

Lithgow CBD Revitalisation Action Plan



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1.0 Executive Summary

1.1 Objectives

Councils brief identifies the following objectives:

- Improving accessibility and car parking
- Enhancing streetscape character
- Upgrading and providing additional public amenities
- Activating public domain space and vacant buildings
- Embracing community driven place making
- Increasing community safety
- Developing collective marketing and branding
-

1.2 Overview - Summary Observations

The Reality

The experience of the town does not match the somewhat negative perspective of past consultation. There are many positive aspects of the town currently including:

- Enclosure by wooded ridgelines and their presence from the CBD
- Character of architectural facades to Mainstreet, east end of Railway Parade, and sections of Mort Street
- Character of Workers cottages that surround the CBD
- Largely OK condition of brick pavement to Main Street other than at tram ramps
- Sunken railway corridor which maintains views and accessibility between north and south sides of the town
- Vibrancy of some retailers in particular in eastern half on Main street
- Active events programme

The opportunities

Identity / Character

- Further develop and promote the role and identity of Lithgow as a leisure and tourism hub and as a district community / civic hub
- Strengthen the visual relationship of the town centre to the surrounding wooded ridgelines and the towns historic juxtaposition of urban verse natural

Public space

- Develop the intersections as key spaces (this will integrate Cook Street Plaza and Pioneer Park as well – and make these spaces more significant)
- Expand Cook Street Plaza into main Street and potentially Cook Street as “expandable” square
- Expand Pioneer Park into main Street as an “expandable” square / park
- Reflect Queen Elizabeth Park into main Street threshold – to leverage off the beauty of this park which can easily be missed by passing vehicles
- Develop “fine grained” landscape character to main Street over a simple robust streetscape fabric
- Avoid featurising the hard landscape and furniture palette – keep simple and robust – allow the “dressing” of the street through overlays (pots / trellises) to be the feature
- Potential public space at lower Rail platform and yard below Bridge Street – events / markets etc

Entries

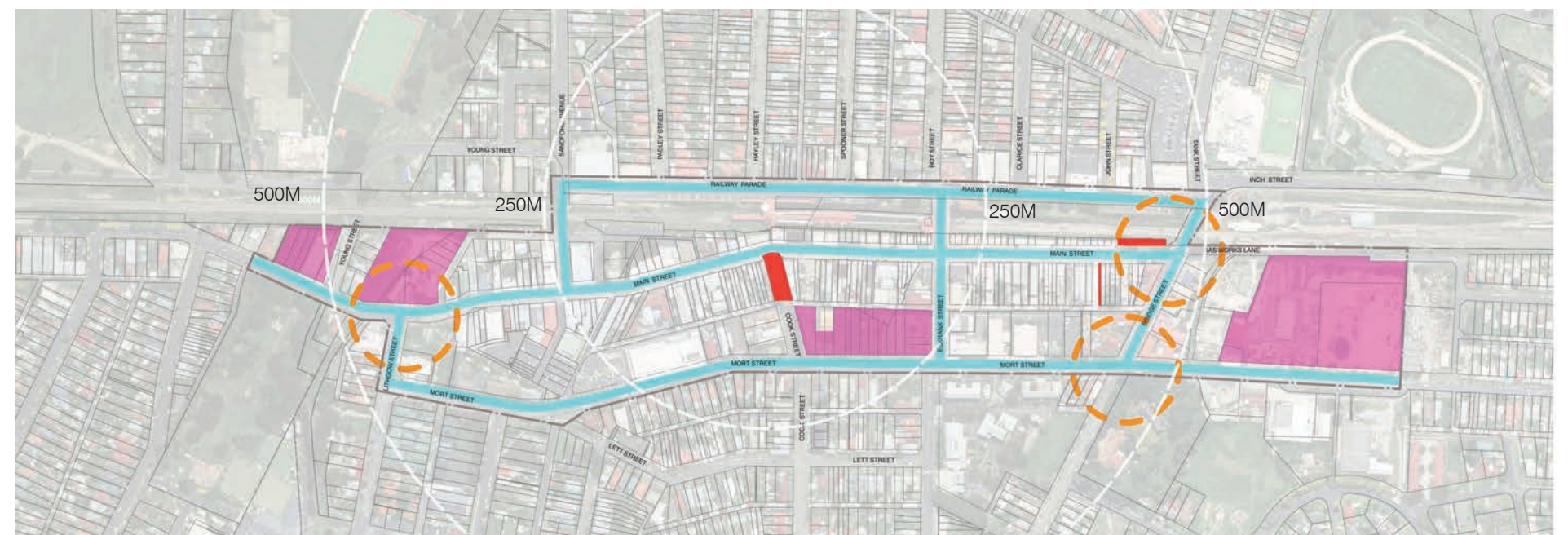
- Create major identity – perhaps that thematically links to the “main street squares” at Great Western Highway intersection
- Clarify the ambiguity of signage and a provide landscape sequence that support a build up to the Great Western Highway gateway

Built form / development

Develop strategic direction for key sites

Recognise that ultimately the most significant opportunities for the key sites may take some time to germinate

- Identify / look at smaller scale opportunities to make “quick wins”
- Potential for exemplar pilot projects (eg rear lane redevelopment)
- Potential pop up role
- The parking area adjoining Railway corridor of Stanford Ave on south side may be a potential development site
- Focus on encouraging built form improvements to buildings that define intersections and relate to view corridors
- Increase tourism accommodation directly related to centre (tourism hub)



1.3 Public Domain Principles

1. Framework for Decision Making

The analysis provides a platform for developing a framework for decision making that can guide the ongoing planning and management of town centre enhancements and redevelopment.

A strong common thread from past consultation and consultation undertaken as part of this study has been the notion of Lithgow as a hub. This relates to several aspects of Lithgow's current and potential role and identity:

- Lithgow as a Hub for community / civic identity for the district
- Lithgow as a Hub for tourism / recreation
- role of Lithgow as part of Bells Line journey (Mt Tomah/ Bilpin etc)
- role of Lithgow as staging point for west Blue Mts and plains activities

The following framework develops a framework for decision making for the key questions of:

What makes a Hub, and

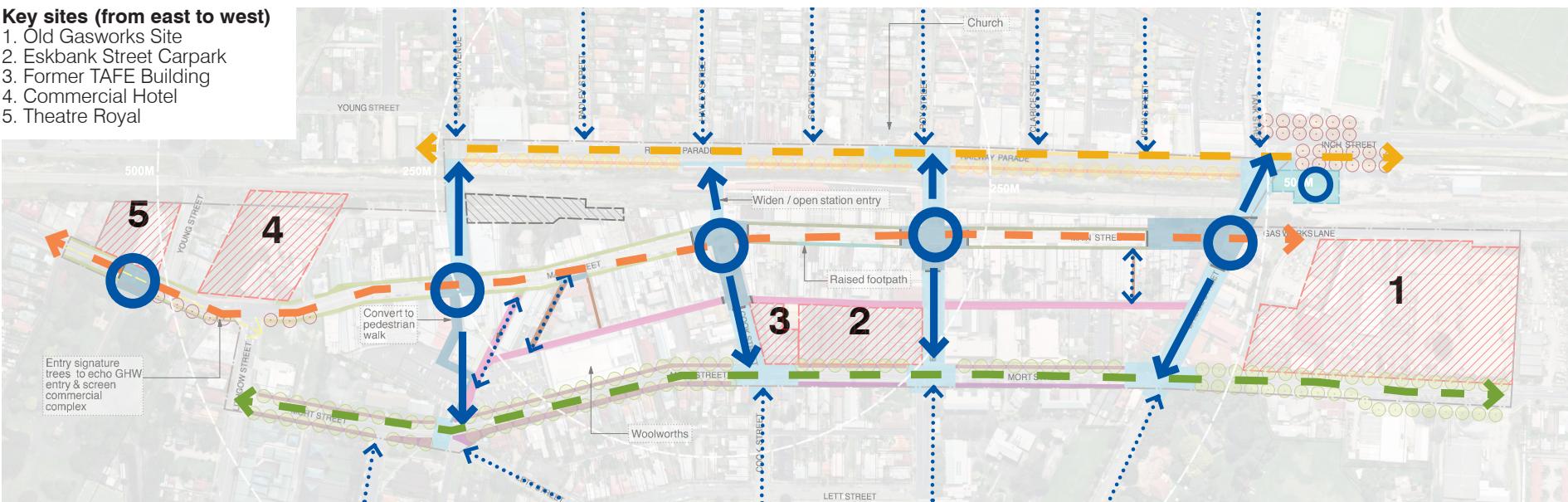
Challenges for the Lithgow Hub

Key criteria under each of these headings are analysed and potential directions for CBD enhancement and revitalisation identified.

2. Overall Principles

Key sites (from east to west)

- 1. Old Gasworks Site
- 2. Eskbank Street Carpark
- 3. Former TAFE Building
- 4. Commercial Hotel
- 5. Theatre Royal



3. Principles for Key Elements

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| THE SQUARES Raised thresholds - Pedestrians and vehicles | GARDEN STREETS Facade greening - Trellis - Green wall panels - Planters | CENTRAL LANE Laneway Redevelopment | PEDESTRIAN LINKS Vibrant pedestrian links | MORT STREET Avenue planting Uniform pavement | RAILWAY PARADE Street tree planting - Pedestrian pathway and lighting | ARRIVAL Gateway elements Feature tree planting | TRANSPORT Buses Rail | PARKING On Street Off Street |

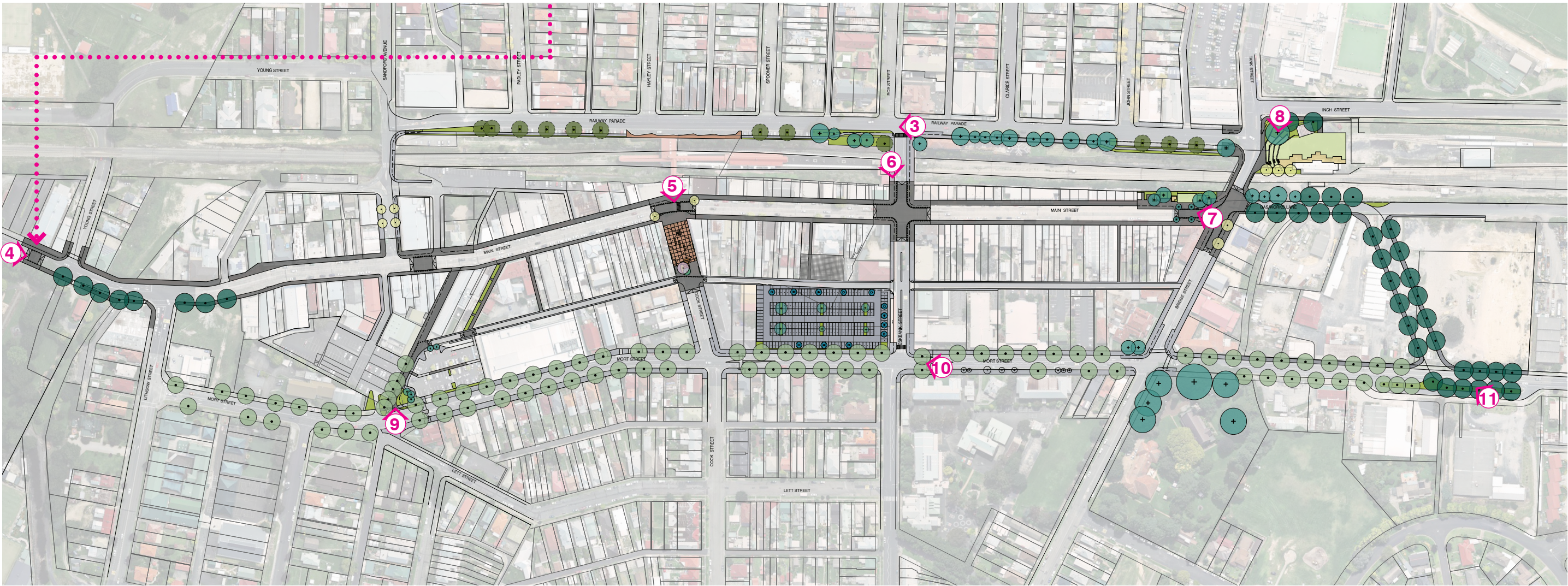
4. Public Domain Masterplan



The Public Domain Masterplan illustrates the application of the principles described earlier as part of a cohesive direction for Lithgow.

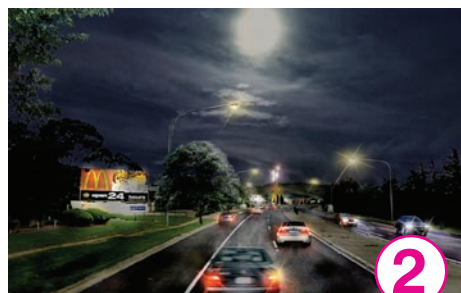
The plan provides flexibility subject to availability of funds and the momentum created by other opportunities in town (such as redevelopment of key sites, or other sites) to implement a broad range of improvement works or alternatively focus on more strategic and targeted areas. (Refer also to section 8.0 Action plan)

The implementation of key projects seeks to maximise the benefit of the public domain to the community and economic life of the town centre.





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5. Redevelopment opportunities

A number of opportunities were identified for the five keys sites examined in Lithgow.



Theatre Royal.

- Stand alone accommodation/function centre offer utilising connection to Queen Elizabeth Park as a venue for outdoor weddings
- Create a commercial partnership with the Commercial Hotel - combined offer
- Potential for the creation of a hospitality school

Commercial Hotel

- High profile building presence with key Lithgow town centre
- High volume of passing traffic on Main St and Lithgow St
- First hotel and motel offer within Lithgow town centre when travelling east
- Site comprises significant developed site area as well as extensive vacant land parcels in one ownership
- Existing developed hotel functions within a largely original heritage style building
- Separate double storey motel style accommodation offer in contemporary building
- Two street frontages provide varying degrees of access from Main St

Former TAFE building

- Combination of new residential/niche retail functions that retains the authentic patina of the buildings inherent 1920's architectural heritage
- Creation of rental or strata residences with a unique heritage appeal
- Inclusion of niche retail spaces on the ground floor including food/café experience within the existing shed building opening onto sheltered courtyard space
- Creation of small scale creative practitioner office spaces
- Potential to "trade down" on site car parking requirements with reactivation of the building, proximity to public car parking and public transport connections
- Potential for reactivation/redevelopment of the sites Main St Laneway and Eskbank St car park frontages
- Create destination appeal for the site by supporting interim activation projects including pop up shops and galleries and market experiences.

Eskbank Street carpark

- One large parcel in public ownership
- High volume of passing traffic via Mort St and Eskbank St frontages
- Central location close to highest foot traffic areas along Main St
- Proximity to civic hub of Lithgow
- Strong connectivity to key Main St commercial and retail destinations
- Taxi rank and public toilet
- Three street frontages provide varying degrees of accessibility
- Fully serviced relatively level site

Gasworks

- Position and redevelop the site as the "new eastern gateway" to Lithgow centre
- Consolidate public ownerships in the locale by relocating existing Lithgow City Council Depot out of Lithgow town centre
- Create new light vehicle linkage road between Mort St and Main St via Gasworks Lane to increase amount of site area with accessible road frontage and to capture passing trade
- High quality public domain and signage to create iconic town entry experience.

Potential new uses could include:

- Tertiary education facilities
- Medium density public or private residential housing development
- Medium density over 55's accommodation
- Commercial spaces targeting the creative practitioner sector or other niche business operations
- Motel accommodation and associated function centre

2.0 Introduction

2.1 Background

Lithgow Council is committed to supporting the ongoing vitality of the Lithgow CBD into the future. It has recognised that a coordinated vision for enhancement and management of the public domain in Lithgow's Central Business District (CBD) is required to guide these aspirations.

At its meeting of 17 June 2013 Council resolved that a process to develop such an integrated plan be commenced. Council's detailed resolutions included:

- Appointing a Lithgow CBD Revitalisation Action Plan Committee consisting of the Mayor, Chairs of the Economic Development Advisory Committee, Tourism Advisory Committee, Traffic Advisory Local Committee, Operations Committee, Lithgow Business Association and also the General Manager.
- Develop a programme of prioritised actions with a “quick win component”

Councils resolution also identified that the Lithgow CBD Revitalisation Action Plan must be based on a process of sound investigation and analysis followed by identification of opportunity and the subsequent development of an integrated set of actions enhancing community, economic and environmental outcomes.

In February 2014 Council appointed a multi- disciplinary team led by Turf Design and Environmental Partnership (TDEP) Urban designers and Landscape Architects, with specialist inputs in the following areas:

| | |
|---------------------------|----------------------|
| Planning and Urban Design | Roberts Day |
| Economic Forecasting | Hill PDA |
| Cost Planning | Davis Langdon |

This draft report provides a summary of the study process and outcomes and details the recommendations for ongoing improvement of the town centre, and for integration of development opportunities for maximum civic benefit over time.

2.2 Objectives

Councils brief identifies the following objectives:

- Improving accessibility and car parking
- Enhancing streetscape character
- Upgrading and providing additional public amenities
- Activating public domain space and vacant buildings
- Embracing community driven place making
- Increasing community safety
- Developing collective marketing and branding

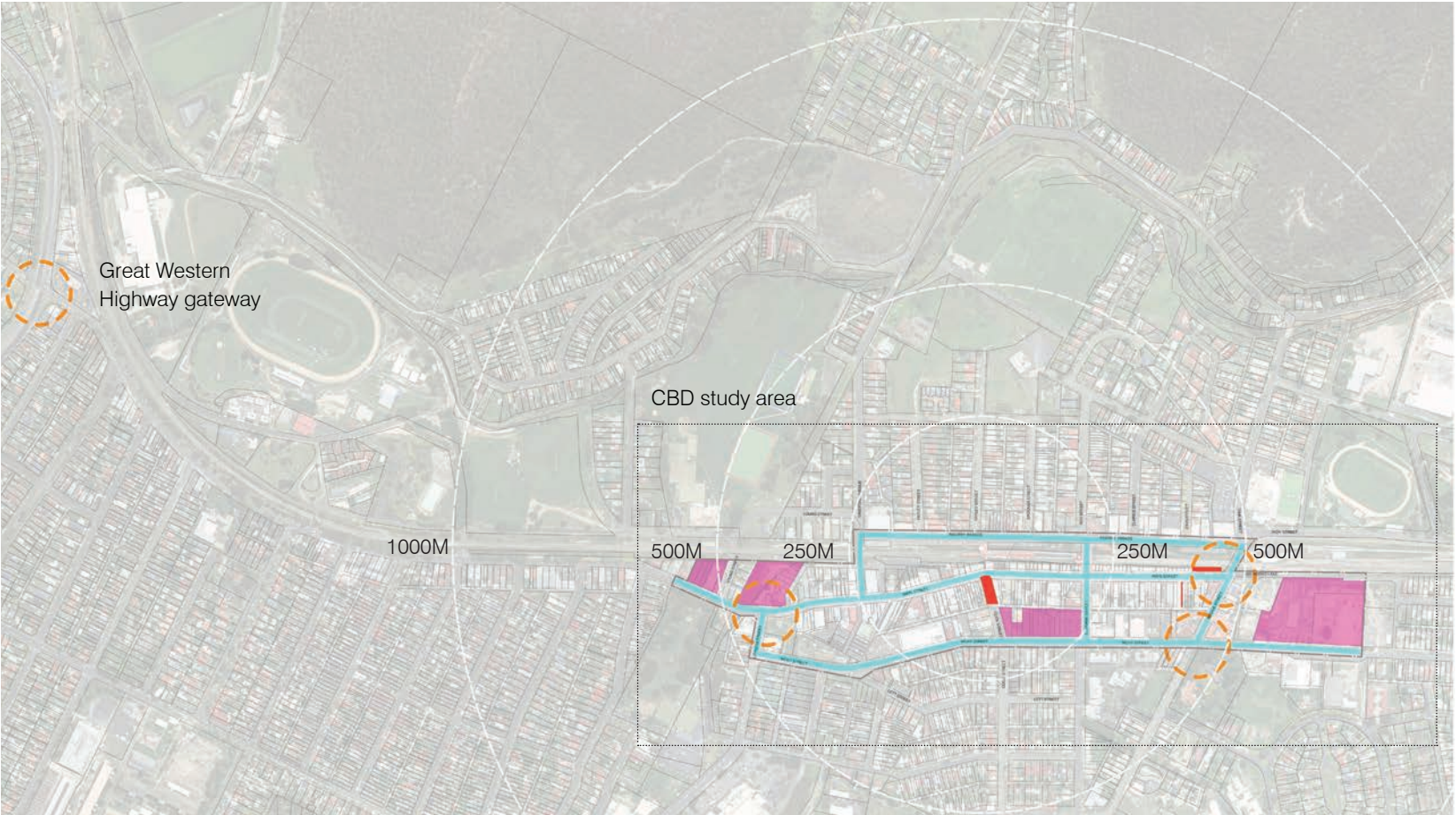


Figure 1: Central Business District Context

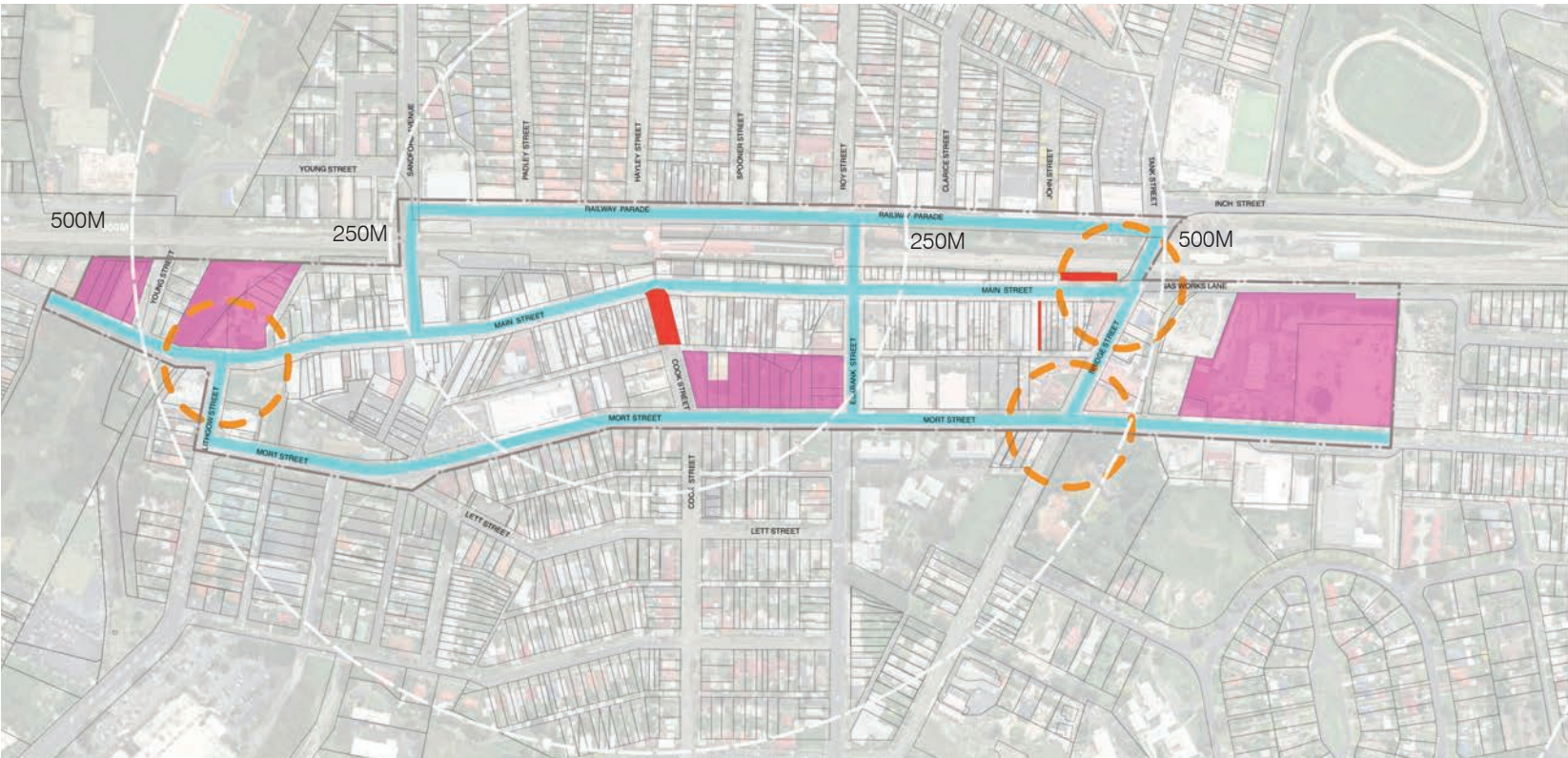


Figure 2: CBD study area



Main Street viewed west at Bridge Street

Final Draft March 2015

TDEP with Roberts Day & Hill PDA

3.0 Review

3.1 Street Network and Parking

Streets define the structure of the public domain and are critical environments for public life. Within each street corridor there are competing bids for space and priority from vehicular movement, to parking, to public transport, to servicing of business, and often as a last priority pedestrian movement, and street life. The aim of the streets analysis is to understand the role of key streets, and to assess how that role should evolve in the future to provide best benefit to the city, its civic and business community, and to visitors. Although the focus of this study is the CBD, it is necessary to recognise the context of broader vehicular movement, and the relationship of the CBD to the Great Western Highway 1.8 km to the west. Figure 3 this page indicates this broader context upon which the following observations can be made:

Structure

- The CBD is disconnected from Great Western Highway (GWH) (1.8km) with no identity to passing traffic
- Westbound approach on GWH is ambiguous as to where Lithgow and then Town Centre stop and start
- Some form of Gateway / identity at GWH that is perceivable on the long east and west approaches is critical.

Role

At the detailed level the town is typified by the three major east west street corridors railway Parade, Main Street and Mort Street and a regular north south grid. Observations include

- Main traffic flow through CBD avoids Main Street diverting via Mort Street – this is good for amenity but may deflect a degree of potential patronage and related activity from Main Street
- Railway Parade has a “local” role being used predominantly by locals for accessing the town and parking for Main Street activities
- Laneways generally are a key part of the street identity and a potential asset for the town in terms of access and character

Parking

A key issue for all regional centres is parking and the availability of a variety of parking in proximity to retail and civic activity. Observations include:

- On the surface of it there seems to be good parking provision between on street and off street (Note: we are reviewing numbers and will liaise with Council to compare these based on DCP etc to provision numbers of we were redeveloping)
- Off Street parking of Mort Street works well to service Main Street, however appears inefficient in its layout and related yield
- The parking area adjoining Railway corridor of Stanford Ave on south side may be a potential development site

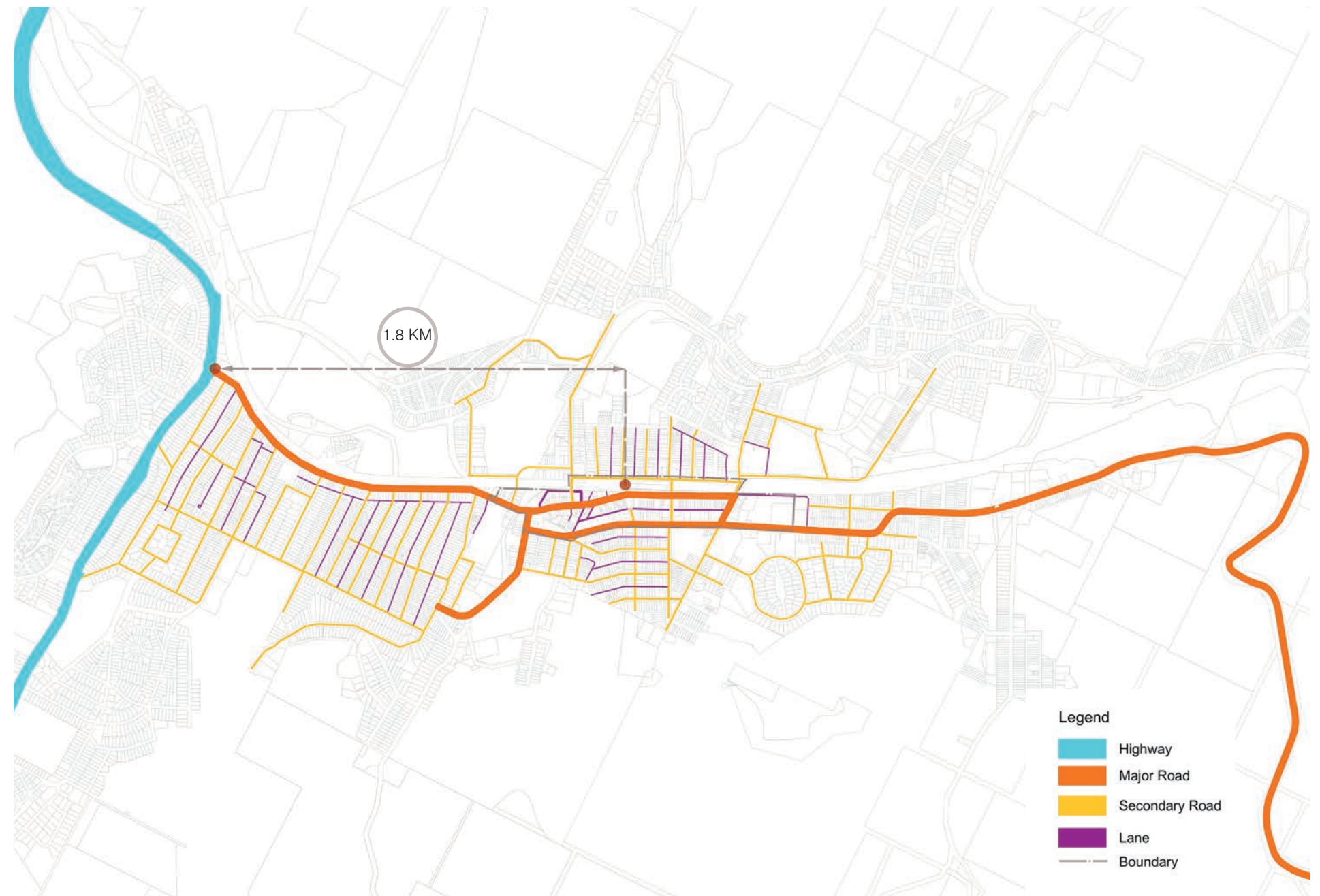


Figure 3: Street context



Eastern approach Great Western Highway



Western approach Great Western Highway

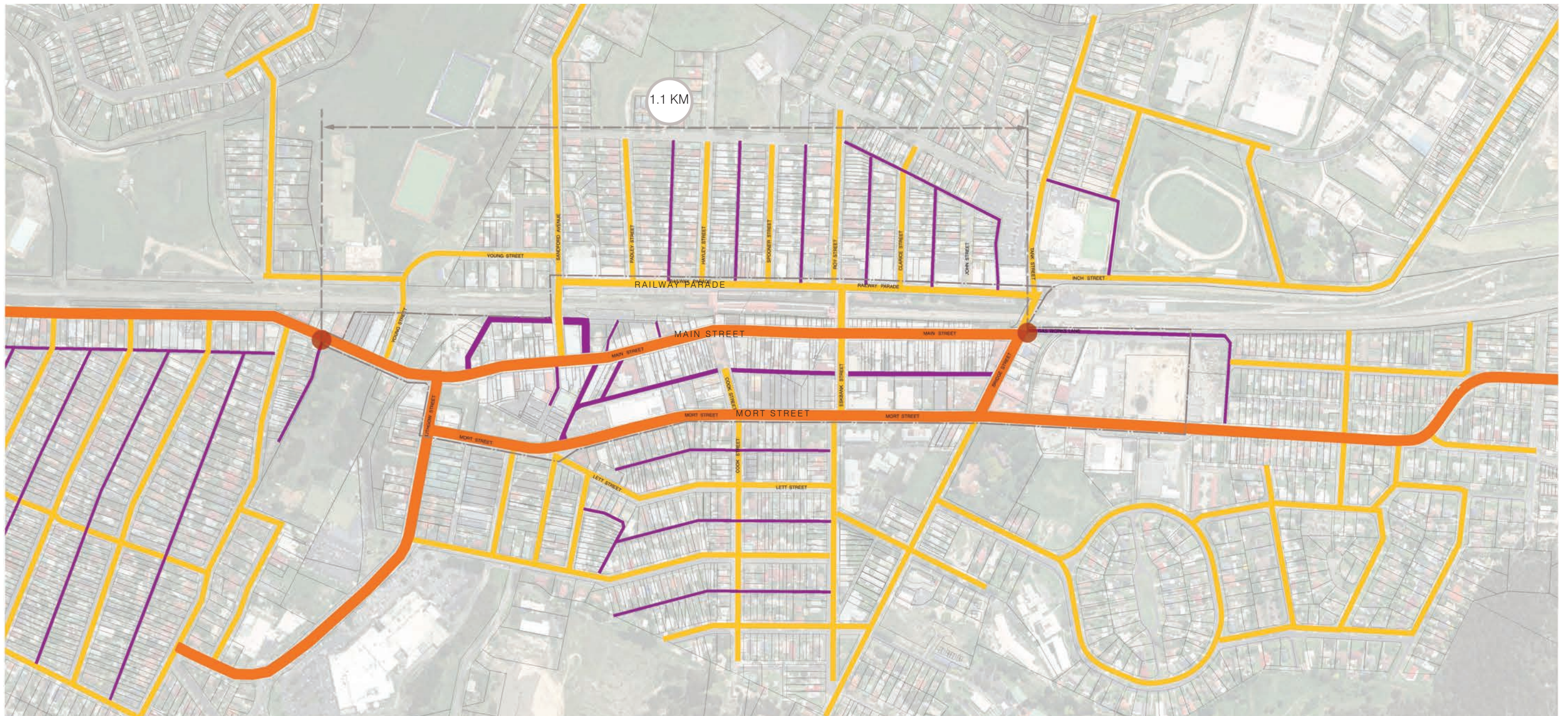


Figure 4: CBD street network



Central Lane at Bridge Street



Central Lane

- Legend**
- Highway
 - Major Road
 - Secondary Road
 - Lane
 - Boundary



Figure 5: CBD parking - approximate locations



Sandford Road parking area adjoining south side of Railway Line



On Street Parking at Main Street

| Legend | |
|--|--------------------------|
| — | Street Parking (163) |
| — | Timed Parking-1/4P (10) |
| — | Timed Parking-1P (246) |
| — | Timed Parking-2P (94) |
| — | Street Carpark 90° (133) |
| — | Off street Carpark (772) |
| — | Bus Stop |
| — | Boundary |
| Existing Parking | |
| Street car park : 646 | |
| Off street carpark: 772 | |
| Total : 1428 | |



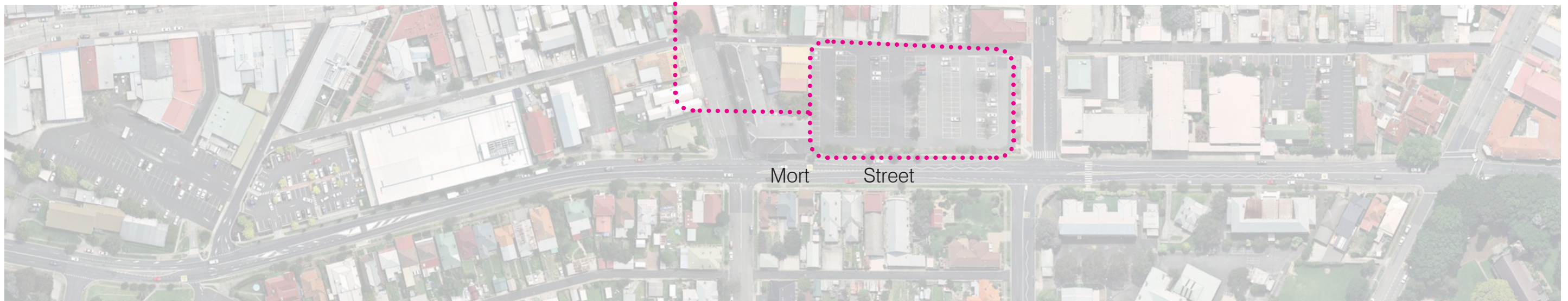
Existing photo



Existing photo



Carpark area at the corner of Eskbank St & Mort St



3.0 Review

3.2 Public Transport

As a regional centre drawing from a community that is dispersed through various smaller villages and districts, the reliance on vehicular transport be it personal vehicles or public transport to access the town centre is high. As such the provision of effective public transport is an important consideration for Lithgow given the aged population of the district and the reliance of those persons for public transport to access the town centre. It is noted that bus operators have suggested that it is the school services which provide the critical mass of demand that sustains and enables a reasonable provision of services to the town centre

Figure 6 opposite indicates the existing bus routes and locations of stops to Main Street. In addition to 3 stops in either direction through the CBD precinct of Main Street there is a regional bus interchange to Railway Parade working in tandem with rail services.

Buses

Issues which have been identified and discussed with regards to bus services include:

- Bus movement along Main Street is positive in terms of activation but may also be a constraint to amenity (eg required road widths, visual, noise, fumes), reduction of on-street parking.
- Each of the bus stop locations to Main Street are used well, but of these the western stops with proximity to Woolworths and the Library are the most frequented
- Buses do not lay over currently in town centre due to lack of suitable locations - it is preferred that layover does not happen in the CBD due to its impact on street amenity

Rail

With regards to rail services, the availability of electric services to metropolitan Sydney are an important factor in Lithgow's future development / growth. Current work being undertaken by Transport for NSW has identified some immediate improvement priorities:

- improve pedestrian movement and safety to the railway Parade frontage of the Station
- provide improved wayfinding to the Main Street entry

The Main Street Revitalisation Action Plan process has also identified that the Main Street entry could be significantly improved to provide a more generous civic access to the station which could improve night comfort and security.



Bus stop near Sandford Avenue - north side of Main Street - one of the more heavily used bus stops on Main Street

Legend

- Bus Routes
- Heavy Rail
- Regional Cycle Route
- Existing Train Station Building
- Existing Country Coach/Bus Stop
- Boundary

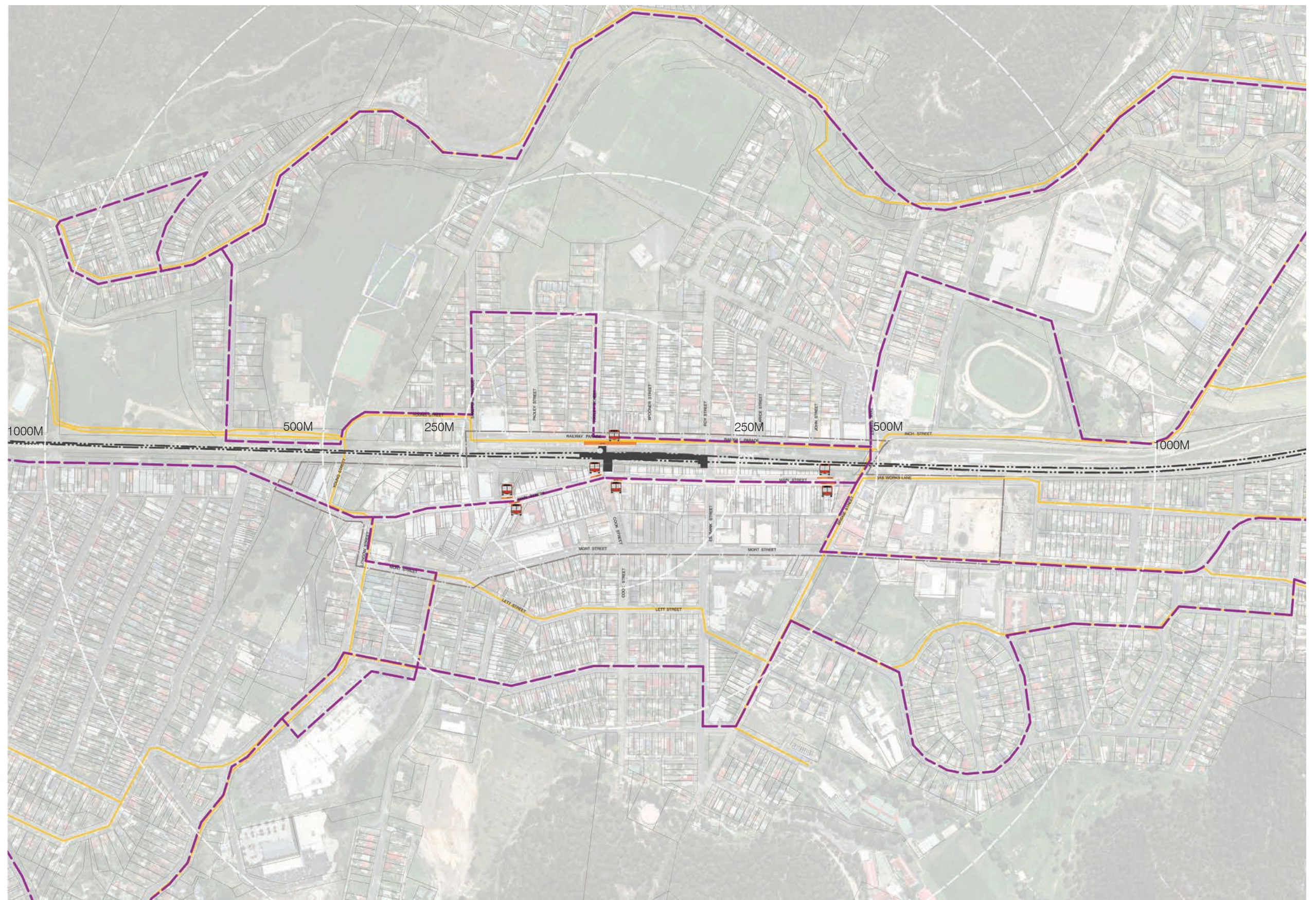


Figure 6 Existing Bus routes and bus stops

3.0 Review

3.3 Pedestrian and cycle movement

The pedestrian environment of Lithgow is shaped by several key influences including physical conditions, surfaces, and street activity

Physical conditions

Main Street

- Generally level grades to areas between Bridge Street and Marjorie Jackson Plaza
- West of Marjorie Jackson Plaza, Main Street slopes down to west
- Over-height / stepped kerb to Main Street west of Cook Street Plaza
- Regular street bridge links across railway provide good access between north and south (widths / surfaces could be enhanced)

Railway Parade

- Generally level at nodes formed by Bridge crossings

Mort Street

- Gentle grade from west to east
- Steeper grades from Bridge Street east

Surfaces

Main Street

- Brick pavement in fair to good condition - localised deflections around pits and at some junctions - surface has potentially 10-15 years lifespan
- Brick paved pram ramps in varied condition

Railway Parade

- Nodal pavement at bridge crossings - aged concrete with grid jointing

Mort Street

- Aged concrete with grid jointing

Street Activity

Main Street

- The main retail and civil precinct in the CBD is to Main Street between Bridge Street in the east and Lithgow Street in the west. By any standard this is long being over a kilometre in length, which creates challenges for activating the Main Street along its full length to a consistent degree
- Over time the nature of retail trades and the pedestrian vibrancy generated from their retail activities can be expected to evolve.

Railway Parade

- Node to north side between Bridge Street and Esbank Street - mixed uses with limited retail activity

Mort Street

- Activity focuses upon Woolworths in the west and Council in the east, with an evolving hub at Bridge Street USW Campus

Cycle Access

Cycle planning in Lithgow focuses on the linear open space system along Farmers Creek to the north. provision for cycles by ways of movement and parking within the town is limited.



Signalised pedestrian crossing to Main Street



Existing brick pavement is problematic at kerb crossings



Double kerb step to Main Street



Concrete footpath to Bridge Street - jointing pattern



Laneway Links



Raised pedestrian footpath



Figure 7 Pedestrian conditions



Figure 8 Lane network related to Main Street commercial area

3.0 Review

3.4 Public space

Whilst streets form an important part of the public domain network, the spaces that ultimately shape the character and identity of the town centre for its civic and community role are its public spaces.

Key issues identified in relation to public space are listed

Availability

- The town affords significant recreational open space to the north of the CBD through the series of parks that are located on lower lying lands, however the public spaces strongly connected to CBD are limited being currently focussed on Marjorie Jackson Plaza (Cook Street Plaza) and Pioneer Park.
- This limits the diversity of experiences and uses able to be catered for in the town, given that Cook Street Plaza is approximately 1000m2 yielding an event area catering for around 1000 persons (Halloween event generated approximately 5000 people in 2013)
- It would be desirable to increase the capacity of public space to cater for temporary events through provision of additional spaces

Quality

- The public spaces should offer the highest amenity in the town and encourage users to stay
- A variety of seating for all users, shade in summer, sun in winter, close facilities and food services are design considerations
- Ideally spaces would interface on at least one frontage with retail / entertainment uses that help activate the space and contribute to street life
- Where spaces provide a movement role this aids in their feeling of places of activity and interest - people watching is very popular. As such Cook Street Plaza has a through access role whilst through adjacent access at Pioneer Park is less of a factor currently





Figure 9 Key Public Spaces



3.0 Review

3.5 Tree Canopy

Tree canopy can be a significant contributor to town centre character. This role is influenced by the physical context of the town and the quality of the architecture that it comprises. Trees also have a fundamental role in improving the quality and amenity of the urban environment.

Lithgow is strongly enclosed by a series of surrounding wooded ridgelines. These are visible from each of the intersections along Main Street and are a key shaper of the town's identity. Conversely the town is a post industrial city, strongly urban in character in its CBD, with a number of heritage buildings which contribute strongly to town centre character. This urban character juxtaposes with the wooded ridgelines to create a very individual character for Lithgow.

In this context, street trees may be less important to shape the identity of the town, but remain significant for their climate and environmental benefits. Street tree provision must also be considered against its potential impact on access to the surrounding visual setting from the street.

A summary of street tree factors related to the town centre follows:

Main Street

A planting programme of Golden Elm trees had been previously carried out within the road verges. This has been progressively removed to parts of Main Street due to clashes with building facades and other engineering issues, and as such only limited specimens remain.

With the prevalence of awnings, and undulating alignment the street remains comfortable for much of its area despite the lack of tree canopy.

Railway Parade

Plane Tree canopy to railway Parade eastern end provide a strong canopy to this wide street corridor, highly appropriate to the town centre. However this species is not favoured by Council's technical staff due its scale and potential issues with infrastructure.

In the west of railway Parade where there is limited tree canopy, the street feels open and exposed and is not as attractive as in the east.

Mort Street

Varied age of street trees with predominantly more recent tree plantings in public domain:

- Mop Top Robinias
- Liquidambar Gum Balls

Other

Eskbank Street median island Mop To Robinias





Figure 10 Existing Tree Canopy Coverage



3.0 Review

3.6 Conservation and heritage

Heritage listings under the Lithgow Draft LEP 2013 are categorised into two main types: heritage items and heritage conservation areas. A heritage item is as a building, work, archaeological site, tree or place that has heritage significance. A Heritage Conservation Area is a geographic area containing many different elements which collectively have heritage significance.

As indicated in Figure 10 the study area is generally covered by the Conservation Area listing. Physical works in this area will have regard for items of heritage significance and may require approval.

The Heritage Items are buildings or pieces of heritage fabric that are of specific significance and with having both general and specific controls and protections as to what may be carried out on them and adjacent to them.

Generally the integrity of remnant heritage is a key opportunity for the public domain in Lithgow. This adds to the identity and character of streets and spaces, and be effectively built on with creative design within the boundaries of heritage guidelines.

Of particular interest are:

- Heritage building facades to Railway Parade, Main Street and Mort Street
- The continuity of heritage facades to railway Parade between Bridge Street and Esbank Street
- The laneway structure providing highly permeable access and a very “lithgow” specific identity



Historical view across Bridge Street to west

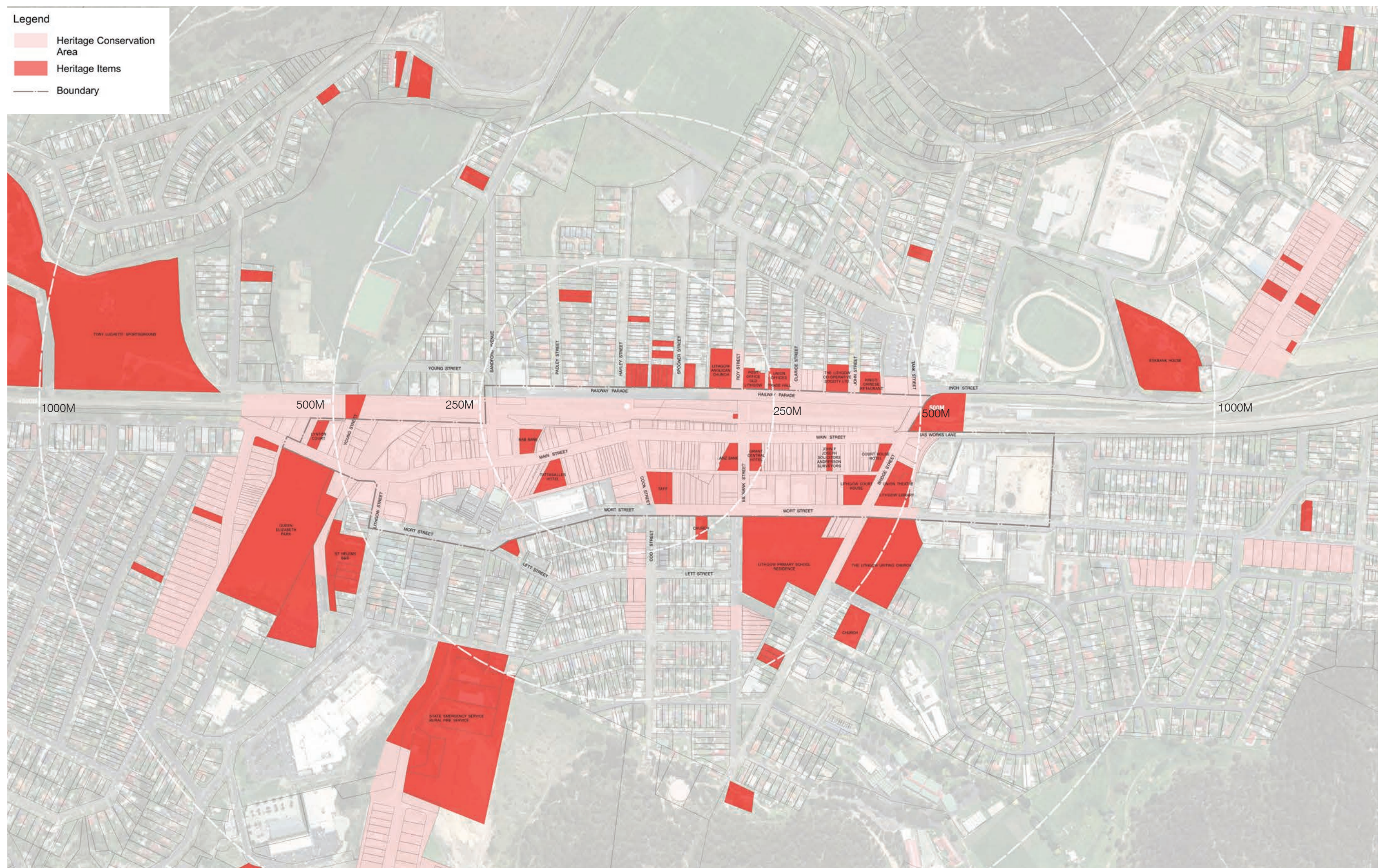


View north east across Esbank Station



View east across Esbank Station





3.0 Review

3.7 Built form

Each of the three east west road corridors are punctuated by buildings of quality heritage fabric and in many cases significance. These provide a link to the past of Lithgow and a core base of character and identity to build around.

Between the intermittent heritage buildings is built form of varying nature, which over time will provide a key opportunity for redevelopment. If quality contemporary architectural design is facilitated to these sites the outcome can be a very positive blend of new and old within a fabric of vibrant public domain.

Mort Street

To Mort street a key quality is the consistent alignment and height at the built edge which provides a strongly urban street corridor as the “High Street” of Lithgow. The slightly “cranking” nature of Main Street from Cook Street to Lithgow Street creates an interesting identity - very specific to Lithgow which can be a key quality of future promotion. This focuses the eye on particular facades creating a sense of journey in either direction

Mort Street

Mort Street has several buildings at its east end of heritage significance, along with the TAFE building at Cook Street. Between these are relatively poor commercial buildings of 1960’s-80’s, and residential dwellings to the south side of the road.

Railway Parade

To Railway Parade there is the best run of heritage facades in the town to the north side of the road between Bridge and Eskbank Streets with predominantly residential housing west of Eskbank Street until the NSW Government building on Sanford Avenue.

Workers Cottages

Adjoining the CBD to the north and south are workers cottage on a tight grid and streets and lanes. Again these have strong potential to contribute to the character and identity of the town if conserved and built upon in a sensitive but creative way.

Retaining and celebrating the laneway linkages can create an urban residential form of very interesting and engaging character.





Figure 11 Built Form

3.0 Review

3.8 Frontages

Activity

Figure 11 this page indicates the status of existing frontages to the Main Street commercial strip May / June 2014 with regards to their relationship to the street.

Closed Frontages: are architecturally closed facades with walls or windows which are closed to the street without or with limited access

Inactive Frontages: are facades with windows and access but which are closed and generally do not engage with the street - but do have potential to.

Active Frontages: are frontages which have active engagement to the street through retail windows and shop access

This analysis is a dynamic one subject to constant change however the general patterns are of interest for the public domain masterplan.

- High proportion of inactive / closed frontages to west side of Main Street between Bridge and Eskdale Street
- Poor activity to frontages in Eskdale Street
- Main street is long – this provides a challenge as to how to provide / define sustainable core (check comparisons)

Uses

Figure 12 opposite page indicates the status of existing frontage uses to the Main Street commercial strip May / June 2014. This identified:

High proportion of inactive / closed frontages to west side of Main Street between Bridge and Eskdale Street

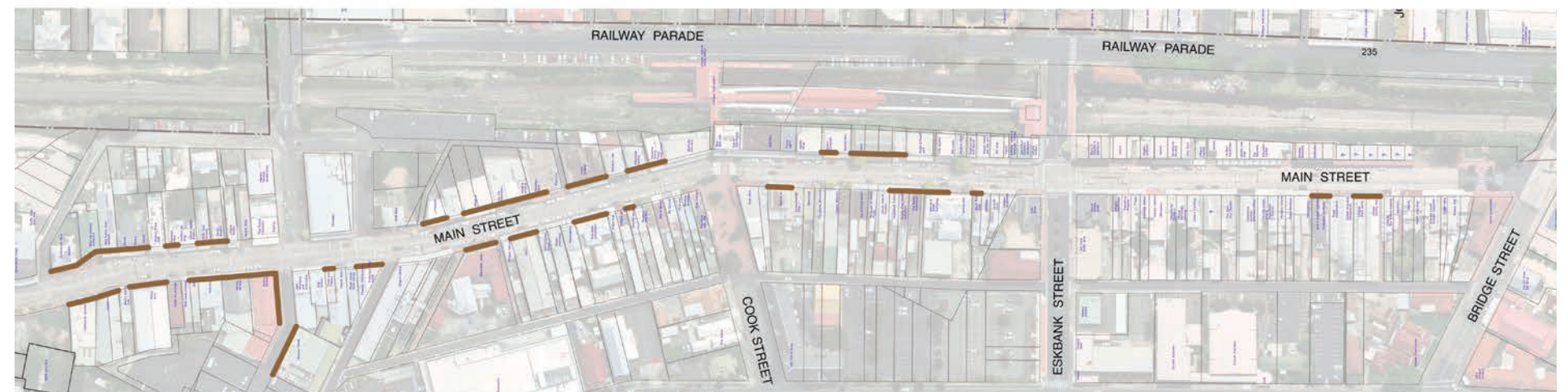
- Food and retail hub on south side Main St between Bridge and Eskdale Street
- Food scattered along Main Street but changes character somewhat from east to west
- General change in character of businesses and shopfronts from east to west along Main Street

Legend

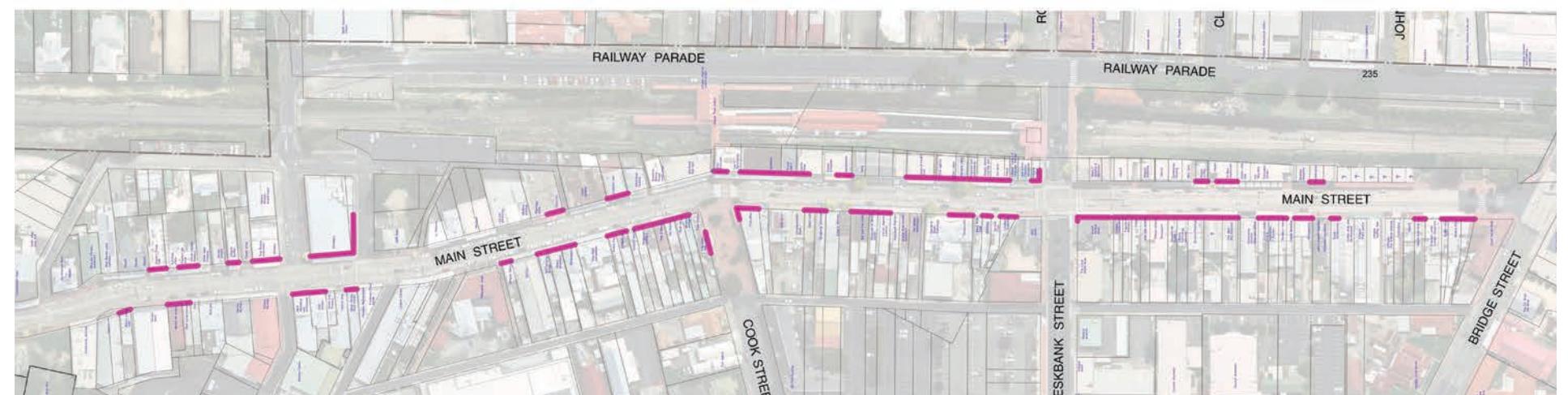
- Active Frontage
- Inactive Frontage
- Close Facade
- Boundary



Closed Frontages 642m

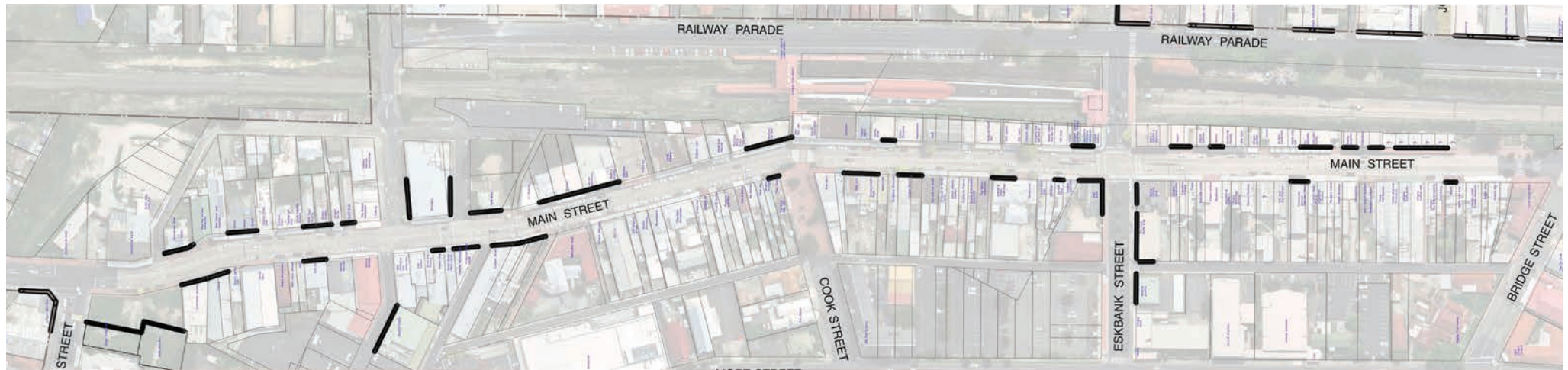


Inactive Frontages 642m

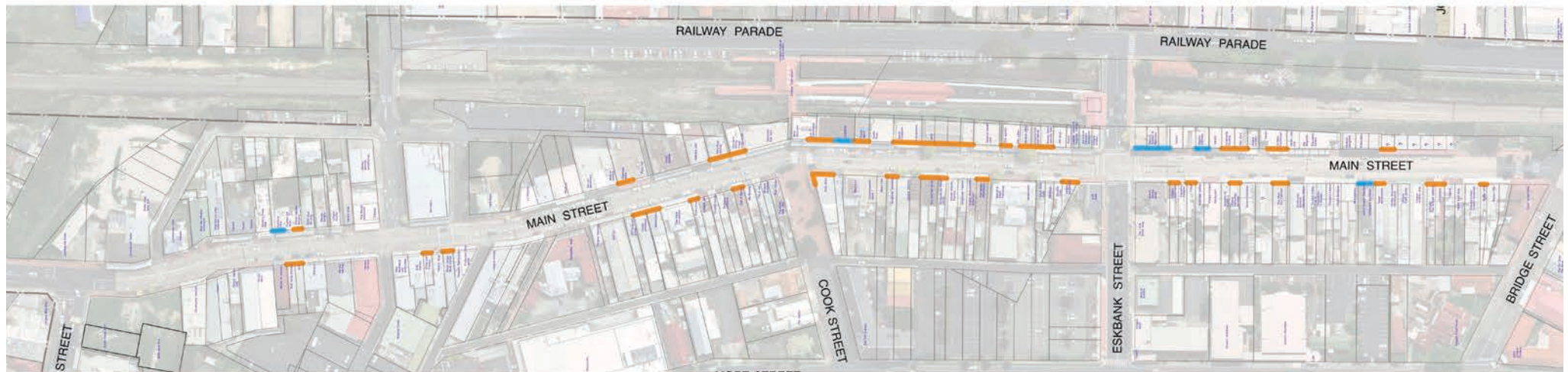


Active Frontages 558m

Figure 11 Active Frontages



Services no interaction to street



Legal services / health lifestyle

- Legend
- Food
 - Legal services
 - Retail-homeware /fashion
 - Services minor interaction
 - Services no interaction
 - Boundary



Food / Retail

Figure 12 Uses to Frontages

3.0 Review

3.9 Views

Views within and from the public domain are a significant influence on the experience of the town. This includes the following:

- Views to wooded ridges from the intersections along Main Street, Railway Parade and Mort Street is the defining identity of the CBD
- Views are most prevalent from those intersections
- Winding nature of Main Street means that at Points views from the road corridor are focused on building facades which terminate the view – some of these are attractive – some are not – however this could provide a basis for follow up with owners / setting priorities
- Diverse and eclectic business – creating an emerging identity
- Potential to support the diverse, eclectic, and “fine grained” character of the main street retail with “fine grained” landscape that is flexible and can reflect traders character





Figure 13 Views



3.0 Review

3.10 Attractions and Events

Attractions

Lithgow has several strong qualities that can aid it in developing a strong market for cultural attractions and events. These include:

- Lithgow is centrally located to a region of diverse attractions (refer Figure 14, 15, 16)
- Acts as a gateway inbound and outbound between Mountains / Sydney and the plains
- Lies at the convergence of the two key routes across mountains from Sydney Metropolitan area

Lithgow can further develop its role as a “hub” for these attractions through enhancing what it offers in terms of accommodation and a vibrant atmosphere for eating, and drinking etc.

Events

Over the past 18 months Lithgow has held a number of community events which have been highly successful in bringing large gatherings to the town centre, and developing community bonds and character. There is strong potential for this role to be expanded and developed as a key aspect of the town’s identity.

To do this the availability of a diversity of flexible spaces that offer potential for different events needs to be expanded. This can occur through developing greater flexibility to existing spaces and in targettting potential new spaces that add to the offerings available and build the cultural identity of the town.

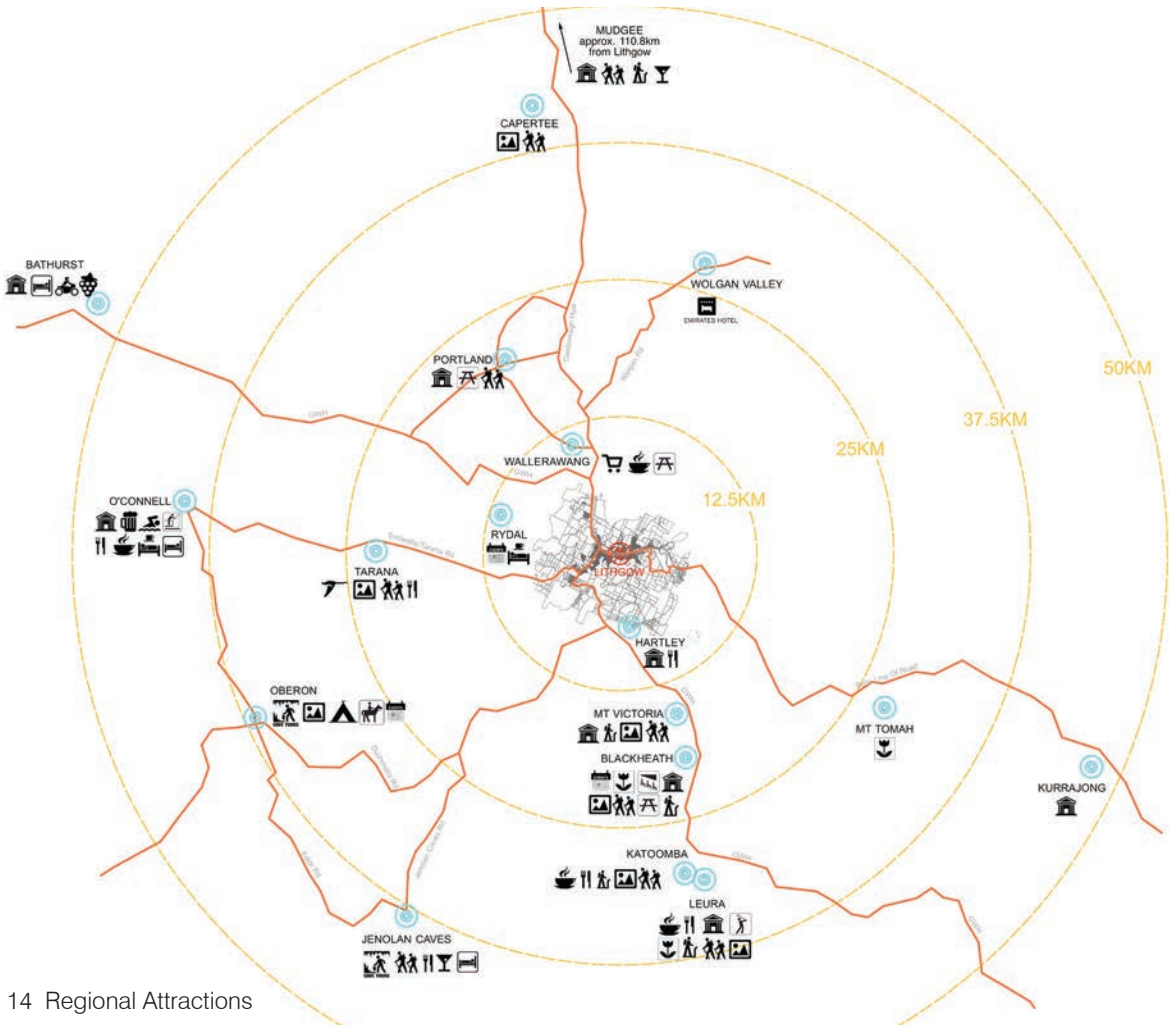


Figure 14 Regional Attractions

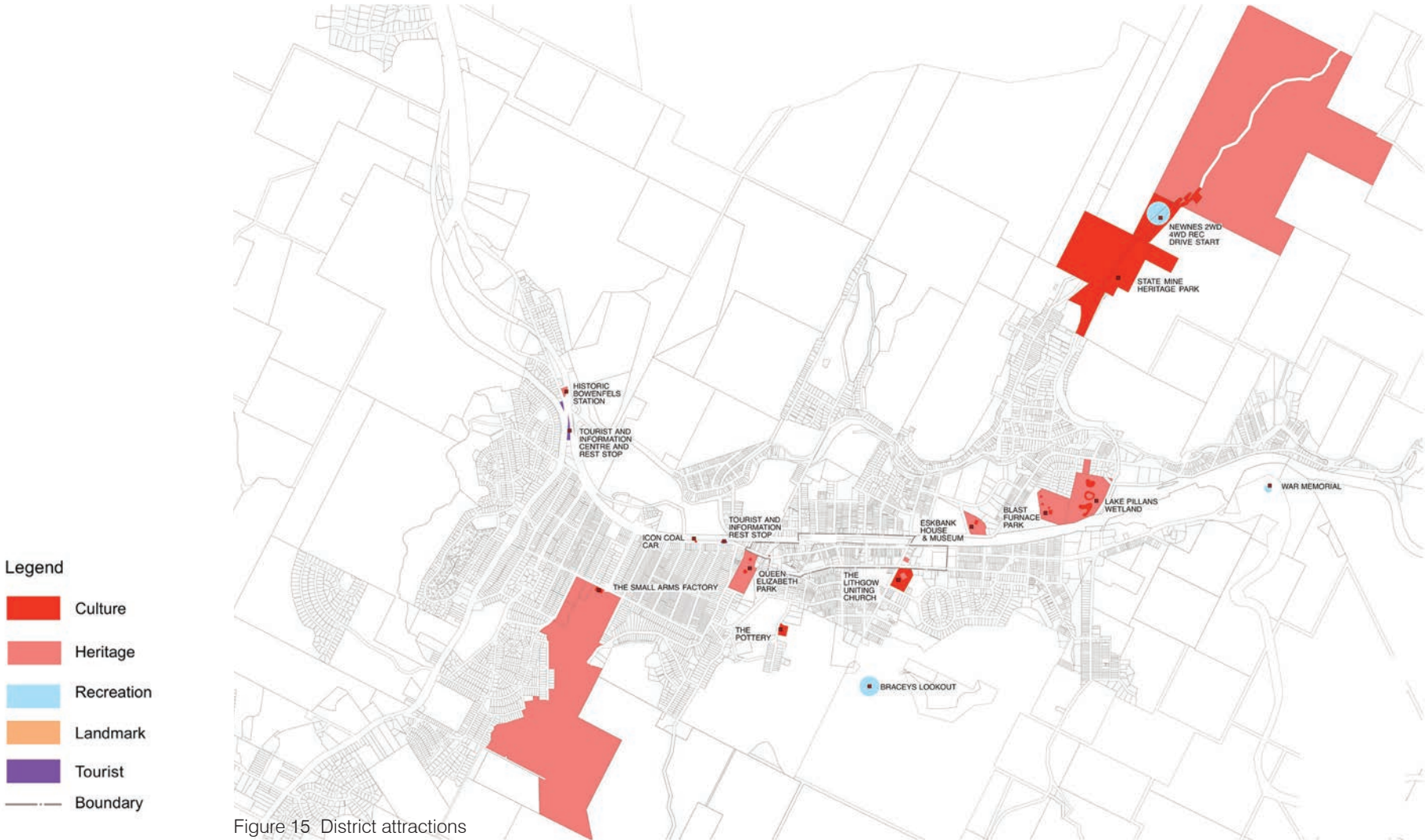


Figure 15 District attractions



Figure 16 Local Attractions



Figure 17 Events spaces - 2014

Left: Lithgow Halloween Festival draws major crowds to the township

3.0 Review

3.11 Previous branding & marketing

Past branding explored the qualities of the town as perceived by both locals and non locals

Past Branding and consultation 2009

“Lithgow is surprisingly full of unexpected diversity and this is what sets it apart”

Key values -LGA

- Innovative
- Embracing creativity
- Moving forward
- Diversity of lifestyles
- Country atmosphere – no fuss
- Proximity
- Caring (environment, people)
- Learning City
- Valleys, views, villages
- History and heritage

Key Values – Tourism

- Welcoming
- Surprising
- Festive
- Adventurous (you can USE it – not just see)
- Discovery
- Experiential

3.12 Community Consultation

A core part of the development of the Lithgow CBD Revitalisation Action Plan is to engage the community as experts and for the revitalisation actions to reflect their values, needs and aspirations. The community engagement process recognises that local residents and stakeholders have essential knowledge and understandings about how the Lithgow town centre functions as a place to live, visit and work.

Engaging with the community also provides a unique opportunity to identify the needs and aspirations of the community for revitalising and growing the Lithgow Town centre to meet future demands and expectations.

Another important component of the Lithgow CBD Revitalisation Action Plan is engagement with the landowners of 5 key sites across the Lithgow CBD identified as having significant potential to attract new investment, create jobs or increase residential population.

Community consultation and engagement processes include:

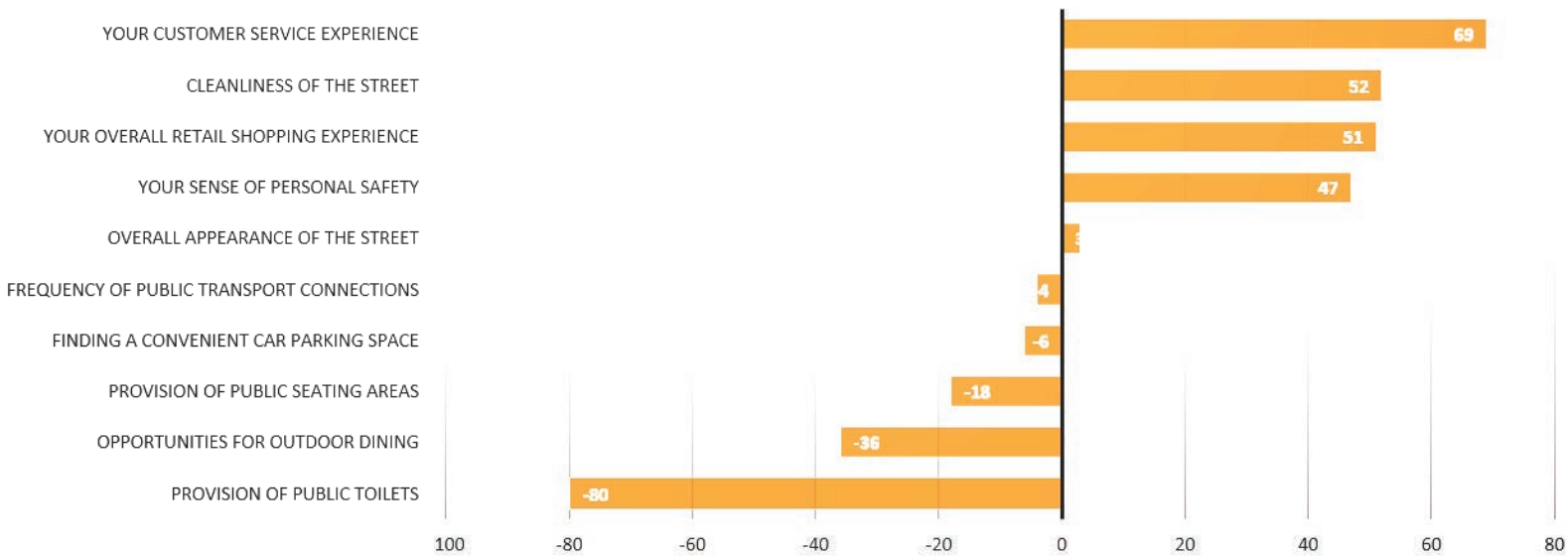
- Design and operation of an online survey
- Undertaking street based pedestrian intercept surveys
- Conversations with key stakeholders
- Creation of the Revitalising Lithgow Town Centre facebook page
- Formation of the Lithgow CBD Revitalisation Committee

Online Survey

Council designed and operated a comprehensive online survey with the following question areas:

- Basic demographic information
- Travel modes to the Town Centre
- Frequency of visit
- Length of stay
- Reason for visit
- Communication about events
- Satisfaction levels about Main St
- What people like most about main St
- What people like least about Main St
- Actions to increase the destination appeal of the Town centre
- Actions to increase business activity
- Actions to improve vehicle access and car parking
- Actions to improve environmental sustainability
- Priorities to revitalise the town centre

Main St Satisfaction



Above: On Line Survey Outcomes - Main Street Satisfaction

A snap shot of selected outcomes from an initial 100 completed surveys is provided:

What respondents like most about Main St

- “friendly – people say g’day”
- “The new shops that are arriving”
- “The variety of shops”
- “The people and many services together”
- “Potential to be a great small town centre”
- “The architecture –so many different styles and eras”
- “Country town feel”
- “Locally owned businesses”
- “Community feeling”

What respondents dislike most about Main St

- “Lack of public toilets”
- “Anti social behaviour”
- “Tired and dated look”
- “Empty shops”
- “Footpaths and pavements”
- “Laneways are dull”
- “Need better lighting”
- “Parking is poor at times”
- “Lack of welcoming public areas”

Pedestrian Intercept Surveys

A key part of engaging with the community is to survey pedestrians as they actually use public domains paces within the Lithgow town centre. A team of Council staff was out and about in different places at different times of the day throughout the town centre asking pedestrians to complete a short survey. These survey responses provided further incisive comments about issues and opportunities relating to improvements to pedestrian footpaths, laneways, car parks, and public domain spaces such as Cook St Plaza and Pioneer Park.

A summary of over 100 surveys is provided:

What do you like MOST about Lithgow town Centre?

- Convenience
- Range of shops
- Friendliness
- Variety of food, coffee and cafes
- Financial services and Post Office
- Streetscape with old buildings
- New shops appearing
- Range of pubs along St
- Atmosphere of street

What do you Like LEAST about Lithgow town centre?

- Nothing
- Lack of public toilets
- Distance between Lithgow Valley Complex and Main Street
- Closed or empty shops
- Lack of parking
- Unstable and slippery pavements
- Shops close too early
- Lack of greenery

3.0 Review

If there was one thing you could change about Lithgow town centre?

Economic

- Attract discount stores
- Attract more men’s clothing stores
- Provide better connections between Lithgow Valley Plaza and Main St
- Encourage more Sunday trading by shops
- Fill empty shops
- Better presentation of shopfronts
- Provide more car parking spaces and/or multistorey car park
- Improve parking signage

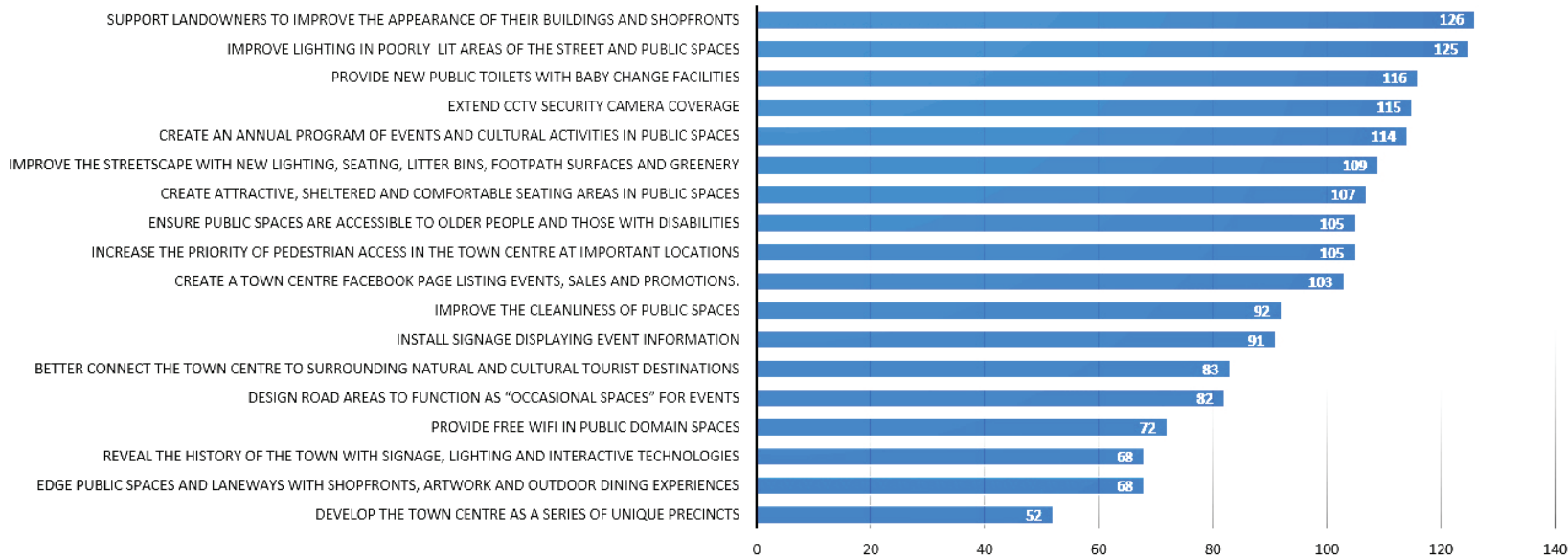
Community

- Provide public toilets
- Provide more disabled parking spaces
- Provide more things for young people to do
- Make street more pedestrian friendly
- Create places for people to meet

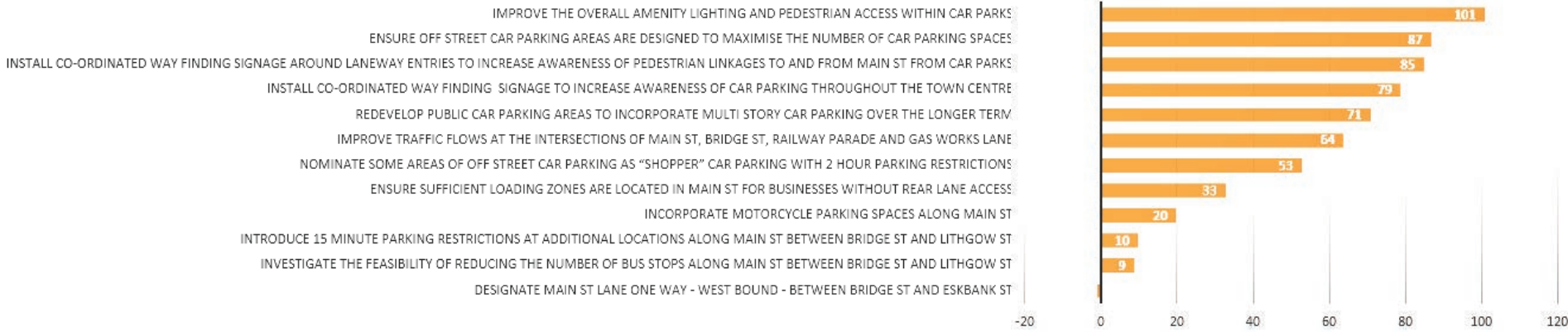
Environment

- Establish more greenery along street
- Make street brighter, fresher and cleaner looking
- Provide more landscaping including trees and flowers
- Paint building facades
- Provide shelter in winter and shade in summer

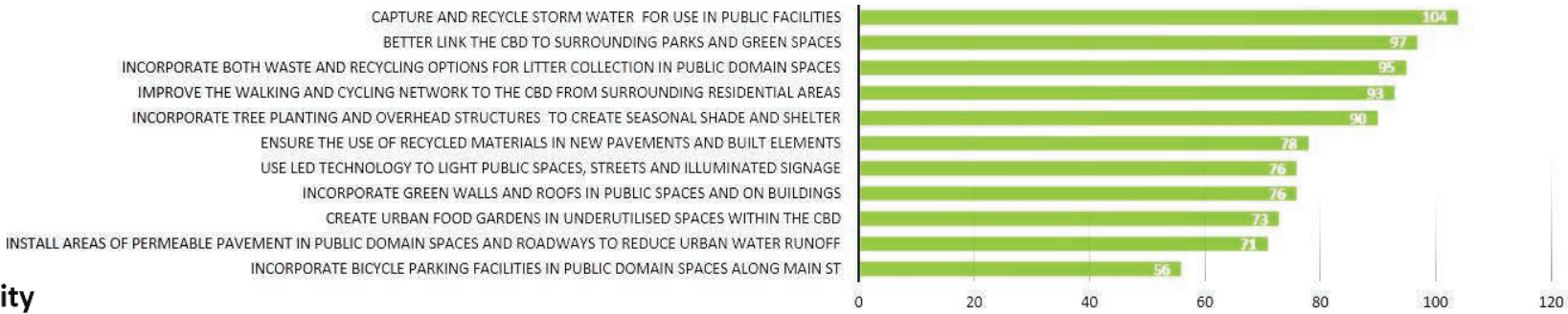
Destination Appeal



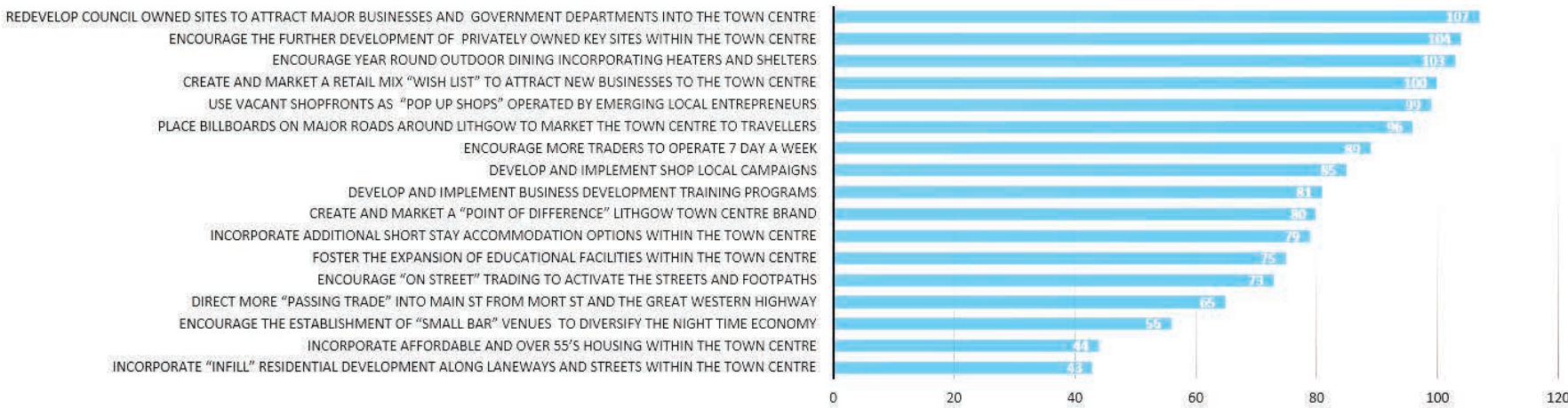
Vehicle Access and Parking



Environmental Sustainability



Business Activity



Right: On Line Survey Outcomes

Community comments for key spaces - On Line Survey & Intercept Surveys

Cook Street Plaza

- “provide new public toilets”
- “replace sidewalk surface with safer material”
- “have regular activities”
- “brighter appearances”
- “encourage footpath culture and public art”
- “vibrant active street”
- “more street art”
- “a green wall, childrens play area and public toilet”
- “encourage buskers and performers in Main St”
- “more outside tables at cafes”
- “more flower containers on footpaths”
- “modernise the pavement with pedestrian friendly areas to cross the road”



3.0 Review

Community comments for key spaces - On Line Survey & Intercept Surveys

Eskbank Station

- “create opportunities for more festivals and events”
- “more outdoor eating and drinking places”
- “listen to performances and have a meeting place with lovely plantings”
- “trees and gardens”
- “have a market”
- “have market stalls on Saturday mornings in summer months”
- “more outdoor dining”
- “reconnect Eskbank Station to Main St”
- “repair and activate Eskbank Station building”



Community comments for key spaces - On Line Survey & Intercept Surveys

Pioneer Park

- “love to see an attractive and welcoming public space created where friends and families can relax and meet each other”
- “more seating, better bins”
- “brighter appearances”
- “grass areas would be good”

- “more trees, flowers, planter boxes, outdoor art, outdoor dining”
- “a rest area with trees, seating and play equipment”
- “give it a new facelift – get out of the old era, change the place up”
- “a community garden for local food ”

- Grass area for picnic/ gathering



- Upgrade landscape treatments and design through Pioneer Park to create a welcoming space for gathering and relaxing



- New toilet block to Pioneer Park



- Extended raised threshold to reinforce pedestrian priority

3.0 Review

Revitalising Lithgow Town Centre Facebook page

Lithgow City Council has created a Facebook page as part of the community engagement processes. This was designed to respond to the high level of social media take up that has occurred within the Lithgow community over the past several years.

The popularity of this social media application page is evidenced by its rapid take up by over 1000 likers with reaches exceeding 5,500 people in a single post.

The Facebook page is being used to post questions in relation to a wide range of revitalisation opportunities including seeking ideas to activate key site buildings, identifying issues with access and car parking, and exploring the popularity of concepts such as the inclusion of green walls, community gardens and public art. Posts have also invited likers to provide ideas about how to embellish key public domain spaces such as Pioneer Park and Cook St Plaza

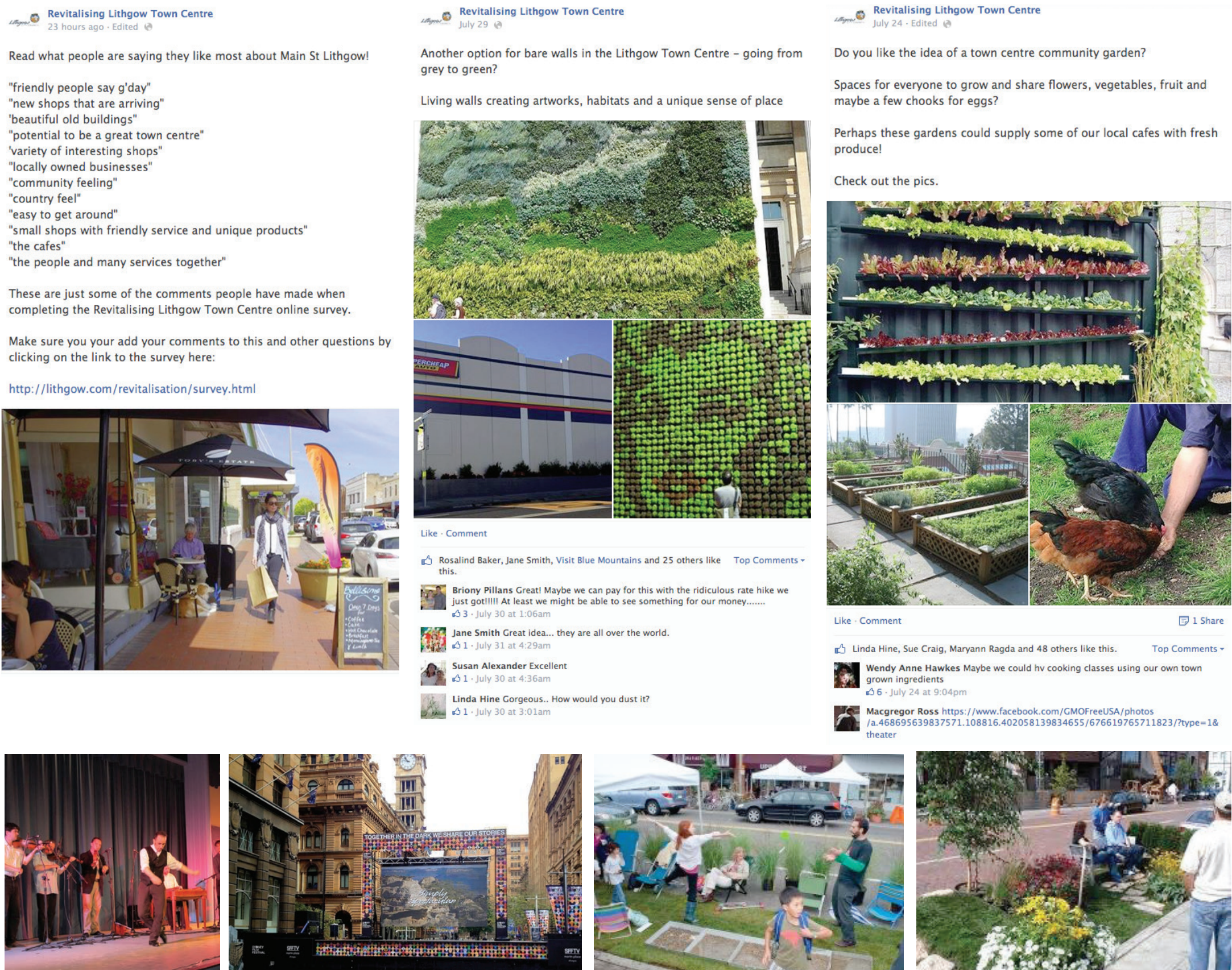
In addition the Facebook page has become a place to celebrate and promote positive news stories for the community about the Lithgow town centre and will be the launch pad for Council and community initiated events across the year.

A sample of these images are shown on this page.

Lithgow CBD Revitalisation Action Plan Committee

A Committee consisting of the Mayor, Council Committee Chairs, and a representative of the Lithgow Business have set the objectives to be achieved by the revitalisation project, provide key insights from other Committees of Council, and monitor the progress of the project against key milestones.

Right: Images drawn from the website





3.13 Overview - Summary Observations

The Reality

The experience of the town does not match the somewhat negative perspective of past consultation. There are many positive aspects of the town currently including:

- Enclosure by wooded ridgelines and their presence from the CBD
- Character of architectural facades to Mainstreet, east end of Railway Parade, and sections of Mort Street
- Character of Workers cottages that surround the CBD
- Largely OK condition of brick pavement to Main Street other than at pram ramps
- Sunken railway corridor which maintains views and accessibility between north and south sides of the town
- Vibrancy of some retailers in particular in eastern half on Main street
- Active events programme

The opportunities

Identity / Character

- Further develop and promote the role and identity of Lithgow as a leisure and tourism hub and as a district community / civic hub
- Strengthen the visual relationship of the town centre to the surrounding wooded ridgelines and the towns historic juxtaposition of urban verse natural

Public space

- Develop the intersections as key spaces (this will integrate Cook Street Plaza and Pioneer Park as well – and make these spaces more significant)
- Expand Cook Street Plaza into main Street and potentially Cook Street as “expandable” square
- Expand Pioneer Park into main Street as an “expandable” square / park
- Reflect Queen Elizabeth Park into main Street threshold – to leverage off the beauty of this park which can easily be missed by passing vehicles
- Develop “fine grained” landscape character to main Street over a simple robust streetscape fabric
- Avoid featurising the hard landscape and furniture palette – keep simple and robust – allow the “dressing” of the street through overlays (pots / trellises) to be the feature
- Potential public space at lower Rail platform and yard below Bridge Street – events / markets etc

Entries

- Create major identity – perhaps that thematically links to the “main street squares” at Great Western Highway intersection
- Clarify the ambiguity of signage and a provide landscape sequence that support a build up to the Great Western Highway gateway

Built form / development

- Develop strategic direction for key sites
- Recognise that ultimately the most significant opportunities for the key sites may take some time to germinate
- Identify / look at smaller scale opportunities to make “quick wins”
- Potential for exemplar pilot projects (eg rear lane redevelopment)
- Potential pop up role
- The parking area adjoining Railway corridor of Stanford Ave on south side may be a potential development site
- Focus on encouraging built form improvements to buildings that define intersections and relate to view corridors
- Increase tourism accommodation directly related to centre (tourism hub)



4.0 Key site assessment

4.1 Strengths and Weaknesses

Council has identified a number of “key sites” across Lithgow which through varied combinations of:

- strategic location
- size
- heritage

offer inherent potential to add to to the fabric and vibrancy of Lithgow through their redevelopment.

The Main Street Revitalisation Action Plan has undertaken a preliminary review of these sites. Following is a summary of the key strengths and weaknesses of the sites currently. Section 7.0 Redevelopment Strategies identifies some potential opportunities for redevelopment that could be considered.

1.Theatre Royal

| Strengths | Weaknesses |
|--|--|
| <ul style="list-style-type: none">• Iconic landmark entertainment building with strong heritage character marking the entry to Lithgow town centre• Development provides staged seating, screen, bar, toilets, commercial kitchen• Adjacent land parcel provides car parking• Highly visible Main St location with high levels of passing vehicular traffic• Located opposite Queen Elizabeth Park which is a popular destination for coaches and visitors• Formal pedestrian crossing provides good access between Theatre Royale and Queen Elizabeth Park• High quality refurbishment and code complying access and fire safety works recently completed | <ul style="list-style-type: none">• Lithgow’s smaller population does not currently support commercial operation of the Theatre as a mainstream cinema |

2. Commercial Hotel

| Strengths | Weaknesses |
|--|--|
| <ul style="list-style-type: none">• High profile building presence with key Lithgow town centre location at the intersection of Main St and Lithgow St• High volume of passing traffic on Main St and Lithgow St• First hotel and motel offer within Lithgow town centre when travelling east along Main St from the Great Western Highway• Site comprises significant developed site area as well as extensive vacant land parcels in one ownership• Existing developed hotel functions includes office, bar, bistro, commercial kitchen, toilets, accommodation and drive through bottle shop within a largely original heritage style character building• Separate double storey motel style accommodation offer within contemporary styled building• Two street frontages provide varying degrees of access from Main St | <ul style="list-style-type: none">• Currently limited vehicle access via Main St |

3. Former TAFE Building

| Strengths | Weaknesses |
|--|--|
| <ul style="list-style-type: none">• Iconic and visually land marking heritage building located in the heart of Lithgow town centre• High volume of passing traffic via Mort St frontage• Central location close to highest foot traffic areas along Main St• Strong connectivity to key Main St commercial and retail destinations, taxi rank and Lithgow railway station via Cook St Plaza.• Three street frontages provide varying degrees of accessibility• Frontage to major public car park• Relatively sound building condition with much original construction detailing in place• Separate ancillary buildings within site area• Strong public interest in ensuring the building is reactivated and repurposed | <ul style="list-style-type: none">• Costs associated with building repairs and removal of asbestos etc• Costs associated with achieving code access and fire safety standards• Re establishing the destination appeal of the site within the Lithgow town centre• Finding “pioneer” tenants for potential new retail/commercial space |

4. Eskbank Street Carpark

| Strengths | Weaknesses |
|---|---|
| <ul style="list-style-type: none">• One large parcel in public ownership• High volume of passing traffic via Mort St and Eskbank St frontages• Central location close to highest foot traffic areas along Main St• Proximity to civic hub of Lithgow• Strong connectivity to key Main St commercial and retail destinations• Taxi rank and public toilet• Three street frontages provide varying degrees of accessibility• Fully serviced relatively level sited | <ul style="list-style-type: none">• Community Land classification |

5. Gasworks Site

| Strengths | Weaknesses |
|---|---|
| <ul style="list-style-type: none">• Iconic landmark entertainment Large site area in one public ownership• Operational land classification• Gateway location at eastern end of Lithgow town centre• High volume of passing traffic via Mort St frontage• Adjacency to University of Western Sydney Lithgow Campus• Adjacency to key civic and commercial destinations within Lithgow town centre | <ul style="list-style-type: none">• Costs for addressing residual contamination from former industrial uses• Limited street frontages (Mort St and Gas Works Lane) to service large site area• Unattractive visual presentation in its current form |

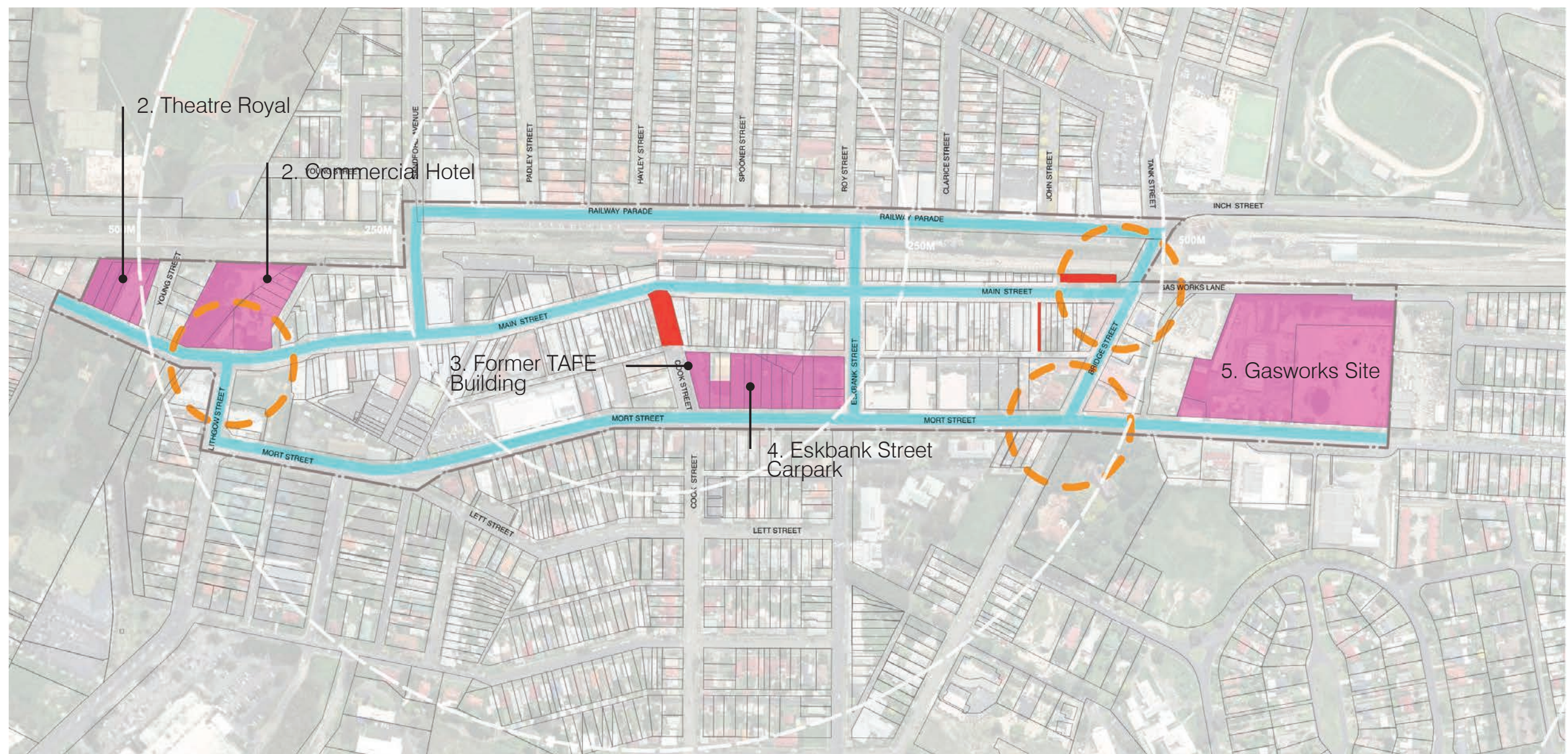


Figure 18 CBD study area- Key site locations

1.



2.



3.



4.



5.



5.0 Public Domain principles

5.1 Framework for Decision Making

5.1.1 Generally

The preceding analysis provides a platform for developing a framework for decision making that can guide the ongoing planning and management of town centre enhancements and redevelopment.

A strong common thread from past consultation and consultation undertaken as part of this study has been the notion of Lithgow as a hub. This relates to several aspects of Lithgows current and potential role and identity:

- Lithgow as a Hub for community / civic identity for the district
- Lithgow as a Hub for tourism / recreation
- role of Lithgow as part of Bells Line journey (Mt Tomah/ Bilpin etc)
- role of Lithgow as staging point for west Blue Mts and plains activities

The following framework develops a framework for decision making for the key questions of:

What makes a Hub, and

Challenges for the Lithgow Hub

Key criteria under each of these headings are analysed and potential directions for CBD enhancement and revitalisation identified.

What makes a Hub

This is a key question. How can Lithgow leverage its inherent qualities and develop those it lacks that can make it a successful hub. This study has examined other regional hubs that have a tourism / recreation focus in order to identify common themes and characteristics that make those places successful. These are outlined on the following pages.

Some immediate factors that are common to these case studies are:

- Eating / drinking
- Accommodation or at least some in the main area or walkable
- Diversity of flexible spaces
- Frequent range of events
- Night time economy

Challenges for the Lithgow Hub

Again the precedents inform the challenges that Lithgow specifically will need to address in developing its role as a hub. Some key factors include:

- Needs to be definable / manageable - Main Street as Hub is long ?
- Railway Line – the other side – how to engage
- Mort st is a service street / bypass – needs its own identity as part of the Hub
- Major parks not engaged with CBD – CBD – is an urban experience – however but with backdrop of ridges – strong aspect of town identity
- Trees – is there enough – possible nodal trees
- Needs to be promoted
- Youth – cater for youth in valid way (meeting places) – with regular events – music / multi media, counter culture

Each of these criteria What makes and Challenges, are examined in detail in section 5.1.2

Regional Hub Precedents

KATOOMBA

Frontage / Activity

535m main street

Eclectic mix frontage

Typical verge 3.3m

Identity Driver

Iconic Blue

mountains town

Natural landscape

and Iconic landmarks

Heritage buildings

CBD and residential

Food and wine

culture

Adjoining Areas

Public spaces

Picturesque Bush

landscape

Iconcic tourist

destinations

Typically 3M verge

18m road corridor

Distance from
GWH 380m

190m Main street



LITHGOW

Frontage / Activity

• 880m main street

• Diverse frontage

• Typical verge 3.3m

Identity Driver

• Rural town

• Heritage Fabric

• Generous verge for

Cafe and restaurant

opportunities

Adjoining Areas

• Strong links to land-

scape

• Prominent bush

character

• Picturesque land-

scape

Public spaces

• Plaza (Cook st)

• Queen Elizabeth

Park

• Pioneer park

• Alexandra Park

• Glanmire Oval

880m Main street

Distance from
GWH 2KM



5.0 Public Domain principles

Regional Hub Precedents

LEURA

| | |
|--|--|
| Frontage / Activity | Identity Driver |
| 190m main street | Iconic Blue mountains town |
| Diversity between frontages and built form | Broad road corridor with central tree planting |
| Frontage activity varies - cafe - food - homewares | Natural landscape and Iconic landmarks |
| Adjoining Areas | Public spaces |
| Picturesque Bush landscape | Central verge planted and turf. |
| Iconic tourist destinations | Typically 3m verge 18m road corridor |



LITHGOW

| | |
|---|---|
| <p>Frontage / Activity</p> <ul style="list-style-type: none"> • 880m main street • Diverse frontage • Typical verge 3.3m | <p>Identity Driver</p> <ul style="list-style-type: none"> • Rural town • Heritage Fabric • Generous verge for Cafe and restaurant opportunities |
| <p>Adjoining Areas</p> <ul style="list-style-type: none"> • Strong links to landscape • Prominent bush character • Picturesque landscape | <p>Public spaces</p> <ul style="list-style-type: none"> • Plaza (Cook st) • Queen Elizabeth Park • Pioneer park • Alexandra Park • Glanmire Oval |



Regional Hub Precedents

MUDGEES

Frontage / Activity

- 580m main street
- Diverse frontage
- Generous verge for Cafe and restaurant opportunities

Adjoining Areas

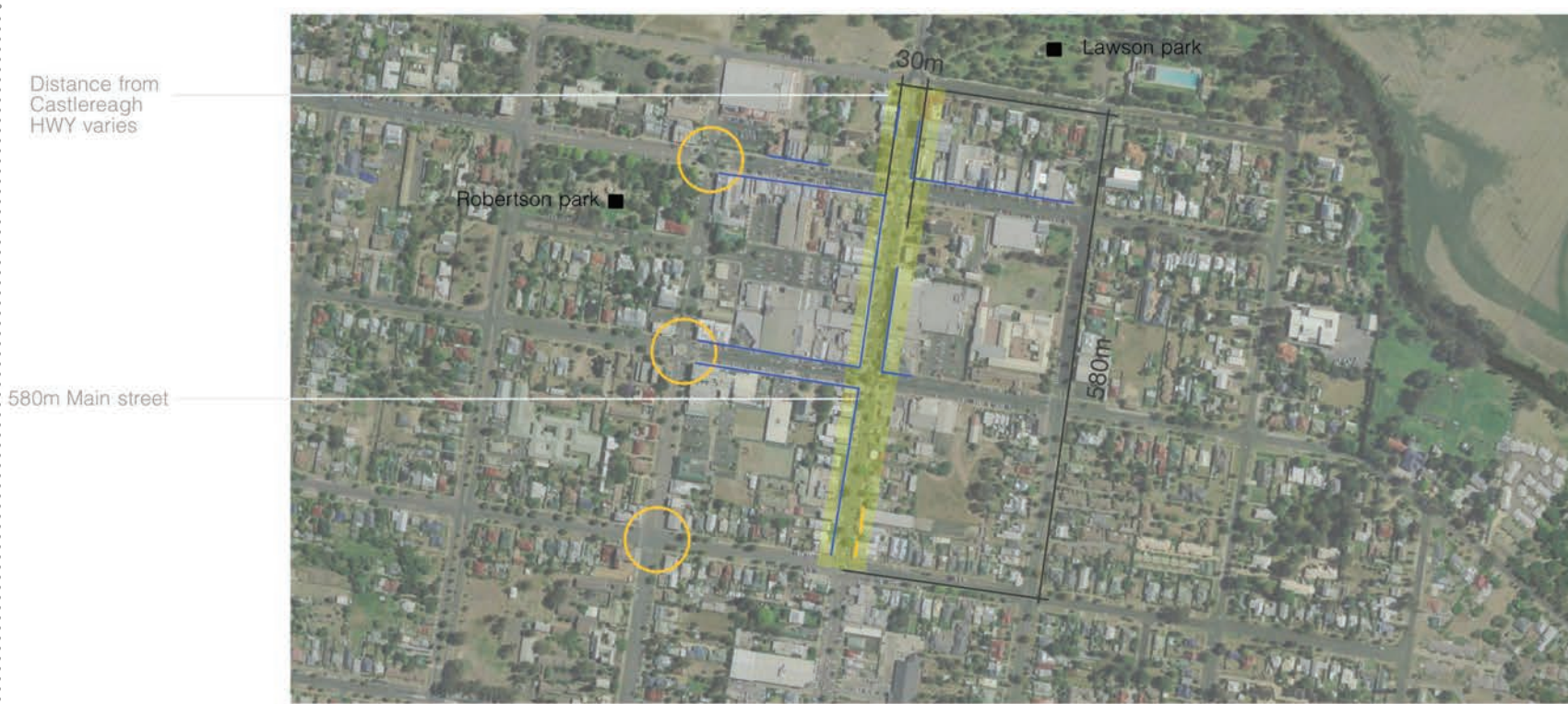
- Rural Landscape
- Residential encompasses CBD

Identity Driver

- Strong heritage streetscape and character
- Picturesque landscape
- Iconic landmarks
- Strong rural identity
- Food and wine culture

Public spaces

- Lawson Park
- Robertson Park
- Broad road corridor allowing a generous verge



LITHGOW

Frontage / Activity

- 880m main street
- Diverse frontage
- Typical verge 3.3m

Adjoining Areas

- Strong links to landscape
- Prominent bush character
- Picturesque landscape

Identity Driver

- Rural town
- Heritage Fabric
- Generous verge for Cafe and restaurant opportunities

Public spaces

- Plaza (Cook st)
- Queen Elizabeth Park
- Pioneer park
- Alexandra Park
- Glanmire Oval



5.0 Public Domain principles

Regional Hub Precedents

QUEENSTOWN, NZL

Frontage / Activity

- 620m main street
- Diversity between frontages
- Frontage activity varies - cafe - food - homewares- services
- 18m road corridor

Identity Driver

- Iconic resort town
- Strong tourist industry revolving around winter and summer sports and natural wonders
- Natural landscape and iconic landmarks
- Popular holiday destination

Adjoining Areas

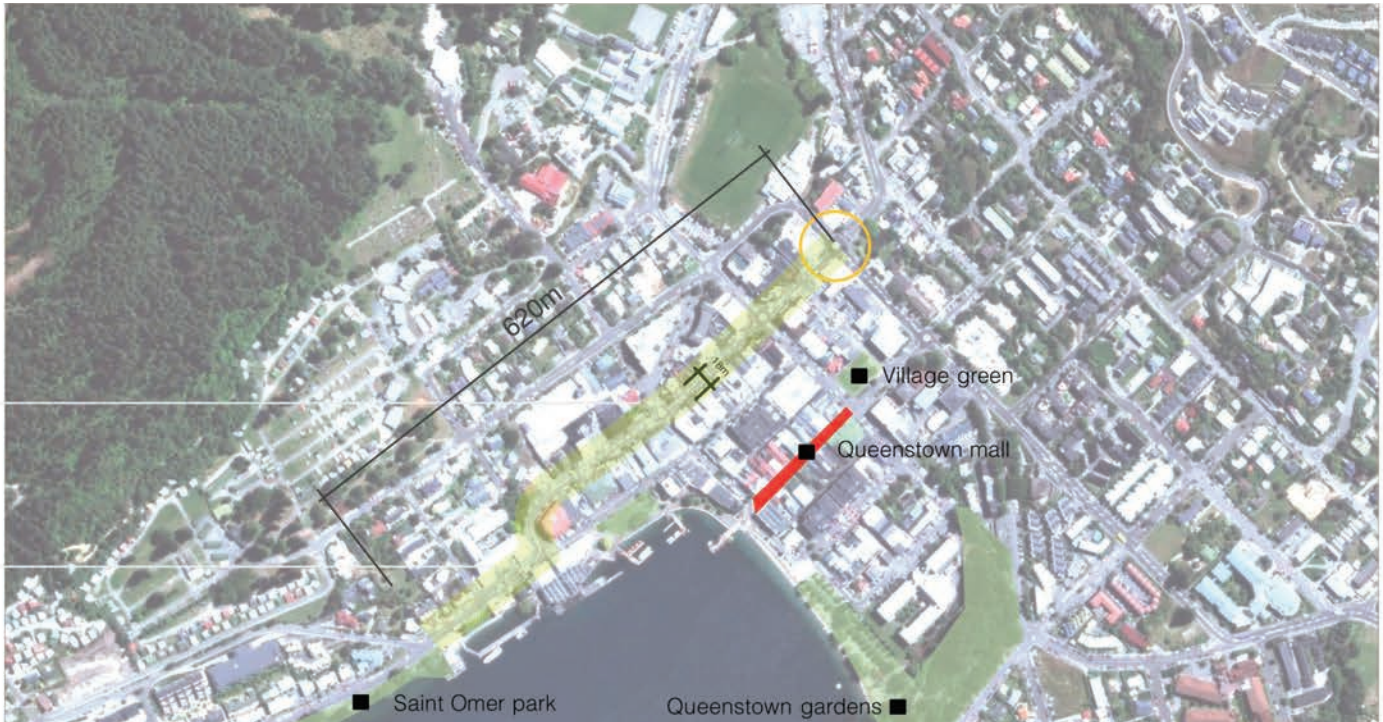
- Picturesque Mountains and Lake landscape with strong connections to town centre
- Iconic tourist destinations

Public spaces

- Village green
- Queenstown mall
- Saint Omer park
- Queenstown gardens
- 18m road corridor with blisters for food culture opportunities

620m Main street

Main Hwy runs through Main street



LITHGOW

Frontage / Activity

- 880m main street
- Diverse frontage
- Typical verge 3.3m

Identity Driver

- Rural town
- Heritage Fabric
- Generous verge for Cafe and restaurant opportunities

Adjoining Areas

- Strong links to landscape
- Prominent bush character
- Picturesque landscape

Public spaces

- Plaza (Cook st)
- Queen Elizabeth Park
- Pioneer park
- Alexandra Park
- Glanmire Oval

880m Main street

Distance from GWH 2KM



5.1.2 What makes a hub ?

| Criteria | Current Status | | Masterplan Direction |
|------------------------------|---|---------------------------------|---|
| 1. a recognisable identity | <ul style="list-style-type: none"> History is an important aspect of general identity - but industrial heritage does not tangibly translate on its own into a draw for visitors Heritage fabric can be a positive for town character and identity <ul style="list-style-type: none"> architectural fabric to Main Street and parts of Railway Street and Bridge Street workers cottage residential precincts surrounding town centre laneways but needs to be supported by a more rounded and complete “package” | 1.1 1.2 1.3 1.4 1.5 | <ul style="list-style-type: none"> Conserve the remnant heritage architectural fabric of the town centre streets Conserve the remnant heritage architectural fabric of the workers cottage residential streets surrounding the town centre Conservation to include limiting the adverse impact of new built form on heritage conservation Conserve the laneway street corridors through the town centre and adjoining workers cottage residential precincts Provide public spaces that enable appreciation of heritage fabric within a framework of use that responds and addresses contemporary needs |
| | <ul style="list-style-type: none"> There is a strong sense of the high wooded ridge lines that enclose the town - in particular from each of the intersections to main street which offer views to north south east and to a lesser extent to the west | 1.6 | <ul style="list-style-type: none"> Optimise the public space role and use of intersections - noting that several intersections also have interesting / quality built facades framing them |
| | <ul style="list-style-type: none"> Community and general services role for regional community is strong - but pragmatic and utilitarian - how to interact / integrate with tourism / recreation and civic amenity ? | 1.7 | <ul style="list-style-type: none"> Potential for community services precinct on Mort Street |
| | <ul style="list-style-type: none"> Evolving retail character to east of main street - pro-active retailers with quirk / individual approach | 1.8 | <ul style="list-style-type: none"> Harness the individual character / energy of retailers Provide outlet for their expression on the street that is an “overlay” that is temporary / reversible - character building and cost effective (eg street “gardens”) Public domain controls required to support the above |
| | <ul style="list-style-type: none"> On street trading is not a current part of street character / environment | 1.9 | <ul style="list-style-type: none"> Review Councils on street trading policy Develop and implement appropriate controls to enable on street trading |
| | <ul style="list-style-type: none"> Identity as a place to overnight is not strong Additional distance for Sydney visitors - eg visiting Blue Mountains - lack a strong reason to come extra distance | 1.10 | IMPROVE ACCOMMODATION AS PER 6 <ul style="list-style-type: none"> Promotional programme |
| | <ul style="list-style-type: none"> Existing brick pavement is in reasonable condition - not a common urban treatment today - but replacement would be significant cost Some brick kerb sections and pram ramps are in poor condition | 1.11 1.12 | <ul style="list-style-type: none"> Retain brick pavement in medium term as a key unifying element to Main Street Replace brick pram ramps with in situ treatment (eg honed concrete) |
| | <ul style="list-style-type: none"> Occurrence of raised footpath sections - interesting feature of street | 1.13 | <ul style="list-style-type: none"> Look to optimise use and character of raised footpath - on street trading / street gardens |
| | <ul style="list-style-type: none"> Laneways are a strong defining element of existing character although un realised in terms of amenity and pedestrian | 1.14 1.15 1.16 | <ul style="list-style-type: none"> Protect laneway corridors Promote laneway corridors as pedestrian access - enhance amenity Promote positive development adjoining laneways (eg double fronting) to assist activation and security |
| 2. a definable area / extent | <ul style="list-style-type: none"> Eastern extent is reasonably identifiable - defined by Bridge Street although landuse transition starts at old Gasworks site Western extent needs reinforcement pockets of retail / commercial between Lithgow Street and Great Western Highway | 2.1 | <ul style="list-style-type: none"> Establish public spaces at entry as key entry expression |
| | <ul style="list-style-type: none"> Lack of recognisable “public spaces” with exception of: <ul style="list-style-type: none"> Queen Elizabeth Park: outside main Town Centre precinct Cook Street Plaza: utilitarian / lacking character Pioneer Park: Limited in size, dominated by toilets | 2.2 | <ul style="list-style-type: none"> Develop each intersection as a public space Consider modal quality - ability to adapt between day to day and event modes |

5.0 Public Domain principles

5.1.2 What makes a Hub

| Criteria | Current Status | | Masterplan Direction |
|--|--|--------------------------|---|
| | <ul style="list-style-type: none"> Where is the heart of the town centre <ul style="list-style-type: none"> No definable / recognisable premier or central space Cook Street Plaza has best potential due to available space, however lacks visual links to hills other than to east | 2.3 | <ul style="list-style-type: none"> Develop Cools Square or Bridge Street / Pioneer Park as focal heart |
| | <ul style="list-style-type: none"> Role of Mort Street needs clarification / consolidation | 2.4 | <ul style="list-style-type: none"> Mort Street may evolve as residential and service corridor with primarily day time focus <ul style="list-style-type: none"> education Government north south pedestrian links to Main St |
| | <ul style="list-style-type: none"> Role of Railway Parade: <ul style="list-style-type: none"> transport support to Town Centre commercial / architectural interesting buildings at Bridge Street | 2.5 | <ul style="list-style-type: none"> Develop Railway Parade as main east west bus link Office / commercial uses at east end in proximity to Bridge Street |
| 3. clarity of wayfinding | <ul style="list-style-type: none"> Great Western Highway entry is vague and ineffective as a civic entry - 1.8km from town centre Lithgow Street junction emphasises Mort Street bypass Off street parking access requires emphasis | 3.1 3.2 3.3 3.4 | <ul style="list-style-type: none"> Clarify entry point for incoming westbound traffic on GWH Square at GWH entry to compliment town centre squares Provide Square at Lithgow Street entry Reinforce parking access to Mort Street |
| | <ul style="list-style-type: none"> Bus movement along Main Street - effective for drop off but impacts: <ul style="list-style-type: none"> amenity - noise, dust, visual reduces parking | 3.5 | <ul style="list-style-type: none"> Investigate re routing of buses along Railway Parade and Mort Street with potential drop off to Roy Street as link between Railway Parade and Mort Street |
| 4. information and servicing of the hub role | <ul style="list-style-type: none"> Information centre is poorly located: <ul style="list-style-type: none"> outside of town centre on GWH located on western side of entry lack of information availability within town centre | 9.1 | <ul style="list-style-type: none"> Expand range of smaller scale events on regular basis |
| 5. a variety of food and retail | <ul style="list-style-type: none"> Retail character is evolving - east end of main street developing a food and boutique retail orientation | 5.1 | <ul style="list-style-type: none"> Encourage further consolidation of eastern Main Street character being mindful that Main St is probably too long to support at this time 1km of the food / boutique character over its full length |
| | <ul style="list-style-type: none"> West end remains utilitarian - some food retail but also mechanical and service related businesses | 5.2 | <ul style="list-style-type: none"> Establish nodes along the length of the street that divide it into manageable and targetable precincts |
| | <ul style="list-style-type: none"> Long extent of Main Street means that energy is dissipated along length | 5.3 | <ul style="list-style-type: none"> Focus food retail as far as possible on Main Street (eg Mort Street to evolve institutional and residential character potentially) |
| | <ul style="list-style-type: none"> On street trading is not a current part of street character / environment | 5.4 | <ul style="list-style-type: none"> Review Councils on street trading policy Develop and implement appropriate controls to enable on street trading |
| 6. a variety of accommodation | <ul style="list-style-type: none"> Lack of diversity of accommodation <ul style="list-style-type: none"> lack of accommodation within immediate town centre limited night time trading "night economy" | 6.1 6.2 | <ul style="list-style-type: none"> Encourage accommodation within town centre of wider range Improve availability of accommodation information within town centre |
| 7. diversity of flexible spaces | <ul style="list-style-type: none"> Limited number / extent of "public spaces" Limited function and attraction of town centre spaces <ul style="list-style-type: none"> Cook Street Plaza: Limited size / facilities Pioneer Park: Very limited in size / facilities | 7.1 7.2 7.3 7.4 | <ul style="list-style-type: none"> Expand the physical extent of Cook Street Plaza at Main Street and Mort Lane / Cook Street to expand potential for event and day to day use Expand the physical extent of Pioneer Park at Main Street / Bridge Street to expand potential for event and day to day use Explore potential new public space at old Railway Station / yard below Inch Street - integrated with Bridge Street Enhance the relationship of QEP with Main Street |
| 8. night time economy | <ul style="list-style-type: none"> Lack of night time economy currently - limited after hours trading | 8.1 | <ul style="list-style-type: none"> Liaise with retailer to explore cooperative opportunities to extend trading hours initially on specific evenings (eg Thurs Frid Sat) |
| 9. events and changing evolving activities | <ul style="list-style-type: none"> Good and evolving range of yearly events Generally larger scale events currently | 9.1 | <ul style="list-style-type: none"> Expand range of smaller scale events on regular basis |

5.1.3 Challenges for the Lithgow Hub

| Criteria | Current Status | | Masterplan Direction |
|---|--|------------------------------|--|
| 1. Needs to be definable / manageable | AS ABOVE 2.0 | | AS ABOVE 2.0 |
| 2. Main Street as Hub is long ? | <ul style="list-style-type: none"> Retail character changes along length Distance works against interaction of varied retail | 10.1 | <ul style="list-style-type: none"> Provide spaces at key intersections Spaces at key intersections draw movement from Mort St and Railway Pde Spaces create smaller precincts that can evolve individually and of manageable distance |
| 3. Railway Line – the other side – how to engage | <ul style="list-style-type: none"> One sided frontage adjoining Railway line Commercial node in heritage buildings at east end Recent commercial / office building at east end | 11.2 | <ul style="list-style-type: none"> Spaces at key intersections can extend to Railway Pde, reinforcing visual and access connections to Main Street Commercial node at east end adjoining Bridge Street and existing office building at west Residential between Reinforce Railway Parade as a transport corridor Reinforce Mort Street at Services corridor |
| 4 Mort st is a service street / bypass – needs its own identity as part of the Hub | <ul style="list-style-type: none"> major redevelopment potential Potential parking to service Main Street | 12.3 | <ul style="list-style-type: none"> Reinforce Mort Street at Services corridor Residential above services with office space as market allows |
| 5 Major parks not engaged with CBD – CBD – is an urban experience – however but with back-drop of ridges – strong aspect of town identity | <ul style="list-style-type: none"> QE Park lacks profile to Main Street Pioneer Park is very limited | 13.1 13.2 13.3 | <ul style="list-style-type: none"> Establish a further “square / public Space at interface to Main Street to reinforce presence of park on entry route and contextually linking to the main precinct of Main St Develop ephemeral potential for Pioneer Park to expand / consolidate as a public space with Bridge St Upgrade and reduce impact of public toilets in Pioneer Park |
| 6 Trees – is there enough (shade) – possible nodal trees | <ul style="list-style-type: none"> Limited tree canopy to Main Street - recent removals Potential impact of tree canopy on key visual connections High quality of Railway St Plane tree plantings | 14.1 14.2 14.3 14.4 | <ul style="list-style-type: none"> Treat main Street largely as urban precinct - channelling views to wooded ridges Address requirement for shade to street / public spaces: <ul style="list-style-type: none"> single nodal trees consolidate awnings Extend Plane tree avenue to Railway Parade Tree canopy to Mort Street (block avenue to maintain views and vistas |
| 7 Hub role needs to be promoted | | | PROMOTIONAL PROGRAMME AS PER 1.8 |
| 8 Youth – cater for youth in valid way (meeting places) – with regular events – music / multi media, counter culture | <ul style="list-style-type: none"> Limited opportunities for youth in town centre | 15.1 15.2 15.3 15.4 | <ul style="list-style-type: none"> Creat a range of spaces that enable valid gathering and meeting places that do not compromise character and other uses Provide a variety of spaces of diverse scale necessary to facilitate broad range of events Establish a programme of youth related events Pursue role of UWS in town centre |

5.0 Public Domain principles

5.2 Overall Principles

The framework guides the development of overall principles for the CBD Revitalisation. From these can be shaped structure plans which illustrate the key public domain opportunities:

The principles are outlined following and illustrated on the following three structure plan options.

1. The Squares

- Potential for key intersections to be “squares” that maintain vehicular access but heighten pedestrian amenity – possibly raised:
 - Main Street Queen Elizabeth Park
 - Main St / Sandford Ave
 - Main St / Cook Street Plaza
 - Main St / Esbank Street
 - Main Street Bridge Street
- These intersections are key points for viewing the surrounding ridges and appreciating the special identity of Lithgow’s setting
- The squares have a core zone related to Main Street, each responding the individual opportunities of the intersection, which is reflected at a lesser scale to Railway Parade and Mort Street intersections - reinforcing legible safe pedestrian links to residential areas to the north and south
- Each can temporarily expand out to the north and south for special events
- Each offers potential for a more regular calendar of small scale events or moments across the week and month
- The distribution of the squares means that programmed events can be rotated to equally benefit different ends of town

- Bridge St square can take in Pioneer Park and a potential new square in the Eskbank Street Station area.
- Eksbank Street Square can take in Alexandra Park on Railway Parade
- Improved pedestrian access can be provided where the Squares intersect railway Parade and Mort Street to reinforce pedestrian access to the CBD and encourage pedestrian movement

Legend

Square

- Raised threshold
- Widen footpaths
- Pedestrian priority

Extended square

- widen footpath & intersection
- Ephemeral spaces

Potential new public space

- Eskbank station square

Main Steet - popup garden street

- Vertical garden panels to facade
- Pot plantings

Main Steet - status quo

Central lane

- Encourage redevelopment to address laneway
- Street access role
- Night lighting

Mort Street

- Unified pavement - asphalt
- Avenue tree canopy

Pedestrian lanes

Railway Parade South side

- Angle parking
- Pedestrian pathway with lighting
- Extend plane tree avenue

Railway Parade North/East

- Heritage building and commercial zone

Key sites

Other development opportunities

Entry signature trees

Avenue plantings to Railway Parade pathway

Avenue plantings to Mort Street

Boundary

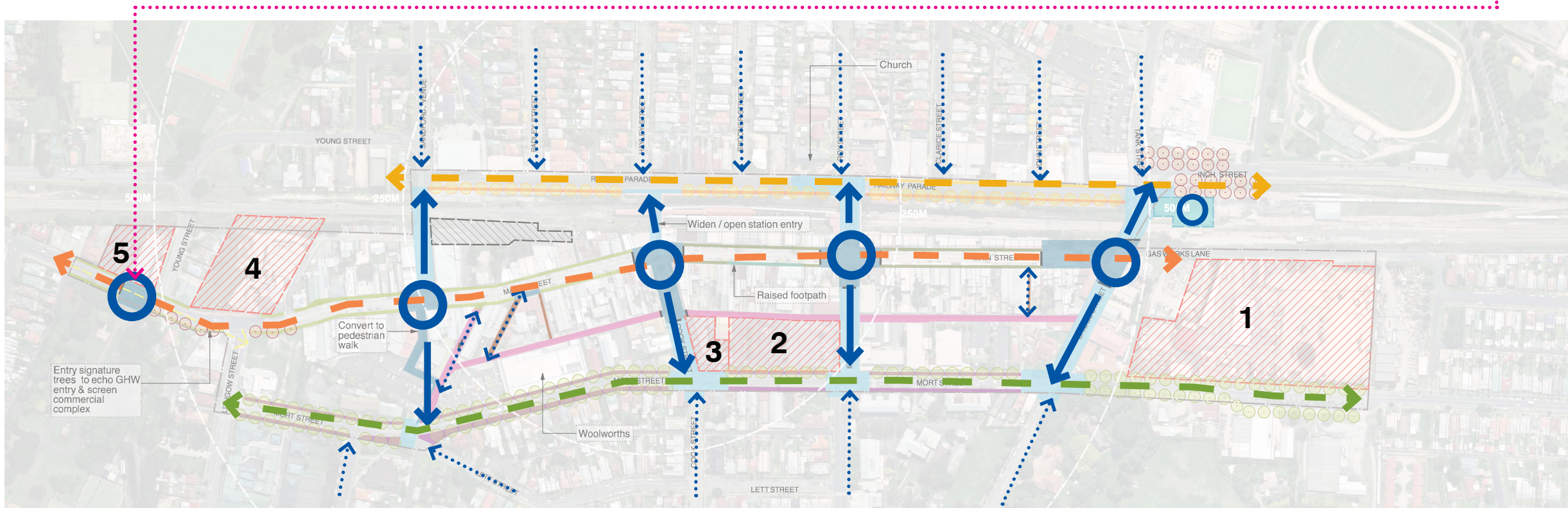


Figure 19 key Principles

2. The Garden Street

Promote a flexible and adaptable “greening” of Main Street that

- provides an “overlay” of green that is small scale and able to be implemented and maintained without compromise to infrastructure
- is low cost and reversible
- enables owners and retailers to “express themselves” within a framework of consistency and compliance
- supports and expresses the emerging “eclectic” character of Main Street retail

3. Gateways

Identify and celebrate the gateways to the city:

Great Western Highway

- Provide a major visual presence to the corridor that is highly visible from both directions and can develop an iconic identity
- Provide a high artwork / sculpture that breaks the natural ridgeline in views from either direction

Great Western Highway to Western CBD entry - Bridge Street

- Infill avenue tree planting to existing verges
- Species recommended to be Liquidambar “Gum Balls”

Western CBD entry - Bridge Street

- Provide tree planting in verge that directs sight lines along main Street
- When up for redevelopment - treat Supercheap Autos site as Key Site - redevelop as key nodal building

4. The secondary street corridors

Reinforce the supporting roles of the secondary east west street corridors to railway Parade and Mort Street:

Mort Street

- Higher mixed use developments to infill street frontage
- Commercial and residential space
- Maintain and supplement off street parking numbers
- Strong green character - mix of deciduous and evergreen tree canopy in large planting beds

Railway Parade

- Local support role to Main Street for on street parking
- Specialist retail / commercial to hubs at either end
- east west cycle link connecting to Main Station and Esbank Station and beyond to attractions to east
- Strong green character - deciduous tree canopy in large planting beds

Central Lane

- Encourage fine grain of redevelopment fronting lane with active uses ranging from small businesses to higher density residential
- Upgrade fabric of street as a semi- shared vehicular and pedestrian space whilst retaining utilitarian character

5. Redevelopment

Encourage redevelopment that can build the local economy and community. Employ both short term and long term strategies where economic condition dictate to ensure option benefits to in the short term.

Key sites (from east to west)

1. Old Gasworks Site
2. Esbank Street Carpark
3. Former TAFE Building
4. Commercial Hotel
5. Theatre Royal

Supporting smaller scale opportunities

- Central Lane : Possible “fine grain” development adjoining laneway to help activate lane (eg. Residential top floor, servicing/ retail lower)
- Sandford Avenue Carpark: Possible longer term residential development within town centre
- Corner of Main Street and Lithgow Street: Focal site at CBD entry - potential for longer term redevelopment with iconic building and uses

Detached Housing

- Encourage creative redevelopment of workers Cottage fabric reflecting heritage requirements whilst creating special Lithgow opportunities for small scale housing close to services
- Maintain laneway fabric as service, pedestrian, and environmental corridors

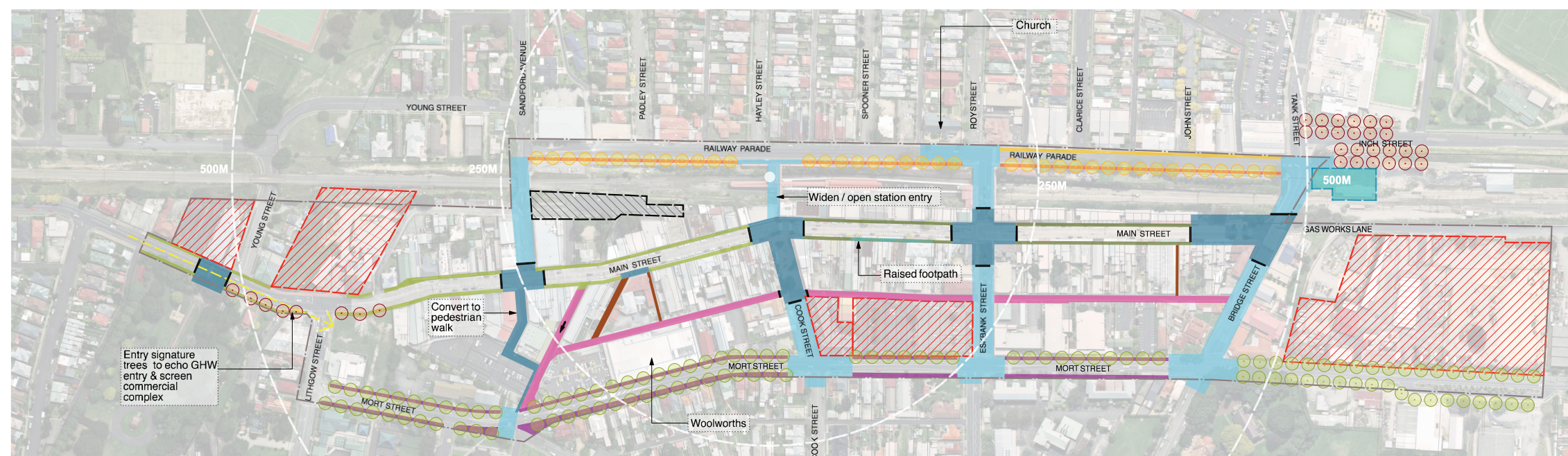


Figure 20 Revitalisation Scenario 1

Scenario 1

Implement the key principles through the squares, gateways, and secondary streets

5.0 Public Domain principles

5.2 Overall Principles

Legend

Square

- Raised threshold
- Widen footpaths
- Pedestrian priority

Extended square

- widen footpath & intersection
- Ephemeral spaces

Potential new public space

- Eskbank station square

Main Steet - popup garden street

- Vertical garden panels to facade
- Pot plantings

Main Steet - status quo

Central lane

- Encourage redevelopment to address laneway
- Street access role
- Night lighting

Mort Street

- Unified pavement - asphalt
- Avenue tree canopy

Pedestrian lanes

Railway Parade South side

- Angle parking
- Pedestrian pathway with lighting
- Extend plane tree avenue

Railway Parade North/East

- Heritage building and commercial zone

Key sites

Other development opportunities

Entry signature trees

Avenue plantings to Railway Parade pathway

Avenue plantings to Mort Street

Boundary

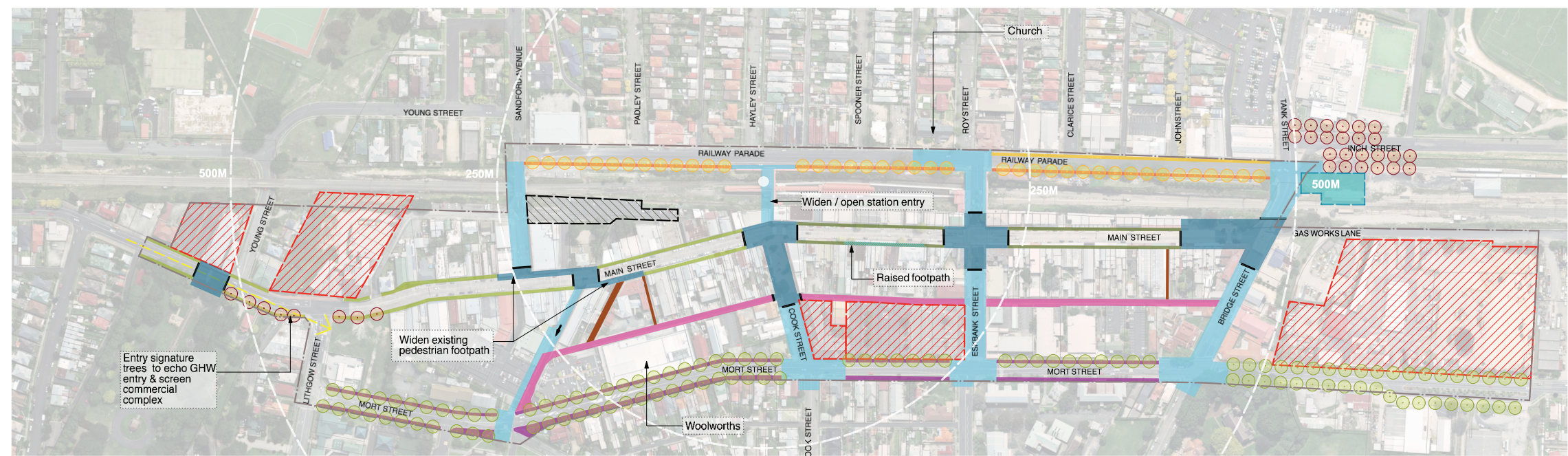


Figure 21 Revitalisation Scenario 2

Scenario 2
As for 1 with redevelopment of Bank lane / Naomie Street precinct to include a new street link continuing Sandford Avenue. Includes also a new road through the Gasworks site directing non bypass traffic to Main Street

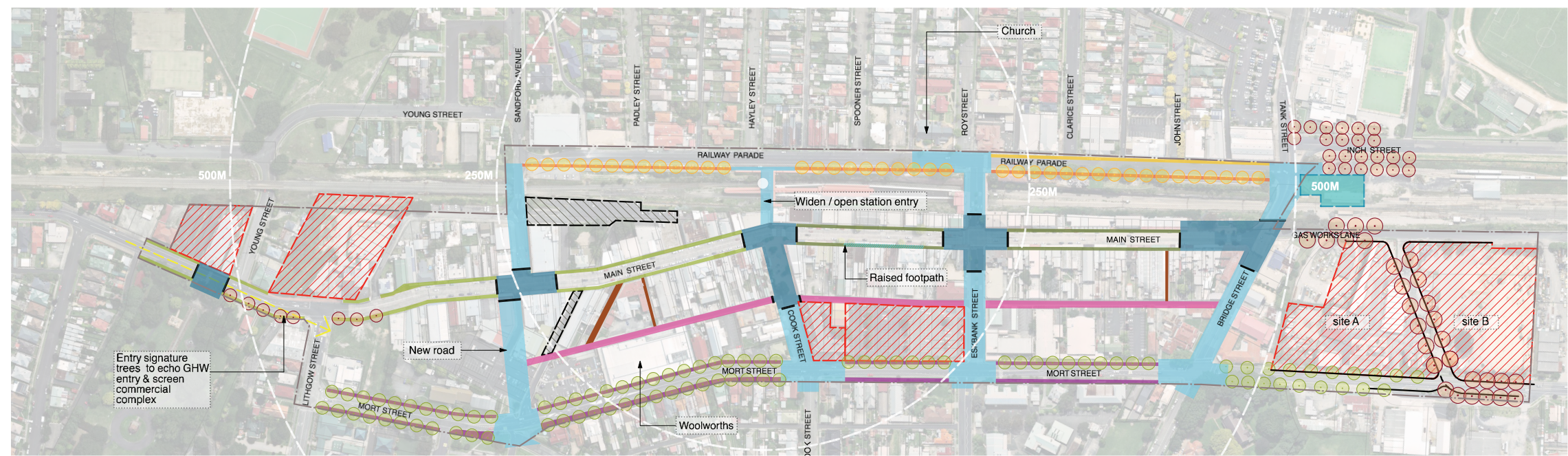


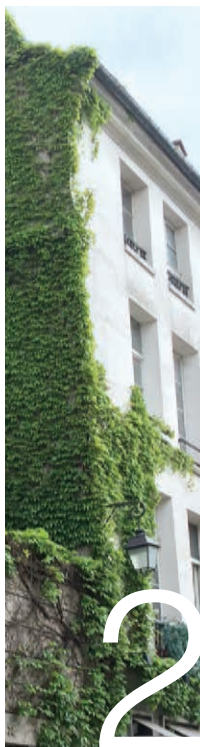
Figure 22 Revitalisation Scenario 3

Scenario 3
As for 1 with closure of Bank Lane to vehicular traffic - to become a pedestrian movement corridor to Mort Street

5.3 Principles for Key Elements



THE SQUARES
Raised thresholds - Pedestrians and vehicles



GARDEN STREETS
Facade greening - Trellis -
Green wall panels - Planters



CENTRAL LANE
Laneway Redevelopment



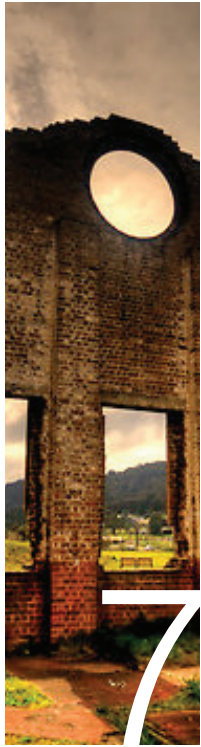
PEDESTRIAN LINKS
Vibrant pedestrian links



MORT STREET
Avenue planting
Uniform pavement



RAILWAY PARADE
Street tree planting -
Pedestrian pathway and
lighting



ARRIVAL
Gateway elements
Feature tree planting



TRANSPORT
Buses
Rail



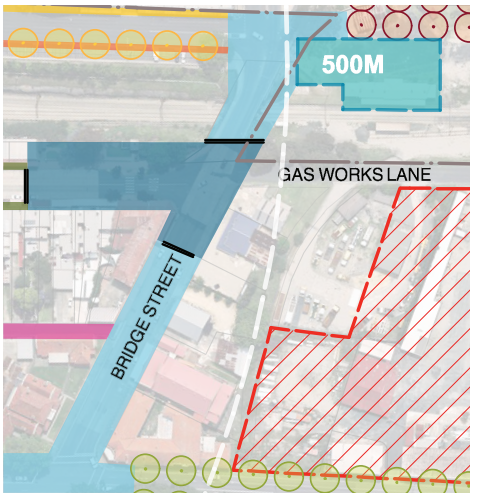
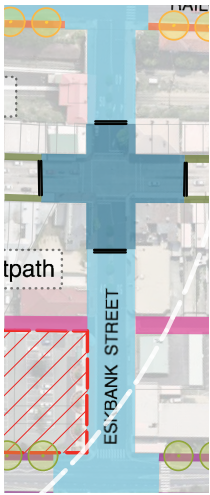
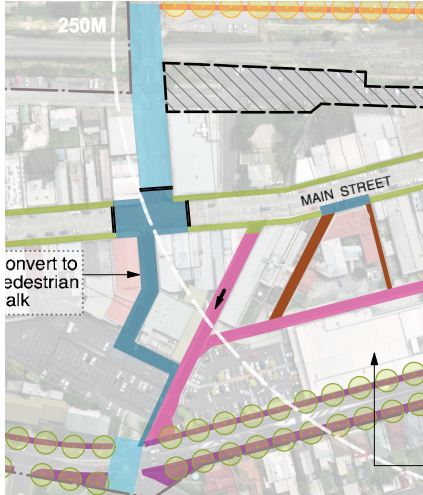
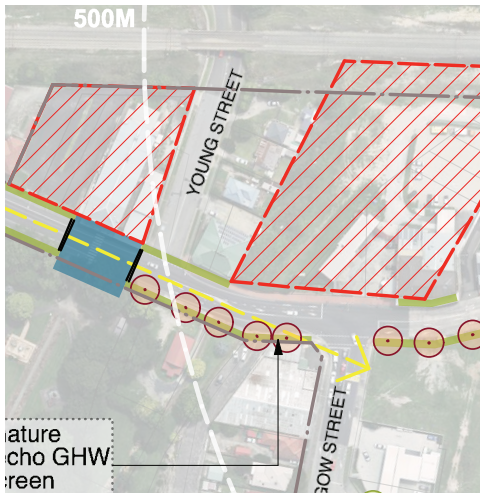
PARKING
On Street
Off Street



The Squares

Issues to be addressed

- Celebration of the intersections as the optimum locations to experience views to the surrounding natural ridgelines
- Reinforcement of the north south connections between either side of the Railway line
- Provision of activation along the length of the CBD to provide equitable benefit to retail traders
- Enhancement of pedestrian links east west along Main Street
- Provision of a variety of public spaces of different scales to complement existing spaces



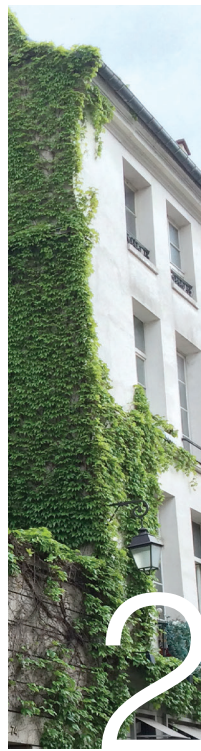
Vision

- A sequence of “squares” along the east west journey to main street that emphasise pedestrian movement and provide for different scales and types of events that activate and build identity for the town



Port Macquarie plaza functions as an ephemeral public space





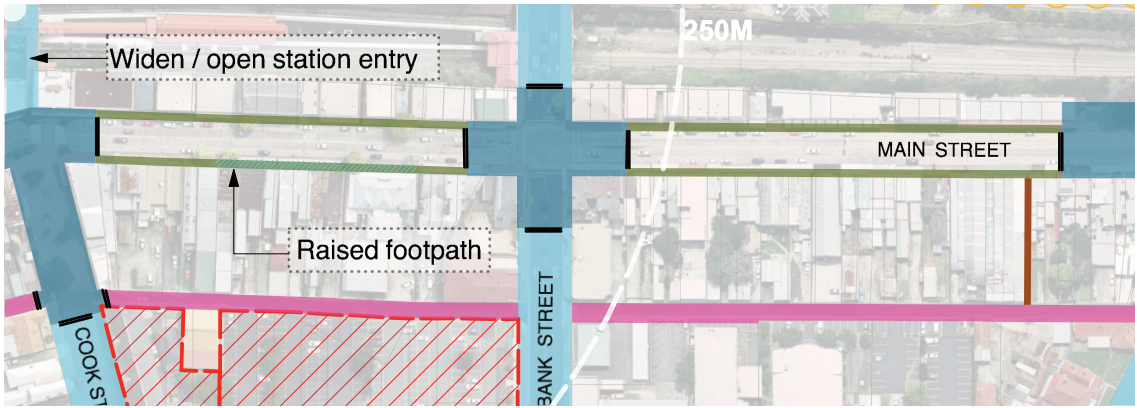
Garden Streets

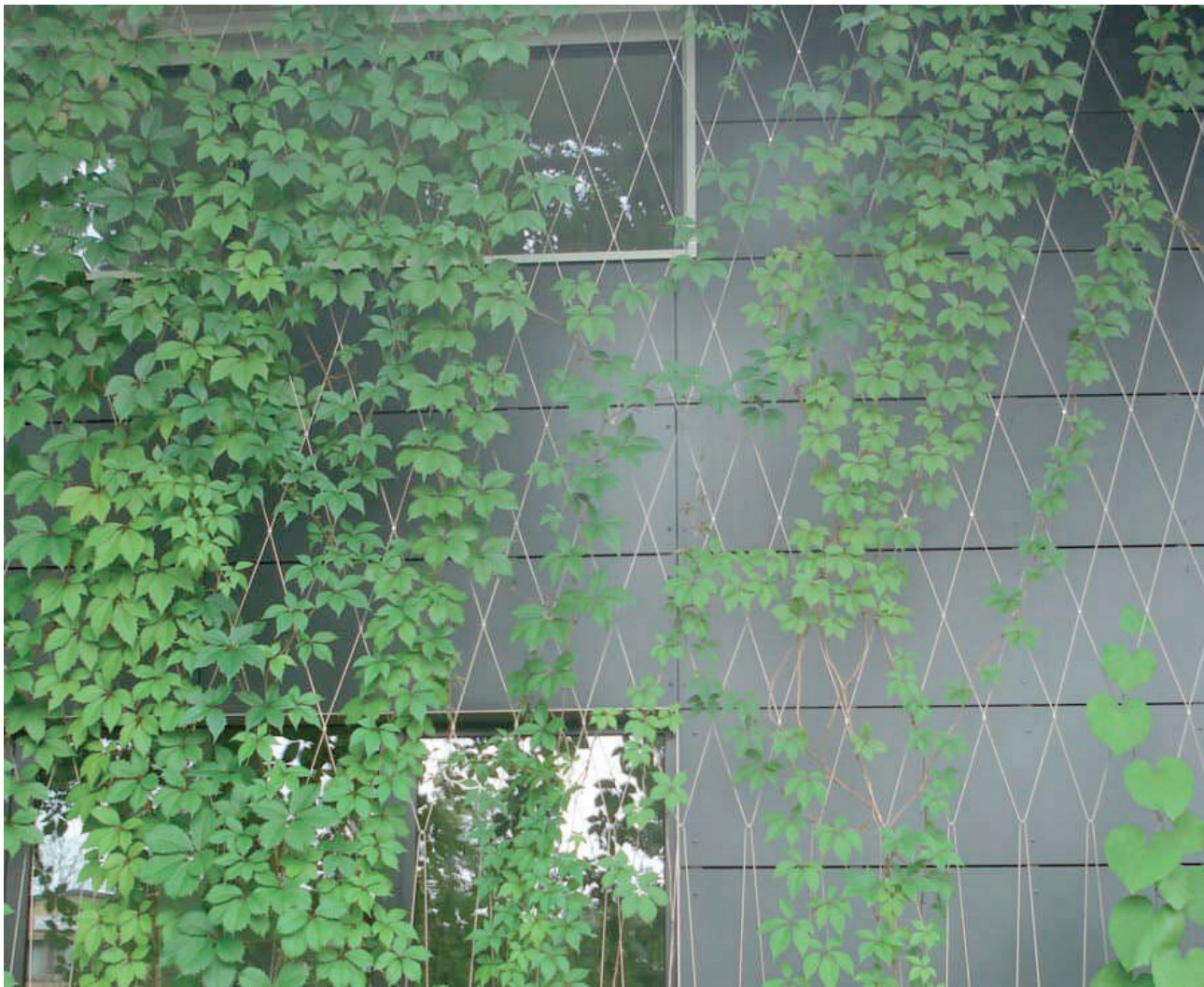
Issues to be addressed

- Desirability of “greening” to Main Street
- Potential impact of tree planting on infrastructure and building facades to limited footpath width
- Emerging creative character of retailers to Main Street

Vision

- Provision of a coordinated approach to informal greening of Main Street that allows for individual expression by retailers
- Approach providing flexibility, adaptability, and fully removable





Semi permanent trellis planter box



Themed planting of planters to public spaces



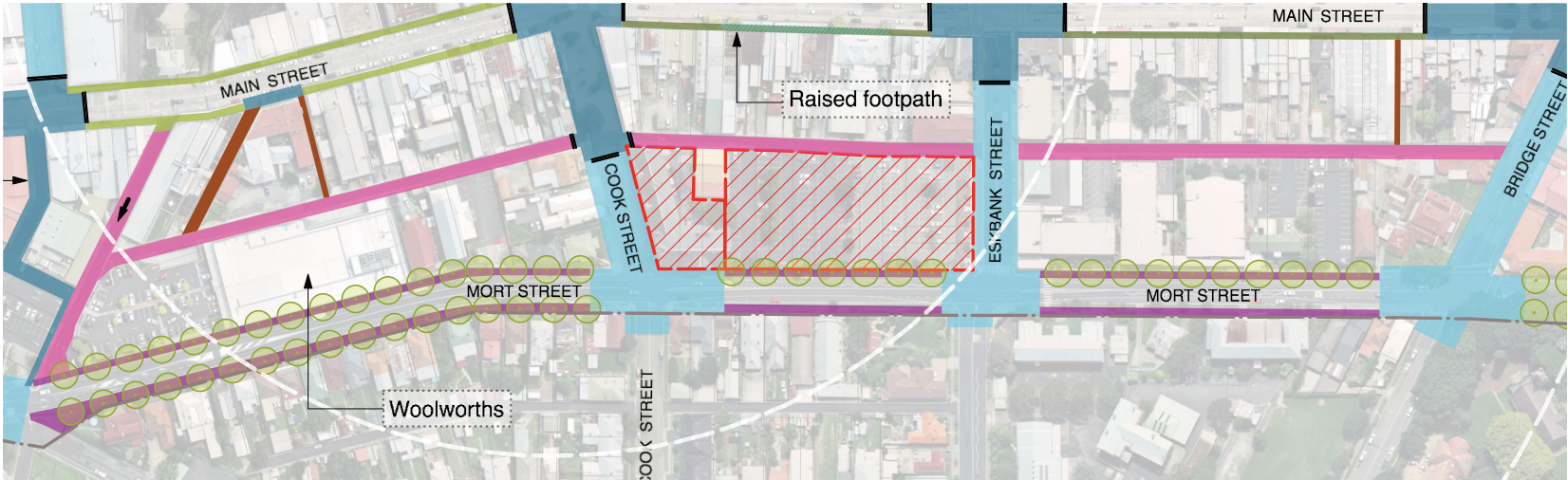
Central Links

Issues to be addressed

- The lane fabric is a significant element of Lithgow's potential identity
- Lane frontages provide opportunities for smaller scale redevelopment

Vision

- Encourage small scale redevelopment that addresses the laneways and provides activation of this secondary east west corridor



Diagrams of Laneway redevelopment projects in Toronto and Vancouver





Pedestrian Links

Issues to be addressed

- Lack of wayfinding limits awareness of access provided
- Perception of lack of safety after hours

Vision

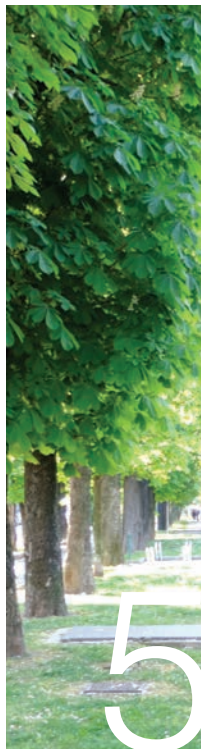
- Enhance the role and function of pedestrian lanes to improve permeability of CBD developing a character where appropriate to each
- Integrate pedestrian lane upgrades as Central Lane redevelops over time
- Encourage building and uses to provide access / address to links to aid activation and character



Existing laneways



Urban courtyard activated by cafe. filled with planters and trellis green walls



Mort Street

Issues to be addressed

- Acts as the through traffic bypass and as such has high traffic volumes and presence of heavy vehicles
- Route is also used by non through traffic - due to lack of direction for motorists to Main Street commercial precinct - potential loss of business to Main Street
- Acts as the feeder to off street parking areas supporting the Main Street retail precinct.
- Immature street tree canopy
- Pedestrian access must cross high volume traffic bypass

Vision

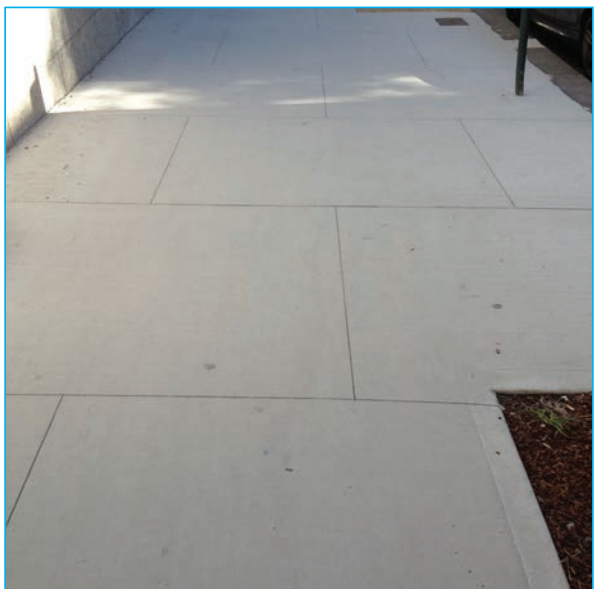
- Consolidate Mort Street as a green canopied corridor that services parking areas and supports mixed use
- Provide development, enhanced pedestrian access from residential areas to south through wider pedestrian refuges

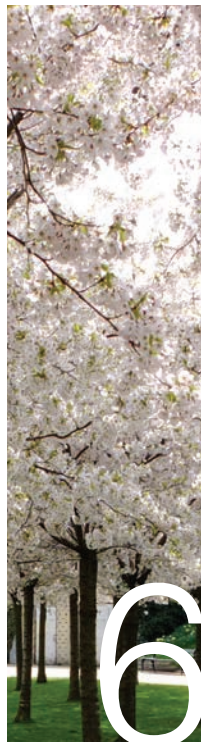


Existing Mort street condition



Concrete pavement with large format pattern





Railway Parade

Issues to be addressed

- Wide range of activation along length
 - node of activity at eastern end
 - transport node to centre
 - Government building to west end
 - Parking
 - Detached residential housing to other area to south side and to other areas to north side
- Poor quality of pedestrian access along length
- Strong street tree character at east end (London Plane Trees)
- Wide corridor encourages higher traffic speeds

Vision

- Provide deciduous avenue to unify street along length, improve visual character and reduce visual scale of corridor
- Enhance pedestrian and cycle access



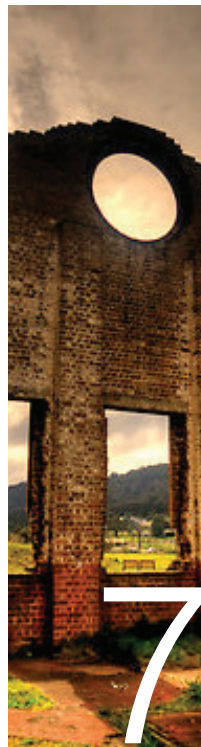
Existing road way looking south



Existing heritage building precinct



Extend asymmetrical london plane tree planting



Arrival

Issues to be addressed

GWH Entry

- Lack of identity to Great Western Highway (GWH) gateway
- Strong presence of wooded ridges at gateway - echoing the character of the Main Street intersections
- Sight lines focus the eye on traffic island at intersection from both directions (refer Figure 22)

Lithgow Street Entry

- Alignment of Main Street directs line of sight to bypass, and Auto parts building as focus
- Poor signage encouraging retail traffic to Main Street (refer Figure 23)

Mort Street entry

- Lack of identity of town centre / retail precinct to traffic on Mort Street

Inch Street entry

- Important approach to town for visitors having been to Blast Furnace Park and other town attractions to east

Vision

Enhance the legibility and function of all gateways through means that reflect the character and identity of the town

GWH Entry

- Sculptural element in the sight lines of east and west bound traffic that breaks the ridgeline and



Figure 23 GWH Western Entry
Western Entry

can become an iconic landmark

Lithgow Street Entry

- Line of sight is drawn along Main Street with bypass being secondary option

Mort Street entry

- Enhanced identity of Main Street from bypass through new road link through Gas Works redevelopment site that makes bypass use conscious decision

Inch Street entry

- Enhanced function and appearance of Esbank Station as entry gateway



Figure 24 Existing road way looking south



Eastern approach to GWH



Western approach to GWH

Secondary Western Entry



Main and Lithgow street intersection



Secondary Eastern Entry



Inch Street eastern approach at Eskbank station

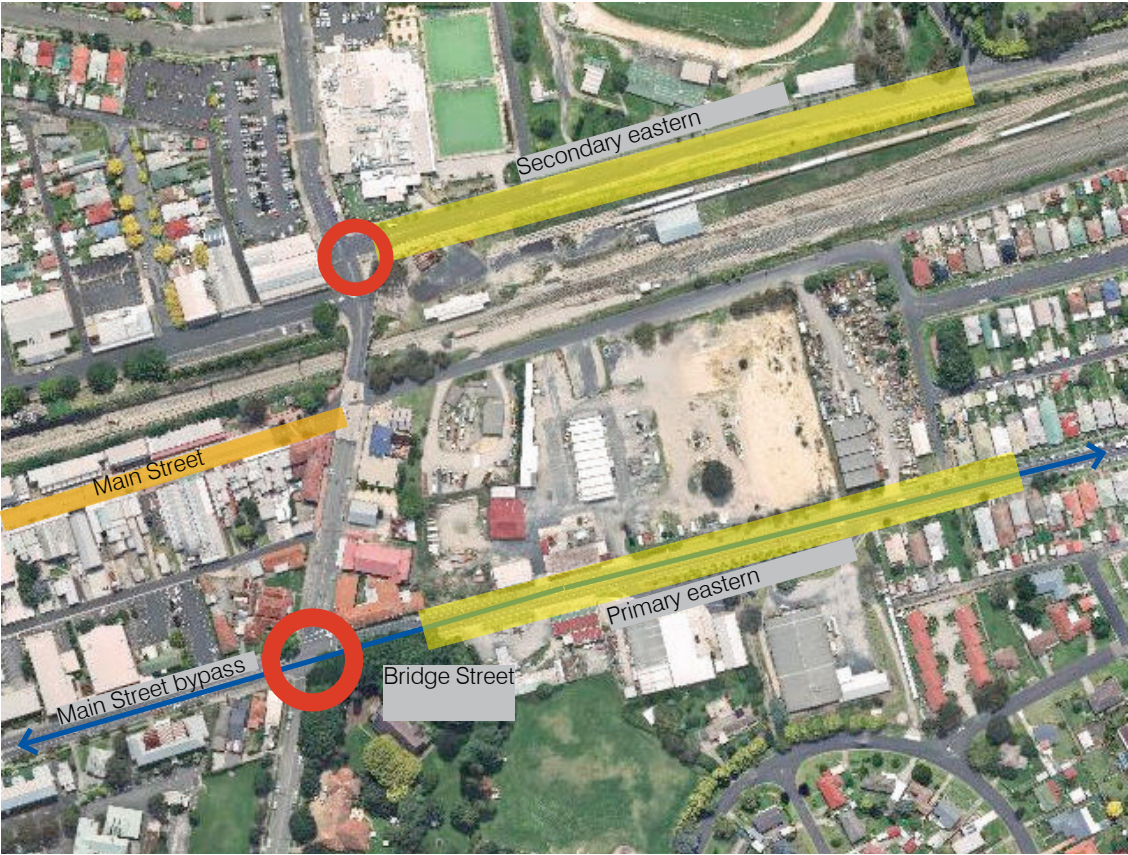


Figure 25 Eastern entry at Mort Street and Inch Street

Main Eastern Entry



Mort Street approaching Bridge Street from the east



Transport

Issues to be addressed

- Movement of buses along Main Street can detract from pedestrian and on street trading (al fresco) amenity
- Bus standing space also reduces space available for parallel parking

Vision

- Re route buses to reduce impact on Main Street while maintaining functional access to existing three locations along Main Street retail zone



Figure 26: Existing bus movements



Figure 27: Alternative bus movements - option 1



Figure 28: Alternative bus movements - option 2



Figure 29: Alternative bus movements - option 3



Parking

Issues to be addressed

- Existing parking location and provision is reasonable for CBD of Lithgow's scale and nature
- Eskbank Street carpark layout is inefficient

Vision

- Maintain and enhance where possible existing off street provision
- Implement time managed parking to Main Street to enhance benefits to retail trade

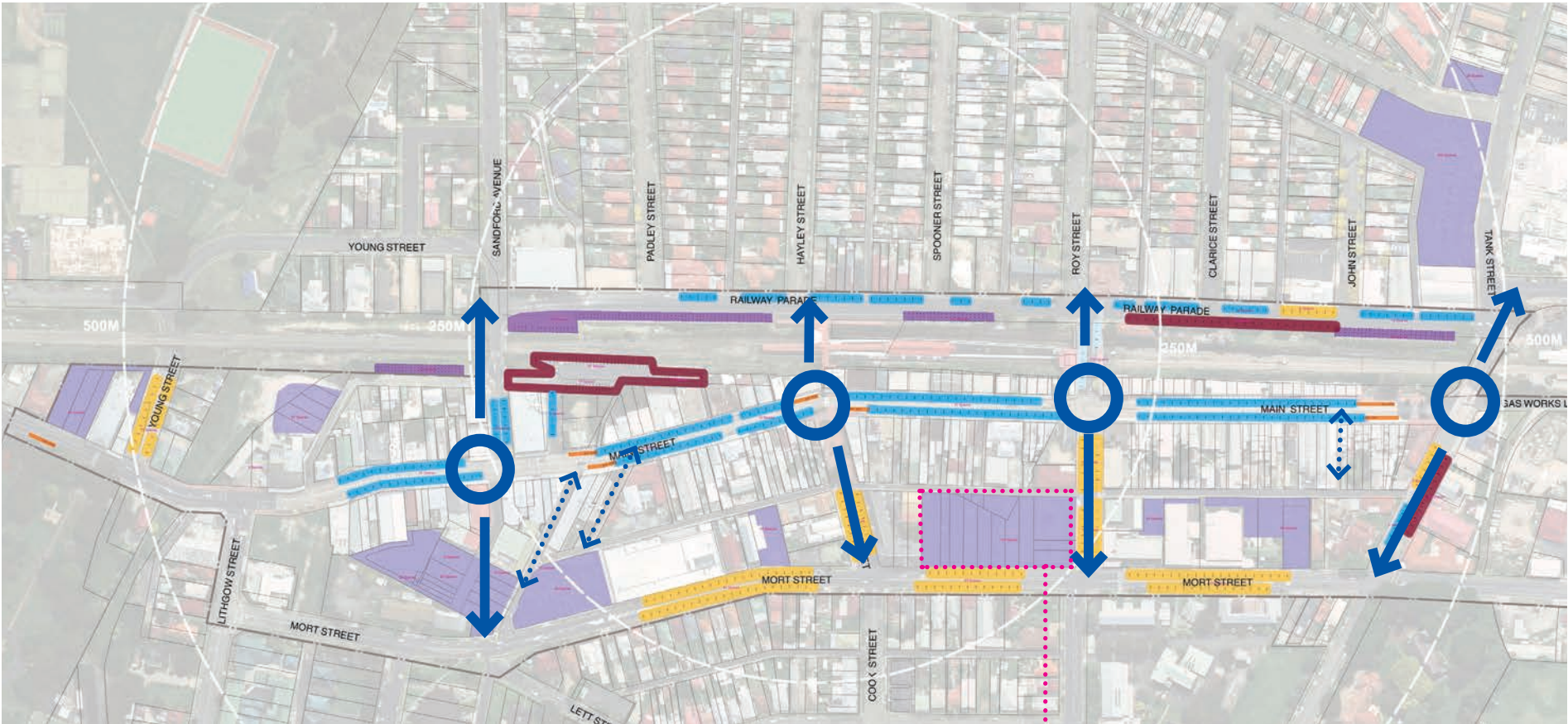


Figure 30 Current Parking Availability



Existing Mort Street Carpark

Legend

| | |
|--|--------------------------|
| — | Street Parking (163) |
| — | Timed Parking-1/4P (10) |
| — | Timed Parking-1P (246) |
| — | Timed Parking-2P (94) |
| — | Street Carpark 90° (133) |
| — | Off street Carpark (772) |
| — | Bus Stop |
| — | Boundary |
| Existing Parking | |
| Street car park : 646 | |
| Off street carpark: 772 | |
| Total : 1428 | |

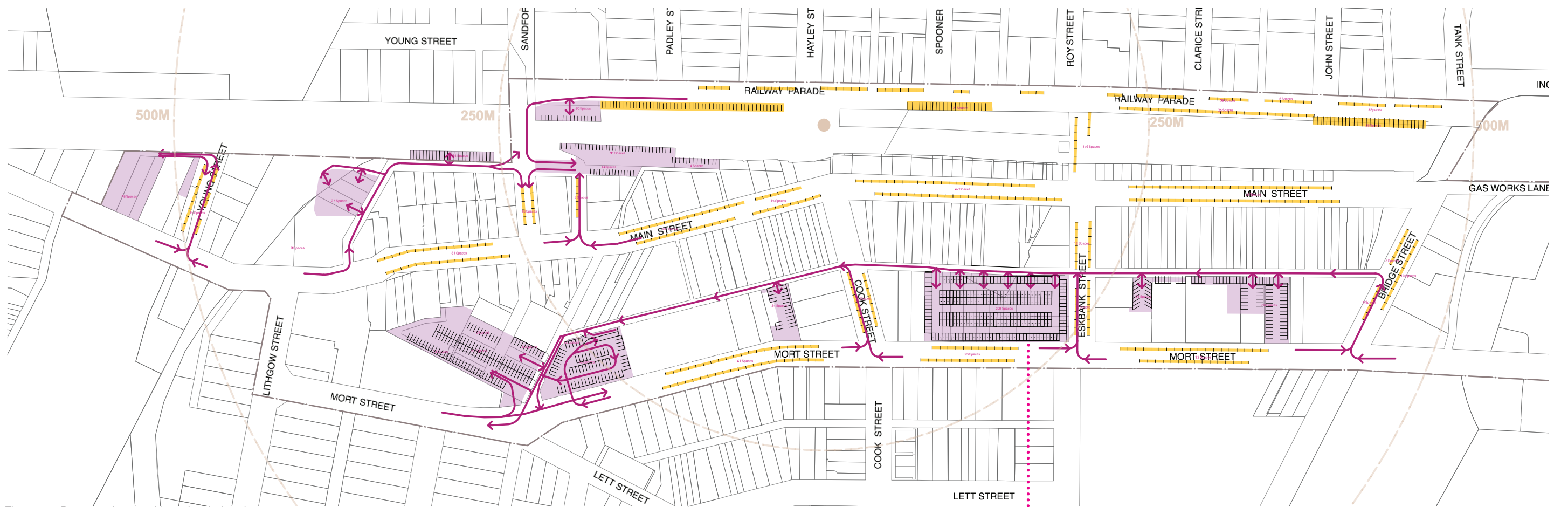
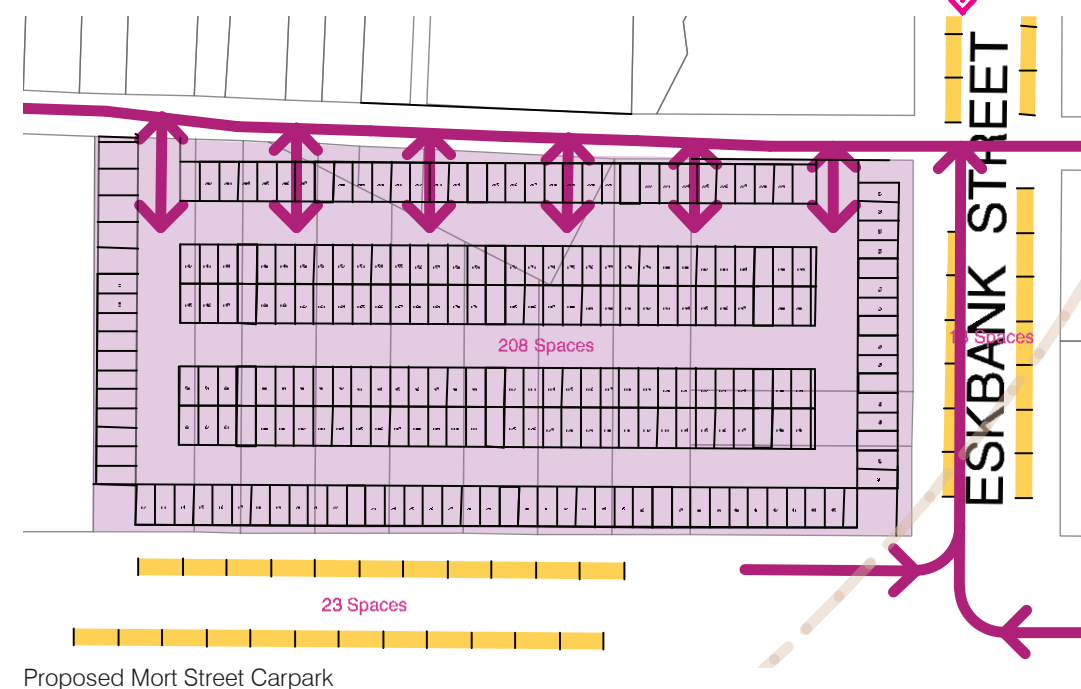


Figure 31 Proposed carparking circulation / access



Proposed Mort Street Carpark

Legend

- Parking circulation
- Off street parking
- Time limited On street parking
- Unlimited on street parking
- Boundary

Street Parking (163)
 Timed Parking-1/4P (10)
 Timed Parking-1P (246)
 Timed Parking-2P (94)
 Street Carpark 90° (133)
 Off street Carpark (804)
 Boundary
 Proposed Parking
 Street car park : 646
 Off street carpark: 804
Total : 1450



Parking

Options for improving car parking capacity and efficiency



1. Create a Customer First Culture

Develop and implement an awareness raising campaign in the business community to create a customer first culture. This would aim to create a behavioural shift in the business community and discourage operators and employees from parking in front of or adjacent to their own shopfronts. These spaces should be left available to customers as a first priority during business hours.



2. Undertake consistent enforcement of time regulated car parking

Council should continue to conduct regular enforcement patrols of time regulated car parking spaces within the Lithgow CBD. This will impact on decision making by individuals and maximise turnover of spaces in regulated zones. Revenue raised could be directed towards improving car parking infrastructure.



3. Install co-ordinated parking way finding signage

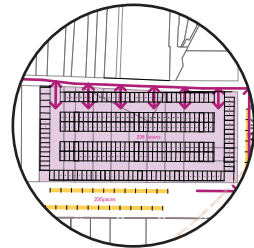
Design and install co-ordinated parking signage to inform drivers of the additional off street parking choices available to them beyond Main St. Also install signage highlighting the pedestrian laneway connections linking Main St to the areas of off street parking.



4. Increase the amount of time regulated car parking

As demand for car parking increases consider creating additional sections of time regulated car parking within existing off street car parking areas. For example a dedicated “shoppers car park” with a 4 hour parking restriction could be created within the overall Eskbank St car park. This would facilitate increased turnover of spaces compared to the existing all day parking.

Options for improving car parking capacity and efficiency



5. Maximise the number of car parking spaces

Ensure design layouts maximise the car parking yield from areas already nominated for car parking. For example a considerable number of additional car parking spaces can be won from reorientating the aisle layout within the Eskbank St car park.



6. Reduce the number of bus stops on Main St

Work collaboratively with Lithgow Buslines and other key stakeholders to reduce bus stop numbers along Main St. Alternatively relocate lesser used bus stops along Main St Lithgow to adjacent suitable side street locations and reallocate these spaces for on street car parking.



3. Encourage active transport users

Provide people with a sustainable alternative to having to use their cars to access the Lithgow CBD. Ensure connecting walking and cycling infrastructure including pedestrian way finding signage, dedicated cycleways, lighting, and secure bike racks with storage is available between key Lithgow CBD destinations and population centres within the Lithgow township.

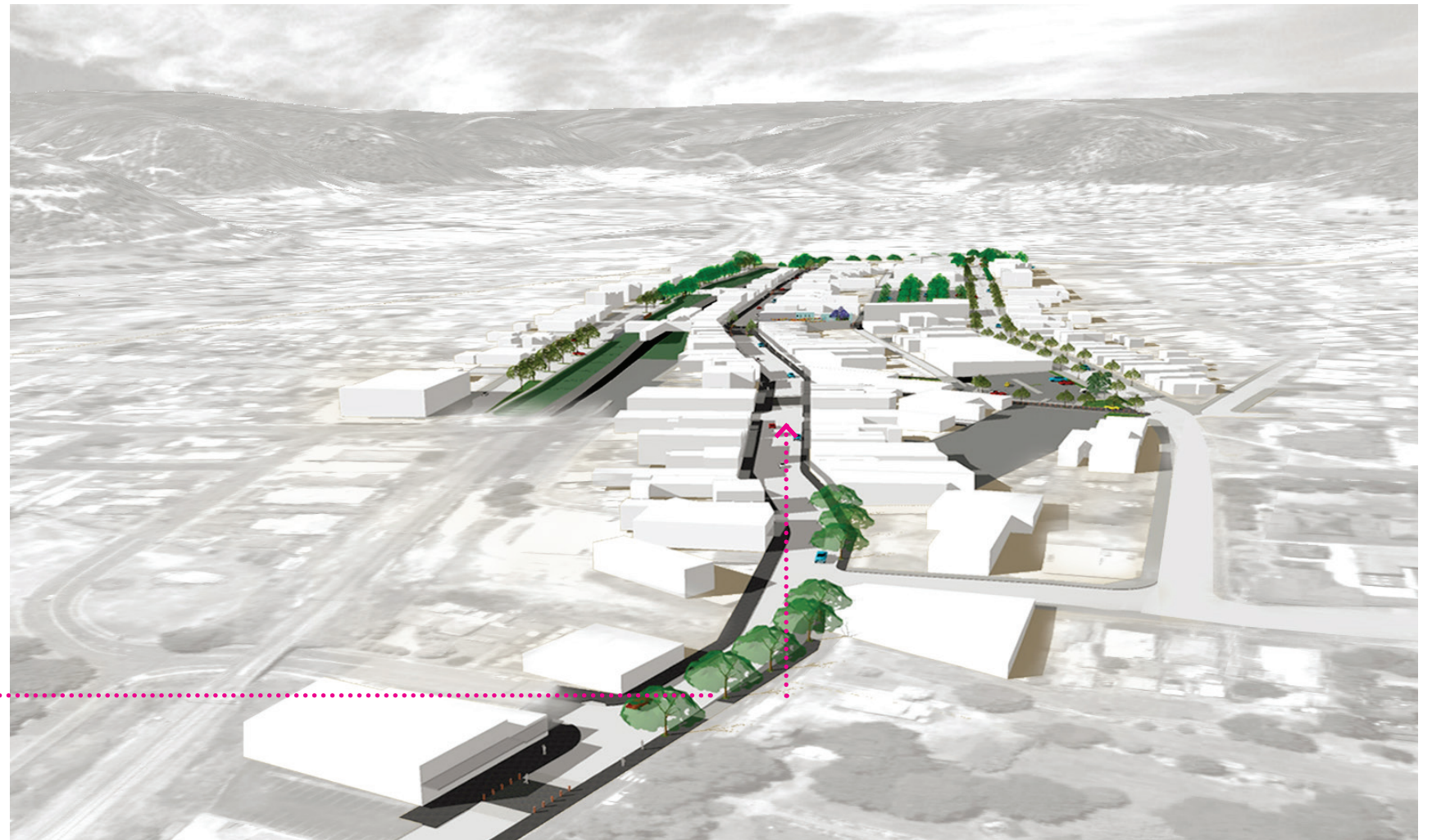
6.0 Design Concepts

6.1 Public Domain Masterplan

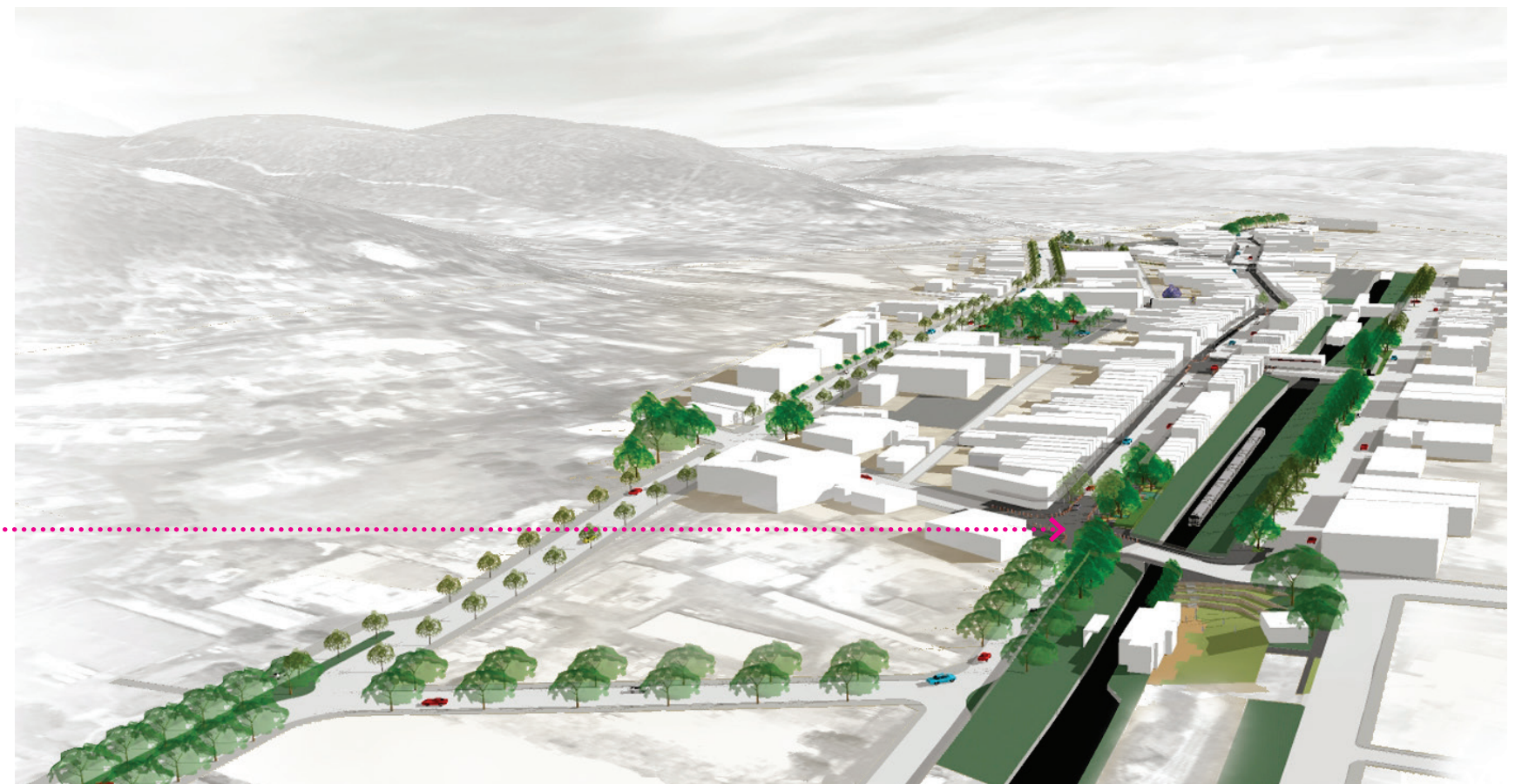
The Public Domain Masterplan illustrates the application of the principles described earlier as part of a cohesive direction for Lithgow.

The plan provides flexibility subject to availability of funds and the momentum created by other opportunities in town (such as redevelopment of key sites, or other sites) to implement a broad range of improvement works or alternatively focus on more strategic and targeted areas. (Refer also to section 8.0 Action plan)

The implementation of key projects as outlined on the following following page seeks to maximise the benefit of the public domain to the community and economic life of the town centre.

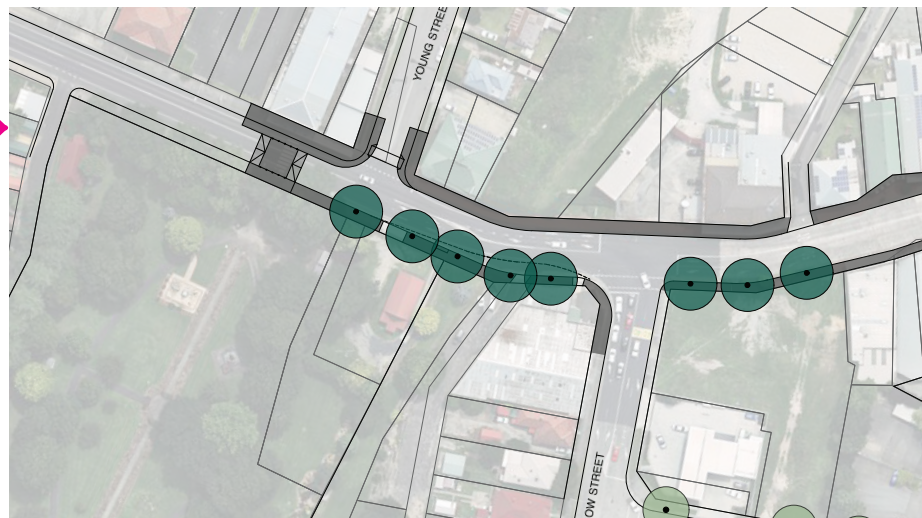


Overhead view from east

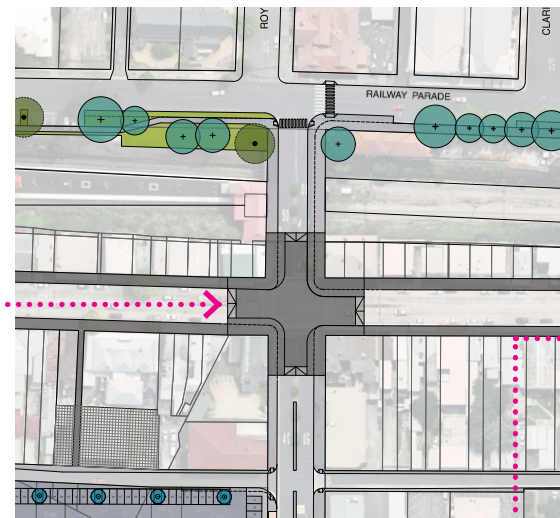


Overhead view from west

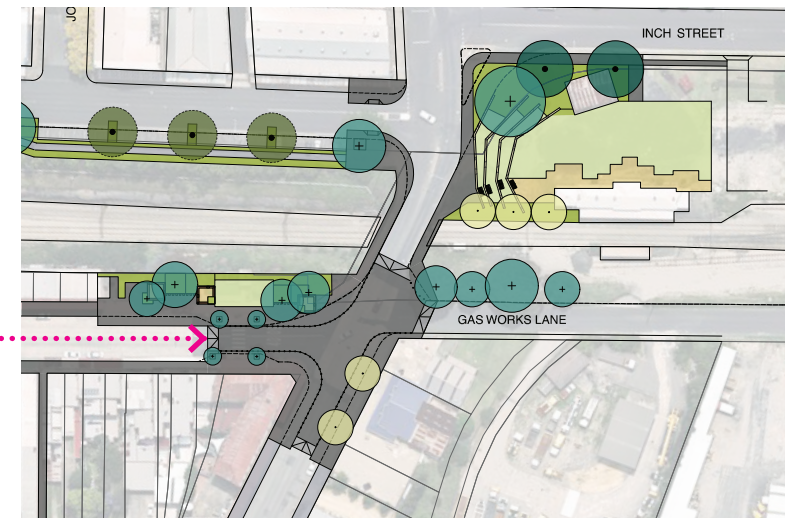




Queen Elizabeth Park Square



Esbank Street Square



Bridge Street Square

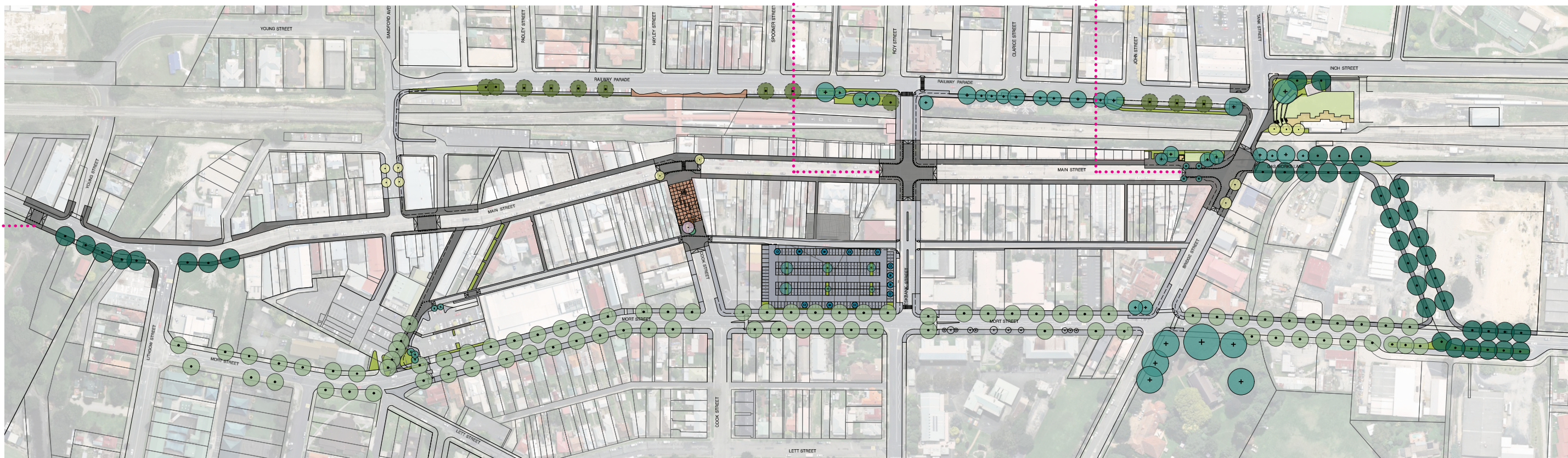
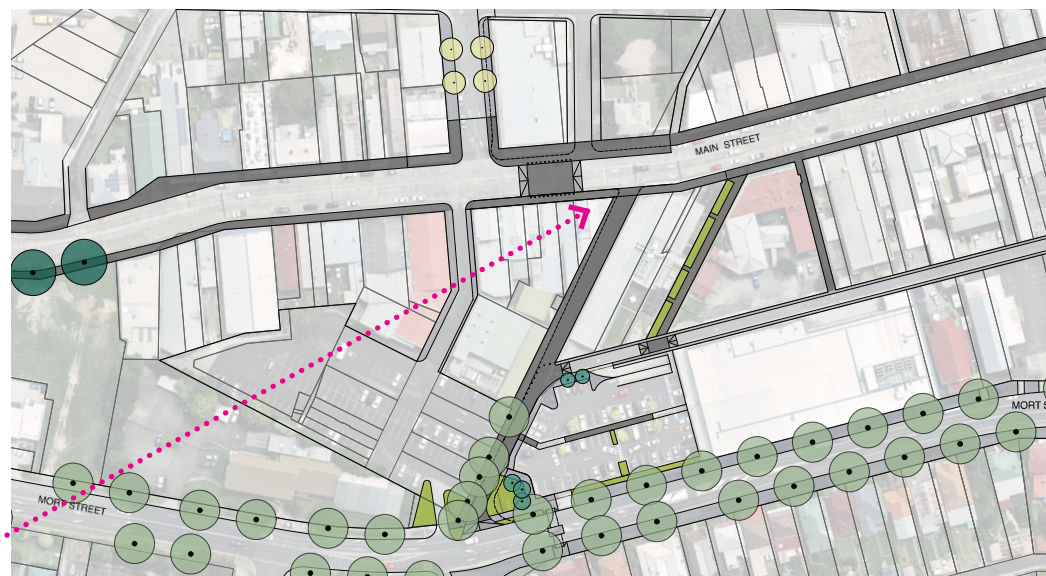
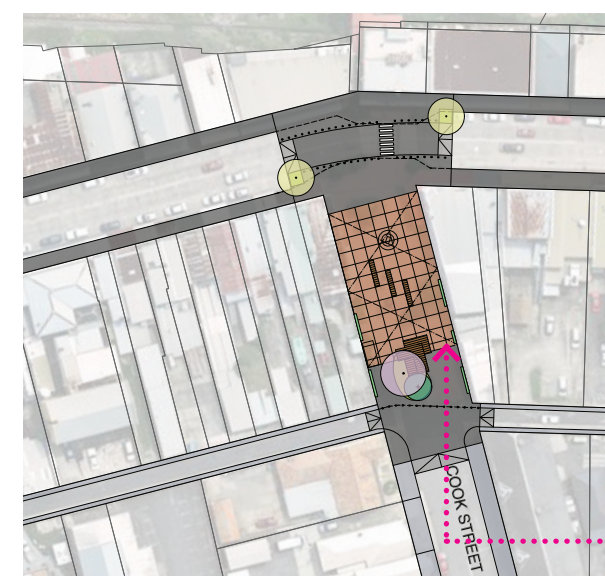


Figure 32 CBD Masterplan



Sandford Avenue Square



Cook Street Square

6.0 Design Concepts

6.2 Great Western Highway (GWH) Entry

Objectives

- Create a visual experience at the gateway that is perceivable from a distance on the two GWH approaches

Tool Kit

- an iconic statement that maximises impact but is enduring in character and identity
- a marker element that provides a subtle break of the dominant natural ridgeline that defines the visual setting of the highway
- implement the “marker” as a design / art competition that engages the public and captures the imagination
- potential to interpret the working history of Lithgow (eg blast furnace processes, flame, industry)
- support the gateway marker along the journey on Main Street to Lithgow Street with secondary marker elements (see over page)

Activation

The gateway will remain a vehicular oriented space and so the gateway elements need to respond to vehicular scale and be easily perceivable

The Outcome

- A public art piece that makes with iconic identity the western entry to Lithgow
- An element that recognises the competition for attention at this intersection and provides a simple, clear message



Visual Relationships



Arrival East



Arrival West



Arrival East - day time



Arrival East - night time



Arrival West - day time



Arrival West - night time

6.0 Design Concepts



Secondary Markers

- it is desirable to reinforce the arrival message of the gateway marker along the journey from GWH to Lithgow Street
- each of the adjoining north south streets provides an opportunity to create a rhythm of recurring elements that reinforce arrival
- open space to the north side of the road provides some potential to accommodate elements but is on the inside arc of drivers views





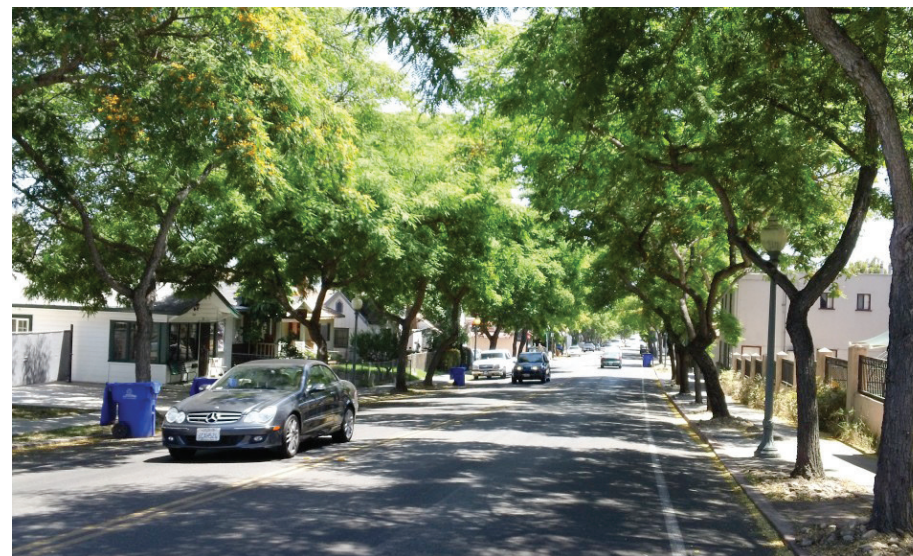
Option 1 - Art Sculpture Poles (Derivative of the main artwork pole)



Option 2 - Banner Poles



Option 3 - Tree Node



6.0 Design Concepts

6.3 Eastern Entry (Bells Line Road)

Objectives

- Provide a gateway experience that emphasises arrival at the town centre
- Provide vehicular circulation that makes the use of the bypass the “secondary alternative” - promoting access and engagement with Main Street
- Assist in activating and servicing the Gasworks Key Site

Tool Kit

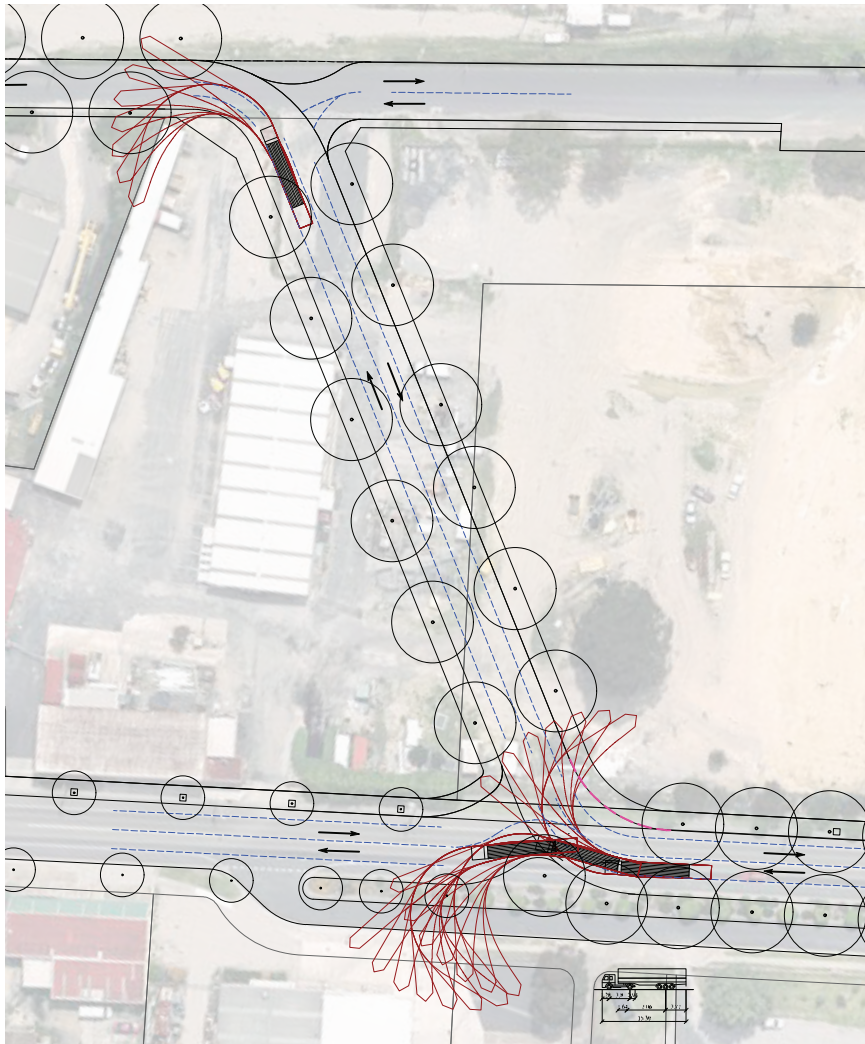
- Provision of a road link from Mort Street to Main Street for west bound traffic
- No access for eastbound traffic at Main Street / Bridge Street intersection
- Mort Street bypass is signed as “bypass route”
-

Activation

- New development addresses the new road

The Outcome

- The roadway link provides primacy to Main Street as the “first choice” for visitors while maintaining the bypass as the heavy vehicle route
- Stronger pedestrian links from Gas Works key site directly to Main Street



Overlay of swept paths

Legend

| | | | |
|--|--|--|--------------------------------|
| | • Granit unit pavement (Main Street) | | Turf |
| | • Interlocking pavers (crossings/thredsholds) | | Garden bed |
| | Horned insitu concrete pavement with regular joint | | Existing tree |
| | Asphalt pavement | | Entry signature tree |
| | Gravel pavement | | Avenue trees to Railway Parade |
| | Brick pavement | | Avenue trees to Mort Street |
| | Concrete ramps to thredsholds | | Trees to Main Street |
| | Steps | | |
| | Sandstone block wall | | |
| | Timber decking / seats | | |
| | Bollards | | |

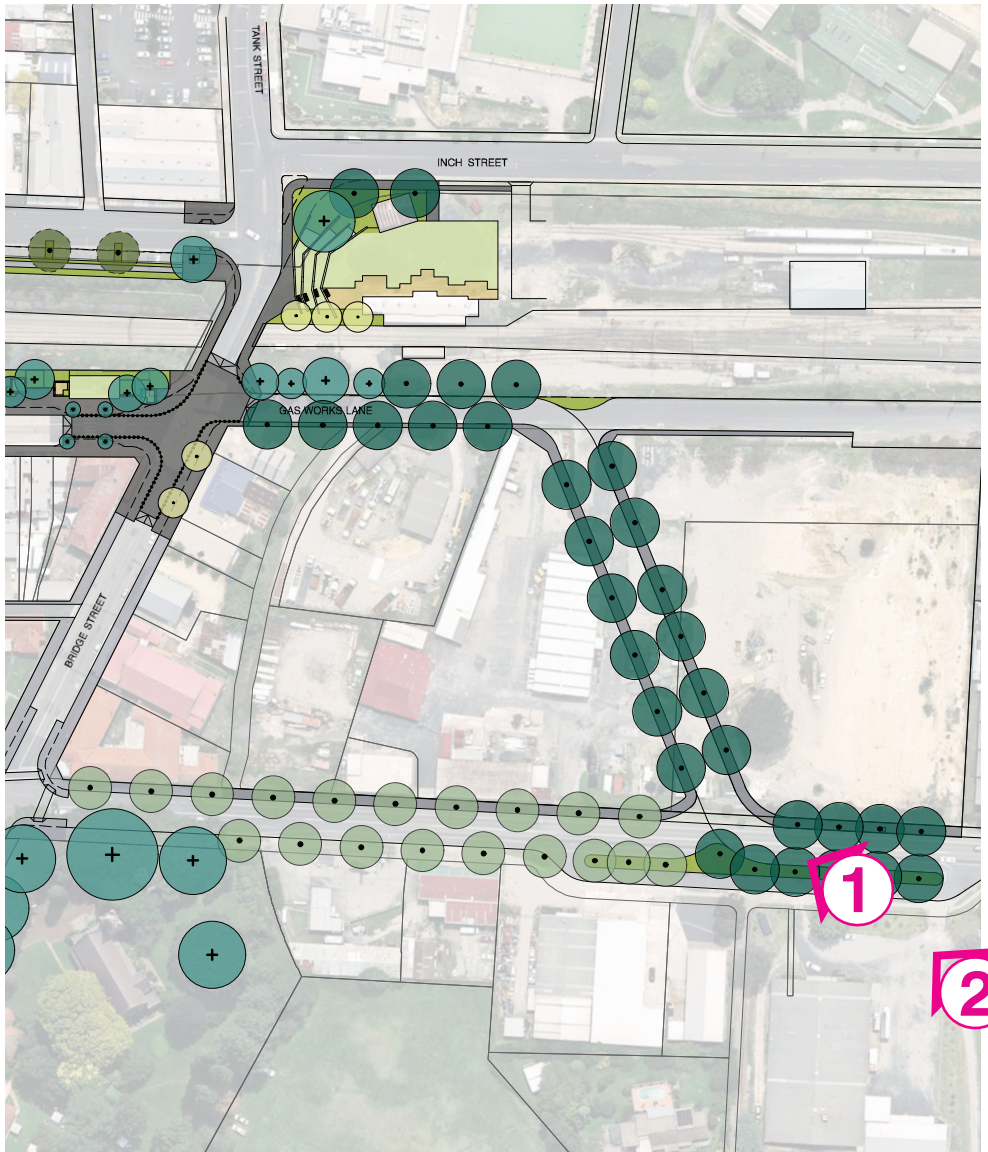


Figure 33: Eastern entry road through Gasworks Key Site



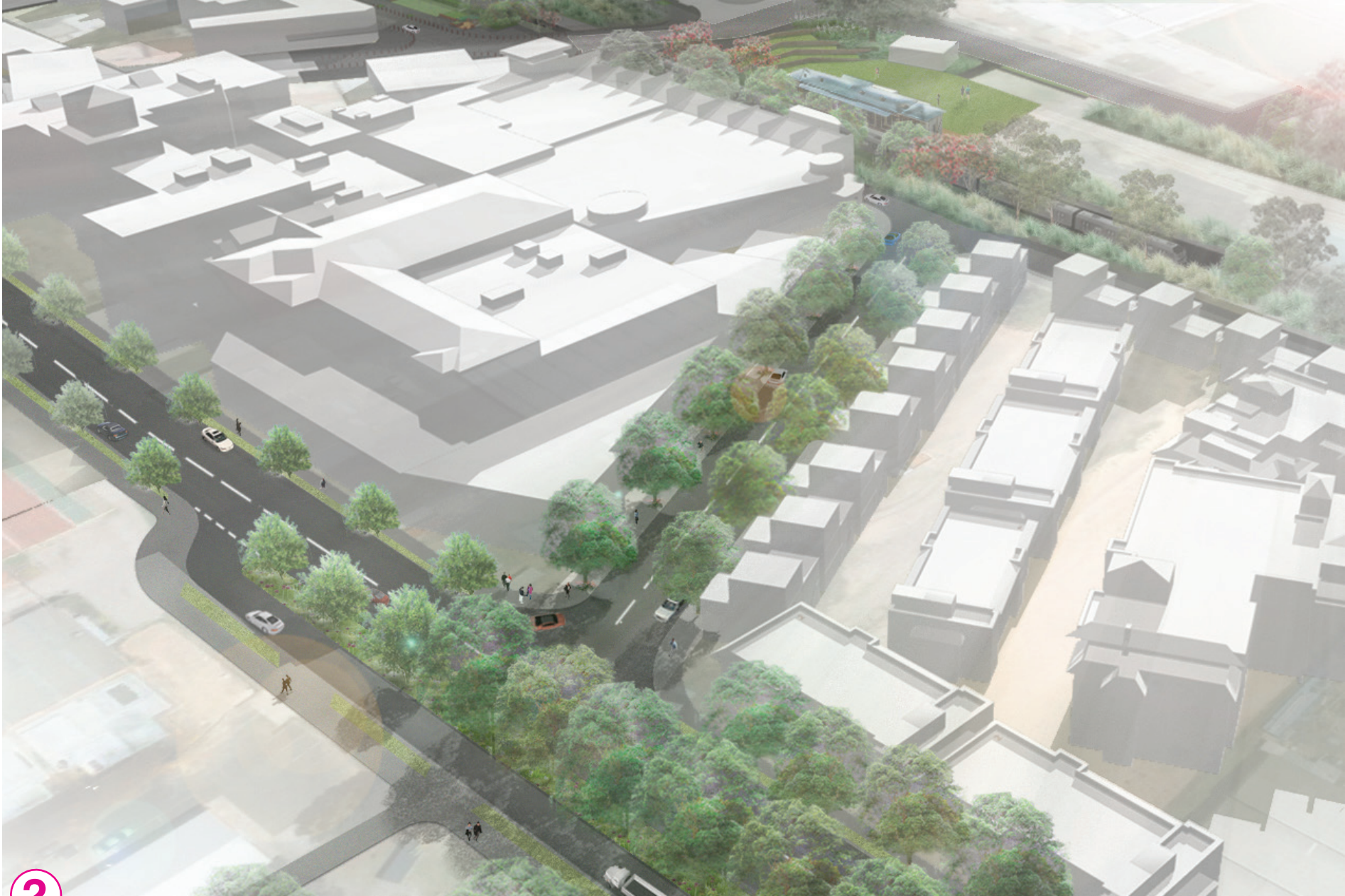
View west along Mort Street



Existing view from Mort Street



Proposed view from Mort Street to new eastern entry road through Gasworks site



Bird eye view to new eastern entry road through Gasworks site

6.0 Design Concepts

6.4 The Squares: Queen Elizabeth Park

Objectives

- Mark the secondary western gateway to the town between the significant bookends of Queen Elizabeth Park and Theatre Royal
- Emphasise traffic movement into Main Street as primary option with Lithgow Street bypass as secondary option

Tool Kit

- Raised threshold providing marker of entry and reinforcing pedestrian priority (also creating stronger link between park and theatre for protected co-use (eg weddings))
- Nodal cluster of street trees that direct the eye along Main Street rather than to the Auto shop and Lithgow Street bypass, whilst maintaining the visual presence of the art deco building to the west wide of the Lithgow Street // Main Street intersection

Activation

- Square will support the ongoing re activation of the Theatre Royal and emphasise its relationship / potential co-function with Queen Elizabeth Park as Lithgow’s premier parkland

The Outcome

- The first square in the west to east sequence of squares that will define the public domain character of Lithgow and provide a basis for community activities from small to large scale
- A stronger orientation for vehicles to continue along main street where the recurring “square” character will strengthen the theme of pedestrian comfort and street life

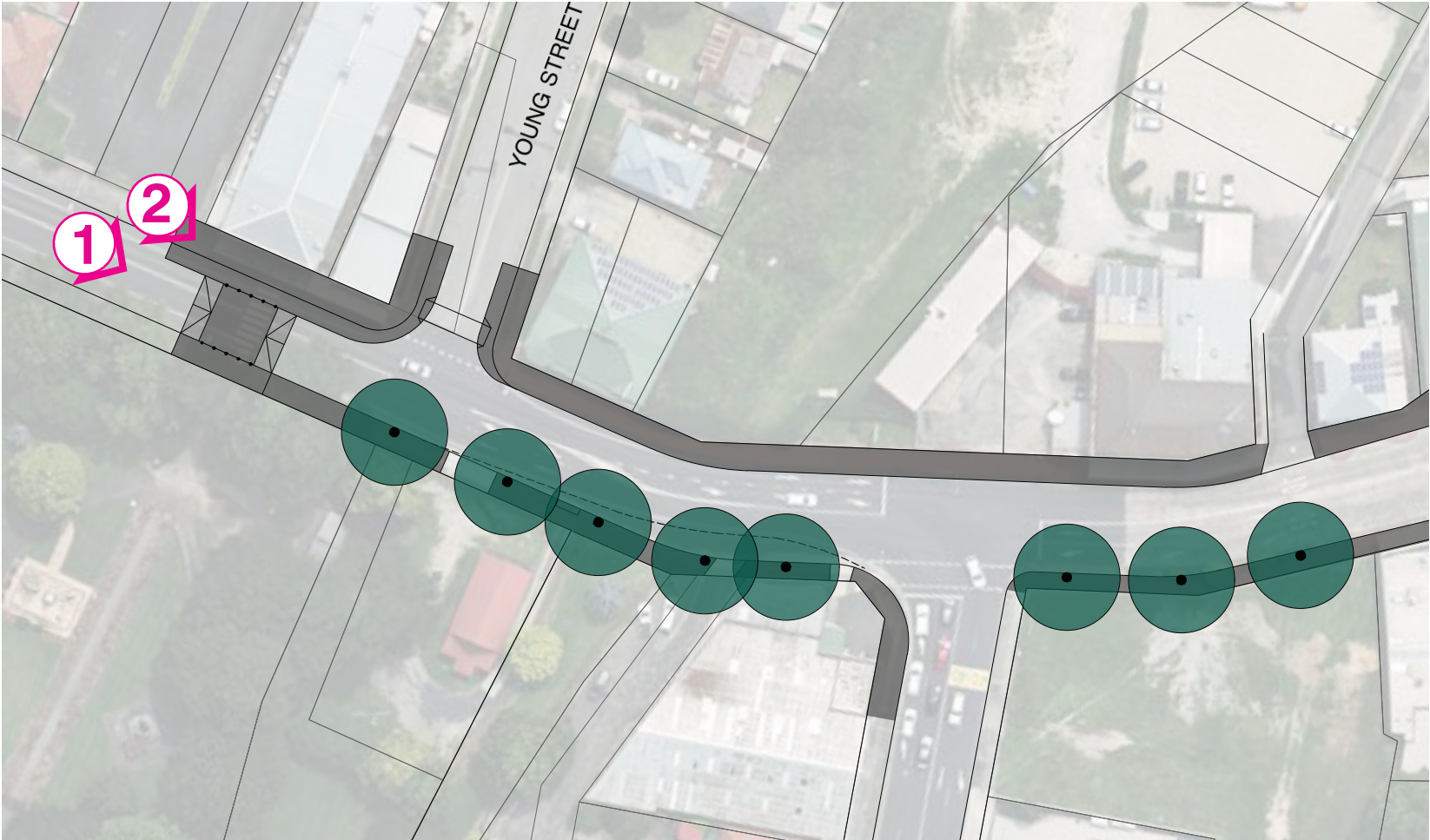
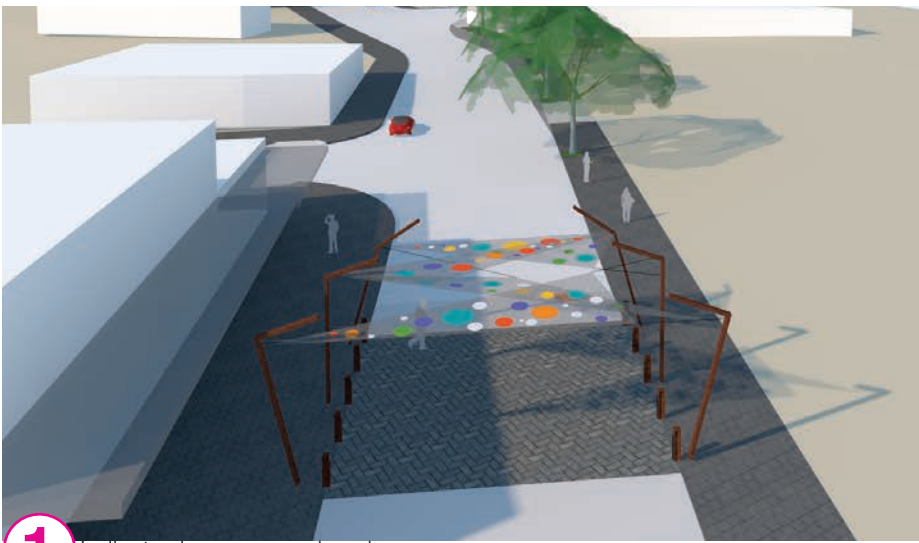


Figure 34: Queen Elizabeth Park Square



1 Indicate views as per plan above

| Legend | |
|--------|--|
| | • Granit unit pavement (Main Street) |
| | • Interlocking pavers (crossings/thresholds) |
| | Horned insitu concrete pavement with regular joint |
| | Asphalt pavement |
| | Gravel pavement |
| | Brick pavement |
| | Concrete ramps to thresholds |
| | Steps |
| | Sandstone block wall |
| | Timber decking / seats |
| | • • • Bollards |
| | Turf |
| | Garden bed |
| | Existing tree |
| | Entry signature tree |
| | Avenue trees to Railway Parade |
| | Avenue trees to Mort Street |
| | Trees to Main Street |



View East along Main Street



View to Queen Elizabeth Park



2 Indicate views as per plan opposite



Possible gateway lighting



Possible gateway lighting & temporary overhead artwork

6.0 Design Concepts

6.4 The Squares: Sandford Avenue

Objectives

- Reinforce pedestrian movement between north and south sides of Main Street and Mort Street at this important zone relating to Woolworths and other community facilities
- Simplify pedestrian and vehicular movements in the area in particular through the series of diagonal laneways
- Reinforce pedestrian movement across Mort Street from residential areas to the south

Tool Kit

- Raised threshold reinforcing pedestrian priority and connection between sides of the street
- Establish Bank Lane as pedestrian link from Woolworths and parking areas to Main Street & supporting Artworks Lane - maintaining vehicular access from central lane to Mort Street

Activation

- Potential in short to medium term for uses to address the laneways
- Potential to build on existing lane events programme
- Potential in longer term for redevelopment of precinct to continue Sandford Avenue as street corridor providing true street frontage, enhanced accessibility and amenity (see lower plan this page)

The Outcome

- A staged programme that will focus initially on improving pedestrian access and security but in the longer term can assist to revitalise the business and street life potential of this precinct

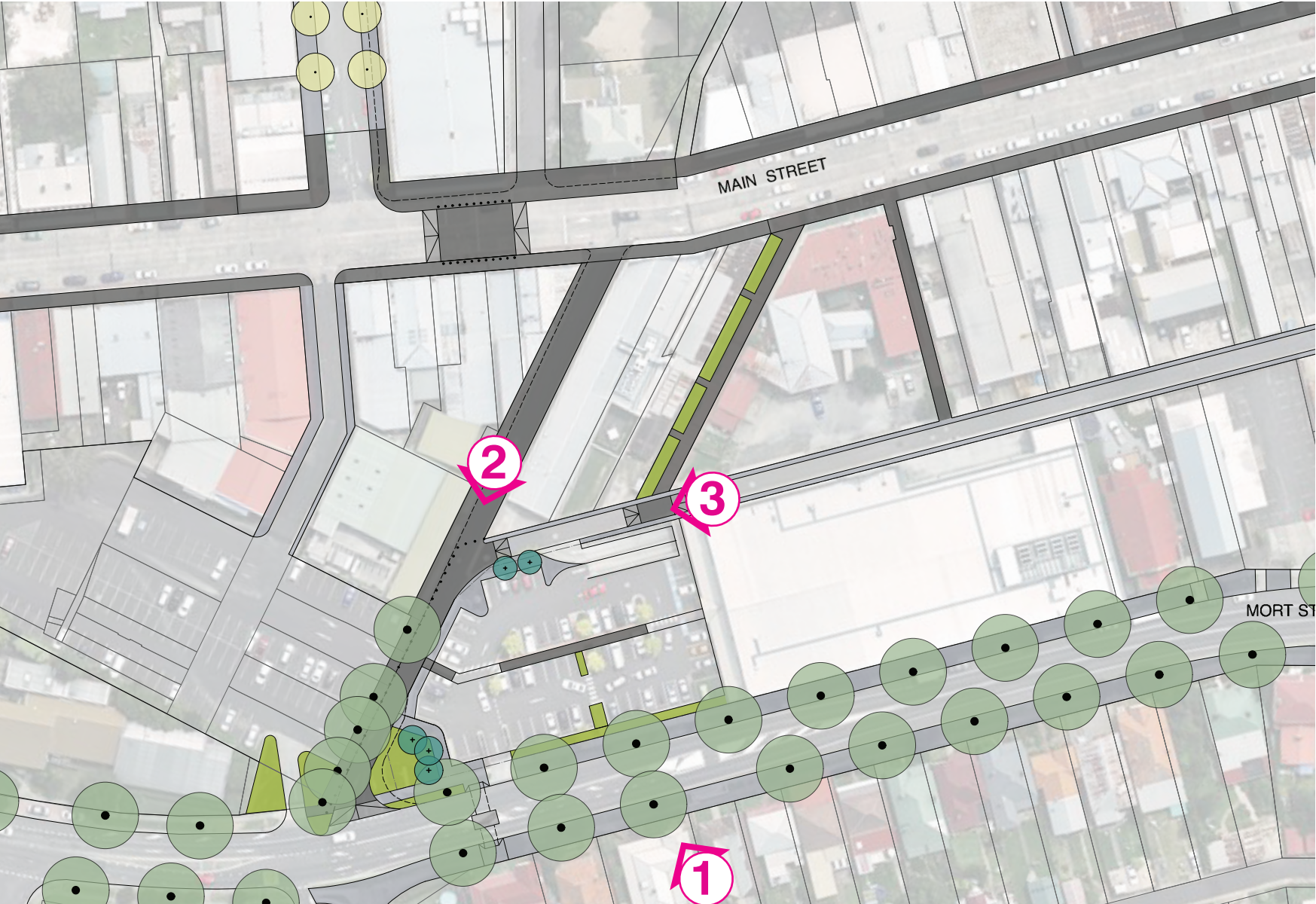
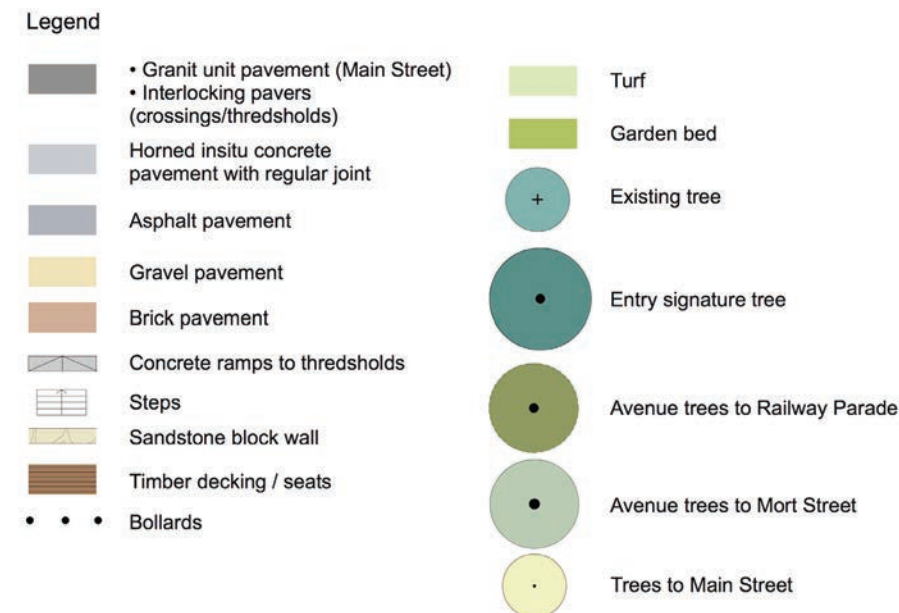
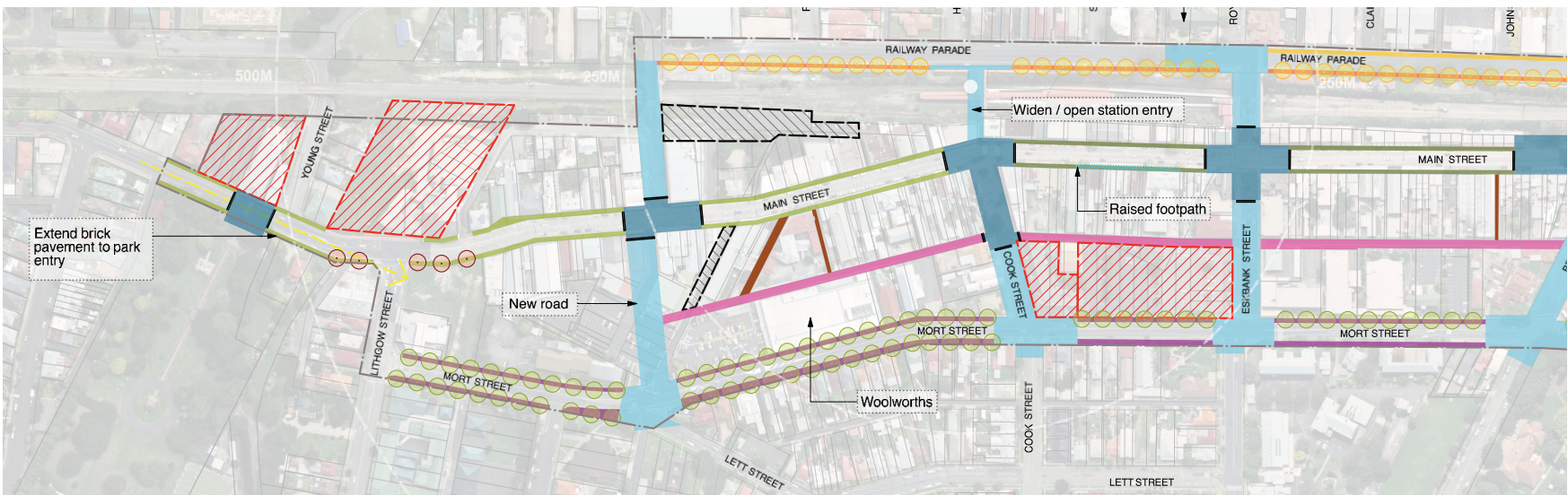


Figure 35: Sandford Avenue - Base concept



Potential long term concept - redevelopment of precinct extending Sandford Road corridor



Existing view - Bank Lane



Existing view - Bank Lane



Proposed view



1 Indicate views as per plan opposite



2 Indicate views as per plan opposite



3 Indicate views as per plan opposite

6.0 Design Concepts

6.4 The Squares: Cook Street Plaza

Objectives

- Reinforce pedestrian movement between north and south sides of Main Street, Central Lane, and Mort Street at this important zone linking the existing square to Railway Station
- Improve pedestrian access to station as more “civic” entry and improve visibility / safety
- Enhance potential of square to function modally in the life of the centre - providing for day to day use as a meeting and eating place, and for events

Tool Kit

- Extended raised threshold reinforcing pedestrian priority and connection between sides of the street
- raised threshold at Central Lane reinforcing pedestrian entry from south
- Improved amenity in square through simplification of ground level elements and improved sight lines
- Seating module that can also act as stage
- Toilet accommodated to west edge of square
- Overhead catenary lighting to provide high level of lighting to square
- Wall trellis gardens to provide “greening” of blank facades that is removable in future if required

Activation

- Potential for adjoining buildings and uses to provide additional active frontage to square
- Provide balance of fixed seating of various types (including backed seating for elderly) with removeable cafe seating operated by traders

The Outcome

- A consolidation of the role of the square in the town
- Better amenity for day t day use as a gathering place and as a place for eating etc off the main street
- Better capacity and facilities for events of varied scales

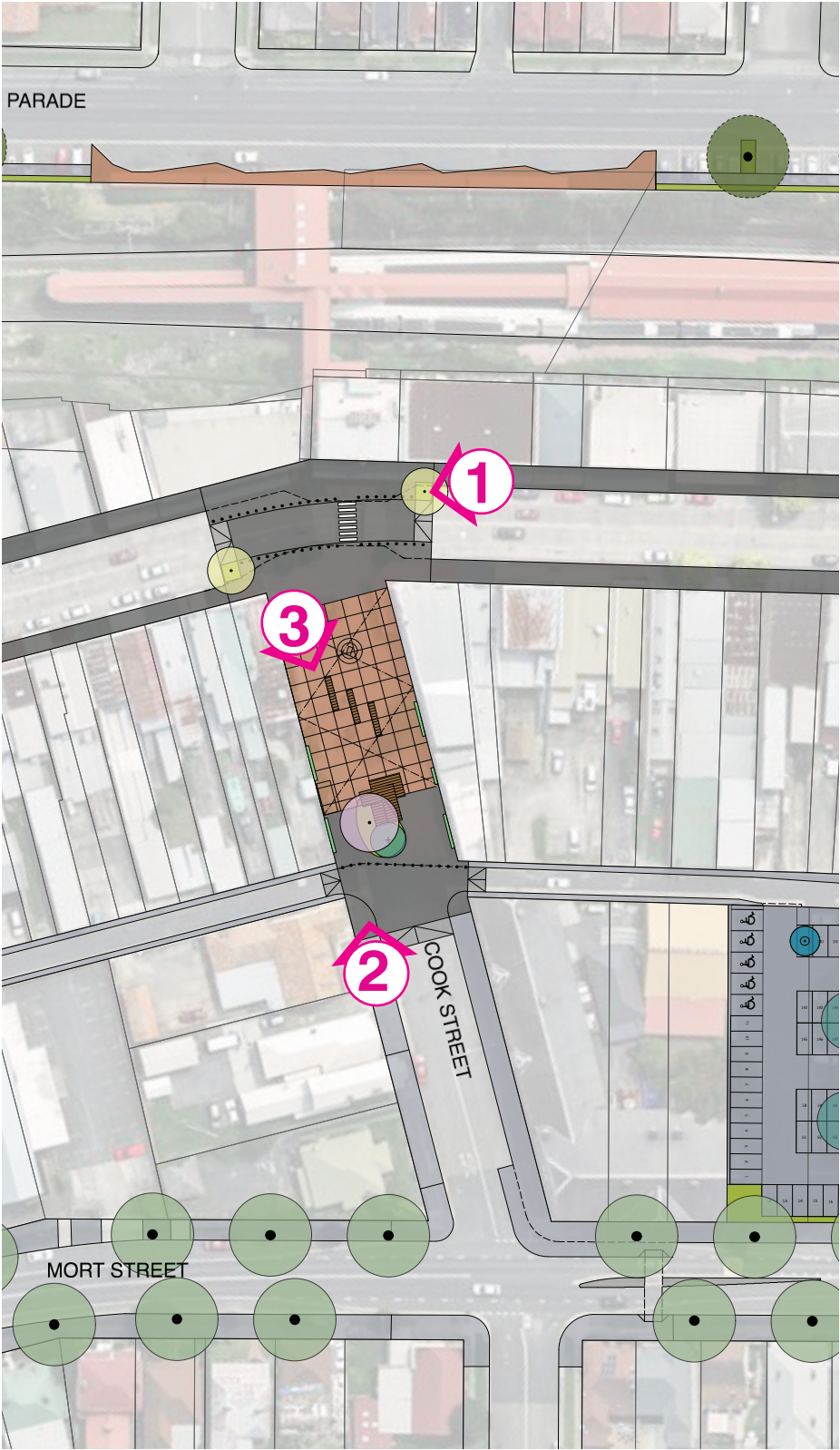
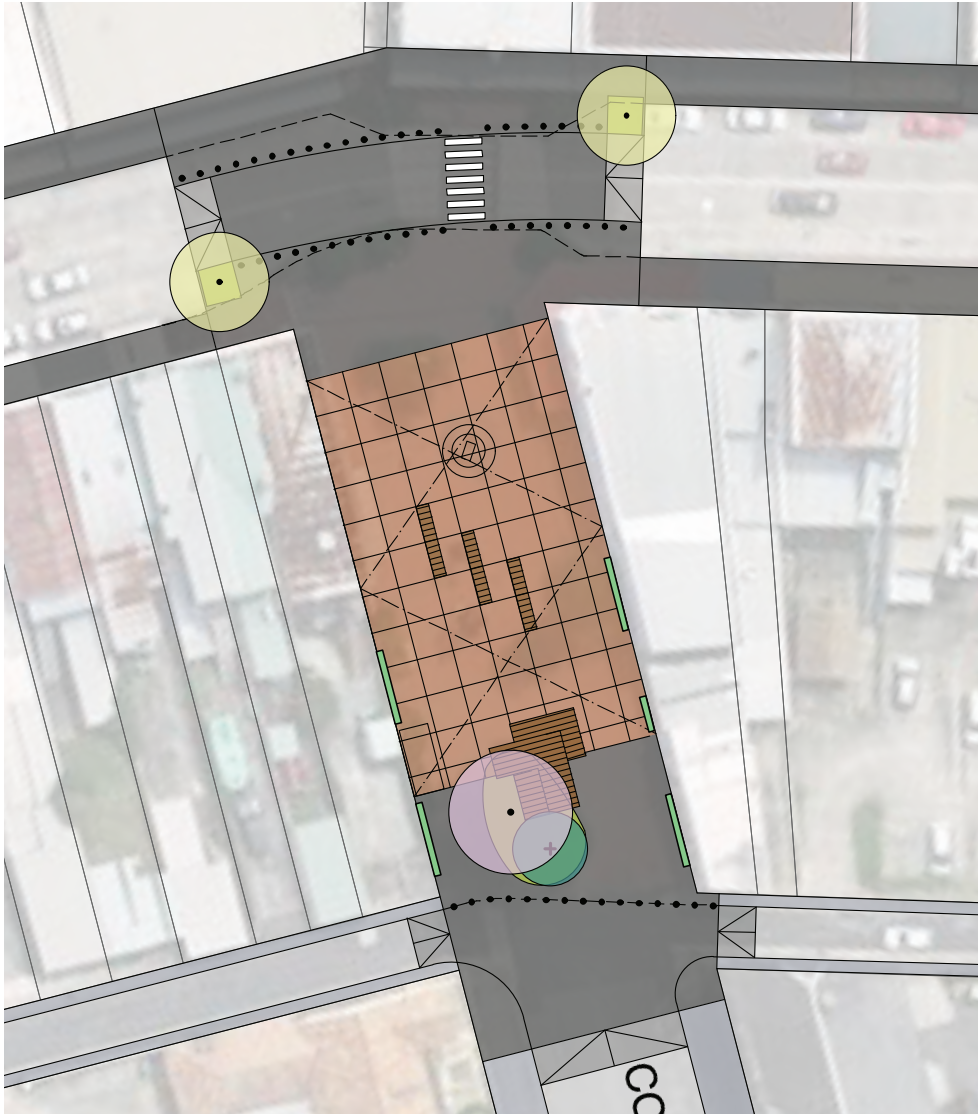


Figure 36: Cook Street Square



Legend

| | |
|--|---|
| • Granit unit pavement (Main Street) | Turf |
| • Interlocking pavers (crossings/thredsholds) | Garden bed |
| Horned insitu concrete pavement with regular joint | Existing tree |
| Asphalt pavement | Entry signature tree |
| Gravel pavement | Avenue trees to Railway Parade |
| Brick pavement | Avenue trees to Mort Street |
| Concrete ramps to thredsholds | Trees to Main Street |
| Steps | Temperary tree plantings to carpark |
| Sandstone block wall | Nodal feature tree to Cook Street plaza |
| Timber decking / seats | |
| • • • Bollards | |



Existing crossing to Main Street



Existing Cook Street Squire



1 Indicate views as per plan opposite



Proposed view



2 Indicate views as per plan opposite



3 Indicate views as per plan opposite

6.0 Design Concepts

6.4 The Squares: Esbank Street

Objectives

- Reinforce pedestrian movement between north south east and west sides of the intersection at this important “cross over” point in Main Street and linking to Mort Street and Railway Parade to the south and north
- square recognises the character and qualities provided by buildings at this intersection
- Create potential for minor scale events or “moments” such as busking
- Square becomes a node for larger events when Main Street is closed

Tool Kit

- Raised threshold across whole intersection reinforcing pedestrian priority and connection between sides of the street
- Short term upgrading of layout to Esbank Street carpark to improve parking provision
- Encourage cafe activity in TAFE building court yard

Activation

- Square enhances pedestrian connectivity

The Outcome

- Short term re-configuration of Esbank Street carpark will increase parking numbers from existing 178 to 234 including 5 Disabled bays. This is an increase of 56 spaces
- Another individual “moment” in the sequence of squares that builds its own character and identity

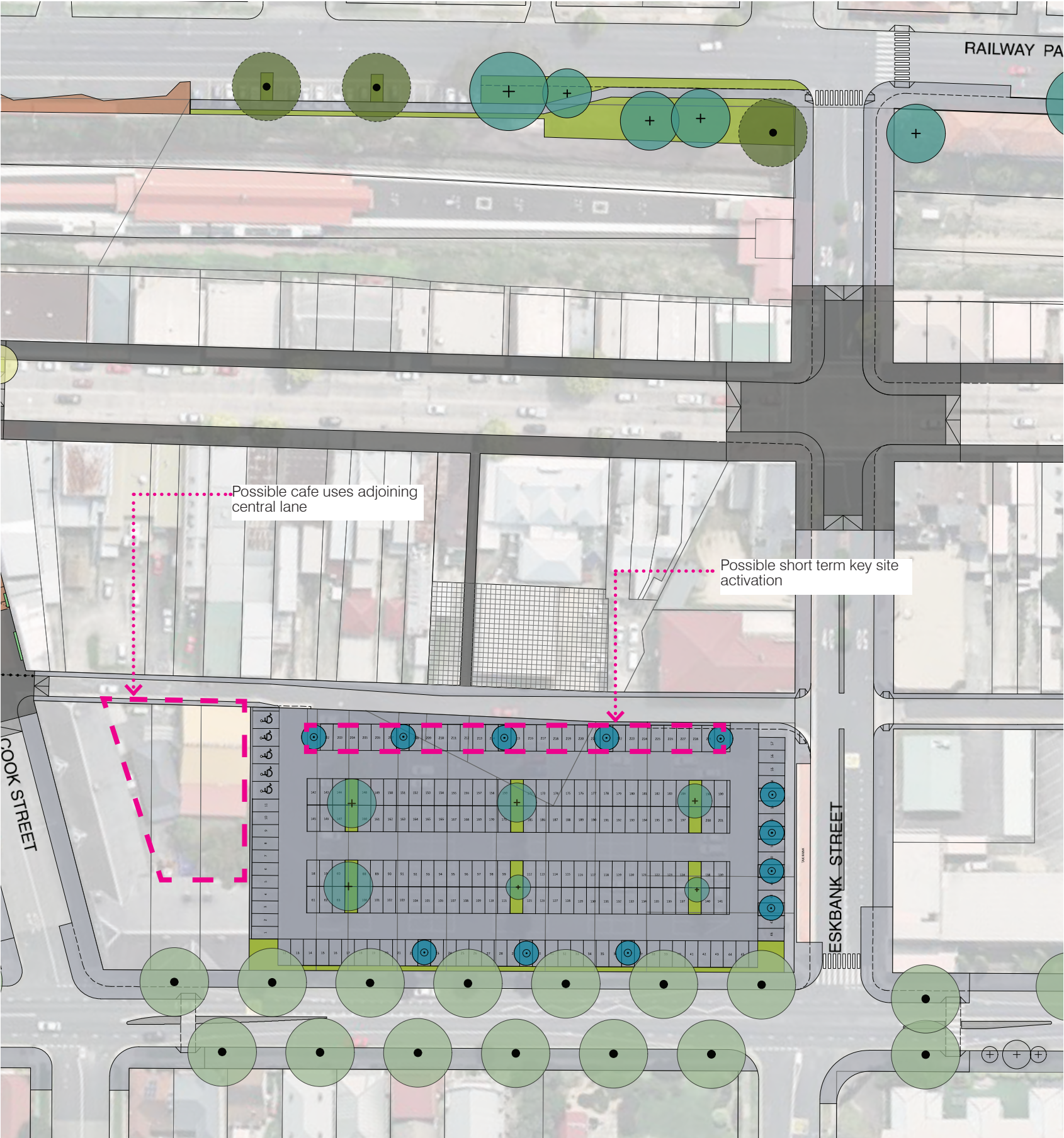
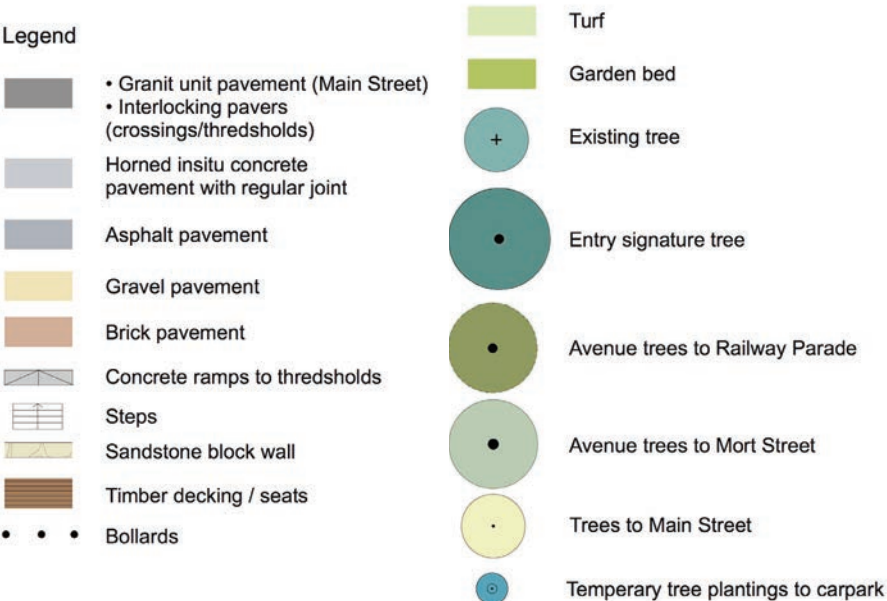
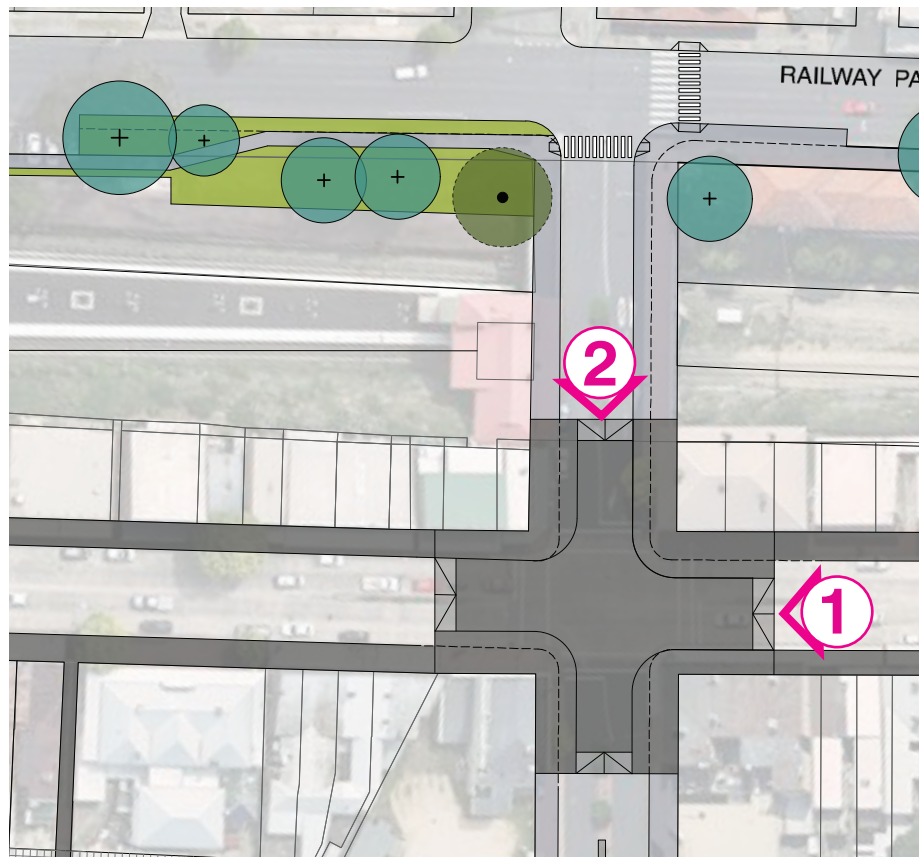


Figure 37: Esbank Street Square



Existing view south



Proposed view



1

Indicate views as per plan above
TDEP with Roberts Day & Hill PDA



2

Indicate views as per plan above

6.0 Design Concepts

6.4 The Squares: Bridge Street

Objectives

- Reinforce pedestrian movement between north and south sides of streets at this eastern bookend
- Reinforce pedestrian movement to the proposed public space at Eskbank Station
- Provide a gateway to traffic entering from the new eastern road link

Tool Kit

- Extended raised threshold reinforcing pedestrian priority and connection between all sides of the streets
- Upgraded landscape treatments and design through Pioneer Park to increase potential for usage
- Toilet accommodated to west edge of Pioneer Park
- Provide lawn terraces and stair link down into Eskbank Station precinct that can be used day to day but also cater for major events such as outdoor cinema

Activation

- Square provides link and transition to events uses in Eskbank Station precinct
- Improvements and expanded opportunities for events support the ongoing activation of Bridge Street currently in evidence

The Outcome

- A major civic precinct offering a diversity of opportunity for day to day use as well as a key role in events in the town centre

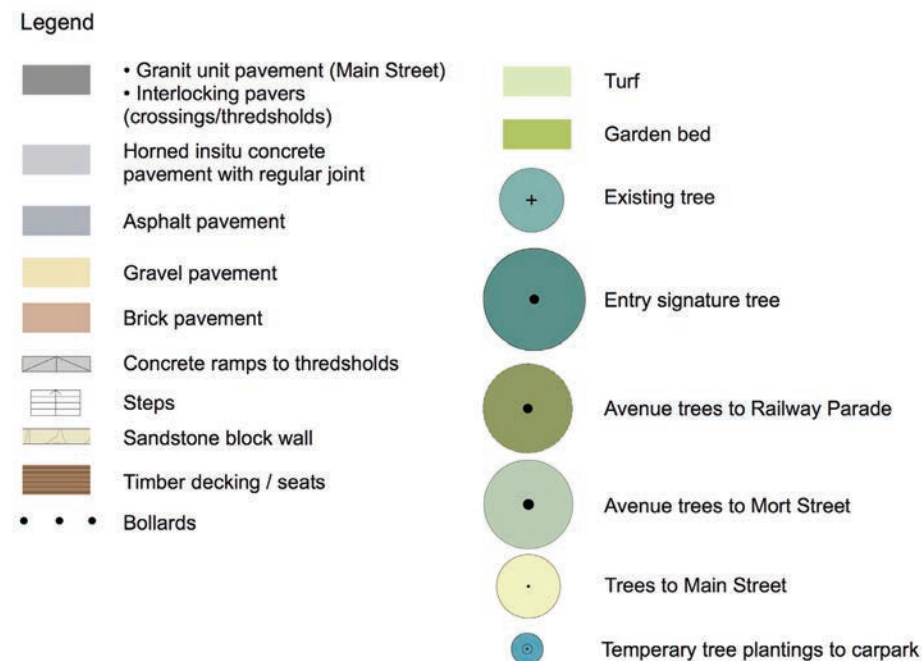
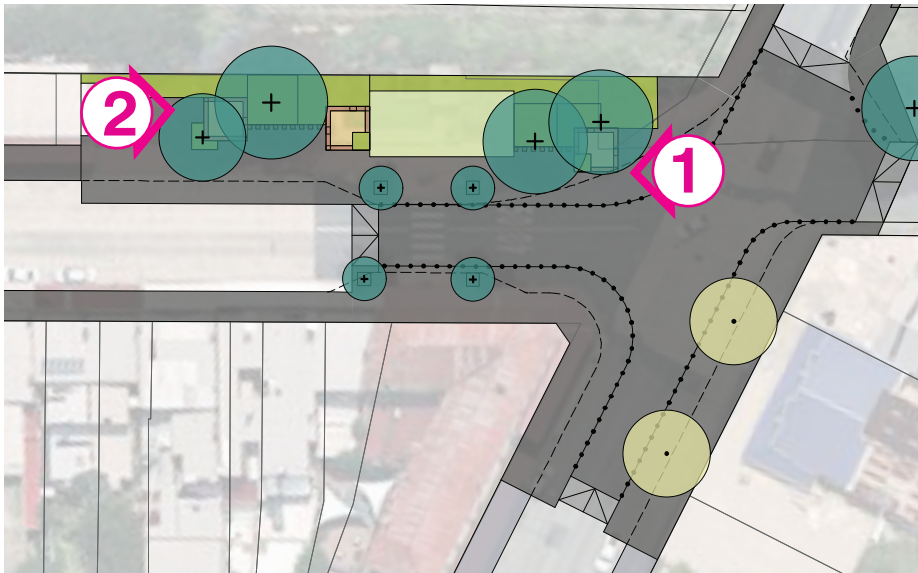


Figure 38: Bridge Street Square



Aerial view - Bridge Street intersection

6.0 Design Concepts



Existing view



Existing view



Proposed view



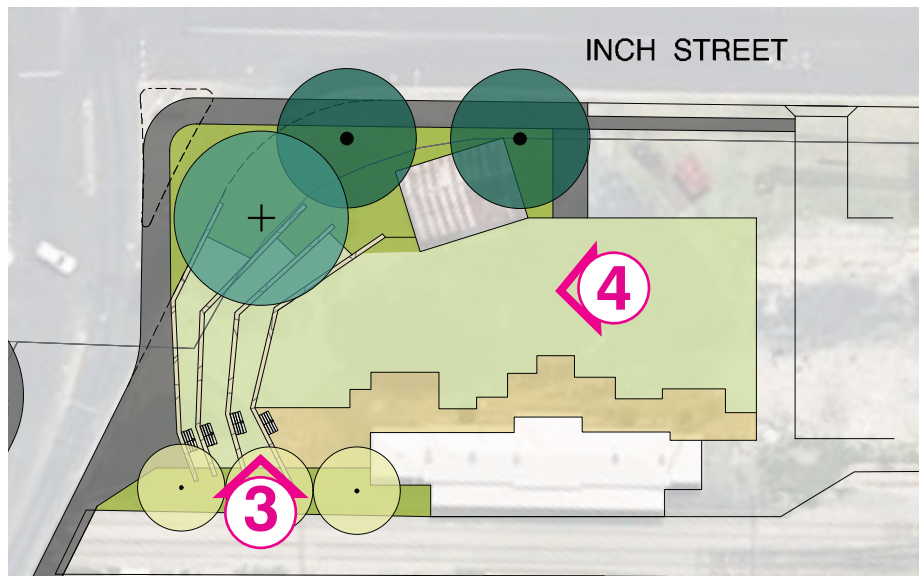
Existing view



1 Indicate views as per plan above



2 Indicate views as per plan above



Existing view



Eskbank Station was historically an important country gateway port



Proposed view - day time event



Proposed view - day time event



3 Indicate views as per plan above



4 Indicate views as per plan above

6.0 Design Concepts

6.5 Main Street Gardens - On Street Trading

Objectives

- On street trading is to be promoted to the Lithgow City Centre, in particular as cafe and restaurant areas.
- This is aimed at activating the street environment and encouraging visitation to the centre more constantly during day.
- Laneways and public spaces should also be promoted as preferred locations for on street trading to add activity and a source of visitation to these areas and to complement through pedestrian movement.

Tool Kit

Encouraging on street trading

- Council policy should encourage on street trading
- Cafe trading on street is to be managed as a consistent suite of elements which will juxtapose the proposed landscape elements of the garden street which are proposed to encourage diversity and variety. Council may procure seating etc and then lease to operators.
- Apply consistent approach to managing extent of cafe areas - refer indicative guidelines opposite
- Implement temporary (pop-up) cafe areas as part of seasonal strategies to create diversity and interest

Elements

- Cafe area to employ consistent approach to elements
- Cafe furniture to be Aluminium table and seats as available from Barlow Casual Furniture (ph (02) 9555 1333) or approved equivalent.
- Cafe umbrellas to be implemented in coordinated colour and form to each cafe - Advertising allowable. Recommended umbrella to be Brown Jordan 1390_9815 7 1/2" Square Single Air Vent with Auto-Loc Pulley and 1 1/2" Anodized Aluminium Pole, as available from Barlow Casual Furniture (or similar).
- Cafe barriers to be tubular Steel frame powdercoated Black, with canvas barriers - advertising allowable.

Activation

- Activation is created to the main street and adjoining lanes by on street trading in the form of "al fresco" dining areas
- Active retail frontage that create movement and interest on the street are to be encouraged

The Outcome

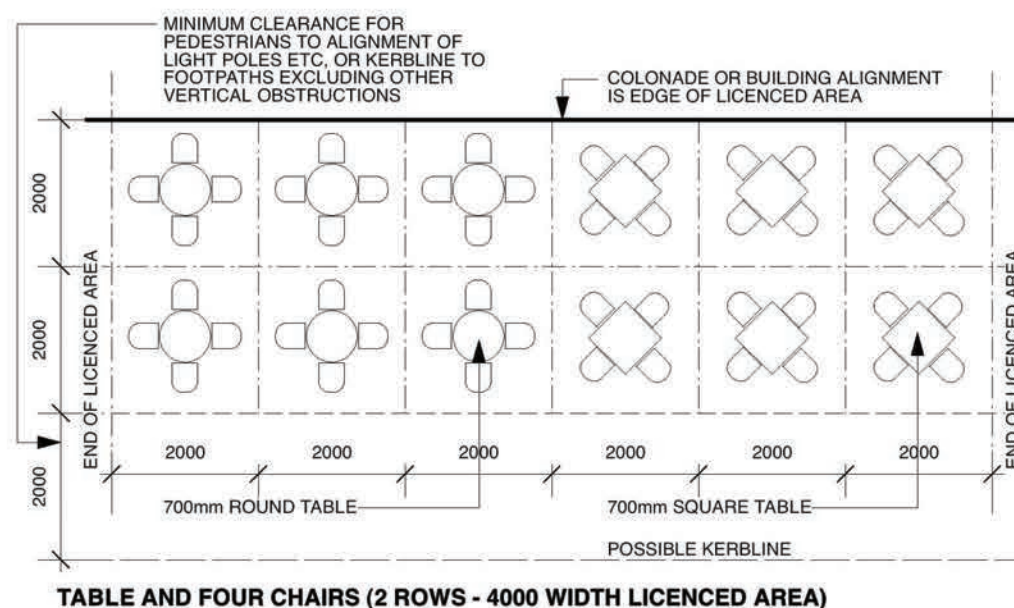
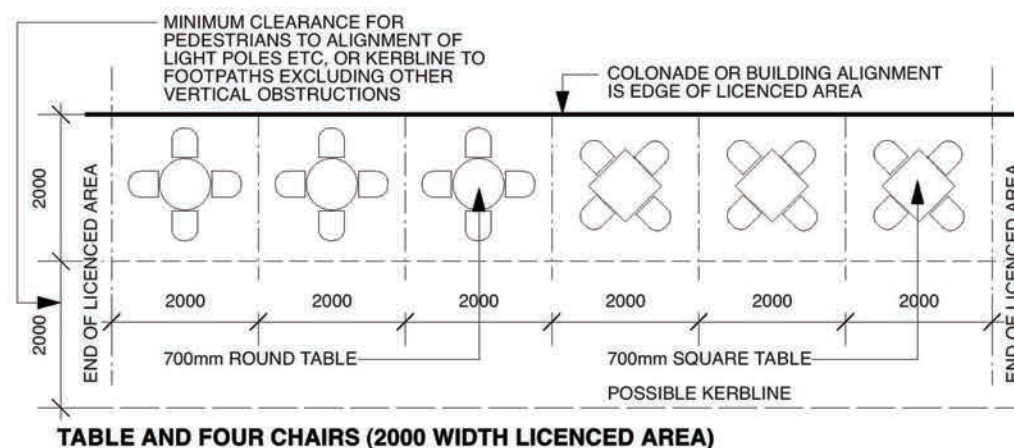
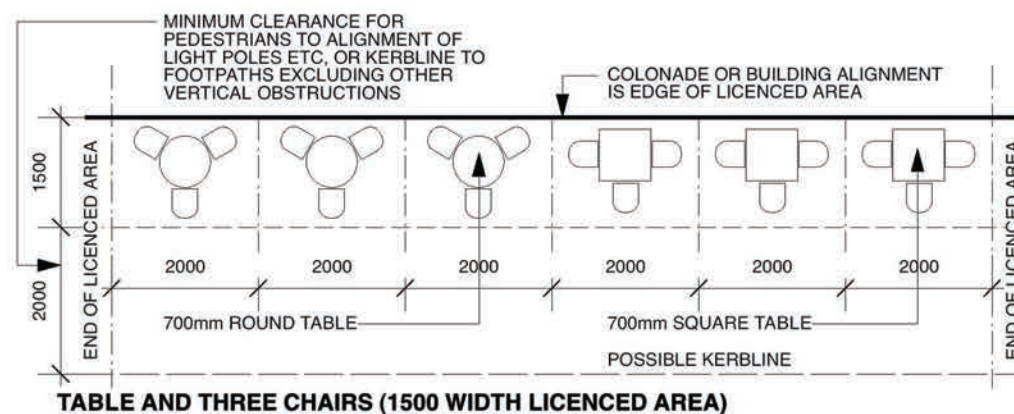
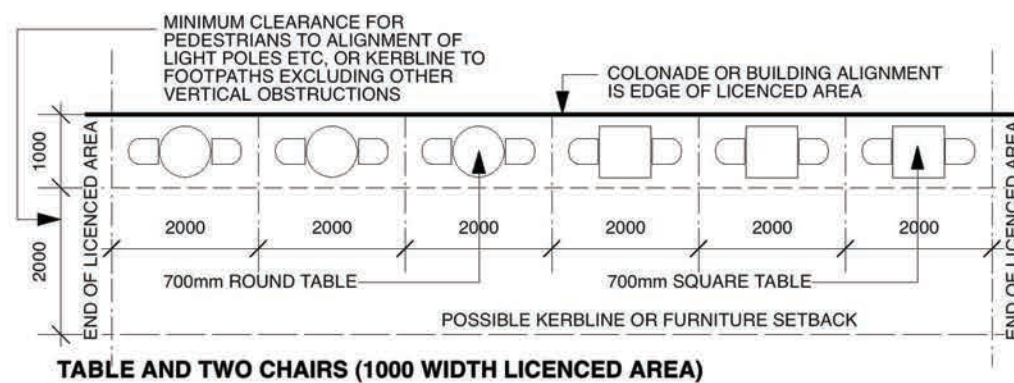
- Main Street provides a "green" thread of character that responds to the limitations of the street environment, and the desire to retain urban character through use of temporary over lays that can reflect a traders creative flair



Right: On street trading in the form of al fresco dining / seating areas can be a key shaper of street identity and character

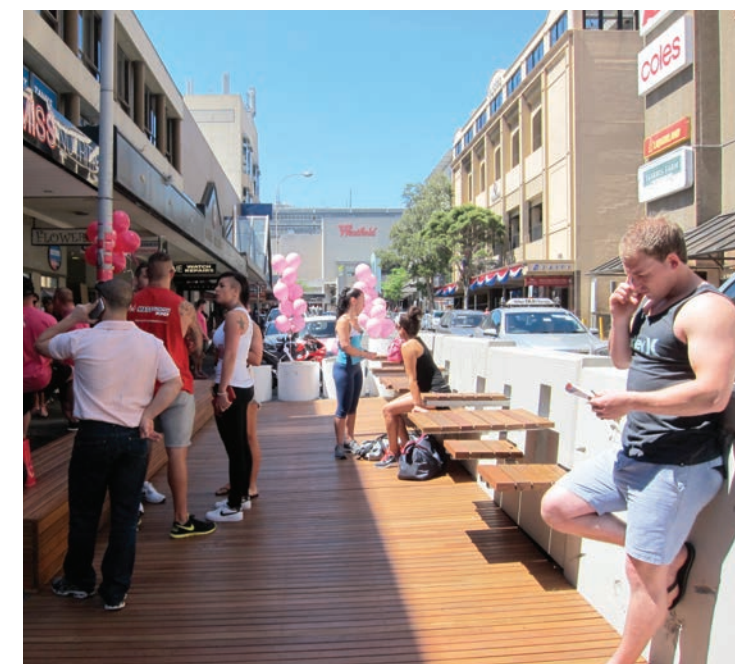


Above: Shop fronts can aid the active qualities of the street environment by having a greater degree of activity at the edge of the frontage



Indicative Requirements (subject to development of Council Policy)

- Footpath outdoor seating areas to maintain 2m minimum width clear path of pedestrian travel between edge of seating areas and alignment of street light poles / furniture / or kerbline where no vertical obstructions occur. If clear line of travel along shopfront is preferred for universal access arrangement can be reversed
- Limit extent of outdoor seating zones to pedestrian areas to a maximum width of 1/3 of overall width of space.
- Provide transition zone between alternating seating areas to potential areas at minimum 1/2 width of space.



Above: Consistent on street trading elements are desirable to provide a unified look and aid maintenance and management

Above: Pop-up outdoor seating areas are an ideal option for Lithgow to enable temporary cafe seating to areas that are limited by width or grades and to support the creative, diverse character emerging on Main Street

6.0 Design Concepts

6.5 Main Street Gardens - Planters

Objectives

- To provide a flexible and temporary palette of elements that traders can use to enhance their shop frontages
- To engage with the creative character of traders that is evidenced currently along Main Street
- Provide opportunities for “greening” main street in lieu of trees - given the engineering constraints for trees and desirability of maintains the street’s strong urban and architectural character

Tool Kit

- A consistent suite of pot plantings including pot elements that can be used in designated zones along street (to maintain safe pedestrian access)

Activation

- Garden character will enhance potential for street life adding amenity to al fresco dining areas

The Outcome

- Main Street provides a “green” thread of character that responds to the limitations of the street environment, and the desire to retain urban character through use of temporary over lays that can reflect a traders creative flair

Street Garden Tool Kit: Planters

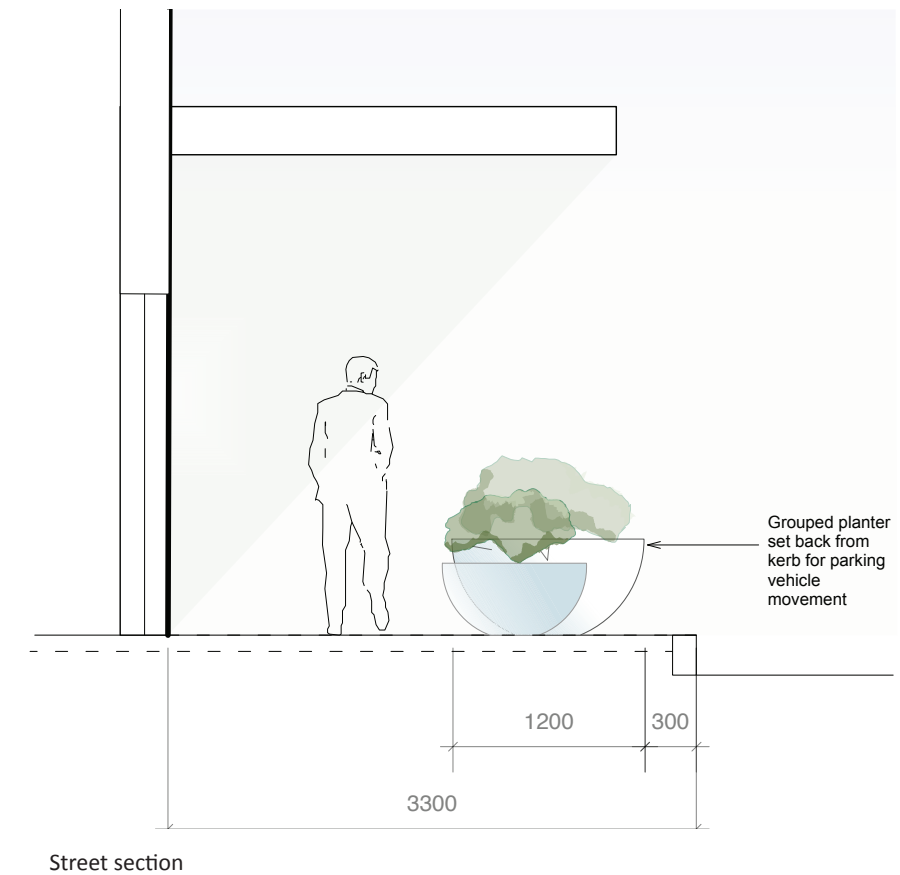
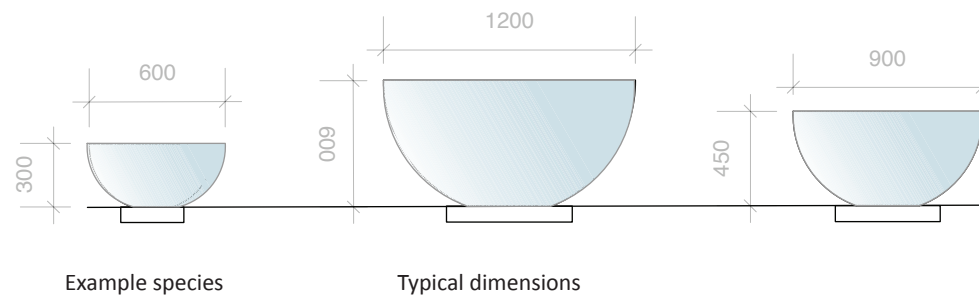
Item: Custom planter Bowl

Application : Main Street,Civic plaza,

Location: Closed facades i.e
Commonwealth Bank, west
fund,Hotels, food outlets

Material: Mild steel -Powder coated

Plant Type: Shrubs, Annuals - Rhodo-
dendrons -community garden.



Typical forms available

Item: Off the shelf Planter, troughs and bowls

Application : Main Street, Civic plaza,

Location: Closed facades i.e Commonwealth Bank, west fund, Hotels, Partitioning of footpaths to food outlets,

Material: Lightweight Fibre cement

Plant Type: Shrubs, Annuals - Rhododendrons -community garden.



BOWL:
1200 D , 600 H



CUBE:
L: 750 W x 750 D x 600 H

M: 500 W x 500 D x 600 H



TROUGH :
L: 1000 W x 450 D x 450 H

M: 800 W x 400 D x 400 H



CYLINDER :
L: 570 D x 560 H

M: 400 D x 430 H



Montage illustrations

6.0 Design Concepts

6.5 Main Street Gardens -Trellises

Objectives

- To provide a temporary / removable and cost effective greening of blank facades that can compliment planters to Main street
- To compensate for limited street tree planting opportunities to Main Street

Tool Kit

- A standardized trellis panel system of *** steel angle and returning mesh with trough planters
- Panel system can be fixed to masonry walls and removed when without damaging wall

Activation

- Garden character will enhance potential for street life adding amenity to al fresco dining areas

The Outcome

- Main Street provides a “green” thread of character that responds to the limitations of the street environment, and the desire to retain urban character through use of temporary over lays that can reflect a traders creative flair

Street Garden Tool Kit: Trellises

Item: Wall mounted Trellis with planter box

Application :Civic plaza, Closed fa-
cades ie. Social services buildings

Location: Main street, cooks plaza

Material: Mild steel planter box,
Weld mesh or flexi mesh trellis.

Plant Type: Climbers.



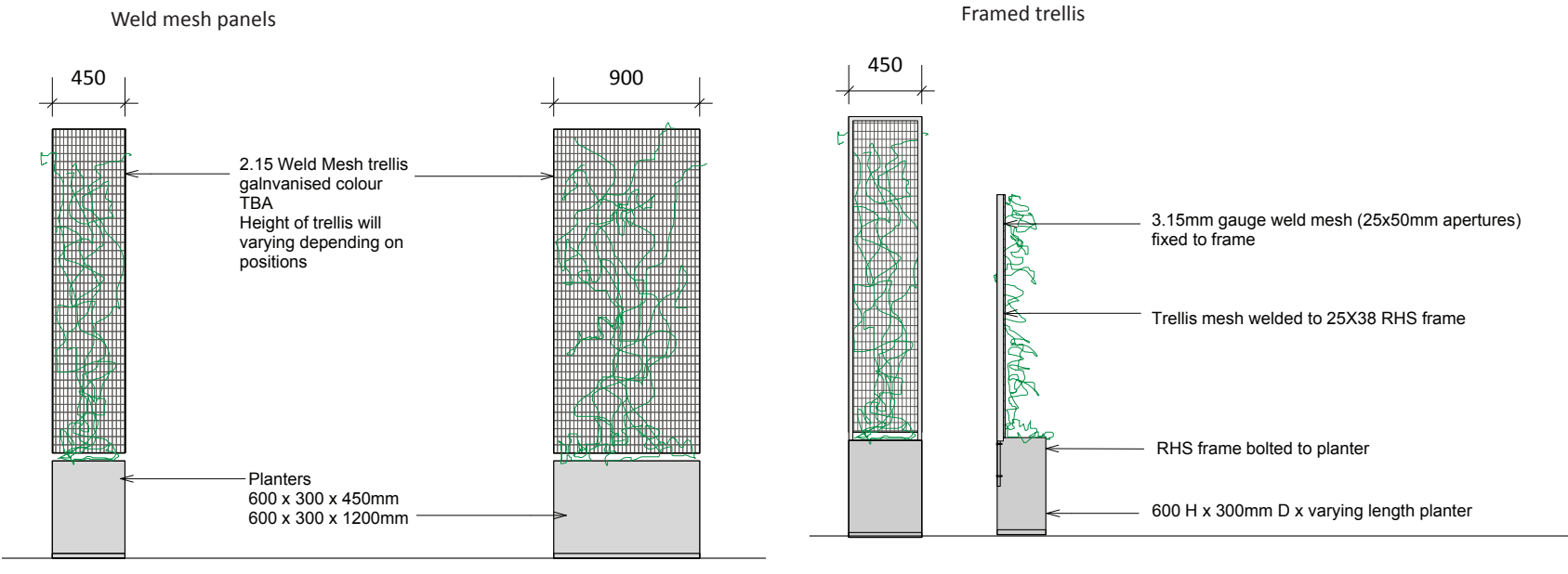
Trachelospermum Jasminoides
Star jasmine



Bougainvillea glabra
Bougainvillea

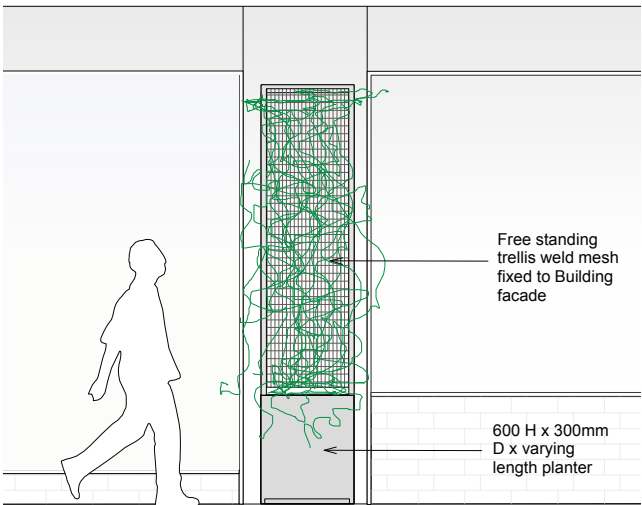
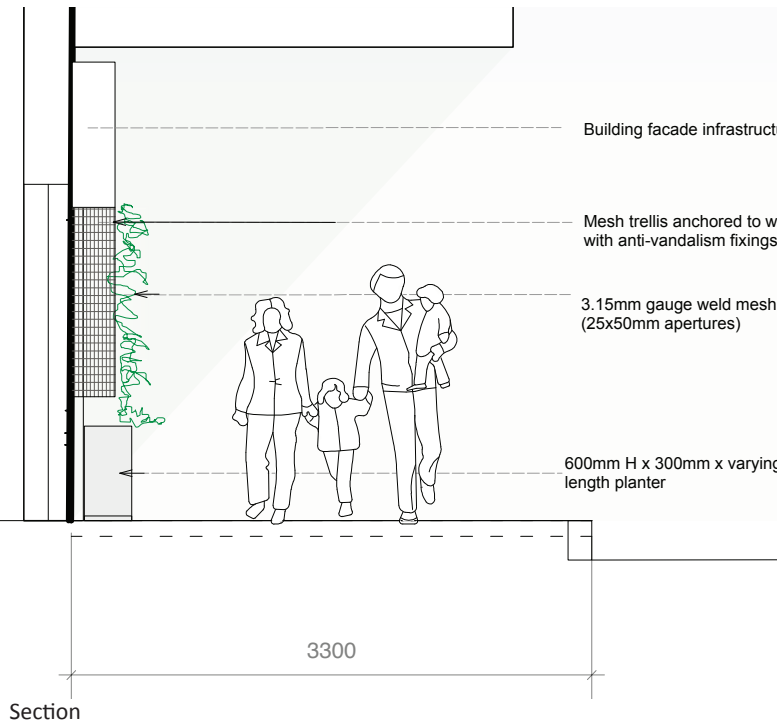


Jasminum polyanthum Pot-
toe vine



The weld mesh trellis system can be utilised to cover a range of facades with protrusions and other building elements. It could be self supporting or temporarily fixed to the facade.

The freestanding trellis system could be implemented to closed facades and utilised for partitioning or screening.



Main St has a variety of conditions to the facades. A veritac trellis system allows for a softening of an typically urban edge

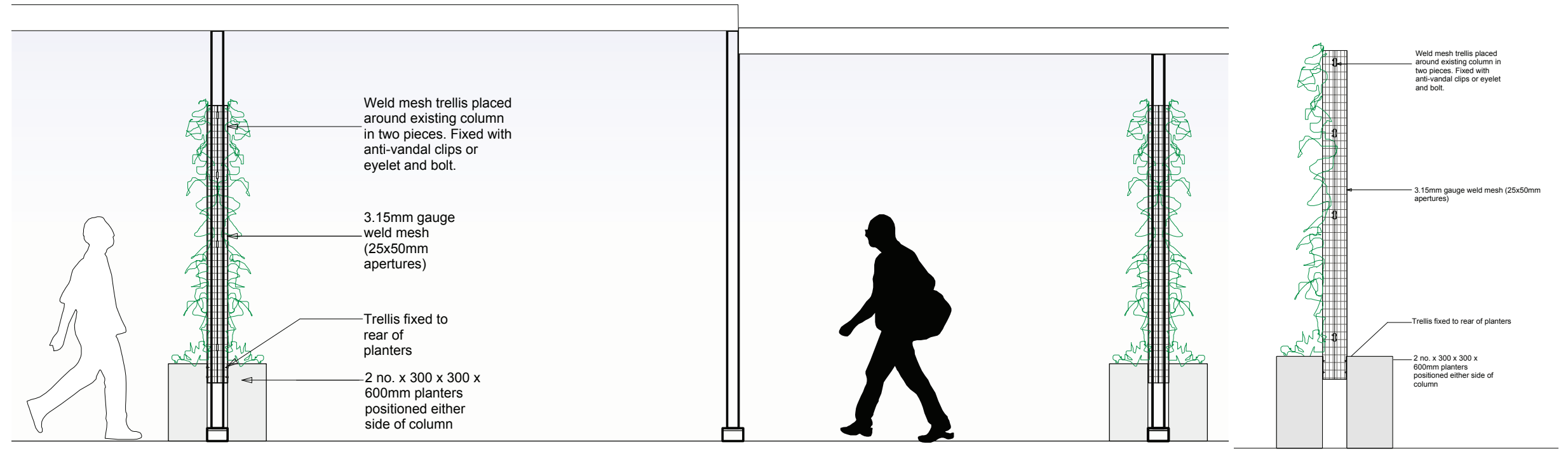
Item: Post trellis cage with planter box

Application: Down pipes, Awning post.

Location: Main street, cooks plaza

Material: Mild steel planter box,
Weld mesh trellis.

Plant Type: Climbers.



Street Elevation

Elevation



6.5 Main Street Gardens

Street Garden Tool Kit:
Planting

CLIMBERS:
Each species has been chosen for their versatility and tolerance for a wide range of conditions and uses. Each plant will have a unique signature that can be utilised to enhance the streetscape and its wide range of conditions at different times of the year.



Trachelospermum Jasminoides Star jasmine
Traits: Sun, shade Fragrant , Container
Flowering season: Summer, Autumn, Winter, Spring



Bougainvillea glabra Bougainvillea
Traits: Sun, Coastal, Feature, Hedge, Container
Flowering season: Summer, Autumn, Spring



Jasminum polyanthum Potatoe vine
Traits: Sun, Shade, Feature, Hedge, Fragrant
Flowering season: Summer, Autumn, Winter, Spring



Hedera colchica 'Dentata'
Traits: Sun, Shade, Groundcover, Container
Flowering season: Autumn

SHRUBS:
The following species have been chosen for the versatility variance in habits erect, rounded or spreading, typically evergreen. Each shrub will have a unique signature that can be utilised to enhance the streetscape and its wide range of conditions at different times of the year.



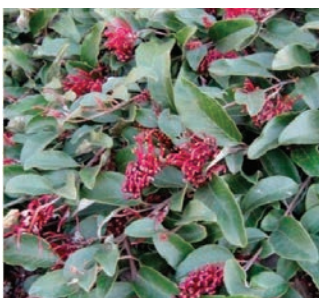
Lavandula angustifolia 'Loddon Blue'
Traits: Sun, shade Fragrant , Container
Flowering season: Summer, Autumn, Winter, Spring



Rhododendron, Hardy Tall Hybrid, 'Alice'
Traits: Sun, Shade, Feature, Hedge, Container, Fragrant
Flowering season: Summer, Autumn, Winter, Spring



Hebe rakaiensis
Traits: Sun, Shade, Container, Fragrant
Flowering season: Summer, Autumn, Winter, Spring



Grevillea laurifolia Blue Mountain Rambler
Traits: Sun, Shade, Ground cover Container,
Flowering season: Winter, Spring

6.0 Design Concepts



Example illustration - facade trellises



Main Street Garden
-Green wall system



6.0 Design Concepts

6.6 Mort Street

Objectives

- Mort Street to be the town centre bypass for through traffic and heavy traffic
- Mort Street acts as the feeder to off street parking supporting Main Street
- Mort Street to have a good pedestrian amenity that supports its longer term commercial and residential role

Tool Kit

- Unified footpath pavement treatment - secondary in significance to Main Street
- Consolidated avenue tree treatment creating green corridor and reducing summer heat
- Pedestrian movement from residential areas reinforced with wider / more significant refuge crossings

Activation

- Ongoing redevelopment of the north side of Mort Street will focus on commercial and residential accommodation
- The squares will link the workforce / residents down to the Main Street civic and retail street precinct

The Outcome

- Mort Street will provide an attractive green streetscape that links easily to the Main Street civic and retail street precinct
- Mort Street provides a significant vehicular movement role for the traffic bypass and for parking access

Legend

| | | | |
|--|--|--|---|
| | • Granit unit pavement (Main Street) | | Turf |
| | • Interlocking pavers (crossings/thresholds) | | Garden bed |
| | Horned insitu concrete pavement with regular joint | | Existing tree |
| | Asphalt pavement | | Entry signature tree |
| | Gravel pavement | | Avenue trees to Railway Parade |
| | Brick pavement | | Avenue trees to Mort Street |
| | Concrete ramps to thresholds | | Trees to Main Street |
| | Steps | | Temperary tree plantings to carpark |
| | Sandstone block wall | | Nodal feature tree to Cook Street plaza |
| | Timber decking / seats | | |
| | Bollards | | |

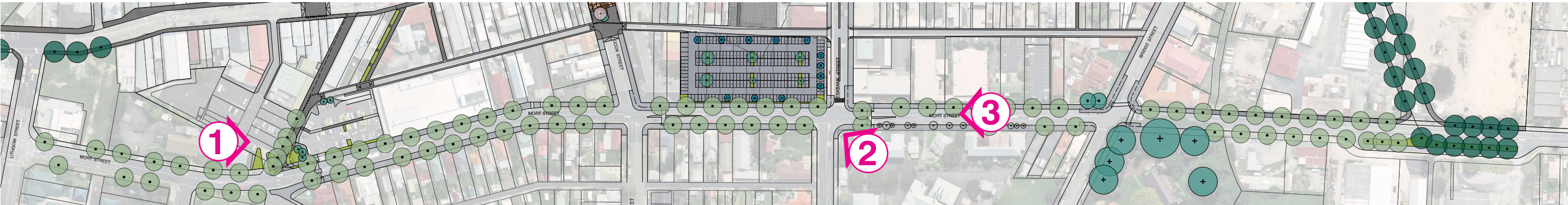


Figure 39: Mort Street overall



Figure 40: Mort Street between Lithgow Street and Bridge Street



Existing view - refer montage



Existing view



Proposed view



1 Indicate views as per plan opposite



2 Indicate views as per plan opposite



3 Indicate views as per plan opposite

6.0 Design Concepts

6.7 Railway Parade

Objectives

- Railway Parade to provide a supporting on street parking role at its east and west ends for the Main Street retail precinct
- Provision of a cycle and pedestrian link from Eskbank Station to Sandford Avenue
- Railway Parade to have comfortable pedestrian amenity in summer
- Tool Kit
- Unified footpath pavement treatment to south side - secondary in significance to Main Street
- Provide one way on road cycle lanes to both sides
- Provide upgraded pedestrian path for full length of south side
- Consolidated avenue tree treatment reflecting existing deciduous tree character of Plane Trees
- Pedestrian movement from residential areas to north reinforced with wider / more significant refuge crossings





















Activation

- Railway Parade will remain primarily a movement zone but of high character and amenity
- Commercial retail node at east / Bridge Street Square end
- The squares will link the workforce / residents across to the Main Street civic and retail street precinct

The Outcome

- Railway parade will consolidate its deciduous street character complimenting the range of heritage buildings which adjoin it
- Continuous pedestrian and cycle access will be provided to the south side linking to the Railway Station

Legend

- | | | | |
|---|--|---|---|
|  | • Granit unit pavement (Main Street) |  | Turf |
|  | • Interlocking pavers (crossings/thresholds) |  | Garden bed |
|  | Horned insitu concrete pavement with regular joint |  | Existing tree |
|  | Asphalt pavement |  | Entry signature tree |
|  | Gravel pavement |  | Avenue trees to Railway Parade |
|  | Brick pavement |  | Avenue trees to Mort Street |
|  | Concrete ramps to thresholds |  | Trees to Main Street |
|  | Steps |  | Temperary tree plantings to carpark |
|  | Sandstone block wall |  | Nodal feature tree to Cook Street plaza |
|  | Timber decking / seats | | |
|  | Bollards | | |

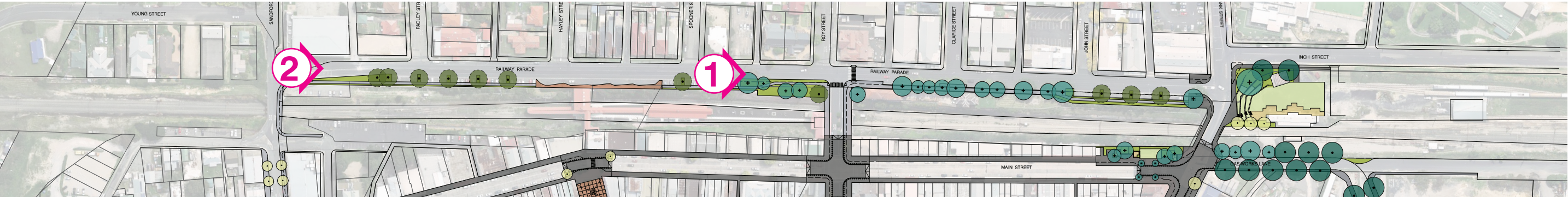


Figure 41: Railway Parade between Sandford Avenue and Bridge Street

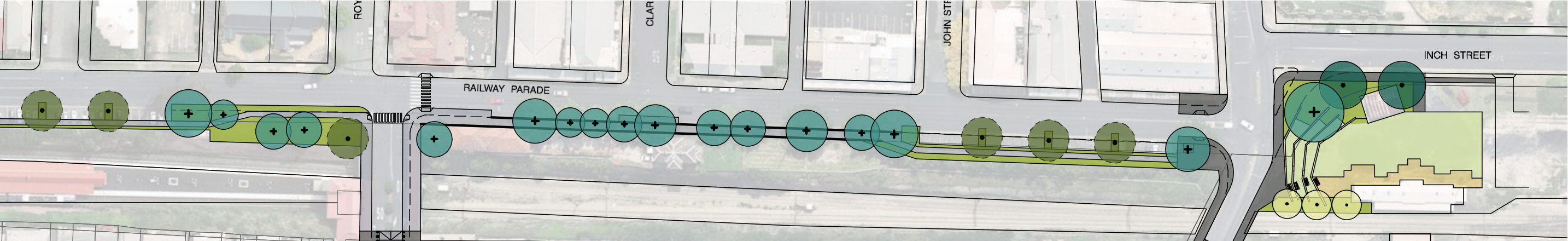


Figure 42: Railway Parade between Eskbank Street and Bridge Street



Existing view - refer montage



Existing view to east



Existing view to west of station

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Proposed view - Parade cycle lanes and enhanced pedestrian access



1 Indicate views as per plan opposite



2 Indicate views as per plan opposite

6.0 Design Concepts

6.8 Central Lane

Objectives

- Central lane will provide a special redevelopment opportunity for small scaled “fine grain” developments that can from the lane and develop a secondary street environment to the main east west streets

Tool Kit

- Recognise the squares as they cross central lane - reinforcing north south pedestrian access
- Promote opportunities for small scale redevelopment that can address the laneway

Activation

- Redevelopment to provide movement and activity to lanes, and create an opportunity for a varied / different character within the town to compliment its other public spaces

The Outcome

- Scope for smaller scaled and more practical redevelopment is facilitated, adding to the character and nature of the towns residential and commercial fabric
- Small businesses and Manufacturers / Creators complement and add to the character and life of the Main Street precinct
- Central Lane progressively becomes a place of movement and activity

Legend

| | | | |
|--|--|--|---|
| | • Granit unit pavement (Main Street) | | Turf |
| | • Interlocking pavers (crossings/thredsholds) | | Garden bed |
| | Horned insitu concrete pavement with regular joint | | Existing tree |
| | Asphalt pavement | | Entry signature tree |
| | Gravel pavement | | Avenue trees to Railway Parade |
| | Brick pavement | | Avenue trees to Mort Street |
| | Concrete ramps to thredsholds | | Trees to Main Street |
| | Steps | | Temperary tree plantings to carpark |
| | Sandstone block wall | | Nodal feature tree to Cook Street plaza |
| | Timber decking / seats | | |
| | Bollards | | |

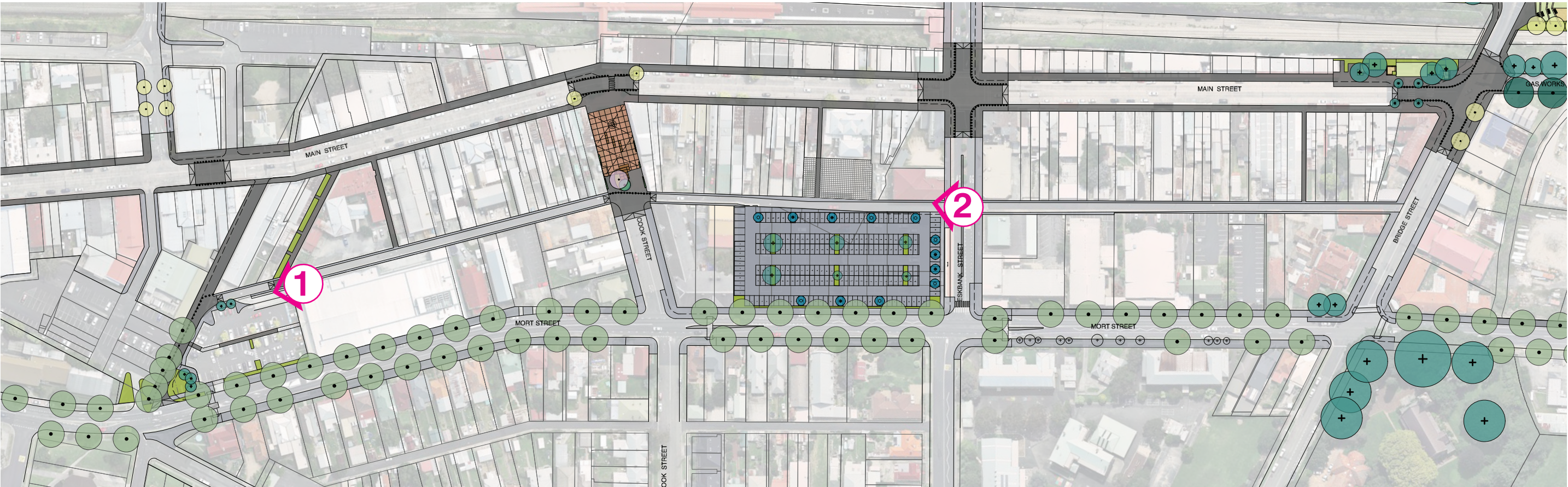
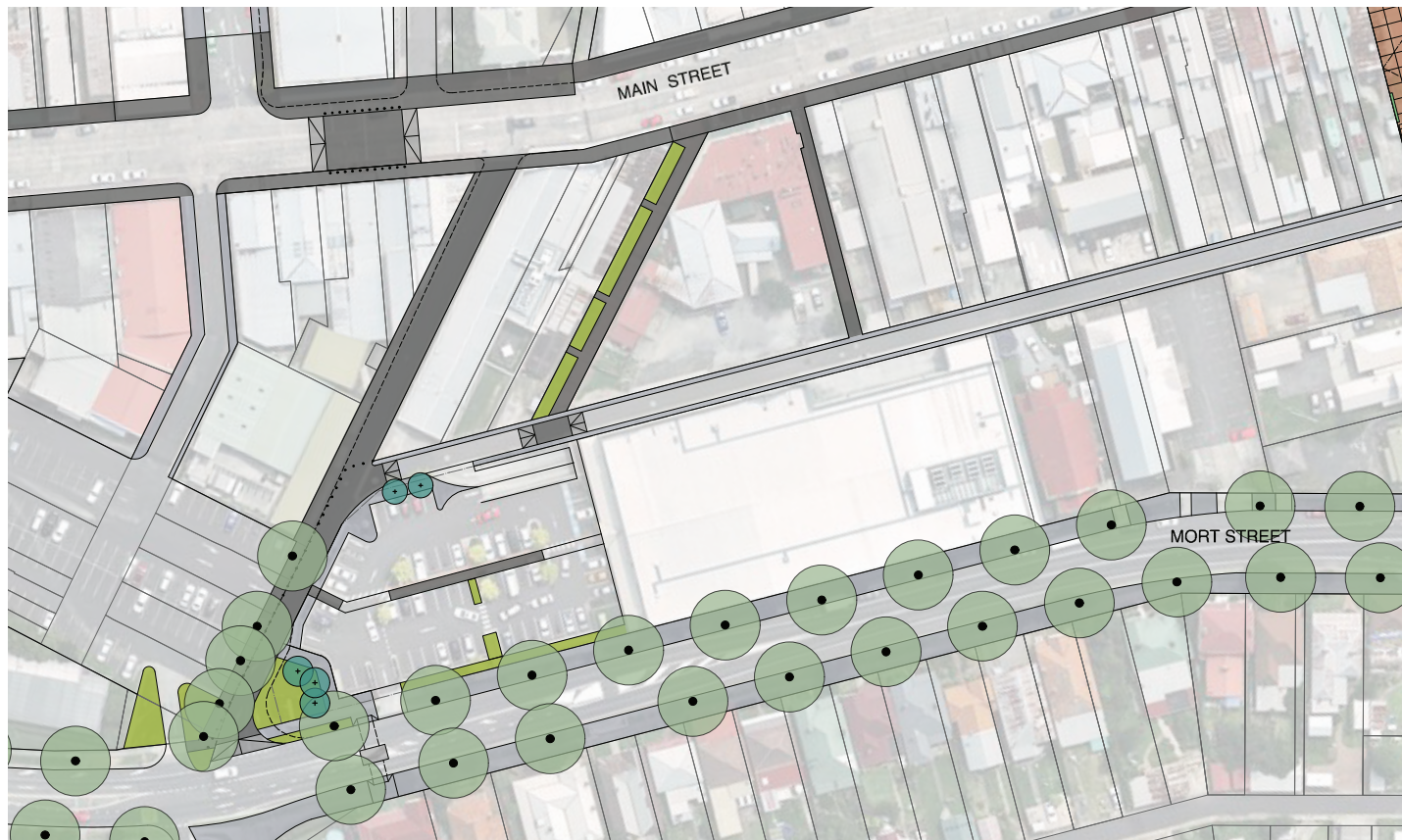
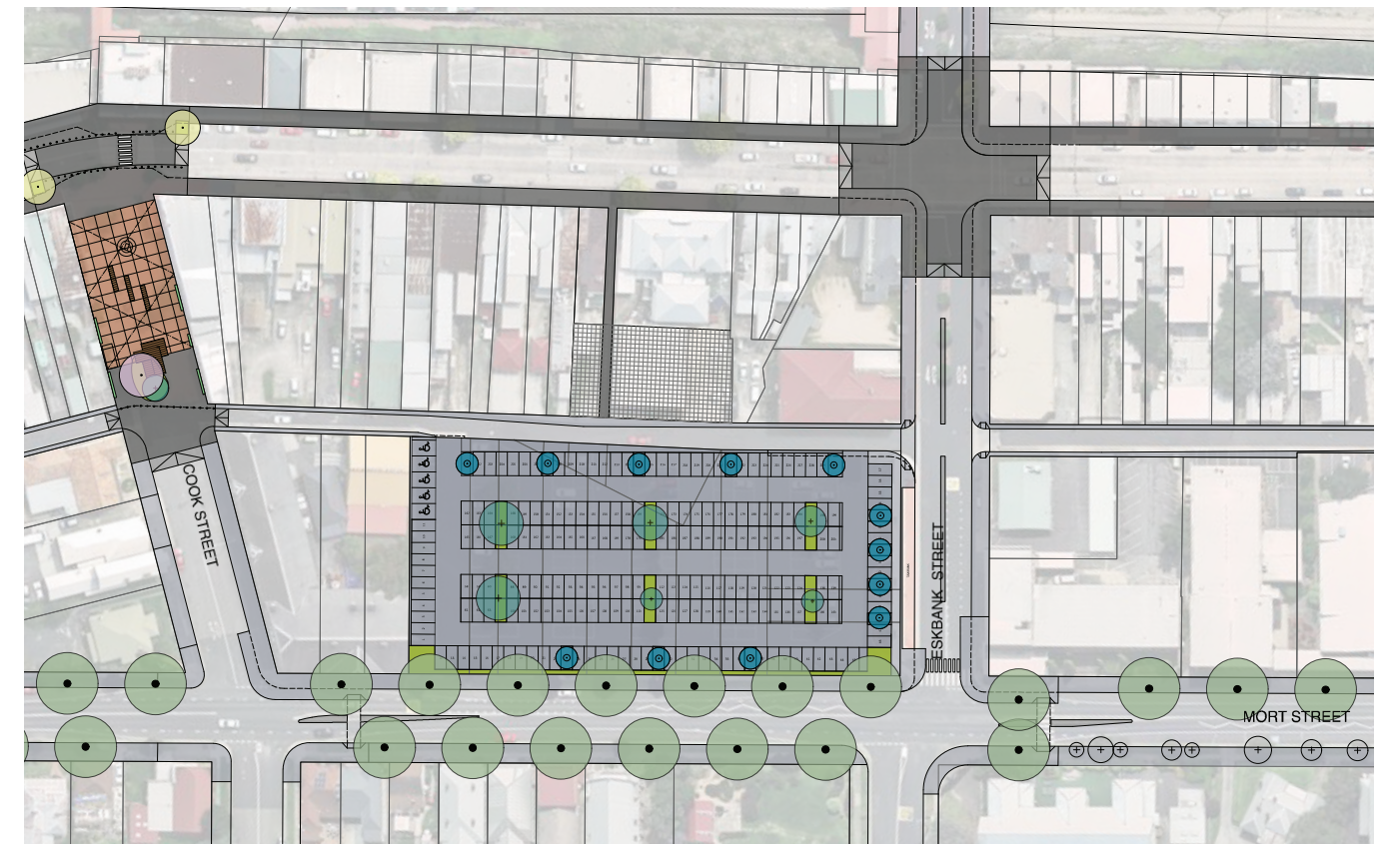


Figure 43: Central Lane



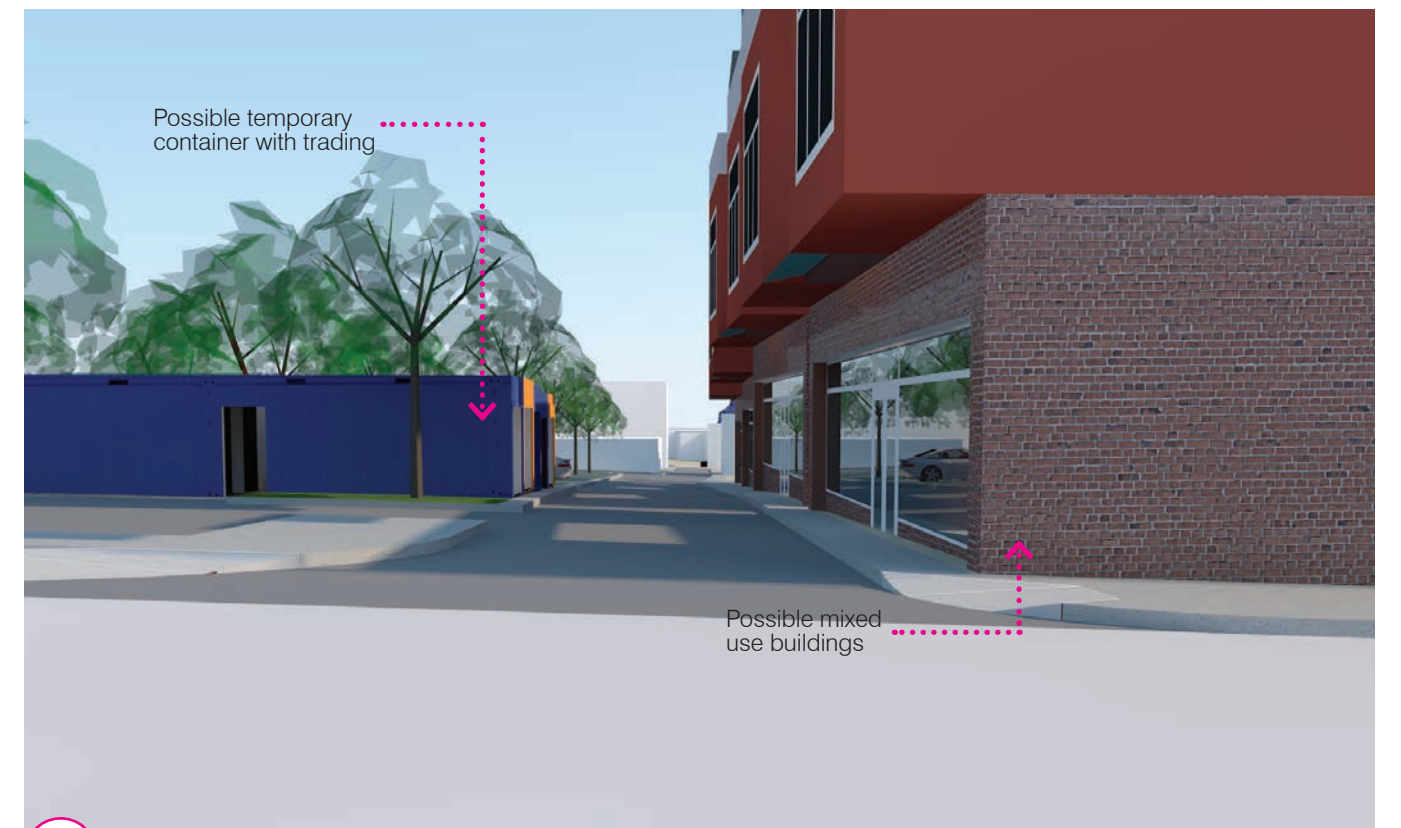
West end: Central Lane



East end: Central Lane



1 Indicate views as per plan opposite



2 Indicate views as per plan opposite - Central lane at Eskbank (short term activation)

7.0 Redevelopment Strategies

7.1 Theatre Royal

Planning Controls (Lithgow LEP 2014)

- Land Zoned **B2 Local Centre**

Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To maintain the built integrity of the area by enabling development that is sympathetic to the heritage character and significance of the area and surrounding streetscapes and features.
- To maintain or improve the water quality of receiving water catchments.

Permitted without consent

- Roads

Permitted with consent

- Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Water reticulation systems

Redevelopment opportunities

- Develop a stand alone accommodation/function centre offer that also utilising the sites connection to Queen Elizabeth Park as a venue for outdoor weddings
- Given its proximity, create a commercial partnership with the Commercial Hotel to provide a combined function centre/accommodation offer
- Explore the potential for the creation of a hospitality school offering training in food and beverage production and service with a commercial café style offer run by the students engaging with visitors to Queen Elizabeth Park

Redevelopment Threats

- Development costs may outweigh returns in the short to medium term if the property requires to be purchased at high cost

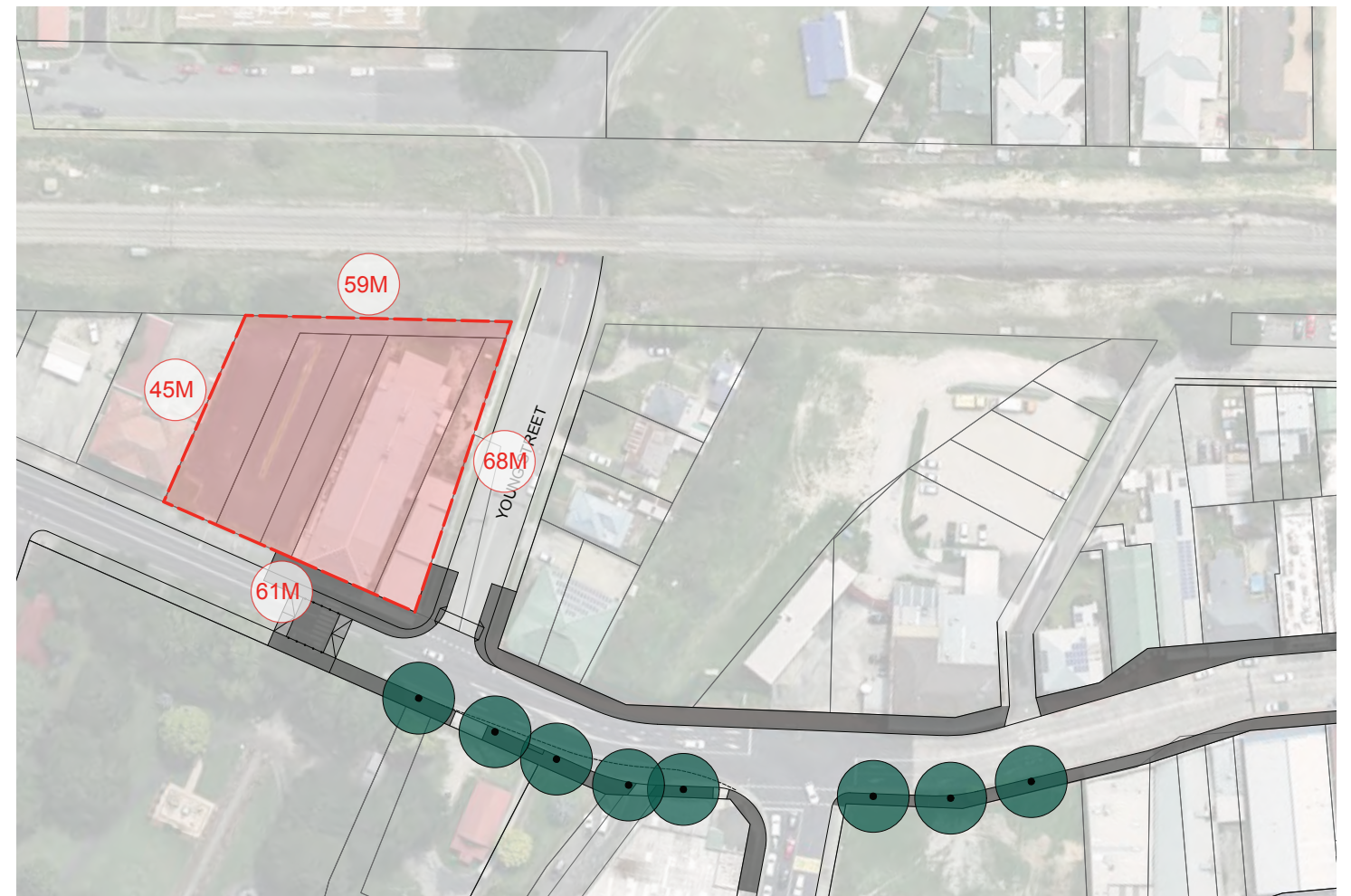


Figure 48: Theatre Royal Key Site

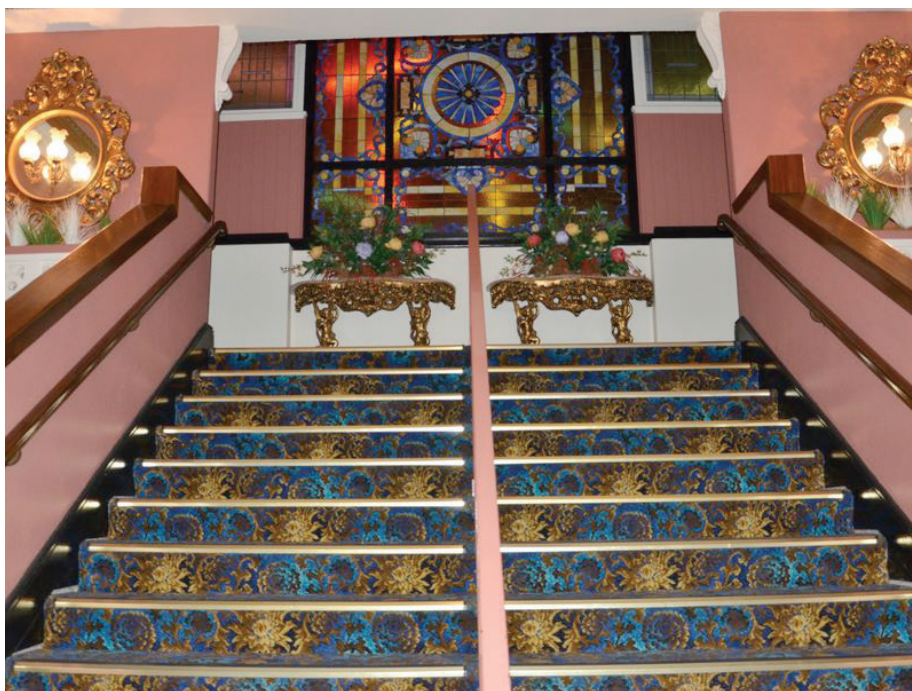


Above left: Mort Street frontage



Above right: Carpark frontage of building





Above & below left: There is potential for conference use of the Theatre Royal taking advantage of its flexible seating arrangements, stage and screen and catering facilities

Above and below right: The building's relationship with Queen Elizabeth Park provides scope for integrated use such as weddings in addition to supporting conference use



Above: Existing stairway - Theatre Royale
Final Draft March 2015

7.0 Redevelopment Strategies

7.2 Commercial Hotel

Planning Controls (Lithgow LEP 2014)

- Land Zoned **B2 Local Centre**

Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To maintain the built integrity of the area by enabling development that is sympathetic to the heritage character and significance of the area and surrounding streetscapes and features.
- To maintain or improve the water quality of receiving water catchments.

Permitted without consent

- Roads

Permitted with consent

- Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Water reticulation systems

Redevelopment opportunities

- Potential for additional development consisting of substantial multilevel accommodation offer, serviced apartments and/or function centre with associated on grade/under cover car parking on undeveloped land parcels
- Potential for the development of a specific high quality wedding venue within any new development
- Development of a tangible point of difference compared to other hotel and motel accommodation offer within the Lithgow town centre

Redevelopment Threats

- Demand for Lithgow town centre accommodation decreases
- Development costs may outweigh returns in the short to medium term if the property requires to be purchased at high cost

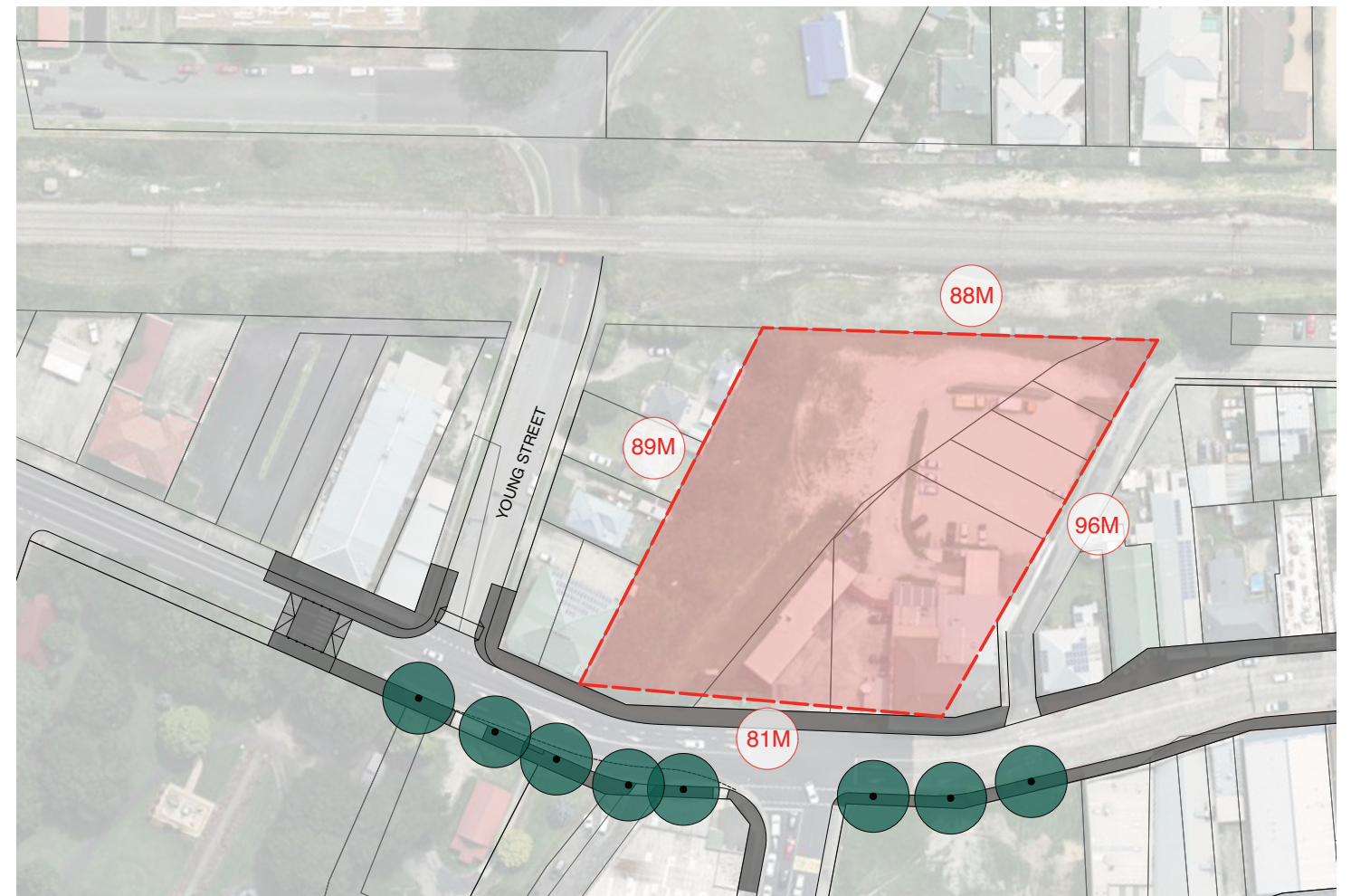


Figure 47: Commercial Hotel Key Site



Above: Commercial Hotel frontages



Above: Long term potential to expand accommodation offering and related services

7.0 Redevelopment Strategies

7.3 Former TAFE Building

Planning Controls (Lithgow LEP 2014)

- Land Zoned **B2 Local Centre**

Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To maintain the built integrity of the area by enabling development that is sympathetic to the heritage character and significance of the area and surrounding streetscapes and features.
- To maintain or improve the water quality of receiving water catchments.

Permitted without consent

- Roads

Permitted with consent

- Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Water reticulation systems

Redevelopment opportunities

- Redevelopment/adaptive reuse of the site with a combination of new residential/niche retail functions that retains the authentic patina of the buildings inherent 1920's architectural heritage
- Creation of rental or strata residences with a unique heritage appeal
- Inclusion of niche retail spaces on the ground floor including food/café experience within the existing shed building opening onto sheltered courtyard space
- Creation of small scale creative practitioner office spaces serviced by a collective administration centre
- Potential to “trade down” onsite car parking requirements with reactivation of the building, proximity to public car parking and public transport connections
- Potential for reactivation/redevelopment of the sites Main St Laneway and Eskbank St car park frontages
- Create destination appeal for the site by supporting interim activation projects including pop up shops and galleries and market experiences

Redevelopment Threats

- Uneconomic building repair and decontamination costs
- Uneconomic code access and fire costs
- Onerous onsite parking requirements or in lieu contributions
- Lack of demand for additional retail space
- Lack of demand for smaller niche accommodation offer

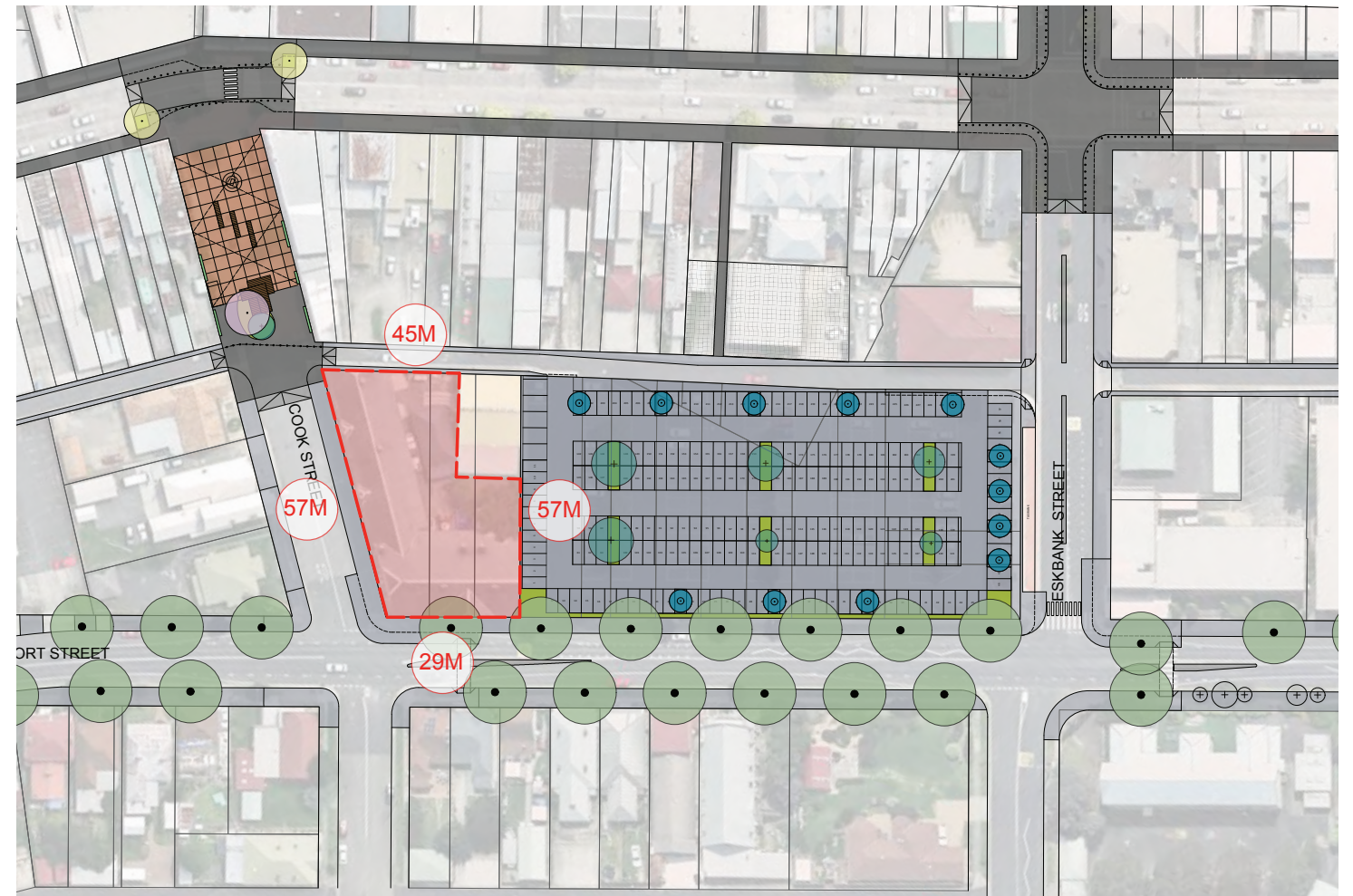
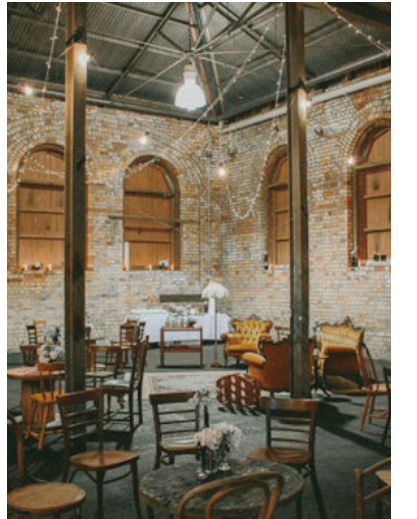


Figure 45: TAFE Key Site



Above Left : Cooks Street frontage of TAFE building looking west

Above Right : Cooks Street frontage of TAFE building looking towards Plaza



Upper left and below: view from existing balcony

Middle left: existing warehouse space - potential adaption as restaurant / bar adjoining old Kiln building

Top right: view from courtyard to Central Lane

Middle right: view to courtyard - old Kiln building to left



Top Left: possible studio space to TAFE building ground floor to Cook Street.

Top right: Potential adaption of shed structure into Cafe / Bar spaces adjoining carpark and Central Lane with relationship to external courtyard

Bottom right: Boutique Loft Accommodation (eg to upper floors)

7.0 Redevelopment Strategies

7.4 Council carpark - Mort & Esbank

Planning Controls (Lithgow LEP 2014)

- Land Zoned **B2 Local Centre**

Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To maintain the built integrity of the area by enabling development that is sympathetic to the heritage character and significance of the area and surrounding streetscapes and features.
- To maintain or improve the water quality of receiving water catchments.

Permitted without consent

- Roads

Permitted with consent

- Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Water reticulation systems

Redevelopment opportunities

- Potential major redevelopment site for longer term mixed use commercial, retailing and residential functions within the heart of Lithgow town centre
- Potential site for Government Agency relocation
- Integrate new development forms with multi-deck car parking to address longer term town centre car parking needs
- Activate Main St laneway edge with cost effective small scale development

Redevelopment Threats

- Community land classification remains in place over the longer term

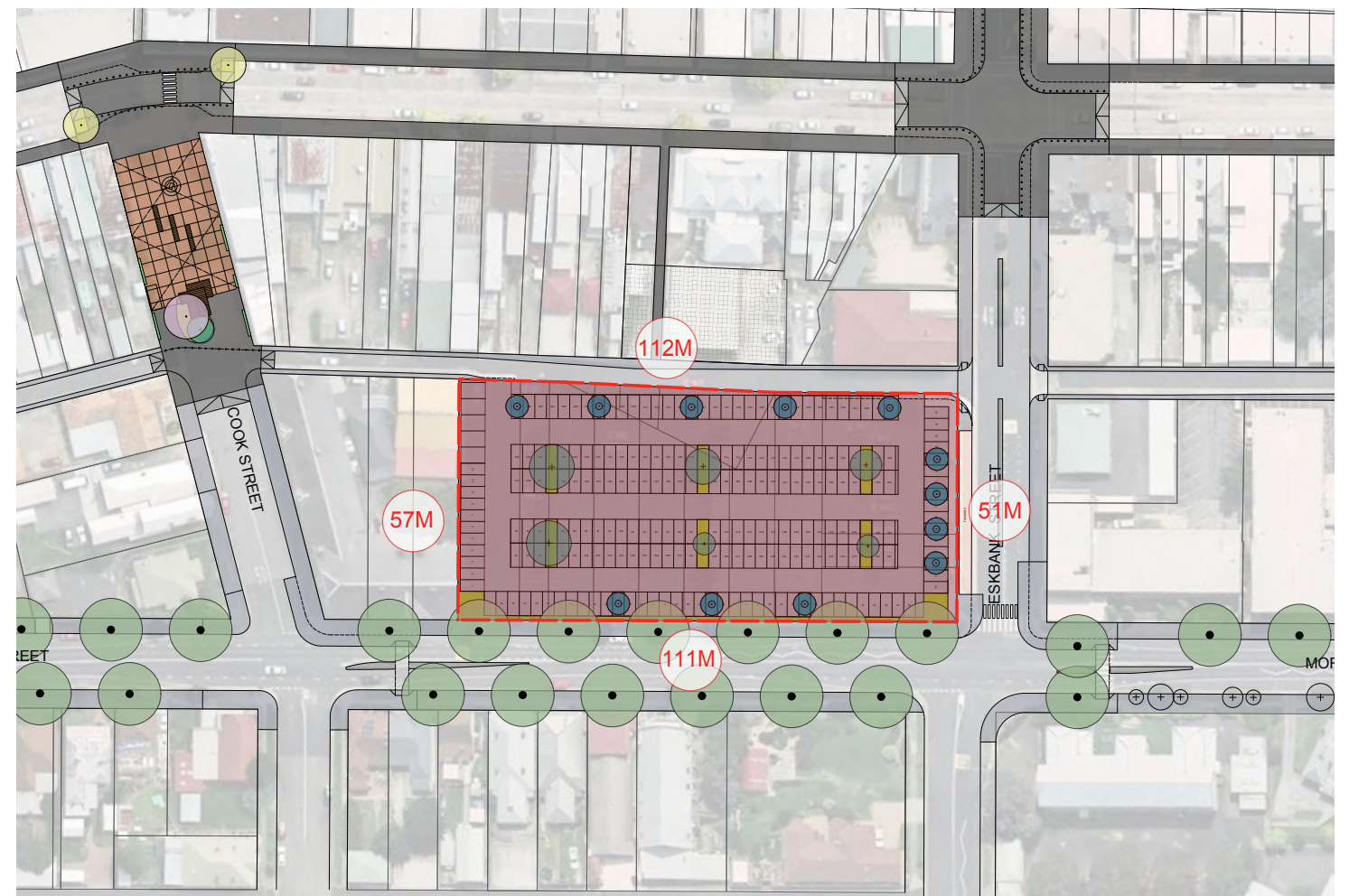
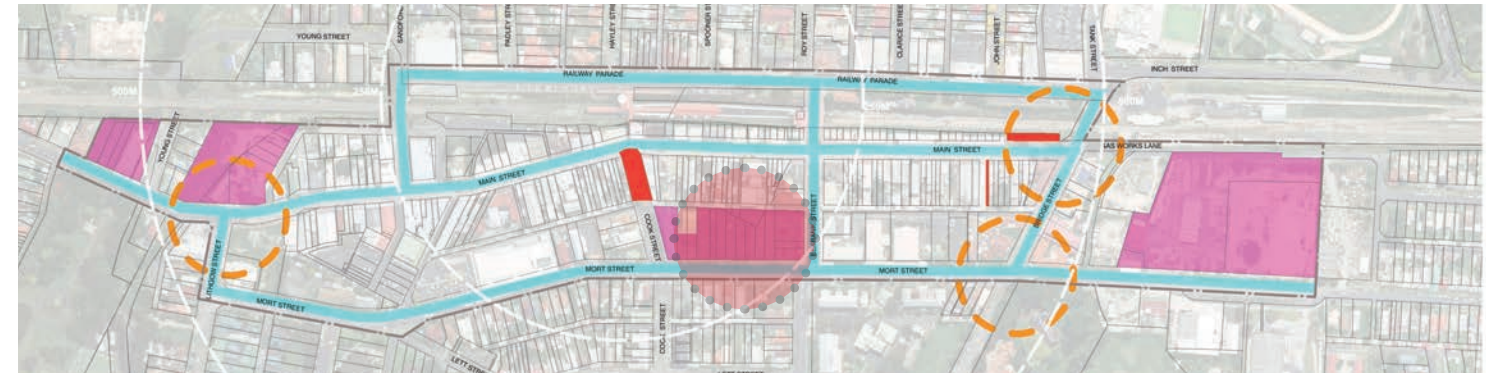


Figure 46: Esbank Street Carpark Key Site



Above Left : View south west across carpark

Above Right :

View south west within carpark to TAFE building

Short Term



Above: Illustration of proposed short term carpark reconfiguration - indicating potential "pop up" building zone



Above: Central Lane viewing south
Final Draft March 2015

Long Term



Above right: Examples of potential similar mixed use development & other development proposals (Long Term)



Above: carpark structures can provide strong architectural expression and character - potential long term

7.0 Redevelopment Strategies

7.5 Old Gasworks

Planning Controls (Lithgow LEP 2014)

- Land Zoned **B4 Mixed Use**

Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development
- in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To promote development that does not detract from the role of the town centre core commercial precincts.
- To promote the retention and reuse of heritage items as well as the retention of established buildings that contribute positively to the heritage and cultural values of lands
- To maintain or improve the water quality of receiving water catchments.

Permitted without consent

- Roads

Permitted with consent

- Boarding houses; Child care centres; Commercial premises; Community facilities;
- Educational establishments; Entertainment facilities; Function centres; Hotel or
- motel accommodation; Information and education facilities; Medical centres;
- Passenger transport facilities; Recreation facilities (indoor); Registered clubs;
- Respite day care centres; Restricted premises; Seniors housing; Shop top housing;
- Water recycling facilities; Water reticulation systems; Any other development not
- specified in item 2 or 4

Redevelopment opportunities

- Position and redevelop the site as the “new eastern gateway” to the Lithgow town centre
- Consolidate public ownerships in the locale by relocating existing Lithgow City Council Depot out of Lithgow town centre
- Create new light vehicle linkage road between Mort St and Main St via Gasworks Lane to increase amount of site area with accessible road frontage and to capture passing trade from Mort St and redirect into Main St “Top End” to assist economic vitality of Main St.
- Installation of high quality public domain landscaping and signage to create iconic town entry experience.

Potential new uses could include:

- Tertiary education facilities
- Medium density public or private residential housing development
- Medium density over 55's accommodation
- Commercial spaces targeting the creative practitioner sector or other niche business operations
- Motel accommodation and associated function centre

Redevelopment Threats

- Lack of public funding to resolve contamination issues, enable the relocation of the Lithgow City Council Depot and to create new access infrastructure



Figure 44: Gasworks Key Site



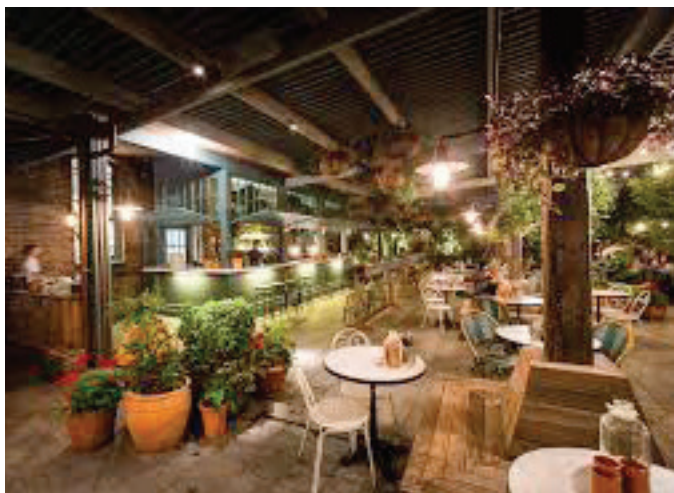
Above: Mort Street frontage of Gasworks site looking west



Above: vicinity of cross site road potentially linking Mort Street east to Main Street



Above: The Reviva Centre at Moss Vale - precedent for recycling centre



Above: The Grounds at Alexandria - highly successful example of 'Shabby Chique' integrating food with artisan and design retail



Above: In the longer term Seniors Housing in a medium density form is a strong option in the eastern portion of the site



Above: In the longer term the western portion of the site would ideally consolidate University / education uses linking to the town centre

7.0 Redevelopment Strategies

7.7 Other development strategies

There are several other smaller scale opportunities for redevelopment that have been identified during the course of this study. These provide opportunities to pursue more practical scaled developments in the shorter to medium term. There is also the longer term potential for redevelopment in the vicinity of the Woolworths site which is also outlined.

Each of the sites falls into the same zoning as outlined below:

Planning Controls (Lithgow LEP 2014)

- Land Zoned **B2 Local Centre**

Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To maintain the built integrity of the area by enabling development that is sympathetic to the heritage character and significance of the area and surrounding streetscapes and features.
- To maintain or improve the water quality of receiving water catchments.

Permitted without consent

- Roads

Permitted with consent

- Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Water reticulation systems

Central Lane

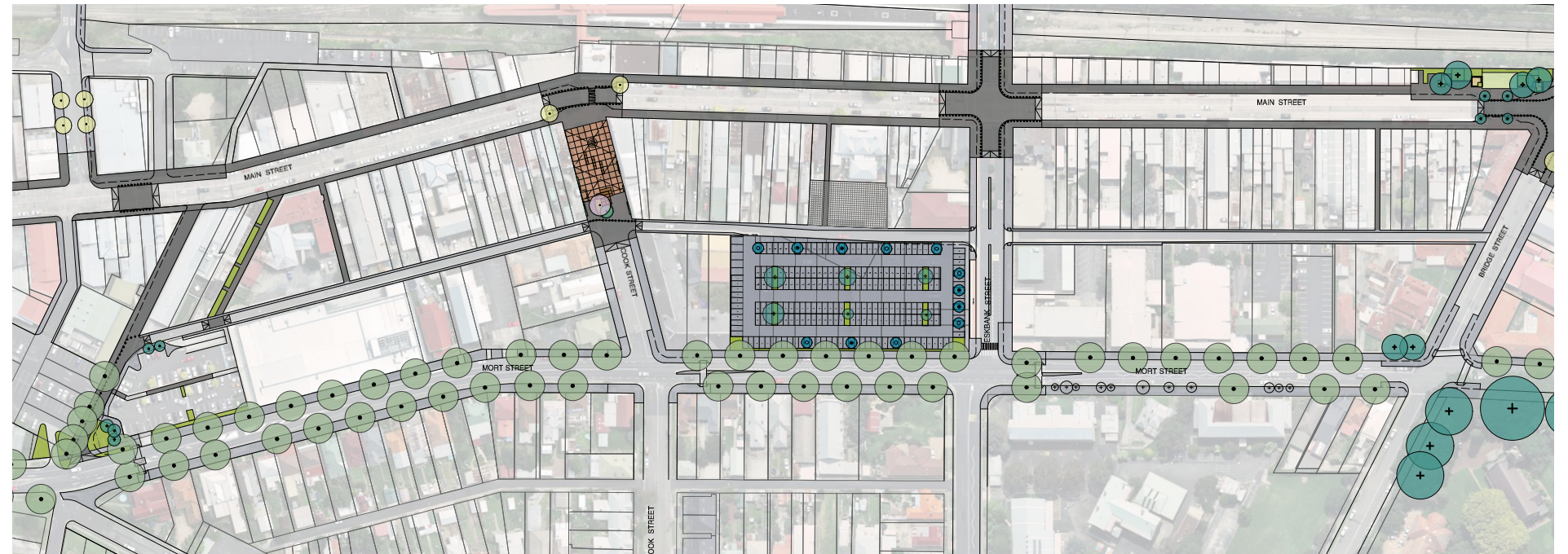


Figure 49: Central Lane - additional redevelopment opportunities

Redevelopment opportunities

- Lots between Main Street and Central Lane are “fine grained” -narrow offering the opportunity for small scale redevelopment at a sustainable scale in the short term
- There is an example of this occurring already near the Cook Street intersection
- The rear service zone of the lots adjoining the lanes could be redeveloped for 2 storey or upper storey only units adding to the range of accommodation of affordable price range - but in small numbers that can be absorbed in the market



Example: Concept diagram of Laneway redevelopment projects in Toronto and Vancouver



Example: Laneway residential

Sandford Avenue carpark

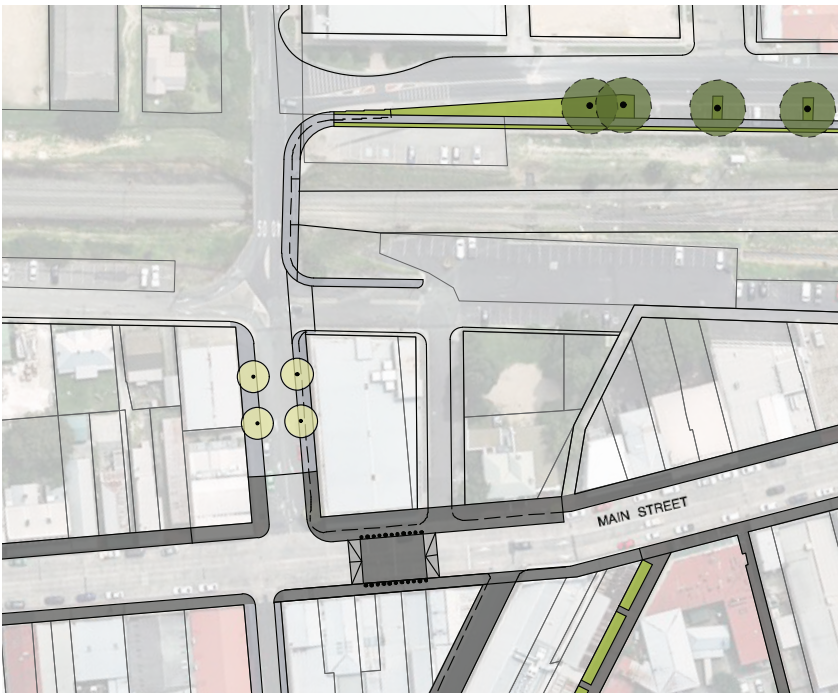


Figure 50: sandford Avenue Carpark - additional redevelopment opportunities



Redevelopment opportunities

- The existing Sandford Avenue carpark is a discrete site adjoining the Railway line
- It currently provides off street parking accessed from Sandford Avenue
- It is focally located in the CBD
- The site presents and opportunity for redevelopment in the medium term for mixed use incorporated parking - potentially at ground level (to save construction costs)

Woolworths Precinct

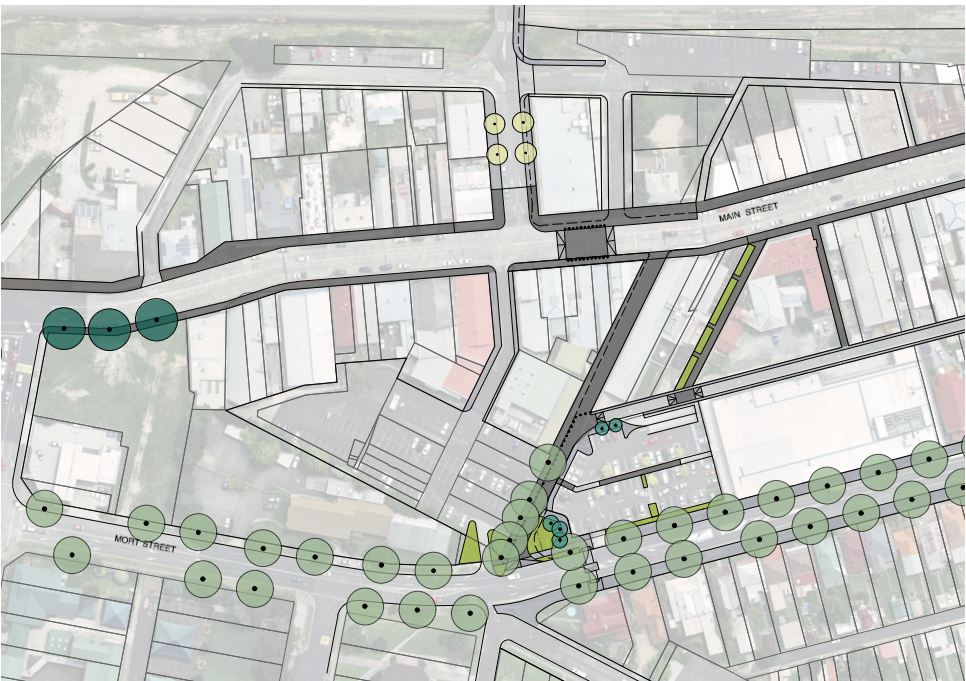
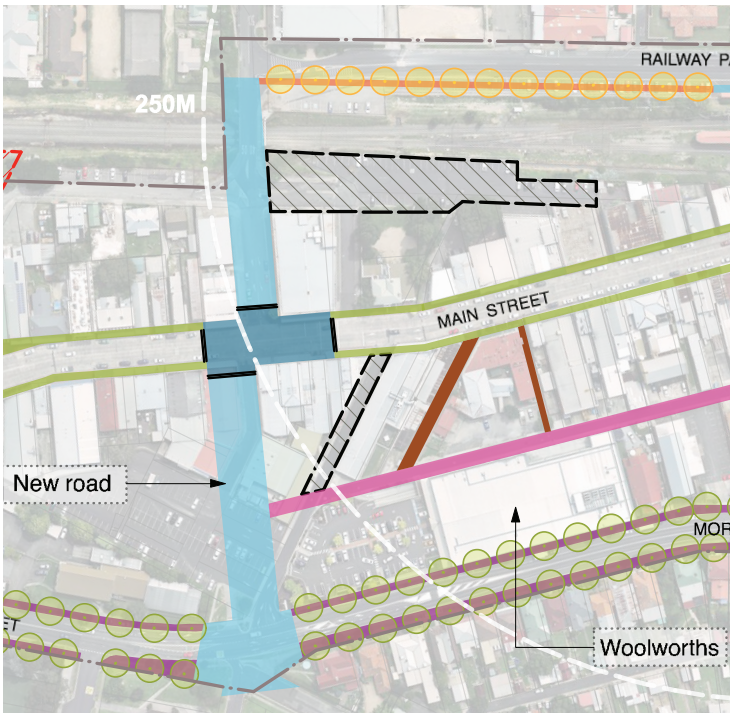


Figure 51: Woolworths Precinct - additional redevelopment opportunities



Redevelopment opportunities

- As identified in the design proposals the arrangement of lane access in the area of the Woolworths site is haphazard and alignments limit the directness of connectivity
- A long term opportunity existing to create a new roadway running north south through this precinct that will continue Sandford Avenue through to Mort Street
- This will create new street frontage development and create a legible direct pedestrian linkage between Mort and Main Streets and beyond to Railway Parade
- Would require land owner collaboration and creation of new road reserve and related revisions to cadastral boundaries



8.0 Action Plan

8.1 Criteria for setting priorities

Whilst it is desirable to establish criteria for setting priorities ultimately the availability and source of funding will influence how priorities are applied to the implementation of works in the CBD.

The CBD revitalisation proposals provide a lot of flexibility in how they may be implemented. The nature of the proposed “squares” to Main Street is of definable, discrete units that could be effectively implemented in total, in part , or incrementally. This as noted above will b influenced by the availability of funding.

The following criteria seek to provide some guidance to Council when decisions are needing to be made regarding priorities in achieving the optimum benefit for expenditure.

Initially building on existing strengths

At the outset of implementation it will be important to build on existing strengths. Whilst with unlimited budget it may be possible to implement the full scope of physical works, the realisation of the holistic scope of benefits in the town where retail floor space and the nature of trading complements and supports the improved physical setting will take some time. This is due to the fact that these factors are driven to a lag extent by forces outside Councils control.

As such the initial works should build on the strengths of emerging retail creativity such as around the Bridge Street Precinct. The benefits of this Square as a high priority extend to the potential to create a new public space in the area adjoining Eskbank Station. These works would provide a significant addition to the CBD’s public domain capital and complement the traders already creating a highly positive retail environment.

After initial consolidation – “spread the love”

After the consolidation at the eastern end of the CBD it would be desirable to achieve some impact at the western end of town. This would aim to have a “catalytic affect on this end of town encouraging more creativity and pro active retailing by traders. In addition it would secure the secondary western entry to the CBD and establish as early as possible street tree planting that seeks to focus views up Main Street rather than to Lithgow Street and the bypass.

Mark the Entries

Should funding require a heavily staged programme, the next priority would be to mark the outer gateways to the town on the Great Western Highway and the eastern entry.

The Great Western Highway entry project as proposed in this document provides a multi- layered opportunity to raise the profile of Lithgow and build community interest through a arts / design based competition.

In the east the proposed new road through the gasworks site will seek to provide greater exposure of Main Street to light vehicular traffic by making use of Mort Street a conscious choice. The potential for the new road to be supported by short term uses on the eastern portion of the Gasworks site as outlined in key site opportunities can also provide a new attraction to the town.

Infilling

From this point the key structural elements are established and the squares can be progressively infilled as can as the last priority the replacement of pavements to Main Street itself. It is suggested that the existing brick pavement has up to 10 years lifespan with certain remedial works undertaken to pram ramps and other changes in level, and so with a focus on the squares first the maximum community benefit can be gained if staging is required.

A further consideration related to the Sandford Avenue Square. As outlined in this report there is the opportunity for a more major redevelopment of the property and street structure in his area to create a new street link with attractive and active development frontages. If this proposals had support, it may be worth deferring application of one of the alternative schemes in this area in preference to the preferred scheme.

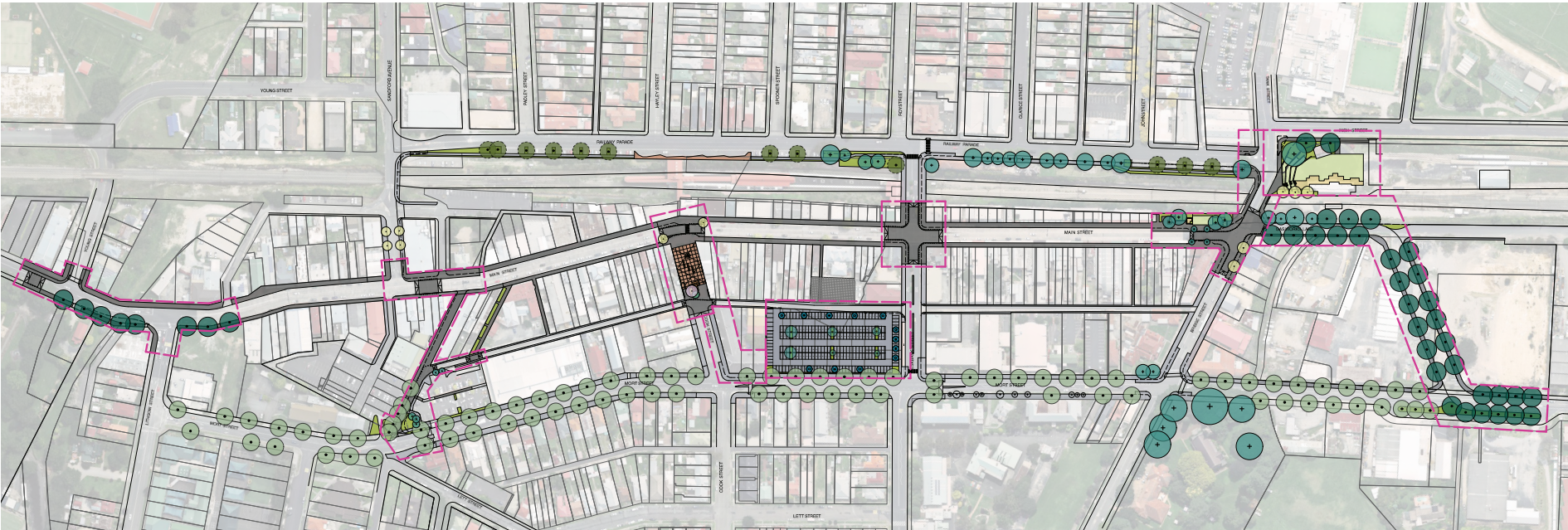


Figure 44: Potential Implementation

8.0 Action Plan

8.2 Summary implementation costs

The costs summery below indicate s the implementation costs for the design proposals as outlined in the report for the upgrading of public domain to Lithgow CBD.

| Lithgow CBD Revitalisation Action Plan Draft Cost Estimate | | | | | 11th November 2014 |
|---|--|-------|-----------|--------------|--------------------|
| Costing Summary | | | | | |
| No | Description | Works | | | Total |
| 1.0 Contractor Preliminaries (12%) | | | | | |
| 1.1 | Contractor Preliminaries - Main Street Precinct | | | | \$1,106,390.56 |
| 1.2 | Contractor Preliminaries - Mort Street Precinct | | | | \$141,230.52 |
| 1.3 | Contractor Preliminaries - Railway Parade Precinct | | | | \$163,211.02 |
| 1.4 | Contractor Preliminaries - Eastern Entry Precinct | | | | \$112,316.88 |
| 1.5 | Contractor Preliminaries - Esbank Carpark Precinct | | | | \$154,441.87 |
| 1.6 | Contractor Preliminaries - Western Entry Precinct | | | | \$50,904.00 |
| | Sub Total | | | | \$1,728,494.84 |
| 2.0 Main Street Precinct | | | | | |
| 2.1 | Services Infrastructure - Main Street Precinct | | | | \$1,300,000.00 |
| 2.2 | Traffic Control - Main Street Precinct | | | | \$250,000.00 |
| 2.3 | Main Street - Bridge Street square - Eskbank Station | | | | \$531,650.00 |
| 2.4 | Main Street - Bridge Street Square and Pioneer Park | | | | \$1,395,255.00 |
| 2.5 | Main Street - Eskbank Street Plaza | | | | \$563,164.00 |
| 2.6 | Main Street - Cook Street Plaza | | | | \$963,389.50 |
| 2.7 | Main Street - Sandford Ave Plaza | | | | \$833,389.80 |
| 2.8 | Main Street - Queen Elizabeth Park Plaza | | | | \$180,796.00 |
| 2.9 | Main Street - Main Street - Pedestrian paths +Street gardens | | | | \$3,201,772.00 |
| | Sub Total | | | | \$9,219,921.30 |
| 3.0 Mort Street Precinct | | | | | |
| 3.1 | Mort Street works | | | | \$1,176,921.00 |
| | Sub Total | | | | \$1,176,921.00 |
| 4.0 Railway Parade Precinct | | | | | |
| 4.1 | Railway Parade | | | | \$1,360,091.80 |
| | Sub Total | | | | \$1,360,091.80 |
| 5.0 Eastern Entry (Bell Line Road) Precinct | | | | | |
| 5.1 | Eastern Entry (Bells Line Road) | | | | \$935,974.00 |
| | Sub Total | | | | \$935,974.00 |
| 6.0 Eskbank St Car Park Upgrade | | | | | |
| 6.1 | Eskbank St Car Park | | | | \$1,287,015.60 |
| | Sub Total | | | | \$1,287,015.60 |
| 7.0 Western Entry (GWH) | | | | | |
| | Sub Total | | | | \$424,200.00 |
| | | | | | \$424,200.00 |
| Total Works estimate (excluding GST) | | | | | \$14,404,123.70 |
| 8.0 Professional Fees (10%) | | | | | |
| 8.1 | Professional Fees - Main Street Precinct | | | | \$921,992.13 |
| 8.2 | Professional Fees - Mort Street Precinct | | | | \$117,692.10 |
| 8.3 | Professional Fees - Railway Parade Precinct | | | | \$136,009.18 |
| 8.4 | Professional Fees - Eastern Entry Precinct | | | | \$93,597.40 |
| 8.5 | Professional Fees - Esbank Carpark Precinct | | | | \$128,701.56 |
| 8.6 | Professional Fess - Western Entry Precinct | | | | \$42,420.00 |
| 8.7 | Investigations and surveys | 1 | Allowance | \$100,000.00 | \$100,000.00 |
| 8.8 | Project management | 1 | Allowance | \$500,000.00 | \$500,000.00 |
| | Sub Total | | | | \$2,040,412.37 |
| 9.0 Overall Contingencies | | | | | |
| 9.1 | Design Contingency (5%) | | | | \$720,206.19 |
| 9.2 | Construction Contingency (10%) | | | | \$1,440,412.37 |
| | Excludes escalation | | | | |
| | Sub Total | | | | \$2,160,618.56 |
| Total fees & contingencies estimate (excluding GST) | | | | | \$4,201,030.93 |
| Total construction fees & contingencies estimate (excluding GST) | | | | | |
| | | | | | |
| Total construction fees & contingencies estimate (excluding GST) | | | | | \$18,605,154.63 |

| |
|---|
| Basis of Estimate: |
| •Based on Masterplan Concept drawings |
| •Guideline document only - costs estimates and rates are indicative only |
| •Quantities are based on concept proposals only and subject to further clarification at detail design |
| Exclusions |
| •Road surface milling and re sheeting / linemarking |
| •Civil works beyond or in addition to those directly involved in public domain improvements |
| •Excavation in Rock |
| •Contaminated ground |
| •Infrastructure amplification or renewal including stormwater, sewer, water, gas, power, telecoms to Mort Street and Railway Parade |
| •Undergrounding of power |
| •Provision, upgrading, or relocation of traffic signals |

8.3 Action Plan

The action plan seeks to identify the required sequence of activities in pursuing the implementation of the plan. These are listed following:

1. Review funding availability and establish likely funding cashflow and programme
2. Equate the funding to the works scope and the criteria identified in 8.1 to establish indicative scopes in sequence – this will be subject to change and evolution but provides an initial structure
3. Prepare detailed ground survey for works areas including full underground and above ground services survey and audit
4. Review property issues related to the works scope and identify required tasks
5. Resolve procurement approach – Council to project manage or full project management by head contractor
5. Commission design development
6. Integrate community and other stakeholder consultation to design development
7. tender
8. Plant procurement
9. Early works
10. Full construction works

Quick win summary

Quick wins are actions that can achieve significant outcomes and results in realising Revitalisation Action Plan recommendations but are highly achievable in terms of cost, on site constraints, and timing.

| Action | Who | | Cost |
|---|---|-----------|--|
| 1. Expand Council Façade Restoration Program and target key streetscape buildings | Lithgow City Council in partnership with landowners and business operators | Ongoing | \$40,000 per year with matching contributions by landowners |
| 2. Activate public spaces with events, markets and street entertainment | Lithgow City Council and community and event organisations | Ongoing | Annual Council budget allocation in combination with other stakeholder budgets |
| 3. Trial several pop up street dining pods within road reserve | Lithgow City Council and pioneer business partners | 12 months | Seed funding of \$50,000 |
| 4. Encourage additional on street dining by local food businesses | Lithgow City Council, business organisations and individual traders | Ongoing | No cost to Council |
| 5. Activate dormant public spaces such as Pioneer Park with new interim uses such as urban food gardens, public art venues etc | Lithgow City Council, Lithgow Creatives, business organisations and sponsors, schools and the general community | 12 months | Seed funding of \$25,000 |
| 6. Activate dormant shopfronts with pop up shops | Lithgow City Council, business organisations, landowners, real estate agents, and emerging entrepreneurs | 12 months | Seed funding of \$5,000 |
| 7. Deliver business support programs including customer service and visual merchandising training to maximise shop window street appeal and return custom | Lithgow City Council, business organisations, and sponsors | Ongoing | \$20,000 per year |
| 8. Encourage landowners and business operators to install street pots with flowers and plants , as well as sales props to individual shopfronts on footpath areas | Business organisations and individual traders | 12 months | No cost to Council |
| 9. Deliver shop local promotions to retain existing customer loyalty and increase new customer base | Lithgow City Council, business organisations and individual traders | Ongoing | \$40,000 per year |

Appendix

A Public Domain Materials Recommendations

a. Pavement - Primary Pedestrian Path - Footways/Driveways

Background

Footpaths are a main character defining element of the public domain and are also important for provision of safe and equitable access for pedestrians through the public domain. Primary pedestrian pavement will supposed to highlight the main pedestrian access through the town centre.

Council has been implementing a brick pavement with stretcher bond pattern for the primary pedestrian path. Existing pavement is generally in a fair condition, expect for the heaving or settling of the pavement on the paved pram ramps.

Recommendation

The recommended primary pedestrian path treatment for Lithgow is a full width with 400 x 600 x 50 mm Granite unit pavement slab as available from Samstone

Preferred colour is Sesame gray

The alternative is a horned concrete finish with saw cut grid pattern (eg 1000 x 1000 or 800 x 1200)

Notes

Staging of works subject to funding works to Main Street

Objectives

Primary pedestrian path design should meet the following criteria:

- Provide a safe and accessible access for pedestrians and bicycles
- Distinguish the main access through Lithgow town centre
- Be associated with the main character of Lithgow
- Be easily replicable throughout the development
- Hard wearing with low ongoing maintenance requirements
- Cost effective



400 x 600mm Samstone granite unit pavement - Castle Hill

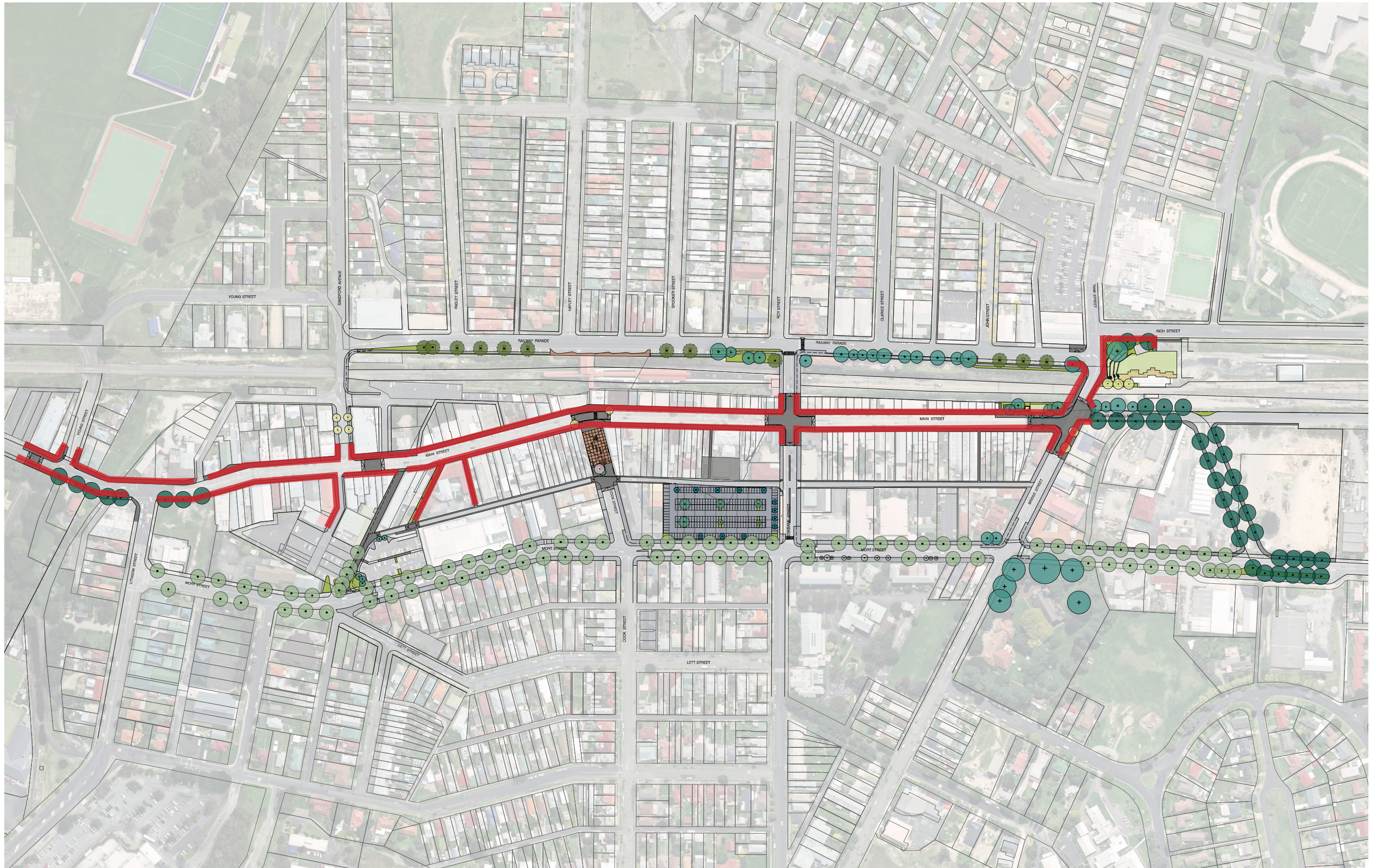


Figure 44: Extent of granite pavement

Appendix

A Public Domain Materials Recommendations

b. Pavement - Primary Pedestrian Path - Crossings/Thresholds

Background

Crossing/threshold pavement is proposed to highlight the major featured intersections area. As a shared zone, it also highlight the paths of pedestrian movement and signals vehicles to slow down to give way to pedestrians.

Objectives

Primary pedestrian path design should meet the following criteria:

- Provide a variation to highlight changed conditions or important locations whilst complimenting the primary pedestrian footpath pavement
- Provide a robust structurally sound material to trafficable situation

Recommendation

- Interlocking pavers - eg Rocla Unipve
- Colour to compliment the primary pedestrian footpath (eg light or dark grey)



Interlocking pavement - Rocla Uniopave

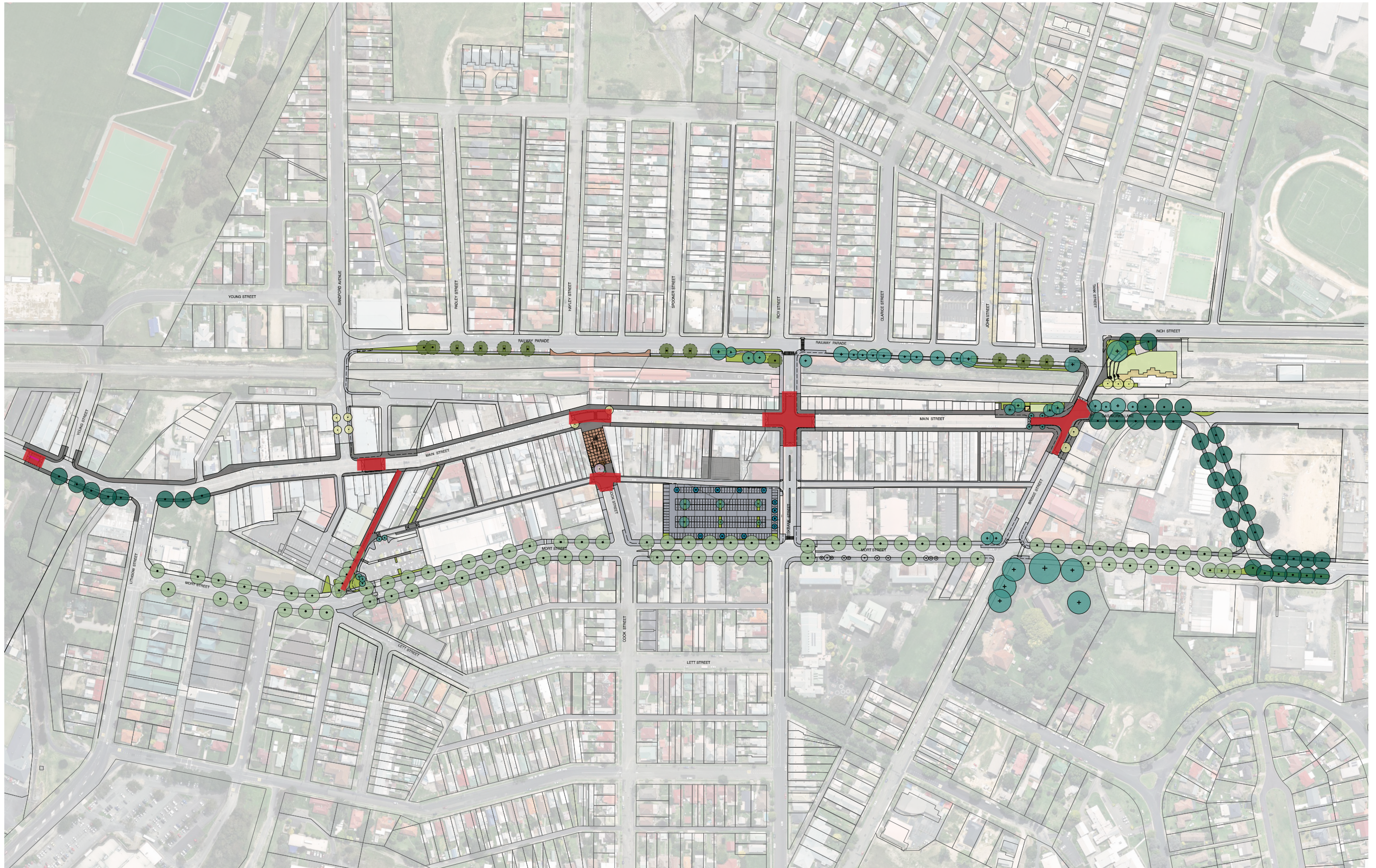


Figure 45: Extent of interlocking pavement

Appendix

A Public Domain Materials Recommendations

c. Pavement - Secondary Pedestrian Paths

Background

Secondary footpaths are the less important pedestrian paths comparing with the primary footpaths.

Objectives

Secondary pedestrian path design should meet the following criteria:

- Provide a safe and accessible access for pedestrians and bicycles
- Provide variation whilst echoing the primary pedestrian footpath pavement
- Be easily replicable throughout the development
- Hard wearing with low ongoing maintenance requirements
- Cost effective

Recommendation

- Horned insitu concrete with regular jointing grid (eg 500 x 500 or 400 x 800)



Example of concrete finishes

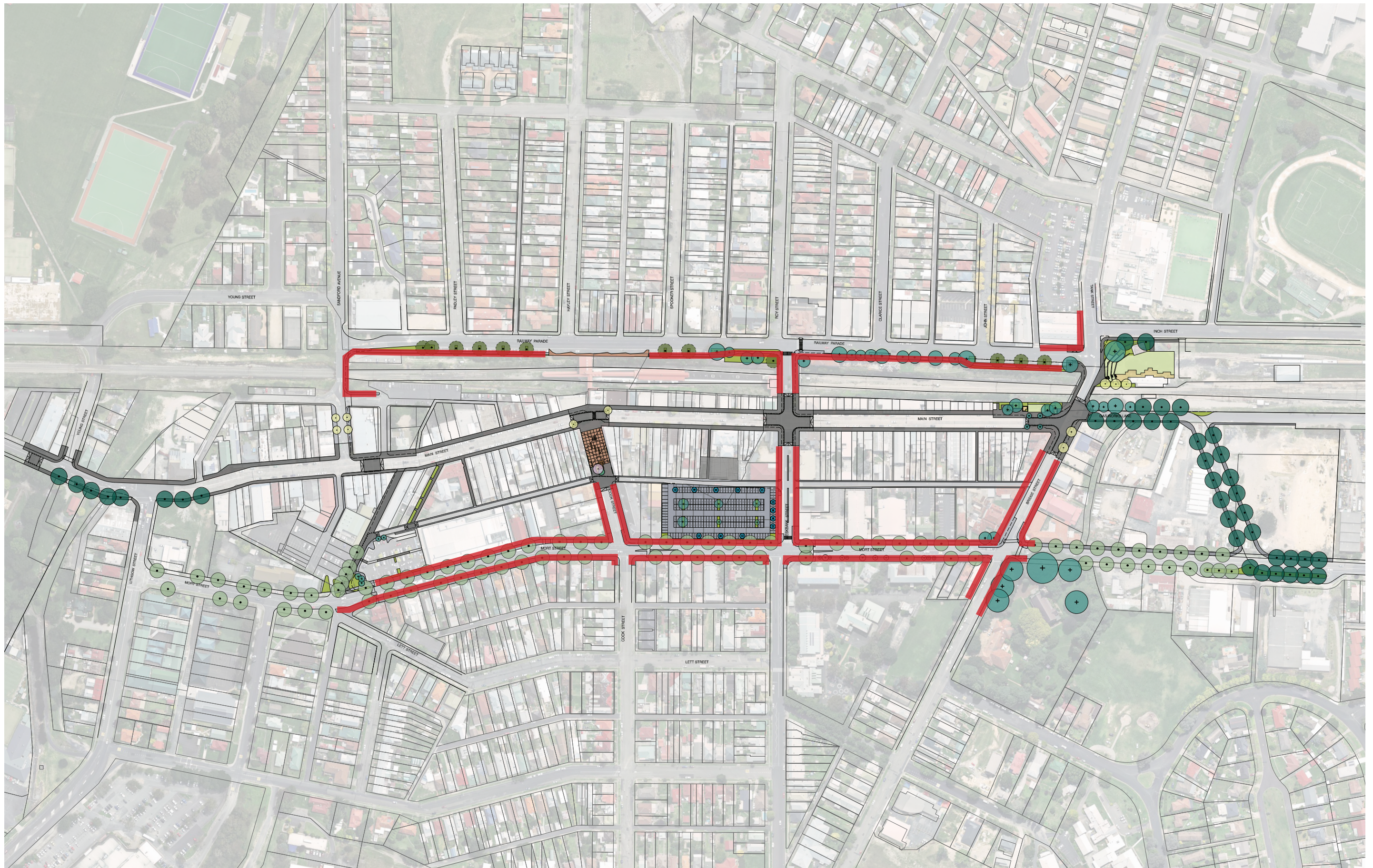


Figure 45: Extent of concrete pavement

Appendix

A Public Domain Materials Recommendations

d. Kerbs

Background

Lithgow city council has been implementing 230 width brick edge to primary footpaths and 150 width kerb with gutter to secondary footpaths.

150 width kerbs are typically regarded as a standard for suburban streets across Australia.

Objectives

Kerbs to Lithgow should:

Compliment predominantly paved “urban” of its road verges

Reflect the urban character of Lithgow town centre street which generally have kerbs wider than 150mm

Reinforce the junction between the pedestrian domain and adjoining streetscape

Provide a robust kerb edge that can meet the structural requirements of tree pits within carparking bays.

Recommendation

- The recommended 300mm insitu concrete wide kerb provides a structurally robust and visually strong edge between verge footway pavement and the roadway which will compliment granite paving slabs



300 wide kerb examples

Appendix

A Public Domain Materials Recommendations

e. Furniture - Seats/Benches

Background

Bench seats are proposed for Lithgow at nodal rest points along the street and outside shops. It is envisaged that bench seats may also be provided in combination with other furniture items such as bins and bike racks.

Objectives

- Comfortable to use
- Attractive and complimentary to other furniture items
- Vandal resistant and low maintenance requirements

Recommendation

Sitting:

- Place seats only where they are going to be used and add to streetscape amenity
- located parallel with the kerb, facing away from traffic and adjacent to garden bed/ street trees

Model:

BACKED SEAT

SUPPLY: All seats shall be supplied by Contractor

MODEL: Town Square back seats shall be Model No. S201 bench Venus Mist Powdercoated Mild Steel Frame with Bead Blasted, S/S (304) End Plates, 'Modwood' or approved equivalent recycled timber and plastic battens, and arm rests as available from:

Hub Street Equipment – Lee Andrews

10 Regent Street, Chippendale

NSW 2008

Tel: (02) 9212 7144 Fax: (02) 9212 6899

info@hubstreetequipment.com.au

SEATING COLOUR/FINISH:

- Frame: Powdercoated Mild Steel Frame with Bead Blasted, S/S (304) End Plates
- Battens: Hardwood timber battens with anti graffiti coating to PCC Council specification (Graffiti Shield).
- Batten Colour: Silver Gum

SEATING OPTIONS:

- With Arm rests

INSTALLATION: Surface mount to concrete or sub surface fixing to stabilised gravel areas as detailed (ensure extended supports are ordered). Ensure that seat posts are installed plumb and vertical and that seat battens are horizontal. Where seats are located on sloping ground, coordinate with supplier to provide seat with custom leg lengths to enable horizontal installation.

BENCH

SUPPLY: All benches shall be supplied by Contractor

MODEL: Town Square benches shall be Mall Bench Model No. S202 bench Venus Mist Powdercoated Mild Steel Frame with Bead Blasted, S/S (304) End Plates, 'Modwood' or approved equivalent recycled timber and plastic battens, and arm rests as available from:

Hub Street Equipment – Lee Andrews

10 Regent Street, Chippendale

NSW 2008

Tel: (02) 9212 7144 Fax: (02) 9212 6899

info@hubstreetequipment.com.au

SEATING COLOUR/FINISH:

- Frame: Powdercoated Mild Steel Frame with Bead Blasted, S/S (304) End Plates
- Battens recycled timber battens with anti graffiti coating to PCC Council specification (Graffiti Shield).
- Batten Colour: Silver Gum



HUB Street Equipment S2 Seat & Bench

Appendix

A Public Domain Materials Recommendations

f. Furniture - Bins

Background

Bins are designed to provide large capacity rubbish disposal and recycling facilities in a single unit.

Objectives

- Vandal resistant
- Easy to clean and maintain
- Compliment the range of furniture items selected for the development (eg. Robust steel, stone, corten and timber)

Recommendation

Sitting:

- Bins will generally be required in locations that cater for larger pedestrian traffic volumes, and are to be located parallel with the kerb facing away from vehicular traffic
- Minimise visual impact (eg. with garden as backdrop)
- Be functionally appropriate to adjoining spaces
- Be accessible for maintenance

Model:

SUPPLY: All bin enclosures shall be supplied by Contractor

MODEL: Town Square bins shall be Model No. S203 Bin Pre-Gal.Panels with Powdercoated finish, Linished S/S (304) Chute and Bead Blasted S/S (304) Side Plate detail and Gal, Mild Steel Frame as available from:

Hub Street Equipment – Lee Andrews

10 Regent Street, Chippendale

NSW 2008

Tel: (02) 9212 7144 Fax: (02) 9212 6899

info@hubstreetequipment.com.au

DIMENSION:

l 675mm w 680mm h 1280mm



HUB Street Equipment S2 Bin

Appendix

A Public Domain Materials Recommendations

g. Furniture - Bollards

Background

Bollards are supposed to be used to prevent vehicular access across the pedestrian footpaths. They are to be located in crossings/thresholds and pedestrian/ vehicular shared path.

Objectives

- Corten steel bollards preferred
- Attractive and complimentary to other furniture items
- Vandal resistant and low maintenance requirements

Recommendation

Sitting:

- Locate to prevent vehicles entering pedestrian paths
- Position bollards so that they are clearly visible and not a hazard to cyclists and pedestrians

Model:

Proposed custom design



Proposed custom bollards

Corten Bollard examples

Appendix

A Public Domain Materials Recommendations

h. Furniture - Banner poles

Background

Banner poles are supposed to erected at key locations within Lithgow Town Centre to promote community activities or to convey information to residents.

Objectives

- Vandal resistant
- Easy to clean and maintain
- Compliment the range of furniture items selected for the development (eg. Robust steel, concrete and timber)

Recommendation

Sitting:

- Located in nodal spots and along main street
- Position of Banner poles should be clearly visible

Model:

Escofet Ful Light poles - 9–11 m

As available from Steintec Pty Ltd

Mr. Bradley Ross

PO Box 1142

82 Henry Street, Penrith, NSW

Australia 2751

Mobile: +64 21 329 940

Kerry.Evans@steintec.com.au

www.steintec.com.au



Escofet light poles

Appendix

A Public Domain Materials Recommendations

i. Plantings - Street Trees

Background

The Lithgow street tree approach promotes the development of a generous street tree canopy that will provide shade and scale to the street environment and be a key contribution to the future character of the CBD.

Objectives

- Street trees reinforce street hierarchy
- Street trees assist with legibility and way finding

Recommendation

| LOCATION | REQUIREMENT | RECOMMENDATIONS |
|--|---------------------------------------|--|
| Town Entry Nodal Trees | Large sale broad canopied native tree | Ulmus parvifolia <i>Chinese Elm</i> 13m h x 12m w Lophostemon confertus <i>Queensland Brush Box</i> 15m h x 10 w Angophora costata <i>Smooth-barked apple</i> 15-20m h x 12m w |
| Secondary street tree - Mort Street | Medium evergreen tree | Waterhousea floribunda <i>Weeping Lilly Pilly</i> 8-15m h Elaeocarpus eumundii <i>Quandong</i> 8-10m h x 4-6m w Cupaniopsis anacardioides <i>Tuckeroo</i> 8-15m h |
| Secondary street tree - Railway Parade | Medium deciduous tree | Acer rubrum <i>Red Maple</i> 10-12m h Pyrus calleryana <i>Chanticleer</i> <i>Chanticleer Pear</i> 11m h x 6m w Quercus phellos <i>Willow Oak</i> 12m h x 9m w |
| Carpark | Small to medium evergreen tree | Harpulis pendula <i>Tulipwood Tree</i> 7-10m h Xanthostemon chrysanthus <i>Golden Penda</i> 8-15m h |



Ulmus parvifolia



Lophostemon confertus



Angophora costata



Waterhousea floribunda



Elaeocarpus eumundii



Cupaniopsis anacardioides



Acer rubrum



Pyrus calleryana



Quercus phellos



Harpulis pendula



Xanthostemon chrysanthus

Appendix

A Public Domain Materials Recommendations

ii. Plantings - Shrubs & Groundcovers

Background

Shrub & ground cover planting is proposed to all street planting pits and nodal parks(eg. Pioneer Park & Eskbank station) to provide a strong “ green “ character at pedestrian level , optimise resilience to site conditions and for biodiversity benefits.

Objectives

- Planting selection should be in associated with council’s preferred plants species and supplemented with additional species
- Shrubs and groundcovers to be drought and flood tolerant species with low maintenance requirement

Recommendation

| BOTANIC NAME | COMMON NAME | ORIGIN | HEIGHT | SPREAD |
|-----------------------------|-----------------------|--------|----------|----------|
| Acacia floribunda | Sally Wattle | Native | 4 | 3 |
| Calytrix tetragona | Fringe Myrtle | Native | 1 | 1.5 |
| Doryanthes excelsa | Gymea Lily | Native | 1.2-2 | 1.2-2 |
| Hardenbergia violacea | Happy Wanderer | Native | 2-3 | 1-1.5 |
| Juncus usitatus | Common Rush | Native | 0.6-1 | 0.3-0.6 |
| Liriope ‘Evergreen Giant’ | Liriope | Exotic | 0.45-0.6 | 0.3-0.6 |
| Lomadra Tanika | Spiny-headed mat rush | Native | 0.45-0.6 | 0.6-0.9 |
| Pimelea linifolia | Slender riceflower | Native | >1 | >1 |
| Syzygium smithii | Lily Pilly | Native | 0.5-1 | 0.5-0.75 |
| Trachelospermum jasminoides | Star Jasmine | Exotic | 0.3-0.6 | 1-4 |
| Viola hederacea | Native Violet | Native | <0.1 | |



Acacia floribunda



Calytrix tetragona



Doryanthes excelsa



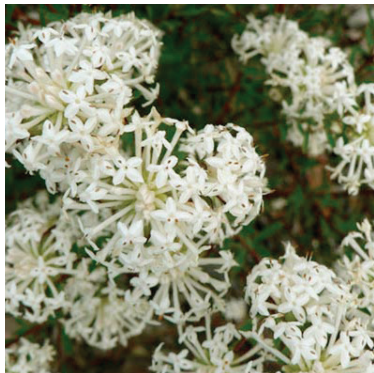
Hardenbergia violacea



Liriope ‘Evergreen Giant’



Lomadra Tanika



Pimelea linifolia



Syzygium smithii



Trachelospermum jasminoides



Viola hederacea

Appendix

B Consultation Summary

TO BE COMPLETED

Appendix

C Detailed Costings