

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 Millthorpe ('Review'). It is based upon previous community feedback (including the *Millthorpe & District Community Strategic Plan* (November 2012) and the *Stop on Request Train Service* report (February 2013) both prepared by the Millthorpe Village Committee Inc.), 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

In Millthorpe key attractions include, but are not limited to:

- Community services such as the Millthorpe Public School, post office, School of Arts / hall, churches, museums, masonic hall, CWA hall, the NSW Police Service, bushfire station, the Inala aged care units, and a number of associations/committees/clubs as well as a range of community events;
- Recreation opportunities including Redmond Oval, Mill Green and the bowling club;
- Health, business and tourist services such as a doctor's surgery, chemist, general store & newsagency, multiple cellar doors for local wines, craft and antique stores, cafes, pubs, motels, a number of accommodation options, child care, small retail stores (real estate, clothing, gifts, hairdressing, art, photography, trades, nursery etc.), and some other home businesses;
- Heritage attractions including the heritage conservation area and ~50 to 55 heritage items in BLEP2012 in and around Millthorpe including 2 items on the NSW Heritage Register (Grand Lodge & Millthorpe Railway Station).

The majority of key community and business uses are concentrated along Park, Victoria and Pym Streets. Therefore, for a Town of Millthorpe's size it has a wide range of 'attractions' both for local residents/businesses and tourists. Further details are provided in the *Blayney Settlement Strategy 2012* – Chapter 4 – Town of Millthorpe. Millthorpe is particularly unique in terms of its heritage and lifestyle in the Blayney Shire and the region.

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. Millthorpe is no exception and with a need to focus on local employment opportunities, 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. This may include assistance with the following:

- Moving forward with discussions about future land releases for both Village Zone land and large lot residential land to meet the growth needs of Millthorpe whilst protecting its character and heritage;
- Ongoing discussions about reactivating Millthorpe Railway Station as a viable train stop for passenger services;
- Ensuring that the new Local Environmental Plan is flexible enough to support a wide range of innovative ideas to support growth whilst also managing development to protect the desired character and heritage outcomes that make Millthorpe an attractive place to live.

1.4. Summary of Suggestions

Whilst subject to community and stakeholder consultation, this draft review suggests the following key opportunities for settlement enhancement at Millthorpe. Projects investigated in this review include:

- **Entrance Design:** There are four main entrances to Millthorpe along Park Street (north and south), Victoria Street (east) and Forest Reefs Road (west). There is potential to upgrade all of these entrances with particular focus on the north and south entrances and improved village entrance signage and street tree planting.
- **Access & Connectivity:** There is potential to extend the existing pedestrian footpath network in Millthorpe to provide connections between key attractions and residential areas. There also needs to be a review of the existing footpath network to see where a staged replacement or upgrade program would provide the greatest benefit and safety for pedestrians. No additional formal pedestrian crossings are proposed at this time.
- **Street Trees & Beautification:** The existing street tree planting scheme has addressed many of the key areas in Millthorpe, however, the preparation of a detailed street tree master plan would ensure that the final infill opportunities are addressed (suggestions in this review) and there is a replacement strategy over time as part of a consistent theme / character for Millthorpe. There is a strong need for a review and update of street furniture – particular waste bins. The stone kerbs and drains are a significant part of Millthorpe's heritage and streetscape character and need protection and enhancement. There could also be additional street beautification plantings with flower boxes / hanging plants for key events or throughout the year.
- **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.
- **Facilities:** Overall, there is a need for a comprehensive Stormwater Management Plan for Millthorpe to look at drainage and overland flow issues to minimise impacts and improve development outcomes through the town. This is likely to also guide future location and design of kerb and gutter systems (if required) and may promote new projects in stormwater harvesting and irrigation. A key area for consideration is Redmond Oval that requires a comprehensive management plan and possibly a master plan to better manage recreational needs and provide additional facilities. There may be potential to consider a secondary recreation area at some stage in the future. The other major project could be a master plan for the Railway Precinct including possible extended parking areas, associated retail, and improved connections and beautification projects. There is also the potential to expand the Mill Green in the future. Ideally these projects would occur as part of a master plan for each area that had heritage and community input.

There are current allocations in Council's Asset Management Plan (10 years) for some settlement entrance signage updates and for key pedestrian footpaths. Other matters will require a review of funding opportunities.

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 Millthorpe may be able to warrant an annual budget of ~\$50,000 per year. This equates to an expenditure of ~\$70 per person per year (assuming a population of 740 people in the village area in 2011). This is a slightly lower dollar per resident figure than for some settlements so it may require review. Over a 10 year period this is ~\$500,000. Based on the preliminary estimate for works below – there is a shortfall of ~\$600,000 that may need to be met by funding other than from Council. **WORK IN PROGRESS – SUBJECT TO FURTHER DISCUSSION**

Task	Sub-Task	Est. Staging	Estimated Cost	Funding Source
Entrance Design	Repaint Shire entrance sign	1-3	\$5,000	Council
	New town entrance signage (4 entrances)	3-5	\$20,000	Council
	Advertising structures (Orange-Millthorpe Road)	3-5	\$10,000	Council / community
Secondary Gateways - Landscape upgrades	Corner Victoria & Park Streets	3-5	\$10,000	Council / community
	Railway Underpass	3-5	\$10,000	Council / community
Access & Connectivity	Footpath /kerb & gutter/ cobblestone / kerb ramp review (integrate with Stormwater Plan)	1-5	\$10,000	Council / community
	New footpaths (included in Asset Management Plan)	5-10	\$343,000	Council
	New footpaths (not in AMP – requires further consideration)	5-15	\$202,000	Council
	Village walkways (not in AMP)	5-15	Not costed	Council / community
Street Trees	Street tree master plan	1-2	\$3,000	Council / community
	Street trees	3-5	\$20,000	Council / community
Street Furniture	Repaint 5 existing bins	1-5	\$4,000	Council
	12 new bins	3-8	\$30,000	Council
	2 new seats	3-5	\$6,000	Council / community
Settlement Signage	Signage audit / consultation	1-2	\$2,000	Council / community
	Signage removal / consolidation	2-3	\$3,000	Council / RMS / comm.
	Central information board	1-5	\$10,000	Council
Heritage	Additional heritage studies	1-5	\$10,000	Council / Heritage
	Heritage brochure assistance	2-5	\$2,000	Heritage / community
	Heritage building restoration	Ongoing	Not costed	Heritage / owners
	Interpretative signage	1-5	\$5,000	Council / community
Stormwater Management Plan & Key Drainage Works	Review of drainage / flooding / kerb & gutter / detention basins	1-3	\$25,000	Council
	Railway underpass works	2-5	\$100,000	Council / community
	Stabback & Unwin Street works	2-5	\$100,000	Council / community
Facilities – Railway Station Precinct	Master plan	1-5	\$15,000	Heritage / CRN Manager / Council
	Design platform	1-5	\$20,000	CRN Manager/Council
	Design parking	1-5	\$10,000	CRN Manager/Council
Facilities – Redmond Oval	Management Plan / Master Plan	1-5	\$15,000	Council / community
	Level / resurface / drainage	3-5	\$20,000	Council / community
	Tennis lighting / landscaping	1-3	\$25,000	Community / Council
	Kiosk refurbishment	1-5	\$30,000	Community / Council
	Junior skate park & bubbler	5-10	\$30,000	Council / community
Future Rec. Ground	Review of future recreational ground locations / options	5-10	\$5,000	Council/ community
TOTAL			~\$1,100,000	

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. Park Street / Orange-Millthorpe Road (Northern entrance)

The primary entrance to Millthorpe is along the Orange-Millthorpe Road / Park Street connecting Blayney to Orange via Millthorpe. On the northern entrance (from Orange) there is a 'Blayney Shire and Millthorpe' sign at the edge of the local government area that is significantly faded and requires repainting or possibly redesign and modernisation (at the same time as all Blayney Shire signage).

Prior to reaching Millthorpe it is relatively flat – so the rise at the edge of the village is a key aspect of this northern gateway opening up views to Millthorpe. Vehicles have warning signs followed by the 50km/hr traffic speed signs that delimit the edge of the urban area. There is a build-up in urban character with some large residential lots (mostly in Orange LGA) also signals the entrance which culminates in the historic Spring Grove dwelling and gardens on the left and the old service station / residence on the right (that is indicative of its age but is not very sympathetic to the street). Whilst denser urban residential development does not yet extend out to Richards Lane – the existing zoning and approvals will allow for significant future development that clearly makes the Richards Lane intersection the key northern gateway.



Photos: Views at northern entrance to Millthorpe along Orange-Millthorpe Road to Richards Lane.



Google Street View: View looking south near Richards Lane.

There is then a colour village sign (faded) followed by the strongest entrance 'statement' of all of Blayney's settlements – the tree lined streetscape with the canopy of foliage that is distinctive of Millthorpe. There is also an additional newer blue and white village entrance sign showing population and elevation and a summary of key tourist 'attractions'. This entrance / gateway then culminates at the intersection of Park and Victoria Streets with the heritage buildings and classic architecture directing passers-by into the village centre.



Photos: Views at northern entrance to Millthorpe along Park Street with existing street trees and village signage.

As the photo above suggest, the northern gateway near Richards Lane needs further reinforcement as the existing strong landscape character / historic street tree planting terminates nearly 200 metres short of Richards Lane. Ideally there would be an extension of additional street trees out to Richards Lane (this is covered by the North Millthorpe DCP / Section 94 provisions). However, the existing non-native trees may not be the most suitable species because the extension area has a number of constraints including narrower road verges, power lines, and drainage issues. A sympathetic but more appropriate species may need to be sourced (for example, Photinia / Tea Trees / Grevillea) that have a smaller maximum height and are dense enough and perennial (leaves all year round) to potentially reduce sight-lines across to the newer housing development likely to occur to the west of the road and strengthen the heritage streetscape.

In addition, as with all of the settlements there is potential to consolidate and update the 'village entrance' signs. This would include the faded colour sign and the blue and white sign. The aim would be to create clearer signage – potentially incorporating tourism information / icons – but also ensuring it is sympathetic to the heritage streetscape of Millthorpe. The colour sign has a reasonable colour scheme but is outdated and provides little useful information. The blue and white sign is modern and provides tourist information but is not sensitive to the streetscape – so it could either be consolidated with the colour sign or relocated to outside the sensitive heritage area.

An alternative to a metal sign approach could be a stone plinth with the settlement name with some easy to maintain low plantings (see examples below). However, there is limited space on the edge of the road reserve, this is a significantly more expensive option, and further community and heritage advice/input is required.



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

In addition, there could be investigation of an appropriate location along the northern entrance to provide temporary special event signage. The grass verge is also an important walking area for residents (and their dogs) up to and along Richards Lane so this needs to be retained. There are also a number of drainage lines that require review as part of a Stormwater Management Plan for Millthorpe (see section below).

2.2. Park Street / Orange-Millthorpe Road (Southern entrance)

The southern entrance along the Orange-Millthorpe Road / Park Street has a similar design to the northern entrance with the topography providing a strong 'entrance' statement with views of Millthorpe opening up after crossing the rise and slowing to 50km/hr (see photo below). The gateway is signalled by the standard colour village entrance sign (faded) that should be updated as mentioned above.

Most of this initial entrance area has a range of native trees that reinforce the landscape character but there is potential to look at supplementing this planting (though narrow and steep road verges, drainage paths, and maintaining sightlines for the Glenorie Road intersection may limit plantings). It would be greatly enhanced if there were supplementary plantings on adjacent private properties.



Google Street View: Looking north on Orange-Millthorpe Road towards Millthorpe.

The gateway is somewhat 'elongated' by the intersection with Glenorie Road and the crossing of the rail bridge. However, there is then a secondary 'gateway' after the bridge created by the landscaped entrance, the blue and white village entrance sign, and the edge of the urban area.

Council has already added a variety of additional street tree plantings (predominantly along the eastern edge of the road) to further reinforce this secondary gateway and as these establish they will strengthen this gateway. The only long term additions may be some additional street trees at the end of Elliot Street on the western side, an extension further south of street trees on the eastern side, as well as an extension of the low-lying ground cover plants along the steeper roadside verges to cover and stabilise the bare soils. The blue and white entrance signage could also be updated to a more sympathetic treatment or relocated outside of the core heritage area.



Google Street View: Looking north along Park Street near the railway bridge.

2.3. Forest Reefs Road (Western entrance)

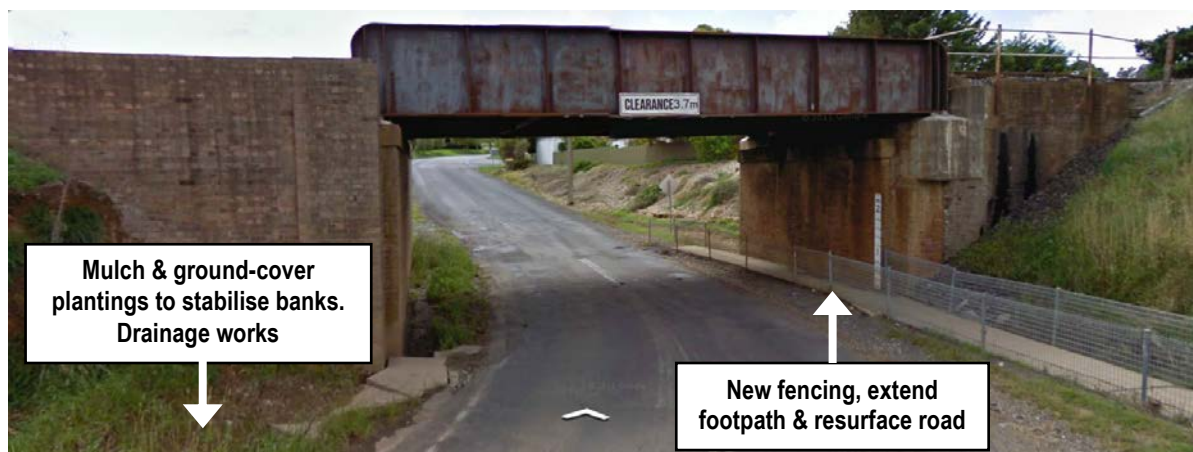
The Forest Reefs Road is not a major tourist entrance but is important. The flat topography makes it difficult to emphasise this gateway and the scattered and fragmented built form and landscape does not greatly assist. There is only a small black and white 'Millthorpe' sign that is barely readable – so it may be worth investing in improved village entrance signage (but only after expenditure on signage on Orange-Millthorpe Road).

However, the greatest improvement to this entrance would be additional street tree planting along the grass verges on both sides of Forest Reefs Road. The existing crab apple trees closer to the railway could be extended or this could be an opportunity for native trees where they are easy to maintain. Once in the Village Zone / denser urban area the narrow road verge and power lines are likely to limit plantings to low compact street trees on the southern side of the road but there may be potential for larger species on the northern side of the road.



Google Street View: Looking east along Forest Reefs Road at 50km/hr signs.

The main sense of 'arrival' occurs passing through the railway underpass (see photo below) - the secondary western gateway to the core village area. The underpass has a number of existing issues including drainage and poor pedestrian connections that Council is current working on (see sections below). Whilst protecting the historic nature of this bridge, it may still be possible to look at ways to improve the appearance of the underpass – potentially with more sensitively designed pedestrian fencing, groundcover plantings to stabilise the steep slopes, and a road surface reseal once drainage is fixed.



Google Street View: Looking north-east under the railway underpass.

2.4. Victoria Street / Millthorpe Vittoria Road (Eastern entrance)

The eastern entrance along Victoria Street / Vittoria Road from Bathurst and the Mitchell Highway provides a transition from rural lands to urban area with the ridgeline providing a sense of arrival and a reasonably strong landscape backdrop and hedgerow planting along the paddock edges with a clear urban edge.

There is however some potential to again reinforce the landscape with some additional street trees, particularly behind the 50km/hr signs (see below). In addition, the urban edge (with modern dwellings) to the north could be shielded behind planting extending up along the hill – but only if this is possible over private lands. There is also little village signage at this entrance although it is a key entrance from the Mitchell Highway – so a new village entrance sign would be beneficial.



Google Street View: Looking west along Victoria Street / Vittoria Road towards Millthorpe.

3. Access & Connectivity

3.1. Roads

This Review does not look in detail at the provision of new sealed roads in and around Millthorpe. Council's Asset Management Plan does not currently include sealing of gravel roads but does include resealing of existing bitumen roads if required. Some examples may include the reseal of the railway underpass once the drainage issues are addressed. The older sections of Stabback and Unwin Streets may also need to have the seal widened to connect with the new sections and address some drainage issues in the longer term. Council is also currently working with the RMS to consider new line-markings at the intersection of Victoria and Park Streets to provide improved sightlines for traffic on Victoria Street.

If new development occurs then Council may require the developer to upgrade roads to a suitable standard. For example, it is expected that Richards Lane will be sealed and widened as part of any large lot residential development to the north of

Millthorpe. There is also an extension of new road along Pitt Street to the east of Millthorpe to open up this land for development.

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). However, again Stabback and Unwin Street are likely to need extension of the kerb and gutter system to address stormwater issues.

3.2. Rail – Millthorpe Railway Station

The community and Council have consistently discussed the opportunity to modify Millthorpe Railway Station so that trains on the Main Western Line can drop-off / pick-up passengers at Millthorpe. The Millthorpe Village Committee Inc. have formalised their request in the report entitled *Stop on Request Train Service* report (February 2013). This report puts forward evidence suggesting the economic potential and viability of the proposal.

The next step is to move toward a more concrete design solution including the potential for a cantilevered platform to service 1-2 rail cars. This could potentially be located at either end of the platform to minimise heritage impacts on the main station area and maintain safety fences where needed but there will need to be additional heritage and engineering advice. There may also need to be more detailed passenger estimates and economic justification for the capital investment and maintenance of this facility. This may assist with lobbying state government for support and funding.

As the railway station is a state listed heritage item it may be worth looking at a master plan for the station and surrounds (this is addressed in more detail in the 'Facilities' section below). The reopening of the station makes the station another 'gateway' to Millthorpe and, therefore, there may need to be further improvements in connecting the station to the town centre through signage, pathways and landscape improvements etc.



Photos: Railway Station, signage, platform and views back towards the village centre that all need to be reviewed.

3.3. Pedestrian Footpaths

3.3.1. Existing 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 Millthorpe as follows (see red lines on diagram below).

As a result, there are footpath connections between most of the major community services and businesses including the school, Redmond Oval, and businesses along Victoria and Pym Streets. However, there are opportunities to improve connections between urban areas on both sides of the railway line, to connect to the bowling club, to provide missing links in the footpath network and create stronger walking trails around the town.



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

3.3.2. Footpath Useability

Even though there may be pedestrian footpaths in place they are not always fully useable or accessible to all members of the public. Some of the issues highlighted in the photos below (as examples) including but are not limited to:

- Narrow footpath widths that do not meet current engineering guidelines;
- Footpaths are not fully sealed (lane near Museum) or are not level;
- Footpaths are in poor condition and use inconsistent materials (outside Grand Lodge in Victoria Street);
- Kerb ramps are narrow, sloping, inaccessible, and often inconsistent with the heritage streetscape;
- Footpaths have a number of barriers to pedestrian movement including overgrown vegetation and signage.

As Millthorpe has a relatively large footpath network and a number of overlapping complex issues it may be worth preparing a more comprehensive review / plan addressing existing footpaths, existing crossings, kerb & gutter, kerb cuts / driveways, and cobblestone restoration (consult guidelines such as City of Port Philip, *Heritage Kerbs, channels & laneways*). This review may find that some of the first areas requiring upgrade / repair would be the existing footpaths along Victoria and Pym Streets including outside the Grand Lodge. However, the cost of these works is likely to be substantive and is not currently covered by Council's budgets.



Photos: Inconsistent materials and poor quality surfaces (outside Grand Lodge, Victoria Street).



Photos: Narrow footpaths with some pedestrian obstructions or poorly designed kerb ramps.



Photos: Existing footpaths with material changes, poor surfaces, obstructions or missing sections.



Photos: Existing kerb ramps in Pym and Victoria Street that are poorly designed, not level, inaccessible for wheelchair users and inconsistent with the heritage streetscape.

3.3.3. Potential Footpath Extensions

To partly address the issues noted above, Council has allocated funds in the Assets Management Plan ('AMP') for the extension of several footpaths around Millthorpe including:

- Crowson Street (Montgomery to Unwin Street) ~440 metres from 2015 to 2018 – estimate ~\$112,800;
- Railway underpass (Victoria Street to Forest Reefs Road) ~195 metres from 2019 to 2020 – estimate ~\$54,800;
- Elliot Street (Victoria to Pym Street) ~180 metres from 2021 to 2022 – estimate ~\$53,600.

In addition, Council is proposing the following additions to the Asset Management Plan (that have to be added to the AMP):

- Redmond Oval (south) along Boomerang Road and Victoria Street ~384 metres – estimate ~\$106,400;
- Redmond Oval (car park past playground) ~58 metres – estimate ~\$16,000.

Therefore, Council is looking to allocate funding for a total sum of ~\$343,000 in the Asset Management Plan.

This Review makes suggestion (for consideration) about improvements to the following links (see white lines on map above) but these have not yet been included in the Asset Management Plan or had funding allocated (~\$202,000):

- Forest Reefs Road (south side - dog run to western edge of village zone) ~440 metres to connect western village zone area back to town centre – estimate ~\$122,000;
- Mill Green / Victoria Street frontage ~50 metres to connect park back to existing footpath network – estimate \$14,000;
- Victoria Street (north side - Pearce Street to existing footpath) ~118 metres to provide footpath on northern side to activate potential for future retail opportunities (subject to gradient) – estimate \$33,000;
- Blake Street (north side – Pym to Park Streets) ~80 metres to connect missing link in existing footpath network – estimate ~\$22,000;
- Station Place / Pym Street from hotel existing footpath to railway station ~40 metres to improve connections to station – estimate ~\$11,000.

The following larger scale walking path connections have not been costed:

- Walking path along Park Street (from Church Street) going north then cutting across the ends of Stabback and Unwin Streets (as part of the existing agreements for a pedestrian connection) to Richards Lane and around to Crowson Street ~1,420 metres. The standard needed for this walkway would need to be determined but a concrete pathway is likely to have lower maintenance requirements but is more expensive;
- Walking paths from the cemetery through to Redmond Oval and down to Park Street to formalise the existing walking paths; and
- Walking path from the eastern end of Elliot Street along Park Street and across the existing pedestrian footbridge and around to Glenorie Road to promote walking around Millthorpe (in accordance with the Millthorpe Walking Paths).

These require further review and prioritisation by the community and Council and discussion to identify if they can be funded.

3.4. Traffic Calming & Pedestrian Crossings

As the photos below show, there is only one formalised pedestrian crossing in Millthorpe and this is located on Park Street opposite the public school to provide safe crossing for children and their families on this busy regional road. It is understood that this crossing works well within the 40km/hr school zone. The only amendment may be the need for some landscape improvements under the street trees as the trees are probably making it difficult to support understorey plantings or grasses or pavers as a permeable surface that would not act as leaf traps. Additional soil and raised planting areas may be required.



Photos: Existing pedestrian crossing on Park Street opposite the school and the limited understorey growth.

The school has raised issues with the deciduous trees producing exceptional amounts of leaf litter which builds up and blocks gutters and creates slippery surfaces on the footpaths and the crossing. This may require a higher maintenance regime (possibly utilising Council's street sweeper).

One area identified for review for an additional pedestrian crossing may be the intersection of Victoria and Park Streets. Whilst another crossing across Park Street is unlikely to be successful in close proximity to the school crossing – there may be potential for another crossing over Victoria Street between the Post Office / Chemist and the school to facilitate safety – particularly during and after school times. This could be integrated with line marking changes at this intersection.

As most of the main business streets are located off this busy regional road there is unlikely to be a major need for additional pedestrian crossings in the town centre near Pym Street and modern pedestrian crossings are unlikely to be sympathetic to the heritage streetscape. However, a regular review of pedestrian safety should be conducted to ensure that no other crossings are required.

3.5. On-Street Parking & Events

There are only a limited number of areas where normal settlement operations would result in a need for significant parking and this is generally near the school (during pick-up and drop-off times), near the School of Arts (for functions and meetings), and near the General Store and Pym Street (for shopping and general tourism) and possibly the museum. For these small capacity activities the existing on-street parking may be sufficient but there may be opportunities to formalise the parking to ensure safety and maximise parking spaces – particularly for larger vehicles (buses) (e.g. around the museum).

The heritage streetscape and footpath/street levels also create issues for the provision of disabled or wheelchair accessible parking. There are no designated parking spaces marked in the town centre – probably due to heritage impacts of the signage and the inaccessibility of footpaths and kerb ramps. This requires further review – probably in conjunction with the footpath review noted above.

Parking becomes a more significant issue during major events in Millthorpe – particularly during the Millthorpe Markets. There are limitations to on-street parking and also to parking at Redmond Oval. In some ways the Millthorpe Markets have outgrown Redmond Oval and may eventually need to look for an alternate site with improved traffic access, safety and potential for expansion due to its success. Alternatively, parking may need to be provided off-site with a charter bus connection to the oval or other locations for key events.

Another issue may arise as Millthorpe grows and it has the potential to attract an additional / larger shopping centre. Any shopping centre is likely to require some off-street car parking – but anywhere near Pym or Victoria Street there are unlikely to be sites of sufficient size to support a building and parking and it is unlikely to be sympathetic to the heritage streetscape. As a result, the *Blayney Settlement Strategy 2012* suggests that some of the underutilised land along Elliot Street (possibly including the large silver shed) could be considered for future redevelopment with ancillary parking.

As part of a potential master plan for the Railway Precinct (this is addressed in more detail in the 'Facilities' section below) – it may be worth discussing the provision of additional parking areas alongside the railway line as an extension of the existing railway station car park and this could service any future shopping centre as well as tourist parking accessing the station. However, this would require negotiation with State Rail / Country Rail Network Manager as well as requiring engineering and heritage advice.

An alternative may be to consider a parking area along Crowson Street or as part of the future village expansion to the north that could service the museum, Redmond Oval, the school, the cemetery, and the new development area – though this will require consultation with private land owners. The cemetery land could potentially also be redeveloped for this purpose with formalised parking areas. Some formalised line markings may eventually be required to maximise parking opportunities.

4. Street Trees & Beautification

4.1. Existing Street Trees

There is a range of existing street trees in Millthorpe that add to its landscape character and appeal. In general key streets have a fairly consistent street tree character but there is a range of native and non-native species across Millthorpe and a tendency of some residents to plant their own species in the road verge that may not always be consistent with street 'themes' or locations.

There are strong historical street tree plantings along Park, Montgomery and Victoria Streets (see photos below) predominantly with London plane trees that provide a strong canopy and entrance character. However, these are not an ideal street tree species as their roots can cause excessive damage to footpaths and other assets. Therefore, they are not recommended for new planting areas.

There has been a program to provide additional street trees in a number of streets throughout Millthorpe including crab apple, crepe myrtle and natives. As some of these newer trees grow they will provide a stronger landscape character to Millthorpe and shade during summer – where it is consistent with overhead power lines.



Photos: Mix of street tree species throughout Millthorpe.

4.2.

Street Tree Opportunities

4.2.1. Street Tree Master Plan

A Street Tree Master Plan provides the opportunity for the community and Council to agree on the broader landscape character through to the detailed placement, species and design of street trees. It would include clear guidelines for:

- Themes and street character;
- Areas requiring infill of new trees;
- Replacement strategies.

Even though Millthorpe already has a good street tree planting program in place it is likely to still be worth creating a street tree master plan to document the desired species and locations so that the community understands the desired outcome and it guides future Council officers even if there is a change in staff. In addition, as the above diagram shows, there are some areas where there could be consideration of supplementary street tree planting including:

- **Rail Corridor:** Along both sides of the railway corridor including Glenorie Road to provide a landscaped view of Millthorpe for passing train passengers and a distinct south-western boundary to the urban area of town;
- **Park Street:** An extension north to Richards Lane with perennial species to integrate with existing plane trees (possibly Photinia or tea trees under power lines – in accordance with North Millthorpe DCP) as well as potential for some supplementary planting to the south where it does not interfere with sight-lines at the Glenorie Road intersection;
- **Victoria Street / Road:** An extension east along eastern gateway with potential plantings along edge of Fleet Street;
- **Forest Reefs Road:** North side planting extension out to urban edge and gateway – possibly with crab apples;
- **Church / Crowson / Pilcher Streets:** South side of street supplementary plantings – extending flowering plums;
- **Blake Street:** Replacement program for eventual removal of pines and improved landscape near Park Street;
- **Pedestrian corridor:** Shade tree plantings along proposed pedestrian corridor from Park Street to Richards Lane past Stabback and Unwin Street with native wetland species near creek corridor;
- **Richards Lane:** Longer term potential for street tree planting along Richards Lane (north and western sides) possibly with native trees in accordance with North Millthorpe DCP.
- **Cemetery:** Replacement strategy for existing pines in cemetery as they reach the end of their lifespan.

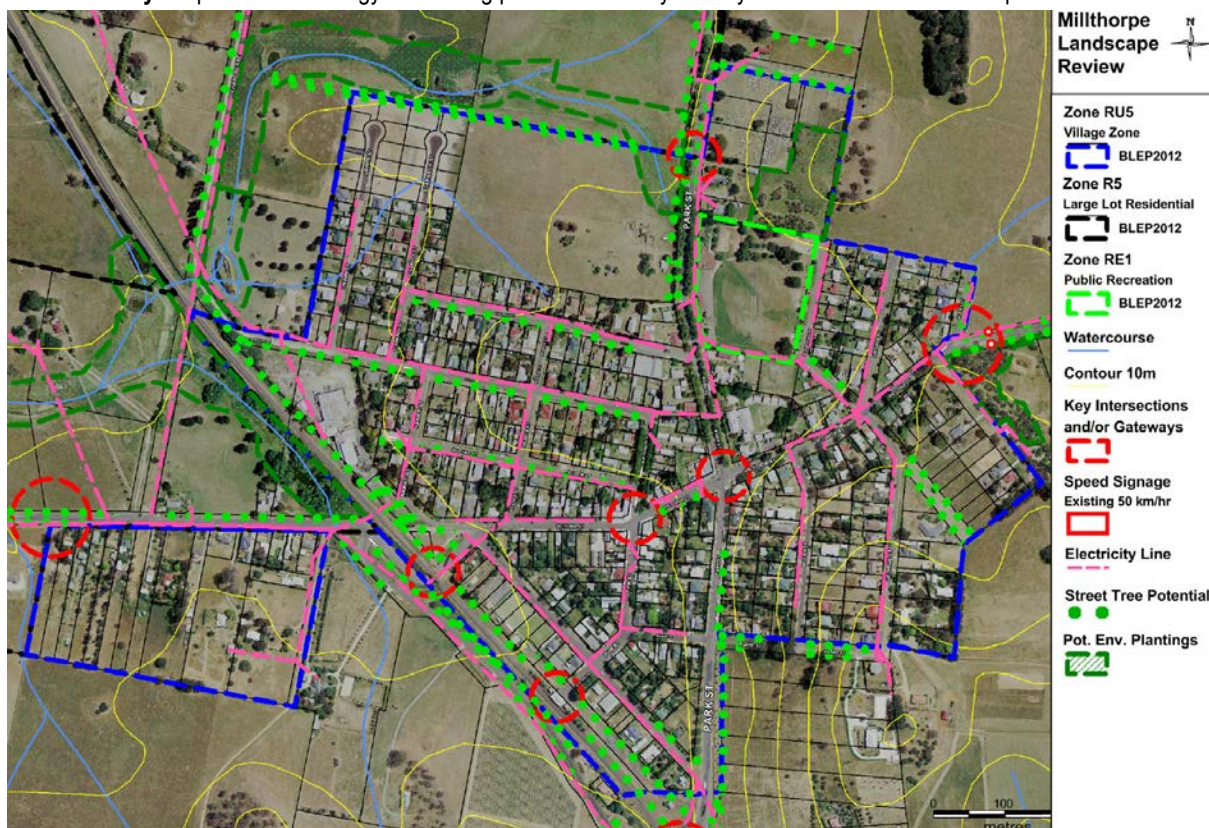


Diagram: Indicative concept to review areas for additional street tree planting and environmental corridor enhancement.

4.3. Street Furniture

Whilst matters like street furniture are a less important aspect of Millthorpe's character and presentation, they still have an impact on its desirability as a place to live and a place to stop for travellers as well as the heritage conservation area. Where possible, street furniture should be chosen from a 'palette' of furnishings that follow a common theme – e.g. heritage / colour / materials and they should be long lasting, graffiti resistant, and easy to maintain. Street furniture should complement the landscape and promote accessibility rather than creating barriers for pedestrians and sight-lines.

It is worth considering a consistent palette of street furniture across a village (and possibly across all Blayney Shire settlements) for cost efficiency and ease of maintenance and implementing an update/ replacement / maintenance program that is staged to align with funding opportunities. However, Millthorpe's heritage character may lend itself to have some specific street furniture types.

4.3.1. Rubbish Bins

There has been ongoing work to ensure a suitable waste bin type in Millthorpe but the staged replacement program has not been completed yet. Most of the bins in the town centre (Victoria and Pym Streets) are a heritage green metal bin with lid (either flat on the ground or on a small post)(see photos below). However, as the photos show, there are still a few remaining green plastic bins that are an older style and less sympathetic to the heritage streetscape. The newer metal bins are also suffering from some wear and tear and many need repainting. There may also be issues with the style of the bin and the lid system as most lids are not properly attached / locked or are damaged.

This would suggest that a further review of waste bin locations, types/styles, and use/maintenance is warranted. The heritage green colour seems suitable but the lid style may not be functioning effectively and all of the existing bins may need replacement. There should be a staged upgrade with the first priority being along Victoria and Pym Street and the replacement of the older light green plastic bins. Perhaps Millthorpe and Carcoar should adopt a single style of heritage-sympathetic designs (but this may also be suitable for other villages if they are cost effective).



Photos: Range of existing waste bins utilised in Millthorpe.

4.3.2. Seating

Millthorpe generally provides public seating in a range of locations and in good condition. In Pym and Victoria Streets a specific seating type has been adopted that is well suited to the character of these precincts utilising metal and wood with old metal wheels for a point of difference in the heritage streetscape. This specific style should be maintained and could potentially be extended to a couple of additional locations. The other major style is the green curved metal seating – most of which is fairly recent and appears suitable and easy to maintain. Other than the identification of new locations for future seating there is no need for major changes to seating in Millthorpe, unless other issues are identified by the community.



Photos: Existing range of seating types in Belubula Street.

4.4. Stone Kerb & Drains

One significant aspect of the heritage character and charm of Millthorpe is the presence of a significant number of stone kerb and drainage channels. These are particularly present in the core settlement area along Park, Victoria, Pym, and Montgomery Streets but may also have small sections in other streets.



Photos: Existing stone kerb and gutter areas and some examples where they are damaged, in need of restoration or replacement.

These stone drainage and kerb areas need specific maintenance programs to protect the historic stone, ensure that drainage functions, and to minimise the risk of falls and damage to vehicles. A long term plan may need to include a review of all stone kerb and drains in Millthorpe to identify which areas can be best preserved/maintained and identify conflicts with modern vehicles/pedestrians/road designs.

This may suggest a staged restoration program that identifies key areas where cobblestones are damaged, loose or uneven and then remove the surrounding stones, reinforce the underlying base, and replace the stones to create a more durable and longer lasting restoration of the original pattern. However, this would be fairly expensive and need heritage advice to determine what level of alteration can be accommodated.

A more comprehensive program may look at removing bitumen on road verges to restore the original cobblestone areas – if there is sufficient stone worth restoring. One of the most significant improvements would be the review of concrete kerb ramps in the town centre and their staged replacement that takes into account the surrounding cobblestone/bluestone.

Funding opportunities for projects of this nature are mostly likely to stem from heritage grants but the projects are so large that Council may need to seek special one-off funding from state government. There may be limited funding for pedestrian safety from RMS – but most likely this will need to come from Council reserves staged over a considerable time.

4.5. Colour & Plantings

As one of the key heritage settlements and tourism attractions in Blayney Shire, it would be worth considering some additional street beautification programs that go above and beyond the standard opportunities. These programs may just be implemented for major events but could also become more permanent if there is significant community appreciation and responsibility to provide and maintain some of these initiatives.

One example that is currently working well in Millthorpe is the use of hanging planters on post held awnings (predominantly along Pym Street) to provide additional colour and vibrancy to the street. There are also some limited examples of footpath planter boxes. The aim should be to ensure these are appropriately designed and located to facilitate pedestrian safety, ease of maintenance, and they are appropriate for the heritage streetscape. Due to the higher level of maintenance and watering required it will take significant community investment to ensure this program continues to work.



Photos: Existing hanging planters and planter boxes used in Millthorpe to provide additional colour and beautification.

4.6. Poles & Power Lines

Whilst overhead power lines and poles are an unfortunate but necessary part of modern life there is the potential to look at undergrounding of power lines in key areas where the high cost can be justified. Already in Millthorpe there are a number of key intersections (such as Park / Victoria Streets and Victoria / Pym Streets) where the power lines are underground and do not detract from the streetscape. One key area that could be potentially improved is to review the overhead power lines in Pym Street (see photos below) to see if they could potentially be placed underground as part of future footpath, road works, and cobblestone restoration program. This would require further discussions with the energy authority and heritage advisors, and a review of potential for large heritage grants that may be able to fund these works.



Photos: High visibility of electricity infrastructure in Pym Street detracts from the streetscape.

5. Internal Settlement Signage

5.1. Navigation & Safety

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 / RMS policies – it should where possible also be sympathetic to the heritage conservation area and streetscape. In general, internal signage within Millthorpe is reasonably well designed and efficient. However, there is some additional signage clutter at key intersections such as the corners of Park and Victoria Streets and Victoria and Pym Street (see photos below). There may be opportunities to remove unnecessary signage and/or update some signage that are faded as part of a staged program. There may also need to be improved signage to key tourist facilities such as toilets, parking and key services.



Photos: Some out-of-date or cluttered signage examples in Millthorpe.

5.2. Central Information Board

As the photos below show, there are two examples of central information boards in Millthorpe with a summary of key heritage buildings located in Pym Street and a community information board located on Victoria Street on the side of the General Store. The historical information board is well designed and could be re-used or updated. The community information board needs increased management and a more permanent space to minimise clutter and visual impacts.

There is the opportunity to establish a more centralised and comprehensive community and tourist information board in Millthorpe that updates the existing boards and provides additional 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 Millthorpe, the best location is likely to be near the intersection of Victoria and Pym Streets if it did not impact on the heritage streetscape. The General Store already has a large wall space on Victoria Street that is blank and partially used for a community notice board. In discussions with the owner of the store, it may be possible to get a long-term lease of the wall space for an integrated information board that reactivates this blank wall, avoids the need for a stand-alone community board that interferes with pedestrians and impacts on the streetscape, is located at a highly pedestrianised focal point, and has an

existing awning for weather protection. This wall space would easily fit up to four (4) to five (5) boards which could potentially provide spaces for (see indicative concept on photo above):

- History & heritage information;
- Things to do & walking trails;
- Community business & meetings;
- Community notice board; and
- Possibly a brochure collection area or a special event signage area.



Photo: Existing community / tourist information boards – with indicative concept layout for General Store wall.

However, other locations could also include down near the Railway Station, up at Redmond Oval, or near the pedestrian crossing near the school/museum – though these may require additional navigation signage and not have the same amount of pedestrian traffic. There also needs to be parking opportunities in reasonable proximity.

The board should have restricted access for community business notice lodgement and perhaps an area for public notices. It needs to be fairly robust and graffiti / damage resistant. Ideally it would have a weather shelter or be located under an existing awning (such as the General Store). Preferably the colour scheme / design would match the street and park furniture and be consistent with the adjacent building(s) and streetscape.

5.3. Advertising

An important aspect of economic growth is appropriate advertising – particularly advertising associated with key tourist attractions and services – but also for local businesses (see photos below).



Photos: Previous and existing advertising signage in Millthorpe.

This is an area where individual owners have taken initiatives to provide advertising signage. However, the lack of consistency and legality in signage locations/styles is potentially having a negative impact on the heritage streetscape and key public spaces such as Park, Victoria and Pym Streets.

This review suggests the need for a signage audit – but in no way suggests that these signs are inappropriate until a more complete discussion is had between Council and the community. Whilst appropriate locations to direct passing tourists to services are important – there needs to be further thought about locations that will impact least on the heritage streetscape. One idea may be to consolidate a number of different signs into an integrated advertising board – possibly near the entrances to Millthorpe at both ends of Park Street (outside of the heritage conservation area) to advertise key services such as accommodation, restaurants, and tourist-related businesses and attract people to stop at Millthorpe.

6. Heritage & Tourism

6.1. Heritage Items

Millthorpe is fortunate to have approximately 53 listed heritage items (in the new BLEP2012) in and around the town including 2 items on the NSW Heritage Register (Millthorpe Rail Station and the Grand Lodge) and an additional number of items of heritage interest. Only Millthorpe and Carcoar have this number of heritage items as well as long established heritage conservation areas and protection of key buildings. For this reason, Millthorpe is a major tourist attraction in Blayney Shire and the region.

The first issue is that the heritage work to-date by Council has capture a number of key heritage items – but there are still a number of buildings and places that require further study to determine their heritage importance to list them as local heritage items. There is also the potential to update the heritage listing for existing items with improved historical information and photos. Many community members have invested time into providing Council with information and Council is committed to updating the heritage inventory and listing over the next few years. Council also needs to work with the National Trust to update their information on the settlement.

In addition, Council should seek heritage funding to conduct a more thorough review of the cobblestone kerbs, channels and drains system and how they could potentially be protected, enhanced and repaired. A good example of a similar study is guidelines such as City of Port Philip, *Heritage kerbs, channels & laneways* – history, significance and guidelines.

There have been many buildings that have been sensitively adaptively re-used and restored. However, there are still some buildings that are showing signs of disrepair / damage that detract from the streetscape and some items that have non-contributory aspects or could be further restored. The community and Council need to continue to identify key buildings and funding opportunities to assist in the restoration of some of these valuable heritage buildings. All heritage issues required a considered response from Council's heritage advisors, staff, land owners and the community.

6.2. 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. Millthorpe generates a substantial amount of its economy from tourism and is a significant drawcard for the shire. Millthorpe already has a substantial amount of information available through tourist information outlets, its website (www.millthorpevillage.com.au), and through its local committees. The aim would be to build upon this existing work and integrate it with other opportunities throughout the shire to fulfil a wider range of tourism needs and provide more comprehensive tourist programs in the shire and surrounds that promote longer stays.

Millthorpe already provides a range of brochures for walking and heritage trails through the village with historical information as well as interpretative signage for key buildings in the streetscape. There may also be opportunities to make this information more accessible either through community / tourist information boards (see above) or through regional and state advertising and tourism programs (in accordance with Council's Tourism Strategy and the wishes of the community).

There are a range of possibilities for potentially improving interpretative signage for heritage sites and buildings. The existing interpretative signage provides excellent information for tourists on key buildings and is reasonably well located / designed / coloured. However, the signs are fairly intrusive in the heritage streetscape and potentially a pedestrian barrier. The aim would be to maintain the existing heritage interpretative signs in the short to medium term (next 10 years) but possibly consider their long-term staged removal / replacement.



Photos: Examples of heritage interpretative signage in Millthorpe.

One idea may be to rely more on the community information board and brochures to provide the historical information and photos. Another may be to provide individual plaques for heritage buildings noting their date of construction and their heritage status (please see attached Senior Planner's report for more details). A more advanced solution for the future may be to access information about sites and buildings through applications for mobile phones that can be downloaded at key sites with walking tour information. However, it is accepted that this may not be accessible by all community members / tourists for the short to medium term. Council's Senior Planner has prepared a more detailed report on heritage / interpretative signage that is attached to this Village Enhancement Program Review.

There may also be opportunities to strengthen Millthorpe's role as a place for public art on a public art trail through the shire. Not only does Millthorpe have a number of art and craft stores and it is starting to get a collection of important public art. 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.

7. Stormwater Management Plan

A key issue for Millthorpe is drainage and overland flow issues during peak rainfall events. As the town grows these issues are likely to worsen as swampy land is taken up for development and increased hardstand / non-permeable surfaces increases stormwater run-off. Whilst individual development areas could be addressed on a site-by-site basis – there is potential to look at water holistically by preparing a stormwater management plan for all of Millthorpe. This could look at water not just as a constraint but also as an opportunity for stormwater harvesting and detention basins.

Council has already had a preliminary report on stormwater issues by Eco-logical / Equatica (2009/2010) *Riparian Biodiversity and Stormwater Improvement Concept Plan*. This has made several recommendations including drainage improvements under the rail corridor and along the drainage corridor (work has already occurred on this), opportunities for improved treatment of stormwater through drainage design, opportunities for stormwater harvesting at Redmond Oval and Mill Green, and improvements in street drainage designs. Council is now considering getting further detailed investigations on these issues.

There is an opportunity to look at water as it flows from the hill near Redmond Oval around the northern side of Millthorpe (with current impacts in the area of Stabback and Unwin Streets) as well as stormwater drainage across the town down to the railway underpass. This will inform any proposal for kerb and gutter requirements in key streets (for example, along Stabback & Unwin Street and in the vicinity of Kingham /Boomerang Streets). Stormwater harvesting from the drainage line in Redmond Oval could be part of the solution but requires further investigation including detention tanks, irrigation and re-use (see section below). The drainage corridor along the southern edge of the railway line / Forest Reefs Road also opens the question about suitable land uses along this corridor and potential for sympathetic recreation uses (see section below). Any new development in the catchment area will need to consider additional detention basins to reduce peak stormwater events in the town.

8. Other Projects

Due to the heritage significance and conservation area in Millthorpe – it is advisable that any major facility or recreation upgrades occur after preparation of a master plan for each area that shows the desired final outcome for each project and its staging, has clear community and heritage engagement and input, and is integrated with the other streetscape, beautification, heritage and tourism projects.

8.1. Redmond Oval – Recreation Facilities

Redmond Oval is the primary recreation facility for Millthorpe which is a growing community. A summary of some of the matters that require consideration at Redmond Oval are summarised as follows:



- **Master Plan and/or Management Plan:** There is not currently a comprehensive management plan for Redmond Oval that looks at existing users and demands and matches these with the facilities and maintenance programs including a review of how the oval could be upgraded/ expanded to incorporate a greater variety of sporting facilities – particularly for younger members of the community e.g. athletics facilities. This would be the first step in improving the use and

opportunities at Redmond Oval and determining the costs of future upgrades that are required. Ideally the management plan would also incorporate a future master plan for all of the potential upgrades so that they can be integrated and staged to maximise success and reduce costs caused by potential conflicts if there is not a long term plan.

- **Oval:** Anecdotal evidence suggests that Redmond Oval experiences high usage during peak times of the week (particularly by sports clubs / groups) but that improved co-ordination and management may minimise conflicts and maximise use of the existing / proposed facilities. The high usage of the oval is impacting on its grass surface – but this could be improved if the oval is re-levelled to address drainage issues and there is a higher level of maintenance.
- **Stormwater Detention and/or Harvesting:** As part of the master plan here is the potential to review suitable areas for stormwater detention and/or harvesting that will allow for watering of the fields and reduce drainage issues across Millthorpe but these would need to be integrated with existing/proposed facilities and ideally occur as part of a levelling and new drainage design for the oval.
- **Tennis Facilities:** The nets, surfacing and court areas are complete. Court lighting is currently been investigated and will be implemented early in 2013 with available funding. There may be a need for additional landscaping works and a replacement of the existing shed.
- **Kiosk & Rotunda:** There is a current review of the potential to upgrade the kiosk and rotunda (heritage item) as there are potential structural, roofing and aesthetic issues. Whilst local committees are looking to undertake structural maintenance and internal fit out of the kiosk– there is potential to address a number of issues including provision of awnings for weather protection and facilitating a range of uses that may need further review.
- **Footpaths:** The potential for improved pedestrian connections from the car park around the eastern side of the playground area and across the southern side of the oval to Boomerang Road (connecting to Victoria Street) (see pedestrian footpaths section above).
- **Street Furniture:** There is potential for a staged upgrade of the bins (see street furniture section above). There could also be review of the need for a shade cover for the playground area.
- **Skate Park:** The introduction of a skate park is perceived by many to be a major attraction for Millthorpe. However, some have stated that the existing park is quite advanced and there may be a need for a junior skate park with a lower level of difficulty / higher level of safety. There is also a proposal for another bubbler for the skate park.
- **Millthorpe Markets:** There is a suggestion that the markets are potentially out-growing Millthorpe (from a traffic and safety perspective) so there may need to be a plan for relocation over time but also provision of facilities and plan for other special events and activities.

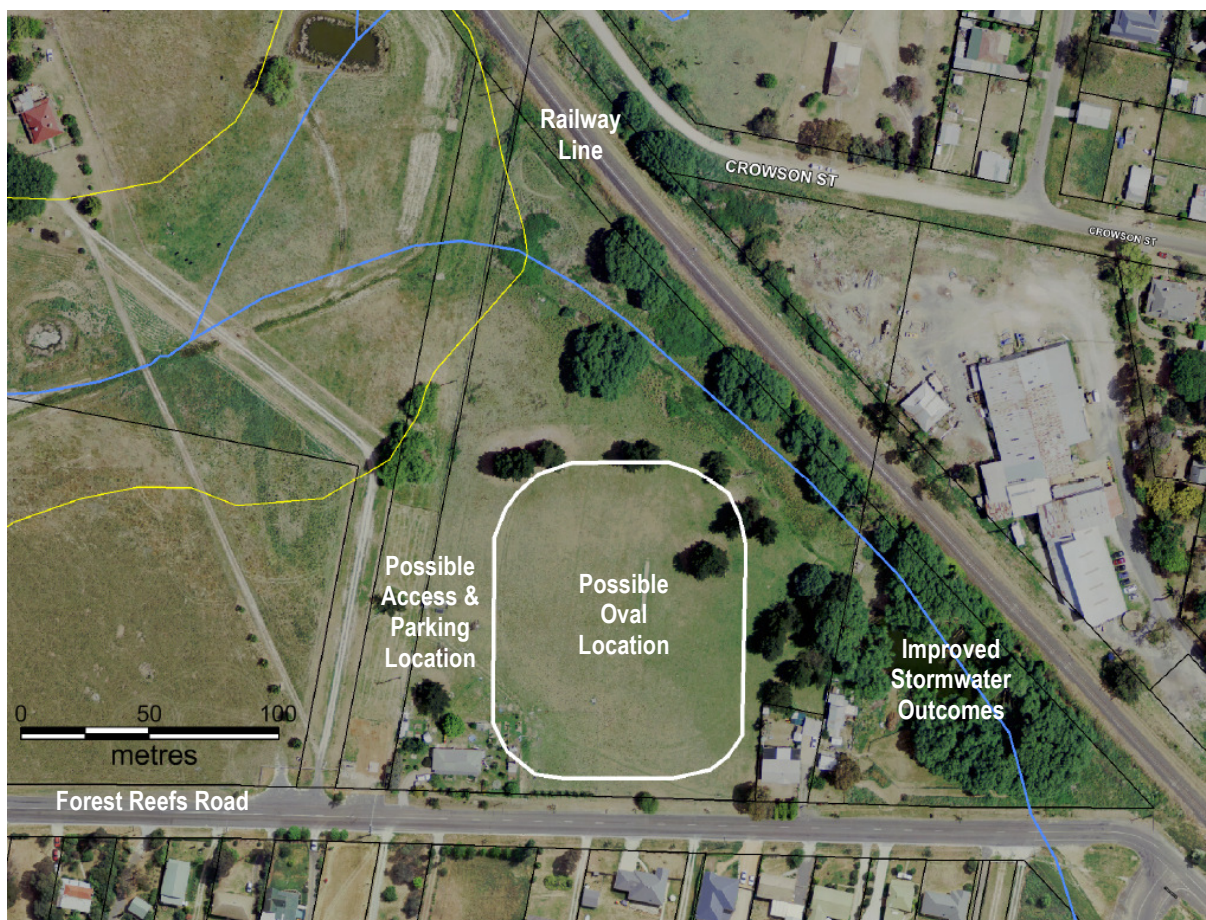
Please note that some of these works will require development applications and detailed supporting information.

8.2. Future Potential Recreation Ground

Whilst improved management and maintenance of Redmond Oval is likely to meet the recreational needs of Millthorpe in the short to medium term, as Millthorpe grows there is likely to be increasing pressure on its facilities. This suggests that there may need to be a longer term plan for the creation of a second recreation ground or area for special events. One idea (that has not yet been discussed with the land owners) is the potential to look at the long term purchase and use of the land to the south of the railway line (along Forest Reefs Road) shown on the aerial imagery below for this purpose.

This land is already affected by drainage issues so it has reduced development opportunities for housing. It is located close to the town centre and opposite the existing village zone. It also has an area that would potentially be large enough to support a full sized sportsground the size of Redmond Oval (see white line on aerial photo below). The adjacent lot could be used for access and parking and very limited tree removal would be required to support an oval. There would need to be a long term plan to generate sufficient funding to purchase this land and develop it for recreation needs. It may be a suitable alternative site for the Millthorpe Markets in the future.

This may also enable Council to implement a more comprehensive stormwater management plan and drainage project through the site to manage future stormwater issues in Millthorpe.



Aerial Photo: Possible area for investigation for future recreation or special events and stormwater management.

8.3. Mill Green

The Mill Green is an excellent example of community involvement and collaboration with Council and support from a number of businesses / agencies to create a communal space that has reactivated a previously forgotten part of Millthorpe and brought together the community. The garden is beginning to establish and the trees grow. The challenge for the community is to maintain the energy that was used to create this space so that it can be appropriately maintained and utilised with community support. This Review suggests that the park will receive greater use if there is a future paved footpath along the Victoria Street frontage to promote access for all of the community and keep the road verge neat. This may also be supplemented by additional street trees.

If Council and the community are able to maintain the existing space then the medium to long term opportunity is to possibly expand the garden into the vacant Victoria Street road reserve adjacent and possibly to incorporate the front lot which currently belongs to the owner of the Blinds Factory with additional tree planting. This will then create a strong landscape feature along the rail corridor for those passing/entering Millthorpe by train or by Forest Reefs Road and utilise the vacant land in front of the Blinds Factory (subject to discussions with that owner about their intentions for the land).



Photos: Mill Green.

8.4. Railway Precinct Concept Plan / Conservation Management Plan

A short summary of issues / preliminary ideas / concepts for the railway precinct is set out below for further consideration.

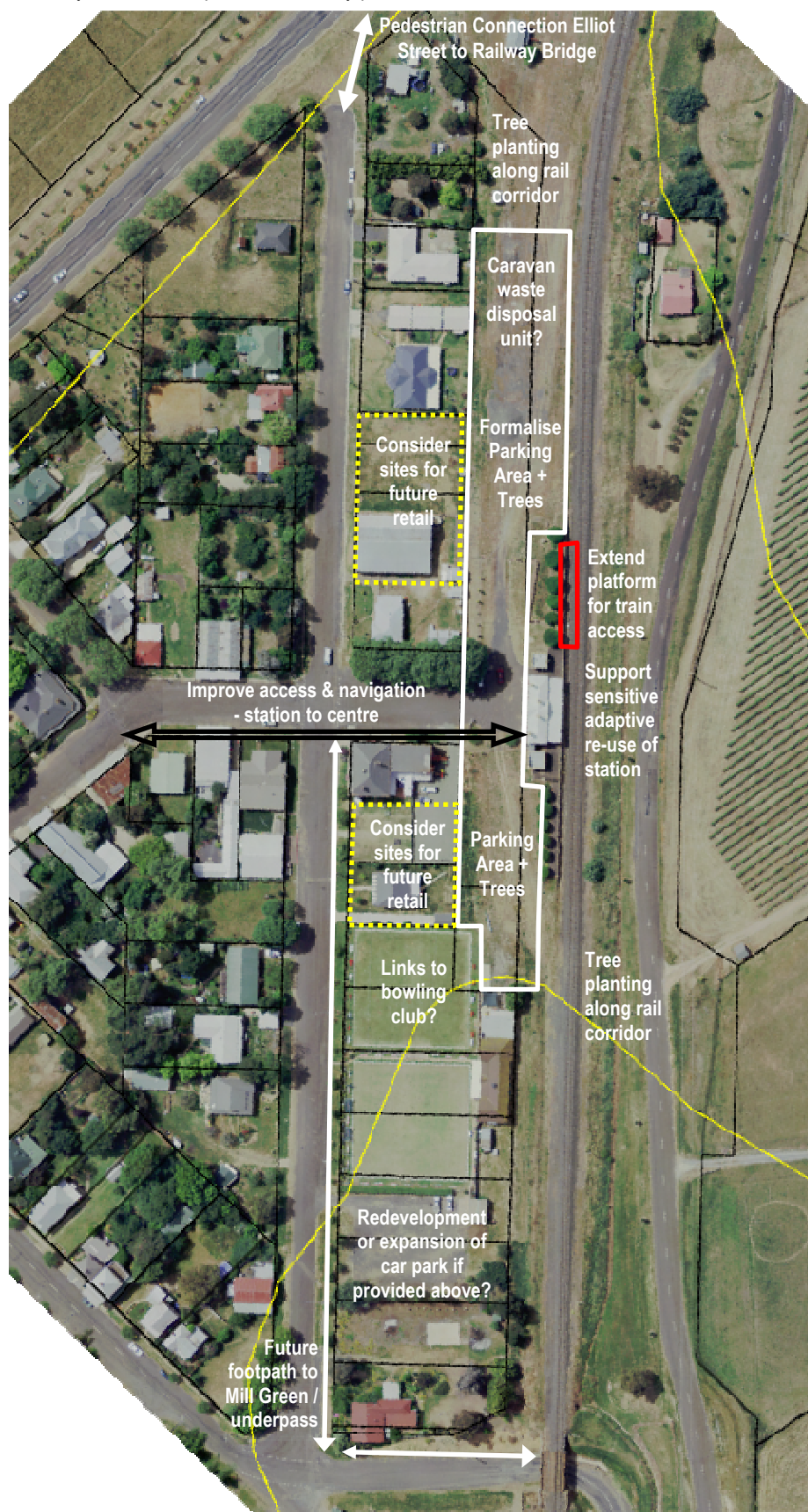
There is a need to prepare a detailed master plan / conservation management plan for the Railway Precinct that examines all of its opportunities & constraints.

The train station may be reopened to train passengers if the platform could be extended to the edge of the rail lines.

If the station becomes a key gateway to Millthorpe then there may need to be improved connections between the station and the town centre with improved footpaths and navigation signage.

An opportunity exists to address part of the long-term car parking issues by reutilising the vacant land along the western side of the rail corridor. This could support potential retail sites, train passengers, tourists, the bowling club, a motorhome waste site and special event parking.

There needs to be some beautification of the rail corridor & any potential parking areas with additional tree planting.



8.5. Future Urban Development Areas

Millthorpe is growing very rapidly compared to other areas in Blayney Shire. However, there is a need to have a clear plan for this growth with agreed development outcomes (controls) that protect the character that makes Millthorpe such a desirable place to live whilst facilitating economic development and opportunities for the town. The *Blayney Settlement Strategy 2012* provides a review of some of the potential infill development and growth areas around Millthorpe including (see diagram below):

- **North Millthorpe:** The village zoned land adjacent to Park Street to the north of the existing urban area is likely to be the next major urban development area for Millthorpe (after release of the adjacent large lot residential land). However, it is also a highly sensitive location due to its visibility from Park Street and the gateway to the town. Council is currently preparing indicative concept designs for the subdivision to understand a range of issues on this site and work with the property owner to achieve an appropriate development outcome. This should eventually be developed into a master plan and/or development control plan for the site that has broad agreement from the community. The street tree program (similar to that in the North Millthorpe (large lot residential) DCP) needs to be established early to begin shielding this site so that impact from newer housing development is managed. Many of the broad issues and key streetscape character matters probably have already been raised during the agreement on the development of the adjacent large lot residential area which should be summarised and reviewed).
- **South-West Millthorpe:** There is village zoned land off Forest Reefs Road combined with potential growth areas off Glenorie Road that may be suitable for increased urban densities and subdivision subject to addressing a number of constraints. There is also a current investigation into a future large lot residential release adjacent to the existing village zone and the two areas of development may need a master plan to ensure that a range of issues are addressed. Council is currently preparing indicative concept designs for the subdivision.
- **South-East Millthorpe:** With the current extension of Pitt Street (off Victoria Street) there is the opportunity for infill development on these existing lots. There is also the potential to consider a future extension of Pitt Street into the rural area for future urban development subject to demand. Again, a master plan and future development control plan is more likely to ensure that as development occurs in this area that it can occur in a staged manner with appropriate infrastructure and address key Council and community concerns.

All of this development will require ongoing review of utility infrastructure (especially water, sewer and power requirements), road and pedestrian infrastructure (including footpath requirements), retail and support services and demand for land, and heritage and landscape issues. These issues all require community input and engagement but this work has not been costed as part of this Review.

Millthorpe Summary VEP Suggestions

Village Zone

 BLEP2012

Large Lot Residential

 BLEP2012

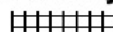
Public Rec Zone

 BLEP2012

Watercourse

 Contour 10m


Railway Line




Key Intersections and/or Gateways



Entrance Feature

 Landscape & Signage

 Speed Signage
Existing 50 km/hr



Street Tree Potential



Pot. Env. Plantings



New Footpath (Asset Man. Plan)



Future Connection? White Dotted Line





Enhanced gateway /
entrance along Park
Street including
entrance signage &
street tree plantings

Street tree master plan
to define planting
outcomes, supplement
existing plantings &
provide replacement
strategy

Shire-wide review of
recreation facilities.
Management plan for
Redmond Oval with
levelling of oval,
potential upgrades to
kiosk, skate park,
tennis court lighting,
and playground &
integrated stormwater
management

Enhanced gateways /
entrances including
entrance signage &
street tree plantings

Internal village signage
audit to improve
navigation, signage
clutter & event signage

Central information
board for community,
heritage & tourism.
Restoration of stone
drains & kerbs with
potential road verge &
parking improvements.
Street beautification
including palette of
street furniture,
heritage restoration &
colourful plantings.
Potential to remove
overhead electricity
lines in Pym Street

Enhanced gateways /
entrances including
entrance signage &
street tree plantings

Master plan for infill
development area

Concept plan for future
urban development area

Concept plan for future
urban development area

Review potential for
pedestrian/cycle path
connections along
Richards Lane to Park
Street / Cemetery

Footpath / kerb / gutter
review with major
footpath extensions to
key attractions (pink)

Stormwater
Management Plan with
improved drainage
along railway corridor
& potential future
recreation area

Potential future Mill
Green extension

Enhanced gateways /
entrances including
entrance signage &
street tree plantings

Railway underpass
drainage & landscape
works

Railway master plan
with potential for new
train platform, retail
growth, increased
parking, landscape,
signage & improved
pedestrian connections

0 100 200
metres