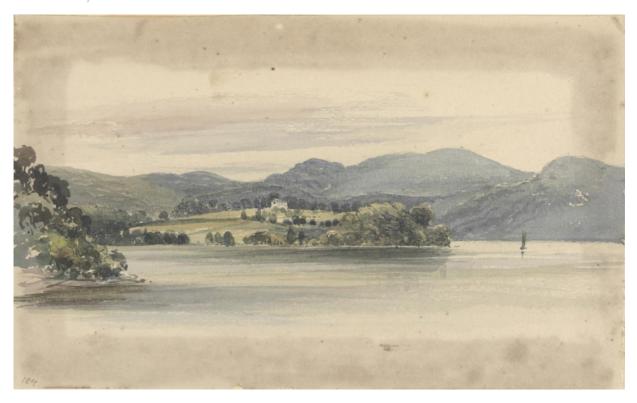


Figure 31. Watercolour of the Hawkesbury River with Fairview in the distance, 1869, George Penkivil Slade. Source: NLA PIC Volume 1004 # R7312.



Figure 32. Watercolour of Peats Ferry from Dangars (Dangar Island), depicting Fairview in the distance, 1869, George Penkivil Slade. Source: NLA PIC Volume 1004 #7304.



In 1844, George Peat established a punt across the Hawkesbury River, between his property at Fairview on the northern bank and ten acres of land he had acquired at Kangaroo Point on the southern bank, with the intention of conveying stock to Sydney markets (Figure 35) (The Sydney Morning Herald 144b, 3). Prior to this, settlers from the Brisbane Water district were forced to track inland to the Great North Road through "cheerless and difficult" bush to reach Sydney (Ferguson 1925, 1). Consequently, the punt crossing became a popular means of transportation for both cattle, and travellers alike. The crossing at Mooney Mooney was often exposed to the elements, with the route described as 'wider and less safe than Wiseman's Ferry' (Ferguson 1925,1).

During this period, Fairview also operated as an open house for travellers, with George Peat reportedly putting in considerable effort in 'fitting his premises for public accommodation' (The Sydney Morning Herald 1844a, 2). The house was used as a vacation destination for a number of prominent settlers including E. H. Hargraves and Captain Wiseman, as well as being the venue for early community church services (State Heritage Inventory A26).

Following the success of Peat's punt, the Government came under increased pressure to provide an alternative route from Sydney to Newcastle, and Peat's track was considered to be the most preferable route. The new road, as stated previously, was likely a well-established Aboriginal track which passed through Peats farm and was marked and charted with the assistance of an unidentified local Aboriginal man (Department of Main Roads 1949, 84; Swancott 1953:11). Work on the road proceeded "on both sides of the Hawkesbury by means of small contracts" from the late 1840s and was completed in 1852 (Figure 34). After this point the road, and the operation of the punt crossing, came under Government control (Selkirk 1925, 221).

In 1865, George Peat purchased an additional 65 acres in Mooney Mooney, adjoining his original 60 acre Fairview Point property to the north. On 18 June 1867, George assigned all of his real estate to his son-in-law John Campbell who was to serve as trustee for his four surviving daughters (Urbis 2020, 94). By the time of his death three years later, Peat had amassed fifteen hundred acres of freehold and leasehold lands in the Hawkesbury district, including the allotments either side of the Hawkesbury River (Evening News 1870, 2; Ferguson 1925, 1).

Following the death of George Peat in 1870, the Fairview residence was left vacant, and by c.1880 it had burnt down. Stones were reportedly salvaged from the site and taken to build a church on a nearby island (Ferguson 1925, 1). A photograph taken in c.1880 captures the state of the house after the fire. A subsequent photograph taken in c.1900 reveals what is left of what would have been a substantial residence, as illustrated by the two people standing at the base of the ruins. Francis Myers described the ruins during a trip on the Hawkesbury River in 1883 (Myers 1883, 640):

The anchor was let go that night but a little distance above the old ruins of Peat's Ferry. Poor old ruins, they are only a ghastly chimney and a few poor tottering walls; a roadway all grassgrown and broken, and a few English trees and flowers in a waste of rank luxuriance. Doubtless it has a history, as not house home ever grew and crumbled into decay without some threads of passion and pathos, and sorrow and joy, and love...



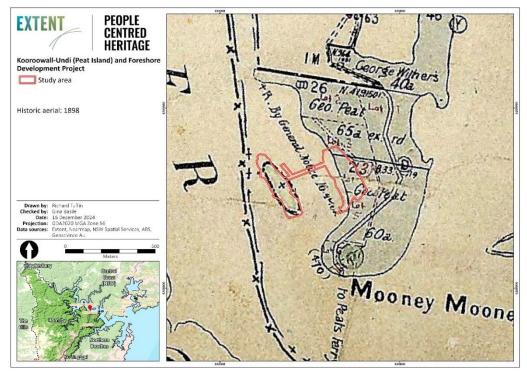


Figure 33. 1898 parish map showing the study area within George Peat's original 60-acre land grant, as well the adjoining 65-acre land grant to the north. Peats Ferry Road can also be seen passing through the property, with the hill at Mooney Mooney Point also depicted. Source: HLRV.

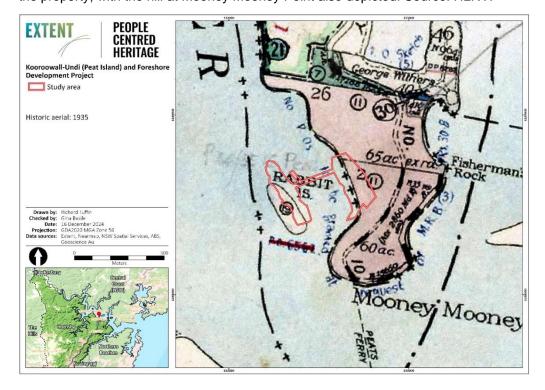


Figure 34. 1935 parish map showing the study area within George Peat's original land grant, as well as the punt crossing location. Source: HLRV.





Figure 35. c.1880 photograph of the ruins of George Peat's house Fairview overlooking the Hawkesbury River, taken after the fire. Source: Hornsby Shire Library and Information Services.



Figure 36. c.1900 photograph of the ruins of Fairview, Mooney Mooney. Source: Hornsby Shire Library and Information Services.



#### 2.4.3.1 Location of Fairview

Through an analysis of historical accounts referencing Fairview, including newspaper articles, paintings and photographs, it is clear the location of Peat's large residence lies further south of both the study area and the curtilage for the locally significant archaeological site of 'Site of George Peat's Inn' (A26) listed under Schedule 5 of the Central Coast LEP 2022. Fairview is described as 'situated on a hill... possessing a delightful view of the river and surrounding scenery' (The Sydney Herald 1841, 3). A series of watercolours painted by George Penkivil Slade in 1869 depict Fairview on the slope of the hill at Mooney Mooney, lying to the south of the study area (Figure 31 and Figure 32). Additionally, the photographs in Figure 37 and Figure 38 depicting the ruins of Fairview taken between c.1880 and c.1900 position the location of the house at a greater elevation than the study area, with expansive views towards Peat Island (formerly Rabbit Island). In 1925, the location of Peat's former house was described in association with the grave of his daughter which lies 200 m south of the study area: 'today little else remains upon the old property at Fairview Point but the ruins of the house, an ancient and picturesque colonial oven, and the gravestone of Peat's daughter' (Ferguson 1925, 1).

## 2.4.4 Subdivision and agricultural use

Following the subdivision of George Peat's original land twenty years after his death in 1894, subsequent ownership maintained the use of the study area for agricultural purposes. In the 1920s, part of Peat's 60 and 65 acre allotments at Mooney Mooney were resumed by the Main Roads Board of New South Wales. Mooney Mooney saw an increase in traffic following the upgrade of Peats Ferry Road, the southeast boundary of the study area, in 1930 (Figure 37) (Urbis 2020, 95). Ferries continued to cross the Hawkesbury at Mooney Mooney until they were replaced by Peats Ferry Bridge in 1945, providing a direct and vital link from Sydney to the north (Figure 38 to Figure 40).



Figure 37. Photograph from 1928 taken by Main Roads Board, depicting highway labourers constructing the road foundation north of the study area, between Gosford and Mooney Mooney. Source: Western Sydney Records Centre, NRS-4481-3-[7/16010]-St13000



Figure 38. Photograph from c.1926-1946, taken by the Department of Main Roads near Kangaroo Point near centre of proposed Peats Ferry Bridge Site, showing Mooney Mooney in the distance. Source: Western Sydney Records Centre, NRS-20224-1-[18/3068]-H258\_H324-27.





Figure 39. Peats Ferry Wharf on Kangaroo Point, looking towards Mooney Mooney, 1880 (Source: Hawkesbury Historical Society).



Figure 40. Peats Ferry Bridge across the Hawkesbury River, looking towards Mooney Mooney, 1949 (Source: NAA Series A1200, Item ID 6849724).

#### 2.4.5 Institutional use

Several institutions had their home on Peat Island from 1904 onwards. The institutions occupied both Peat Island and its larger neighbour, Milson Island. After 1940, the institution also occupied part of the mainland, constructing a dairy and creating vegetable gardens for the hospital. Staff accommodation was also moved to the mainland in the second half of the twentieth century.

The institutions variously adopted the name Rabbit Island or Peat Island for the part within the study area, with the latter name being used after 1936:

- Rabbit Island Hospital for the Insane (1910-1917)
- Rabbit Island Mental Hospital (1917-1936)
- Peat and Milson Islands Mental Hospital / Peat and Milson Islands Hospital (1936-1973)
- Peat Island Hospital (1973-1989)
- Peat Island Centre (1989-2010)

The study area can be split into three zones in terms of its use by the hospital. Peat Island was the core of the institution, housing patients and staff until the 1950s. Although annexed by the hospital in 1940, the mainland parts of the study area were always peripheral to the hospital's functioning, it being an island institution 'without walls' from the outset. The third zone of the causeway is representative of the unpaid labour of the inmates who constructed it, but it nevertheless remained inaccessible to them once completed.

The Peat Island hospital, in its various incarnations, has been described as a site of conscience (Steele 2022). It requires a different approach to that of non-institutional archaeological sites in terms of history, storytelling and significance. The following history of the hospitals therefore focusses largely on the social aspects of the institutions that occupied the island part of the



study area, and the treatment of the patients, as it is these values which feed back into the archaeological significance of the three zones.

The first buildings on Peat (Rabbit) Island were constructed to house an inebriates' institution for women in 1904. Accommodation was created for 70 women but it was never used for that purpose. A proposal to accommodate men on the island quickly followed but was rejected. No sooner had the institution been established than it was in an existential crisis. A 1906 opinion piece in the Sydney Morning Herald discussed the merits of the scheme and its potential:

If it is asked why should the public do so much for such a class of people, I submit the manifest answer is, to take the lowest reason first, that it will save money to the State by increasing economy in administration. Much higher reasons, however, are that it will do much to lesson crime, that it will raise the moral tone of the community, that it will give the children of drunkards, who now have but little prospect of a good go, a better chance of growing up into good citizens, and that even the children of sober people will be benefited, as drunkenness will be looked upon less as a matter of course, and a drunken man or woman, instead of being viewed as a ridiculous cause of amusement in the streets, will be thought a disgrace and discredit, to be avoided or prevented (Creed 1906).

The buildings on the island were already in place but remained to be used. They consisted of:

...three main buildings, substantially built of brick, and roofed with iron. The first contains four dormitories, each accommodating eight patients, while the second building is divided into 32 cubicles. The third building contains the kitchen and laundry, while two cottages have been built for the matron and staff ('Inebriates' homes' 1906).

By 1907, the scheme had been abandoned without a patient setting foot on the island, and a portion of Darlinghurst Gaol was set aside 'for the treatment of habitual drunkards', which was to avoid the mixing and contamination of patients that was thought to be a drawback of the island:

Apart from the difficulties arising from the inaccessible nature of these buildings, It has been found absolutely impracticable to treat the various classes of drunkards, male and female, within the limited area which is available at the Hawkesbury. Just as there are with ordinary convicted persons various degrees of perversity, so it is with drunkards. There are many persons with good instincts, and who are free from every desire but that of drunkenness; on the other hand, you get the habitual drunkard who is lost to all sense of decency, falling, almost to the vagrant class, who will not submit to discipline, and who contaminates everything and everybody will when he comes into contact ('Treatment of inebriates - Hawkesbury scheme abandoned' 1907).

Rabbit Island therefore remained unused until the end of 1910, when it was seen as a way of relieving overcrowding pressures on the asylums at Newcastle and Parramatta. On 29 December that year, it was gazetted as a hospital for the insane, and began to receive boys and men from the aforementioned institutions. The first twenty patients were aged between 16 and 52 and arrived in March 1911. By December 1911 the island itself was overcrowded, with 106 patients in buildings designed to accommodate 64 (NSW Legislative Assembly 1912, 2). The Inspector General's report for 1911 states that those transferred from Newcastle were 'the



older and less helpless ones' (NSW Legislative Assembly 1912, 1). This class of patient was further described as:

persons who through mental defect are unable to fully take care of themselves, with a view to instituting proper safeguards and to seeing that they receive the best training suitable to their condition, and that after such notification they should be under continuous supervision with the object of preventing their further multiplication by marriage, etc. (NSW Legislative Assembly 1912, 1)

Mitchell (2018) writes that the institution was understaffed, with no resident medical care, and no case files during this period. Inmates were housed, washed and fed, but there appears to be no record of efforts to improve the mental health of the residents (Mitchell 2018, 59).

By the 1920s the Rabbit Island Mental Hospital was overcrowded, and so more land was required. Nearby Milson Island was the logical choice for the new hospital both because of its proximity to Rabbit Island, and because it comprised 80 acres of land (Museums of History NSW 2010). On 25 February 1921, Crown Land on Milson Island was reserved for the purposes of a Mental Hospital and the two islands were operated as one institution. Patients were transferred from Rabbit Island in the same month. In the early years of the expanded hospital it has been observed that:

The bare basics were covered, but no more ... they made sure that patients and hospital wards were kept clean and tidy, but no attempts were made to provide emotional or physical comforts, or to rehabilitate or prepare the patients for re-entry into society (Ellmoos, Andersen and Newell 2010, 30).

In 1924 the Inspector General of Mental Hospitals report described Rabbit Island as a place where 'no recoveries can be expected' (NSW Legislative Assembly 1924, 2). There were 157 patients resident at the time.

In 1936 Rabbit Island was renamed to honour George Peat. The hospital would be known as Peat and Milson Islands Mental Hospital after this time. However, there is little to suggest that any other changes took place. In the Inspector General's report for 1936-37, it was repeated that for Peat Island 'no recoveries can be expected' (NSW Legislative Assembly 1936, 6).

In the inter-war period, Mitchell reports that among the general hospital staff were ex-soldiers returned from war, and he attributes some of the regressions of the system during this time to this factor. A reliance on discipline and punishment more reminiscent of the nineteenth century became characteristic of patient treatment on the islands:

The old measures of the nineteenth century were revived: straight-jacketing, restraints such as tying patients to chairs or beds by bed sheets, cocktails of calmative medicine, confinement in isolation cells or in fenced-in enclosures and removal of whatever small privileges might have been on offer.

On Rabbit Island, if a patient misbehaved – for example, if he tipped a fellow patient out of his wheelchair – he might have his head dunked into a bucket of water, or be threatened with relocation to Milson Island, which was most certainly a more spartan establishment... On Milson Island, notoriously, some of the inmates were confined for much of the day to what were



in effect concrete pens. They stood there, and soiled themselves, and urinated, and the attendants would hose them down [in] the area in which they were held (Mitchell 2018, 70–71).

Mitchell writes that the abuse continued into the 1940s, partly exacerbated by the closed nature of the island and the conditions it created. All food and supplies had to be brought by boat, although the distance they had to travel was reduced by the establishment of a dairy and vegetable garden on the mainland opposite in 1940 (Mitchell 2018, 83). Staff lived on the island and might be required to work week after week away from their families (Mitchell 2018, 95). Facilities were poor, with raw sewage still being discharged into the river until 1945, and electricity only provided by generator until the same year. Improvements came with a new superintendent, who began a teaching program in 1947, and a school of two classrooms was built in 1954 (Mitchell 2018, 96). In the meantime, work began using unpaid patient labour to construct a causeway between the island and the mainland.

A hospital workman dynamited and jackhammered rock and the rest of the work was done by boys who were patients at the hospital (Mitchell 2018, 98). The rock was dumped into the water, beginning with the first load in 1950. Timber was cut from around 15km up Mooney Mooney Creek, again using unpaid patient labour, and floated down to the island (Mitchell 2018, 99). The causeway took ten years to complete and was 250m long. Other projects were found for the inmates to labour on. In 1957, a gang of boys from Peat Island were provided by the hospital to crush oyster shell to grit with hammers as a base for building up the playing field on Milson Island.

By mid-1956, Peat and Milson Islands Mental Hospital was primarily an admitting hospital for male adult and juvenile patients who were considered 'congenital mental defectives' (Museums of History NSW 2010). Several damning newspaper reports appeared in the mid-1950s, describing terrible conditions on the island. Educational facilities were however improving, and money was raised for a chapel.

Negative media attention fuelled the need to address the problems at Peat Island. Funding was allocated for general repairs, the construction of new buildings, and the remodelling of older structures. During 1956-57, the Inspector General for Mental Hospitals reported significant progress, including the completion of twelve cottages for staff and new residences for medical officers and the manager. At the time of the report's publication in July 1957, construction of single men's quarters and a sewing room was underway. In 1957, a permanent canteen was established near the picnic grounds and opened in October. By this time, Peat and Milson Islands Hospital also featured a permanent classroom staffed by the Department of Education, a dental clinic, a swimming pool, and aviaries (Urbis 2020, 79).

However, treatment of the patients remained abusive. In 1961 it was reported that an unprecedented meeting of church leaders and psychiatrists was to take place to address the conditions at the island hospital:

The meeting follows claims by officers of handicapped children's centres that they have recently seen at Peat and Milson Islands:

- Up to 80 children covered in flies - in one concrete pen.



- Elderly and middle-aged mentally retarded men mixing with boys aged between seven and ten.
- Children eating in a dining room where the stench was unbearable.
- Children taken from the islands by distraught parents because of their emaciation and body sores ('Conditions on islands "shocking" 1961).

Attempts were made to improve conditions. Throughout the 1950s and 1960s, several groups, including the Ladies Auxiliary, the Parents and Citizens Welfare Association, and the Staff and Patients Welfare Committee, aimed to enhance the facilities and improve conditions. By 1967, the institution housed approximately 600 boys across both islands (Urbis 2020, 80).

Despite these efforts Milson Island Hospital was closed in June 1973, because it was considered to be "highly unsatisfactory" with overcrowded and dilapidated buildings which posed a security and fire risk (Museums of History NSW 2010). The patients from Milson Island were then transferred to Peat Island and other institutions. As a result of the closure of the Milson Island hospital, plans were in progress to further modernize the ward facilities and provide additional beds on Peat Island (Museums of History NSW 2010).

The hospital was renamed the Peat Island Centre. The main purpose of this administrative change was to apparently emphasize the difference between intellectual disability and mental illness (Museums of History NSW 2010).

The 2000s witnessed significant advancements in the deinstitutionalization and community integration of individuals with intellectual and physical disabilities. This progress was marked by the gradual closure of Large Residential Centres (LRCs) for people with disabilities. Between 2004 and 2005, the Department of Ageing, Disability and Home Care operated 15 such centres, including the Peat Island Centre.

The closure of Peat Island Centre was officially announced on 8 November 2007.



### 2.4.6 Analysis of maps and images



Figure 41. Hawkesbury River viewed from Muogamurra National Park, 1946 by John F Noble. in the foreground is Peat Island. A dairy, vegetable gardens and ancillary structures belonging to the institution have been set up on the mainland beyond. Source: Hornsby Shire Library and Information Service, Urbis 2021, 77.



Figure 42. 1947 aerial photograph of the study area. Source: NSW Spatial Services.



The 1947 aerial imagery shows little or no development on the foreshore. Gardens that may have been associated with the institution have been established to the south of the study area. The beginnings of the causeway, or a guide wall for it, can be seen extending from the mainland shore. The long buildings that were probably the dairy and could be clearly seen in the oblique 1946 image are not apparent. The island is largely cleared of vegetation, with open grounds in the south and five wards oriented roughly north-south in the centre of the island.

An oblique aerial photograph from 1957 reveals a vegetable garden was established on the mainland as part of the expansion of the hospital (Figure 43). The mainland part of the study area remained relatively vacant ground during the construction of the Pacific Motorway between 1963 and 1965, which saw much of Mooney Mooney subject to significant earthworks. (Figure 45 and Figure 46) This included substantial clearing and cut and fill works east of the study area, for the Motorway itself and its associated off-ramps, as well as rest stop facilities, and general landscaping (Figure 49 and Figure 50).

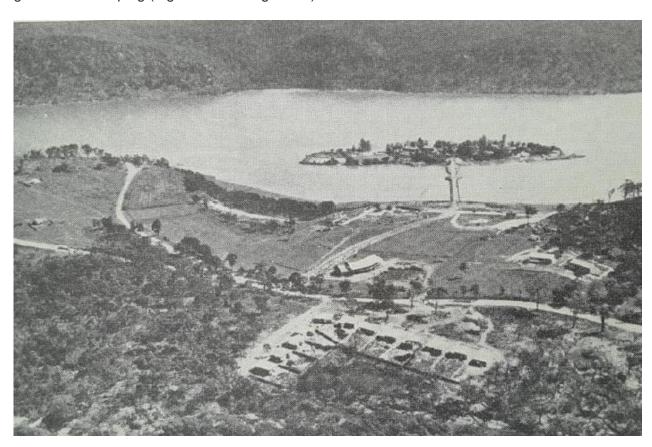


Figure 43. Oblique aerial view of Mooney Mooney in 1957. Staff cottages are in the foreground (outside the study area), gardens and ancillary structures are beyond and to the left (Source: Annual Report of the Inspector-General of Mental Hospitals for the year ended 30th June 1957, Urbis 2021, 82).

The 1961 aerial shows scattered structures throughout the mainland parts of the study area. Several clearly address the causeway and the entrance to the island (Figure 44). Swampy or mangrove foreshore can be seen in the south and much of the remaining ground is cleared and vacant. To the southwest of the study area, vegetable gardenFigure 44s can be seen flanking the shore.



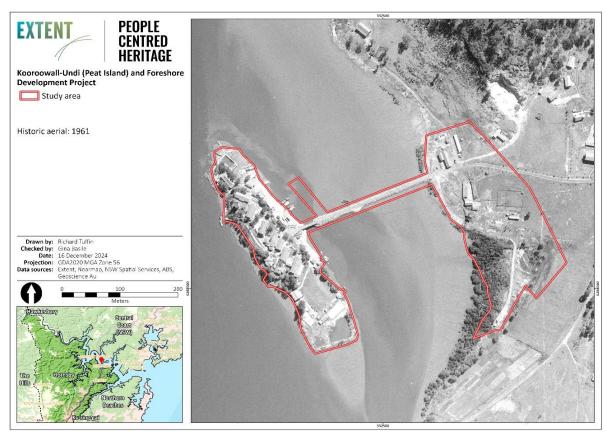


Figure 44. 1961 aerial photograph of the study area. Source: NSW Spatial Services.

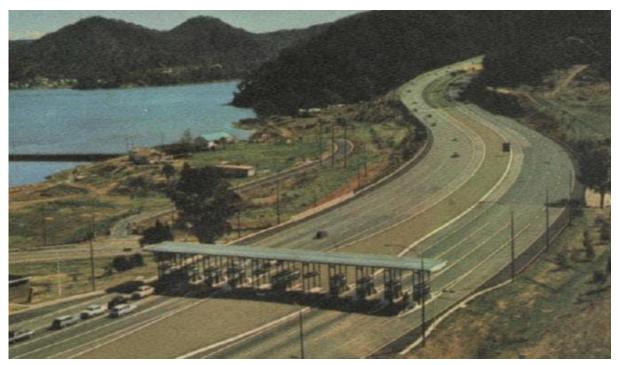


Figure 45. View of the Pacific Motorway, traversing through Mooney Mooney Point. Causeway visible in the left side of the photo. c.1965. Source: Inter-City Expressway Hawkesbury River-Calga Tollway.



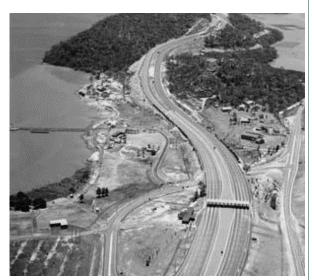


Figure 46. Aerial photograph of the Pacific Motorway at Mooney Mooney c.1968 (Source: NAA, Item ID 5981956).



Figure 47. Aerial photograph of the Pacific Motorway at Mooney Mooney, c. 1968-78 (Source: NAA, Series B941, Negative X6621).

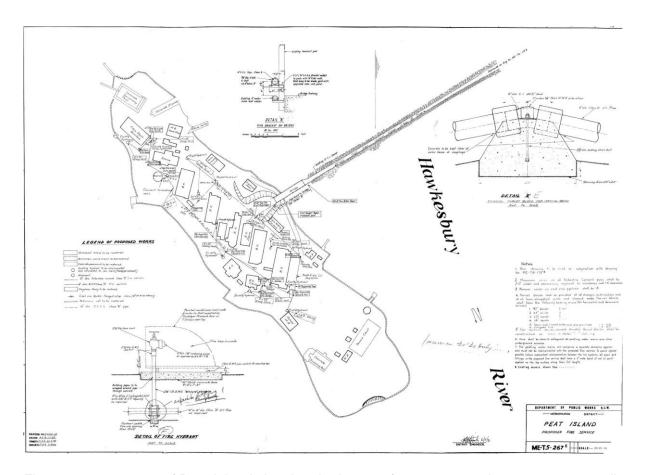


Figure 48. 1970 map of Peat Island showing the layout of structures and open areas as well as swimming pools and a slipway (Urbis 2020, 88).



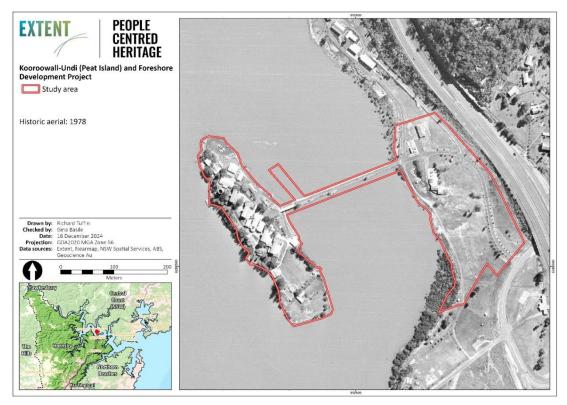


Figure 49. 1978 aerial photograph of the study area. Source: NSW Spatial Services.

By 1978, the foreshore and approach to the causeway have become more formalised, with an avenue of trees following the approach road adjacent to the motorway. Buildings on the foreshore have increased in size and density, but remain clustered around the causeway access. The island layout remains similar to previous decades, with some trees removed from the mainland side of the island.



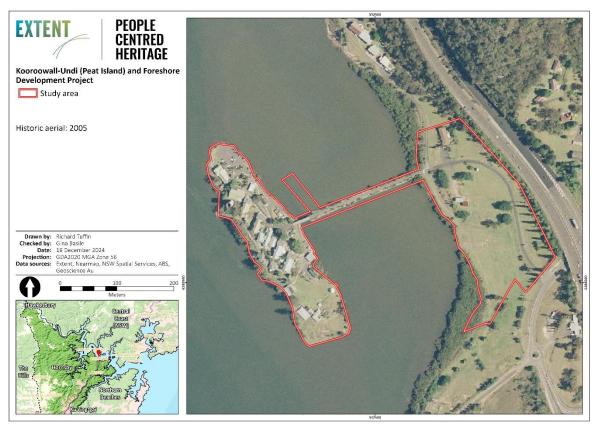


Figure 50. 2005 aerial photograph of the study area (Source: NSW Spatial Services).

# 2.4.7 Chronological timeline

Table 2. Timeline summary.

Date	Event	
Pre-colonisation	Land under custodianship of the Guringai people	
Late 18 <sup>th</sup> century	Early colonial exploration	
1831	Sixty acres granted to George Peat at Mooney Mooney Point	
1866	Islands in the Hawkesbury River reserved for Crown use	
1870	George Peat dies	
1900	Passing of the Inebriates Act	
1902	Construction commences on Rabbit Island	
1904	Construction completed on Rabbit Island, remains unused	
1909	Further construction commences on Rabbit Island	
1910	Government redesignates the island as a mental illness hospital	



Date	Event	
1911	Rabbit Island commences operation	
1936	'Rabbit Island' changed to 'Peat Island'	
1940	Establishment of a dairy at Mooney Mooney point, ongoing upgrades of facilities	
1950s	Substantial construction on the island and at Mooney Mooney Point	
c.1955	Construction of the causeway, linking Peat Island with Mooney Mooney Point	
1960s	Works to road infrastructure and utilities, on and off the island	
1970s-2010	Gradual decline in operations, significant reduction in upgrades	
1989	Transfer to the Department of Community Services	
2010	Official closure of the hospital on Peat Island	



# 3. Heritage Significance

### 3.1 Statement of significance

The following statement of significance for Peat Island and Mooney Mooney is sourced from the Peat Island CMP 2020.

The Peat Island precinct has heritage significance at the state level for its historic, associative, aesthetic, rarity and representative values.

The subject site has significance for its historical uses, firstly as a purpose built government institution for the treatment and management of inebriates – a use which was never realised – and its revised use as a government institution for the management and care of mentally ill patients. The development of Peat Island for this institutional facility use demonstrates the changing attitudes towards the care of the mentally ill and addicts in the early twentieth century and the governmental response to management of these people.

The existing buildings on the Island dating from c.1900-1910 demonstrate the early twentieth century architectural response to the development of institutional ward buildings and are associated with Government Architects Walter Liberty Vernon and George McRae. These early buildings are substantially intact despite later minor alterations and directly contribute to the historical and aesthetic values of the place.

The development of the institutional facility within a picturesque setting high on a promontory in the Hawkesbury River with unstructured water views, together with the provision of outdoor therapy including swimming pools, playing fields and gardening programs, is representative of the shift in attitudes towards the care of mentally ill patients from the mid nineteenth century onwards. The Peat Island facility, including its location, early buildings and approach to planned landscaping, is representative of the importance of nature, landscaping, fresh air and scenic vistas which underpinned the philosophy regarding the treatment of mentally ill patients.

The development of Peat Island as an isolated land body within the Hawkesbury is rare in the context of government built institutional facilities as its isolation and difficult access directly supported the intended use and function of the facility. Other examples of government institutions developed around the same period are all located on the mainland and utilise walls and ha-has to control access and manage patients.

Later areas of development along the Mooney Mooney foreshore associated with the operations of the facility have a contributory but overall lower level of significance to the precinct in comparison to the principal Peat Island site. These areas are restricted to ancillary buildings and facilities to support the overall operations of the institution. The Chapel and associated memorial gardens are likely to have a level of significance to the local community and former patients and staff of the institution.

Peat Island, the adjacent mainland and associated foreshore areas have been identified as having high Aboriginal cultural heritage value and high potential for Aboriginal archaeology. The precinct contains a number of registered Aboriginal sites including rock engravings and grinding grooves associated with Aboriginal occupation along the Hawkesbury River.



# 3.2 Significance of the proposed works area

The Kooroowall-Undi (Peat Island) and Foreshore Development Project involve changes to the Mooney Mooney Foreshore Precinct and causeway. The following gradings of significance for affected elements within the subject site are quoted from the Peat Island CMP and are based on the guideline 'Assessing Heritage Significance' (2023) and are tabulated below.

For historical archaeological significance, please refer to 'Peat Island and Mooney Mooney Foreshore Historical Archaeological Impact Assessment', prepared by Extent Heritage, 2024.

# 3.2.1 Gradings of significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place.

Table 3. Gradings of significance definitions. Source: Peat Island CMP.

Grading	Modified Definition applied in this Assessment of Significance
Exceptional	Rare or outstanding elements that directly contribute to and enhance the overall heritage significance of the place.
	These elements are the most significant on the site, and are integral to the understanding of the site as a whole.
	They retain a high degree of integrity and intactness in fabric or use. Any changes must be minimal and retain significant fabric and values.
High	Elements that demonstrate a key aspect of the overall heritage significance of the place.
	These elements are highly significant as they strongly contribute to the understanding of the site as a whole and are related to the primary institutional use of the place.
	They may be early modifications, secondary or ancillary elements, which contribute to the significance of the place.
	These elements have a high degree of intact fabric or they retain their original use. If changes are necessary, they must be minimal and should retain significant fabric and values.
Moderate	Elements that contribute to the overall heritage significance and understanding of the place.
	They are able to demonstrate the use and function of the place.
	These elements are generally not original elements or are highly modified.
	Change is permitted where it will not detract from the significance of the place.
Little	Elements that contribute to the overall heritage significance and understanding of the place.
	They are able to demonstrate the use and function of the place.



Grading	Modified Definition applied in this Assessment of Significance	
	These elements are generally not original elements, or are highly modified.	
	Change is permitted where it will not detract from the significance of the place.	
Neutral	Elements do not contribute to or detract from the overall heritage significance of the place.	
	Change or removal is allowed so long as it does not adversely affect the overall heritage significance of the place.	
Intrusive	Elements detract from the overall heritage significance of the place and should be considered for removal.	

The following table grades the contribution of specific elements within the subject that relate to the proposed works. The gradings are drawn from the Peat Island CMP 2020.

Table 4. Summary of elements and their grading of significance.

Element	Grading
Precinct A: Peat Island and causeway	High
Precinct B: Mooney Mooney Foreshore Precinct	Moderate
Causeway	High
Building 28 Burrumbilla office / administration	Little
Building 29 Main Fire Panel	Little
Building 30 Dairy and secondary stores	Little
Building 42 Shed	Neutral
Building 64 Pump No 2 and Generator	Little
Sandstone embankment walls	Little
View 2 -	High
View 5 -	Little



# 4. Proposed Works

### 4.1 The proposal

The Kooroowall-Undi (Peat Island) and Foreshore Development Project extent of works involve changes to the Mooney Mooney Foreshore Precinct and causeway and includes the following:

- The implementation of three tiers of carparking, ramps and entry/exits to the grassed area to the south of the existing road. The works will involve some excavation in the levelling of the parking tiers and will result in:
  - Carpark A- 20 spaces, 8 disability carparking spaces and an eastern loading zone,
  - Carpark B 27 spaces and bus parking spaces to the east,
  - Carpark C 31 spaces.
- The renovation of the existing carpark, as well as the implementation of two new tiers of carparking and entry/exits to the northern side of the existing road adjacent to the proposed Cultural Centre/Caretakers Residence. The works will involve some excavation in the levelling of the parking tiers. The works include:
  - Carpark D 19 spaces
  - Carpark E 11 spaces
  - Carpark F 3 spaces, 4 disability carparking spaces.
- Renovation of the former Burrumbilla Office/administration building (Building 28 as per the CMP prepared by Urbis, 2020) for the provision of a new Cultural Centre and Caretakers Accommodation. The works include the removal of some adjacent trees.
- Renovation of the Existing Dairy and Secondary Shed (Building 30 as per the CMP prepared by Urbis, 2020) for the provision of a new Café. The works include:
  - A new eastern extension adjoining the dining room building for WC facilities;
  - A new BOH/Service Access extension to the Kitchen building.
  - New sheet metal roofing which extends over the outdoor deck as a pergola.
  - New external landscaping including a timber deck to the southwest and a paved courtyard to the northeast.
  - Removal of an existing tree to the east.
- Construction of a new jetty located on the northern side of the causeway
- Built and soft landscaping works including:
  - A viewing platform at the precinct's waters edge, located to the south of the Café.
  - A curved boardwalk and ramp, including an alternative zig-zag walkway



- New zig-zag ramp between the Cultural Centre/Caretakers Residence and the jetty access (causeway).
- The planting of a number of large trees along the southern edge of the existing road, as well as around and within the proposed carparking, between intervals of approximately 5 carparking spaces.
- Vegetation between tiers of carparking.

### 4.1.1 Relevant plans

Table 5. Summary of relevant plans.

Drawing name	Drawn by	Date	Drawing No.	Revision no.
Kooroowall-Undi (Peat Island) and Foreshore Development Project	CKDS Architecture	December 18	DA-000- 002 to	-
		December 2024	DA-5662- 001	
Kooroowall-Undi (Peat Island) and Foreshore Development Project	Xeriscapes	18 December 2024	L000 to L301	A
Civil Engineering Package Jetty Sketch	Petherbridge & Co	December 2024	CKS01.01	А

### 4.2 Background

#### 4.2.1 Considerations of alternatives

Consideration for location of the new jetty formed part of the development of the proposed works. Initially it was intended to construct the jetty on the Mooney Mooney Foreshore, however due to the build up of silt the area along the foreshore is too shallow to enable the construction of the jetty. The location off the causeway was devised as it provides an appropriate water depth for the new jetty, while remaining in proximity to the new amenities on the foreshore. The location is discreet and will not inhibit views to the buildings identified as being of heritage significance and is an action contemplated by the CMP.





Figure 51. Excerpt of overall landscape plan. Source: Xeriscapes.

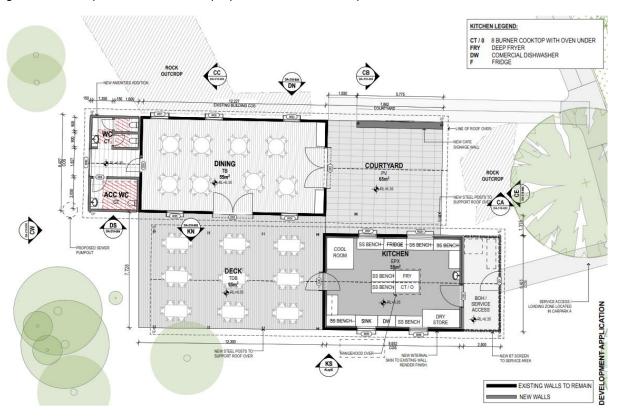


Figure 52. Excerpt of proposed cafe floor plan. Source: CKDS.



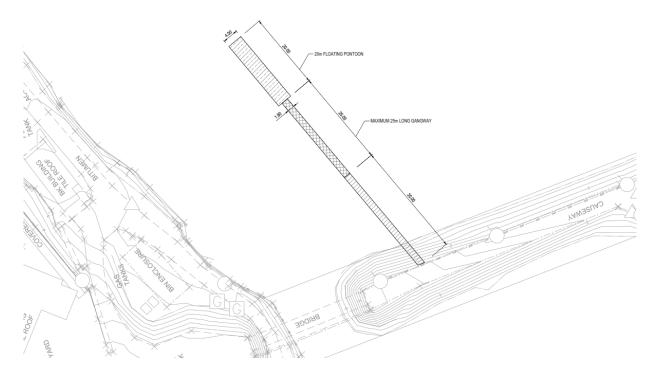


Figure 53. Diagram showing the location of the proposed jetty of the causeway. Source: Petherbridge & Co.



# 5. Heritage impact assessment

This chapter provides the basis for to accurately assess the impacts of the proposed works on heritage significance in New South Wales as outlined in the Guidelines for preparing a statement of heritage impact (Department of Planning and Environment 2023b, 18-20).

### 5.1 Matters for consideration

The proposed development seeks to construct a new tourism and visitor facility including cultural facility, café, jetty and caretakers' accommodation as part of a wider masterplan to reactivate the site. This impact assessment considers the potential heritage impacts of the proposed redevelopment against the heritage significance of Peat Island.

Kooroowall-Undi (Peat Island) is of high cultural significance for its historical uses as a government institution for the management and care of mentally ill patients. The development of Kooroowall-Undi (Peat Island) and later Mooney Mooney Foreshore demonstrate the governments changing attitude towards the care of the mentally ill in the early twentieth century. Within this context the foreshore area makes a minor contribution to this wider landscape through the retention of ancillary buildings and facilities, that at the time of their construction, supported the overall operations of the institution.

This is enhanced by its location within a picturesque landscape setting on the Hawkesbury River, of which the parkland setting of the foreshore precinct provides a picturesque backdrop to. The development of Peat Island as an isolated land body, later connected to the mainland by the causeway in the late 1950s, is also a key landscape feature within the site boundary that makes a make a notable contribution to the experience of the site and its heritage values.

The redevelopment of the Mooney Mooney Foreshore Precinct will revitalise the wider precinct and support the Darkinjung LALCs goal in creating opportunities for community to promote cultural heritage through initiatives such as the development of a cultural centre. The redevelopment of the foreshore will have not adversely impact any significant built or landscape features that contribute to the heritage values of Peat Island within this precinct. The proposal to adaptively reuse the existing buildings within Precinct B is appropriate and considered to have a positive heritage outcome. While the introduction of additional carparking will see a significant change to the grassed landscape setting, this will be mitigated through the landscape design with appropriate plantings proposed throughout to soften the hard finishes. This will have a **neutral impact** to the heritage values of the Peat Island.

The proposed development will alter the causeway with the construction of a jetty on the northern side. The causeway is assessed as being of high significance for its contribution to the heritage values of Peat Island as it provides the single point of access from the mainland to the island. The project considered alternatives, however due to the build up of silt the area along the foreshore is too shallow to enable the construction of the jetty. The location off the causeway was devised as it provides an appropriate water depth for the new jetty, while remaining in proximity to the new amenities on the foreshore. The jetty will have a **minor physical impact** and **moderate adverse visual impact** to the causeway.



### The proposed development will result in changes to the spatial arrangement of the causeway and foreshore area. The construction of the jetty will have a minor adverse impact to fabric graded as being of high significance to the heritage significance of Peat Island. The inclusion of the jetty will alter the historical experience of Peat Island as an isolated Fabric and spatial landscape with one point of contact to the mainland. arrangements The spatial arrangement of the foreshore area will be retained through the adaptive reuse of existing buildings, impacting fabric graded as being of little heritage significance. The resulting changes to the grassed landscape and buildings are required to revitalise the area. This will have a positive outcome and will not adversely impact on the heritage values of Peat Island. The proposed development will result in a substantial change to the existing setting of Mooney Monney Foreshore Precinct with the inclusion of new car parking, and associated facilities such as a cultural centre and café. The new works will result in a substantial increase in hard surfaces within Precinct B with new paving, predominately associated with the car parking. While this will change views back to the foreshore from Peat Island in terms of visual presentation, this will not greatly impact the overall appreciation of the landscape, or subtle backdrop of the foreshore to Peat Island. The adaptive reuse of existing buildings that will maintain their built form, scale and massing supports the retention of key views and setting by Setting, views and vistas incorporating new uses into the existing environment. In considering views from the Mooney Mooney Foreshore Precinct, the view to the causeway and Peat Island will remain largely undisturbed owing to the mangroves along the shoreline. The introduction of a jetty to the causeway, while changing the presentation of the existing fabric, will not change the legibility of structure of the causeway and will be readily understood as a new addition. The jetty, however, will result in a change to the experience of Peat Island as an isolated institutional landscape with a single point of access from the mainland, resulting in a moderate adverse visual impact.



	Alternative locations were explored, however, suitable locations were constrained by the depth of the bay and limited publicly accessible points. Resulting impacts have been minimised through the selection of a location outside of key views and consistent with historical access patterns as boats traditionally accessed the island from slipways to the north.		
Landscape  Landscape  Landscape  The changes to the landscaping within Prepredominately relate to the introduction of car parking ramps, planting and the provisions of facilities including and footpaths. While this will result in a substantial change the existing presentation, and the removal of existing area, the works will not impact the overall understate appreciation of the heritage place and will not preve across to Peat Island.			
Use	The use of the place will change to support the introduction of a visitor centre and cafe. This is consistent with the masterplan for the precinct and policy contained in the site-wide CMP.		
Demolition	There is no demolition proposed within the curtilage for Peat Island.  Limited demolition is required to support the proposed works along the Mooney Mooney Foreshore Precinct. The demolition of the existing built fabric relates to elements of little significance, as graded in the CMP. The demolition of the open grassed area to support the introduction of facilities results in limited demolition that will not adversely impact the heritage items.		
Curtilage	Impacts do not apply		
Moveable heritage	Impacts do not apply		
Aboriginal cultural heritage	Refer to Peat Island and Mooney Mooney Foreshore Due Diligence Report, prepared by Extent Heritage, 2024		
Historical archaeology  Refer to Peat Island and Mooney Mooney Foreshore Historical archaeological Impact Assessment, prepared by Heritage, 2024			
Natural heritage Impacts do not apply			
Conservation areas	Impacts do not apply		



	The main impact on the adjacent heritage items is the interruption to views and the changed vista along the currently grassed foreshore area. While the proposed works will result in change to this presentation, the change will not adversely impact the overall appreciation or understanding of the Peat Island within their context. The proposed works will result in an outcome which is responsive to the adjacent heritage items and provides a sympathetic backdrop to Peat Island.
Other heritage items in the vicinity	The proposed works associated with the construction of facilities and building adaptation to support the new tourism and visitor centre will not have an adverse impact on the adjacent heritage items, or heritage items in the vicinity of the works. The works are primarily landscaping works to support the introduction of car parking with limited new built form and adaptation to existing buildings to support the new use of the site. This will not dominate or significantly impose on adjacent heritage items. More specifically, the low scale of the works will ensure that views across the landscape will not be significantly altered or impeded and therefore will not impact the adjacent heritage places.
Commonwealth / National heritage significance	Impacts do not apply
World heritage significance	Impacts do not apply

# 5.1.1 The conservation management plan

Table 6. Consistency with the Peat Island CMP policies.

Policy no.	CMP policy	Consistency assessment
14	Elements of little significance do not substantially add to the significance of the place in a positive way, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that is reproduction or may have been substantially altered	The existing buildings within Precinct B are idented as being of little significance dating primarily to the later phases of development at the site. They are sympathetic and unobtrusive elements and therefore their retention is an acceptable outcome.  The changes proposed to the existing buildings will not result in substantial change to the existing fabric or building footprint and is considered to be compliant with this policy.



Policy no.	CMP policy	Consistency assessment
	or modified or may reflect non-significant phases of development. Changes are allowed so long as it does not adversely affect values and fabric of exceptional or high significance.	
20	Intervention for purposes other than conservation of the fabric is to occur in areas of lower rather than higher significance.	The proposed works impact existing buildings identified as being of little significance and therefore including fabric that is of lower significance. The works are compliant with this policy.  Alternative locations for the jetty were explored, however no suitable alternative was provided.
26	Potential future uses of the site for tourism purposes may be accommodated within Peat Island and within the remaining precincts. These uses may include restaurants, cafes, visitor accommodation, recreation facilities (including tennis courts, kayak hire, swimming pool), camping grounds and conference type facilities (inter alia) subject to heritage assessment.	The proposed works are being undertaken to support tourism at the site with a new tourism and visitor facility including cultural facility, café, jetty and caretakers' accommodation proposed for the subject site. This proposed works are compliant with the policy.
28	Potential uses for the remaining precincts (Precincts B, C and D) should support the future use and occupation of Precinct A as the principal significant element within the former Peat Island Centre. These precincts are positioned to provide economic support of the heritage significant places within Peat Island to support an overall concept plan for the site.	As noted above, the proposed works within Precinct B will support the construction of a tourism and visitor facility providing support to the use of Peat Island as a tourism site and is consistent with this policy.
39	Changes to the open space areas within the site	The proposed works will retain the existing built form and will result in a change to the existing



Policy no.	CMP policy	Consistency assessment
	should where possible retain, conserve and enhance the significance aspects including significant plantings, layouts, views, building curtilages and settings, and other significant built and landscape components.	landscaping through most significantly the introduction of car parking in a tiered arrangement across the currently open grassland. While this alteration will not enhance the existing conditions, the works support the development of the site and present as reversible works which will ensure the conservation and retention of the more significant elements of the heritage place.
56	The existing causeway may be altered to facilitate access and contribute to the revitalisation of the Island as long as a causeway is retained in a similar form and location.	The proposed new jetty will be attached to the existing causeway. The introduction of jetty while resulting in a change to presentation of the causeway, will not result in a change to the existing materiality or presentation of the causeway. The jetty will be located at the Peat Island end and extend into the Hawkesbury River resulting in a fully reversible introduction that retains the existing causeway fabric in full. The introduction of a new jetty from the existing causeway is consistent with this policy.
61	Precinct B – Mooney Mooney Foreshore Precinct is well placed in terms of access to support future development and does not contain any buildings or elements of Exceptional or High significance. Change and new development is appropriate within this precinct subject to heritage assessment of potential heritage impacts in accordance with this CMP. New uses and development within this precinct should support and facilitate the ongoing conservation of Precinct A – Peat Island.	The proposed works are compliant with this policy. The introduction of a new tourism and visitor facility including cultural facility, café, jetty and caretakers' accommodation are anticipated by this policy and elements that support the continued use of Peat Island and promote tourism which supports the ongoing conservation of Peat Island.
62	New development within Precinct B should be of a scale which does not adversely impact on	The proposed new development will not result in substantial new built form through the adaptive reuse of the existing buildings. The works will not exceed the single storey height of the existing buildings, and therefore will not adversely impact on views to Peat Island from the foreshore. The



Policy no.	CMP policy	Consistency assessment
	significant views to or from Peat Island.	introduction of significant areas of car parking, as areas of hard landscaping will have a visual impact on views across Peat Island back to the foreshore from the Hawkesbury River. While this will be a change in appearance, it is not considered to be detrimental to an appreciation of the elements of moderate to high significance on Peat Island. While the changed backdrop will differ from the existing conditions, the impact is considered to be minimal and a change which will support the tourism of the site. New development in Precinct B is supported by the relevant policies in the CMP and the scale is such that views will not be substantially changed.
63	New development in Precinct B should not seek to replicate traditional design and detailing. Rather, contemporary design is encouraged which is sympathetic to the setting of the place and does not detract from the ability to understand and interpret the history of the place.	New built form will be contemporary in expression and form and will not result in replication of any traditional designs of detailing. The proposed deign is simple in form and presentation ensuring that it does not detract from the significant elements to the heritage place. This approach ensures that new fabric does not detract from the buildings of high significance.
98	The significant visual and associative relationship between Peat Island and the Hawkesbury River and surrounding mountains should be retained, conserved and interpreted.	The relationship between Peat Island and Hawkesbury River will be maintained as part of the works. The works are limited to Precinct B with the exception of the new jetty and therefore will not disrupt the existing relationship between these elements and is consistent with this policy.  While the inclusion of the jetty will see a change in the relationship between the foreshore area and the presentation of the causeway, it is a relatively unobtrusive and low-scale element.
99	Significant views and vistas to, from and within Precinct A: Peat Island and Causeway should be retained, conserved and enhanced, where possible, by sympathetic management of plantings and appropriate location of	As noted above, the management of significant views to Peat Island will not be altered as a result of the works. The new fabric will be of low scale ensuring that views from the motorway and adjacent areas to the island are not impacted. Similarly, this low scale ensures that views from the Hawkesbury River back to the foreshore from Peat Island will remain intact with limited features



Policy no.	CMP policy	Consistency assessment
	new development and landscaping.	to detract or draw attention from the significant buildings on the island.
		Given the constraints regarding the depth of the bay and publicly accessible points from Peat Island, the proposed jetty aims to fulfil its function in the least impactful way.

# 5.2 Assessment against statutory and non-statutory controls

### 5.2.1 Heritage Act 1977 (NSW)

The Heritage Act 1977 (NSW) (Heritage Act) provides protect for items of state heritage significance included on the State Heritage Register (SHR), and archaeological relics. Works proposed for items protected by the Heritage Act are approved by the Heritage Council of NSW or its delegates, as appropriate.

#### **Extent Heritage comment**

This report has established that the subject site does not contain any identified items of State heritage significance on the State Heritage Register. It does contain one item identified on the Department of Ageing, Disability and Home Care s.170 Heritage and Conservation Register, however, has determined that the impacts to the heritage significance of this item will result in a minor physical impact and moderate adverse visual impact to Peat Island through the construction of the jetty. As such there are no approvals required under Section 60 of the Heritage Act.

### 5.2.2 Environmental Planning and Assessment Act 1979

Environmental planning instruments made under the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) include state environmental planning policies (SEPPs) which deal with matters of state or regional environmental planning significance, and local environmental plans (LEPs), which guide planning decisions for local government areas. There is no applicable SEPP for this subject site and the proposed works. The relevant local environmental planning instrument is the *Central Coast Local Environmental Plan 2022*.

#### 5.2.2.1 Central Coast Local Environmental Plan 2022

Clause 5.10 of the Central Coast LEP 2022 applies to heritage conservation and 5.10 (4) requires that, before granting consent, Council must assess the effect of a proposed development on the heritage significance of the item or conservation area concerned.

Clause 5.10 (5) specified that Council may, before granting consent, require a heritage management document to be prepared that assesses the extent to which the carrying out of the



proposed development would affect the heritage significance of the heritage item or heritage conservation area, or land that is within the vicinity of a heritage item or HCA.

#### **Extent Heritage comment**

This SOHI has established that the proposed works will have a minor adverse physical impact and moderate adverse visual impact to the heritage significance of Peat Island through the construction of the jetty on the northern side of the causeway.

The proposed scope to revitalise Precinct B will have no impacts to heritage items in the vicinity. The proposal to adaptively reuse existing buildings is encouraged and supported as it is consistent with the existing scale, form and character of the area. The fabric associated with Peat Island as an institution will not be altered as part of the works and an appreciation of the former use of the site will be maintained.

### 5.2.3 Development Control Plan

Kooroowall-Undi (Peat Island) and Foreshore Development Project is subject to the Central Coast Development Control Plan and particularly to Chapter 3.6 'Heritage Conservation' and 'Development in the vicinity of a Heritage Item'.

#### Demolition and replacement development

Specific guidelines included in at Chapter 3.6 in relation to demolition and replacement development are as follows:

- a. Development in the vicinity of a Heritage Item or a Heritage Conservation Area should respect the nearby heritage item
- b. Development in the vicinity of a heritage item or Heritage Conservation Area must respect and not dominate or detract from their heritage significance and should be sympathetic with the item or area in terms of the:
  - i. i building envelope, bulk, scale and height;
  - ii. ii architectural style;
  - iii. iii materials, colours and finishes; and
  - iv. iv building and street alignment.
- c. Development in the vicinity of a heritage item or Heritage Conservation Area is to minimise the impact on the setting of the item by:
  - i. providing an adequate area around the heritage item;
  - ii. retaining original or significant landscaping, including planting with direct links or association with the heritage item;



- iii. retaining and respecting significant views to and from the heritage item.
- iv. for rural heritage items, the scale of new work is not to overwhelm the heritage item and its setting.

The proposed extent of demolition is limited to minor demolition of the existing buildings and landscaping to support the proposed development. The proposed development within Precinct B is limited to alterations to existing building fabric and the introduction of hard and soft landscaping. The works to the existing built form will not result in a substantial change to the existing building envelopes and there will be no change to the existing height or bulk of the buildings. The proposed materials and finishes utilised in the adaptations will incorporate materials that are naturally occurring including timber and sandstone which is respectful and appropriate to the context.

The proposed works within Precinct A is limited to the causeway. The new jetty will be contemporary in form and readily understood as an addition to the existing causeway. The existing fabric of the causeway will be retained in full, and an appreciation of the causeway and its extent will remain legible despite the introduction of this element.

The works will retain the existing landscaping outside of the works, maintaining the slope and viewlines from the foreshore to Peat Island and the causeway. The setting and appreciation of the island will not be diminished by the works and the activation of the site will ensure the heritage values of Peat Island are understood.

The proposed development is consistent with this objective of the Central Coast DCP.

#### Car parking

Specific policy in relation to car parking is as follows:

Development is to ensure that provisions for car parking do not impact on the heritage significance of a building, site or area.

- a. Provisions for car parking are to demonstrate that consideration has been given to the following
  - i. options which must be considered in order of priority:
  - ii. locate at the rear of the site, with access from a rear lane;
  - iii. locate at the rear of the site, with access from the street frontage;
  - iv. locate at the side of the principle building, well setback from the building facade;
  - v. uncovered paved area within the front setback (preferably to the side of the building);
  - vi. street parking;



- vii. open, sympathetically designed carport within the front setback offset to the building elevation.
- b. Front garages are strongly discouraged, no matter how sympathetic. They generally obscure views of the main building and break up the established setback line in the street.

The proposed car parking will comprise areas of hard paving with a tiered arrangement to enable the overall slope of the site to remain distinctive. While there is no obvious rear or street frontage, the location of the car parking has had consideration for the broader site including the existing buildings, and vistas. The car parking will be an uncovered paved area, as stipulated by the relevant provisions of the DCP and is an appropriate outcome for the place.

#### Adaptive re-use

Specific policy in relation to adaptive re-use is as follows:

- a. Any proposal involving the adaptive reuse or change of use of a heritage item is to demonstrate that:
  - the new use requires minimal alterations to significant fabric and building elements, and that any changes to these are reversible or have minimal impact on the heritage significance of the item;
  - ii. alterations and/or additions required to support the new use do not obscure the understanding of the building's significant use;
  - iii. the significance of the place can be interpreted;
  - iv. any internal changes do not compromise the heritage significance of the external appearance of the building or any significant internal elements;
  - v. the introduction of new services will not have a detrimental impact on significant fabric or spaces; and
  - vi. the new use is consistent with the management recommendations provided in the Heritage Inventory Assessment Report.
- b. The significant use of the building should be interpreted on site. Interpretation of the significant use may include the use of historic artefacts, retention of historic internal layouts, the in situ retention of machinery and signage, or artistic interpretation.
- c. Reinstatement of lost heritage significant fabric (e.g. windows, decoration, verandahs, garden elements etc.) is encouraged.
- d. Changes to fabric should be reversible, where possible, and their effect on the heritage fabric and other characteristic features should be minimised. Non-reversible changes to a heritage item will only be considered where there is no alternative way of retaining the place as a viable asset. New work is to be identifiable as such.



e. New additions and adjacent or related new construction will be undertaken in such a way that, if they are removed in the future, the essential form and integrity of the place is unimpaired.

In considering the adaptive reuse of the existing buildings, the proposed change will be minimal, with limited alterations to the overall form of the buildings. The buildings to be altered are identified in the CMP as being of little significance, constructed outside the key operational periods of Peat Island. Further the changes to the buildings are respectful of their context and limited in scope. The new construction proposed will result in significant changes to the current presentation, most notably from the introduction of car parking and DDA facilities to support the adaptive reuse of the space. The management recommendations in the Heritage Inventory Assessment Report recommend the preparation of the Conservation Management Plan to support sympathetic uses and the sensitive adaption of the building and environs. The approach is in keeping with the policies and intent of the CMP for the adaptive re-use of the foreshore and therefore with the management recommendations for the heritage item. The changes to the site are largely reversible and will enable the overall form and presentation of the foreshore to be reinstated if this occurred.

The works associated with the adaptive reuse of the site will not result in an adverse impact to the heritage item and are considered to be an appropriate response to the context and landscape of the Mooney Mooney Foreshore.

The construction of the jetty considered alternative locations, however, due to the required depths of the bay and limited publicly accessible points, no feasible alternative was provided. This change will not impact upon the legibility of the structure and will be readily understood as a new addition. While this will have moderate adverse visual impact, the design has sought to minimise impacts through the careful consideration of fabric and location. The location on the northern side of the causeway is outside of key view corridors and consistent with traditional access points to the island.



# 6. Summary and Recommendations

This Statement of Heritage Impact has considered the potential heritage impact of the proposed development on the heritage significance of Peat Island.

The proposed works will result in a significant change to the predominantly open, grassed foreshore. This is assessed to be an acceptable level of change that will not adversely impact upon the heritage values of nearby item, Peat Island. The works will involve the introduction of parking, adaptive reuse of the existing building for the establishment of a new tourism and visitor facility including cultural facility, café, jetty and caretakers' accommodation. The new use is one which is contemplated and supported by the relevant policies in the CMP and will support the activation of the area and in particular, Peat Island. The works will not have an adverse impact on the heritage significance of the adjacent heritage item and will ensure the longevity of the heritage place through the activation of the site.

It is considered that the location of the new jetty off the northern side of the causeway will have least physical and /or visual impact and was the only feasible option considered due to the required depths of the bay and publicly accessible points, despite having a minor physical impact and moderate visual impact.

### 6.1 Recommendations

#### **Best-practice conservation approach**

All works should be guided by the conservation policy of 'do as much as necessary, as little
as possible.'

#### **Prior to works**

- A Photographic Archival Recording (PAR) should be undertaken of the site prior to the commencement of works, focusing on the areas to be affected.
- Contractors must be briefed on the heritage sensitive nature of the site and informed of any recommended mitigation measures or controls required.

#### **During works**

- Any accidental damage to heritage items is to be treated as an incident, with appropriate recording and notification.
- Building and construction materials should not be stockpiled against or adjacent to heritage fabric.
- Unauthorised removal of heritage fabric or the undertaking of works not outlined and assessed in this SOHI is not permitted.
- All areas affected by works must be cleaned and made good by contractors after works are completed.



#### **Future works**

- It is understood that the Kooroowall-Undi (Peat Island) and Foreshore Development Project forms part of a larger plan to revitalise the precinct. Consideration should be given to the incorporation of a Heritage Interpretation Plan to activate the site. The Heritage Interpretation Plan would establish a thematic framework to interpret the significance of Peat Island by exploring the historical and social values associated with the site. The interpretation plan would identify suitable interpretative devices for implementation based on a thorough site analysis.
- Where future plans to activate the site would result in Peat Island becoming a publicly
  accessible place, consideration should be given to the relocation of the jetty from the
  northern side of the causeway. If suitable locations on Peat Island are available in future,
  options to adaptively reuse former slipways should be considered.



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# List of definitions

Term	Meaning
Consent authority	The person or body with whose approval that act, matter or thing may be done or without whose approval that act, matter or thing may not be done.
Conservation	Conservation means all the processes of looking after a place so as to retain its cultural significance (as defined in The Burra Charter).
Development	The erection of a building, carrying out work, use of or subdivision of land.
Heritage significance	Term used in the assessment and understanding of heritage items that have significance in relation to their historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value.
Moveable heritage	A moveable object that is not a relic.
National construction code	A code that sets minimum requirements for design, construction and performance of buildings, as well as plumbing and drainage systems throughout Australia.
Relic	Any deposit, artefact, object or material evidence that is of state or local heritage significance.
Setting	The area around an item, which may include the visual catchment.
State Heritage Inventory	An online database containing heritage items and conservation areas on statutory lists in NSW. This includes the State Heritage Register and local government items.
State Heritage Register	The NSW State Heritage Register. A list of places and items of importance to the people of NSW. Only places of state heritage significance are listed on the State Heritage Register. The State Heritage Register protects these items and their significance.
State Heritage Register item	A term to describe a heritage item that is of state heritage significance and is listed on the State Heritage Register.



# List of abbreviations

Abbreviation	Meaning
CMP	Conservation Management Plan
DA	Development application
DCP	Development Control Plan
DP&E	Department of Planning and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
HCA	Heritage Conservation Area
Heritage Act	Heritage Act 1977 (NSW)
LEP	Local Environmental Plan
LGA	Local Government Area
NSW	New South Wales
S170 Register	Section 170 State Agency Heritage and Conservation Register
SEPP	State Environmental Planning Policies
SHI	State Heritage Inventory, NSW
SHR	State Heritage Register
SOHI	Statement of Heritage Impact



# **Appendix A – Architectural drawings**





# KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT

Pacific Highway & 1 Peats Ferry Road MOONEY MOONEY NSW 2083

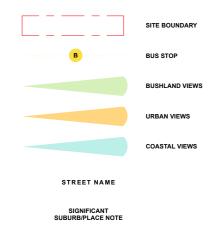
LOT 2 / DP 239249 (PART) LOT 12 / DP 1158746 (PART) LOT 11 / DP 1157280 LOT 7 / DP 1180499 LOT 10 / 1157280

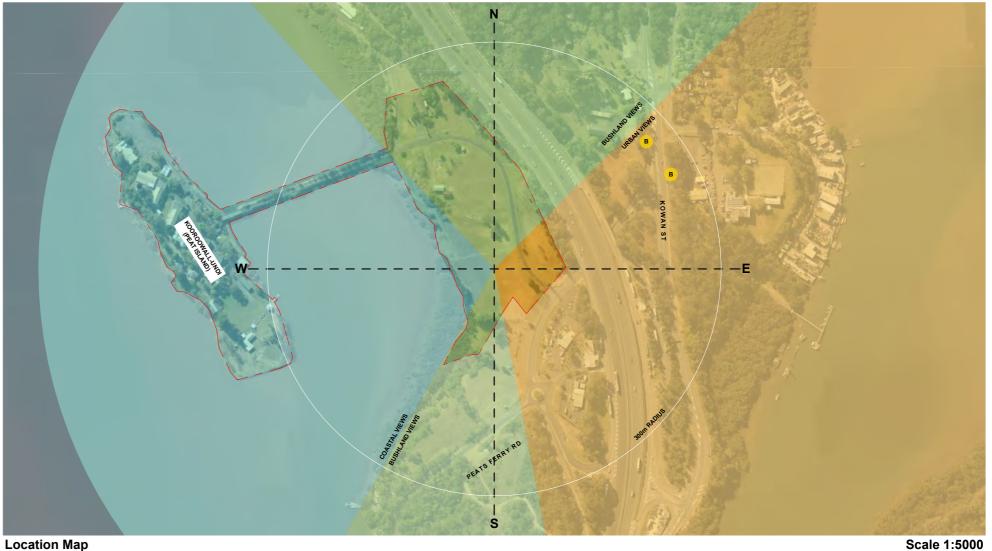
**DEVELOPMENT APPLICATION** 

With extensive views to the west over Hawksbury River, the large property is currently occupied by a single storey brick office/administration building and two single story concrete storage sheds.

The site is adjoined by the Pacific Motorway to the east, the Peat Island to the west and bushland to the south and north. The land falls gradually from the motorway to the west boundary.

#### Legend





**Location Map** 









Architecture | Planning | Interiors

NEWCASTLE Level 3, 23 Watt St (P.O. Box 958) Newcastle NSW 2300 P 02 4929 1843

CENTRAL COAST 1/28 Adelaide St (P.O. Box 4400) East Gosford NSW 2250 P 02 4321 0503 www.ckds.com.au

E admin@ckds.com.au ABN 12 129 231 269 Nominated Architects: Caine King NSW ARB 7974 / Stuart Campbell NSW ARB 7545

**KOOROOWALL-UNDI (PEAT ISLAND) AND** FORESHORE DEVELOPMENT PROJECT 24108

Pacific Highway & 1 Peats Ferry Road MOONEY MOONEY, NSW 2083

**Site Location** DA-000-002 04

1:5000, 1:22.24, 1:22.22, 1:6.27**18**/**12**/2024

Land Zoning: SP2 Hospital

Height of Building: N/A Floor Space Ratio: N/A Minimum Lot Size: N/A

A26 - Site of George Peat's Inn Heritage:

Acid Sulphate: Class 2

**Bushfire:** 

Vegetation Buffer

Flooding:

Flooding PMF Hazard 3 Hazard 2 Flooding

**Central Coast Council Development Control Plan** (DCP) 2022

**Precinct / Character Area:** Lower Hawkesbury

**Local Aboriginal Land Council** 

Darkinjung

**BAL Rating** 

**BAL 19** Cultural Centre -**BAL 29** 

**National Construction Code** 

**Building Class:** 

Cafe -Class 6 Class 9 Cultural Centre -Offices -Class 5 Caretakers Residence -Class 4

Type of Construction:

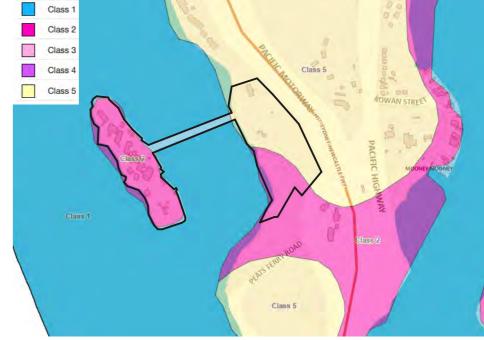
Type C Cafe -Type C Cultural Centre -Offices -Type C Caretakers Residence -Type C



Land Zoning: SP2 & RE1



Flood precinct: P2



Acid Sulphate Soil: Class 2



Heritage map: A26

Pacific Highway & 1 Peats Ferry Road MOONEY MOONEY, NSW 2083

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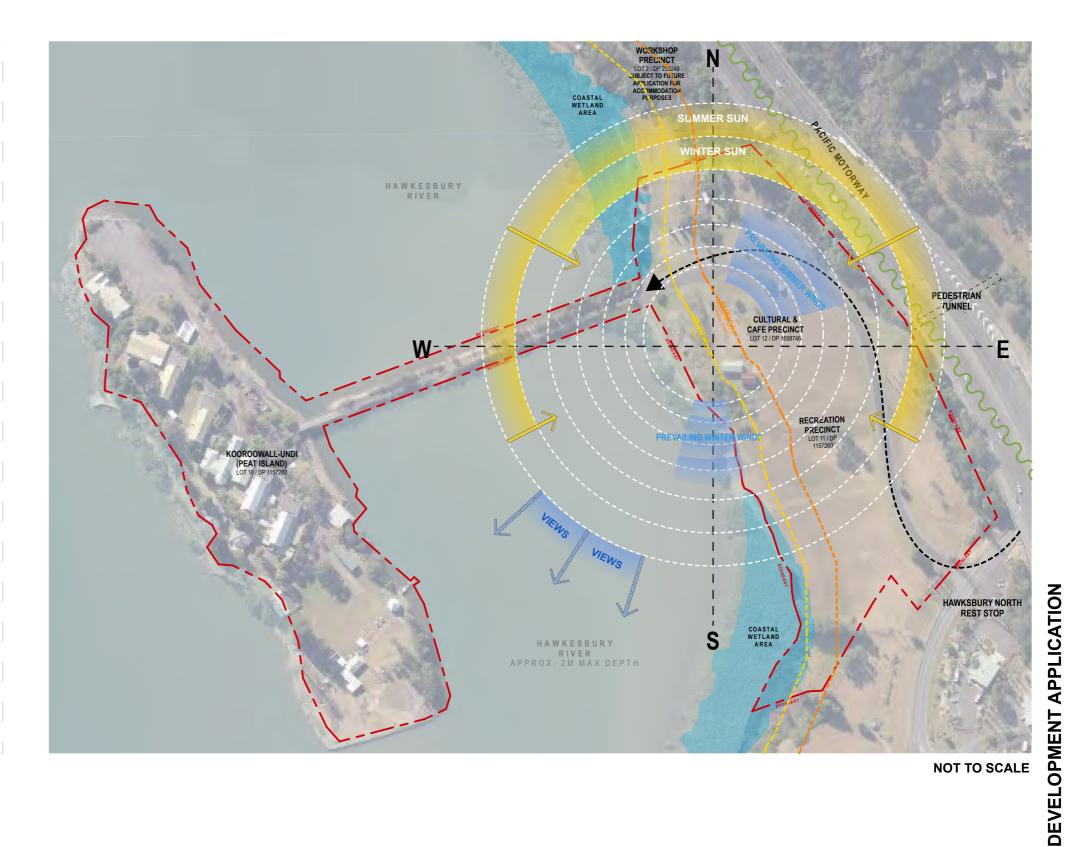
**KOOROOWALL-UNDI (PEAT ISLAND) AND** FORESHORE DEVELOPMENT PROJECT

**Planning Controls - LEP** DA-000-003 04

1:2, 1:2.02 @ A3

**VEHICULAR ACCESS** 

**NOISE SOURCE** 



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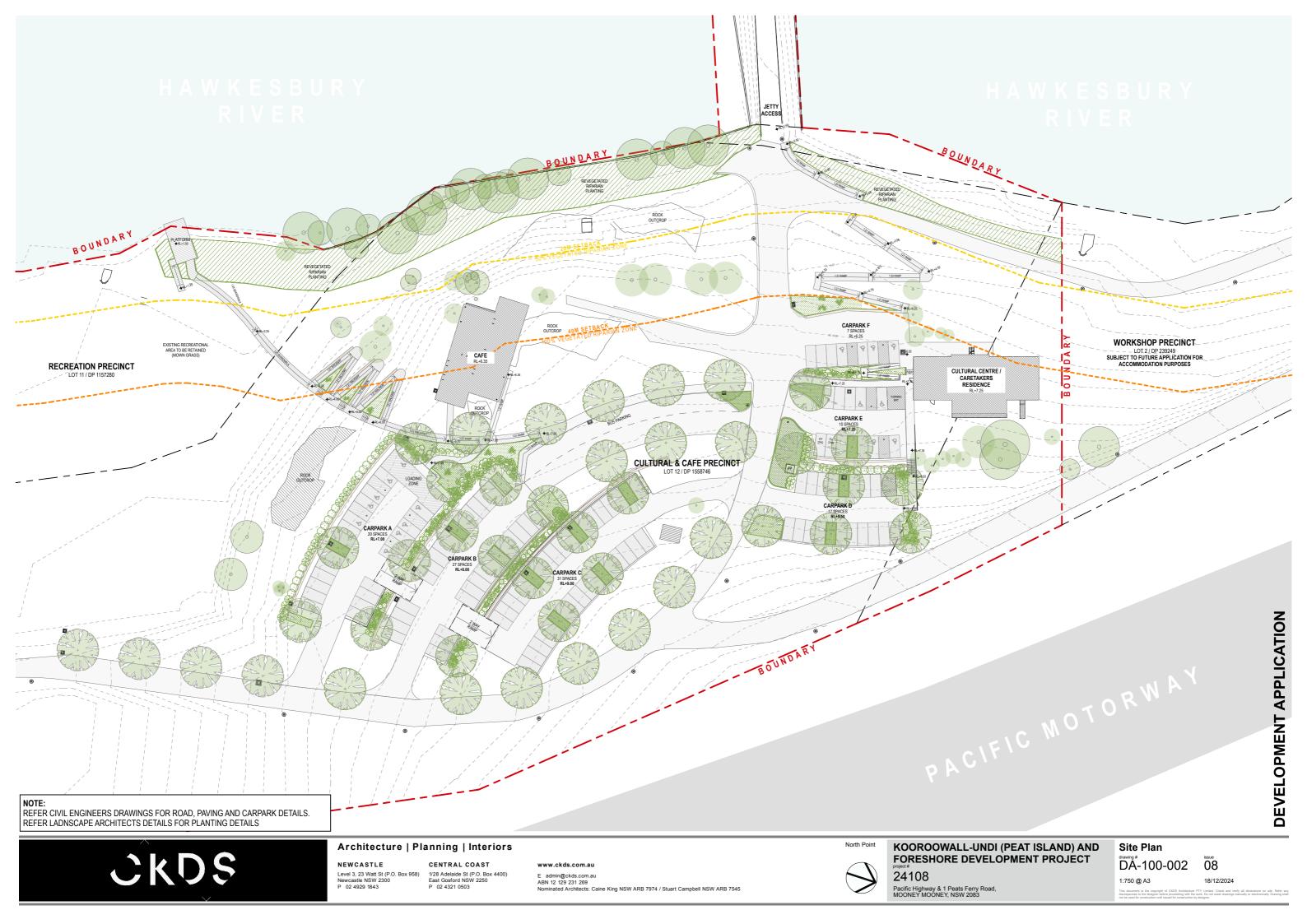


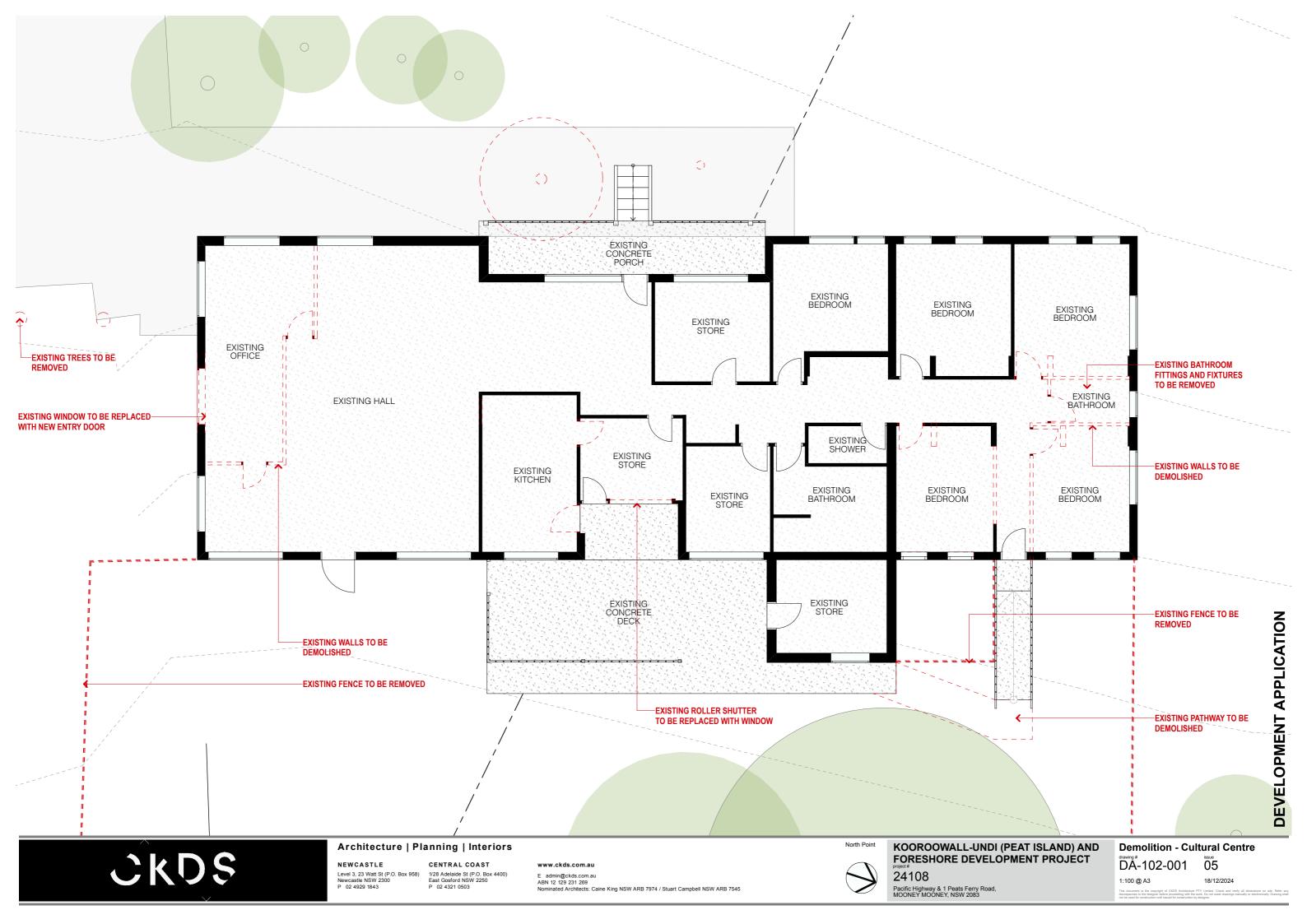
NOTE:
REFER CIVIL ENGINEERS DRAWINGS FOR ROAD, PAVING AND CARPARK DETAILS.
REFER LADNSCAPE ARCHITECTS DETAILS FOR PLANTING DETAILS

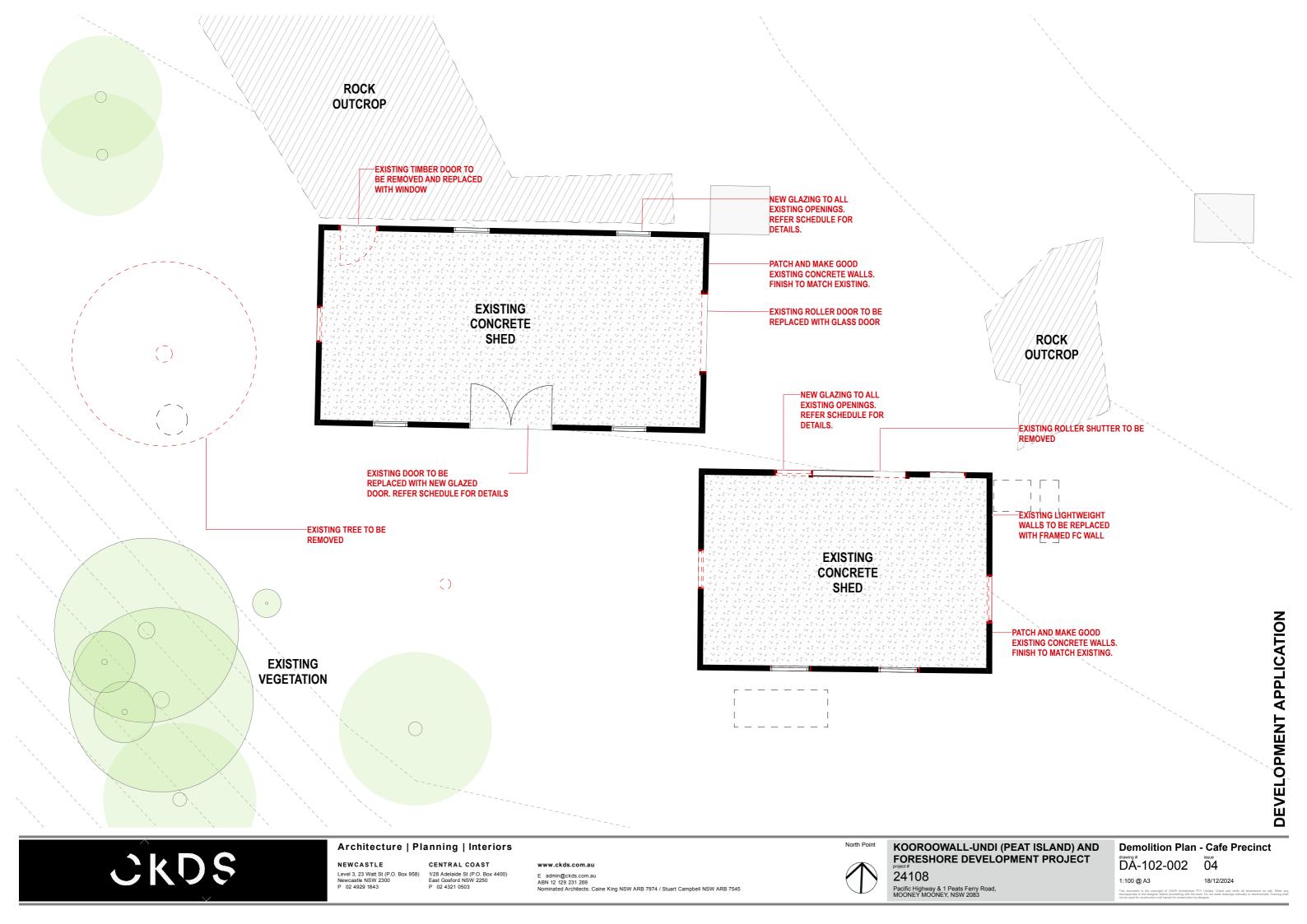


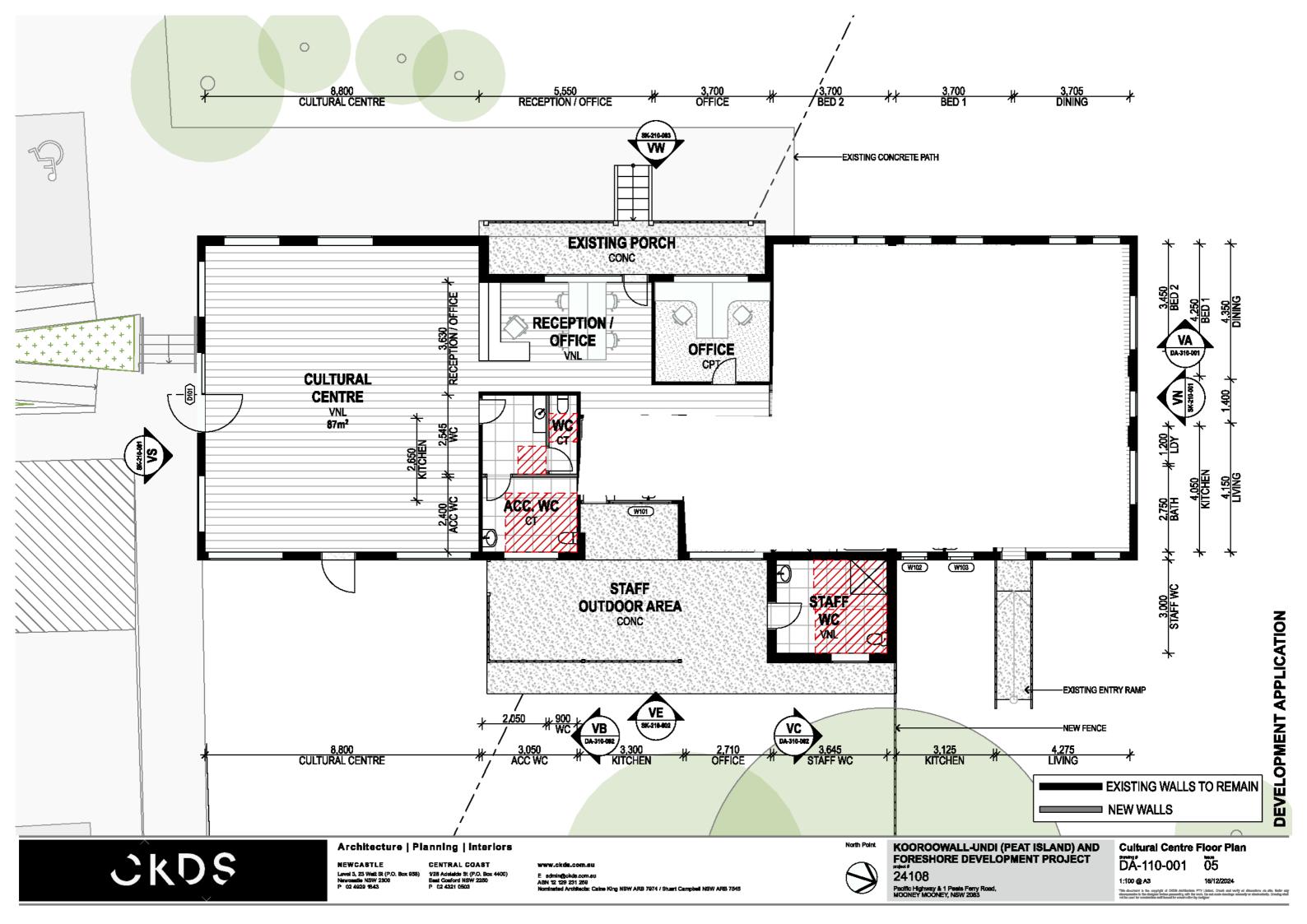
Site Location Plan DA-100-001 04

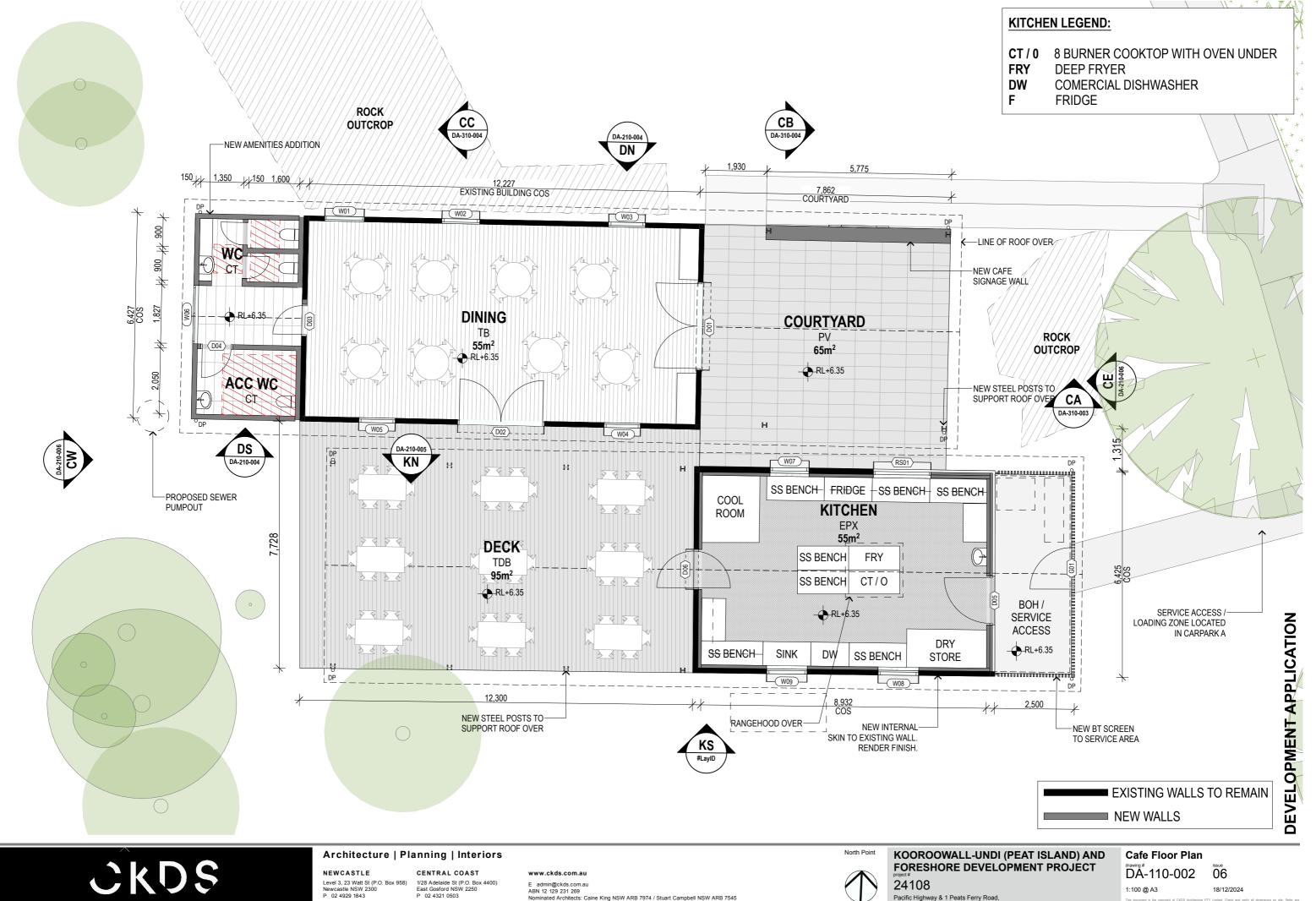
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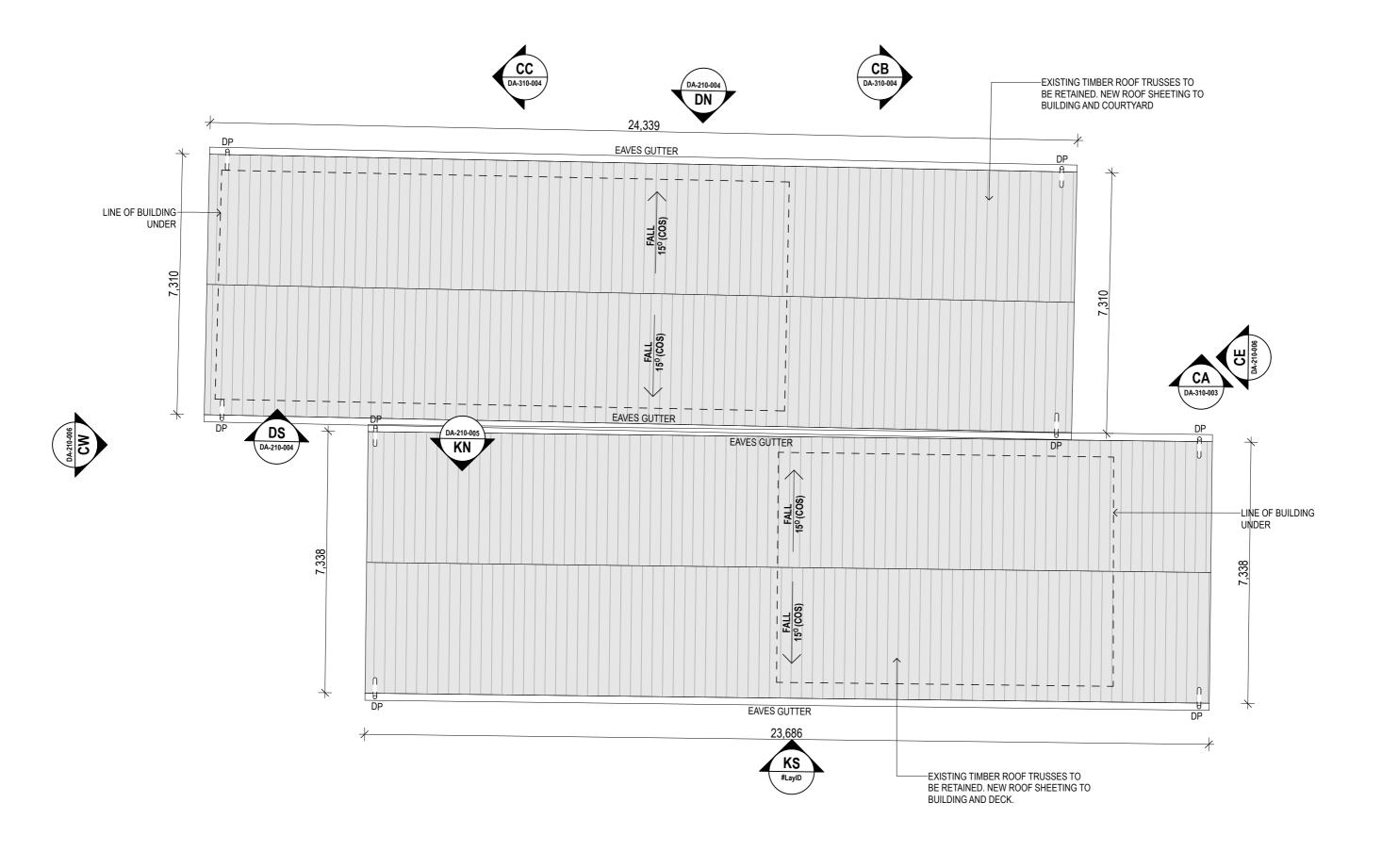
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24108 Pacific Highway & 1 Peats Ferry Road MOONEY MOONEY, NSW 2083

1:100 @ A3 18/12/2024





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KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT 24108

Cafe Roof Plan DA-110-003 04

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Scale 1:100 @ A3



Pacific Highway & 1 Peats Ferry Road, MOONEY MOONEY, NSW 2083





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Pacific Highway & 1 Peats Ferry Road, MOONEY MOONEY, NSW 2083

**East Elevation** DA-210-002 04

1:100 @ A3

18/12/2024





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24108
Pacific Highway & 1 Peats Ferry Road,
MOONEY MOONEY, NSW 2083

West Elevation

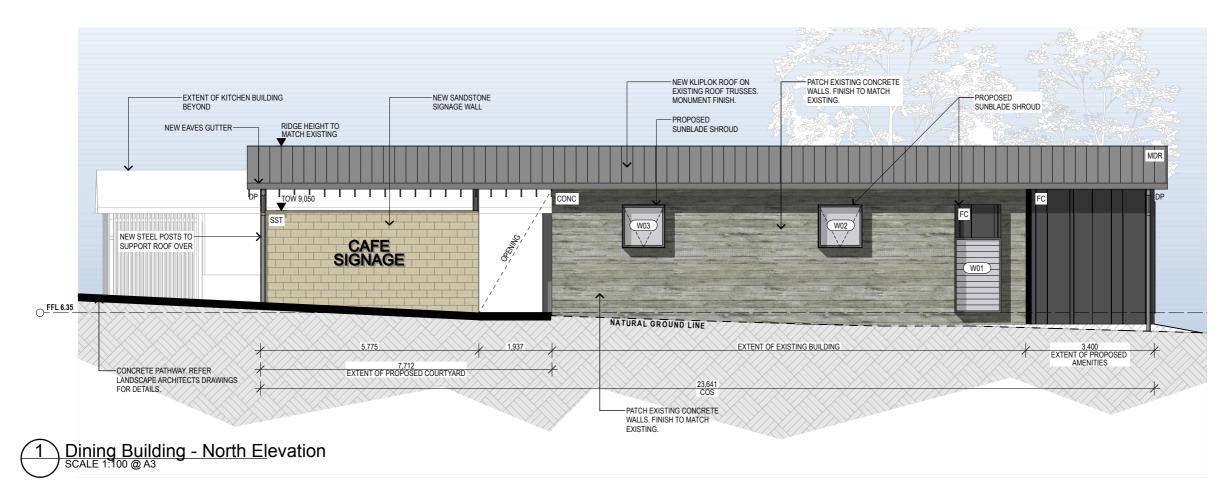
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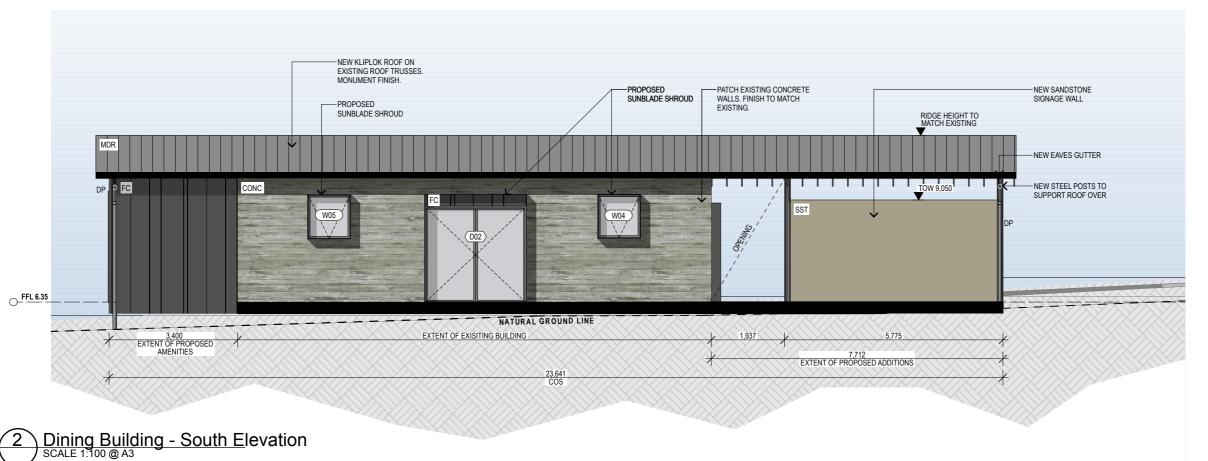
West Elevation

O4

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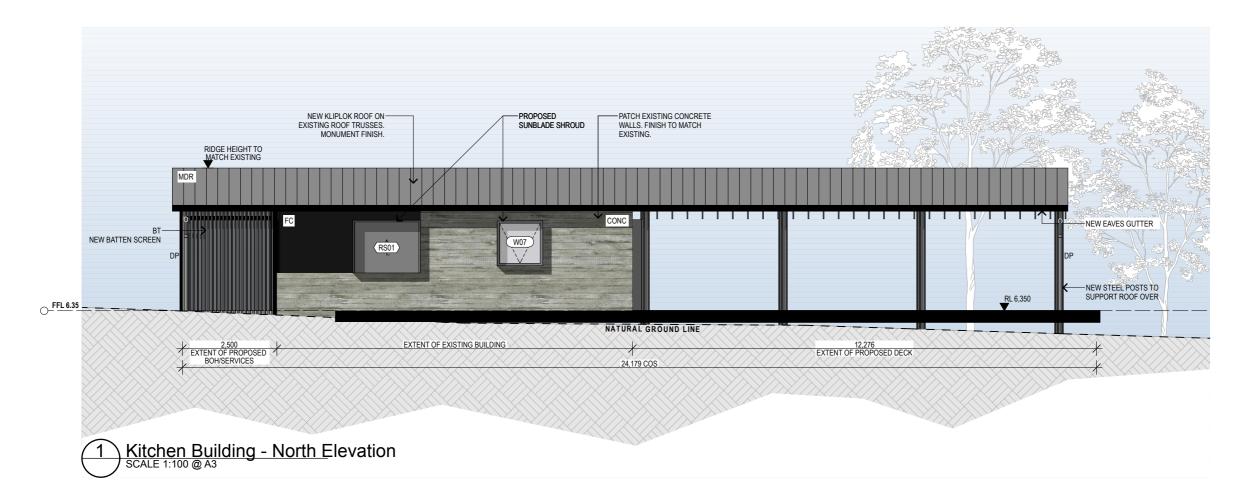
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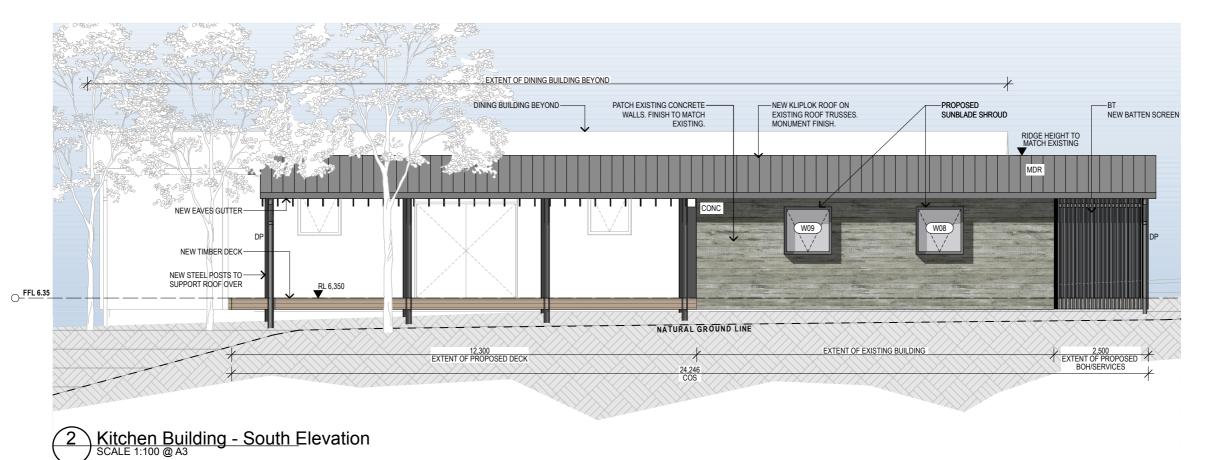
**KOOROOWALL-UNDI (PEAT ISLAND) AND** FORESHORE DEVELOPMENT PROJECT 24108

Pacific Highway & 1 Peats Ferry Road, MOONEY MOONEY, NSW 2083

**Dining North & South Elevations** DA-210-004 04

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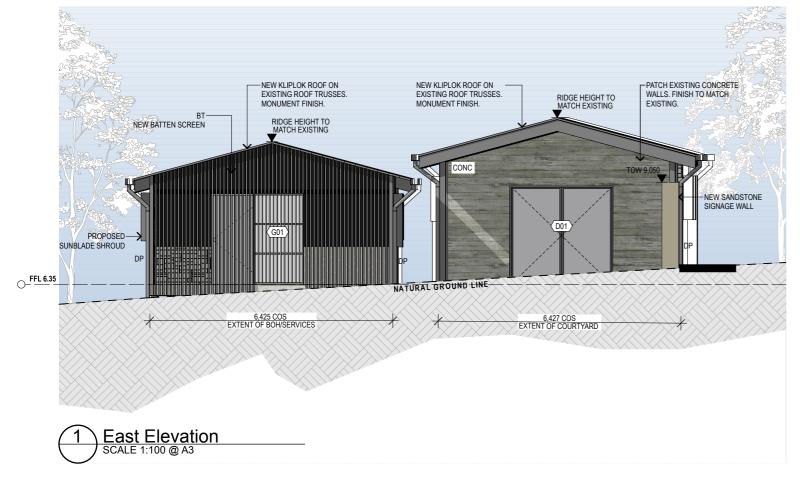
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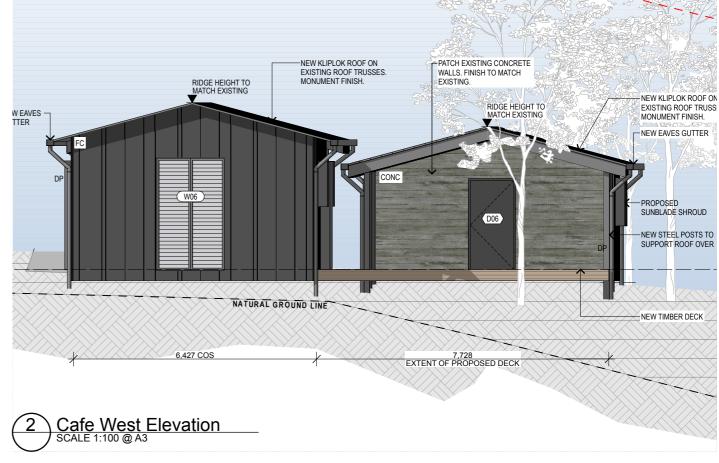
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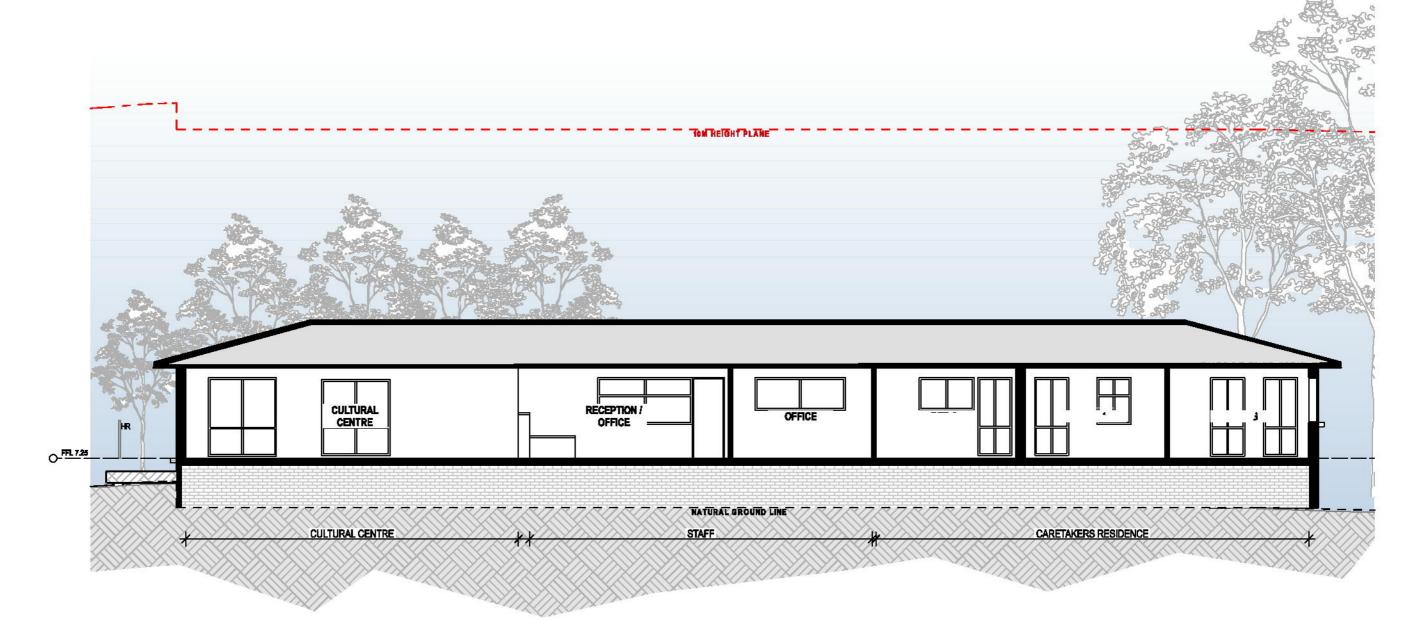
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Cafe E East & West Elevations
DA-210-006 04

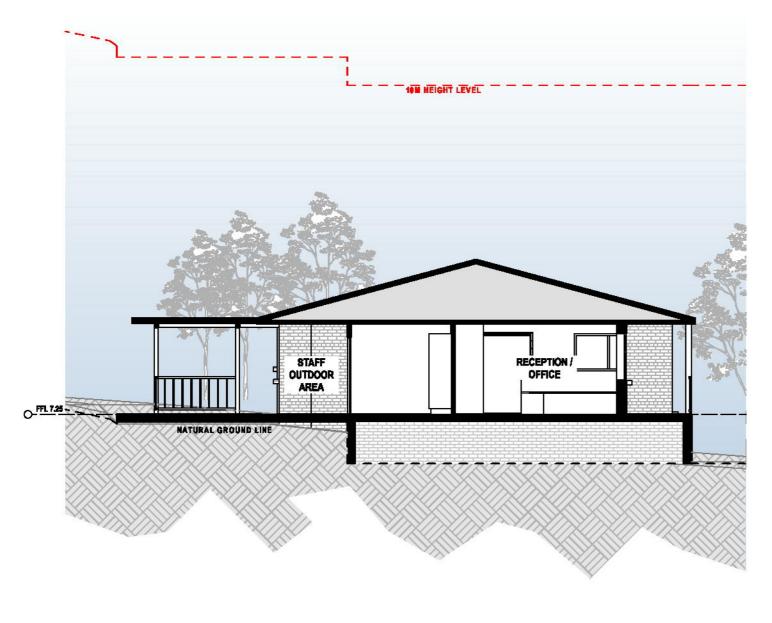
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MOONEY MOONEY, NSW 2083

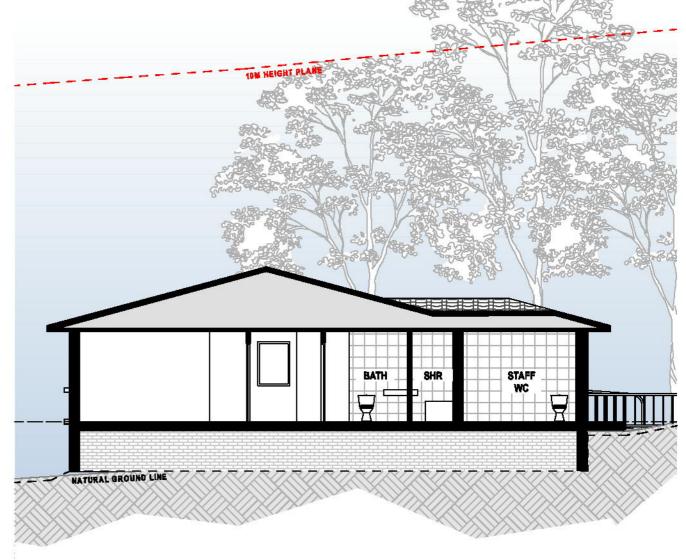
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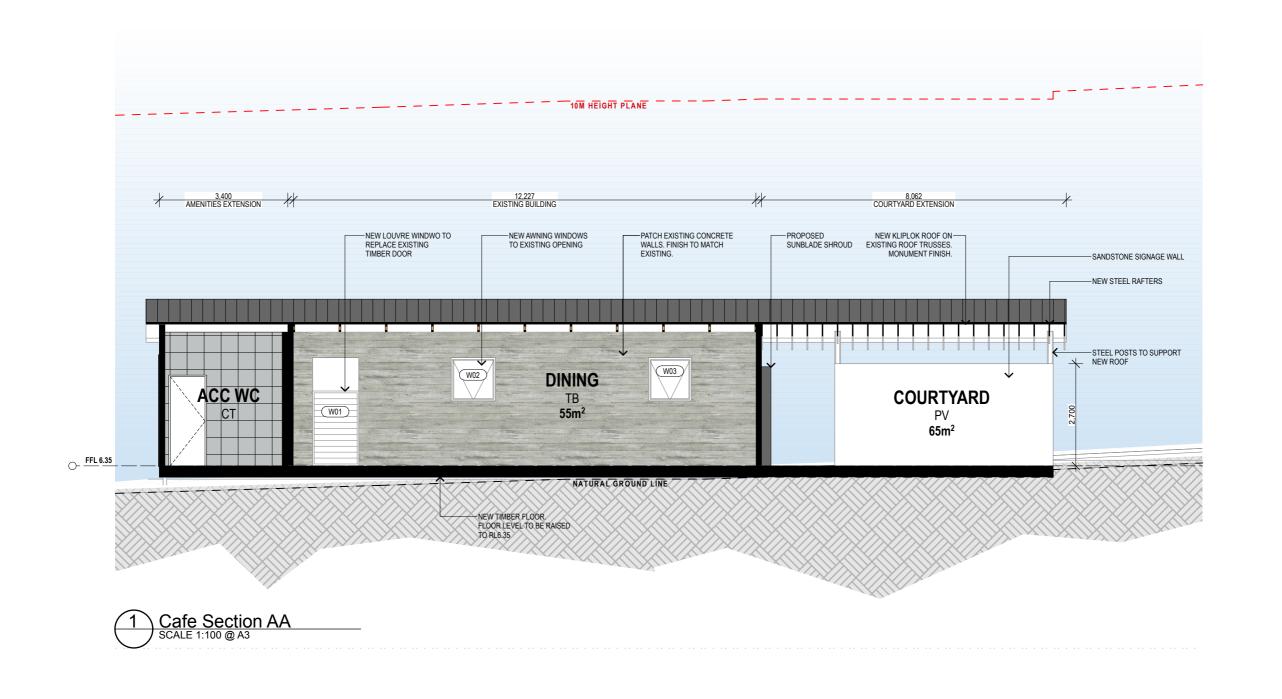
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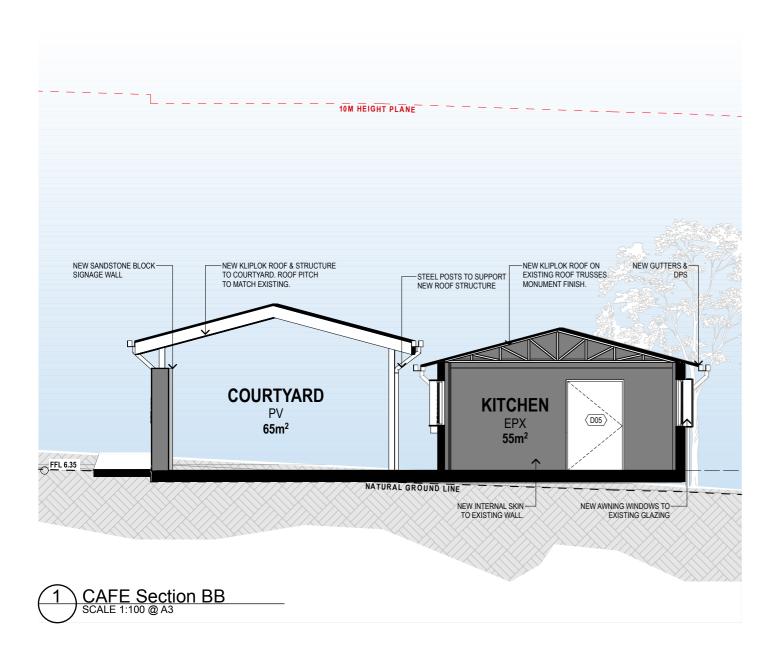
KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT 24108

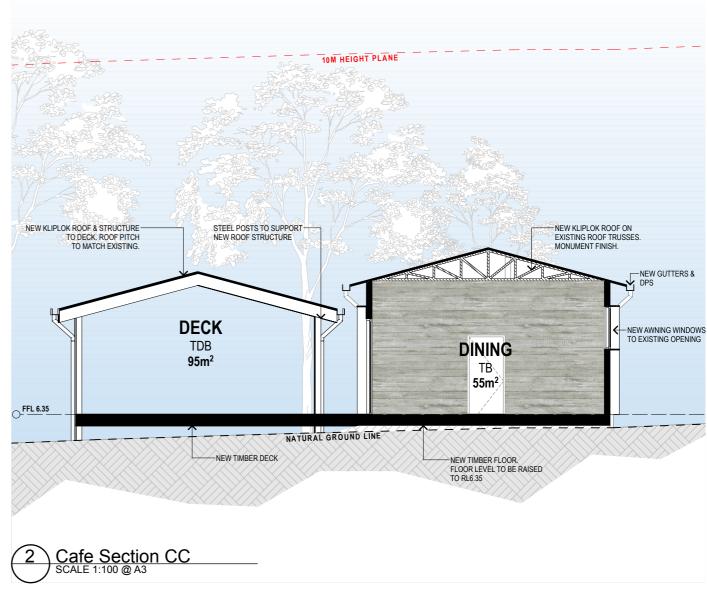
Section B & C DA-310-002 04





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Section BB & CC drawing # DA-310-004 04

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DOOR SCHEDULE								
WINDOW / DOOR #	D01	D02	D03	D04	D05	D06	D101	RS01
LOCATION	CAFE DINING	CAFE DINING	CAFE DINING	CAFE WC	CAFE KITCHEN	CAFE KITCHEN	CULTURAL CENTRE	CAFE KITCHEN
ELEVATION VIEW	2,750	2,715	2,400	27400	1,527	1,250	2,600	1,800
SIZE	2,750×2,620	2,715×2,540	1,000×2,400	1,000×2,400	1,527×2,400	1,250×2,400	2,600×2,130	1,800×1,400

WINDOW SCHEDULE												
WINDOW / DOOR #	W01	W02	W03	W04	W05	W06	W07	W08	W09	W101	W102	W103
LOCATION	CAFE DINING	CAFE WC	CAFE KITCHEN	CAFE KITCHEN	CAFE KITCHEN	CULTURAL CENTRE	CAFE DINING	CAFE DINING				
ELEVATION VIEW	1,238	1,190	1,150	1,150	1,150	1,825	1,225	1,275	1,275	2,000	850	850
SIZE	1,238×1,980	1,190×1,160	1,150×1,150	1,150×1,180	1,150×1,190	1,825×3,000	1,225×1,210	1,275×1,270	1,275×1,270	2,000×1,080	850×1,160	850×1,160

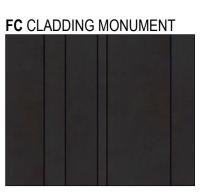
















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KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT 24108

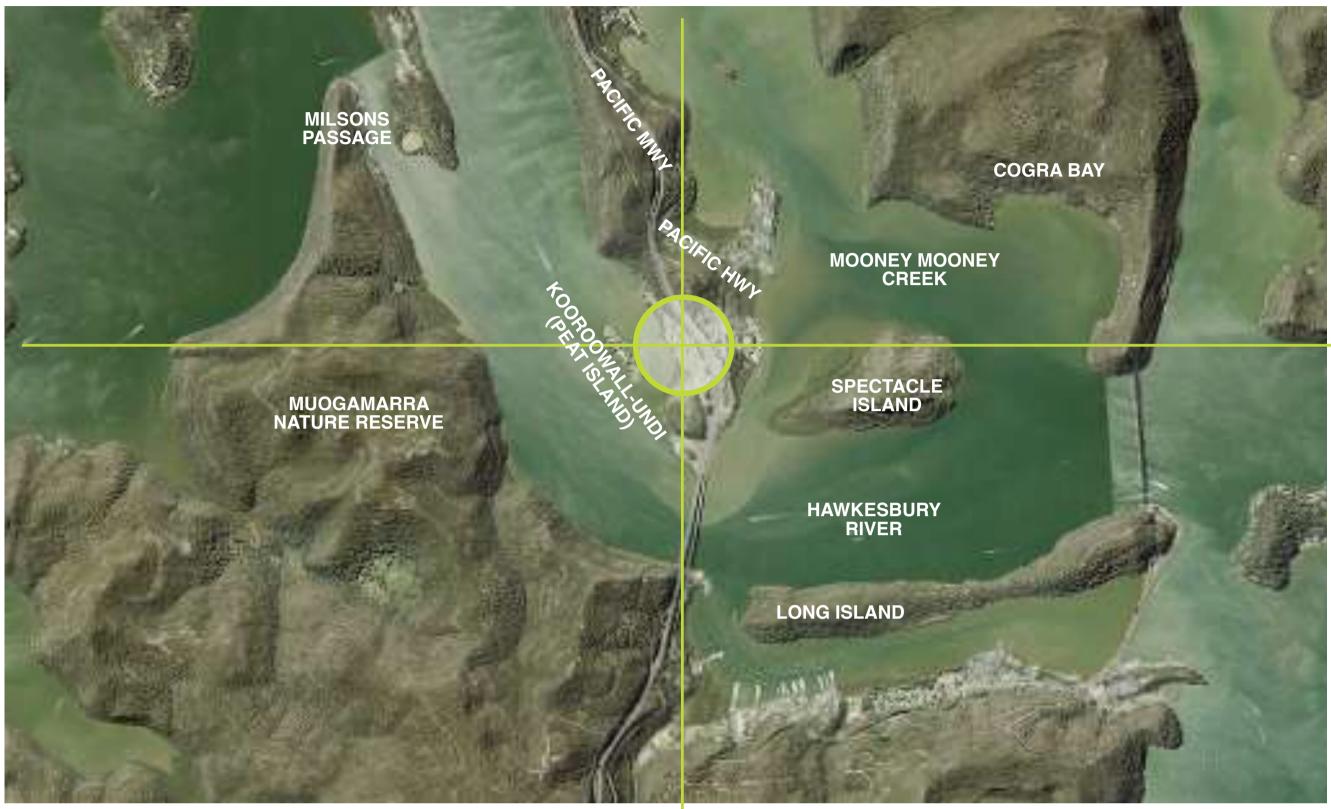
Pacific Highway & 1 Peats Ferry Road, MOONEY MOONEY, NSW 2083

**Cafe Finishes** DA-662-001 03

18/12/2024

# KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT

## DECEMBER 2024



LOCATION MAP



Name	Drawing Number	Revision		
Cover Sheet	L000	Α		
Landscape Context Plan	L100	Α		
Overall Landscape Plan	L101	Α		
Cafe Precinct Landscape Plan	L102	Α		
Carpark Landscape Plan	L103	Α		
Cultural Centre Landscape Plan	L104	Α		
Jetty Precinct Landscape Plan	L105	Α		
Landscape Sections	L201	Α		
Indicative Plant Schedule	L301	Α		

## **Statutory & Regulatory Guidelines**

Central Coast Council

- Central Coast Development Control Plan 2022
- Central Coast Local Environmental Plan 2022

The Government of New South Wales

- Department of Planning and Environment
- Controlled activities Guidelines for riparian corridors on waterfront land

## Australian Standards

- AS 1428.1-2009 Design for access and mobility
- AS 2303-2018 Tree stock for landscape use

#### Introduction:

This report outlines the landscape design intent for the proposed cultural centre and cafe precinct at the Kooroowall-Undi (Peat Island) Foreshore, Mooney Mooney NSW (Lot 12 - DP1557856).

### **Existing Site Conditions:**

The site is located on the western shoreline of Mooney Mooney adjacent to Kooroowall-Undi (Peat Island) and has extensive water views over the Hawkesbury River toward Muogamarra Nature Reserve. The topography is sloping with a fall of approximately 8m from the highest point along the Pacific Hwy to the shoreline.

The site area is mostly cleared and has been for many years due to previous land uses. Though there is some remnant native vegetation occurring within the site (along the shoreline and clustered near the existing buildings) much of this is weed infested. The landscape design intent is to improve the health of these remnant patches through bush regeneration works and to minimise removal of mature trees.

A cultural heritage assessment (Refer to Extent Heritage Advisors' Report) has identified Aboriginal engravings and a high probability of finding further rock art and/or artefacts along the shore. For this reason the landscape and building works have been sensitively designed to avoid disturbing rock outcrops and to have minimal impacts on the shoreline zone.

#### **Proposed Development:**

The carpark and all existing buildings on the development site will be retained and adaptively reused. Please refer to the Architect's Drawings for further details of the building proposal.

The proposal includes the redevelopment of the following buildings:

- Upgrade of the existing administration building to house a cultural centre & caretaker's residence
- · Re-use of the two existing sheds as a café

The redevelopment of the site will also include the following new facilities:

- A new jetty and pontoon Refer to the Structural Engineer's Drawings for details
- New car parking areas and road upgrades associated with the cultural centre Refer to the Civil Engineer's drawings for further details
- A new elevated boardwalk leading to a viewing platform at the river's edge and accessible walkways throughout the site

In the preparation of landscape documents for this development application other consultant's documents (Architects, Structural & Civil Engineers and Heritage, Environment & Access Advisors) were referred to and have been considered in the proposed landscape

## **Landscape Elements:**

Landscape works associated with this development include:

- Revegetation from the causeway to viewing platform along the shoreline riparian corridor (separated from the exotic mown grass zones by a garden edge)
- Rehabilitation of the embankment landscape area near the café
- An elevated boardwalk leading to a viewing platform at the river's edge
- Accessible walkways throughout the site with areas of low border planting for ease of maintenance (where impractical for a ride-on mower to access or steeper than a 1 in 4 grade)
- Raingardens and stormwater harvest areas associated with the new carparks
- A line of native street trees (grown in accordance with AS 2303 Tree stock for landscape use in minimum 75L pot sizes) along the Pacific Motorway leading through to the cultural

## Circulation & Connection:

- Segregation of pedestrian paths from vehicular roads and driveways (where possible)
- All proposed pedestrian paths and the elevated boardwalk to comply with AS1428.1
   Access & Mobility with no grade being steeper than 1:21

#### **WSUD Landscaping**

The car parking areas have been designed to filter harmful pollutants from stormwater before it reaches the river and to protect the shoreline from erosion by slowing the flow of runoff in accordance with Water Sensitive Urban Design principles. Some of these design elements include;

- 1 landscape tree with (pollutant-removal properties) has been provided per 6 car parking spaces
- Carpark verges are to be planted with native raingarden species known to filter pollutants from stormwater
- Inclusion of proprietary stormwater harvesting systems to filter stormwater
- Grading of the carparks to channel water to raingardens and drainage channels (Refer Civil Engineer's Drawings for details)

## **Landscape Planting Strategy:**

Remedial landscape works will be undertaken to regenerate the existing landscape including removal of undesirable or invasive weed species throughout the understorey such as Privet (Ligustrum spp.), Lantana (Lantana camara) and similar.

Additionally, an environmental consultant has provided a list of indigenous species for revegetation of the riparian zone which have been incorporated into the planting palette (Refer L301 - Indicative Plant Schedule).

According to the riparian corridor guidelines (NSW Government) a 4th order waterway such as the Hawkesbury River which borders the site is recommended to have a 40m vegetation buffer zone to each bank. This is unachievable on site as the design area is constrained by the Aboriginal Archaeology 'No-go' Zone as mapped in the report by Extent Heritage Advisors and by the need to provide outdoor public recreation areas adjacent to the cultural centre. For this reason the maximum corridor width in some areas will be 10m. The design otherwise adheres to the recommendations by including and protecting endemic species along the width of the corridor.

Other planting design considerations include:

- Evergreen tree planting to provide shade & amenity
- A broad planting palette to include a variety of native species to provide colour, texture, aroma and form
- A focus on indigenous species to encourage canopy corridor links and support the educational intent of the cultural centre

## Water-saving Initiatives:

Water saving initiatives associated with the proposed landscape design are as follows:

- · Use of recycled and/or storm water that has been harvested and stored on site for irrigation use,
- Planting within zones that have separate watering requirements
- Use of predominantly low water-use plants to reduce landscape watering requirements, and
- Use of drought tolerant turf species.

Safety & Security Planting Initiatives:

With the proposed landscape design for this development we would implement the following safety planting initiatives:

- Avoid planting tree species that are prone to potential limb drop
- Avoid planting species close to paths and hard paved areas that are known for excessive flower and foliage drop that may cause slip hazards
- Avoid planting species that are known for invasive root structure that may cause 'up-lifting' of paths and hard paved areas, which may cause potential trip hazards
- Avoid planting species that are known to be toxic or may cause respiratory, allergy and/or skin irritations

## Surveillance & Crime Prevention Through Environmental Design (CPTED) Principles:

The proposed landscape design is in alignment with Crime Prevention Through Environmental Design (CPTED) principles, which are as follows:

- Ensure good surveillance in recreation zones by ensuring that trees have canopies lifted (clear stem) and that the under-storey of existing and proposed trees are either low shrubs & groundcovers or mown turf.
- Ensure that proposed trees will not obscure lighting, and
- Ensure sightlines for both vehicles and pedestrians are maintained in particular at pedestrian crossings and vehicular entry/ exit points.



Level 3, 23 Watt Street Newcastle NSW 2300

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PROJECT NO 24110





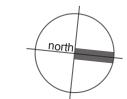
1/28 Adelaide Street East Gosford NSW 2250 Level 3, 23 Watt Street Newcastle NSW 2300

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KOOROOWALL-UNDI (PEAT ISLAND)
AND FORESHORE DEVELOPMENT PROJECT
1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

DRAWING NAME

LANDSCAPE CONTEXT PLAN



**CLIENT** DARKINJUNG LALC

PROJECT NO 24110

DRAWING NO L100

VING NO L100 SCALE 1:1000 @ A1

**DATE** 18.12.24



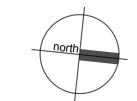


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KOOROOWALL-UNDI (PEAT ISLAND)
AND FORESHORE DEVELOPMENT PROJECT
1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

DRAWING NAME

OVERALL LANDSCAPE PLAN



**CLIENT** DARKINJUNG LALC

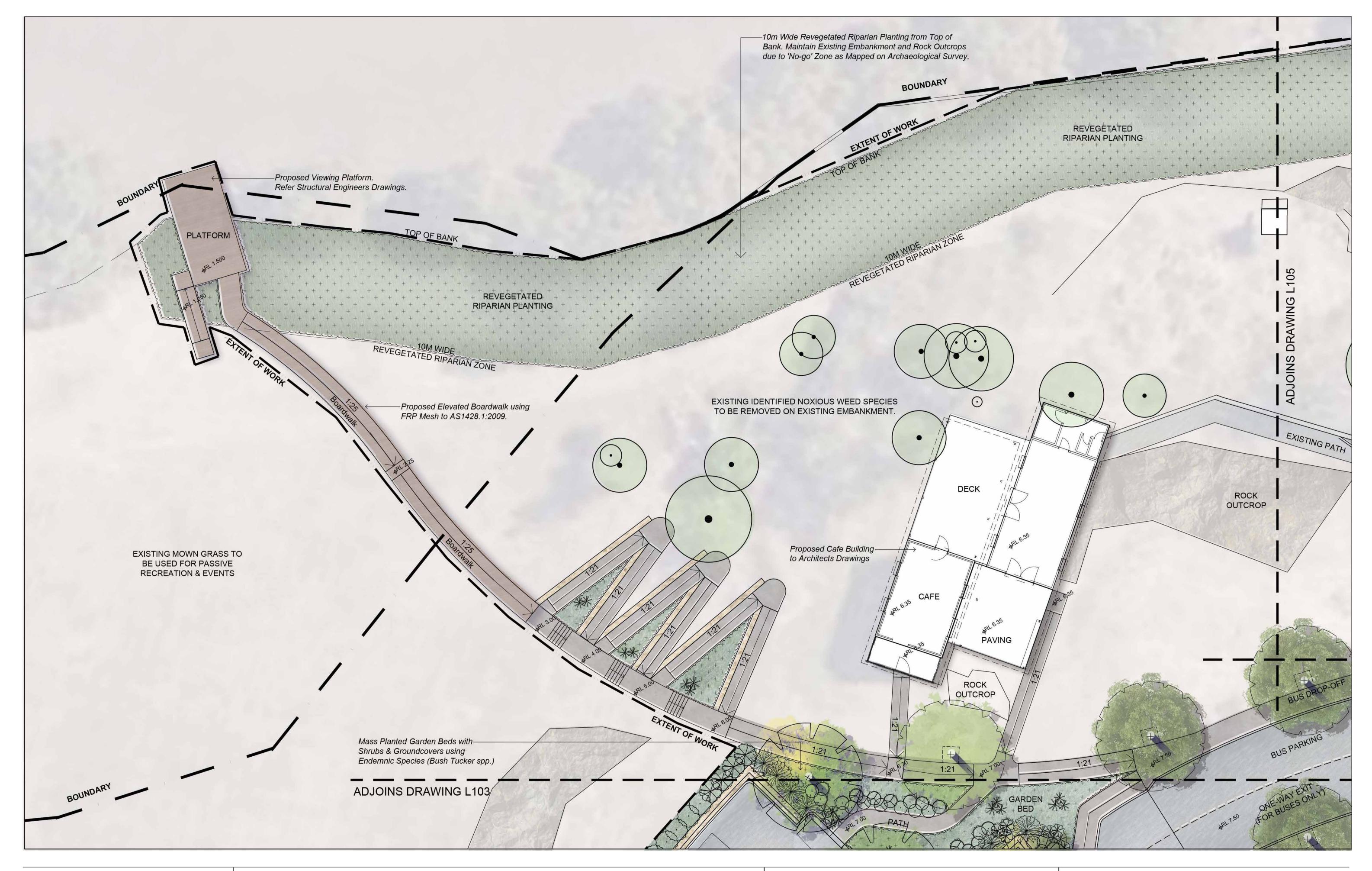
PROJECT NO 24110

DRAWING NO L101

SCALE 1:400 @ A1

REVISION A

**DATE** 18.12.24

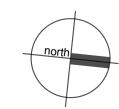




KOOROOWALL-UNDI (PEAT ISLAND)
AND FORESHORE DEVELOPMENT PROJECT
1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

DRAWING NAME

CAFE PRECINCT LANDSCAPE PLAN



**CLIENT** DARKINJUNG LALC

PROJECT NO 24110

**DRAWING NO** L102



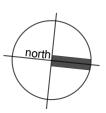


1/28 Adelaide Street East Gosford NSW 2250 Level 3, 23 Watt Street Newcastle NSW 2300

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KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT 1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

**DRAWING NAME** CARPARK LANDSCAPE PLAN

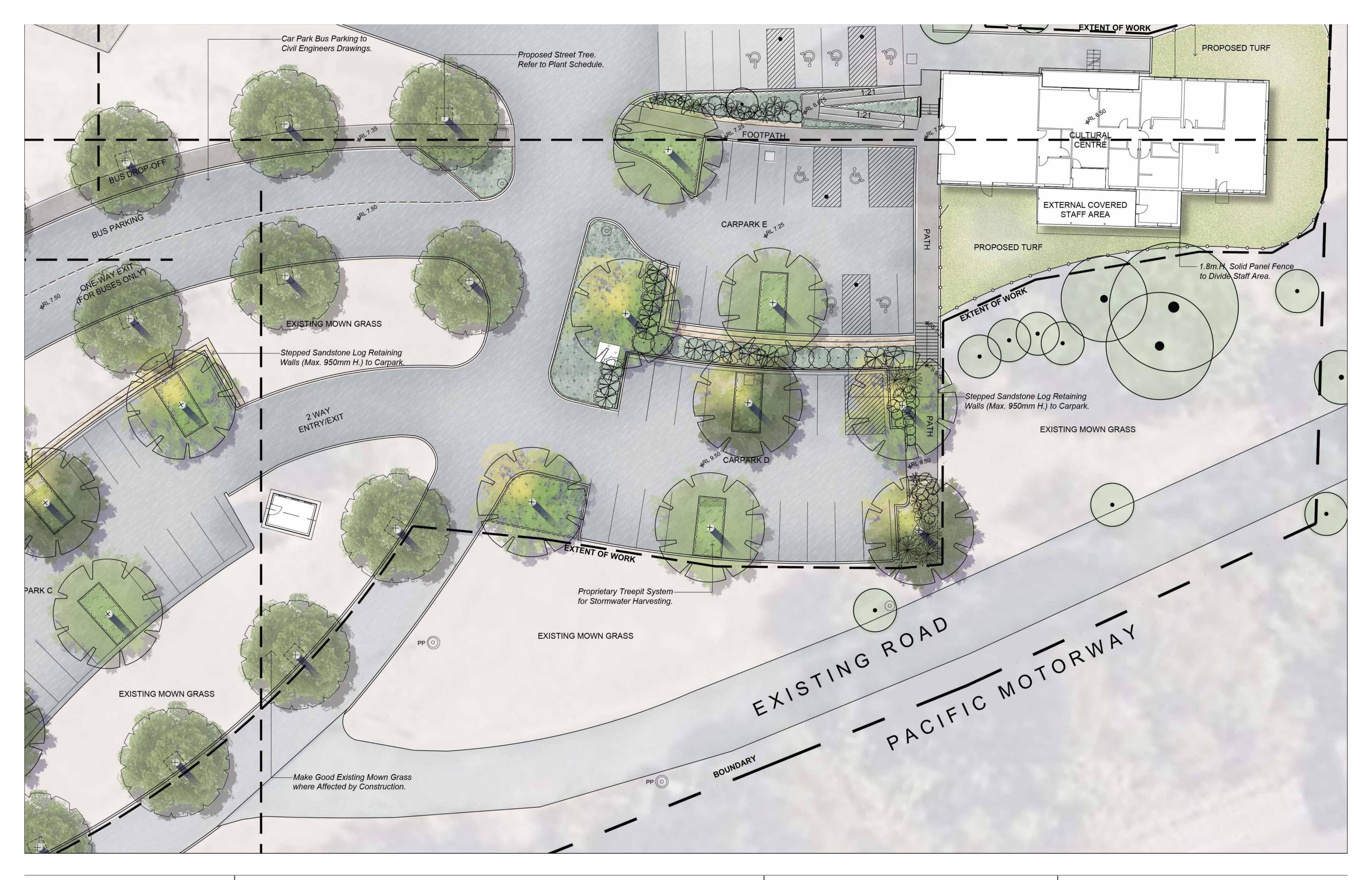


**CLIENT** DARKINJUNG LALC

PROJECT NO 24110 **DRAWING NO** L103

**SCALE** 1:150 @ A1

**DATE** 18.12.24





Level 3, 23 Watt Street Newcastle NSW 2300

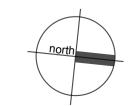
P: 02 4302 0477 • ABN 12 129 231 269

KOOROOWALL-UNDI (PEAT ISLAND)
AND FORESHORE DEVELOPMENT PROJECT
1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

DRAWING NAME

CULTURAL CENTRE

LANDSCAPE PLAN



**CLIENT** DARKINJUNG LALC

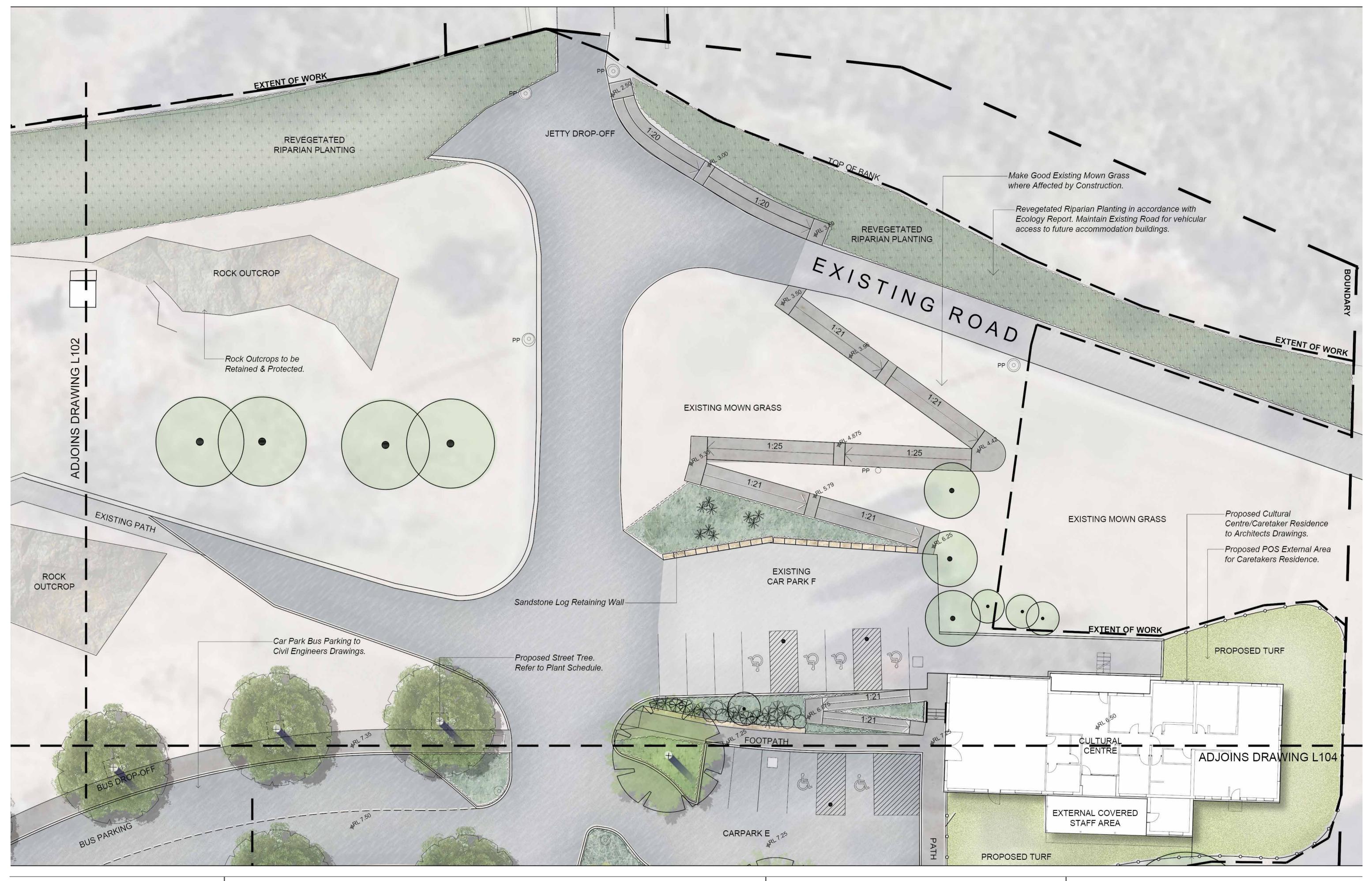
PROJECT NO 24110

DRAWING NO L104

**SCALE** 1:150 @ A1

REVISION A

DATE 18.12.24



xeriscapes

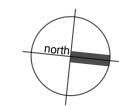
Level 3, 23 Watt Street Newcastle NSW 2300

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KOOROOWALL-UNDI (PEAT ISLAND)
AND FORESHORE DEVELOPMENT PROJECT
1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

DRAWING NAME

JETTY PRECINCT LANDSCAPE PLAN



**CLIENT** DARKINJUNG LALC

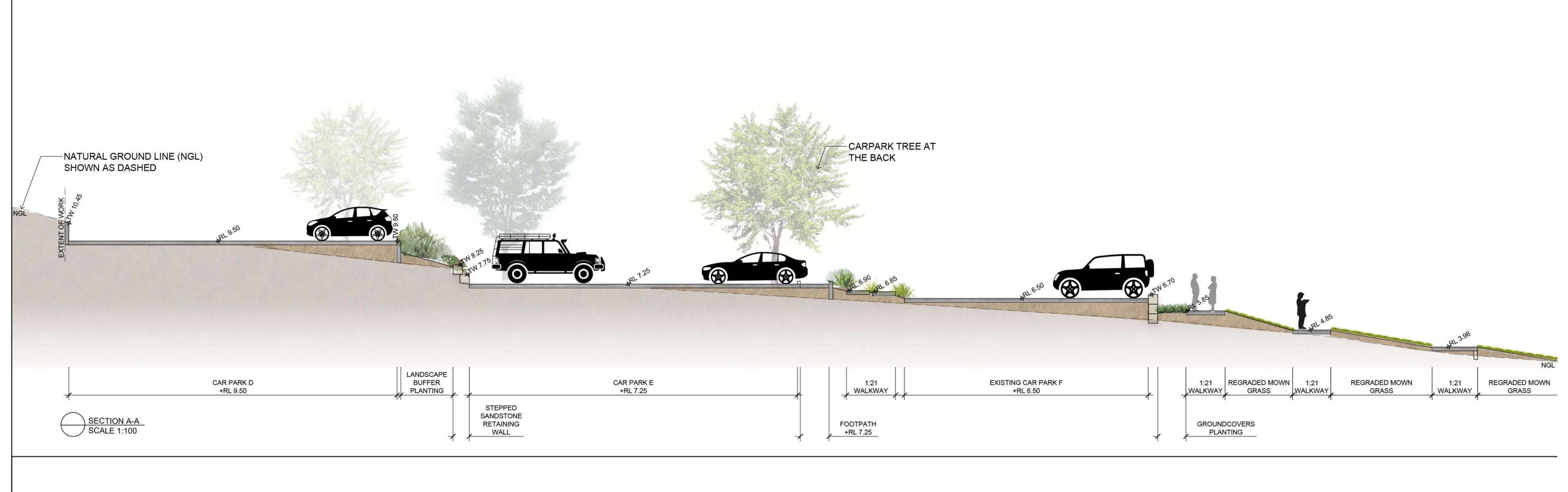
PROJECT NO 24110

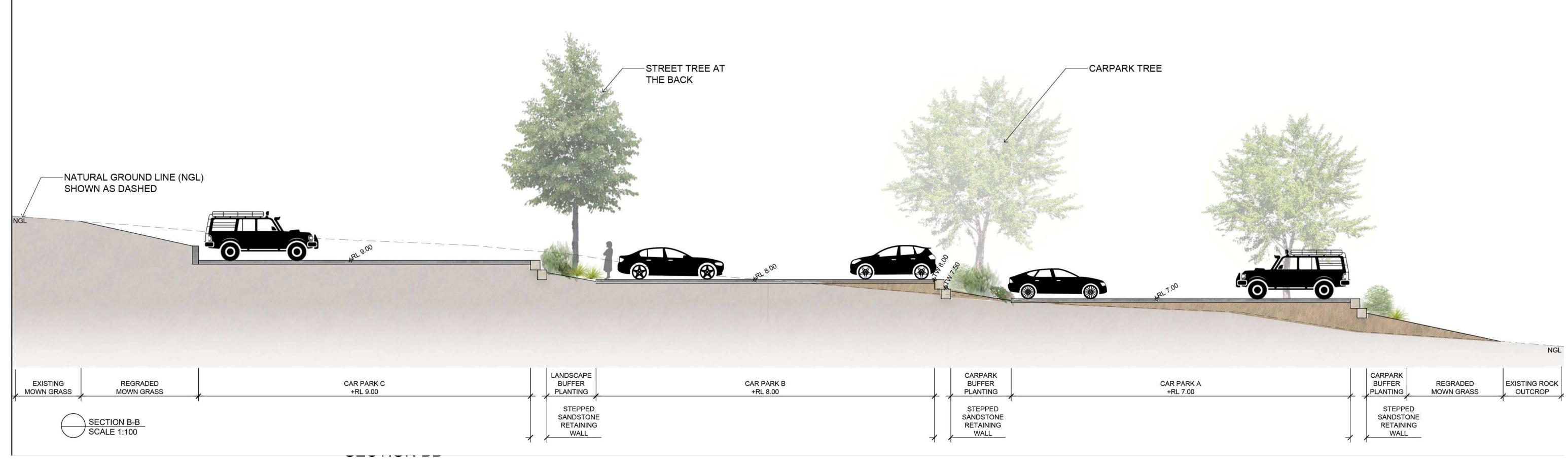
DRAWING NO L105

SCALE 1:150 @ A1

REVISION A

**DATE** 18.12.24





Level 3, 23 Watt Street Newcastle NSW 2300

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Image Code		Botanical Name	Common Name	Mature Height (m.)	Mature Spread (m.)	Pot Size	
Avenue		F'	De de le classes E's	10.05	00	751	
01	FIC rub	Ficus rubiginosa*	Port Jackson Fig	10-25	20	75L	
Carpark							
03	BAN rob	Banksia robur**	Swamp Banksia	3	2		
04	MEL BW	Melaleuca viridiflora 'Burgundy Weeper'*	Burgundy Weeper Paperbark	8	5	75L	
02	MEL qui	Melaleuca quinquenervia* **	Paperbark	25	10	75L	
05	TRI LU	Tristaniopsis laurina 'Luscious'	Luscious Water Gum	12	5	75L	
Small F	eature Tree HIB til	es Hibiscus tillaceus rubra	Red Cottonwood	8	5	75L	
	CUP ana	Cupaniopsis anacardioides*	Tuckeroo	8	4	75L 75L	
	oor and		radicordo	O	7	702	
Tall Scr	een Shrub	s > 1.5m					
06	ADE ser	Adenanthos sericeus	Woolly Bush	2	2	300mm	
07	BRE IR	Breynia cernua 'Ironstone Range'	Coffee Bush	2	1.5	300mm	
08	BUR spi	Bursaria spinosa*	Sweet Bursaria	4	3	300mm	
09	CALL GB	Callistemon salignus 'Great Balls of Fire' x	Great Balls of Fire Bottlebrush	3	3	300mm	
	DOD MG	Dodonaea viscosa 'Mr Green Sheen'	Mr Green Sheen Hop Bush	2	2	300mm	
	DOD pur	Dodonaea viscosa purpurea	Purple Hop Bush	3	2	300mm	
Ola '	. 4 =						
Shrubs	< 1.5m CRO LF	Crowes saligns 'Large Flower'	Large Flower Crowes	1	0.8	200mm	
10	CAS GW	Crowea saligna 'Large Flower' Casuarina 'Green Wave'	Large Flower Crowea Green Wave Casuarina	2	0.8	200mm 200mm	
14	HYM GN	Hymenospormum flavum 'Gold Nugget'	Native Frangipani	0.75	0.75	200mm	
14	LEU bro	Leucophyta brownii	Cushion Bush	1.2	1.2	200mm	
19	LOM hys	Lomandra hystrix	Mat Rush	1.∠	1.2	200mm	
19	MEL thy	Melaleuca thymifolia x	Honey Myrtle	1.2	2	200mm	
13	WES ZE	Westringia fruiticosa 'Zena'	Westringia 'Zena'	1.2	1.2	200mm	
10	VVLO 2L	Westingia natioosa Zona	Woothingia Zona	1.2	1.2	20011111	
Mass P	lanted Gro	undcovers					
	<b>BRA BV</b>	Brachyscome angustifolia 'Brasco Violet' x	Brasco Violet Native Daisy	0.25	1	140mm	
	CAR gla	Carpobrotus glaucescens [BT]*	Pigface	0.3	1	140mm	
15	DIC rep	Dichondra repens	Kidney Weed	0.1	1.5	100mm	
12	GOO GC	Goodenia ovata 'Gold Cover*	Gold Cover Hop Goodenia	0.3	2	140mm	
	MYO YA	Myoporum parvifolum Ýareena'	Yareena Creeping Boobialla	0.1	1	140mm	
14	SCA MC	Scaevola albida 'Mauve Clusters'	Mauve Clusters Fan Flower	0.2	1	140mm	
13	WES MU	Westringia 'Mundi'	Westringia 'Mundi'	0.6	1.5	140mm	
Low Bo	rdor Dlonti						
11	rder Planti DIA LJ	ng Dianella caerulea 'Little Jess'	Little Jose Floy Lily	0.4	0.4	140mm	
11			Little Jess Flax Lily	0.4		140mm	
	LOM EB VIO hed	Lomandra labill 'Evergreen Baby' Viola hederacea x	Evergreen Baby Mat Rush Native Violet	0.45 0.1	0.45 0.3	140mm	
	vio ried	viola lieueracea x	native violet	0.1	0.3	14011111	
_	den Planti						
_	ow water fi	-	Krahhli Club Duah	4	4	75 100 100	
16 17	FIC nod	Ficinia nodosa*	Knobbly Club Rush	1	1	75mm	
17	TYP ori	Typha orientalis nt Zone [wet tolerant]	Broadleaf Cumbungi	2	1.5	140mm	
18	JUN fla	Juncus flavidus	Yellow Rush	1	1	75mm	
		nt Zone [dry tolerant]	Tollow Fidoli	·		7 0111111	
19	CAR inv	Carex inversa	Knob Sedge	0.75	0.75	75mm	
. •	GAH sie	Gahnia sieberiana	Red-Fruit Saw-Sedge	2	2	75mm	
Batter [	visual bord	der]	Ŭ.				
-	GOO ova	- Goodenia ovata*	Hop Goodenia	1	2	140mm	
	RHA AF	Rhagodia spinescens 'Aussie Flat Bush'	Aussie Flat Bush Saltbush	0.5	1	140mm	
20	WAH BM	Wahlenbergia stricta 'Blue Mist' # x	Blue Mist Native Bluebell	0.4	0.4	140mm	
	WES AB	Westringia hybrid 'Aussie Box'	Aussie Box Native Rosemary	1	1	140mm	
Dinorio	n Planting*						
nibariai	CAS gla		Swamp Oak	15	6	300mm	
-	uno yid	Casuarina glauca	Swamp Oak Grey Mangroye		6	JUUIIIII	
21	All mar	Avicennia marina subsp. australasica Tetragonia tetragonioides [BT]	Grey Mangrove Warrigal Greens	9	5 2	140mm	
21 22	AVI mar		Warrigal Greens	0.2			
21 22 23	TET tet		San Duch	1	1.5	140mm	
21 22 23	TET tet JUN kra	Juncus kraussii	Sea Rush		O E	7 44 44	
21 22 23	TET tet JUN kra JUN usi	Juncus kraussii Juncus usitatus	Common Rush	1.2	0.5	140mm	
21 22 23 24	TET tet JUN kra JUN usi SAR qui	Juncus kraussii Juncus usitatus Sarcocornia quinqueflora	Common Rush Samphire	1.2 0.5	0.5	140mm	
21 22 23 24	TET tet JUN kra JUN usi SAR qui SUE aus	Juncus kraussii Juncus usitatus Sarcocornia quinqueflora Suaeda australis [BT]	Common Rush Samphire Southern Seablite	1.2 0.5 0.5	0.5 1	140mm 140mm	
21 22 23 24	TET tet JUN kra JUN usi SAR qui SUE aus MYO acu	Juncus kraussii Juncus usitatus Sarcocornia quinqueflora Suaeda australis [BT] Myoporum acuminatum	Common Rush Samphire Southern Seablite Pointed Boobialla	1.2 0.5 0.5 3	0.5 1 4	140mm 140mm 140mm	
21 22 23 24 25	TET tet JUN kra JUN usi SAR qui SUE aus	Juncus kraussii Juncus usitatus Sarcocornia quinqueflora Suaeda australis [BT]	Common Rush Samphire Southern Seablite	1.2 0.5 0.5	0.5 1	140mm 140mm	

\*Indigenous riparian species [Estuarine Swamp Oak-Mangrove Forest] indicated in Environmental Consultant's List x Hunter Range Colluvial Apple-Gum Forest [indigenous plant community bordering riparian zone] \*\*Indicated in Water By Design WSUD Trees List [pollutant-filtering properties] #Water Senstive SA Raingarden Fact Sheet [BT] Bush Tucker species



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KOOROOWALL-UNDI (PEAT ISLAND) AND FORESHORE DEVELOPMENT PROJECT 1 PEATS FERRY ROAD, MOONEY MOONEY, NSW 2083

**DRAWING NAME** 

INDICATIVE PLANT SCHEDULE

**CLIENT** DARKINJUNG LALC

PROJECT NO 24110 DRAWING NO L301 SCALE NA

REVISION A **DATE** 18.12.24