

“Village of Waterfall Walks”

Image courtesy of David W. Noble www.david-noble.net

Hazelbrook Village Centre

PUBLIC DOMAIN MASTERPLAN





PUBLIC DOMAIN MASTERPLAN

Hazelbrook Village Centre

Gennaoui Consulting Pty Ltd (Traffic & Parking)
Site Image Landscape Architects (Urban Design)

INTRODUCTION & PRINCIPLES

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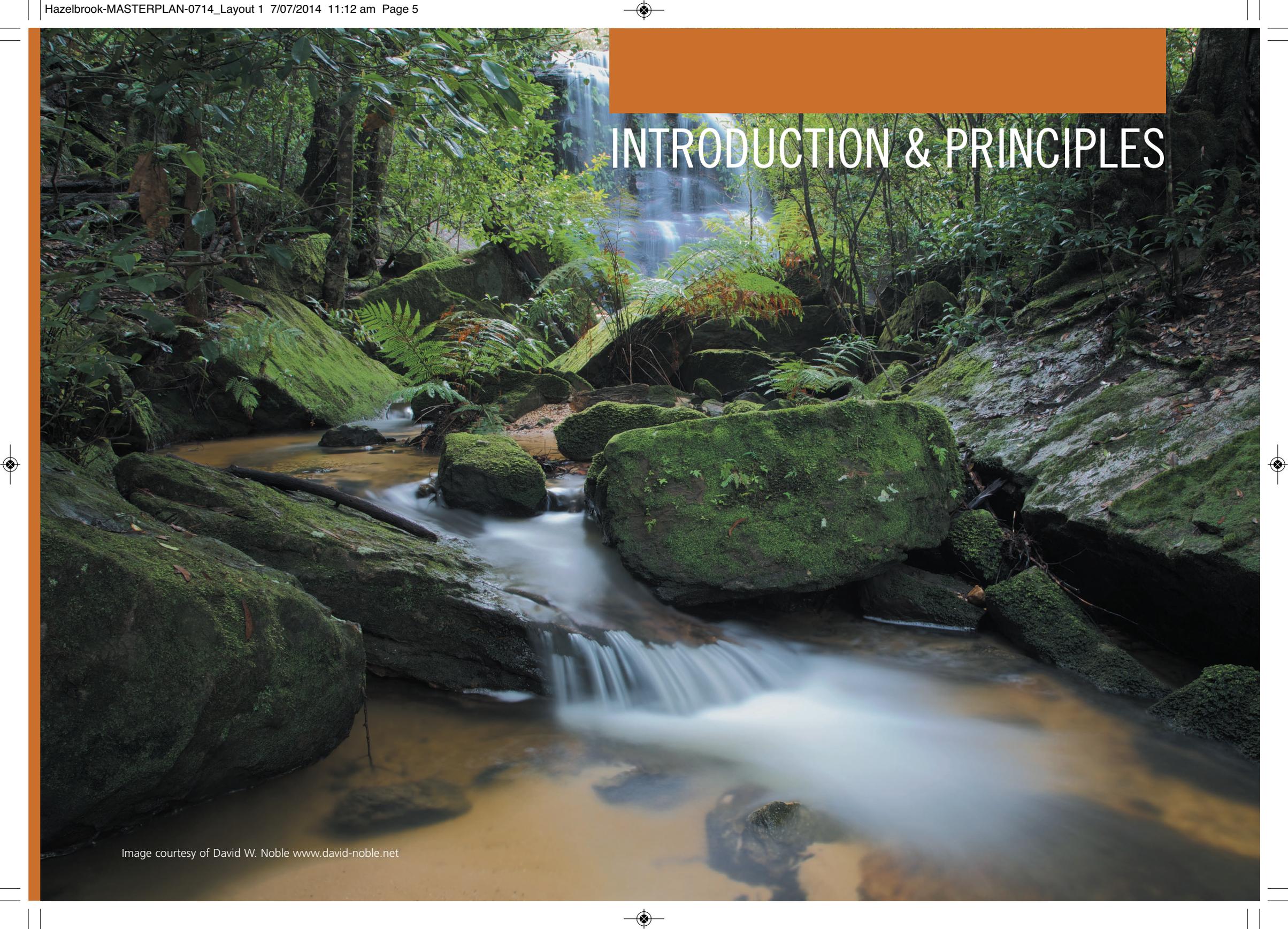
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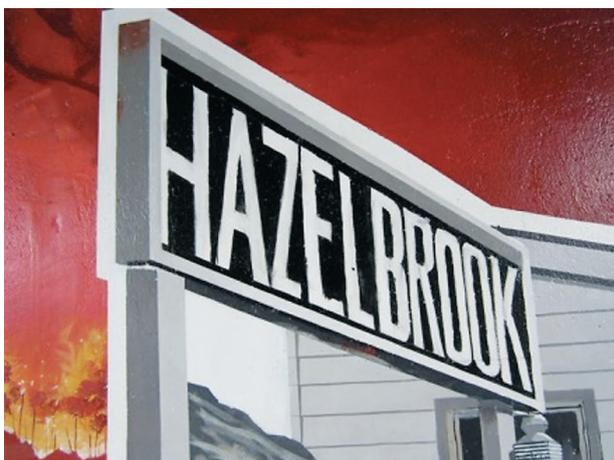






INTRODUCTION & PRINCIPLES

Image courtesy of David W. Noble www.david-noble.net



Background

The location of Hazelbrook between the steep hills of Faulconbridge and Bodington Hill, and between the major town centres of Springwood and Katoomba gives rise to a small but vital mid-mountains village with an unusually diverse range of facilities for a centre of its size. The shopping centre benefits from a catchment much larger than the immediate village, functioning as a convenient stop particularly for passing east-bound traffic.

A Priority Project

Recent marked increases in pressure to traffic, parking and access and significant alterations to vehicular circulation make a review and plan for the public domain of this village timely and necessary. The Roads and Maritime Services have provided a range of improvements associated with the Great Western Highway upgrade including rebuilding Memory Park and the landscaping to the shopping centre frontage on the Great Western Highway. Council has provided new public toilets and an improved child care centre. Of particular importance

is the provision of the pedestrian overpass linking the remnant historical shops to the current shopping centre – changing the way pedestrians access the village.

These changes provide opportunities to update and integrate the village centre, ease pressures associated with traffic circulation and parking, and improve amenity for businesses, residents and visitors alike. Of key importance is the opportunity to enhance the village identity through urban design detailing and the provision of art and interpretive elements.

While there is currently no funding allocated, this Masterplan should provide a funding framework for infrastructure renewal and improvements to the public domain of the village for the next 10 -15 years.

Consultation has been undertaken with a range of community stakeholders including Councillors, local businesses, landowners, the Hazelbrook Association and Mid Mountains Community Centre. Meetings with key shopping centre businesses and the Hazelbrook Association have been prominent in the analysis of the study area and the final strategy.



INTRODUCTION



Study Area

Key inclusions in the study area are:

- 1 Central village shops & carpark;
- 2 All relevant roads involved in traffic circulation around and through the central carpark;

- 3 Rail station and pedestrian desire lines linking it with the shopping centre;
- 4 Heritage listed group of original shops on the southern side of the rail station; and
- 5 Entry points to the commuter carpark on the southern side of the rail station.

Scope

This Masterplan is restricted to the publicly owned lands in the village and considers:

- Traffic and circulation
- Pedestrian safety and amenity
- Parking efficiency
- Urban Design principles



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HAZELBROOK VILLAGE CENTRE



VISION & PRINCIPLES

Sustainable Blue Mountains 2025: Our City Our Future is the Community Strategic Plan for the city of the Blue Mountains.

This plan outlines the community's vision, priorities and aspirations for the future of the Blue Mountains Local Government Area. The guiding principles for the Hazelbrook Public Domain Masterplan directly relate to Sustainable Blue Mountains 2025 which can be accessed online at: www.bmcc.nsw.gov.au/yourcouncil/integratedplanningforservices/sustainablebluemountains2025

Guiding Principles

SUSTAINABLE BLUE MOUNTAINS 2025 p.16	HAZELBROOK MASTER PLAN
Improving our decision making processes at every level...	<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.
Strengthening our assets...	<ul style="list-style-type: none"> • Provide high quality of urban design that coordinates functional outcomes with asset durability and longevity.
A partnership approach...	<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.



Sustainable Blue Mountains 2025 identifies strategies and objectives for Blue Mountains towns and villages. This Masterplan aligns with and supports these strategies.

USING LAND - Objective 2.1

The liveability, vibrancy and safety of towns and villages is strengthened

STRATEGIES

- a) Support development of a hierarchy of sustainable towns and service centres providing a range of services and facilities meeting community needs
- b) Implement innovative and sustainable urban design that creates inspiring places where people want to be
- c) Enhance the distinctive qualities of towns and villages to strengthen the local identity, sense of place and pride
- d) Address the needs of smaller town and village centres through initiatives that support their ongoing vitality and viability
- e) Provide opportunities for people to live and work in town centres
- g) Facilitate vibrant, safe, accessible, well-maintained town centres through holistic place management and partnerships between Council, community and business
- h) Implement initiatives that reduce crime vandalism and graffiti and improve safety in towns and villages

VISION & PRINCIPLES

The objectives of the Hazelbrook Village Masterplan are to:

- Enhance the viability and vitality of Hazelbrook village;
- Enrich the identity of the village centre to better reflect the village's history and character;
- Provide a public domain which demonstrates a high quality of urban design that is robust, functional, cost-effective and long lived; and
- Improve and develop ongoing partnerships with local community;
- Indicate priorities and provide indicative costings.

The actions identified to achieve these objectives are:

- a) Strengthen the safety and efficiency of the shopping centre carpark for both drivers and pedestrians;
- b) Improve amenity for pedestrians within the shopping centre carpark;
- c) Improve identity and vitality of shops in Railway Parade through appropriate footpath detailing and encouragement of façade restorations;
- d) Identify expanded role and additional locations for public art;
- e) Provide an historical village narrative through interpretation of its history and landscape;
- f) Identify gateway treatments to both eastern and western entries on the GWH, and where appropriate, negotiate agreements for these with the relevant authorities;
- g) Identify opportunities for improvements to landscaped elements and particularly for tree canopy backdrop; and
- h) Promote and employ partnerships with local groups and associations to augment Council's services by undertaking appropriate maintenance to the village centre.



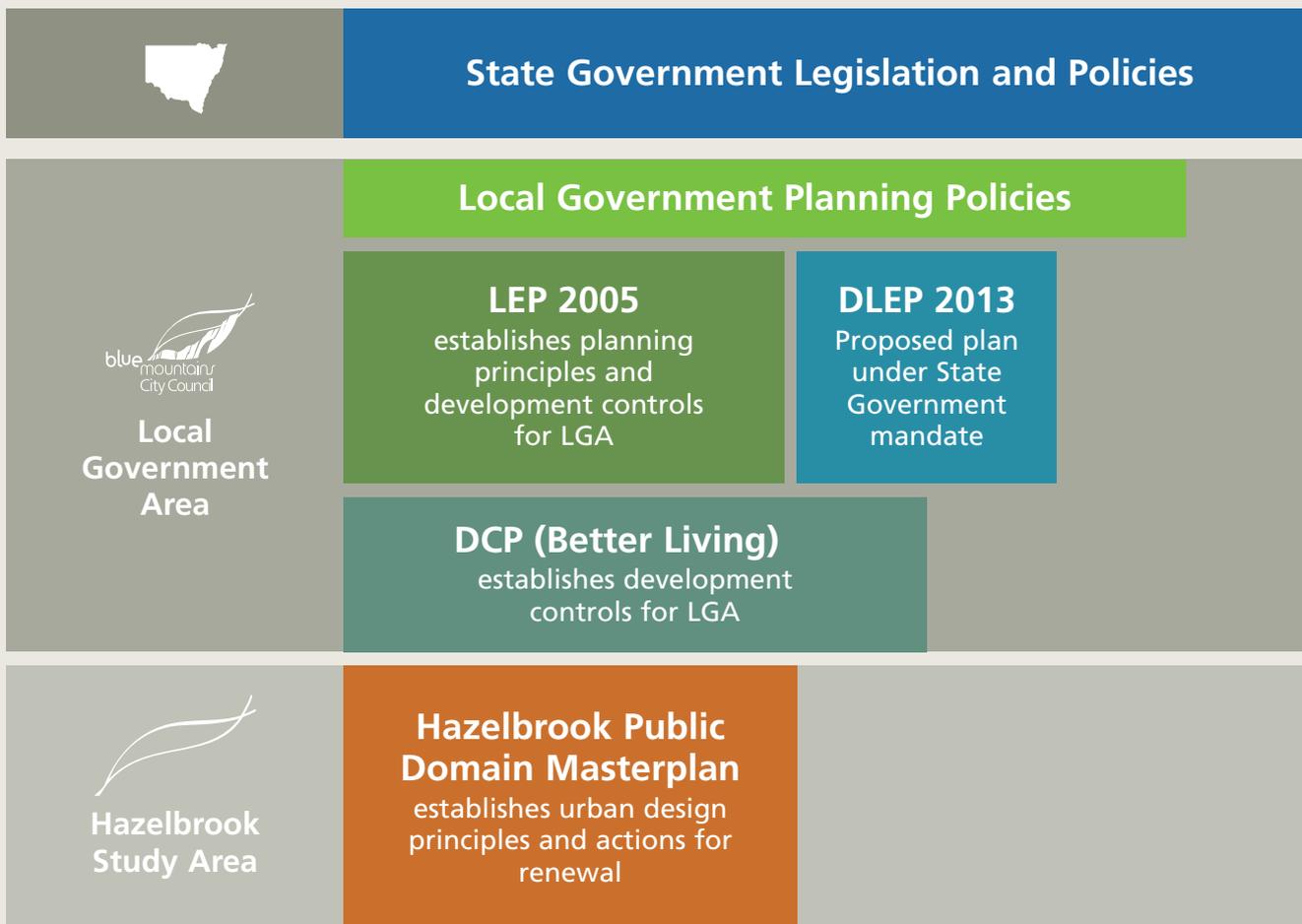


PLANNING & ANALYSIS



Image courtesy of David W. Noble www.david-noble.net





Blue Mountains Local Environmental Plans

The Blue Mountains Local Government Area is currently transitioning to the State Government mandated Local Environmental Plan (LEP) format. Currently Hazelbrook village is zoned under LEP 2005. Draft LEP 2013 is in development having recently been on public exhibition.

The maps and table at right indicate the current zoning scenario and those proposed under Draft LEP2013.

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

For Hazelbrook Village, Council's principal instruments for managing land use are Local Environmental Plan 2005 (LEP 2005) and the Better Living Development Control Plan (DCP). These documents strongly influence the form and function of the built environment.





PLANNING CONTEXT

LEP 2005 Zones Village Town Centre VTC-HB01

To promote and consolidate the village as the focus of retail, commercial and community activity; to promote the unique character of the village and economic viability and to encourage a range of tourism activity; to encourage a mix of residential land use associated with business and community land uses.

DLEP 2013 Zones Local Centre B2

Maximise the diversity of retail and other services provided primarily to the local community; to accommodate permanent residents in quality shop top housing which provides passive surveillance of the adjacent public places; To encourage increases in floorspace that benefit from this village's visibility and accessibility and is consistent with the scale and character of the centre while protecting the amenity and privacy of neighbouring residences.

Employment Enterprise

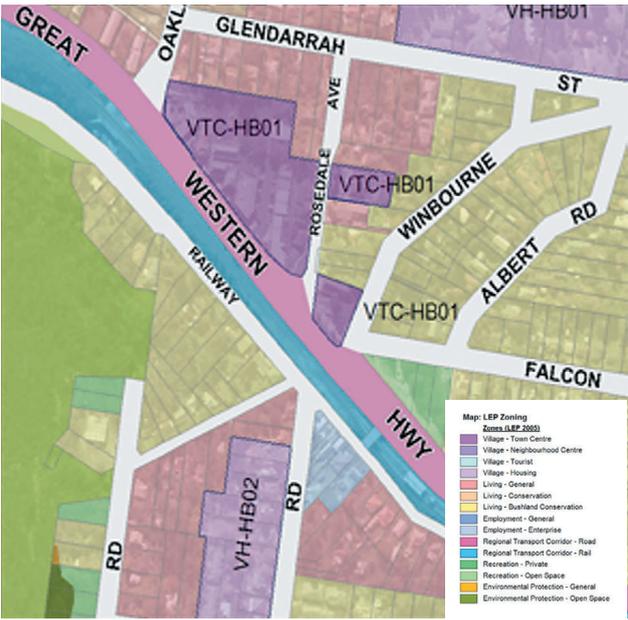
To promote the development of mixed use residential and business areas with a high quality built environment and amenity; to provide greater opportunity for growth of small businesses, while permitting minor retail uses that do not detract from the vitality of the main village centre; to ensure the design is adaptable for both business and residential uses; to ensure that an appropriate landscape setting and recreational facilities are provided.

Neighbourhood Centre B1

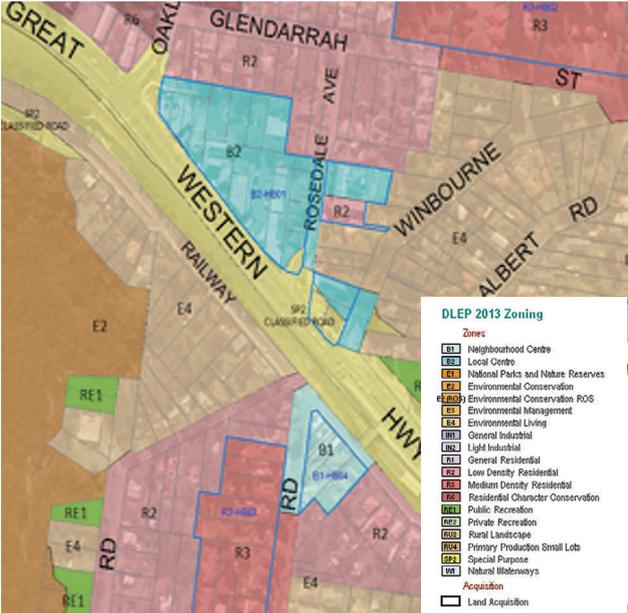
To maintain and enhance the existing group of historic dwellings and shops, the heritage significance of the streetscape, and to promote sympathetic additions which respect the key qualities of the buildings and their setting.

Information from Blue Mountains LEP 2005 and DLEP 2013. This information should not be used in isolation for development decisions. Consult the full documents and talk to Council's planners for further information.

LEP 2005



DLEP 2013





Better Living Development Control Plan (DCP): Towards a more sustainable Blue Mountains

The DCP applies to all land zoned under LEP 2005. It uses a layered approach, providing guidance and controls for development, and establishing performance criteria, context and design guidance for development.

Section C: Streetscape and Character of the DCP is particularly relevant to the Hazelbrook Village Centre Masterplan. While these controls apply specifically to private property, the principles are consistent with the approach taken in the Masterplan.

The DCP states: "Streetscape is the term given to the collective appearance of all buildings, their curtilage, footpaths and gardens along a street. The streetscape gives a place its visual identity; it plays an important role in facilitating interaction between residents and creating a community."

The DCP can be found at www.bmcc.nsw.gov.au/yourcouncil/policiesplansandstrategies/developmentcontrolplans/betterlivingdcp

The DCP performance criteria particularly relevant in this case are:

- Respect the existing streetscape when building new among old...
- Enhance the quality of the street, understand the character of the area and design your development or alterations sympathetically.
- Plant appropriate species to enhance the visual and environmental quality of the street.
- Provide clear sight lines between developments and the street to maximise casual surveillance and enhance neighbourhood safety

THESE PRINCIPLES APPLY EQUALLY TO PRIVATE DEVELOPMENT AND THE PUBLIC DOMAIN OF THE VILLAGE CENTRE



PLANNING CONTEXT

Great Western Highway Urban Design Framework

Blue Mountains – Lapstone to Katoomba



Great Western Highway Upgrade: Roads and Maritime Services (RMS) Urban Design Framework

The RMS Framework for the progressive upgrades of the Great Western Highway has had a significant impact on shaping the current and ongoing face of Hazelbrook Village.

The framework sets down a consistent design approach for the Great Western Highway appropriate for the context of the Blue Mountains. Intended to inform all design development work and the subsequent detailed design it influences the full range of design and construction through all stages.

In Hazelbrook, the GWH upgrade has positively impacted the fundamental structure of the village, linking the north and south sides with a pedestrian overpass, landscaping the road frontages and providing high quality finishes. In particular, the refurbishment of Memory Park will have a major impact on streetscape and amenity adjacent to the village centre.

SITE ANALYSIS

Environment

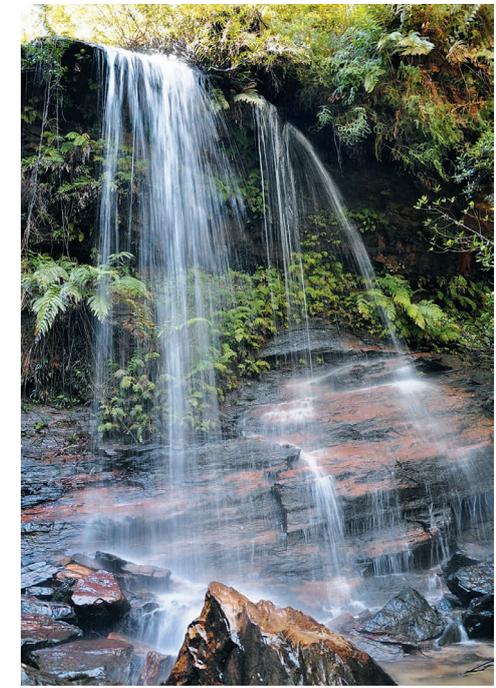
The climate of the mid mountains is relatively cool and moist with periods of aridity. In times past snowfalls have occurred in Hazelbrook although it is an infrequent event. In contrast however, bushfire, severe wind and thunderstorms are a seasonal threat to the area, particularly along outer ridgelines. The steep topography gives rise to scenic outlooks and numerous waterfalls relatively close to the town centre.



Phylidonyris novae hollandiae,
New Holland Honey Eater



Kunzea Capitata, Pink Kunzea



Stagonopleura bella, Beautiful Firetail Finch



Pseudophryne australis, Red-Crowned Toadlet

Images (left to right):
 1 Birdlife.net.au
 2 www.friendsofianecovenationalpark.org.au/Flowering/Flowers/Kunzea_capitata.htm
 3 www.bluemts.com.au/info/towns/hazelbrook
 4 Birdlife.net.au
 5 Department of Education and Communities 2011

Much like the rest of the Blue Mountains, the indigenous vegetation of the mid mountains is floristically rich and a number of vegetation communities have been recorded in the area including heath, scrub, woodlands, swamps and riparian vegetation communities. Sydney Red Gum tall open forest and Sassafras Rainforest have also been recorded.

The abundance of nectar-rich plants such as Banksia in the area support prominent fauna such as the honeyeater family of birds and small mammals such as Sugar and Feathertail Gliders.

Within the village, exotic and native street trees provide a cultural landscape that provides important amenity to the built area.

Acknowledgements

Smith, P. J. and Smith, J. E., (1995). Flora and Fauna Study for Blue Mountains Environmental Management Plan. Area 3: Bullaburra to Linden. BMCC, EMP 2002 Volume 2

SITE ANALYSIS

Heritage

The mid mountains lies within Gundungurra and Dharug territory. Archaeological deposits studied at Horseshoe Falls in Hazelbrook date back some 7,000 years but it is believed the tools found at the site are from much earlier. Beside the Great Western Highway at Gloria Park, there is a cluster of Aboriginal wells and axe grinding grooves, as well as an occupation shelter in the vicinity, indicative of use as a transit camp for travellers.

Much like other towns in the Blue Mountains, the European development of Hazelbrook followed the construction of the railway line west. Hazelbrook Station was built in 1867 but the first subdivision of land was not until 1881. Early settlement was concentrated around the station and the now Railway Parade and Addington, Landseer and Terrace Falls Road area. Recreation and leisure brought tourists to the town and more settlers followed, in 1901 the permanent population was 113. The duplication of the railway line in 1902 also saw the upgrading of the railway station platform and building and the construction of the road overbridge, now a pedestrian bridge. The population grew rapidly and by 1919 the number of houses had grown from 58 in 1914 to 170. From that year, Hazelbrook grew in population and infrastructure but by the 1920s the area started to plateau, reflecting the harder economic times through much of Australia. After the depression, the population slowly increased and with it expansion of retail and professional services in the town.

Acknowledgements

Goodlet, K. (2012). Hazelbrook and Woodford: A Tale of Two Blue Mountains Towns.

Stockton, E. A Handshake Through Time, The First Inhabitants, Mid Mountains Historical Society.



Hazelbrook Railway Station 1917



Hazelbrook shops 1960s



Terrace Falls: coloured image on glass by Harry Phillips ca. 1910



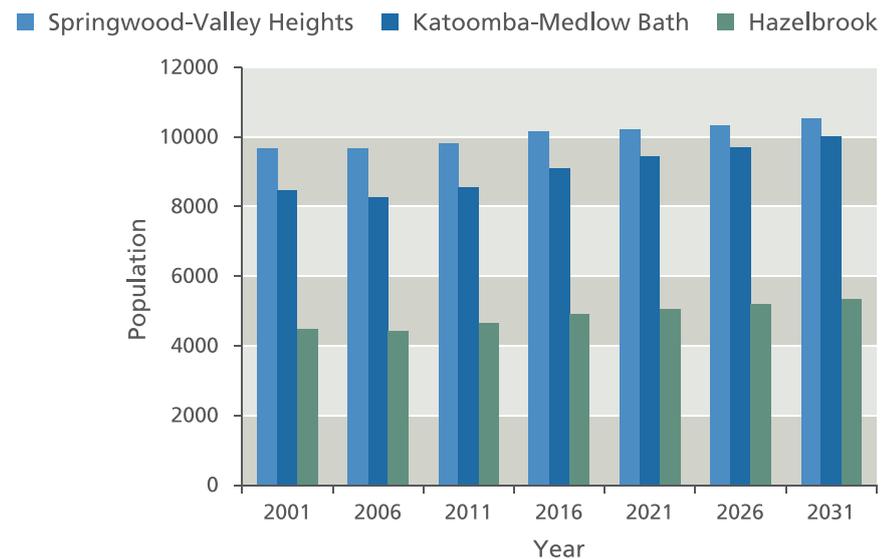
Morrow & Co General Store, Hazelbrook. Thurchley's Store under construction 1920

Images courtesy Blue Mountains City Library

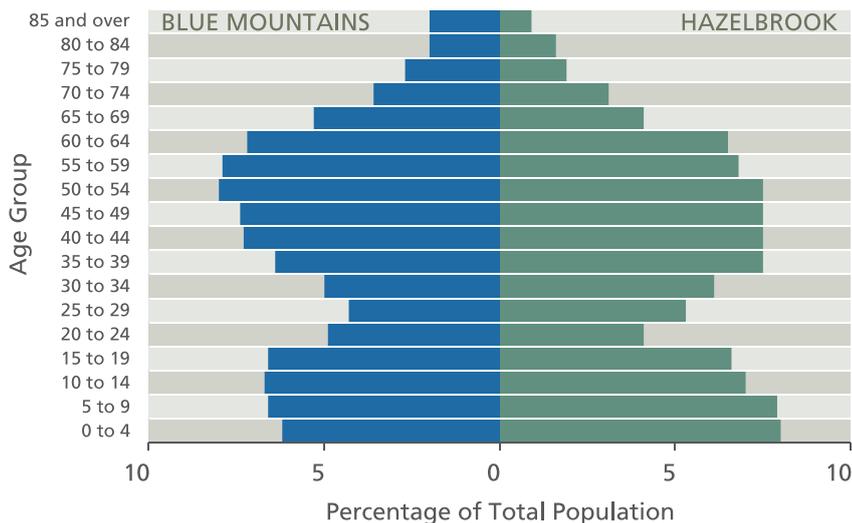
Demographic Profile

- Hazelbrook has experienced steady growth in population since 2001 from just over 4000 to currently just under 5000.
- From 2011 to 2031, the population is forecast to increase by 518 people to approximately 5500.
- An additional 247 dwellings are forecast in the area by 2031.
- Between 2011 and 2021, the age structure forecasts for Hazelbrook indicate a 6.2% increase in population under working age, a 37.2% increase in population of retirement age, and a 1.9% decrease in population of working age.
- An increasing number of older persons are forecast for the area through to 2031.
- There are slightly more females in Hazelbrook than males.

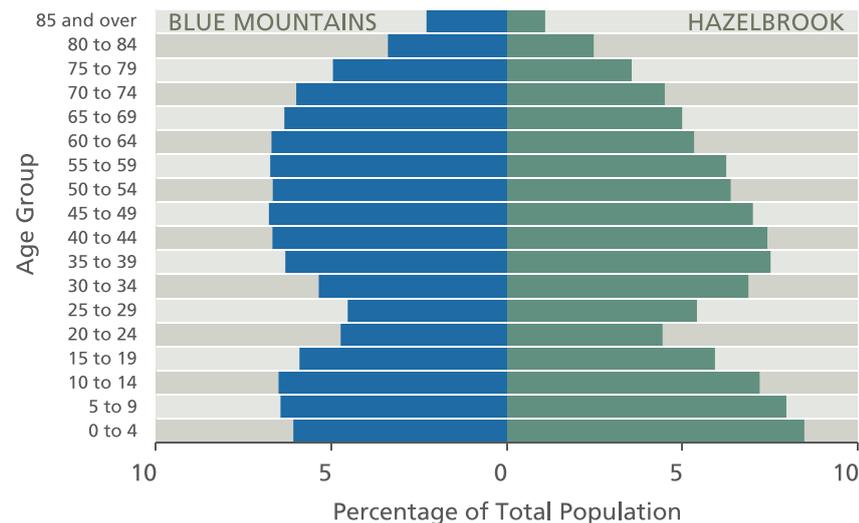
Actual and Forecast Total Population 2001-2031 by Selected Townships



Population Age Structure 2011



Forecast Population Age Structure 2031



Source: Population i.d. 2010, Population and household forecasts, 2011 to 2031

SITE ANALYSIS

Land Use

- The land use pattern in Hazelbrook is a retail core offering everyday services clustered around car parking. A variety of small businesses occupy the core retail precinct such as a supermarket, hairdresser, post office, chemist, green grocer and café.
- Adjacent to the core services offered are service station, restaurant, florist, health services and child care.
- Along Railway Parade, retail offerings include antiques and legal services.
- The retail and commercial areas transition into residential development characterised by single detached dwellings on medium to large lots in garden settings.
- The distance between the core retail and Railway Parade shops is recognised and consideration given to promoting better connectivity.
- Land use is restricted by topography and the transport corridor.
- The compactness of the core retail village benefits users due to the proximity of pedestrians and vehicles, however this also brings circulation and shared zone issues.



	Roads and car parks		Residential
	Retail		Open space
	Commercial		Religious

NOTE: This is a general classification of land use and may not match land use definitions under Local Planning Instruments.



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Built Character

- Hazelbrook is set amongst national park with natural assets such as significant eucalypt stands and waterfalls that strengthen the identity of the village
- The Hazelbrook core retail village was built in the 1960s. It is dominated by single storey development around the perimeter of the main car parking area. Two-storey developments sit adjacent to the core village
- Flat roofs with awnings dominate the skyline of the core village however skillion and gabled roofs feature in the periphery developments
- Masonry, brick, aluminium and asphalt are the dominant construction materials
- The spatial structure of the core retail village with carpark enclosed by the commercial buildings provides a unique centralised experience for shoppers in the Blue Mountains
- The buildings along Railway Parade, by distinction are a group of late 19th and early 20th century heritage buildings. A mix of masonry, tiled and weatherboard facades with parapets provide a tangible link to the past settlement pattern and its original connection with the railway station

HAZELBROOK VILLAGE CENTRE



TRAFFIC AND PEDESTRIANS

Traffic Circulation 1

- Traffic volumes have increased on the Great Western Highway and within the study area in the last 2¹/₂ years;
- Whilst traffic volume within the carpark has increased, the proportion of heavy vehicles has remained constant (less than 4%);
- Level of service: GWH intersections with the shopping centre driveway and Rosedale Avenue operate with an excellent level of service. The intersection with Oaklands is generally satisfactory with the exception of Saturday morning at which time it operates with a “poor” level of service. The re-phasing of the traffic lights once the GWH upgrade is complete may improve this;
- Trip generation: the Hazelbrook shopping centre experiences high trip generation rates of 4.2 trips per space during the afternoon peak hour and on Saturday morning – an indication of economic vitality;
- Heavy vehicles in the shopping centre carpark:
 - A very small minority of trucks travel non-stop through the carpark;
 - The majority of trucks access the centre at lunch time with an average stay of 7 minutes; and
 - Average truck stay on Thursday afternoon was 19 minutes, Saturday morning was 13 minutes.

While the study area includes all key roads related to the Hazelbrook Village Centre, the shopping centre carpark has been a major focus of the Masterplan due to its particular qualities. Shopfronts on two sides provide an enclosed space with a strong vehicle/pedestrian focus and an unusual level of activation. The duality of function as a carpark and pedestrian area gives rise to both significant problems and important opportunities.



Information drawn from “Analysis & Review of Traffic Arrangements & Urban Design Potential at Hazelbrook Shopping Centre” December 2013 undertaken for BMCC by Gennaoui Consulting Pty Ltd



Traffic Circulation 2

Circulation of vehicular traffic through the shopping centre has significantly altered since the GWH upgrade and the elimination of the right hand turn out of the carpark onto the GWH.

Circulation:

- Most cars and trucks enter the central carpark via the GWH;
- Only 17% of cars exit via the GWH, less than 22% of trucks;
- More than half of total vehicles exit the carpark via Stuart Place, indicating a preference for one-way circulation;

	Arrival		Departure	
	Cars	Trucks	Cars	Trucks
1. GWH	444 66%	20 85%	114 16.7%	5 21.7%
2. Stuart Pl	139 21%	2 10%	341 50%	13* 56.5
3. Campbell Pde	88 13%	1 5%	227 33.3%	5 21.7%
TOTAL	671	23	682	23

* Left turn out = 80%; Right turn out = 20%.

Information drawn from "Analysis & Review of Traffic Arrangements & Urban Design Potential at Hazelbrook Shopping Centre" December 2013 undertaken for BMCC by Gennaoui Consulting Pty Ltd



TRAFFIC CIRCULATION

Key Intersection

- 1 Great Western Highway
- 2 Stuart Place
- 3 Campbell Parade





TRAFFIC AND PEDESTRIANS

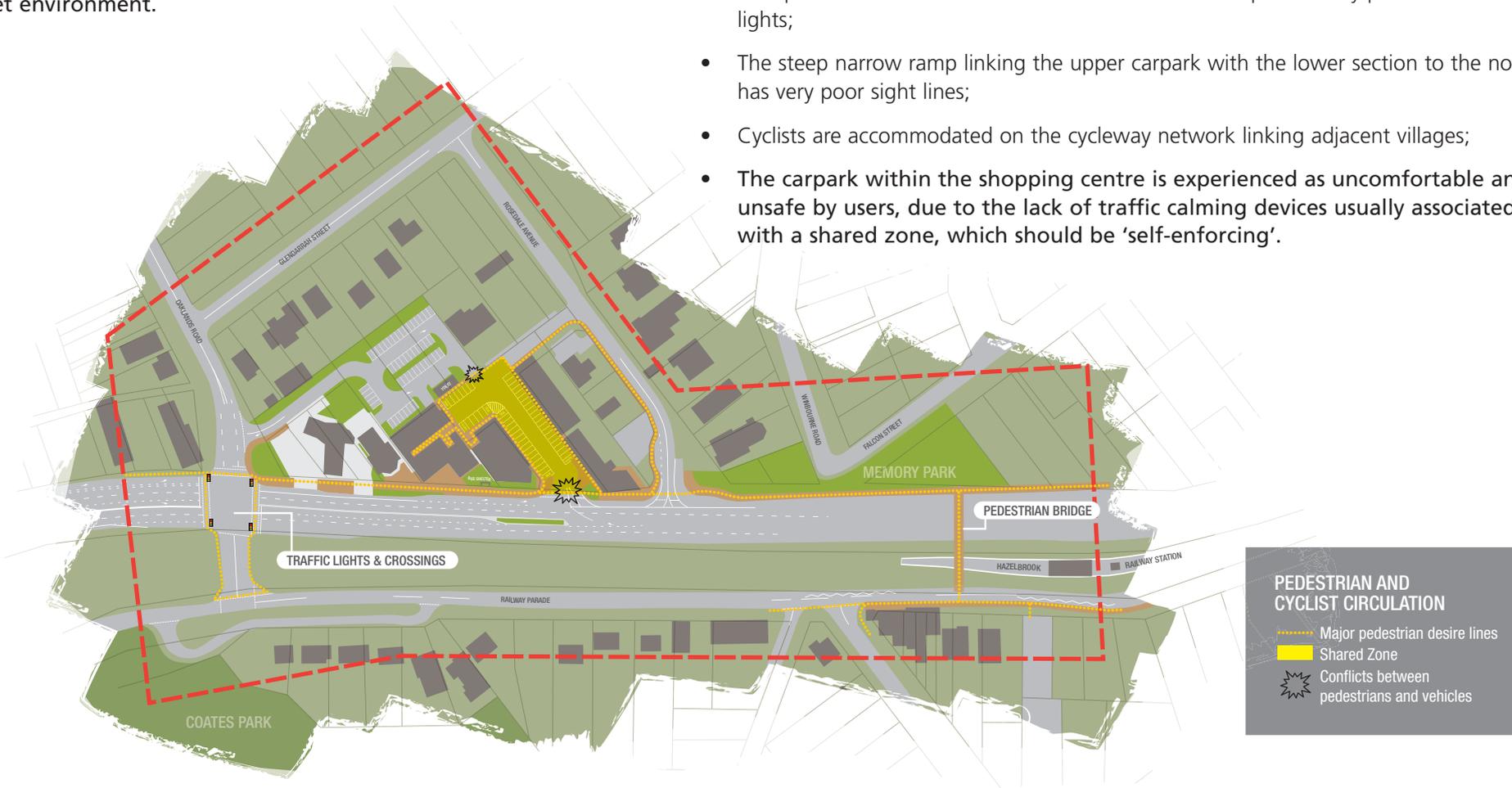
Pedestrian and Cyclist Circulation

The provision of a shared zone rather than a pedestrian crossing at the Highway entry to the carpark avoids queuing of cars across the intersection, or queuing past the end of the right hand turn lane from the GWH.

A shared zone provides priority for pedestrian movements and slows vehicular traffic. It generally enhances the quality of the street environment.

Within this village setting, pedestrians and cars share manoeuvring space without any of the normal devices which would slow traffic or provide direction. Normal shared zone devices and treatments effectively enforce drivers and pedestrians to act with caution.

- The new pedestrian overpass linking the Hazelbrook rail station with the shopping centre with at-grade ramps is a major improvement to pedestrian access and presents an improved link between the north and south sides;
- Safe pedestrian access across the GWH at Oaklands is provided by pedestrian traffic lights;
- The steep narrow ramp linking the upper carpark with the lower section to the north has very poor sight lines;
- Cyclists are accommodated on the cycleway network linking adjacent villages;
- The carpark within the shopping centre is experienced as uncomfortable and unsafe by users, due to the lack of traffic calming devices usually associated with a shared zone, which should be 'self-enforcing'.





Equitable Access

- The upper carpark – accessed directly off the GWH – has acceptable grades for mobility impaired users;
- As there are no pedestrian crossings (associated with the carpark being a shared zone), this presents a hazard for vision impaired users due to a lack of clearly defined crossing points and the absence of any traffic calming measures;
- The presence of accessible, uni-sex toilets, accessible carparks and level grades makes a useful resource for any visitors with a temporary or permanent disability with or without a carer;
- The width and management of footpaths on both sides of the shopping centre present numerous obstacles for visitors with walking aids or in wheelchairs – especially if attended by a carer;
- Road signage at the entrance to the carpark should include the accessible toilet pictogram.





PARKING

Parking Capacity

- Parking is close to 100% occupancy at peak times on week days and is at 100% occupancy on Saturdays;
- Average occupancy figures indicate spare capacity at times in the lower carpark;
- Parkers have been observed on weekdays accessing the Medical Centre and Dentist (which have their own parking), and other parkers accessing the rail station;
- The Hazelwood Childcare Centre currently uses 12 spaces on the lower level. Its new premises (to be occupied mid 2014) provide parking on site and on street frontage; This move will potentially free up a maximum of 12 spaces. The current site has on-site capacity for parking for a future commercial use;
- The commuter carpark south of the rail line peaked on weekdays at 12.30 when an occupancy rate of 92% was recorded.

Type of spaces	Number of spaces
Upper Level	
Accessible	3
15 mins	3
15 mins (BMCC vehicle excepted)	1
4 hours	46
Subtotal	53
Lower Level	
Unrestricted Council Carpark	52
Unrestricted Basement Carpark	16
Basement carpark – accessible	1
Subtotal	69
TOTAL	122



Information drawn from "Analysis & Review of Traffic Arrangements & Urban Design Potential at Hazelbrook Shopping Centre" December 2013 undertaken for BMCC by Gennaoui Consulting Pty Ltd



LOADING & PUBLIC TRANSPORT

Bulk Delivery & Public Transport

There is currently one designated loading area at the rear of the supermarket (1) and a "No Parking" space used by delivery vehicles adjacent to the butcher (2). Note that the road regulations state that:

- No Parking replaces "No Standing";
- You may not stop for longer than 2 minutes; and
- You can only stop to drop off or pick up passengers or goods (i.e. you must remain within 3 metres of your vehicle).

- There is currently limited capacity to reconfigure the carpark for large delivery trucks;
- Some bulk deliveries are currently scheduled for early morning or late afternoon.
 - Bulk deliveries are not evenly spread during the week and there may be multiple simultaneous deliveries.

The village is well serviced by public transport:

- There are three taxi ranks – one within the central carpark;
- The village has at-grade access to the rail station via the pedestrian overpass.
- On weekdays up to 60 trains stop at the station, 43 on weekends;
- There are regular east-bound bus service to the bus stop at the highway frontage. Westbound buses use Railway Parade.



LEGEND

- Loading Zone
- Taxi
- Bus Stop
- Rail Station

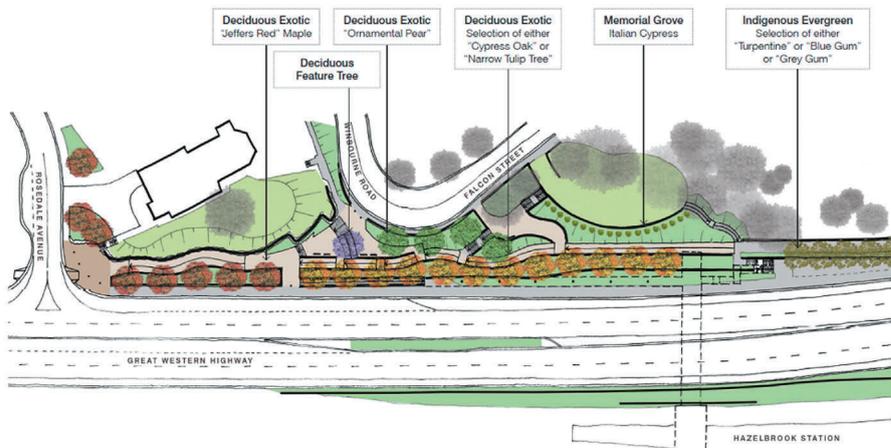
STREETSCAPE

RMS & Sydney Trains Projects

The Woodford-Hazelbrook upgrade of the GWH has resulted in significant impacts, opportunities, improvements and additions to the Hazelbrook Village Centre. Two projects of major importance to future amenity and village character are the upgrade of Memory Park and the refurbishment of the remaining section of road bridge over the rail corridor.

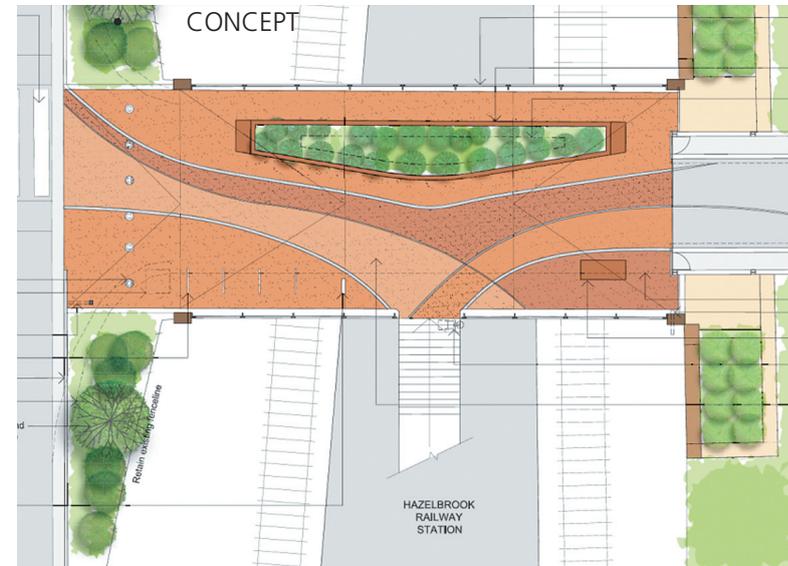
MEMORY PARK, HAZELBROOK - PROPOSED TREE SPECIES

JUNE 2013



Plan of Memory Park showing locations of proposed trees

Memory Park will provide at grade access between the GWH and Winbourne Road, a renewal of the Park as a War Memorial and provide significant tree planting along the GWH edge to visually “anchor” the pedestrian bridge on its northern end.



The refurbishment of the remaining section of road bridge by RMS will provide an upgraded pedestrian arrival plaza for passengers alighting from the train or pedestrians crossing from north to south.



Street Character

1. An extensive backdrop of Eucalyptus canopies provides important context to the architecturally neutral shopping centre. The relative scale is particularly significant;
2. The recent GWH upgrade has opened views between the heritage listed rail station and Railway Parade shopfronts from the GWH – important visual references to Hazelbrook’s early history;
3. The recent pedestrian rail bridge is visually dominant, but provides extensive views;
4. The community has instigated and commissioned recent significant artwork as murals in prominent locations;



1



2



2



3



STREETSCAPE



4



4



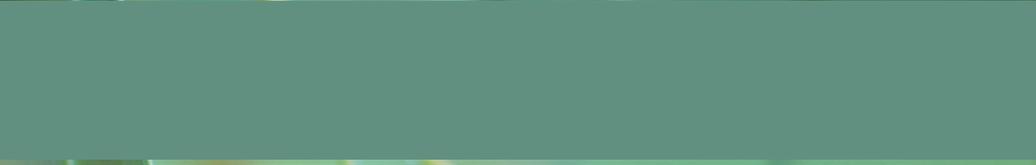
5, 6



8, 9

5. The loss of parking along highway shop fronts has made earlier footpath development redundant with little prospect of activation;
6. A lack of street trees on the GWH significantly impacts amenity and character;
7. RMS and BMCC repaving along the highway and within the shopping centre has provided a unified pavement theme;
8. The private property plaza area at the rear of the upper carpark is not public land, but is an important addition to the publicly accessible centre. Its sheltered aspect provides amenity, but renders it potentially unsafe after dark;
9. The Plaza is private property but an important addition to public space. There is often a high vacancy rate in shops, which has an impact on vitality and amenity, leading to a lack of passive surveillance. There is a backlog of building maintenance.





MASTERPLAN



Hazelbrook Village Centre Master Plan

LEGEND

-  A. Village Centre civic improvements and finishes
-  B. Carpark improvements
-  C. Reinforced Eucalypt canopy backdrop
-  D. Negotiated additional Transport Corridor greening
-  E. Village Centre gateway statements
-  F. Potential improvements to publicly accessible private property

VILLAGE-WIDE:

- Review all road signage to improve village profile on Transport corridor and ensure adequate representation of facilities such as Parking and Toilets
- Provide heritage interpretation to key properties in the village centre
- Identify key locations for public artwork and facilitate art commission

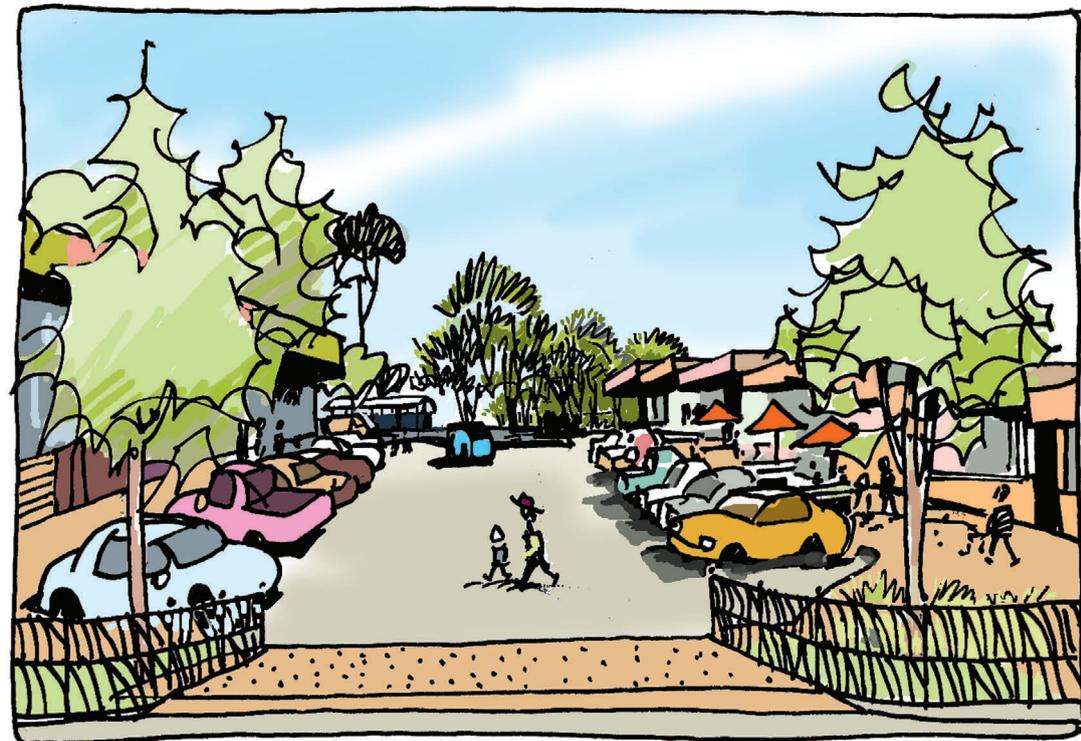
32



HAZELBROOK VILLAGE CENTRE

Village Centre Upper Carpark: Long Term Vision

The full complement of changes and improvements to this carpark is expected to deliver a higher level of function for drivers of vehicles, and increased safety and amenity for pedestrians.



MASTERPLAN

A. Village Centre Civic Improvements and Finishes

This strategy proposes an integrated approach to traffic calming within the top carpark and improvements to amenity and safety for pedestrians, and the treatment to the heritage shops in Railway Parade to reflect their status as part of the village shopping centre.

		Strategy/Priority	Negative Impact	Benefit/s
H I G H	1	Install stamped and coloured thresholds to GWH/carpark entry, Rosedale Ave/Stuarts Rd and Campbell Parade	None	Designed to warn entering motorists that carpark is shared with pedestrians in the absence of marked crossings.
	2	Reorganise parking time limit restrictions after community notification period as per Consultants recommendations	Adaption required by users of carpark to shorter parking times	Faster turnover of carparking spaces; more efficient and appropriate use of spaces directly adjacent to shops
M E D I U M	3	Convert 2 or 3 car spaces in upper carpark into landscaping/ café seating	Loss of 2-3 car parking spaces (net gain anticipated overall)	Traffic calming associated with shared zone with increased amenity and safety for pedestrians
	4	Change circulation to one-way entry at GWH, exits at Campbell Parade and Rosedale Ave	Adaption required by users	Simplification of traffic flow makes carpark safer for both pedestrians and drivers
	5	Install balustrades to control pedestrian desire lines	Directs and simplifies pedestrian flows	Channels pedestrians into more predictable flows; Reinforce village character through motifs in balustrade
L O W	6	Widen eastern footpath and narrow travel lane in carpark	Less room than currently although still within Australian Standards for carpark design	Allows loading bay adjacent to Chemist, Butcher & Bottlo; slower traffic flow; provides potential for footpath dining and seating
	7	Railway parade shopfronts: replace footpath to match pavement in main village centre and extend to commuter carpark frontage	None	Improve status and identification with main centre and replace aging infrastructure
	8	Insert interpretive plaques in footpath	Additional BMCC asset	Increase interpretation and add social value to heritage items in prominent location

B. Carpark Improvements

Lower village centre carpark improvements:

- Investigate Eucalypt tube stock planting to capable sites in Campbell Parade and lower carpark to reinforce canopy backdrop to the shopping centre;
- Mass plant hardy groundcovers to reduce mowing;
- Investigate feasibility of heritage interpretation mural on Council wall adjacent to carpark;
- Rationalise paving to provide best-fit paths and a major path and steps to provide safer access to upper carpark beside steep road ramp;
- Review road and directional signage through the carpark;
- Identify opportunities to open sightlines and improves presentation to old Hazelwood Childcare centre through new use of building.

Commuter carpark improvements:

- Provide arborists assessment of all trees in carpark and remove dead wood;
- Assess for maximisation of carparking and review for resurfacing and linemarking;
- Remove weeds and replant with hardy native grasses and groundcovers;
- Develop simple landscape design for carpark frontage to Railway Parade;
- Review signage.



MASTERPLAN



C. Eucalypt Canopy Backdrop

The canopy behind and above the shopping centre buildings provides context, scale and distinction to the centre. Ensuring reinforcement and continuity of the tree canopy is a simple, economical and effective way of perpetuating and enhancing these important qualities.

D. Transport Corridor Greening

The planting of large, robust trailing native plants at the top of the retaining wall, when combined with RMS planting at the base, will be particularly effective in softening and screening this large structure which retains the rail embankment. The land at the top of the embankment is in the care and control of Trains. Council will seek to work with RMS, Sydney Trains and local community stakeholders for additional greening.



E. Village Centre Gateway Treatments

1. Western Gateway

Currently a cluttered corner with a confusing mix of utilities and service station signage and branding, the corner is, in effect, the western entry to the village centre. A simple arrangement to screen the worst of the visual clutter, keep sightlines open to the Caltex signage and drive for motorists who need them, and a directional sign of suitable scale "Hazelbrook Village Centre" plus pictograms for Parking and Disabled toilets would signal a sense of arrival and advertise the desirable facilities.

2. Eastern Gateway

The pedestrian bridge installed by the RMS is a significant entry statement. Its location just before Rosedale Road, and adjacent to the Rail Station, has been used by the RMS to extend the design of the throw screens edging the rail plaza. Council may consider opportunities to provide additional local

MASTERPLAN

interpretive material which may include the historical association of the village with nearby waterfalls – Village of Waterfall Walks, identified by the Urban Design Background Study. These initiatives may require the concurrence of the RMS.

The concept at right is not intended as a design, but to set the following principles:

- Provide simple, evocative imagery specific to Hazelbrook Village;
- Maximise association of the village with its landscape setting and its slogan;
- Maintain good road design principles i.e. accessible to motorists passing at 60 kms/hr without presenting a significant driver distraction;
- Maintain open sightlines through the throw screens on the bridge; and
- Utilise hardy, robust materials resistant to vandalism and requiring minimal or no maintenance e.g. wire “tapestry”.



MASTERPLAN



F. Options for Improvements with Commercial Property Owners

While this Strategy is concerned with the publicly owned land within the study area, the plaza at the rear of shops fronting the GWH and the privately owned footpath frontage to the GWH are an important part of the publicly accessible village centre.

The areas fronting the GWH demonstrate very different problems from the Plaza at the rear and strategies for improvements will be necessarily site specific.

BMCC is interested in speaking with private property owners to identify and develop partnership projects that may assist in the reactivation of or improvements to these key public areas to ensure that outcomes are maximised for the Hazelbrook Village centre.

Potential exists for improved seating within the Plaza area and improved landscaping to building frontages along GWH while the privately owned covered carpark may benefit from strategies to improve its security and amenity.



HAZELBROOK VILLAGE CENTRE

Village-wide

Identify Key Locations for Artwork

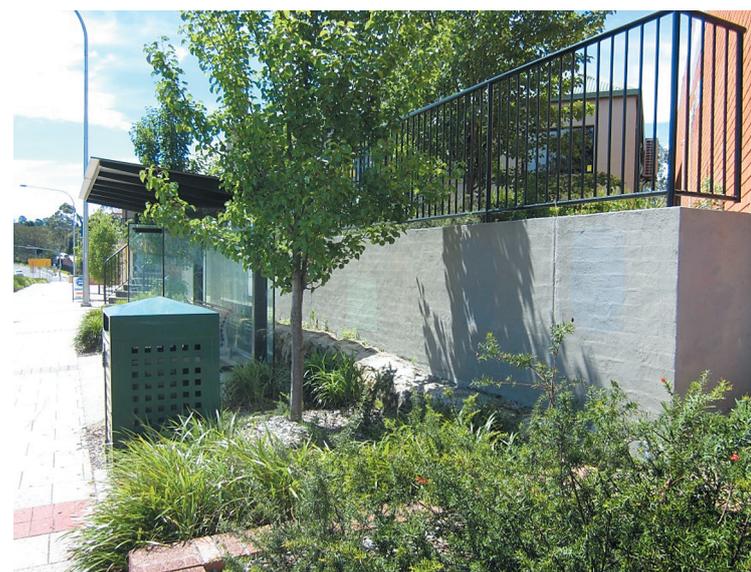
Review possible locations for further artwork and opportunities for both commissioned and community art as outlined BMCC's Public Art Policy. The key principles of the policy are:

- Integration of decisions on the development of cultural infrastructure across Council teams;
- Recognising that public art provision can occur on three levels:
 - Developing identity through implementing appropriate design and beautification of local areas
 - Participation of the community in initiating, responding to and providing public art for their own enjoyment or purpose
 - Developing significant pieces of public art that proclaim the Blue Mountains as a site where cultural excellence flourishes

- Ensuring that residents, businesses and community interests are recognised in relation to any proposed public art development;
- Encouraging the engagement of artists with the community in developing a sense of place in the public domain;
- Enhancing local identity through the development of signs and symbols which capture the essence of place;
- Striving for excellence in design and fabrication of public art works;
- Honouring diversity within the Blue Mountains in relation to Aboriginal people and those from a range of cultural backgrounds;
- Allowing for expression of this diversity through public art projects;
- Ensuring access to education and interpretation of public art produced within the Blue Mountains; and
- Engaging artists of national/international repute and ensuring their vision is realised, maintained and conserved.

These principles provide a basis on which Council and the community may identify further art projects within the village centre.

BMCC Public Art Policy can be accessed at www.bmcc.nsw.gov.au/yourcouncil/policiesplansandstrategies



MASTERPLAN



HAZELBROOK VILLAGE CENTRE

Review All Categories of Signage

Potential exists for improvements to categories of signage:

Road Signage:

- Review all road signs to achieve maximum signage efficiency – optimal numbers of signs to provide required route illustration;
- Ensure the use of full “Hazelbrook Village” title.
- Include the international pictograms for disabled accessible toilets and parking on GWH road signage.

Awning Signage:

- Develop updated coordinated awning signage – within current planning controls – and offer incentives to shop holders for adoption – possibly on a dollar-for-dollar matched funding basis.
- Review other village signage and identify opportunities for place-specific signs.

INDICATIVE SIGN: Sample road sign: All major signage on regional roads is subject to approval by RMS. Road signage graphics must be designed in accordance with AS 1743 - *Road Signs Specifications* using specialist software.

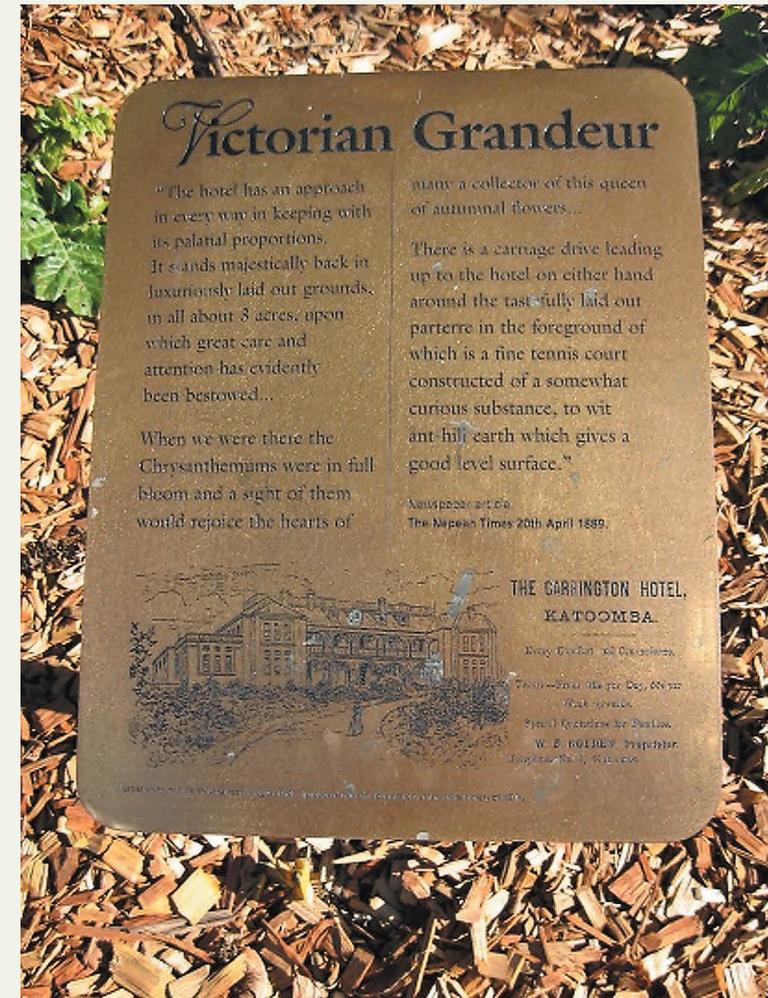


Heritage Interpretation

1. Provide interpretive plaques throughout the village centre with summary stories relevant to the location. Investigate QR codes to provide links to descriptions of Heritage listed buildings or other relevant websites.

BMCC will undertake the design of a standard detail for fabrication of heritage plaques suitable for installation in town and village centres. The general specification should include the following

- Are approximately 200mm x 300mm;
 - Include QR code links to heritage website/s;
 - Include specifications for fabrication;
 - Are of durable & robust construction with minimal maintenance requirements;
 - Are capable of being fixed in a variety of settings e.g. to pavements, walls and columns as appropriate to the individual location.
2. Investigate Heritage grant opportunities for property owners of heritage shops to undertake restoration of facades. Façade improvements would:
 - Assist in maintenance of building fabric; and
 - Improve the landmark qualities of the group of buildings.



Typical interpretive plaque at Carrington Hotel Katoomba

SUMMARY TABLE OF ACTIONS

	ACTION	Outcome
BMCC & Hazelbrook Association	Treepplanting to Campbell Pde & carpark	Strengthen Eucalypt canopy backdrop to village centre
	Clear out and replant parts of lower carpark	Rationalise pedestrian desire lines & strengthen Eucalypt canopy backdrop to village centre
	Maintenance agreements	Maintain high level of appearance and presentation to village centre
BMCC & RailCorp	Planting to both sides of rail corridor	Reduce visual impact of retaining walls & fences – especially trailing native plants to top of retaining wall
BMCC & RMS	Negotiate eastern entry statement or artwork to pedestrian bridge	Provide strong sense of arrival through entry statement at eastern end and enhance place statement
BMCC & Private Property Owners	Commission artwork to key locations	Strengthen village identity and provide interpretation
	Update coordinated shopfront signage at awning level – include awnings facing east	Incorporate updated identity elements
	Discuss partnership projects re public accessible private property	Improvements to publicly accessible private property
	Remediate and plant corner Rosedale & GWH	Extend tree planting and other vegetation to prominent corner
BMCC	Coordinate tree planting and signage at corner of Oaklands and GWH	Provide entry statement for a strong sense of arrival to western end
	Investigate grant options for heritage façade restorations	Improve heritage qualities, character and landmarking of south side shops
	Design balustrade and install at appropriate locations	Increase separation between cars and pedestrians and control pedestrian desire lines at selected locations in village centre. Landmark village identity with iconic balustrade
	Install improved pedestrian link between upper and lower carparks	Increase safety to access. (Note: Disability standards cannot be met in this location)
	Use blank wall in lower carpark for major historical interpretive artwork	Strengthen village identity and provide interpretation relating to history and heritage of the village
	Review and update all road signage	Rationalise signage and facilitate wayfinding for both cars and pedestrians
	Review and redesign central carpark	Improve function, safety and amenity in central carpark
	Re-surface Commuter carpark Railway parade, install simple landscape treatment to frontage, review signage	Improve street presentation and upgrade status as part of village centre
Install balustrade to GWH frontage between Rosedale & carpark entry	Optimise opportunity for pavement café & increase pedestrian protection	



MATERIALS PALETTE

Image courtesy of David W. Noble www.david-noble.net



MATERIALS PALETTE



Street Furniture and Urban Elements

- The design, installation and maintenance of street furniture such as seats and bus shelters and other urban elements such as paving and bollards can contribute to the overall amenity, functionality and character of a place.
- Council as the primary manager of street furniture in the city 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-efficiency, supply, robustness, longevity and functionality. Council also seeks to limit and coordinate the range of furniture to maximise efficiency of maintenance. However, some unique, custom materials and installations are utilised to provide character and individuality to some villages.
- The following schedule lists the street furniture and urban elements installed within Hazelbrook village centre and indicates the proposed replacement style should non-conforming elements come to the end of 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 bmcc.nsw.gov.au/sustainableliving/publicdomain

MATERIALS PALETTE



Paving

Concrete paver with clay brick (single or double) header course provides different identity to major town centres. Earth tones complement the bushland setting.

40mm thick Urban Stone 'River Topaz' engineered pavers laid in stretcher bond with butt joints.

Pram ramps finished in brushed coloured concrete to contrast with brick header course.



Seating

Placement and spacing of seating is relative to functional requirements and should be set out as part of an integrated streetscape design.

Street Furniture Australia Galleria Seat® type CMG101, standard size with arch legs and Jarrah battens. Legs and arms finished in cast aluminium powder coated silver. Optional arm rests, detachable angle armrest AM2 (armrests preferred where an elderly demographic indicates).

MATERIALS PALETTE

Rubbish Bins



Bins installed in practical locations to service access junctions and outdoor seating areas in close proximity to maintenance access. Bins set out as part of coordinated streetscape design integrated with pavement, crossovers, street trees and light poles.

Hazelbrook village centre currently has 'Ballarat' bin enclosures from Furphy Foundry finished in Watty 'Deep Brunswick Green' however when an enclosure requires replacement, it will be replaced with equal or equivalent to Gossi Park Furniture's 'Bayside' bin 120L, frame colour in Olive Mist (gloss enamel).

Bollard



Installed to control pedestrian and vehicular movement where there is potential conflict.

Bushed steel bollards are installed along the boundary between the pedestrian footpath and the car park in locations adjacent to major pedestrian desire lines.

Bus Shelters



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

These style bus shelters have been installed along the Great Western Highway in Hazelbrook village as part of the Roads and Maritime Service's upgrade works.

MATERIALS PALETTE

Bicycle Hitching Rail



Utilised in villages where space is limited. Smaller scale maximises access and manoeuvrability for pedestrians.

Currently there are no bicycle hitching rails in the core village however this style of rack will be utilised in any potential future installation.

Tree Grates



Grates were installed as part of village civic infrastructure upgrade associated with Great Western Highway works. Grates provide protection for tree root system whilst allowing water to seep through.

Strabe Sunray grille GLS408, 4 piece, cast iron, primed and oxiron coated.

Signage



Signage of any description can contribute to wayfinding and town character but must be managed because too much reduces people's ability to find their way around. Hazelbrook has unique end of awning shop signage along with more traditional under-awning signage.

Specifications for public signage depend on purpose, road signage is dictated by public authority regulations whereas pedestrian directional and information signage is generally designed for purpose. Business signage is subject to Council planning provisions and requires approval.

Community directory signage (above right) is currently undergoing an incremental upgrade to incorporate current Council branding.

MATERIALS PALETTE

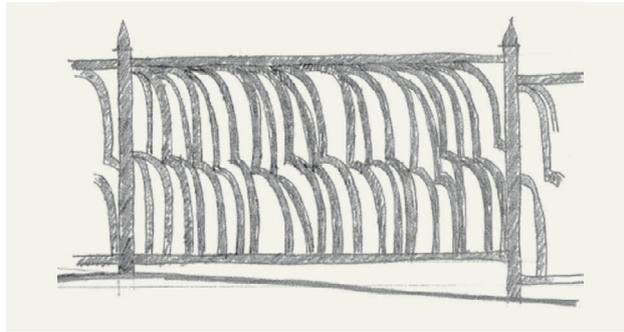
Public Art



Public art contributes to place character, identity and memory.

Hazelbrook has a limited number of public art installations. Most notable are the large-scale murals on the Oaklands Road railway underpass. Public art is seen as a way of enlivening public space. It may present an opportunity to interpret the history of the village. Public art work proposals may require Development Approval – depending on their location, and should be added to Council’s Public Art Register and include technical details to assist in any maintenance which becomes necessary.

Balustrade



Balustrades are used to guide pedestrian flows and reduce conflicts with traffic.

They have proven to be a robust and effective means of providing separation between busy roads and pedestrian areas.

The design pictured above also provides some interpretation of the “Village of the Waterfall Walks” theme.

Concept by Site Image Landscape Architects

Monuments



Monuments generally provide a link to the area’s social and human settlement heritage.

There are a number of monuments in Hazelbrook village, referencing important events and individuals. Monuments should comply with Council “Monuments Policy” and should be designed, detailed and installed to be as robust as possible and present the least maintenance burden.

STREET TREES



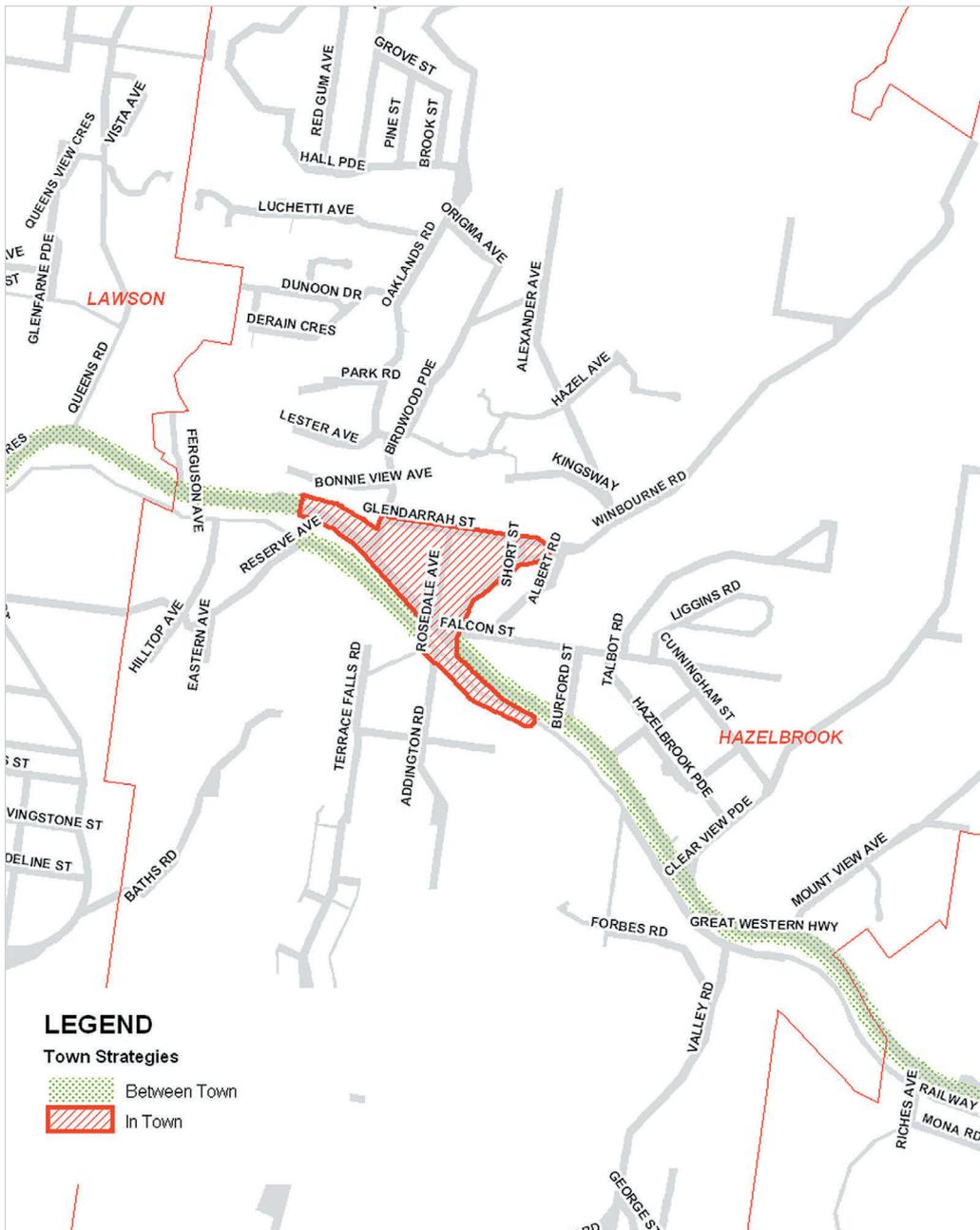
Street Trees

Trees contribute many benefits to an area such as character, identity and recognition. They also provide beauty and symbolism such as stature, endurance, adaptability, resilience, history and memory.

Integral to the character of the Blue Mountains is the spatial separation of the villages. This is reinforced by the transition from largely exotic tree species used in town centres to indigenous species in the tracts between towns. The plan over the page demonstrates this separation through species selection to emphasise the land between towns.

In Hazelbrook village there is limited planting capability. However there may be opportunity through this master plan to maximise amenity within Stuart Place with appropriately sized and located trees.

STREET TREES



HAZELBROOK VILLAGE CENTRE

Blue Mountains City Council’s Street Tree Masterplan (2012) uses the following guiding principles for the village:

- Balance the need for indigenous tree planting out of the village centre with opportunity for long distance views (e.g. near Mount View Avenue).
- Focus on indigenous species in residential streets and ornamentals in village centre as “landmark” planting.

Great Western Highway:

There is limited capability so proposed tree planting sites must be carefully assessed. Consider the use of the wider reserve in Railway Parade to establish background indigenous canopy out of town centres.

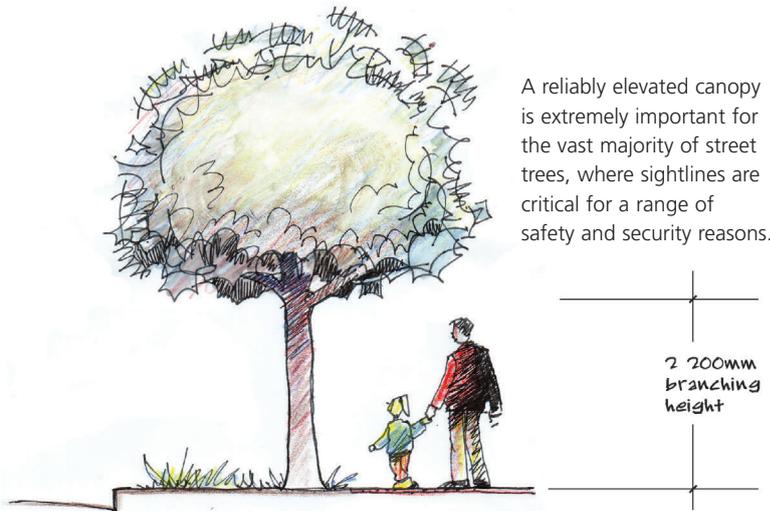
Village centre:

Because there is limited capability, focus on providing summer shade and winter sun with appropriately sized deciduous trees.

For further information on street trees selection, management and local strategies, consult the Street Tree Masterplan available at bmcc.nsw.gov.au/sustainableliving/publicdomain

Street Tree Masterplan, town centre species and between town species Hazelbrook area.

STREET TREES



A reliably elevated canopy is extremely important for the vast majority of street trees, where sightlines are critical for a range of safety and security reasons.

Species Selection

It is crucial for long-term viability and functionality that the correct type of street tree is selected for the 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.

- 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.

STREET TREES

Species Selection

Indigenous Species Selected for Hazelbrook



BOTANICAL NAME:
Allocasuarina littoralis

COMMON NAME:
Black She Oak

NOTES: Tall narrow shape, dense needle drop is useful to suppress weeds

(AUSTEP)



BOTANICAL NAME:
Angophora costata

COMMON NAME:
Smooth Barked Apple

NOTES: beautiful smooth orange bark, but tends to shed branches when mature so should be placed with care.

(AUSTEP)



BOTANICAL NAME:
Callitris muelleri

COMMON NAME:
Cypress

NOTES: Tall narrow native conifer which can self-sow



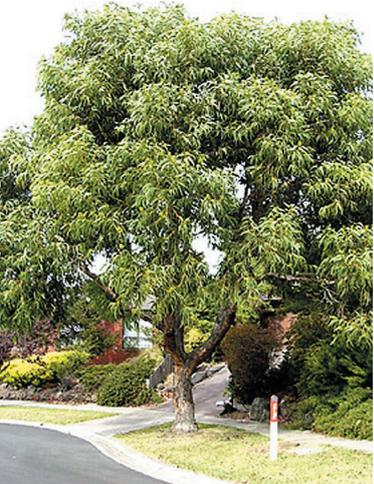
BOTANICAL NAME:
Eucalyptus burgessiana

COMMON NAME:
Faulconbridge Mallee Ash

NOTES: Very rare local Mallee. Due to multi-trunked habit this should only be grown where it will not impede footpaths or driveways

STREET TREES

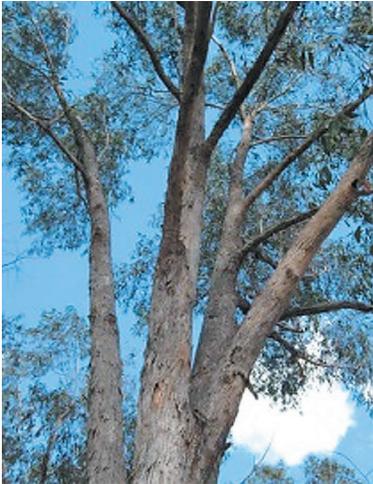
Indigenous Species Selected for Hazelbrook



BOTANICAL NAME:
Eucalyptus eximia

COMMON NAME: Yellow Bloodwood

NOTES: tolerant of shallow sandy soils but can be impacted by frost



BOTANICAL NAME:
Eucalyptus piperita

COMMON NAME: Peppermint

NOTES: Main trunk can tend to fork and later split



BOTANICAL NAME:
Eucalyptus gummifera

COMMON NAME: Red Bloodwood

NOTES: Persistent fibrous bark typical of bloodwoods, glossy dark green leaves, and flowers



BOTANICAL NAME:
Eucalyptus sclerophylla

COMMON NAME: Scribbly Gum

NOTES: Light canopy and distinctive silvery bark make this an iconic tree



BOTANICAL NAME:
Eucalyptus stricta

COMMON NAME: Blue Mountains Mallee

NOTES: Multi trunked habit can limit its use in streets, keep clear of footpaths and driveways

STREET TREES

Species Selection

Exotic Species Recommended for Hazelbrook



BOTANICAL NAME:
Acer x freemanni
'Jeffers Red'

COMMON NAME:
Lipstick Maple

NOTES: tall, narrow tree with very strong Autumn colour

BOTANICAL NAME:
Acmena smithii

COMMON NAME: Lilly Pilly

NOTES: Small, dense tree with notable flowers and small berry fruits - attractive to native birds and animals

BOTANICAL NAME:
Fraxinus oxycarpa

COMMON NAME: Claret Ash

NOTES: Traditional favourite, may need sites with very good soil to grow to full potential

BOTANICAL NAME:
Pyrus calleyana
'Glen's Form'

COMMON NAME: Ornamental Pear-Glen's Form

NOTES: Smaller tree for constrained sites particularly in Stuart Place

BOTANICAL NAME:
Liriodendron tulipifera
'Fastigiata'

COMMON NAME: Narrow Tulip Tree

NOTES: Very tall narrow tree with glorious butter yellow Autumn colour

STREET TREES

Species Location

 Public owned land

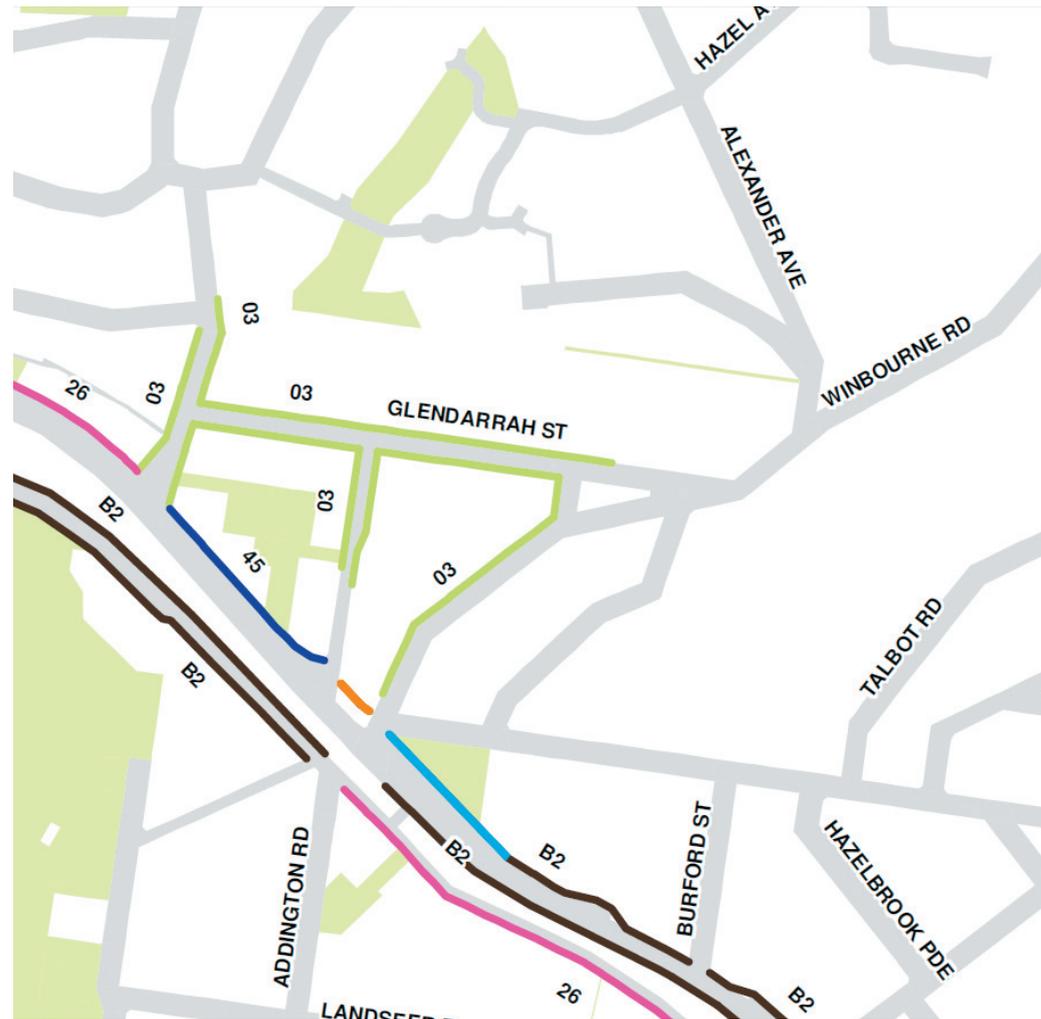
Street Tree List

Tree Code N° / Tree Description

-  02 Acer x freemanni 'Jeffers Red' - Autumn Blaze Maple
-  03 Acmena smithii - Lilly Pilly
-  26 Fraxinus oxycarpa 'Raywood' - Claret Ash
-  45 Pyrus calleryana 'Glen's Form' - Glen's Form Pear
-  B2 Native species 2 - Bushland 2
-  35 Liriodendron tulipifera 'Fastigiata'

B2 Native Species

- Allocasuarina littoralis
- Angophora costata
- Callitris muelleri
- Eucalyptus burgessiana
- Eucalyptus eximia
- Eucalyptus piperita
- Eucalyptus gummifera
- Eucalyptus sclerophylla
- Eucalyptus stricta







IMPLEMENTATION



IMPLEMENTATION

Blue Mountains City Council currently has no funding allocated to any of the projects identified in this Masterplan. However, the Masterplan is expected to inform current and future Capital Works planning for fifteen years or more and provide the basis for seeking grant funding for some projects, particularly if heritage related.

Where projects defined in the Masterplan replace current assets or infrastructure, they may be eligible for funding under the current Delivery Program/Operational Plan (2013-17), particularly if risk assessment indicates. A total of

\$425K worth of projects defined in this way have been identified in this category, but would need to be assessed for risk by the relevant asset manager.

Management of carparking in the upper level of the village centre has been identified as a high priority project. The costs of this component may be recoverable through the application of technology.

The delivery of the recommendations in this Masterplan are expected to be distributed over the current and subsequent two Delivery Programs i.e 2013-17, 2017-21 and 2021-25.

IMPLEMENTATION

Indicative Costs

Council has obtained indicative costs of the implementation of the Masterplan. These costs have a number of limitations. Exclusions are listed at right. The full costs must be amortised over the life of the project – likely to be at least 15 years.

Summary		
Item	Description	Indicative Cost
1	Design & Consult	\$56,000
2	Landscape Installation	\$196,000
3	Signage, Art & Interpretation	\$230,000
4	Paving	\$580,000
5	Hard Landscaping	\$160,000
6	Work by Others	NIL
Total Indicative Construction Budget		\$1,222,000

Exclusions include:

- Staging & Structural strengthening
- Services diversions and connections
- Excavation other than rock
- Asbestos and other contaminants
- Maintenance of Landscaping
- Restorations Heritage listed shops, Railway Pde
- Escalation from March 2014
- Council costs
- Authority Fees & Charges
- GST

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Work by Others:

Rail corridor greening: Sydney Trains undertake regular planting and maintenance of the vegetation within their rail corridor. Their revegetation work, if undertaken correctly, has the potential to impact in a positive way on the visual amenity of the transport corridor and village centre. Council will advocate for positive outcomes with Sydney Trains.

Eastern entry statement: This artwork on the wire screen of the recently installed pedestrian bridge is to be funded by the RMS as part of their GWH upgrade for this stage. Council will advocate for the design principles outlined in this Masterplan.

Local partnerships:

Memory Park, Pedestrian Bridge, Rail Plaza: Part of the works undertaken by the Roads & Maritime Service have all undergone significant review by BMCC and the Hazelbrook Association. These works significantly contribute to the shape and character of the Village.

IMPLEMENTATION

Candidates for Current Delivery Program 2013-2017

Village Centre Carpark

Manage accident risks	<p>Install stamped coloured threshold treatments to:</p> <ul style="list-style-type: none"> - GWH entry to village carpark - Ramp between upper & lower carparks - Stuart Place & Rosedale Avenue - Campbell parade and Oaklands Road <p>Change circulation in top carpark to one-way system with entry at GWH</p>
Maximise carparking turnover	<ul style="list-style-type: none"> - Amend parking time limits - Review parking signage
Facilitate circulation	Review directional signage through carpark
Manage graffiti	Install interpretation as decal on GWH bus shelter
Improve presentation to prominent corner	Prepare and replant corner of GWH and Rosedale Avenue



IMPLEMENTATION



Village Centre Generally

Manage risk and tree planting succession	Provide arborist assessment of trees in all carparks & implement management recommendations. Make provision for succession of any removals.
Manage risk, improve traffic circulation	Complete signage review on village centre roads
Current project	Present design principles for brief of artwork to pedestrian bridge by RMS
Identify possible partnership programs	with Retail property owners

IMPLEMENTATION

Future Delivery Programs

These components may be delivered in either the 2017-21 or the 2021-25 Operational Plan depending on then current priorities.

Village Centre Carpark

- Provide landscaping to lower carpark
- Widen eastern footpath & narrow travel lane of upper carpark
- Convert 2-3 carspaces in top carpark to landscaping & café seating (traffic calming)
- Change circulation to one-way upper carpark
- Install balustrades
- Provide interpretation to Village Centre

Village Centre Generally

- Implement western gateway treatment – corner Oaklands/GWH
- Update awning signage in Village Centre
- Identify key locations & commission two further artworks
- Install heritage interpretation mural lower carpark



IMPLEMENTATION



Railway Parade

- Replace footpath at Railway Parade
- Insert interpretation panels in footpath Railway Parade
- Provide carpark signage & bike locker pictogram to both entries of commuter carpark
- Resurface commuter carpark, provide rolled kerbs & linemarking
- Rebuild vehicle crossing to Railway Parade for commuter carpark
- Install lighting to commuter carpark
- Design and install landscaped frontage to commuter carpark
- Explore dollar-for-dollar matching for restoration of heritage facades southern side

IMPLEMENTATION

Potential Partnerships

Maintenance agreements:

Council currently has an agreement for volunteers to undertake categories of maintenance within the village centre. This may be continued and extended depending on risk assessment.

Landscape Installation:

64 Some categories of landscaping may be installed using “planting days” – a successful model used recently in other towns as a partnership between council and community;

Some relatively minor works:

May be eligible for Council’s own “Town & Village Partnership Program”.

Privately owned Commercial public space:

Council is hoping to liaise with property owners whose commercial businesses are accessed as public space to improve their amenity.



Image courtesy of David W. Noble www.david-noble.net





Hazelbrook Village Centre

PUBLIC DOMAIN MASTERPLAN

Gennaoui Consulting Pty Ltd (Traffic & Parking)

Site Image Landscape Architects (Urban Design)

council@bmcc.nsw.gov.au

www.bmcc.nsw.gov.au

Locked Bag 1005 Katoomba NSW 2780