



Blackheath Village Centre

PUBLIC DOMAIN MASTERPLAN

“Rhododendron Town”

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1 INTRODUCTION & PRINCIPLES



1 INTRODUCTION & PRINCIPLES



Rhododendron Festival Parade 2015

1.1 Background

Blackheath is an upper Blue Mountains village with a population of 4500. Located 1065 metres above sea level, it is bisected by the Great Western Highway and the Blue Mountains rail line and is 130 kilometres (approximately 2 hours drive) west of Sydney central, or about 2 hours 15 minutes by train. Its significant tourism industry is based around the amenity of its commercial centre, its exotic garden streetscape, and a spectacular ridge top setting between the rural Megalong Valley and the Grose Gorge – part of the World Heritage listed National Park.

Blackheath has a strong sense of community displayed through a rich array of local interest groups with associated activities including festivals, markets and cultural events.

The village provides a range of services for Blackheath and surrounding communities as well as tourism through accommodation, hospitality and a unique local retail offering including antiques and vintage. Subsequently, the character, efficiency and amenity of the town centre are considered to be of particular significance in Masterplanning.

The nature based sector of the tourism industry is exceptionally important with spectacular lookouts, walks, climbing, hang gliding, horse riding and related activities provided through a range of Council reserves and the National Park.

1.2 Consultation

The Masterplan was developed with significant input from the community through two interactive workshops and various opportunities to comment on-line through Council's Have Your Say website. Additional consultation was undertaken with a range of community groups, local businesses and Council staff. The Masterplan has been significantly shaped by this consultation.

1.3 Priority for Masterplanning

Blackheath has been prioritised for Masterplanning because:

- It has not previously undergone analysis and design associated with masterplanning;
- It possesses a long lived, diverse and substantial tourism industry that shows signs of significant growth;
- There are a number of vital and active community groups including a Chamber of Commerce & Streetscape Group which have had an ongoing involvement in the public domain and present BMCC with partnership opportunities;
- It is adjacent to public transport and the village centre is easily walkable;
- It has a large number of listed heritage items, a coherent architectural character and some significant streetscapes;
- Substantial opportunities exist to improve amenity and renew infrastructure within the village centre.



Jenny Kee Mural, Victory Theatre

1 INTRODUCTION & PRINCIPLES

1.4 Study Area

The Masterplan focusses on the public domain – streets, footpaths and Council owned land – of the village commercial precinct and its links to adjacent key precincts. The core village centre where retail and commercial services are concentrated exhibits a level of intensity and vitality requiring a higher degree of planning, design, maintenance and servicing to achieve optimal amenity and function for both residents and visitors.

1.5 Scope

The Masterplan includes:

- Pedestrian safety and amenity with particular reference to universal access given the dominance of an aging demographic
- Traffic circulation
- Parking efficiency
- Urban Design principles
 - amenity: The quality of being pleasant or attractive, can involve comfort and convenience, and can refer to the quality of facilities.
 - activation: To increase the level and range of pedestrian activities, e.g. on-street dining and other social interactions.
 - legibility: to be able to read the village's layout and activity pattern at a glance.
 - permeability: the quality of having a number of choices to get from A to B. Usually refers to pedestrian choices

There is particular reference to design for access and mobility given a significant elderly demographic.

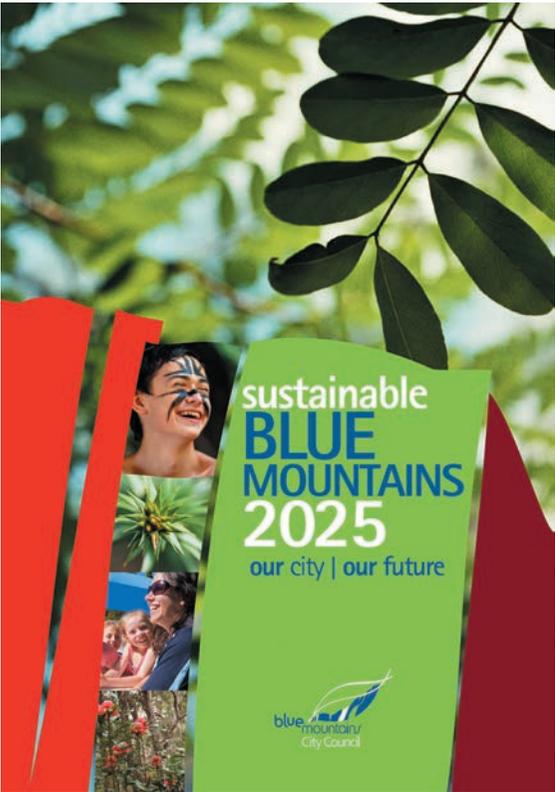
There is currently no funding allocated, however this Masterplan is expected to provide a coordinated framework for infrastructure renewal, investment and improvements to the public domain of the village over the coming 10-15 years.



1 INTRODUCTION & PRINCIPLES

1.6 Sustainable Blue Mountains 2025

This key Council document is the community plan for the local Government area. It is based on extensive research, analysis and community consultation and provides the principles guiding Council actions and the development of for Masterplanning of the Blackheath village centre:



SUSTAINABLE BLUE MOUNTAINS 2025 GUIDING PRINCIPLES	BLACKHEATH MASTERPLAN OBJECTIVES
<p>Improving our decision making processes at every level</p>	<ul style="list-style-type: none"> • Provide a framework to shape and coordinate all new work in the village centre over the next 15 years. • Enable capital works priorities to be set. • Facilitate grant funding. • Manage risks.
<p>Strengthening our assets</p>	<ul style="list-style-type: none"> • Provide a high quality of urban design that coordinates functional outcomes with asset durability and longevity.
<p>A partnership approach</p>	<ul style="list-style-type: none"> • Develop the Masterplan with significant consultation from the local community. • Identify partnership opportunities for ongoing development and maintenance of the village centre.

1 INTRODUCTION & PRINCIPLES

1.7 Masterplan Objectives

Project objectives for the urban design of Blackheath public domain are to:

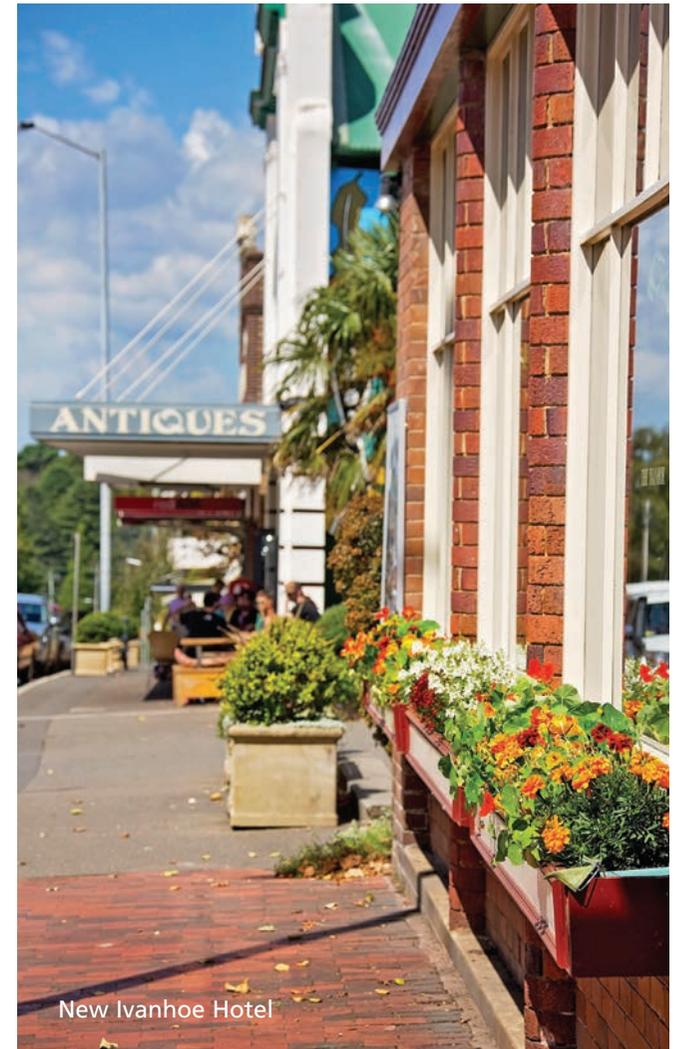
- Enhance the viability, vitality and amenity of Blackheath village centre through better functioning streets and public spaces
- Reinforce and enrich the village's identity and character through detailing of the public domain
- Demonstrate a high quality of urban design that is robust, functional, cost effective and long lived
- Improve and develop ongoing partnerships with the local community through consultation
- Indicate priorities and provide indicative costs

Overall, the sum total of identified improvements would be expected to increase business vitality, improve the public experience for both residents and tourists and build upon an existing significant town character.

1.8 Limitations

This public domain Masterplan is limited by the following considerations:

- It applies to public land such as streets and footpaths. Council cannot undertake urban design work on private property unless a form of agreement has been reached with the property owner;
- It applies to land controlled by Blue Mountains City Council. For example, Council does not control the Great Western Highway (GWH) or the rail corridor and can only provide representations to the relevant authorities for activity on those lands.
- Budgets are limited. As a geographically extensive local government area which has over twenty five towns, villages and localities, Council's available capital funding is stretched. Available funding will be allocated on a series of criteria across many and varied projects and locations.



New Ivanhoe Hotel

2 PLANNING FRAMEWORK

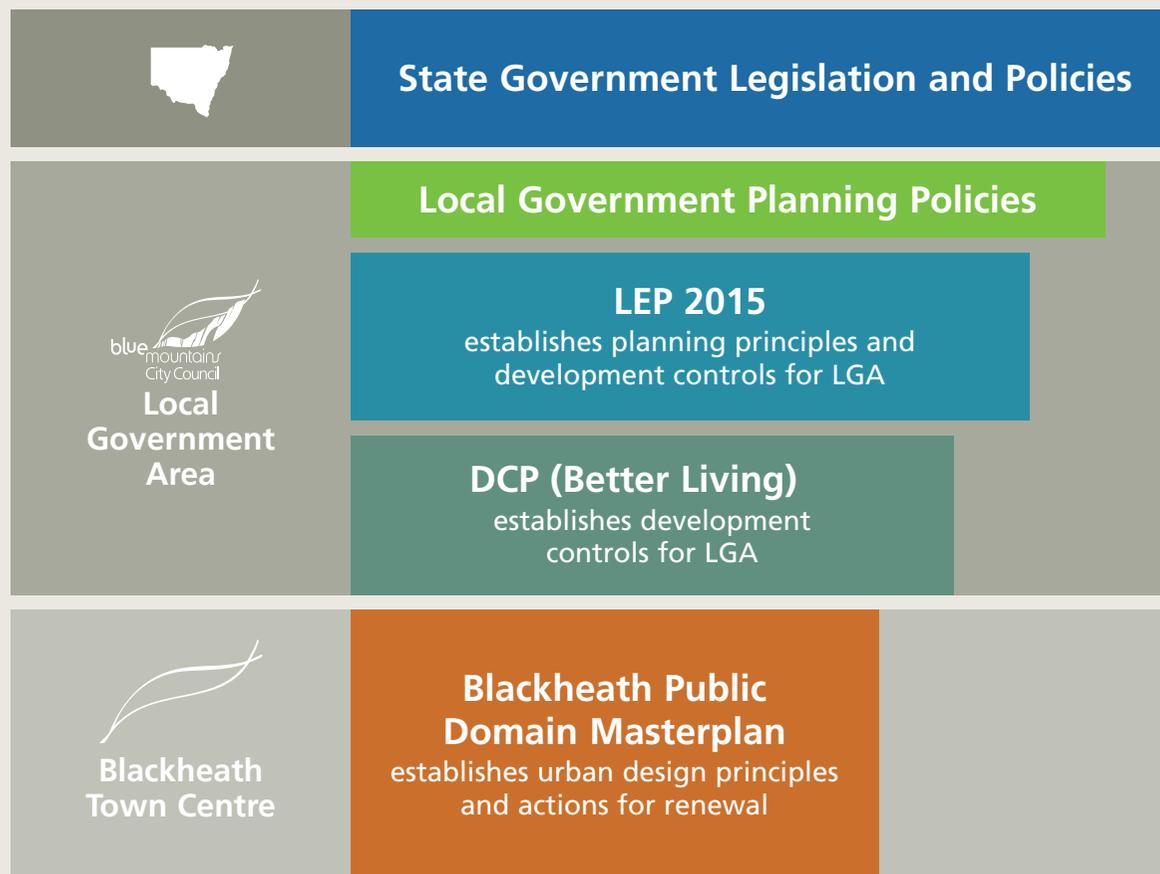


2 PLANNING FRAMEWORK

2.1 BMCC Planning Instruments

The hierarchy of law, policy and planning instruments that shape Local Government activity is illustrated at right.

- The Blue Mountains **Local Environmental Plan (LEP 2015)** is the guiding planning document for the Blue Mountains. It was introduced in February 2016. The land within the Masterplan study area is zoned within this LEP. The map and legend at right indicate the current zoning.
- In addition, the Council is also required to give consideration to its **Development Control Plan (DCP 2015)**, also introduced in February 2016.
- LEP 2015 is the primary land use planning instrument for the Blue Mountains LGA. All land within the Masterplan Study Area is controlled and zoned under LEP 2015.
- The DCP2015 acts as a companion document and provides guidance on:
 - Achieving the aims of the LEP
 - Facilitating permissible development
 - Achieving the objectives of relevant land use zones.



NSW State Government planning legislation and policies that overarch Council's planning for Blackheath includes the Environmental Planning and Assessment Act 1979, the Local Government Act 1993 and a number of State Environmental Planning Policies.

For Blackheath Village, Council's principal instruments for managing land use are Local Environmental Plan 2015 (LEP 2015) and the Development Control Plan 2015 (DCP 2015). These documents strongly influence the form and function of the built environment.

2.2 BMCC Local Environmental Plan

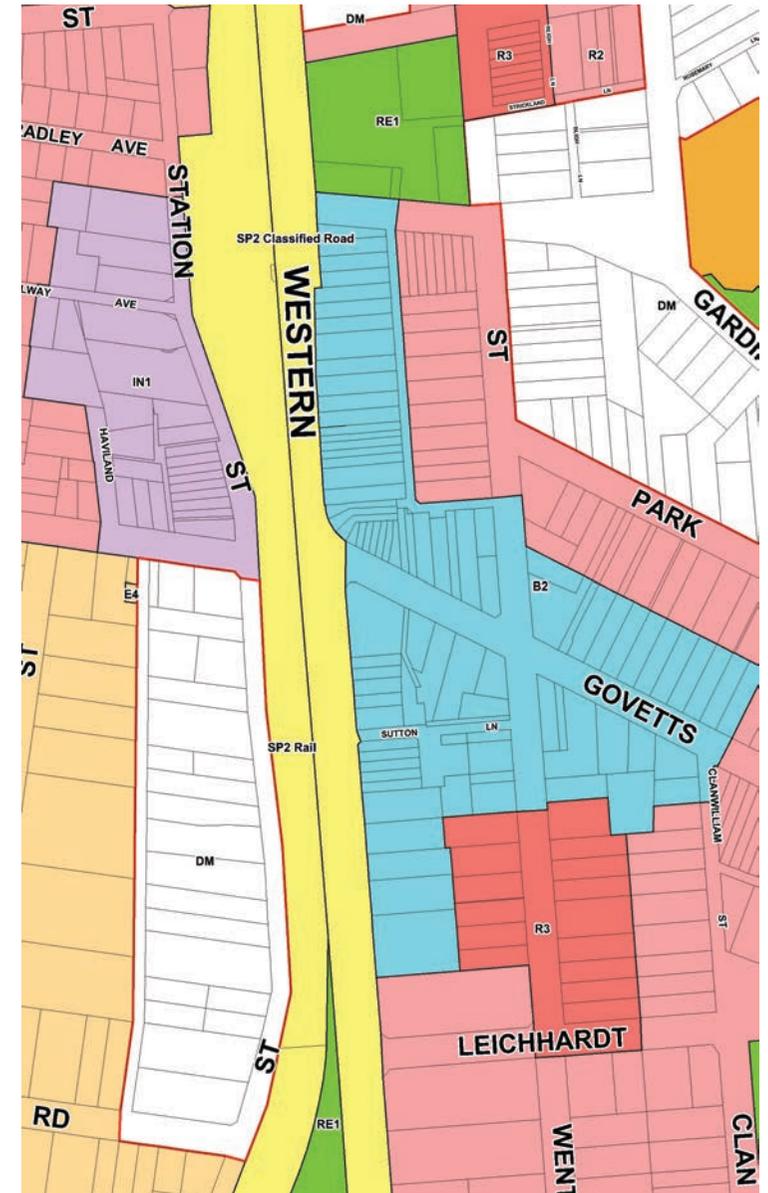
LEP 2015 Zones

	Local Centre
	Special Purpose
	General Industrial
	Low Density Residential
	Medium Density Residential
	Public Recreation
	Deferred Matter

Objectives of the B2 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 & cycling
- To promote the unique character of each of the towns and villages of the Blue Mountains.
- To maintain the economic viability of the towns and villages of the Blue Mountains.
- To promote high quality urban design of built forms.

While these objectives apply to development on private land, they should be considered in any public domain proposals. The interface between private development and the public domain may determine how well the main street can function and the quality of experience for workers, residents and visitors.



2 PLANNING FRAMEWORK

2.3 BMCC Development Control Plan 2015

Council's Development Control Plan – DCP 2015 - applies to all land within Blackheath Village Centre. Its vision statement for the Blackheath Village centre describes existing character elements that should be extended and continued in any new developments. These principles apply equally to private development and the public domain of the village centre.

DCP2015

Blackheath Precinct B2-BH01—Town Centre Precinct

This precinct remains a compact town centre, accommodating a diverse range of small retailers, local businesses, tourist-related activities and permanent residents.

Modestly-scaled buildings are arranged in a traditional main street pattern, creating continuous facades of one and two-storey buildings that reflect the traditional shopfront architecture of the Victorian, Federation and Inter-War periods. As a whole, the group display an interesting variety of form and design. The form and architectural detail of landmark corner buildings, hotels and the former Victory Theatre are preserved.

Future development is to be sympathetic and subservient to the distinctive character of these landmarks and this urban pattern, and promote new retail frontages facing existing carparks and laneways. Active street frontages are encouraged, with pedestrian activity concentrated along the streets, laneways and around the carparks, encouraging informal community gatherings in areas that are protected from undesirable impacts of through traffic.

DCP2015: Town & Village Centre Main Streets Part E8: Public Domain

Explanation p.394

Part of the special attraction of Blue Mountains towns is, in many cases, the character of their main streets. These streets perform many functions and must work at a practical level. However they also represent the town's social history, embody its identity to residents and often present a strong town character to visitors... .. Improvements to pedestrian amenity, appearance, accessibility and safety are seen as ways of revitalizing, activating and enhancing the character and vitality of the town and village centres which vary in size and significance from village to district centre.



3 SITE ANALYSIS & KEY ISSUES



3 SITE ANALYSIS & KEY ISSUES

3.1 Great Western Highway proposed treatments

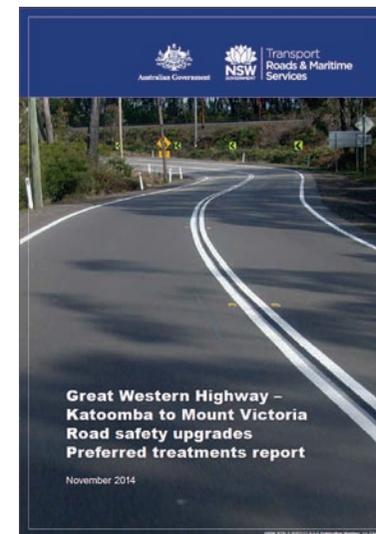
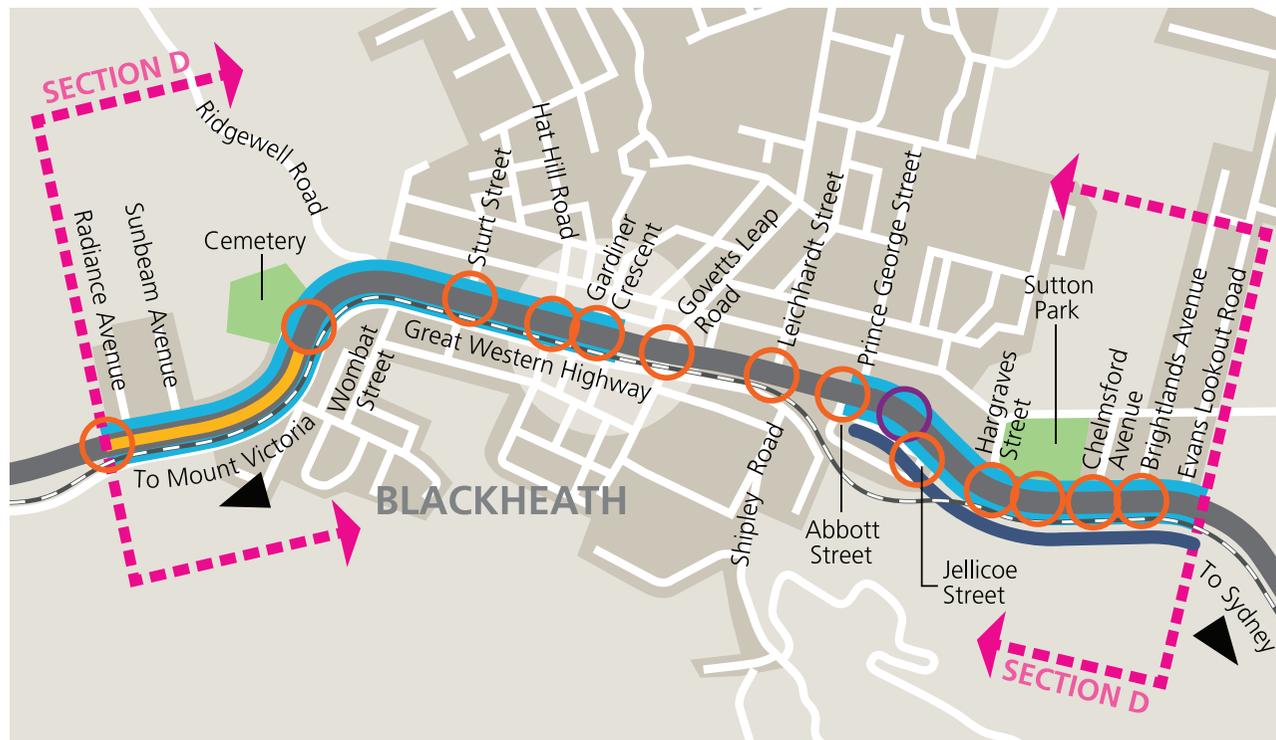
The State Government's Roads and Maritime Services has produced the *Katoomba to Mount Victoria Road Safety Upgrade: Preferred Treatments Report* outlining an approach to safety upgrades in Blackheath. The approach outlined focusses on intersection management and redesign and not on general widening. Three intersections are of particular concern:

Preferred treatments:

- **Gardiner Crescent:** Provision of left in/left out only access.
- **Govetts Leap Road:** Dedicated left and right turn bays together with a through travel lane in both directions.
- **GWH at Hat Hill Road:** Provision of a protected right turn bay.

BMCC's Masterplan will focus on development of Commercial area of Govetts Leap road as the village centre, concentrating pedestrian amenity and activation in this area and on footpath treatments along the GWH. There is potential for significant coordination of materials – e.g. paving and furniture between the BMCC and RMS proposals.

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www.rms.nsw.gov.au/documents/projects/western-nsw/katoomba-lithgow/great-western-highway-katoomba-mt-victoria-preferred-treatments-report.pdf

3 SITE ANALYSIS & KEY ISSUES

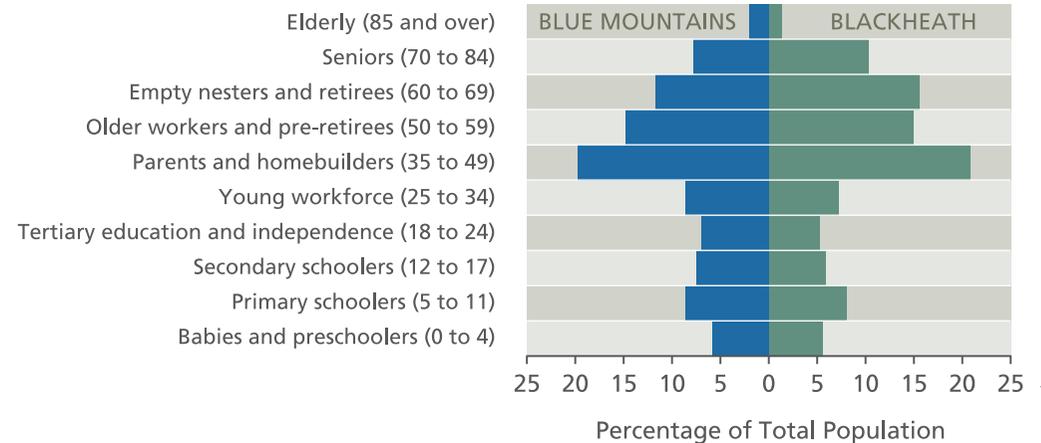
3.2 Population Structure

Australian Bureau of statistics for Blackheath illustrate a higher than average older demographic for this village when compared to the rest of the Blue Mountains LGA. The LGA in turn has a higher than average elderly demographic than for the State of NSW.

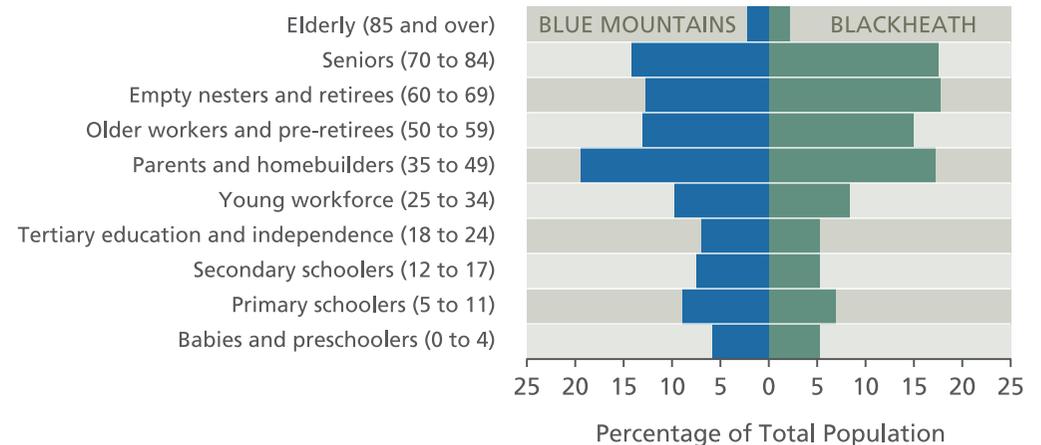
This feature of the population structure must be factored in to any developments in the public domain, by ensuring equality in access and mobility.



Age Structure 2011: Blue Mountains City and Blackheath Township



Forecast Age Structure 2031: Blue Mountains City and Blackheath & Western Townships



3 SITE ANALYSIS & KEY ISSUES

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3.3 Heritage and Built Character

While Blackheath's village centre has seen a range of commercial premises come and go since the 1840s, the architectural character of the study area is dominated by the large numbers of buildings erected in the town centre during the inter-war period. Several prominent social and religious institutions constructed substantial buildings in the village during the 1920s reflecting an established, permanent population. Other items and buildings such as parks, the former picture theatre and hotels reflect its premier role as a holiday destination during the 1920s and 1930s. The commercial section of the Great Western Highway, Govetts Leap Road and Wentworth Street all strongly reflect these aspects of the village's history and character and there are more than thirty listed heritage items listed on Council's LEP within the study area.

The built character of the village centre emerged as highly valued by the community who participated in Masterplanning workshops. The retention of the existing Main Street pattern, and support for sympathetic maintenance of aging building facades was strongly supported.



3 SITE ANALYSIS & KEY ISSUES

Image courtesy of Blue Mountains City Library, Local Studies Collection.



Image courtesy of Blue Mountains City Library, Local Studies Collection. Collier's Central Store, c1890.

3 SITE ANALYSIS & KEY ISSUES

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3.4 Land Use

The current land use pattern in Blackheath village centre displays a distinctive combination of:

- A strongly linear interface with the transport corridor which has profound impacts on the amenity of the GWH shopping strip;
- A traditional main street setout along the GWH and extending around the corner along Govetts Leap Road;
- A core of mixed small businesses and commercial services in a concentrated village centre, with some extension along the GWH and eastwards along Govetts Leap Road;
- The presence of a small but significant general industrial area on the western side of the rail corridor comprising a few traditional shop fronts, the local hardware store and industrial units.
- Significant open space in the shape of Neate Park and The Gardens with associated amenity of mature urban trees and green spaces;
- A strong visual relationship between the traditional rail station and the village centre.
- School precinct lies 200m south of Govetts leap Road and pedestrian links are well used.



3 SITE ANALYSIS & KEY ISSUES

3.5 Pedestrian Circulation

Key precincts and community destinations establish strong pedestrian desire lines through the Core study area continuing outwards. The map at right indicates key pedestrian paths used to access popular facilities or destinations:

1. Blackheath Train Station, and rail crossing
2. Blackheath Area Neighbourhood Centre (BANC), Community Hall, Library, War Memorial and Park (The Gardens)
3. Blackheath & Mount Victoria RSL, Industrial Area
4. Public Toilets in Sutton Place
5. Blackheath Primary School

A pedestrian audit should be undertaken to assess the condition and accessibility of all footpaths within the wider study area with particular reference to universal access. Special consideration should be given to the strong pedestrian desire line from the commercial centre to BANC, Hall, Library and park.

Pedestrian destinations outside the commercial core



Pedestrian desire lines from the Commercial core to other destinations and facilities



Paved Pedestrian focal points



3 SITE ANALYSIS & KEY ISSUES



Govetts Leap Road displays a high pedestrian amenity potential – with relatively flat grades and small, diverse, commercially vital shopfronts facing each other across this short section. A high volume of pedestrians has been observed crossing Govetts Leap Road anywhere between the Highway and Wentworth Street – reflecting the multiple pedestrian desire lines. In addition, a high number of pedestrians, about 120 per hour, cross Govetts Leap Road at Wentworth Street during peak hours. This causes conflicts with traffic along the street.

Consider redesigning the Govetts Leap Road/Wentworth Street intersection to:

- Slow traffic as it enters this section of multiple pedestrian desire lines
- Widen the footpath on approaches to the intersection
- Provide road thresholds or similar
- Accommodate safe pedestrian crossings
- Enhance access for all ranges of mobility
- Incorporate Water Sensitive Urban Design and landscaping as feasible

Consider reducing speed along Govetts Leap Road to 40 kmh or the introduction of a shared zone in Govetts Leap Road from the current entry to the car park to half way between Wentworth Street and Clanwilliam Street.

A pedestrian audit should be undertaken to assess the condition and accessibility of all footpaths within the study area with particular reference to universal access. Special consideration should be given to the strong pedestrian desire line from the village centre to Blackheath Area Neighbourhood centre which crosses the service station driveway at the corner of Gardiners Crescent.

RMS warrants, processes and requirements must be met and demonstrated prior to any determination of change in the speed limit in Govetts Leap Road.



3 SITE ANALYSIS & KEY ISSUES

3.6 Traffic Circulation

Analysis

Council commissioned a specialist consultant to review all transport including traffic and parking matters and to participate in the community consultation workshops for the Masterplan.

Traffic counts were undertaken at a number of intersections through the study area at peak times on Thursday afternoon and Saturday morning. These times were selected as they were considered to represent typical peak periods. The levels of service (traffic numbers and operating conditions in terms of speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience, and road safety) on all local roads was assessed as "A" – or good. The carriageway on the GWH north of Govetts Leap Road was assessed as satisfactory (C), and south of Govetts Leap Road as operating at nearcapacity (D).

All intersections underwent traffic counts. All are operating at "A" level of service with the exception of the Sutton Lane/GWH intersection which has been assessed as "B." It is noted that right turns into and out of Sutton Lane are difficult and sometimes unsafe.

RMS studies and proposals to that time were reviewed and it was noted that the proposed improvements to the Govetts Leap Road Intersection included in the RMS Safety Upgrades would improve safety at that intersection.

It should be noted that while the Council has care and control of local roads, the RMS has responsibility and management for the GWH. The Council has, and will continue to advocate to the RMS for optimal outcomes for town and village centres.



Govetts Leap Road

3 SITE ANALYSIS & KEY ISSUES



Great Western Highway & Govetts Leap Road

The following recommendations in relation to the traffic circulation have been summarised from the report. The Level of Service or functioning of intersections within the study area have been identified as generally high. However the presence of multiple pedestrian desire lines across Govetts Leap Road may indicate the need for traffic calming.

Note that changes to speed limits and other traffic measures may be subject to RMS warrants and approvals.

- Implementation by RMS of all improvements included in the Preferred Treatments Report; including restriction of traffic to and from Sutton Lane to left-in/left-out only at GWH
- Identification of appropriate measures to regulate flow, reduce speed and aid pedestrians to cross the road safely at the intersection of Govetts Leap Road and Wentworth Street
- Introduction of a 40kph speed limit along Govetts Leap Road between the GWH and Clanwilliam Street
- Identification of further traffic calming measures between Wentworth Street and the GWH
- Completion of a traffic assessment and modelling of the impact on Wentworth Street and intersections along it of restricting access to all car parks from Sutton Lane and the traffic restrictions to and from Leichhardt Street and Gardiner Crescent at the Great Western Highway

3 SITE ANALYSIS & KEY ISSUES

3.7 Parking - Analysis

Counts of all parking spaces within the study area, interviews of most business managers to determine numbers of staff and methods of travel, and tracking of parking turnover in high demand locations, were undertaken. Conclusions arising from the review of parking conditions within the Blackheath Village are:

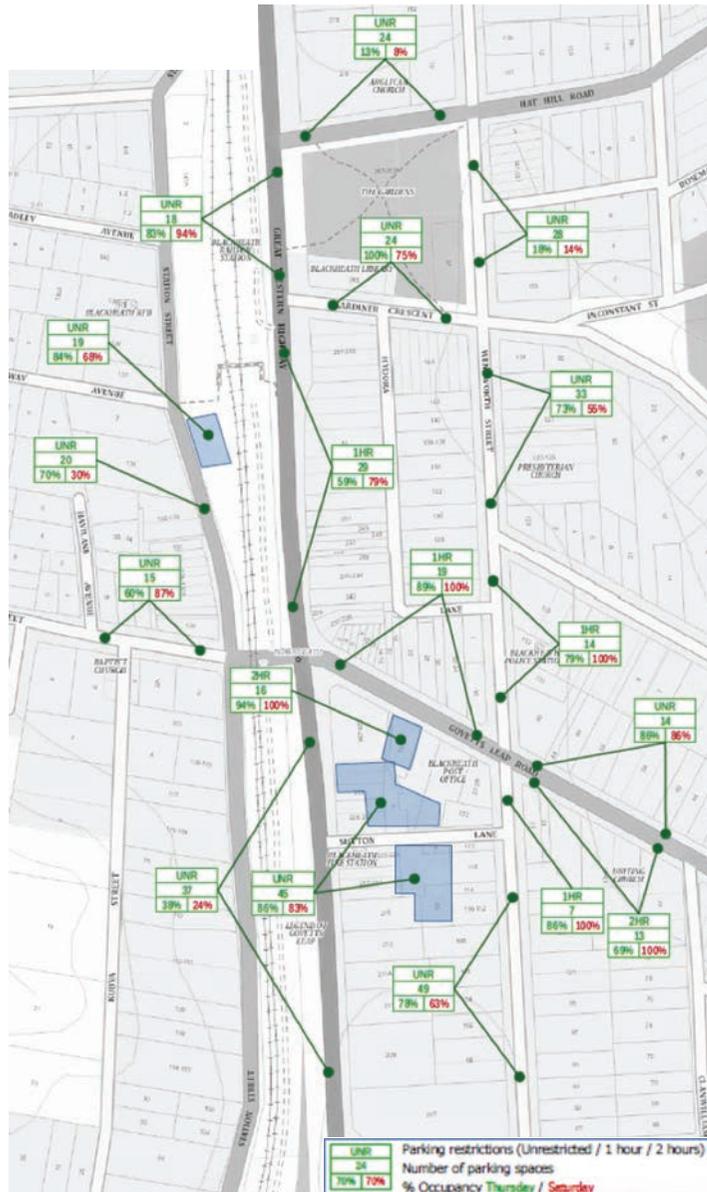
- About 80 percent and 93 percent of permanent employees (those with place of employment within the Centre) and visitors travelled by car respectively;
- Some 350 spaces are available on-street for general parking; about 25 percent of all on street parking is short stay subject to time limits up to two hours. In addition four (4) spaces are designated as accessible parking. Council's controlled off-street parking facilities account for 61 spaces;
- The overall peak parking demand occurred on Thursday when 380 spaces were occupied (62% occupancy) between 11.00 am and 12.00 pm and on Saturday when about 370 spaces were occupied (60% occupancy) between 11.00 am and 11.45 am;
- There are currently no designated areas where tourist coaches could legally stop in Blackheath except at the bus stops along the Great Western Highway.

Note: About 170 spaces are available on-site at the rear or vicinity of all businesses in Blackheath. This is equivalent to the number of staff driving to work. About 70 of these spaces were used by staff of these establishments. The balance parked either on-street or in Council's car parks.

Type of spaces	Number of spaces	%
On-Street Spaces		
Accessible	4	0.6%
15 mins	1	0.2%
1 hour	69	11.0%
2 hours	13	2.1%
Subtotal	87	13.8%
Unrestricted	270	42.9%
Unrestricted 9.30am to 2.30pm	7	1.1%
Total On Street	364	57.8%
Other On-Street Spaces		
Loading Zones	3	0.5%
Taxi	5	0.8%
Authorised Vehicle Only (Police)	3	0.5%
Total On-Street Spaces	375	59.5%
Off-Street Car Park		
Council Car Park 1 (2 Hours limit)	14	2.2%
Council Car Park 1 (Accessible)	2	0.3%
Unrestricted Council Car Park 2	25	4.1%
Unrestricted Council Car Park 3	20	3.2%
Subtotal Council car parks	61	9.7%
Private spaces	173	27.5%
Commuter Car Park East of railway station (Dis)	2	0.3%
Commuter Car Park West of railway station	19	3.0%
Subtotal	194	30.8%
TOTAL	630	100.0%

3.8 Parking Recommendations

The workshop identified that parking in the village centre is under pressure. This is certainly true of the off-road parking around the Victory Theatre and Sutton Lane which is operating close to or at 100% occupancy most of the time. However, research and previous counts undertaken by Council staff indicate that the overall occupancy throughout the village is running at 70%, with brief periods at possibly higher levels. The parking study recommendations below are aimed at an improved level of management of Council's existing parking resources.



Businesses Parking Recommendations

- Council approaches all businesses to encourage them to provide on-site staff parking. This may require some businesses to improve their parking areas;
- Businesses using on-site restricted (1 & 2 hours) spaces for their deliveries should be approached and encouraged to receive their deliveries or pick up from either their site or the designated loading zones.

General Parking Recommendations

- Consider conversion of all unrestricted spaces in Council's car parks to two hours limit;
- Consider conversion of 1 x 1 hour space to 15 minutes near the Post Office;
- Consider redesign of off-street carparking near Victory Theatre to optimise parking spaces and turnover, improve circulation and improve pedestrian amenity;

- Convert unrestricted spaces on northern side of Govetts Leap Road between Wentworth and Clanwilliam to 2 hour spaces;
- Approach Transport for NSW to increase the number of commuter spaces at Blackheath rail station
- Review accessible parking in context of the current standard.

Note: BMCC ownership of land at off-site carparking between Sutton Lane and Govetts Leap Road adjacent to Victory theatre is limited and improvements in optimisation, turnover and circulation will require the participation of adjacent landholders.

3 SITE ANALYSIS & KEY ISSUES

3.9 Pedestrian Access and Mobility Plan

Council has recently commissioned a renewed and updated Pedestrian Access and Mobility Plan (PAMP), prepared by Bitzios. The most relevant objectives are:

- To facilitate sustainable improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration;
- To reduce access severance and enhance safe and convenient crossing opportunities on major roads;
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater for the needs of all pedestrians;

- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best practice technical standards.

The draft PAMP proposes a pedestrian crossing in Govetts Leap Road near the Wentworth Street intersection and a number of modifications to footpaths in the study area, such as pram ramps and footpaths which is consistent with the recommendations in this Masterplan and the workshop outcomes.

The full document is available at www.bmcc.nsw.gov.au/yourcommunity/pedestrianaccessmobilityplanpamp





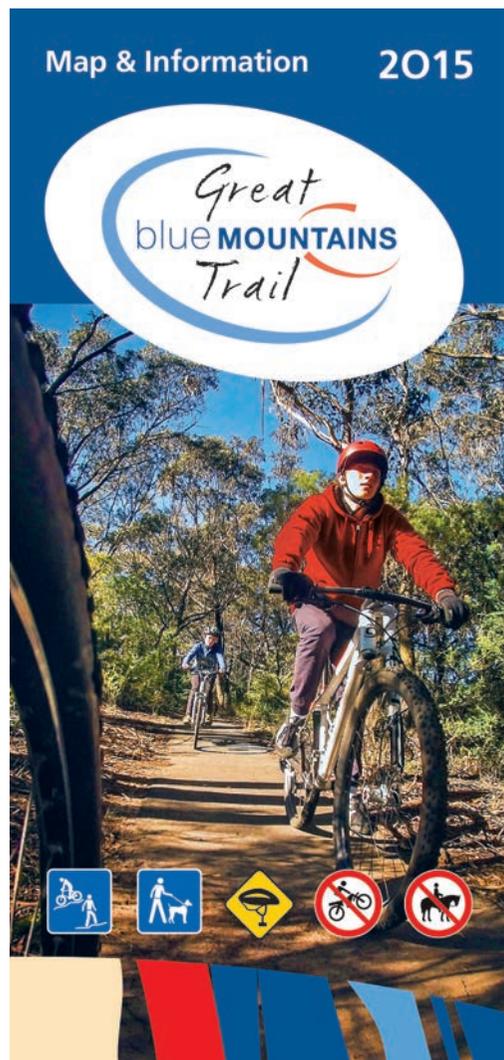
3.10 Railway/Rail Corridor

Like the GWH, the Rail Corridor has a very significant impact on the functioning and amenity of the village centre, and is outside the control of the Council. However the Council does liaise with Sydney Trains on issues – such as safety, and vegetation management - which may have a wider impact outside the corridor.

The community workshops highlighted a number of concerns which the Council will refer to the appropriate sections of this State Authority. In addition, Council's Traffic and Parking Study identified other issues/ opportunities which the Council follow up with Sydney Trains:

1. The location of the taxi stand on the GWH at the pedestrian bridge presents a hazard which may be addressed by moving this facility into the nearby "Kiss & Ride".
2. Sydney Trains' recent clearance of large pine trees adjacent to the existing commuter carpark in Station Street may present an opportunity for extending the existing carpark.
3. Pedestrian access on the southern side of the rail level crossing needs to be blocked to divert those crossing at this point to the formal access provided on the north side.

3 SITE ANALYSIS & KEY ISSUES



3.11 Cycling

Council has invested considerable time and resources over the last several years in the design, funding and progressive implementation of the Greater Blue Mountains Trail. This bike trail will eventually allow cyclists to traverse the Blue Mountains variably on dedicated shared paths associated with the GWH, and sometimes using off road, purpose built tracks. In the case of Blackheath this trail will be associated with shared footpaths adjacent to the GWH through the village centre. Certain lengths of the shared path may require cyclists to dismount.

Information on the trail can be found on the BMCC website at www.bmcc.nsw.gov.au/yourcommunity/cyclinginthelbluemountains/greatbluemountainstrailgbmt

The community consultation workshops provided some comments for this category of transport. Dedicated on-road cycle paths around the village centre are not preferred as they would considerably reduce on-street parking along some local roads.

Additional bike racks may be provided within off-street parking areas as demand increases.

3.12 Tourism

Tourism is the major industry in Blackheath and the services which have developed to support it. Blackheath's location between the Central West of NSW and the Sydney Basin make it a strategic rest stop or overnight stay for travellers. Its location on the ridge between the Megalong and Kanimbla Valleys to the west, and the Grose Gorge and National Park makes it a significant destination in its own right.

Blackheath has one of the Blue Mountains' three accredited Visitor Information Centres, at the National Park's Heritage Centre at the end of Govetts Leap Road, and a strong market in adventure tourism with activities such as horse-riding in the Megalong and Kanimbla Valleys, rock climbing at a number of sites, hang-gliding, cycling and bushwalking. In the village centre, there has been significant growth in the Antiques and Vintage market. There is a range of quality restaurants and cafes and three high quality professional art galleries. Blackheath offers a varied and pleasant shopping and dining experience for residents and visitors.

Pedestrian maps are provided at the exit to the rail station, and on Ravir corner. Local businesses should be encouraged to hold, and update, local tourism brochures. However, local "live" tourism information in the form of wifi and electronic signage should be considered for the central town square location.

The public domain – streetscapes and public places have an important role to play in enhancing the village centre experience and expressing the village character – for both residents and visitors.

3.13 Seniors Housing

The issue of housing opportunities for seniors came into focus through the community consultation workshops as a major concern of this prominent demographic sector of the Blackheath community. As this Masterplan focusses on the public domain of the village centre, the development of privately owned land for that purpose is beyond the scope of this study. However, the following summary is provided in recognition of the importance of this category of development to this particular village and as general advice to interested stakeholders.

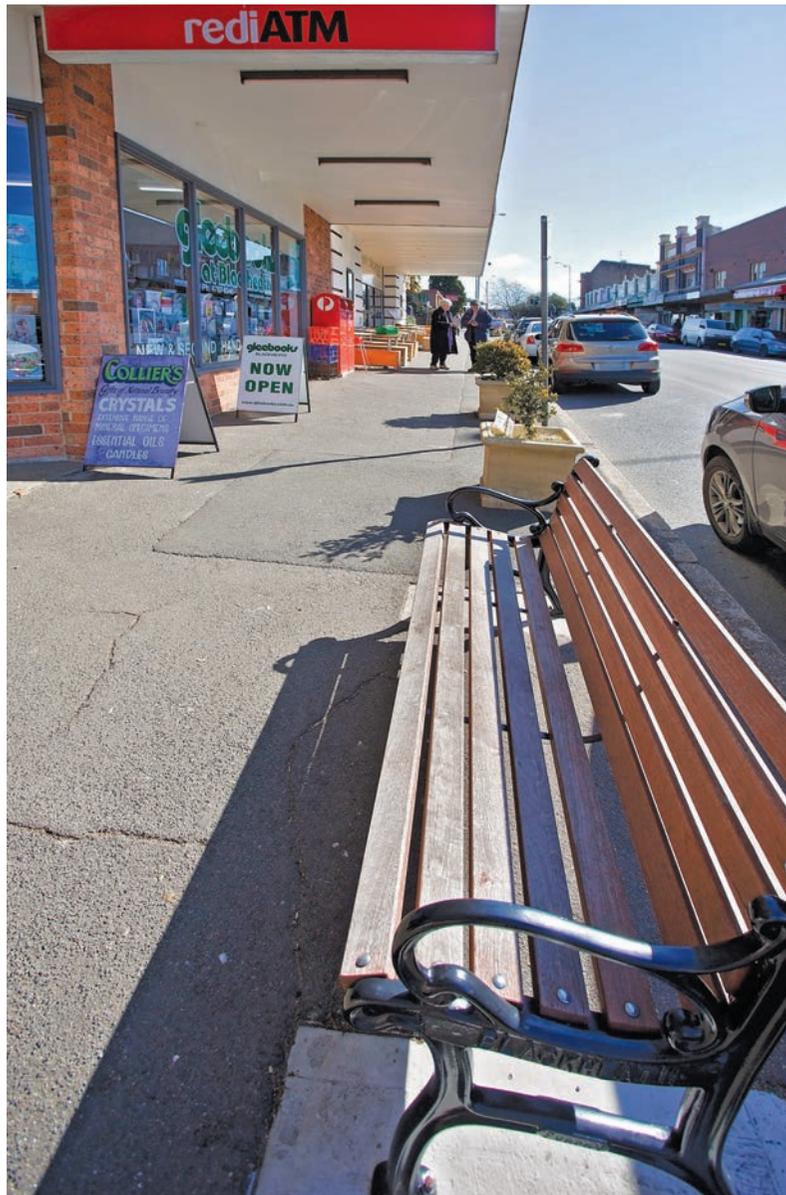
- a. Under LEP 2015 *seniors housing* is permissible on land within walking distance to the rail station. *Seniors housing* is residential accommodation used permanently for seniors or people with a disability, and may include a residential care facility, hostel, or self contained dwellings.
- b. However, seniors housing development is regulated by State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP) – a State-wide policy that takes precedence over LEP 2015.
- c. Development for self contained seniors housing is becoming more popular as housing for residents that require a high level of care is more likely to require subsidisation (generally from the Federal Government).
- d. Realistically, development for *seniors housing* would need to compete with other uses for land in the village centre and viability will be dependent on market forces.
- e. *Seniors housing* could be provided within a development for general residential, as opposed to a retirement village that is entirely *seniors housing*.
- f. The adaptability and housing choice provisions in DCP 2015 are intended to encourage development that can be adapted and allow people to age in place, and in the case of housing choice, to provide for a proportion of smaller, more affordable dwellings with recognition of an aging population.



- g. The Federal Government also provides funding to support people to age in their own homes.

Council can zone privately owned land so that it is available for *seniors housing* but cannot force private landowners to provide this form of development, and compliance with the SEPP requirements on site suitability may prevent development of seniors housing even if the land is zoned to allow it.

3 SITE ANALYSIS & KEY ISSUES



3.14 Streetscape

Urban design consultants for the Blackheath Village Masterplan project were involved in the community consultation workshops and the community comments have both shaped the analysis of the village centre and supported many of the consultants' observations.

The general observations are:

- Improve maintenance of existing street trees and identify opportunities to increase street tree plantings;
- Provide a central open space – or town square - as a focal point suited to activities such as dining, market events and a space for increased public interaction and visitor information;
- Opportunities should continue to be sought to incorporate high quality public art into the street and public spaces;
- Provide more, not less parking, and consider parking time limits;
- Provide additional street furniture in a coordinated suite;
- Improve the legibility (readability) of the streetscape through thoughtful use of materials;
- Consider potential to establish a heritage conservation zone over town centre;
- Good design and robust materials should reduce requirements for Streetscape maintenance.

Streetscape improvements should maintain and accentuate the unique identity of Blackheath.

The Issues & Opportunities Plan (right) outlines these and site specific observations.

ISSUES & OPPORTUNITIES: CORE STUDY AREA

MEMORIAL SERVICES

Proposal to modify the garden side of the War Memorial for ANZAC services.

MARKETS AT THE GARDENS

Pedestrian and traffic management issues in streets adjoining the Gardens during market events. Gardens and halls are a significant and highly valued resource and are used for many public and community functions.

SERVICE STATION & WORKSHOP

Opportunity to address conflict between pedestrian and vehicular desire lines at service station entry/exit driveways and improve visual impact and street address to both Great Western Highway and Gardiners Crescent.

COMMUTER PARKING

Inadequate off-street commuter parking. Liaise with RailCorp and promote expansion.

RAILCORP PROPERTIES

Advocate for continued use and heritage appropriate maintenance of these signature properties. Liaise with RailCorp to identify paving treatments and other street furniture which would improve arrival point for rail passengers and complement heritage shops.

ON-STREET PARKING

Consider kerb & guttering to formalise parking along Station St.

TRAFFIC CONGESTION

Address traffic congestion on peak days.

ACCESS TO DISABLED TOILET

Upgrade approach to toilet to ensure compliance with Australian standards. NOTE: May involve loss of parking

PEDESTRIAN & VEHICLE CONFLICTS

Eliminate conflicts by reclaiming bitumen and providing pedestrianised spaces.

PUBLIC OPEN SPACE

Opportunity to provide a central open space as a focal point for the village suited to activities such as dining, markets events and a space for increased public interaction.

GREAT BLUE MOUNTAINS TRAIL

Consider proposed route of the Great Blue Mountains Trail.

CAR PARK

Mixed tenure of car park land creates management issues and decreases parking efficiency. Potential to improve numbers and turnover. Lack of clear delineation for pedestrian movement through car park. Lack of planting and shade trees within car park.

PUBLIC DOMAIN IMPROVEMENTS

Maintain and accentuate the unique mountain identity of Blackheath while improving the villages' public domain.

PUBLIC ART

Opportunity to incorporate public art into the streetscape and public spaces.

HOUSING

Consider seniors housing in the town centre.

MAINTENANCE

Reduce streetscape maintenance requirements throughout the village. For example, larger planters which require less watering, easily cleaned pavement and a material palette with long design lives.

GARDINER CRESCENT

Opportunity to improve street frontage of Hall and functionality of loading dock through upgrade of existing footpath and kerb infrastructure.

HYDORA LANE PARKING

Lack of permeability between shop fronts and Hydora Lane may contribute to poor uptake of available employee parking. Potential for employee parking to be used to free up public parking. Consider through site links between Great Western Highway and Hydora Lane and mechanisms to increase use.

PARKING

Provide more, not less parking and consider parking time limit adjustments.

STREET FURNITURE

Opportunity to provide additional street furniture in a coordinated suite including benches, bins & planters.

LEGIBILITY

Improve the legibility of the streetscape through a hierarchy of streetscape materials.

GOVETTS LEAP RD

Govetts Leap Road provides primary vehicular access to car park, in conflict with pedestrians who cross the road in numerous locations, particularly between the shops and car park. There is also potential for additional landscape planting in the street, including street trees & garden beds.

OLD POST OFFICE CORNER

Opportunity to enhance the small public plaza at Govetts Leap Rd / Wentworth St Intersection which acts as a community gathering space or space for resting and people watching.

GOVETTS LEAP RD / WENTWORTH ST INTERSECTION

This intersection has difficult angles and dimensions which may make it unsuitable for a roundabout treatment. This location requires detailed engineering design to address safety and sightline issues and facilitate pedestrian access. Recommend incorporation of landscaping and Water Sensitive Urban Design.

ARCHITECTURAL CHARACTER

Buildings have a distinctive Inter-War architectural character. Potential to establish heritage conservation zone. Maintain old buildings & facades in town generally.

SCHOOL PRECINCT

Identify improvements to pedestrian links between core study area and school



4 MASTERPLAN

4.1 The Big Picture

This Masterplan guides future development for the public spaces in the village centre to improve their function and access; recognise, respect and enhance the existing village character; and facilitate social activity and amenity for both residents and visitors.

The Masterplan aims to enhance the existing fabric of the village and the traditional main street setting as the physical and social infrastructure of Blackheath. This was identified by the community as being of key importance.

The Masterplan will lead to better management of traffic and parking in this compact village centre in order to improve the experience for all, but with particular emphasis on pedestrians. The proposed changes to Govetts Leap Road and the development of a town square will create an environment which gives expression to the social heart of the village through a range of commercial activities and community events.

Informed by a Traffic & Parking Study and an Urban Design Analysis, significant consultation with a range of interest groups and the broader community has significantly shaped the Masterplan.



Rhododendron Festival Street Parade, 2015

CONCEPT MASTER PLAN

GREAT BLUE MOUNTAINS TRAIL

Improve the passage of the Great Blue Mountains Trail through the village centre. Achieve best possible outcome with integrated design, optimising outcomes for both pedestrians and cyclists with dismount signs at key locations.

GARDENS PARKING

Improve Gardens parking along Great Western Highway frontage. Provide several disabled car parking spaces with requisite ramps. Renew footpath and eliminate narrow turf strip. Define ends of parking with planting beds and provide new street trees and linemarking to improve efficiency of existing parking area. Carry out minor landscape works to eastern side of War Memorial as per plans by Taylor Brammer which have consulted with the RSL and the Blackheath Streetscape Group. This area may be a dismount location for the shared Great Blue Mountains Trail.

NEW STREET PLANTING ON HIGHWAY

Delineate driveway access using contrasting pavement colours. Contain driveway access with kerbs. Identify opportunities for street tree planting and explore potential for Water Sensitive Urban Design initiatives to treat carriageway runoff.

COMMUTER CAR PARK

Explore expansion of commuter car park with Sydney Trains.

STATION STREET

Provide new road edge treatment along eastern side of Station Street to rationalise and delineate on-street parking.

GOVETTS LEAP RD AT TOWN SQUARE

Widen footpath on both sides of road at town square to reduce crossing distances and provide outdoor dining space and additional street tree planting. Subject to traffic analysis and detailed engineering design.

STATION STREET

Extend town centre footpath treatment to this locality and rail crossing corner.

GOVETTS LEAP RD INTERSECTION

New pedestrian pavement and tree planting works to maximise visual relationship with other areas of town centre and provide sense of arrival for those travelling along the Highway. Consider the use of custom design balustrade to control pedestrian movement across the Highway.

NEW TOWN SQUARE

Close northern section of car park and Govetts Leap Road entry/exit to provide new town square. Subject to future detail design and may be undertaken as a staged implementation with a trial of the driveway closure and pop up installations. Subject to traffic analysis and detailed engineering design. Investigate a one-way shared driveway option from Govetts Leap Road.

NEW STREET PLANTING ON HIGHWAY

Replace excess areas of concrete and asphalt pavement with new garden beds incorporating street trees. Explore potential for Water Sensitive Urban Design initiatives to treat carriageway runoff.

NEATE PARK

Maintain significant avenue of trees adjacent to footpath to reinforce town entry experience. Consider use of bollard lights along footpath to improve pedestrian path lighting and provide a town entry effect at night.

GREAT BLUE MOUNTAINS TRAIL

Improve the passage of the Great Blue Mountains Trail through the village centre. Achieve best possible outcome with integrated design, optimising outcomes for both pedestrians and cyclists with dismount signs at key locations.

GENERAL NOTES:

VILLAGE CENTRE PARKING

Limit all Council off-street parking to 2 hours. Provide more 15 minutes spaces in high demand locations. Convert unrestricted spaces on north side of Govetts Leap Road between Wentworth St and Clanwilliam St to 2 hours. Consider additional mechanisms encouraging on-site staff parking. Consider installation of electronic parking monitoring.

DEVELOPMENT OF SENIORS HOUSING

Council's Planning Zones currently allow Accessible (Seniors) Housing within and around the Blackheath Town Centre. Developer uptake of this opportunity has been limited to date.

DETAILED ENGINEERING DESIGN

All detailed design to traffic and parking requires coordination and traffic modeling across the village centre to determine viability. Some changes may require further community consultation.

MASTER PLAN CONTEXT AREA
CORE STUDY AREA

HAT HILL ROAD

THE GARDENS

Review park layout in consultation with community groups to achieve better outcomes for multiple users with a particular focus on universal access, improve maintenance and enhance ornamental values.

HALL FRONTAGE

Provide new paving to Hall frontage along Gardiner Crescent including new kerbs and a designated loading bay to enable loading in/out of Hall, incorporating pedestrian management plan. Review path and road frontage of BANC for disabled access and drop-off.

CAR WORKSHOP BOUNDARY

Consider the potential for a side boundary fence/balustrade to contain car workshop activities.

WENTWORTH STREET FOOTPATH AND TREES

Review path materials and design to reduce trip hazards and maximise tree viability for the entire length of the master plan study area.

LINKS BETWEEN HYDORA LANE & GREAT WESTERN HIGHWAY

Identify strategies to encourage access between parking at rear of shops and Great Western Highway including shop fit-outs by individual businesses to allow public rear access.

GOVETTS LEAP RD TRAFFIC CALMING

Investigate application of 40 km/h speed limit and other suitable traffic calming measures (e.g. flush paved median) in retail strip, potential pedestrian crossing location requires integration with other design measures. Subject to traffic analysis and detailed engineering design. Location may change.

TELSTRA BUILDING

Provide screen planting to Telstra building along Wentworth Street and Hydora Lane frontages.

OLD POST OFFICE CORNER

Review paving and seating arrangements to identify space for single large specimen tree planting.

PARK AVENUE

RAILWAY AVENUE

STATION STREET

GREAT WESTERN HIGHWAY

GARDINER CRESCENT

BUNDARRA STREET

CORE STUDY AREA

GOVETTS LEAP ROAD

NEW GOVETTS LEAP RD / WENTWORTH ST INTERSECTION

Provide blister kerbs and garden beds to reduce road width and pedestrian crossing distances and provide new street tree planting. Explore the potential for Water Sensitive Urban Design to be incorporated by utilising rain gardens to receive stormwater runoff from Govetts Leap Road. Subject to traffic analysis and detailed engineering design.

SUTTON LN / WENTWORTH ST INTERSECTION

Provide intersection works to facilitate ingress and egress, including potential pedestrian crossing. Subject to traffic analysis and detailed engineering design.

FUTURE CAR PARKING

Council will investigate options for adding to existing parking expansion in the long term

GREAT WESTERN HIGHWAY

WENTWORTH STREET

MASTER PLAN CONTEXT AREA

SCALE 1:1000 @ A1



4.3 Masterplan Sequencing: Town Square, Traffic & Parking Management

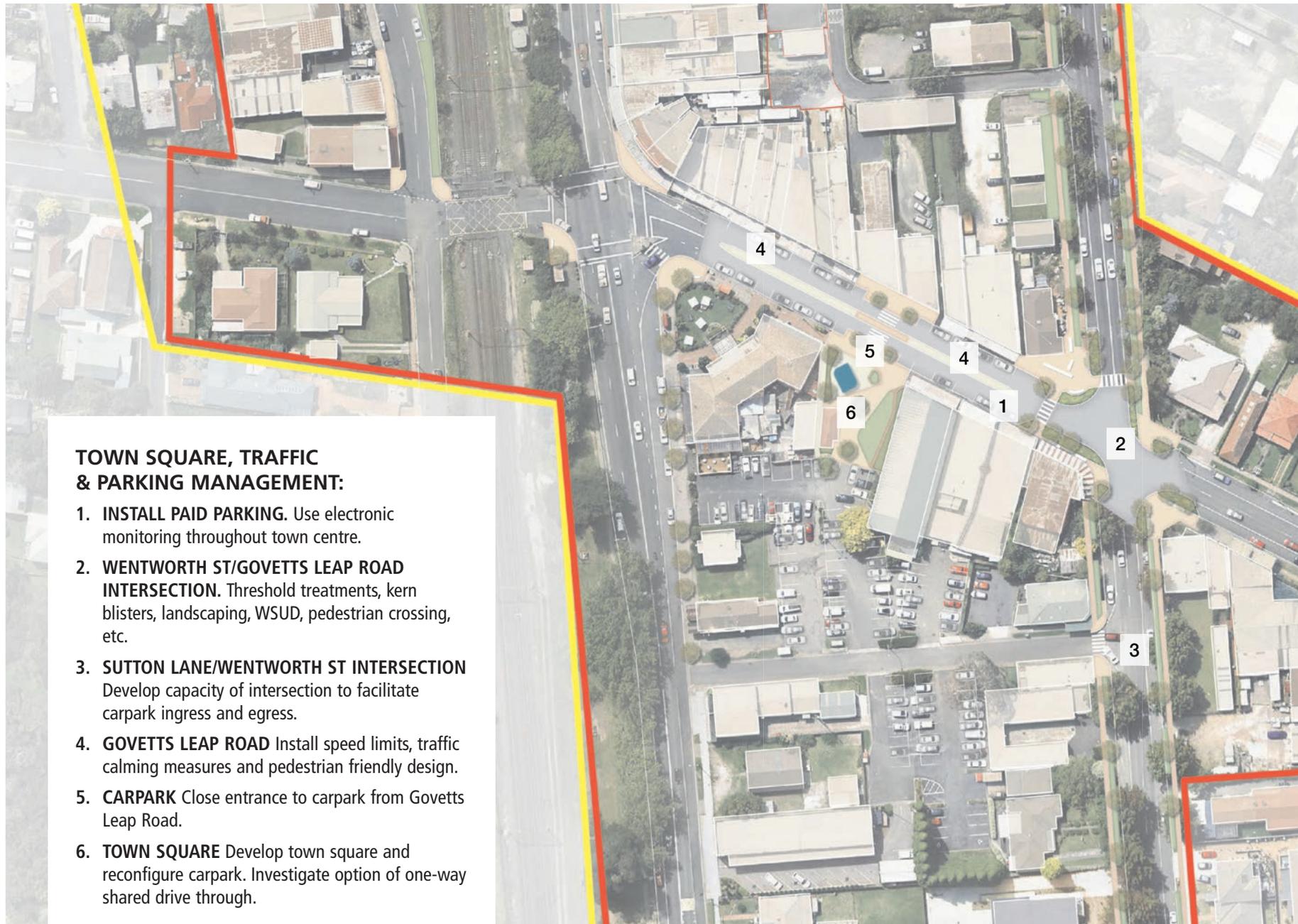
1. **Parking:** Undertake parking study for town centre and wider study area and implement recommendations concerning timed parking. Identify funding for and implement electronic monitoring for new parking system.
2. **Temporary Town Square:** Install temporary barriers to quarantine proposed town square site and install temporary landscaping and furniture to provide immediate amenity. Make interim arrangements to update compliant access to Disabled Toilet.
3. **Wentworth Street/Govetts Leap Road Intersection:** This intersection requires engineering design to optimise and regulate traffic and pedestrian circulation, provide clarity regarding priority for vehicles, address drainage issues, improve pedestrian safety and flows, provide traffic calming, and improve appearance through landscaping. It is considered a high priority project. This project is substantial in size and cost and may require some time to identify the required funding.
4. **Sutton Lane/Wentworth Street intersection:** Right turns into and out of Sutton Lane off Wentworth Street need to be provided to facilitate the use of this intersection as the primary access for off-street parking. In addition, the RMS proposal for the intersection of Sutton Lane and the GWH includes the option of left in-left out only. These improvements will be necessary if the closure of the Govetts Leap Road driveway occurs – reducing pedestrian/traffic conflicts at that location.
5. **Govetts Leap Road Traffic calming:** The proposed traffic calming treatments in Govetts Leap Road will create a more shared space between vehicles and pedestrians to accommodate the multiple pedestrian desire lines of those crossing the street. The design will require a high degree of integration with the entire length between the GWH and the intersection of Wentworth Street and Govetts Leap Road.
6. **Town Square & carpark:** The development of the town square site may include seating, shade planting and facilities such as internet access and electronic information for tourists. Pavement material and furniture should be coordinated with the rest of the village centre. There is potential for adjacent businesses to activate to the site.

4 MASTERPLAN

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TOWN SQUARE, TRAFFIC & PARKING MANAGEMENT:

1. **INSTALL PAID PARKING.** Use electronic monitoring throughout town centre.
2. **WENTWORTH ST/GOVETTS LEAP ROAD INTERSECTION.** Threshold treatments, kern blisters, landscaping, WSUD, pedestrian crossing, etc.
3. **SUTTON LANE/WENTWORTH ST INTERSECTION** Develop capacity of intersection to facilitate carpark ingress and egress.
4. **GOVETTS LEAP ROAD** Install speed limits, traffic calming measures and pedestrian friendly design.
5. **CARPARK** Close entrance to carpark from Govetts Leap Road.
6. **TOWN SQUARE** Develop town square and reconfigure carpark. Investigate option of one-way shared drive through.



4.4 Priorities - High

	Project		Negative Impact	Benefit/s	
H I G H	1	Through the implantation of a parking precinct plan, investigate all Council on and off-street parking in relation to time limits. Provide more 15 minute spaces in high demand locations and identify best location for DDA accessible parking. Consider additional mechanisms to encourage on-site parking especially for all-day stayers		Potential community resistance to change	Increased parking availability and turnover in high demand locations with flow on effects for local business.
	2	Plan and identify funding for roll out of electronic monitoring for restricted parking and implement.	Initial cost		Likely to result in cost recovery over time. Results in general compliance and higher parking turnover without reliance on rangers.
	3	Explore options for increasing parking yield on Council owned land in Sutton Place.		None	Increased yield in high demand location.
	4	Investigate a range of improvements to Govetts Leap Road and Wentworth St intersection to manage traffic flow and speed and improve pedestrian safety and access. Council will need to seek funding for this substantial project.		Traffic impacts during construction	Regulate/slow traffic and clarify turning. Improve pedestrian and driver safety. Provide landscaping and WSUD.
	5	Develop engineering design to intersection of Wentworth Street and Sutton Lane to facilitate access into and out of carpark.		Traffic impacts during construction	Improve efficiency of intersection.
	6	Detailed design and implementation of Town Square. Consider interim pop-up street furniture after driveway closure.	Alternative circulation to Sutton Place		Multiple long term benefits as including increased pedestrian amenity, likely commercial benefits and compliant disabled toilet access.
	7	Review all pram ramps and footpaths within village centre and wider study area to improve access standards generally.	None		Potential for improvements to wider pedestrian access and links between town centre and popular pedestrian paths and destinations.
	8	Implement Landscape plans to the Blackheath War Memorial to improve functioning of The Gardens for memorial services (subject to grant funding)		None	Improved functioning.
	9	Provide paving to the Gardiner Crescent frontage to the hall and neighbourhood centre with a view to improving access and integrating hall loading facilities. Include blisters for tree planting.		Impacts during construction	Improved loading conditions, safety and potential landscape improvements.
	10	Explore potential for commute carpark extension with Sydney Trains.	None		Potential increase in commuter carpark numbers, relief of pressure on local parking.

4 MASTERPLAN

4.4 Priorities - Medium

	Project	Negative Impact	Benefit/s	
M E D I U M	1	Improve Gardens parking along GWH frontage including provision of disabled accessible parking and ramps.	None	Potential RMS funding, improved access to footpath.
	2	Delineate driveway crossing at Service Station to meet access and include tree planting and WSUD potential.	Impacts during construction	Define driveway, improve pedestrian safety, improve appearance of prominent corner, meet universal access standards.
	3	Review old Post Office corner to identify improvements to furniture, paving and set-out.	None	Improve amenity, provide more seating.
	4	Review paving and planting at south-west corner of Govetts Leap Road and GWH intersection to maximise materials relationship with rest of village centre. Extend town centre footpath treatment to Station Street shopfronts and rail crossing pavements.	None	Improve universal access. Improve appearance of landmark corner.
	5	Review layout of The Gardens in consultation with user groups to achieve better functional outcomes, improve maintenance and enhance ornamental values.	None	Improve functioning for a range of user groups, reduce maintenance, renew aging infrastructure.
	6	Install bollard lights along footpath in Neate Park to improve lighting and provide sense of arrival to town centre at night.	None	Improved night lighting for pedestrians, enhanced sense of arrival for motorists at night.

4.4 Priorities - Low

	Project	Negative Impact	Benefit/s
LOW	1 Encourage Hydora Lane access for shop patrons.	May increase traffic in Hydora Lane	Reduced traffic/pedestrian conflict on GWH; Potential landscaping improvements to GWH frontages; improved turnover for businesses fronting GWH.
	2 Provide new road edge treatment along Station Street to rationalise and delineate on-street parking.	None	Improve stormwater drainage, facilitate parking, especially in wet weather, improve appearance of street.
	3 Gardiner Crescent mechanical workshop: consider fencing barrier on street boundary to manage vehicle overhangs.	None	Improves untidy street frontage and prevents parked cars hanging into airspace above footpath.
	4 Consult with Telstra to provide screen planting to building frontage on Wentworth Street.	May require maintenance	Improves unsightly street frontage.
	5 Review opportunities for additional street tree planting in Neate Park, and for management of existing street trees.	None	Strengthens character of town entry approach on GWH.



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5 MATERIALS PALETTE



5 MATERIALS PALETTE

5.1 Street Furniture and Paving

The design, installation and maintenance of street furniture such as seats, rubbish bins and other urban elements such as paving and balustrades, can contribute to the overall amenity, functionality and character of a place.

- Council, as the primary manager of these elements across the Blue Mountains Local Government Area draws from a schedule of select furniture and urban elements for town centres that meet Australian Standards and which are generally proven in terms of cost effectiveness, supply, robustness, longevity and functionality. Council also needs to limit and coordinate the range of furniture and other elements

to improve maintenance efficiency. However, some unique and customised materials and installations are used to reinforce character in some locations.

- The following schedule lists the street furniture and urban elements currently in use within the Blackheath village centre and indicates the proposed replacement style should non-conforming elements come to the end of their asset life.
- For additional information on Blue Mountains City Council's management of street furniture and urban elements consult the Public Domain Technical Manual available at www.bmcc.nsw.gov.au/yourcommunity/publicdomain



5.2 Paving

As some sections of Govetts Leap Road have been paved with terracotta unit pavers which have to date demonstrated high levels of functionality and robustness, this paving is recommended for extension throughout the village centre.

Paver type: Terracotta unit pavers



5.3 Seating

The current seating in Blackheath is a standard model which references traditional settings and has some customisation – namely the casting of the village name in the seat end. This has been a successful part of the street furniture and is recommended for continuation.

Product name: Furphy Foundry



5 MATERIALS PALETTE



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5.4 Rubbish Bins

Current bins will be replaced with a standard model which has been selected for its suitability for Blue Mountains conditions, and its ability to be customised with specific artwork. A cut-out panel with a design specific to Blackheath will be commissioned from a local artist to be attached to the side of the bins.

Model: Botton & Gardiner Tubular Bin Housing (TBH) with customised panel

5.5 Bollards

Used to control pedestrian and vehicular movement where there is potential for conflict. Has potential for use in proposed town square.

Model: Street Furniture Australia Traditional

5.6 Bicycle Racks

Can be used in stands where more than one is justified.

Model: Securabike BR475B or equivalent in stainless steel



5.7 Bus Shelter

Used in major town and village centres and in conjunction with Great Western Highway locations. Fabrication materials and finishes maximise robustness and safety. Glass faces are protected from graffiti etching by sacrificial clear anti-graffiti film.

Fabrication details are available from Council's Urban Designer and an outline sheet is included in the Public Domain Technical Manual

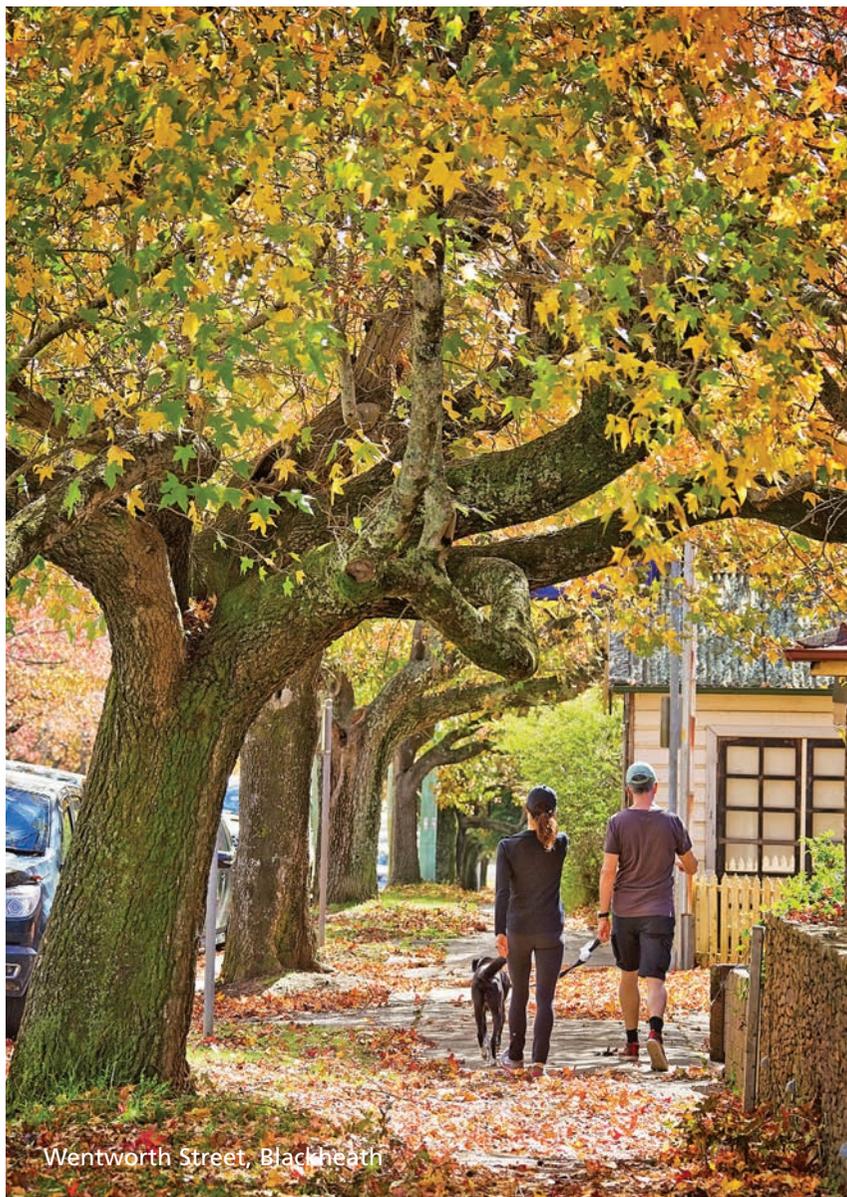
www.bmcc.nsw.gov.au/yourcommunity/publicdomain



5.8 Street Planters

These planters are used extensively throughout the village centre, often in place of bollards to separate pedestrians and traffic on busy corners, e.g. Ravier corner and Govetts Leap Road. The plant material in many of them is in poor condition and requires renewal.

Reconstituted sandstone 600mm square.



Wentworth Street, Blackheath

5.9 Street Tree Planting

Trees contribute many benefits to the street, although these are difficult to quantify. Qualities such as such as character, identity and recognition, and animal habitat. They also provide beauty and can act as symbols, particularly when they are of a scale which exceeds the built elements around them. They can representing qualities such as stature, endurance, adaptability, endurance, history and memory.

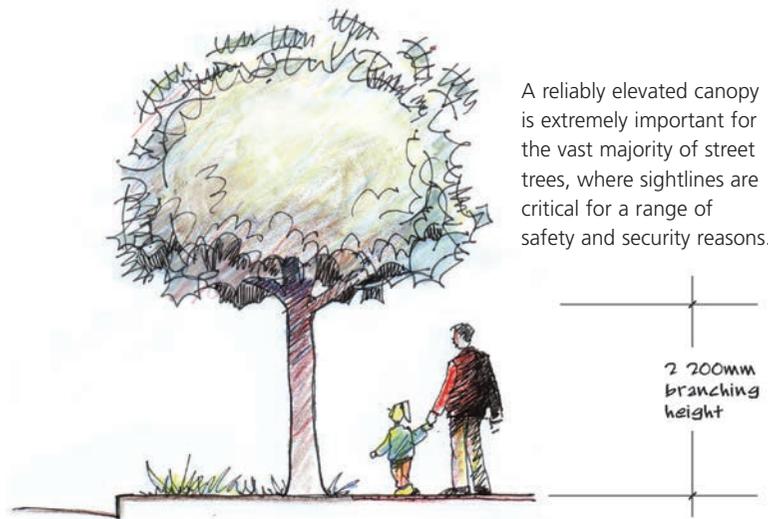
Essential to the character of Blue Mountains towns and villages are the spaces between them along the Great Western Highway. This is reinforced by the presence of indigenous bushland and trees in between towns, and the presence of exotic, usually deciduous trees as landmark planting within towns. This contrast between indigenous and exotic is an essential quality when travelling the length of the Great Western Highway.

When selecting trees for street planting within towns, a number of characteristics are required. These qualities are summarised in the next section 5.10 Species Selection.

The local Blackheath Streetscape Group has reviewed all streets within the village, including the residential ones and proposed tree planting themes for all. These have been mapped in Council's Street Tree Masterplan which can be accessed at www.bmcc.nsw.gov.au/yourcommunity/publicdomain

5.10 Tree Species Selection

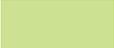
It is crucial for long-term viability and function that the correct type of street tree is selected for local conditions. Unless required for screening, street trees generally need to display a traditional form of single trunk for at least 2.2 metres height above ground level and an elevated canopy. Keeping sightlines clear along streets is necessary to provide for pedestrian safety at road crossings, reduce crime and keep light levels high. The figure at left illustrates an ideal street tree form. Blackheath has a strong existing palette of street trees and these should be reinforced, as well as new plantings established. The preferred selection criteria are listed below.



- 1 **Suited to climate and soil:** Only species which will tolerate and thrive in the specific setting are recommended.
- 2 **Reliable form:** An elevated canopy on a single trunk keeps paths clear for opening car doors, pedestrians and also keeps sightlines open for traffic and personal security.
- 3 **Scale elements:** Trees of a size which will provide a significant degree of amenity when mature are preferred. Care must be taken to select an appropriate shape. In this setting the presence of overhead power lines will require the selection of trees with a tall narrow canopy, or a decision not to plant beneath wires.
- 4 **Longevity:** Some fast growing plants (notably Acacias) are also short lived. A long life-several decades-is required to justify the cost of installation, establishment and maintenance and to supply an appropriate level of amenity.
- 5 **Extend or support a worthy existing theme:** Native or exotic will depend on the context. Selection should depend on site-by-site assessment.
- 6 **Not a weed and unlikely to become a weed:** Species which produce large quantities of either fleshy fruits or light windblown fruit are discouraged. Some natives are weeds and the potential for hybridisation between introduced and 'exotic' natives and local gene pools is regarded as a risk.
- 7 **Root system characteristics:** Tree species which do not have a history of problematic root behaviour are preferred.
- 8 **Branch drop and wind throw:** Choose trees which are not known for unexpected branch drop, or likely to blow over in strong winds.
- 9 **Deciduous versus evergreen:** The requirement for summer shade and winter sun should be factored into selection process.
- 10 **Pest and disease resistance:** Avoid trees which are known to succumb to diseases and pests.
- 11 **Non-grafted cultivars:** Carefully consider if a grafted species has been short-listed. When suffering hardship, grafted specimens can shoot from the understock, creating a maintenance burden.
- 12 **Fruit production:** Apart from potential weed production from fruit, fleshy or woody fruit can create a hazard when they fall on pavements.
- 13 **Habitat linking:** Strategic location of particular indigenous tree species to link fragmented habitat or continue a wildlife corridor, can be important to some classes and populations of animals. This must be considered on a site-by-site basis.

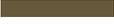
5.12 Street Trees - location

The map and list at right are relevant for the village centre. The full Street Tree Masterplan can be found at www.bmcc.nsw.gov.au/yourcommunity/publicdomain for further information.

 Public owned land

Street Tree List

Tree Code N° / Tree Description

-  02 *Acer x freemanni* 'Jeffers Red' - Autumn Blaze Maple
-  12 *Elaeocarpus reticulatus* – Blueberry Ash
-  33 *Liquidambar styraciflua* – Liquidambar
-  44 *Prunus serrulata* cv. – Flowering Cherry cultivar
-  48 *Quercus rubra* – Scarlet Oak
-  TB To be advised



5 MATERIALS PALETTE

5.13 Public Art

Public Art has had a major impact on the Blackheath Village centre, from the Arthur Murch sculpture of Govett on his horse to the Jenny Kee murals on the Western wall of the Victory Theatre.

Council supports art of high quality in the public domain and its public art policy can be accessed online at <http://www.bmcc.nsw.gov.au/yourcouncil/policiesplansandstrategies>

Artworks in the public domain should meet the following key considerations:

- Be of a high aesthetic and technical standard;
- Be especially robust as they are usually exposed to weather which may limit their life;
- Support the character and quality of their setting;
- Be preceded by a community consultation process;
- Be adequately funded.

In relation to street furniture, standard production items such as bins, seats and planters, are generally preferred to meet the necessary high standards of utility, safety and access. However Council will continue to use local artists and designers to incorporate aesthetic elements to these.

Council supports the engagement of local Blue Mountains Artists through the provision of commissioned artworks.



Modern art reproductions on the walls of Day Fine Art Gallery, Blackheath



Jenny Kee Mural, Victory Theatre, Blackheath



Gallery Blackheath



Jenny Kee Mural (detail) Victory Theatre, Blackheath



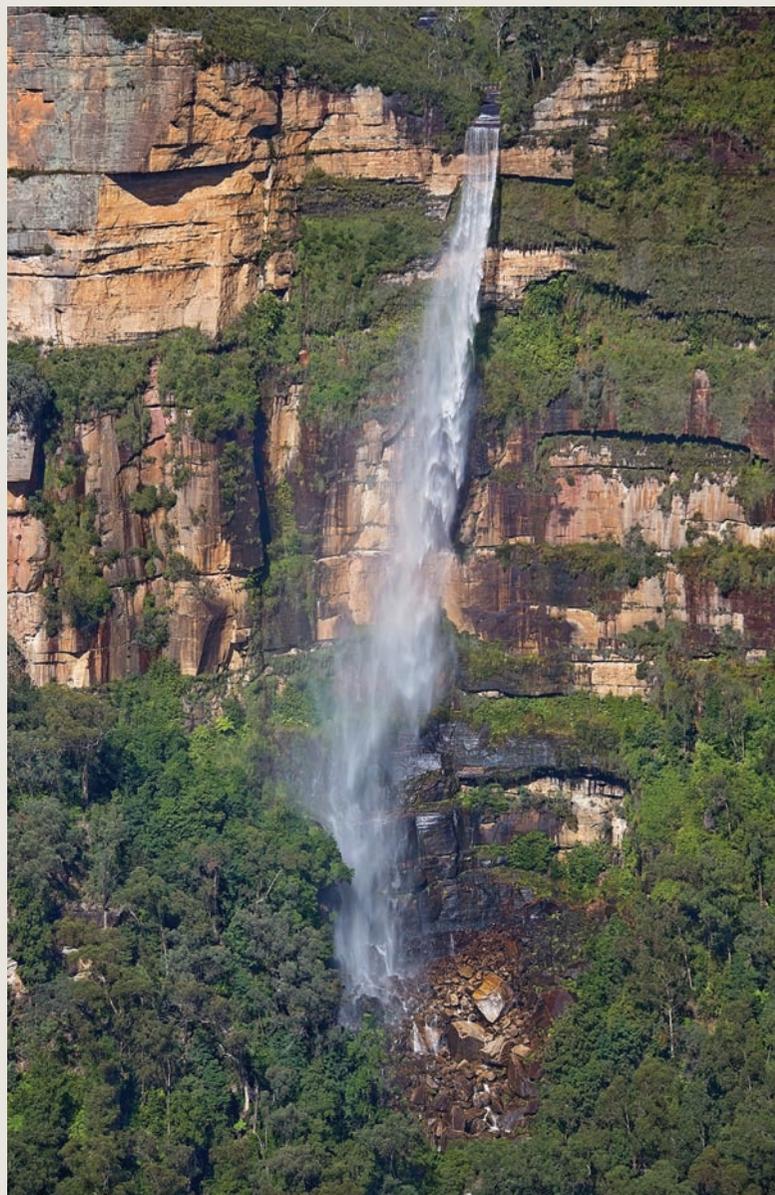
6.1 Funding Strategy

Blue Mountains has allocated some funding to key, high priority projects within the Core Study area as identified in this Masterplan, for the current financial year and two years following (2017-18, 2018-20). This allocation will not fund all the improvements identified in the Masterplan, however further funding allocations may be made, and opportunities for grants for identified projects should be pursued.

The Masterplan also identifies projects which may be delivered by other agencies such as the Roads and Maritime Services, or Transport for NSW, such as the extension to the commuter carpark.

Where projects defined in the Masterplan replace current assets or infrastructure, they may be eligible for funding under the current Delivery Program, particularly if risk assessment indicates. Projects within this category would need to be assessed for risk by the relevant asset manager.

As the Masterplan has an expected life of 10-15 years, the delivery is anticipated to be distributed over the next two delivery programs – 2021-25 and 2025-29, subject to Council approval.



6.2 Indicative Costs

Council has obtained indicative costs for the implementation of the Masterplan. Costs have been broken down on a project-by-project basis, except for the town square project which requires a degree of staging. Note the exclusions listed below right. Full costs must be spread over the life of the Masterplan project – likely to be at least 15 years. These costs were accurate when provided in early 2016. An additional 10% should be added for each calendar year since.

Work by others: a small number of projects included in this list have the potential to be funded by other agencies, namely Items 1. Parking to the GWH frontage of The Gardens, and item 3. Extension to existing Rail Commuter carpark. Council will advocate for positive outcomes in relation to these projects. Other projects, such as 2, 6, 8, & 16 may have potential for third party contributions.

Description	Indicative Cost
Parking to the GWH frontage of The Gardens	\$209,000
Footpath and Driveway to service station frontage	\$59,000
Extension to existing commuter carpark	\$165,000
New road edge to eastern side Station Street	\$125,000
Extend town centre footpath paving to western side Bundara street	\$127,000
Paving & tree planting SW corner Govetts Leap Road & GWH	\$94,000
Neate Park – tree maintenance & bollard lighting	\$73,000
Plant in footpath frontages to GWH where space permits	\$74,000
Widen footpath and plant trees on Govetts Leap Road at proposed town square	\$315,000

Exclusions include:

- Consultants
- Service diversions
- Rock excavation
- Asbestos and contaminated item removal
- Maintenance
- Rise and fall from April 2016
- Authority fees and charges
- Goods and Services tax
- Overheads and profit
- Insurances

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Stage	Description	Indicative Cost
	Investigate application of 40kph speed limit & other traffic calming measures in Govetts Leap Road retail strip	\$25,000
	Install new Town Square adjacent to Govetts Leap Road	\$281,000
	Rationalise carparks within Sutton Place	\$775,000
	Sutton Lane/Wentworth St intersection works	\$105,000
	Govetts Leap Rd/Wentworth St intersection	\$156,000
	Ravir corner – new paving & seating	\$50,000
	Screen planting to Telstra building	\$10,000
	Improve through access from Hydora Lane	\$14,000
	Gardiners Crescent car workshop boundary	\$32,000
	Gardiners Crescent Hall frontage paving & Loading dock	\$75,000
	Community Hall toilet replacement	\$340,000
	The Gardens park review	\$165,000
	Manage speeding in Hat Hill Road	\$130,000
	Subtotal	\$3,399,000
	Total minus potential third party contributions	\$2,946,000

Exclusions include:

- Consultants
- Service diversions
- Rock excavation
- Asbestos and contaminated item removal
- Maintenance
- Rise and fall from April 2016
- Authority fees and charges
- Goods and Services tax
- Overheads and profit
- Insurances

6.3 High Priority & Achievable Candidates for current delivery program 2017/18

Some funding has been made available in the current delivery program and the two following years:

Service	AWP	Project Description	Funding Source	2017-2018	Proposed Program 2018-2019 to 2020-2021 <small>Subject to Best Value Review</small>		
					2018-2019	2019-2020	2020-2021
City Presentation	AWP 16	Implement Blackheath Town Centre Masterplan – Parking improvements	Pay and Display Reserve	75,000			
City Presentation	AWP 17	Implement Blackheath Town Centre Masterplan	Special Variation 2 (2015)		200,000	152,699	
			Section 94A		300,000		
Total Project					500,000	152,699	

High priority projects are preferred, but some funding may be available for achievable, relatively small items with disproportionately high impact, such as Planter Box replanting. Projects will be selected in accordance with their prioritisation and available funding.

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6.4 Potential Partnerships

Maintenance agreements:

Council currently has an agreement with the Blackheath Streetscape Group to undertake categories of maintenance within the village centre. This may be continued and extended depending on the nature of the activities and the level of risk.

Landscape installation:

Some categories of landscaping may be installed using “planting days” for example refurbishment of the planters through the centre. This model has been used successfully at The Gardens and other parks within the village as a partnership between council and community.

Privately owned space:

There are a number of opportunities within this village centre for privately owned, unbuilt space to be used in such a way (e.g employee parking) that the public domain may be significantly improved in function. Council hopes to be able to liaise with a range of landholders to achieve better outcomes for all stakeholders.

State Government Agencies:

The Roads and Maritime Services (RMS) and Sydney Trains manage significant infrastructure within the village centre. There is considerable potential for liaison with these agencies in relation to coordination and funding in the course of their maintenance and asset renewal processes, within the framework of capital works and election cycles.





Blackheath Village Centre

PUBLIC DOMAIN MASTERPLAN

CONSULTANTS

Gennaoui Consulting Pty Ltd (Traffic & Parking)

CONTEXT (Urban Design)

A Shot Above Photography (Images, unless otherwise noted)

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