



# Town of Blayney

## Draft Village Enhancement Program



### 1. Overview

#### 1.1. Aim of this Review

This is a preliminary review of some of the options for settlement enhancement in the Town of Blayney ('Review'). It is based upon previous community feedback, draft suggestions for Council's management plan and preliminary discussions with Council engineers. However, key government agencies (especially the Roads & Maritime Services ('RMS')) and the broader community have not yet been consulted.

This Review intends to provide some examples of how preliminary issues in the settlement could be addressed but does not provide final solutions. The suggestions are intended to facilitate community and agency discussion so that final solutions, costings, and staging can be prepared by Council.

This Review includes some preliminary issues and opportunities in the following areas:

- Design of entrances & gateways to the settlement;
- Access & connectivity ( including pedestrian footpaths and crossings);
- Street beautification and street trees;
- Signage;
- Street furniture (e.g. bins / seating etc.);
- Facilities for locals & passing travellers;
- Environmental enhancement opportunities.

Please note that not all of these outcomes may be able to be delivered by Council within its current budget allocations so they will either need to be staged, additional funding will need to be sought, or priorities will need to be identified. There is no guarantee that any or all of these works will be provided.

#### 1.2. Key Attractions

The Town of Blayney is the largest settlement by population in Blayney Shire and the key centre for employment, industry, retail and business. It has the only hospital and ancillary health services such as doctors, chemists etc. It has both primary and secondary schools. It has higher level community facilities such as the Blayney Community Centre, a range of churches, Centrepoint Gym, and larger recreation facilities and areas such as sportsgrounds and the showground. It has several of the shire's largest employers including Council, Nestle Purina, the Cadia Dewatering Plant, Blayney Sealink Frozen Foods, the Rail Interchange Facility, and a number of industrial zoned areas. It has a heritage conservation area and a significant number of heritage items. There are also higher level tourism attractions including accommodation, restaurants/cafes and tourist information services. The majority of key retail services are located along Adelaide Street. It is expected that the Town of Blayney will continue to grow steadily and may experience some significant growth periods if there is additional mining and industrial activity in the area.

#### 1.3. Development & Growth Assistance

As with most settlements in Blayney Shire, the priority should be on initiatives that fundamentally improve the economic, social and environmental viability and sustainability of our settlements. Blayney is no exception and with a need to focus on local employment opportunities, industry and infrastructure, retention of core services, and tourism initiatives. Any expenditure of money should clearly look at the benefits to the community and ability to leverage additional economic growth.

Whilst not technically part of a physical village enhancement program, Council appreciates the need to work closely with the community to identify business opportunities that can encourage start-ups, investment in the settlement, and economic and population growth. Council's Economic Development Officer will be working with each community to determine ways to create and support development and business opportunities.

In particular, this Review highlights opportunities for an Industrial Review to identify opportunities to fund additional infrastructure and potential expansion in industrial zone to facilitate a range of industrial / employment opportunities, a Main Street / Retail Review along Adelaide Street to revitalise and beautify the business district and promote business development, an expanded Heritage / Tourism Plan to create more heritage / public art trails through the shire, and a Flood Study / Stormwater Management Plan that will guide future development opportunities whilst minimising future risk and economic / personal loss. These are considered in more detail below.



### 1.4. Summary of Suggestions

Whilst subject to community and stakeholder consultation, this draft review suggests the following key opportunities for settlement enhancement at Blayney. Projects investigated in this review include (in rough order of priority):

- **Entrance Design:** There are opportunities to enhance the entrance designs at all four (4) key entrances from the north, south, west and east to Blayney. The Mid Western Highway entrances are the most important. This could consider consolidation of town entrance signage and improved locations for visibility with incorporation of tourist information as well as additional street trees and plantings to reinforce the landscape character of Blayney.
- **Access & Connectivity:** There are several opportunities for review of existing rail, road and pedestrian connections in Blayney. At a very broad scale there needs to be a more detailed review of options for heavy vehicle bypass routes in Blayney to take heavy vehicles off Adelaide Street and provide alternative routes that reduce potential conflict with the highway rail crossing. Some initial suggestions are made at the end of this Review. These are likely to be part of a broader project to review the North Blayney industrial area and review opportunities for additional rail spurs to expand the rail interchange area and potentially expand the industrial area with higher levels of infrastructure. Council is currently seeking grant funding for this review. In addition, there is a detailed footpath expansion program proposed for Blayney to provide a number of missing links and improve connectivity and safety. This Review makes some additional suggestions for consideration.
- **Adelaide (Main) Street Program:** Whilst there are opportunities for beautification across the town – the primary focus should be on Adelaide Street (with possible secondary focus on Church Street). At the end of this chapter is an Issues Review for Adelaide Street that suggests some possible beautification works for consideration. It ranges from street tree programs (particularly at the gateways to the business district), review and updating of street furniture, consideration of additional mid-block pedestrian crossings (in discussion with RMS) as Blayney grows, improved signage, a review of parking options, and heritage and building upgrades to improve streetscape activity. There is also potential to consider increased engagement with the business community to prepare a Retail Review that can look at growth and funding opportunities, how council can assist businesses, and future expansion of the business area.
- **Heritage, Tourism & Signage:** There is potential for enhancement of signage both within the settlement and as part of shire-wide heritage and tourism trails. Internal settlement signage possibilities include improved navigation signage and reduced signage clutter. There is also potential for a community / tourist information board and some clarification on appropriate advertising signage throughout the settlement. In addition to ongoing heritage funding and works to protect and enhance heritage items in the settlement there is the potential to improve access to information on history and heritage through interpretative signage and to strengthen heritage and public art trails.
- **Stormwater Management / Flood Study / Ecological Review:** Whilst Council and the community have a broad understanding of the flooding parameters along the Belubula River and near the railway line (resulting in the current flood maps) – there has never been a comprehensive flood study completed for the town that takes into account improvements in flood conveyance (through willow removal programs) but also more conservative factors (such as climate change). In addition, with increased growth of Blayney in the catchment area (particularly to the west) there will be reduced infiltration and potentially increased stormwater issues that may increase flooding impacts and affect development potential of land. It is highly recommended that a complete flood study and stormwater management program is conducted to guide future development opportunity. This could be combined with proposals for improved ecological outcomes along the Belubula River and key drainage corridors with native plantings and pedestrian walkways that do not affect flood conveyance.
- **Recreation Review:** Blayney is fortunate to have a range of recreational opportunities including passive and active recreation areas. However, many of these spaces are under-utilised or have insufficient facilities to cater for a broad range of recreation uses. A more detailed recreation review is likely to highlight which spaces require additional facilities and which spaces are surplus to the community's needs and could support future redevelopment. Initial proposals are upgrades to Carrington Park (shade over playground), improved signage to attract tourists to Heritage Park, and potential reclassification of Gilchrist Street Park for redevelopment.

### 1.5. Preliminary Budgets / Funding Estimates

It is estimated that out of a total possible budget for the Village enhancement program across eight (8) settlements of ~\$300,000 per year that Blayney may be able to warrant an annual budget of ~\$110,000 per year based on its size, equity and importance. This equates to an expenditure of ~\$40 per person per year (assuming a population of 2,800 people in the



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primary urban area). Over a 10 year period this is ~\$1,100,000. Based on the preliminary estimate for works below – there is a shortfall of ~\$603,000 that may need to be met by funding other than from Council (unless noted as ‘not costed’ below). Note also that the ‘Other Studies’ will produce a list of projects for completion and cannot be estimated at this time. However, some of the larger infrastructure projects could extend to \$30,000,000 or more so state funding will be required.

### WORK IN PROGRESS – SUBJECT TO FURTHER DISCUSSION

Task	Sub-Task	Est. Staging	Estimated Cost	Funding Source
Primary Entrance Design	Upgrade signage at 4 key entrances (shire & town integrated)	1-5	\$20,000	Council
	Create new entrance landscape area to north & north-west	3-5	\$20,000	Council
	Additional trees / landscape south & east	5-10	\$15,000	Council
	3 new advertising structures (north / northwest / south)	5-10	\$20,000	Council / community
	Upgrade navigation signage	3-5	\$5,000	Council/ community
Secondary Gateways	Planting blisters / trees / integrated signage (north / northwest / south)	5-10	\$30,000	Council / community
Access & Connectivity	New footpath (Asset Management Plan)	1-10	\$837,000	Council
	Additional new footpaths to add to AMP	1-10	\$426,000	Council
	Existing footpath/kerb/gutter review	1-10	\$20,000	Council
	Possible future footpath connections (for consideration)	>10 years	\$730,000 (not in total costing)	Council
	Newbridge Road bridge upgrades	1-5	Not costed	Council / Sealink
	Newbridge Rd/ Adelaide St Intersection	5-10	Not costed	Council/RMS/Sealink
Street Trees	Street tree master plan	1-2	\$5,000	Council
	Additional street trees	3-8	\$15,000	Council / community
Street Furniture	Repaint existing green bins / seat	1-3	\$3,000	Council
	15 new bins	3-5	\$30,000	Council
	10 new seats	3-5	\$20,000	Council
Settlement Signage	Signage audit / consultation	1-2	\$2,000	Council / community
	Signage removal / consolidation	2-3	\$2,000	Council / RMS
	Central information board	1-5	\$10,000	Council
Heritage	Heritage review	2-5	\$8,000	Council / Heritage
	Heritage / tourist trail brochures	Ongoing	\$5,000	Council / Heritage
	Interpretative signage	3-8	\$5,000	Council / community
Studies	Floodplain Management Plan	1-5	\$25,000	Council / community
	Stormwater Management Plan	1-5	\$15,000	Council / community
	Ecological Review & Plantings	5-10	\$15,000	Council / community
	Recreation Review	3-5	\$10,000	Council / community
	Open Space Plans of Management	3-5	\$30,000	Council / community
	Industrial & Infrastructure Project	1-3	\$75,000	Council / community
	Main Street Upgrade / Retail Review	1-3	\$25,000	Council / community
	Residential (future investigation) Review	1-3	\$10,000	Council / community
<b>TOTAL</b>			<b>~\$1,703,000</b>	



**These costs are estimates only and are subject to detailed design and sourcing of quotes.** These cost estimates do not include ongoing maintenance costs which are assumed to be either within Council's existing operational budgets or require community assistance / volunteer programs (e.g. tree watering / cleaning etc).

## 2. Entrances & Gateways

### 2.1. Mid Western Highway (Northern entrance)

The primary entrance to Blayney is along the Mid Western Highway connecting Blayney to Bathurst and Sydney. The first step in the entrance is the 80km/hr traffic speed signs but there is no landscape or built form to reinforce this entrance. This entrance is very flat so there is

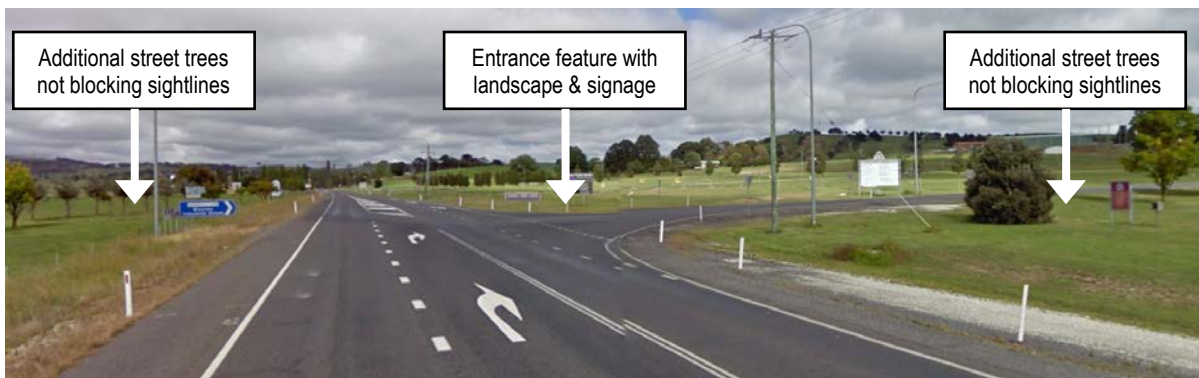
In effect the first true 'entrance' occurs at the intersection with Marshalls Lane which is the entrance to the Blayney Trade Centre and Industrial Estate (see photo below). Some landscape and street trees have been planted in the road verges and adjacent private land at this point but it will be some time before they are established and can reinforce this gateway and these plantings are generally well setback from the highway edges.

There is the potential to consider reinforcing this gateway with additional signage – a planting blister at the intersection, possibly including a new town sign on a stone plinth, low planting, and symbols for the range of tourist opportunities in Blayney. The existing town entrance sign is located past this intersection and should be relocated closer to the intersection if possible and made more visible. An alternative to a metal sign approach could be a stone plinth with the town name with some easy to maintain low plantings (see examples below). However, this is a significantly more expensive option and further community and RMS advice/input is required. In addition, there could be investigation of an appropriate location along the northern entrance to provide temporary special event signage.



*Images: Examples of stone plinth style village entrance signage which may or may not be suitable for Blayney.*

There could also be additional street tree planting closer to the highway edge if the RMS does not perceive it to be a conflict for vehicles. There could also be improved signage to the showground and Church Hill / Point as a tourist attraction / lookout. To prevent signage clutter all advertising signage should be consolidated into a single advertising structure where possible after discussion with the RMS including the Blayney Caravan Park sign.



*Google Street View: Looking south along Mid Western Highway at Marshalls Lane intersection / gateway.*

There is a 50km/hr speed sign at the northern end of the Nixon's Transport site (see photo below). The long term aim may be to redevelop this site for a major highway service centre with larger petrol station servicing cars and trucks, a restaurant, toilets, landscaped parking and rest areas, and possibly truck and tyre repairs. This will require discussions with the site

owners and an economic study to determine the viability of a major highway service centre between Bathurst and Cowra. However, the existing service stations in Blayney are not suitable to meet all of these needs.



Google Street View: Looking north along Mid Western Highway at Nixon's Transport Site as a future development opportunity.

There is a mostly landscaped entrance that extends from Hill Street to the next significant gateway at or near the railway crossing which commences the business / retail area of Blayney and its main street. There may be opportunities to strengthen this landscape setting with additional street trees and plantings along riparian corridors where it does not impede stormwater / flood conveyance. In particular planting north of the rail line could further shield the railway interchange / Linfox area and could extend closer to the road verge if they do not interfere with sightlines to trains.



Google Street View: Looking south on Mid Western Highway near railway crossing.

Adelaide Street / the main street provides a well-structured entrance to Blayney which transitions to some slightly stronger built form of the one to two storey businesses and street trees in the highway corridor with views to the hill beyond. There is a low probability of any stronger / higher built form at the northern end of the business district. The entrance to the railway station car park also creates a void that can tend to make this entrance a bit open and desolate. This could be improved by consideration to perhaps relocate the access to the railway station around onto Railway Lane so that additional landscape and trees can be planted near the road frontage and/or planting trees in the car park for shade and to shield views across to the railway interchange / Linfox site.

### 2.2. Mid Western Highway (Southern entrance)

The southern gateway along the Mid Western Highway is assisted by the topography with the rise over the hill dropping down into the urban area and offering views across the Blayney valley (see photo below) with a strong landscape setting.



Google Street View: Looking north along the Mid Western Highway at the southern edge of the urban area.

The edge of the urban area commences with a black & white town sign on the left (with population & elevation) that appears out-dated and a large colour shire sign on the right that is faded and needs repainting. Often the shire sign is concealed behind grass growth on the roadside and tree (see opposite) and the Lions sign may need a more suitable location as well.

Therefore, there is the opportunity to consolidate these two signs into one, update the style and design, and potentially locate the sign closer to the road for improved visibility. Again, a suitable site should perhaps be selected for an advertising structure that could consolidate the various business and tourist signs that are cluttering the highway whilst providing opportunities for improved tourist information and navigation.

It is a 100km/hr zone down the hill with the 50km/hr traffic speed signs located at the base of the hill. As Blayney potentially grows in this direction it may be worth considering relocating the 50km/hr speed signs to the top of the hill as it is more difficult to reduce speed down the hill. However, if they are too far from the urban area people may ignore them. This issue may be linked to any proposal to create a heavy vehicle bypass to the west of the town and the location of the access point (see diagram at end of this chapter for more details).

The next significant gateway occurs as the highway turns near the intersection of Carcoar Street (see photo below). The old service station does not contribute significantly to this gateway but there is another new town entrance sign. The historic Carcoar Street is also not strongly emphasised. There is potential to strengthen this gateway with a redevelopment of the land in and around Quamby Place and the service station for either urban residential or large lot residential development. The Carcoar Street intersection could have additional landscape and signage to the caravan park and school / King Georges Oval.



Google Street View: Looking north-east along Mid Western Highway near Carcoar Street intersection.

The highway / Martha Street then turns onto Adelaide Street at the intersection with Hobbys Yards Road (see photo below). The intersection give priority to the highway traffic but there is an opportunity to review this intersection design to formalise the central traffic island with a kerb line, provide additional low plantings that do not interfere with sightlines for vehicles entering both roads, and consolidate the signage and reduce clutter.

The pocket park on the left is pretty but lacks a bit of a sense of place or usage which may improve if a footpath connection extended from Adelaide Street around to Osman Street on the north side of Martha Street (see section on footpaths below). Also there are strong views over Heritage Park but little signage suggests that it is a major regional attraction and rest area near the corner.



Google Street View: Looking north-east along Martha Street / the highway near the Hobbys Yards Road intersection.

Currently the Tyrepower and Mowers Store on Stillingfleet Street provide the main southern gateway to the business street (see photo below). However, this gateway is fairly stark due to limited built form or enclosure, a large area of bitumen, and limited landscape. This gateway could be improved if there were additional street trees on the southern side of Stillingfleet Street. However, the community may consider the relocation of the bitumen parking area outside the tennis courts around into Stillingfleet Street to enable an extension of the planting blister from Heritage Park (see Adelaide Street diagram at the end of this chapter for more details).



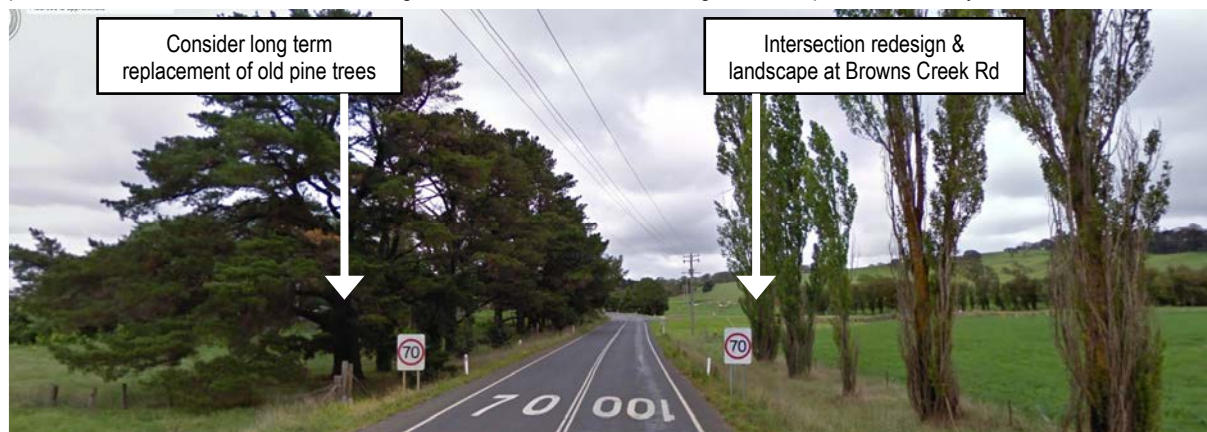
Google Street View: Looking north along Adelaide Street / the highway near the Stillingfleet Street intersection.

There is a break between these businesses and the commencement of more consistent businesses starting at the Tattersalls Hotel. The business zone may eventually extend all the way to Stillingfleet Street but effectively starts at Charles Street in BLEP2012.

### 2.3. Orange-Millthorpe Road / Church Street (Western entrance)

The western gateway occurs along the Orange-Millthorpe Road and commences at the 70km/hr traffic speed signs which are reinforced by large pine trees and poplars. There may need to be a long-term replacement strategy for these trees as they reach the end of their lifespans to reinforce this gateway.

The potential future redesign of the Browns Creek Road intersection (with future access to the Nestle Purina site) may also create an opportunity for additional landscape and entrance treatments. The power lines may limit larger tree species – but some smaller colourful plantings (such as crepe myrtle or flowering plums could assist in the grass verge adjacent to the intersection. Views to the old lime kilns occur at this point – but there is no signage to indicate their importance. There is potential to relocate the town entrance sign to this intersection but enlarge it and improve its visibility.



Google Street View: Looking south-east along the Orange Road at the 70km/hr signs.

There is a range of street trees along this entrance extending from Browns Creek Road into Blayney. However, there is such a mix of species that no strong character / theme / design is apparent. A Street Tree Master Plan for this area may assist in future plantings with greater consistency in certain areas.

There is a relatively recent town entrance sign located on the left side prior to the entrance to Nestle Purina which does not need an upgrade, but as stated above, it could be relocated to the Browns Creek Road intersection or towards the rail crossing. The large colour shire sign is located after the Nestle Purina entrance and is in need of a repaint or integration with the town entrance signage. There is also a collection of advertising signs on the right side of the road (Hang Sing / Caravan

Park etc) that could potentially be consolidated into an advertising structure that is neater, better located, and has improved visibility for key tourist information. There is also potential for significant additional plantings along the southern side of Orange Road to allow for a buffer to the road and industry and potentially facilitate future residential development .



Google Street View: Looking east along Orange Road near the entrance to Nestle Purina.

The entrance into Blayney then passes over the rail overbridge (that offers some views across the Blayney valley) and past the 50km/hr speed signs – but the entrance is predominantly reinforced by landscape, parklands and street trees until it reaches the intersection with Binstead Street and the BP Service Station where the residential built form becomes more apparent. There is then another transition back to stronger landscape and setback buildings at the intersection of Carcoar Street with Blayney Public School / High School Carrington Park highlighting the historic character of this area.

It is not until getting closer to the edge of the business district at the intersection with Church Street that the built form of the Council Chambers and Community Hall reassert themselves. Church Street is a very wide street and apart from the on-street parking areas in front of the school – the road verges are not highly utilised and the street does not create as strong a gateway as it could. There may be potential to consider introduction of planting blisters in the road verges on both sides (like those in Adelaide Street) to allow for larger tree species and a stronger landscape character between Adelaide and Carcoar Street – reinforcing the historic nature of this area. Additional street trees could also be planted outside the new Community Centre.



Google Street View: Looking east along Church Street near intersection with Adelaide Street.

### 2.4. Newbridge Road / Burns Street (Eastern entrance)

The eastern gateway occurs along Newbridge Road from Newbridge and Bathurst as well as the Blayney Sealink (Frozen Foods) site. The 80km/hr traffic speed limit commences beyond the entry to the Sealink site along the narrow straight road and the Sealink factory is a significant contributor to this gateway. However, it is not until you pass the gateway to the heritage site 'Athol' and the strong lines of street trees that there is sense of entrance to the town (see photo below). This is followed by the 50km/hr traffic speed signs and some additional street trees before crossing the bridge and coming into Burns Street intersecting with Adelaide Street / the highway (see photo below).





Google Street View: Looking north-west along Newbridge Road towards Blayney at 50km/hr signs.



Google Street View: Looking west along Newbridge Road towards Blayney near the bridge over the Belubula River.

The existing gateway, as it stands, is quite pleasant, particularly with the enclosure of the poplar trees and deciduous species. When there is a review of the potential for ecological enhancement along the Belubula River (see section below) there may be a staged replacement of some poplars with native species in the longer term – but potentially they could remain if they do not spread or create flood conveyance issues.

The primary issue for this gateway will be the establishment of a denser / thicker landscape buffer between the road / heritage site 'Athol' and the adjacent industrial area. Whilst Council supports industrial growth in this area and has rezoned the site for general industrial uses – the aim would be to ensure adequate landscaping and visual barriers occur to minimise the impact of the blander industrial built form. Previously attempts have been made to create a mound and plant trees along the site edge but this needs substantial enhancement and extension up towards the proposed Cadia Dewatering Plant.

There are also proposal to upgrade the road bridges to permit heavier vehicle traffic to the Sealink site and this may also necessitate an upgrade of the intersection of Newbridge Road / Burns Street with Adelaide Street / the highway to improve turning circles and safety from heavy vehicles.

### 3. Access & Connectivity

#### 3.1. Roads

This Review does not look in detail at the provision of new sealed roads in and around Blayney. However, there are diagrams at the end of this Review that highlights some recent discussion in Council about future bypass roads for heavy vehicles to connect the highway to the existing / proposed industrial areas in north Blayney as well as potential upgrades to Adelaide Street (including the intersection with Newbridge Road).

Council's Asset Management Plan does not currently include sealing of gravel roads but does include resealing of existing bitumen roads if required. If new development occurs then Council may require the developer to upgrade roads to a suitable standard. This Review also has not considered whether any replacement or extension of the existing kerb and gutter systems is required. This requires further discussion with the community and Council's engineers (see the Stormwater Management Plan discussion below).

### 3.2. Pedestrian Footpaths

#### 3.2.1. Footpaths

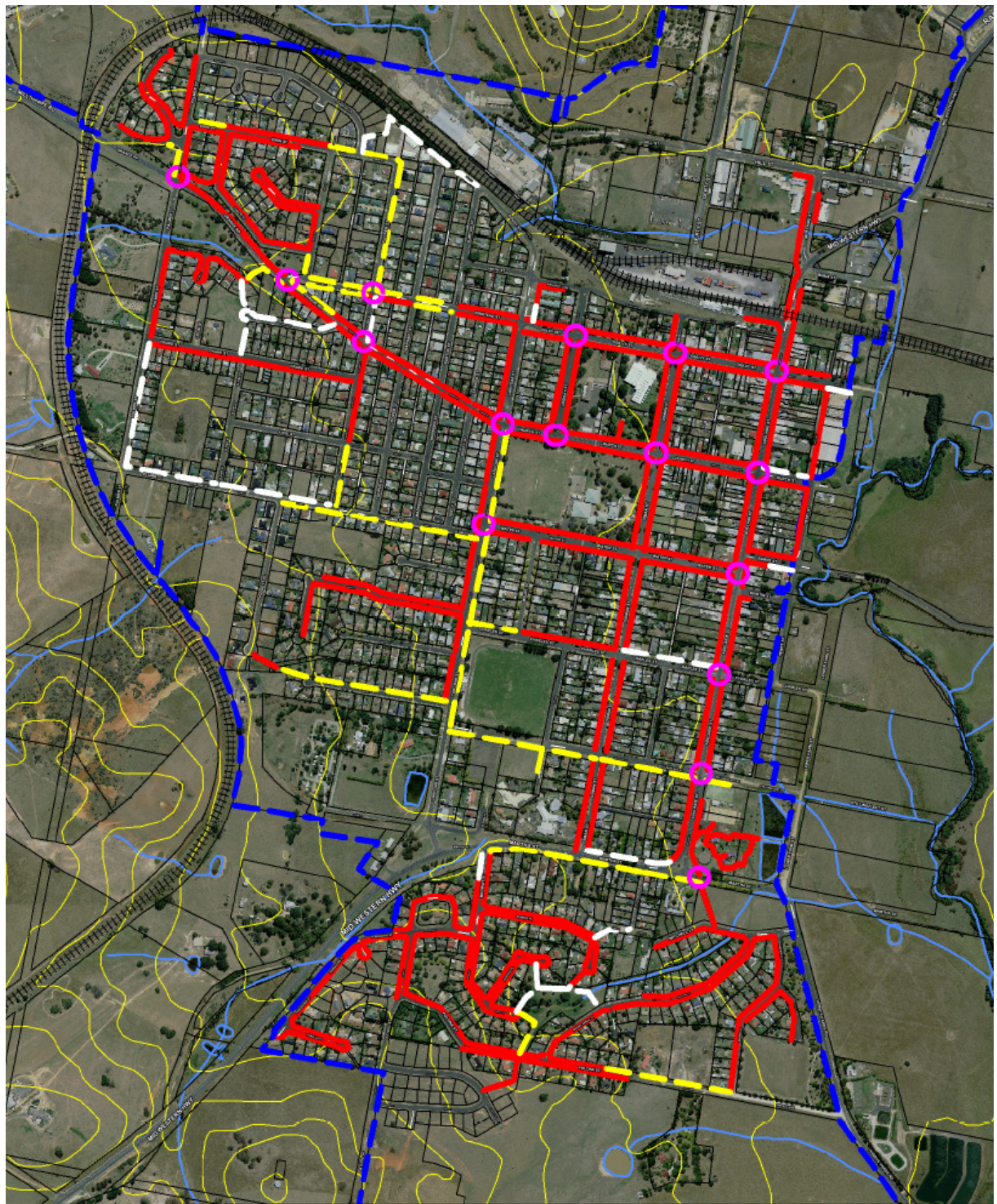
The provision of pedestrian footpaths provides increased amenity for pedestrians (particularly the elderly, children and families with prams) with improved connections between key attractions and improved safety and separation from road traffic. Existing footpaths are located in the core areas of Blayney as follows (see red lines on diagram below). This suggests that most of the main streets close to the retail core and along main roads have footpaths as well as more recent subdivisions to the south of Blayney.

However, there are still a number of streets in the historical grid areas that do not have sealed footpaths. Council recognises that there is a need to expand the footpath network to improve accessibility between key residential areas and major facilities / attractions in the town. In the current Asset Management Plan the following links have been put in the ten year program (see yellow lines on diagram below) with a total of ~\$836,870 over 10 years:

- Rosebery Place to Orange-Millthorpe Road ~45 metres ~\$10,350 (2012/13);
- Orange Road (northern side) – Binstead Street to existing footpath ~120 metres ~\$27,600 (2012/13);
- Hawke Street (western side) – Torrens to Binstead Street ~70 metres ~\$16,100 (2012/13);
- Binstead Street (northern side) – Hawke to Tucker ~135 metres ~\$31,050 (2012/13);
- Binstead Street (southern side) – Hawke to Tucker ~175 metres ~\$41,420 (2013/14);
- Blayney Kindergarten – Hill Street to St Josephs ~40 metres ~\$18,400 (2013/14);
- Carcoar Street (eastern side) – Waters to Church Street ~205 metres ~\$49,930 (2014/15);
- Carcoar Street (eastern side) – Charles to Waters Street ~205 metres ~\$49,930 (2014/15);
- Binstead Street (northern side) – Tucker to Burton Street ~165 metres ~\$41,350 (2015/16);
- Binstead Street (southern side) – Raphael to Burton Street ~80 metres ~\$20,050 (2015/16);
- Tucker Street (eastern side) – Binstead to Ewin Street + Ewin Street (northern side) to existing footpath ~460 metres ~\$118,620 (2016/17);
- Ewin Street (northern side) – Palmer Street to existing footpath ~75 metres ~\$19,900 (2017/18);
- Stillingfleet Street (southern side) – Osman to Adelaide Street ~320 metres ~\$87,370 (2018/19);
- Stillingfleet Street (southern side) – Osman to Carcoar Street ~430 metres ~\$120,810 (2019/20);
- Carcoar Street (eastern side) – Netball Courts to Charles Street ~215 metres ~\$62,160 (2020/21);
- Amos Avenue (northern side) – Carcoar Street to Piggott Place ~400 metres ~\$119,000 (2021/22);

The Council has also identified the following footpath extensions which may need to be added to the Asset Management Plan (with an estimated total of ~\$426,000) including:

- Charles Street (northern side) – Carcoar to Mount Street ~108 metres ~\$30,000;
- Martha Street (southern side) – Adelaide to Medway Street ~484 metres ~\$134,000;
- Plumb Street (southern side) – Carcoar Street to Piggott Place ~394 metres ~\$110,000;
- Gilchrist Street (eastern side) – Plumb to Lane Street ~136 metres ~\$38,000;
- Polona Street (northern side) – Napier Street to existing footpath ~285 metres ~\$79,000;
- Medway to Polona Street (through park) ~124m ~\$35,000.












<b>Blayney Pedestrian Footpaths</b> 	<b>Urban Zones</b>  BLEP2012	<b>Railway</b> 	<b>Existing Footpath</b> 	<b>Future Connection?</b> 
	<b>Watercourse</b> 	<b>Contour 10m</b> 	<b>Future Footpath Asset Man. Plan</b> 	<b>Kerb Blisters</b> 

Diagram: Existing and proposed footpaths in Blayney based on Council's Asset Management Plan as well as future possible connections / walking paths.

This Review has also identified the following possible future footpath extensions for consideration (white dotted lines on diagram above) as follows:

- Martha Street (northern side) – Adelaide to Osman Street ~190 metres;

- Charles Street (northern side) – Adelaide to Osman Street ~213 metres;
- Church Street (northern side) – Adelaide to Henry Street ~100 metres;
- Burns Street (southern side) – Henry Street to existing footpath ~54 metres;
- Ogilvy Street (southern side) – Henry Street to parkland ~55 metres
- Carcoar Street (eastern side) – Ogilvy Street to existing footpath ~35 metres;
- Tucker Street (eastern side) – Binstead Street to Orange Road ~100 metres;
- Beaufort Street connecting to Frape Street and Rosebery Place ~390 metres (if medium density occurs in this location);
- Palmer and Plumb Streets from Frape to Gilchrist Streets ~735 metres;
- Somers Place to Albion Street ~80 metres;
- Connecting Medway and Mount Errol Streets and Euroka Place through parkland ~310 metres;
- Ewin to Burton Street along railway corridor ~380 metres.

Costings would depend on timing and the amount contributed by developer contributions but the total is ~2642 metres which at \$277/metre is a total cost of ~\$730,000 as follows:

#### 4. Internal Settlement Signage

A signage audit should be considered that ensures that only essential traffic signs are retained and where multiple signs are present some sort of consolidation occurs, if possible. Any signage policy is likely to require heritage input. Whilst signage will need to meet state government (SEPP64)/Council policies – it should where possible also be sympathetic to the heritage conservation area and streetscape.

##### 4.1. Navigation & Safety

There is an opportunity to improve navigation and safety by updating some of the existing signage and reducing signage clutter. Some examples are as follows:

- **Damaged Signs:** There are some either out-dated or aged signs that need removal or replacement. For example, the Adelaide Street sign for Burns Street / Newbridge is faded and damaged (see opposite).
- **Tourist Attractions:** Some key public/tourist attractions have limited or poorly visible signage. There could be improved signage to public toilets at Council and Heritage Park and other key community facilities such as the library and showground.
- **Signage Clutter:** There has sometimes been an attempt to improve navigation by providing additional street signs to key attractions. However, over time some signs have become cluttered and some consideration should be made to consolidation.
- **Advertising Signage:** As highlighted above, particularly on the key entrance roads there has been a history of erection of advertising signs in a haphazard way. Some of these are out-dated or poorly designed and some create visual clutter on these key roads. Integration into advertising structures where they can be consolidated is recommended with appropriate opportunities for tourism signage.



##### 4.2. Central Information Board

There is a strong need in Blayney for a centralised and comprehensive community and tourist information board. Whilst the tourist information outlet provides a range of information – when it is closed then there should be an accessible board with information such as major events and key dates, things to do, locations of key attractions, and community information. Ideally a community information board would be located somewhere where it was easily accessible by both passing tourists and the general community and it did not impact significantly on the heritage streetscape. In Blayney the best location is likely to be near the existing tourist information outlet / council chamber OR at Heritage Park – this requires further review and agreement. The board should have restricted access for notice lodgement and perhaps an area for public notices. It needs to be fairly robust and graffiti / damage resistant and ideally have a weather shelter. Preferably the colour scheme / design would match the street and park furniture. Several possible examples are set out below for community discussion.



Photos: Examples of stand-alone tourist / community information boards.

### 4.3. Public Art / Heritage Trail & Interpretative Signage

As part of a shire-wide program there should be investigation of the creation of heritage trails and possibly public art trail through Blayney Shire. Blayney's location on the Mid Western Highway improves its access and potential to be part of any trail program. A trail brochure and advertising program is likely to assist tourists in identifying the best routes for travel, providing histories of key settlements and areas, and possibly providing more detailed information on individual heritage items. In addition to this there may be possibilities to improve accessibility to information about individual heritage items and public art through a walking trail around Blayney.

One possibility is to have interpretative signage or plaques associated with the key heritage or public art items (such as those used in Millthorpe). However, these are generally quite expensive and can create additional clutter / pedestrian barriers in the street. An alternative may be to prepare printed brochures of walking trails, histories, and heritage items or to use modern mobile technology to provide internet access or downloadable information at key points.

There may also be opportunities to strengthen Blayney's role as a place for public art on a public art trail through the shire. There are limited publically accessible examples of public art in Blayney. This could be complemented with additional public artworks in key public spaces such as streets, parks and recreation grounds. If there are spare / vacant buildings the owners and the community may consider incentive programs to attract artists-in-residence to build the settlement's character, provide a use for vacant buildings, and build on the strong community spirit.

## 5. Flood Study / Stormwater Management Plan / Ecological Review

### 5.1. Floodplain Management Plan

Whilst Council and the community have a broad understanding of the flooding parameters along the Belubula River and near the railway line (resulting in the current flood maps) – there has never been a comprehensive flood study completed for the town that takes into account improvements in flood conveyance (such as willow removal programs) as well as more conservative factors (such as climate change). A Floodplain Management Plan would also review flood mitigation options and provide preliminary costings for works so that an action plan can be developed and budgeted.

This could also potentially amend the existing flood maps in the Local Environmental Plan and guide future development opportunities. For example, the land along Henry Street may have additional development potential but this is unlikely to be granted until more comprehensive flood studies are provided. It would assist the development assessment process if

Council had a more comprehensive flood study so that applicants do not incur the additional cost of flood studies along key watercourses. There is current funding in the budget for a flood study but it may need to be supplemented.

### 5.2. Stormwater Management Plan

With increased growth of Blayney in the catchment area (particularly to the west) there will be larger sealed areas and reduced water infiltration - potentially increasing stormwater issues and flooding impacts downstream and affecting existing land uses and development potential of land. It is highly recommended that as part of any flood study there is also a complementary stormwater management plan over existing drainage paths as well as potential new development areas to guide future development opportunity and drainage design.

This will inform any proposals for additional kerb and gutter through streets as well as treatments along drainage corridors including detention basins. There is also the potential to investigate stormwater harvesting and treatment options to promote re-use of stormwater for irrigation and non-potable needs, reduce flood potential, and improve water quality entering natural watercourses. An initial project may be the watercourses through the existing and proposed industrial areas and irrigation of the showground. This could potentially receive some funding from the Lachlan Catchment Management Authority.

### 5.3. Ecological & Educational Outcomes

Both the Floodplain Management Plan and Stormwater Management Plan could be integrated with an ecological review that examines opportunities for improved riparian and ecological outcomes along the key watercourses and drainage corridors. This could include removal of non-native species (especially willows) along the Belubula River and replanting of native trees where it would not impact on flood conveyance or maintenance. This could include open spaces such as Dakers Oval.

There could also be improved opportunities for pedestrian access to river and watercourse areas with improved pathways / nature trails and educational signage that highlights Council and community projects to improve environmental outcomes in our catchment and the local flora and fauna. Landcare programs might be a first starting point for seeking funding for non-native tree / weed removal and replanting programs. Alternatively, other environmental programs may have funding for signage and information such as the Lachlan Catchment Management Authority.



Photos: Examples of walking trail designs / signage that may provide amenity and environmental awareness along Belubula River and other drainage corridors as part of a replanting and recreation area.

## 6. Recreation

### 6.1. Recreation Review

Blayney is fortunate to have a range of recreational opportunities including passive and active recreation areas. However, as Blayney grows it may need additional facilities but many of these spaces are under-utilised or have insufficient facilities to cater for a broad range of recreation uses. A more detailed Recreation Review is likely to highlight areas for new facilities (if required), those spaces requiring additional facilities, which spaces are surplus to the community's needs and could support future redevelopment, and how the maintenance program and staff resourcing can keep up with demand and servicing needs. There is no point producing additional recreation spaces/ facilities if they cannot be maintained or managed appropriately. Council is currently putting together a Council Sports Committee which will seek to oversee this task. Council needs to liaise with NSW Sport & Recreation if there are any grant funding opportunities.

### 6.2. Plans of Management / Master Plans

The first step is to ensure that there are Plans of Management for the all of the key recreational spaces across the town. A Plan of Management highlights the objectives for each space, the demands and users of that space, key facilities and maintenance requirements, and opportunities for upgrade and expansion as part of a 'master plan' for each space.

As a priority, the showground needs a management plan to support any facility upgrades and integrate potential expanded sporting uses and Dakers Oval requires a plan to address floodplain matters (see Floodplain Management Plan above). This is not a full Recreation Review but there are initial proposals for upgrades to Carrington Park (shade over playground) and improved signage to attract tourists to Heritage Park.

The Plan of Management will need to be integrated with any Stormwater Management Plan / Floodplain Management Plan / Ecological Plan for any drainage corridors and also include any proposed footpath upgrades (discussed above) for improved connections and nature trails. The Stormwater Management Plan may also suggest opportunities for stormwater harvesting and reuse for irrigation of major sportsgrounds and the showground.

### 6.3. Reclassification / Redevelopment

Where justified, there may be potential to look at reclassifying and/or redeveloping some spaces that are under-utilised, poorly located, or where Council does not have the budget to maintain the facilities. There are a number of pocket parks around Blayney that are often remnants from previous subdivisions that could be considered. The open space between Beaufort and Frape Streets is such a remnant that was never designed to be a park or recreation area but requires reclassification from community to operational land to permit redevelopment of this land for housing opportunities to meet a current under-supply of vacant land. Another possible opportunity may be the reclassification of the Innes Park in Gilchrist Street but this is Crown land and may require Ministerial approval.

### 6.4. Future Recreation Area(s)

One of the larger areas identified for future urban expansion is the large lot to the south of Blayney that has a staged urban residential development including 'Highland Estate'. One issue that requires resolution as this redevelopment area expands down towards Hobbys Yards Road is that urban development will come into increasing proximity with Blayney's Sewage Treatment Plant ('STP') and there may be conflicts with odour from the plant.

An indicative 200 to 400 metre buffer is suggested to the STP which means that some of the lower lying land may not be suitable for urban residential development and may need to be dedicated for a less sensitive use. One possibility is a future recreation ground / open space as an expansion of the Napier sportsground facilities.

The first step is identifying the appropriate buffer to the STP through an odour study in accordance with the Department of Planning (2010) *NSW Best Practice Odour Guideline*. The next step is to identify the best use of this land and whether the community requires and Council can support an additional recreation / open space area (see Recreation Review above).

## 7. Other Development Projects

Whilst these are not traditional physical 'village enhancement' / beautification projects they should be considered for the future economic and population growth potential and flow-on effects for the benefits of Blayney.

### 7.1. Industrial & Infrastructure Review

Blayney has a unique position at the intersection of the Mid Western Highway, the Main Western Railway Line, and the Blayney-Demondrille Railway Line with a location that could potentially service Orange and Bathurst and Cowra with industrial land and an expanded rail-truck freight interchange. However, the existing industrial estate to the north of Blayney is not necessarily working efficiently, there is under-utilised land, it has limited clear vision for the future of industrial uses, and there is limited co-ordination of key sites to market the potential for new industrial users.

It is Council's position that the Blayney-Demondrille Railway Line will be eventually reopened and upgraded as an alternate freight line to Sydney and interstate. Blayney has the potential to maximise leverage from this opportunity if it can provide rail servicing and interchange facilities. The new rail spur at the Sealink facility will primarily service Sealink and Cadia. The existing rail interchange run by Linfox has a limited length rail spur line that causes significant conflict with the rail/highway

crossing. The former abattoir site is in need of rehabilitation and reinvestment for industrial purposes. There is obviously a potential to expand the Linfox rail spur along the railway frontage through the abattoir site and open up a more efficient rail interchange with a potential new industrial release area.

A key aspect of making this new rail interchange / industrial area work successfully is to get heavy vehicle access from the Mid Western Highway and Orange-Millthorpe Roads and to aim to avoid these movements occurring along Adelaide Street where possible. At the end of this chapter is a preliminary concept plan entitled *'Blayney Road Rail Growth Investigations'* that raises for discussion the potential for improved alternate road connections and railway infrastructure. These are preliminary concepts only and subject to detailed design and costing. The first and key road link could be the extension of Marshalls Lane – but this project alone could be worth up to \$30 million.

Council is currently (February 2013) applying to the Department of Planning & Infrastructure for funding to further investigate the existing industrial estate and identify opportunities and constraints to its ability to attract further industrial users, the potential to look at expanded rail spurs and rail interchange facilities to take advantage of the site potential, and the potential for an expanded industrial area to meet future user needs.

### 7.2. Adelaide (Main) Street / Retail Review

Whilst there are opportunities for beautification across the town – the primary focus should be on Adelaide Street (with possible secondary focus on Church Street). At the end of this chapter is an Issues Review for Adelaide Street that suggests some possible beautification works for consideration. It ranges from street tree programs (particularly at the gateways to the business district), review and updating of street furniture, consideration of additional mid-block pedestrian crossings (in discussion with RMS) as Blayney grows, improved signage, a review of parking options, and heritage and building upgrades to improve streetscape activity.

These works would be best considered as part of a formal Main Street Beautification Program & Heritage Review. Council is currently seeking funding from the Department of Planning & Infrastructure to undertake this review. There is also potential to consider increased engagement with the business community to prepare a Retail Review that can look at growth and funding opportunities, how council can assist businesses, and future expansion of the business district.

A sum of moneys would need to be set aside for the street upgrade and beautification projects. Anything on the footpaths and road verges is likely to be the responsibility of Council. Any works on the roads themselves, including pedestrian crossings, may fall under an RTA responsibility if Council and the community can demonstrate that they are necessary works for safety and operation of the main street. Whilst there is no bypass for heavy vehicles for Adelaide Street then there is a good argument for some RTA contribution to major connection upgrades.

### 7.3. Residential / Large Lot Residential Review

Whilst the Blayney Settlement Strategy 2012 reviewed the future demand and supply for residential land in the urban area of Blayney – one key assumption was that the release of the primary development area at Highland Estate would keep pace with demand for vacant land for residential development. However, this assumption is proving not to be the case and there may be a need to identify other opportunities for land release. There are also a number of large mining projects including but not limited to the McPhillamy's / Kings Plains project that may result in considerable growth of demand that cannot necessarily be met by existing supply.

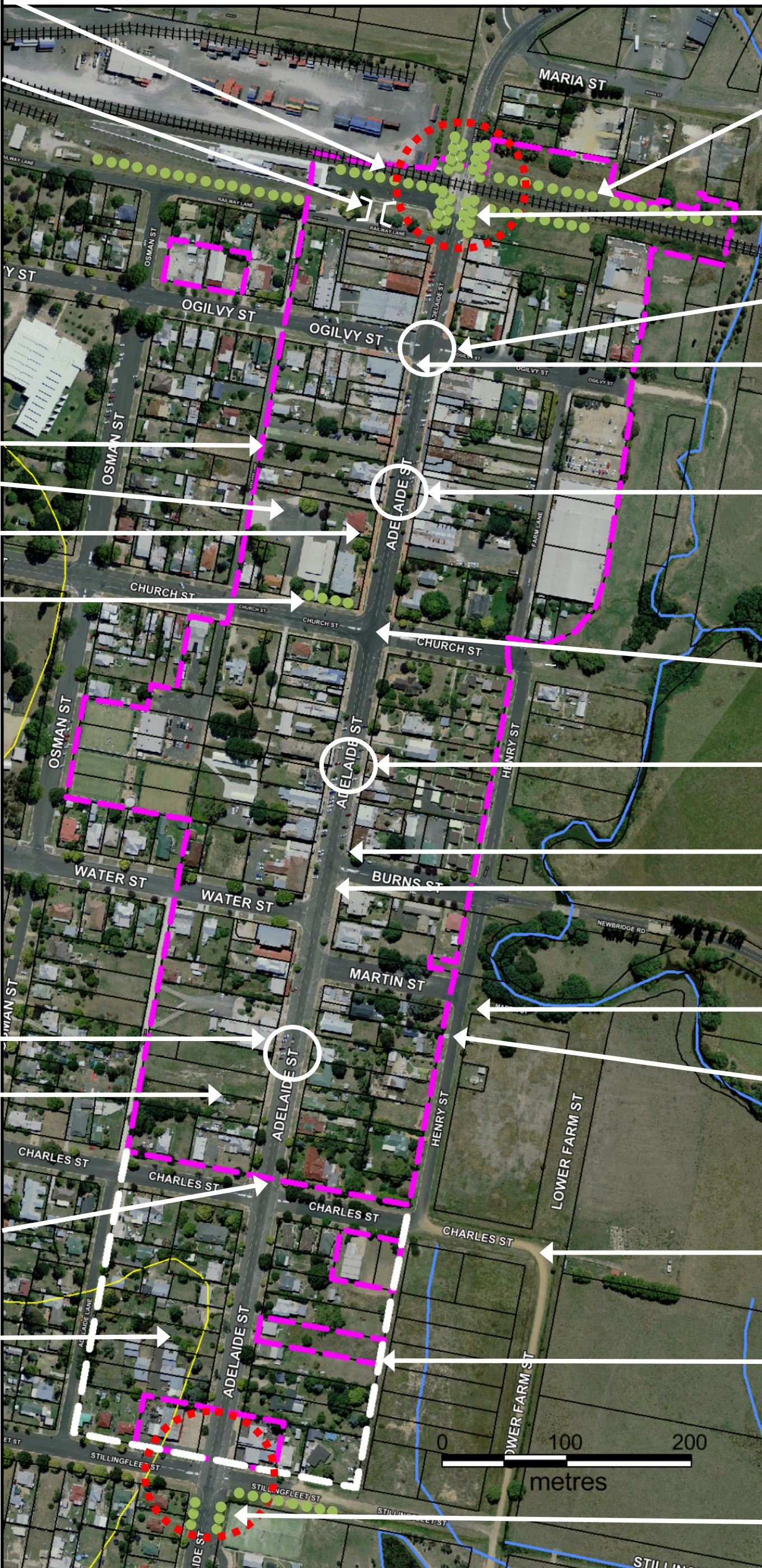
Therefore, this Review is suggesting there is a further review of investigation areas for future residential development. The Town of Blayney is fairly heavily constrained to the east (Belubula River / floodplain / industry / terrain), south (terrain), north (industry / flood plain) etc – so there really is only one clear direction for this investigation to occur – and that is to the west. The concept diagram below (entitled *'Blayney Road Rail Growth Investigations'*) highlights Areas 1 to 4 based on a brief desktop review for further investigation areas for consideration. Site analysis may result in these areas only been able to support large lot residential (lots greater than 0.4 hectares / 1 acre) – but that may depend on the ability to service these lots with water or sewer.

A Residential Review may entail consultation with key land owners, integration with potential infrastructure and road upgrades (preliminary concepts shown on plan), consultation with key government agencies, and some desktop and detailed site analysis to prepare a concept master plan. This may then support a future rezoning application to the Department of Planning & Infrastructure to amend the Local Environmental Plan (if required).



# Adelaide Street Upgrade Suggestions (Aerial Photo)

- Tree planting along railway corridor to screen loading facility from Adelaide Street & provide shade & landscape backdrop.
- Potential to relocate access for Railway Station to Railway Lane to enable landscaped area facing Adelaide Street.
- Enlarge flags on street light poles for greater visibility / colour & special event signage.
- Formalise parking in top blocks with line markings to maximise parking in combination with enlarged tree planting blisters to improve tree & understorey growth.
- Need policy / enforcement for footpath dining & signage.
- Continuous awnings where suitable for weather protection & consistent street character.
- Upgrade Adelaide Lane.
- Upgrade / formalise Council car park / additional trees for shade.
- Enhance Visitor Information facilities / access / pedestrian walkway to Council car park.
- Additional street trees outside Council / Community Hall.
- Activate windows in vacant shops by seeking permission for relocatable tourism information / signage / shire photos.
- Repaint seating & bins & replace non-conforming seats/bins with similar types / colours.
- Review of disabled parking spaces on-street / repaint spaces / check signage.
- Improve appearance of lower blocks with new road line markings, new parking markings, replacement of outdated bins, flower planter boxes (if easy to maintain) & restore awnings.
- Potential future mid-block crossing between Tattersalls Hotel / future retail site & library (zebra or refuge) – subject to RMS consultation.
- Review potential to attract second large format shopping centre / grocery store on vacant sites next to hotel (with possible consolidation of adjacent houses). Confirm potential to use rear lane for traffic.
- Extend business zone from Charles to Stillingfleet Street once 60% take-up of vacant land / shops in existing business zone.
- Consider opportunities for amalgamation of under-utilised sites for larger commercial or aged-care facilities
- Seek funding for a MAIN STREET URBAN DESIGN STUDY & possible RETAIL STUDY to expand on these initial ideas, engage with the community, and identify funding sources.**



- Potential to create larger highway service station / centre in industrial area to north to better service highway traffic (relocate existing service station?).
- Review potential for additional ecological planting along drainage corridor where it will not affect flood conveyance.
- Potential for additional street trees possibly extending to road edge in planting blisters on both sides of railway line to reinforce gateway without blocking sightlines to crossing.
- Improve signage/navigation to shopping centre.
- Review of existing pedestrian crossings near bakery / hotel / electrical store. Either augment these crossings with expanded planting blisters OR relocate to mid-block crossing (see below).
- Review potential for future mid-block pedestrian crossing (zebra or refuge) between chemist & Commonwealth Bank. Improve connection to shopping centre (e.g. signage / rear pathway).
- Review of footpaths to determine issues with existing paving, longevity, and future replacement.
- Reinforce Church St intersection with low plantings & signage.
- Potential future mid-block crossing between Catholic Church and Child Care Centre (zebra or refuge) – subject to RMS consultation.
- Interpretative signage and/or protection for old posts at Burns Street intersection.
- Upgrade intersection for heavy vehicles from Sea-Link. Review need for additional traffic calming at intersection Henry & Burns Streets (heavy vehicles).
- Prepare comprehensive Flood Study & Management Plan for Blayney to guide future growth boundaries.
- See if additional facilities required at motorhome waste dump point to attract tourists.
- Need suitable locations & design for temporary event signage (see hand painted sign for Blayney Show outside Tourist Information Centre).
- Reinforce walking trails around Blayney along Lower Farm / Henry / Charles Streets with street trees/ pathways/ signage.
- Review flood prone lands & potential for Henry Street extension to open up land for development (once this is included in business zone).
- Review potential to relocate tennis parking around into Stillingfleet Street so the Adelaide Street frontage can have additional street tree plantings to reinforce southern gateway.

<b>Railway</b> 	<b>Watercourse</b> —	<b>Contour 10m</b> —	<b>Business Area</b> [ ]	<b>Gateway</b> [ ]
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# Adelaide Street Upgrade Suggestions (Photo Review)

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Continuous awnings where suitable for weather protection & consistent street character.

Upgrade Adelaide Lane.

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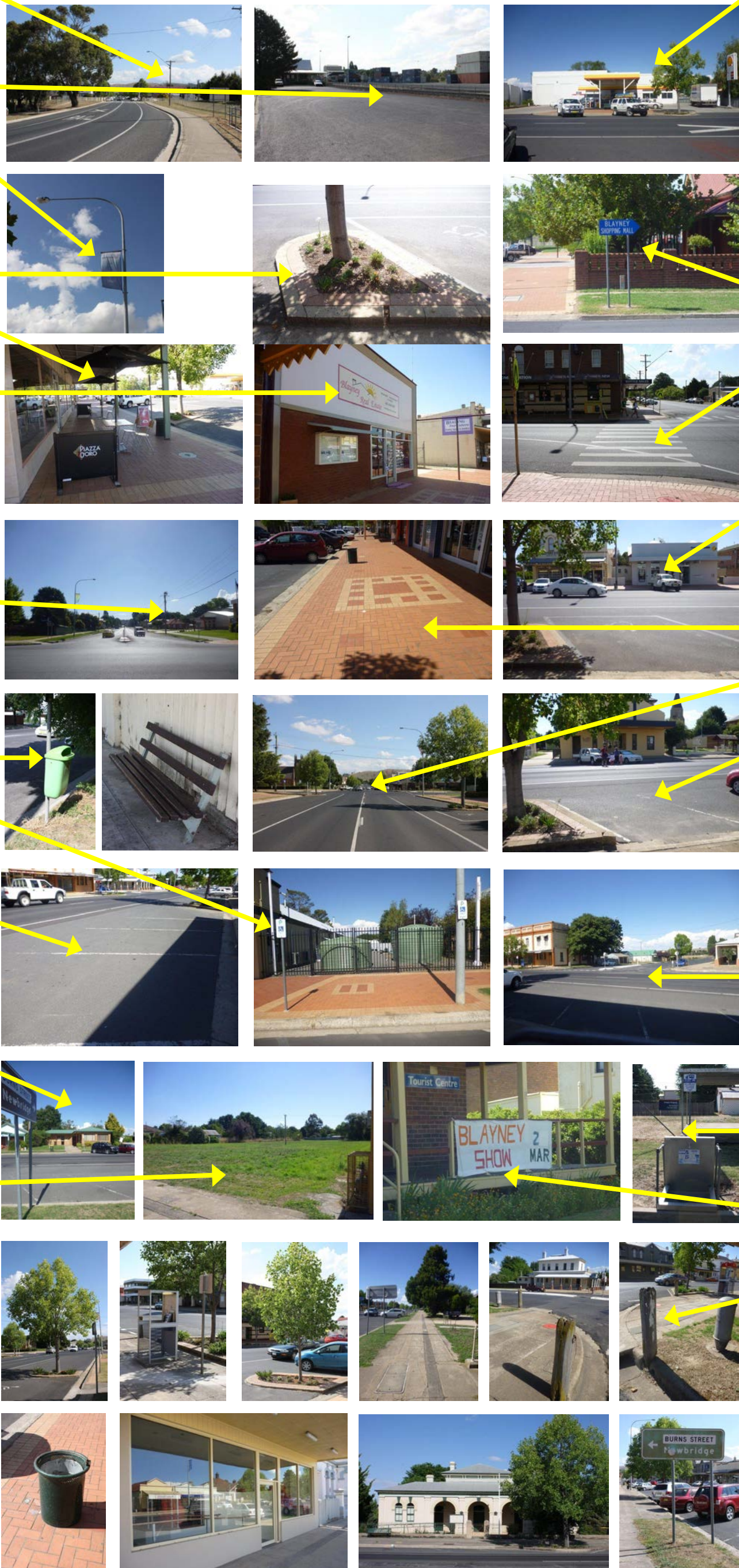
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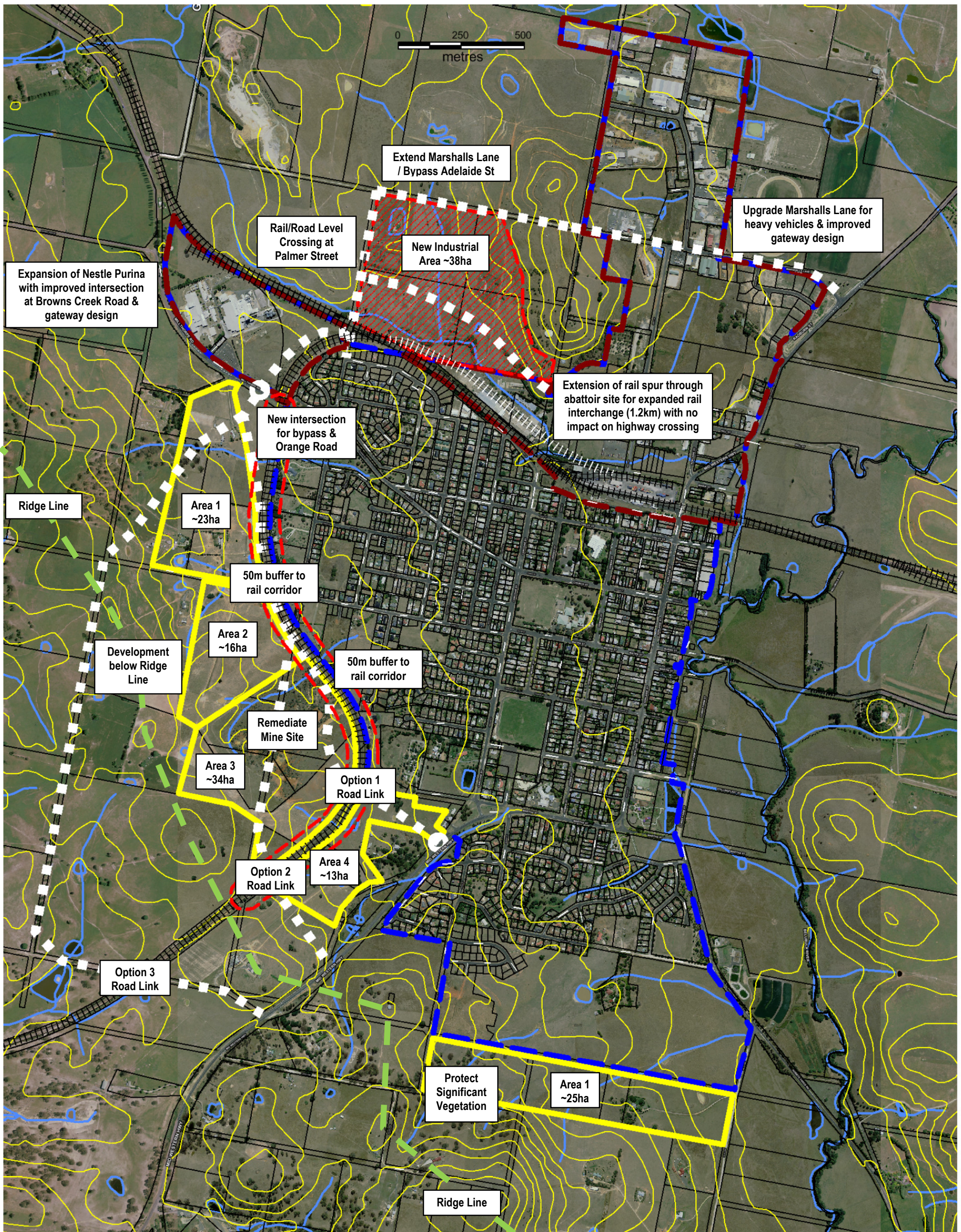
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**Blayney  
Road, Rail & Growth  
Investigations**




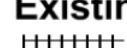

**Urban Zones**

-  BLEP2012
-  Contour 10m
-  Watercourse



**Existing Industrial**

- 
- Future Industrial?**
- 

**Future Road Links?**

-  White Dotted Line
-  Existing Railway
-  Future Rail Spurs?

**Investigation Area**

-  Large Lot Residential
-  50m Railway Buffer
- 