



WESTON COMMERCIAL CENTRE MASTERPLAN

PLANNING FOR OUR PEOPLE
OUR PLACE OUR FUTURE

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Section 1

Introduction

1.1 Purpose

In recent years, a number of significant developments have occurred in land adjacent to Kurri Kurri and Weston indicating that the District is entering a period of renewal and growth. The impact of growth associated with these developments will have the potential to alter the character of the Kurri Kurri District and its commercial centres. This prospect has intensified the need for an area specific strategy to coordinate local policy for Kurri Kurri and Weston.

The overarching objective of the masterplans for Kurri Kurri and Weston is to guide future public domain improvements in the commercial centres. Revitalising the public domain and differentiating the centres from those nearby will help attract redevelopment and activate the public domain for a range of ancillary uses. It is envisaged that the public domain improvements proposed in the masterplans will attract new businesses and redevelopment to the commercial centres.

The masterplans set the overall layout and form of the streetscape and park improvements. Detailed resolution of the design, materials and finishes will be undertaken in the design development and delivery of future projects.

1.2 Background Documents

The following documents have been referenced throughout this Masterplan:

- Hunter Regional Plan 2036
- Cessnock Cycling Strategy 2016
- Pedestrian Access and Mobility Plan
- City Wide Settlement Strategy 2010
- Cessnock Aquatic Needs Analysis 2014
- Weston Town Centre Upgrade Concept 2006
- Cessnock LGA Economic Development Strategy
- University of NSW, Kurri Kurri and District Research Project 2011
- City Wide Settlement Strategy 2010
- Cessnock LGA Traffic and Transport Strategy

1.3 Community Consultation

Cessnock City Council's objective for the public consultation was to actively involve all stakeholders in open and transparent consultation to understand and respond to their issues, concerns and aspirations in developing the Kurri Kurri District Strategy, including commercial centre masterplans for Kurri Kurri and Weston.

Council has undertaken two rounds of consultation in preparing the Strategy. The public consultation was designed to engage residents of Kurri Kurri and Weston together with the wider community, to assist



in developing the final Strategy, including masterplans.

The first round of consultation was undertaken between July and December 2016. This preliminary consultation enabled respondents to provide initial input and aspirations to help shape the draft masterplans.

About 165 comments were received during the preliminary consultation phase, including comments from residents, public agencies and local business groups.

The second round of consultation occurred between 21 June and 2 August 2017. The objective of the consultation was to obtain feedback on the Draft Strategy, including masterplans. The second round of consultation included:

- Online surveys - 41 surveys were completed
- Three facilitated public consultation sessions - approximately 35 people attended
- Targeted stakeholder consultation with representatives of Kurri Kurri Business Chamber, Towns With Heart Inc., Pit Horse Committee, Kurri Kurri Girl Guides, Rotary and Council staff - Approximately 30 people attended
- 6 written submissions to Council
 - one submission from an individual
 - ESS Australia
 - Insite Planning
 - Kurri Kurri 2040 Committee
 - Towns with Hearts Inc.
 - Kurri Kurri District Business Chamber

Overall, the feedback suggests the Draft Strategy, including masterplans are supported by the community and stakeholders with some refinements. Where appropriate, the community feedback, ideas and suggestions have been incorporated into the refined Strategy and masterplans.

In response to the exhibition and community consultation, the following key changes have been incorporated into the refined masterplans:

- Reduction in the overall number of proposed street trees
- Repositioning proposed street trees to retain views to murals and heritage buildings
- Reconfiguration of embellishments in Rotary Park
- Retention of car parking around Rotary Park and provision of additional accessible parking spaces
- RV and coach parking relocated
- Additional wayfinding signage, consistent with the CCC Signage Manual
- Modifications to the proposed Memorial Walk and park edges to maintain clear festival and event access

A detailed summary and response to the online survey and to each consultation sessions has been undertaken under separate cover.

1.4 Report Overview and Structure

1.0	Background	<i>Project Background Masterplan Process Stakeholder Involvement</i>	Provides background into the planning context and process of the Masterplan development.
2.0	Context & Analysis	<i>Regional Context Commercial Centre Analysis History and Character</i>	<p>Overview of the context of Kurri Kurri Commercial Centre and analysis of the Study Area.</p> <p>Analysis of the Study Area was undertaken through a number of site visits, desktop investigations and consultation with CCC staff.</p> <p>This analysis informed the development of the opportunities and constraints map which assisted in guiding the Masterplan development process.</p>
3.0	Vision & Objectives	<i>Kurri Kurri Vision Masterplan Objectives Key Opportunities Key Initiatives</i>	<p>Key opportunities and initiatives were identified through the thorough analysis phase.</p> <p>This section identifies the key design principles and objectives and indicates how they have been applied to the development of the Kurri Kurri Masterplan.</p>
4.0	Masterplan	<i>Masterplan Key Projects</i>	<p>The Masterplan section of the Report provides detailed designs for key projects within the Masterplan.</p> <p>Principles are also identified that should be applied to future development within the area.</p>

Section 2

Context and Analysis

2.1 Context

Many of the contextual elements of the Weston Commercial Centre Masterplan are shared with the Masterplan for Kurri Kurri. The following sections of the Kurri Kurri Masterplan are relevant to this Masterplan:

- Section 2.1 – Regional Context
- Section 2.4 – Traffic and Transport
- Section 2.5 – Recreation Space and Playgrounds
- Section 2.6 – Murals
- Section 2.7 – Cycling Strategy
- Section 2.8 – Tourism and Events
- Section 2.9 – Activation Programs
- Section 2.11 – Public Amenities
- Section 2.16 – Street Trees and Shade Canopy
- Section 3.3 – Activation Programs

Although relevant, the above sections of the Kurri Kurri Commercial Centre Masterplan will not be replicated in this document.

2.2 The Study Area

Weston is situated approximately 2 kilometres west of Kurri Kurri, 13 kilometres east of Cessnock, 11 kilometres south of Maitland and 40 kilometres north-west of Newcastle.

The Study Area is defined by Station Street extending between Third Street (to the North) and Scott Street (to the South). Adjacent side streets including Scott Street, Cessnock Road, First Street and Second Street have been included within the Study Area. Refer to **Figure 1**.

Key features and attractions of the Study Area include:

1. Criterion Hotel
2. Jock Stewart Park
3. Memorial Park
4. Weston Civic Centre
5. Railway Water Tank

A thorough analysis of the Study Area has been undertaken and an overview is included in the following section of the Masterplan, together with those relevant sections of the Kurri Kurri Commercial Centre Masterplan, outlined above.



Figure 1: The Study Area

2.3 History and Identity

Weston was named after John Weston, a convict transported from Sussex, England. Weston began to grow in 1903 with great promise due to the vast coal deposits lying beneath.

Weston Commercial Centre is characterised by wide streets and historic buildings. The main street is a mixture of small workers cottages and mixed use shop fronts with an understated, utilitarian quality and proud mining and industrial roots.

A number of small parks are located within the Commercial Centre providing visual amenity. The Centre is adjoined by bushland to the South. A characteristic feature of the Centre is the disused water tank associated with the private railway off Scott Street.



Figure 2: Weston Heritage

2.4 Access

There is currently a lack of pedestrian circulation and connection within the Commercial Centre with most of the side streets and laneways not having any pedestrian pathways. Certain areas of the Station Street footpath are also challenging and lead to further disconnection due to the steep grade.

There is also a level of disconnection between the east and west sides of Station Street with crossings focused only at the intersections. This is exacerbated by the heavy traffic present along Station Street, which means pedestrians are secondary to vehicular traffic.

There are a variety of paving materials used in the Commercial Centre area, including concrete, brick and sandstone. Paving could be used to enhance the unique character of Weston and better define and emphasis spaces within the Commercial Centre. Refer to **Figure 3**.

Figure 3: Weston Commercial Centre Access Analysis

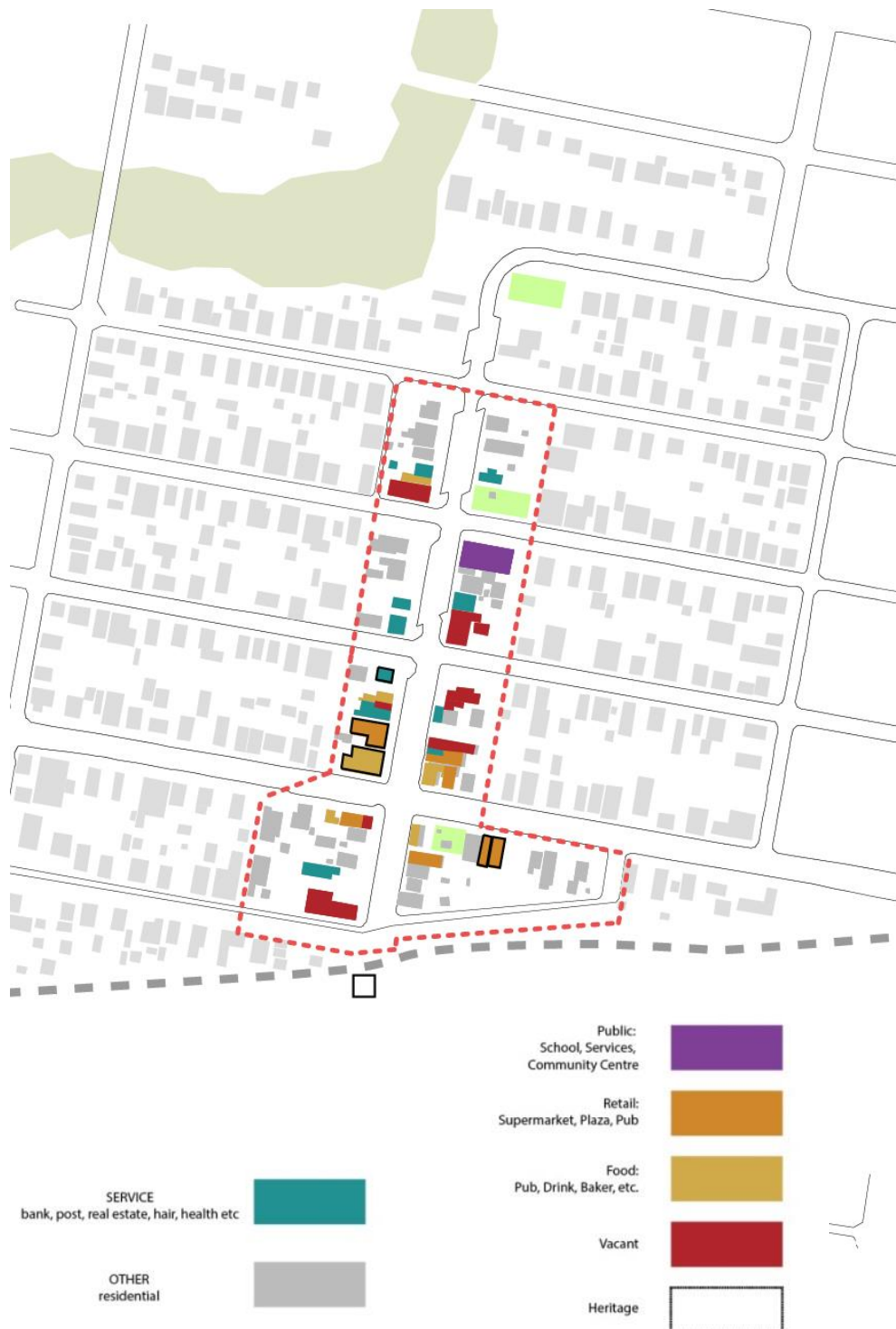


2.5 Landmark Buildings and Views

There are a number of vacant buildings throughout the Commercial Centre along Station Street. The Criterion Hotel and the railway water tower are the two key architectural landmarks. Views to the north also provide glimpses to the primary school house.

Buildings, including the Criterion Hotel, Post Office and Civic Centre could be emphasised with planting and materials treatment to create a sense of place in Weston. Refer **Figure 4**

Figure 4: Weston Commercial Centre Building Analysis



2.6 Car Parking

Existing supply of car parking within the Commercial Centre is generous. Parking within the Centre includes angled parking on Station Street and a mix of angled and parallel parking in the side streets and Cessnock Road. Refer to **Figure 5**. There are limited accessible parking bays within the Commercial Centre.

Figure 5: Weston Commercial Centre Parking Analysis



2.7 Street Trees

There are currently limited street tree plantings within the Commercial Centre, particularly along Station Street. Refer to **Figure 6**

Prominent street tree planting will assist in reducing the scale of the road while enhancing visual characters of the Commercial Centre and provide natural shading and cooling for the streetscape. Providing a mixture of colours and forms to the street trees would assist in enhancing the character and identity of the Commercial Centre's streetscapes.

Figure 6: Weston Commercial Centre Existing Tree Analysis



Vision and Objectives

3.1 Weston Commercial Centre Vision

The Kurri Kurri District will be an active and accessible community supported by revitalised and distinct employment centres, strong industry and high quality open spaces. The District is presently experiencing change as a result of the Hunter Expressway opening in early 2014 and growth associated with development in the urban release areas to the north of the Hunter Expressway. The District's increased accessibility and urban growth is expected to place additional pressure on the commercial centres of Kurri Kurri and Weston.

The rich history of Weston will be highlighted through a strengthened connection between the built form and the public domain. Emphasis on significant buildings and elements of historical significance will reinforce the distinct character of the Weston Commercial Centre and differentiate it from nearby centres.

The core retail precinct is located on Station Street between Cessnock Road and Second Street with some shops and service providers scattered amongst the residential dwellings along the street. Unfortunately, this arterial and heavy traffic route 'dog legs' through the Commercial Centre which creates an unpleasant pedestrian experience and significantly reduces access and amenity.

Due to the Town's proximity to Kurri Kurri, the viability of the grocery, food and retail shops is marginal and has resulted in high vacancy rates. The successful retail stores in the Centre focus on incidental shopping and takeaway food, such the pharmacy, bakery and hot food outlets that service through traffic.

The key actions to improve commercial viability and vibrancy of Weston are:

- Redirect heavy traffic around the commercial centre to improve access and amenity in the Town Centre
- 'Green' the streets and improve amenity to make the streets a place where people want to dwell
- Encourage residents to walk, cycle and shop locally

3.2 Key Masterplan Objectives

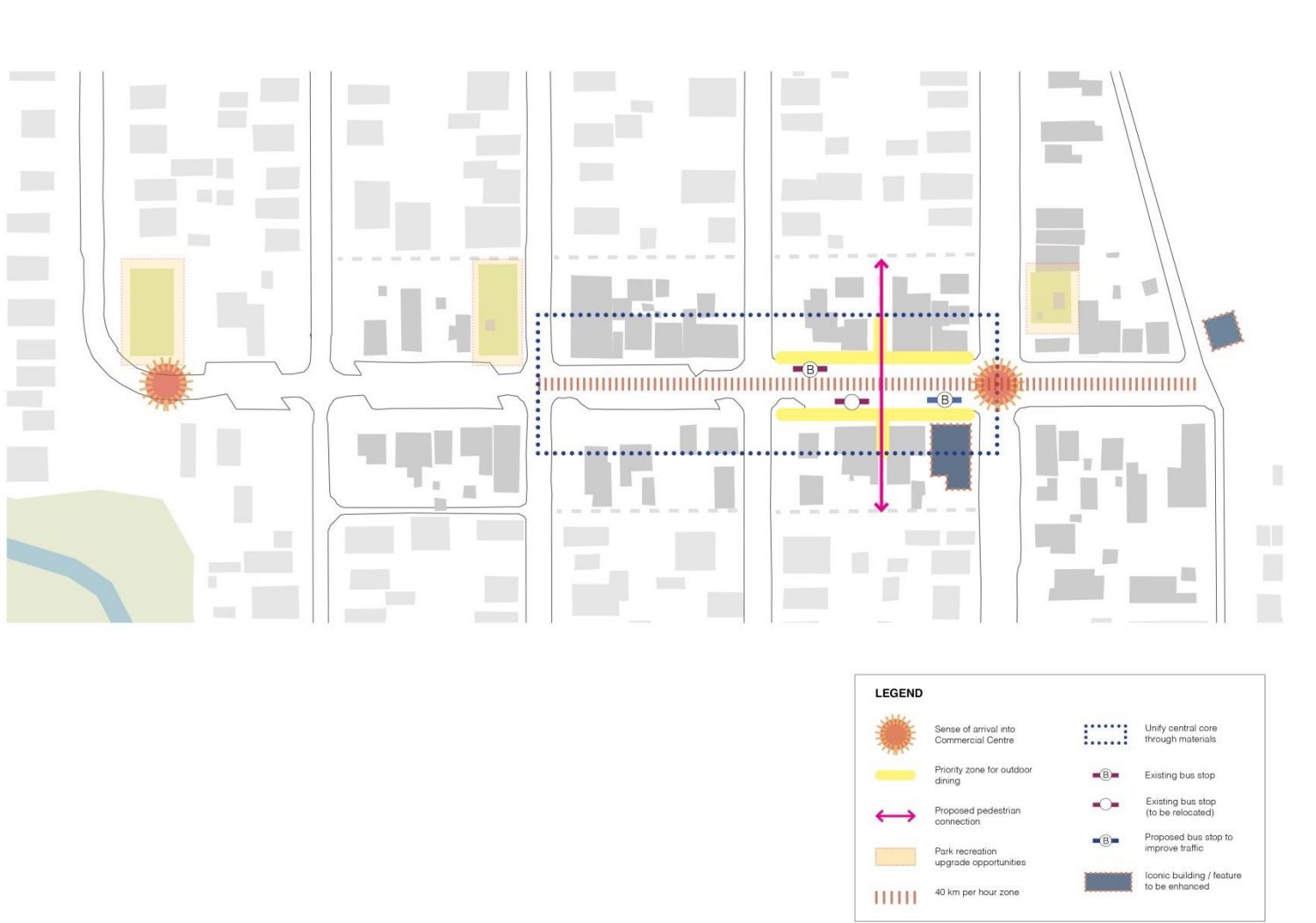
The objectives of the Weston Masterplan are as follows:

- Improve the visual amenity of the Weston Commercial Centre with public domain improvements, such as paving, landscaping and street furniture
- Enhance accessibility and amenity for pedestrians and cyclists
- Encourage housing diversity in the fringe commercial areas
- Identify and strengthen important vistas to surrounding natural features and landmark elements in the Commercial Centre
- Improve traffic flow and car parking in the Commercial Centre
- Enhance and complement the character and heritage of the Town to differentiate Weston Commercial Centre from those nearby.

3.3 Opportunities Framework

The following provides an overview of the initiatives proposed to assist in implementing the objectives of the Masterplan.

Figure 7: Masterplan Opportunities Framework Design



Urban Form

Weston has a number of distinctive features, including the heritage buildings and the old railway water tank which define the character of Weston and distinguish it from surrounding towns.

The Masterplan identifies opportunities to place controls on building heights, development types and the treatment of key sites to ensure the existing character is maintained and not eroded by future development. Significant vistas to distant landscapes and key buildings, which are reference points within the Commercial Centre, should not be lost by future development or street tree planting.

The Masterplan aims to ensure the function of the Commercial Centre is focused on maintaining the Town's existing character while ensuring the long term viability of the Commercial Centre.

Transport and Movement

Pedestrian movements throughout the Commercial Centre are currently restricted by a lack of safe pedestrian crossings. Pedestrian connectivity throughout Weston could be significantly improved to create a safe, pleasant environment for pedestrians and cyclists. This would increase the viability of the Commercial Centre.

The Masterplan aims to encourage pedestrian and cyclist movement within the Commercial Centre through increased pedestrian crossings, new pedestrian and cyclist networks, reduced traffic congestion and improvements to the amenity of the Centre.

The presence of heavy through traffic in the Commercial Centre detracts from the liveability and vibrancy of Weston. The configuration of the road effectively pushes a heavy traffic volume through the Centre and this has the effect of reducing the attractiveness of the Centre and limits redevelopment or renewal potential. The high traffic volume is also a risk to pedestrians and is incompatible with existing developments, including homes, which have direct access off Cessnock Road, Station Street and First Street.

Widening Cessnock Road and realigning the rail overpass to increase capacity may reduce these delays. However, this would come at a significant cost to the community. The works would require substantial property acquisition through Abermain, Weston and beyond. The resulting traffic volumes through the Township would not be compatible with the existing 'country town' character, would increase the potential for vehicle collisions in the Township and discourage walking and cycling for local trips.

The replacement of Frame Drive Bridge in 2017 has had the effect of reinstating a bypass of the Weston Commercial Centre and this has relieved some of the traffic delays experienced along Cessnock Road. In the future, the bypass will benefit from an upgrade to the Hunter Expressway Interchange at Hart Road, associated with the proposed redevelopment of the former Aluminium Smelter site. The upgrade would provide a full interchange at Hart Road, including north bound on and off ramps. This is the preferred option for relieving traffic congestion in Weston.

The current location of the bus stop on the corner of Station and First streets is dysfunctional and dangerous. Busses are forced to cross three lanes of traffic upon pulling out in order to make the turn into First Street. The Masterplan proposes moving the bus stop further south along the road adjacent to the pub where the wider pedestrian pavement will improve accessibility to the bus stop and allow the bus a longer distance to merge with traffic before making its turn into First Street.

Laneways

The existing laneways off Station Street between Cessnock and First Street offer a unique renewal opportunity in the Weston Commercial Centre. Protected from the busy street and traffic noise the laneways offer a human scale and comfortable place to sit.

The Masterplan suggests initial improvements could be as simple as low-cost artworks or lighting installations held in conjunction with mini festivals to help the community reimagine and reconnect with these spaces. In the long term the laneways can be refurbished with new paving, furniture, trees and lighting.

Adjacent property owners should also be encouraged through DCP provisions to undertake building modifications to address activate and use the lanes.

Figure 8: Pedestrian and cyclist connectivity



3.4 Urban Form Initiatives

Urban Form Initiative	
1.1	Review the DCP to discourage 'big box' type commercial developments (large footprint shops, food and retail outlets) with off street car parking, particularly on Station Street and Cessnock Road to maintain a vibrant Commercial Centre.
1.2	Review the DCP to encourage retail and food outlets to develop active street frontages and address and activate smaller laneways (in particular the laneway between Cessnock Road and First Street).
1.3	Review the DCP to ensure height controls (on Station Street in particular) to retain streetscape and Town character. Building heights should not impact on the visual curtilage of heritage buildings.
1.4	Retain larger lots sizes (4,000m ²) on the periphery of Town to provide separation between each Commercial Centre and retain the rural town character.
1.5	Review the DCP to restrict developments with double driveways in the Commercial Centre to prevent retail and commercial uses being sterilised.
1.6	Review the DCP to ensure development activates frontages and entries address the street.

3.5 Transport and Movement Network Initiatives

Transport and Movement Network Initiatives	
2.1	Install footpaths and kerb ramps on all streets within 250m of the Commercial Centre to improve pedestrian safety and encourage pedestrian movement.
2.2	Relocate the existing bus stop on the Western side of Station Street so that it is adjacent to the Criterion Hotel to facilitate buses merging and turning right into First Street.
2.3	Provide pedestrian crossing points on Station Street, between Cessnock Road and First Street, to encourage safe pedestrian connections in the Commercial Centre.
2.4	Provide a network of safe cycle ways from the Commercial Centre to key destinations in the District, including schools, TAFE and the Kurri Kurri District Hospital.
2.5	Provide amenities to encourage cycling into the Commercial Centre, including improved road surfaces, signage on bicycle routes and bicycle racks along Station Street.
2.6	Establish a shared path along Swamp Creek from Chinaman Hollow to the Weston Primary School and beyond, including connections from First to Tenth Streets and Swanson Street.
2.7	Investigate an improved cycle connection to Kurri Kurri via Embelton Street to the south of Weston.
2.8	Investigate the opportunity to establish a shared path between Grover Street (Weston) to Boundary Street (Kurri Kurri).
2.9	Implement a 40km per hour zone on Station Street between Third Street and Cessnock Road to improve safety for pedestrians and cyclists.
2.10	Develop a signage strategy for the Commercial Centre to assist in way finding and pedestrian and cyclist movement.

3.6 Public Domain Improvements

Weston has a rich history with several unique features, including built heritage landmarks which define the Township. The Masterplan identifies opportunities to improve the public domain to enhance these existing elements and interpret the Town's heritage. The aim is to enhance the sense of identity and character of the Commercial Centre, differentiating it from other nearby towns.

The implementation of a coherent materials and furniture palette to complement the existing character of Weston would significantly improve the amenity of the Town and increase repeat visitation. Street tree planting is proposed to 'green' the Commercial Centre, define the street hierarchy and provide amenity for pedestrians.

The Masterplan places an emphasis on initiatives to encourage visitors to the Commercial Centre, including outdoor dining and improved open space. Refer **Figure 9**



Figure 9: Dining and Open Space Areas

3.7 Public Domain Materials

The quality of the public domain and pedestrian environment is directly linked to peoples' decision to walk instead of driving their car, particularly for short trips within the Commercial Centre. There are many positive financial benefits to local economies by improving walking and cycling accessibility in Commercial Centre. Successful strategies to enhancing the amenity and attractiveness of the public domain include activated frontages, reduced traffic speed, street tree planting, a unified pavement and materials palette, improved signage and lighting. The existing heritage sandstone kerbs and sandstone slab footpath paving will be retained and protected.

The Masterplan establishes a simple, robust and sustainable footpath pavement and materials palette. High quality and well detailed brushed concrete is proposed as the primary pavement treatment with unit paving at key nodes and intersections with potential to infill paving along the street in the future. Regional towns such as Berry in NSW have celebrated and embellished the rural town character to create a beautiful and memorable identity that attracts visitors.

3.8 Wayfinding Signage

Cessnock City Council has developed a series of LGA Precinct, Town and Town Centre wayfinding signs. Signage is a powerful tool to unify a region, create a positive impression for visitors by providing important information, aiding navigation or wayfinding through the Commercial Centre. The Masterplan identifies locations for new wayfinding and location signage at key nodal points, features and recreation facilities. The consistent signage suite will help unify the Commercial Centre, improve accessibility, circulation and the visitor experience.

3.9 Recreation and Open Space Improvements

There are a number of small parks in proximity to the Commercial Centre of Weston and these are a great asset to the Town. The aim of the Masterplan is to improve the amenity of these parks to ensure they are well utilised and attract visitors to the Commercial Centre. In particular, the Weston Commercial Centre Masterplan identifies small improvements to Bluey Frame Park and the Memorial Park. Local parks include:

- Memorial Park
- Bluey Frame Park
- Ernie Dunlop Park
- Jock Steward Park

Weston has two parks with playgrounds, one in Ernie Dunlop Park and Bluey Frames Park and a regional scale playground, recreation and sports facilities nearby at Chainman's Hollow. Jock Steward Park is located mid-way along Station Street is lovingly maintained by the local residents.

Public amenities are available in Chainman's Hollow and Memorial Park on Cessnock Road. The main street is 'book ended' with park and bushland open space.

Memorial Park

Located on Cessnock Road near the Commercial Centre, Memorial Park is the ceremonial centre for Weston with the War Memorial Honour Roll. It is a popular rest stop with shelters and a large public toilet building. This small but formal Park has limited usable open grass areas due the symmetrical shelter layout and the large public toilet building in the middle of the Park.

The Masterplan recommends adjustments to the Park with the aim of increasing the usable Park area for passive recreation and ceremonies while retaining the simple but beautiful Park character and important memorial. The key components are:

- Retain the Park's civic importance
- Increase the usable open grass areas for passive recreation
- Create an open, safe and welcoming public Park
- Provide new small accessible public amenities
- Define the Park edges with low shrub mass plantings and new tree plantings

Bluey Frame Park

Bluey Frame Park is located on the corner of Station and Swanson streets. The small pocket park and playground is surrounded by dwellings and well positioned near the Swamp Creek open space network, midway between the Commercial Centre and Primary School.

The playground with a shelter is well located close to the Commercial Centre, which provides a valuable rest point for elderly and a play stop for the parents and carers with children. However, the 'local scale' playground located near the road and is old and should be replaced. The proposed playground upgrade has been identified in Council's Draft Recreation and Open Space Strategic Plan.

The Masterplan proposal for Bluey Frame Park aims to refresh the underutilised Park with a range of play and recreation activities for children, parents and carers. The components are:

- A safe and welcoming public park
- Improved circulation with new paths and connection to the surrounding streets
- A new play space for children 0-7 years with a mixture of traditional playground equipment. The key elements are:
 - Swings;
 - Slides;
 - Multipurpose play structure
 - Low shrub mass plantings to improve the visual amenity
 - Barrier planting and fencing along the street frontages.

3.10 Public Domain Initiatives

Public Domain Initiatives	
3.1	Provide a unified street scape palette, including paving, furniture and lighting, which reflects the rural town character.
3.2	Provide street trees and low shrub planting in kerb extensions within the Commercial Centre to calm traffic, improve safety, visual amenity and 'green' the streetscape in accordance with a tree planting program for the District.
3.3	Prepare a Street Tree Masterplan and ongoing tree planting program for streets outside of the Study Area to create a sense of arrival into the Commercial Centre.
3.4	Upgrade nominated footpaths in the Weston Commercial Centre with a consistent palette to improve visual amenity, provide a unified street, remove trip hazards and allow for outdoor dining.
3.5	Undertake a lighting upgrade to provide pedestrian scale lighting throughout the Commercial Centre and parks to improve pedestrian safety and amenity.
3.6	Investigate opportunities to illuminate heritage buildings facades and railway water tank to create a strong sense of character and provide night time amenity.
3.7	Investigate the opportunity to establish a regular 'everyday' food growers market in Weston.

3.11 Recreation and Open Space Initiatives

Recreation and Open Space Initiatives	
4.1	Undertake upgrades to Memorial Park to sympathetically consolidate existing elements and create a flexible space for passive recreation.
4.2	Undertake minor upgrades to Bluey Frame park including the provision of a swing to address the gap in the network of playgrounds in Weston to ensure residents live within 500 meters of a playground.

Masterplan

4.1 Overview of the Masterplan

The Masterplan has been developed based on a response to the findings in the detailed analysis. A focus has been placed on the development of the Commercial Centre and connectivity throughout the Study Area.

The Masterplan has been separated into the following key projects:

Project 1: Station Street Upgrades

Project 2: Memorial Park Improvements

Project 3: Bluey Frame Park Improvements

Project 4: Street Tree Masterplan

4.2 Station Street Upgrade Principals

- Upgrades to existing footpath with an emphasis on outdoor dining and pedestrian amenity.
- Create a consistent material palette through the Commercial Centre.
- Street tree planting and landscaping to provide amenity and identify Station Street.
- Safe pedestrian crossings.

Figure 10: Weston Commercial Centre Masterplan



LEGEND

	Proposed kerb alignment		Paved laneway plaza with outdoor dining space		Kerb ramp
	Existing kerb alignment		Permeable paving to improve water quality		New bus shelters
	Turf		Large street tree		Bus stop
	Mass planting		Small - medium street tree		Outdoor dining/retail opportunities
	Concrete pedestrian footpath/paving		Secondary street tree		
	Brick paving upgrade		Existing power pole and line		
	Heritage sandstone paving		In-road pavement threshold to slow traffic		

(Masterplan key over page)

Weston Commercial Masterplan Key

1. A shared path connection to Appleton Avenue, Kurri Kurri, Abermain and beyond.
2. In road paving threshold to create a low speed traffic environment, improve access, safety and encourage bike use on Scott Street.
3. New Street Tree Planting to improve the visual amenity, green the street and provide shade.
4. **Memorial Park** – Park upgrade including new amenity shelters, seating areas and planting to improve usability and the visual amenity.
5. **Bluey Frame Park** – Park upgrade including new amenity shelters, seating areas and planting to improve usability and the visual amenity.
6. Laneway improvements to provide safe, low speed bike routes in the Commercial Centre and encourage bike use for short trips.
7. **Station Street** – Streetscape upgrades to Station Street, including street trees, furniture, pavements.



Figure 11: Station Street Upgrade Improvements

Station Street Upgrade Overview



Figure 12: Station Street Upgrade Overview

Station Street Upgrades (North)



KEY:

1. New widened shared path between Swamp Creek and Government Road to improve access, circulation, safety and encourage bike use for short trips.
2. New widened shared path between Third Street and Swamp Creek.
3. New concrete footpaths and low shrub nature strip planting to improve visual amenity.
4. Retention and protection of existing sandstone kerbs.
5. Footpath upgrades to improve the visual amenity, provide a unified street and remove trip hazards.
6. New street trees and low shrub planting in kerb extensions to calm traffic, improve safety, visual amenity and green the street.
7. Kerb extensions to reduce the crossing distance, improve pedestrian access and safety.

**Figure 13: Station Street Upgrades Plan
(Between First Street and Swanson
Street)**

Station Street Upgrades (South)



1. Refurbishment of the railway water tank including planting and feature lighting.
2. Establish a 40km per hour zone along Station Street between Scott and Second Street.
3. Upgrade the pedestrian and bike railway crossing to improve safety.
4. New street tree planting to improve the visual amenity, green the street and improve access and safety.
5. Widened shared path (Western footpath) between Scott Street and Cessnock Road to improve bike access to the shop and Commercial Centre.
6. Kerb extensions with low shrub planting to green the street and improve the visual amenity.
7. New footpath along Cessnock Road to improve access and facilitate pedestrian movements.
8. Footpath upgrades to improve the visual amenity, provide a unified street and remove trip hazards.
9. Laneway improvements to provide safe, low speed bike routes into the town centre and encourage bike use for short trips.
10. Relocate bus to improve bus turning movements and provide shelter for waiting passengers.
11. Widened footpath to address footpath cross fall issues, improve access and amenity.
12. Provide a consistent street furniture suite with seat and bike racks at regular intervals.
13. Paved plaza, shade trees and outdoor dining areas in laneway.
14. Pedestrian wayfinding signage with maps and interpretive information.

**Figure 14: Station Street Upgrades Plan
(Between First Street and Swanson
Street)**

Section 1: Station Street (Between Third & Second Street)



Figure 15: Typical treatment to Station Street between Third and Second Street

Section 2: Station Street (Between Second & First Street)

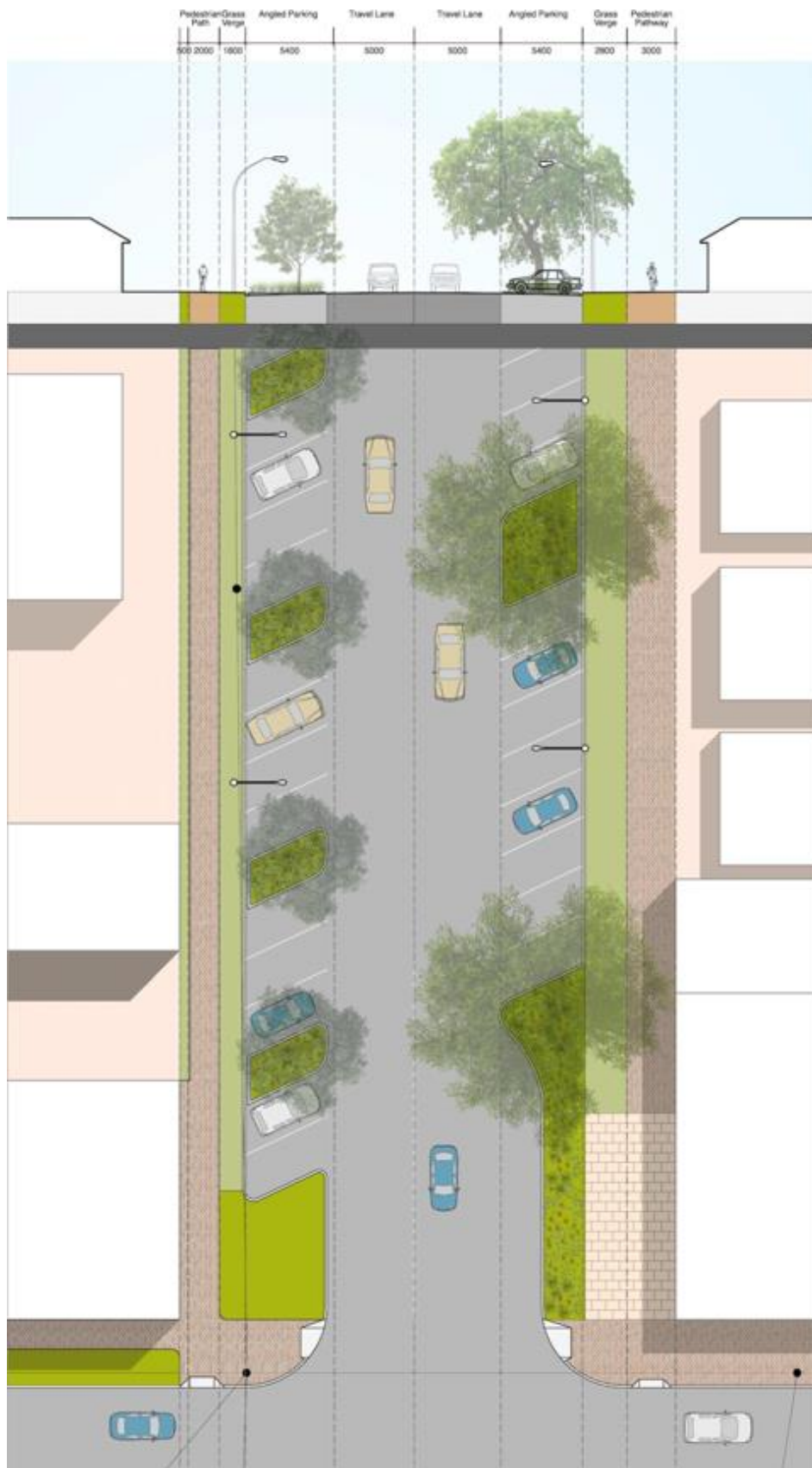


Figure 16: Typical treatment to Station Street between Second and First Street

Section 3: Station Street (Between First Street & Cessnock Road)



Figure 17: Typical treatment to Station Street between Cessnock Road & First Street

Section 4: Station Street (Between Cessnock Road & Scott Street)



Figure 18: Typical treatment to Station Street between Cessnock Road & First Street

4.3 Memorial Park Improvements

The aim of the Memorial Park Concept Plan is to increase the open space area for passive recreation. The Plan sympathetically edits the Park to improve the amenity, usability and access for the enjoyment of residents, workers and visitors to Weston and still retain the simple but beautiful Park character and important memorial. The aim is to increase the usable Park areas for passive recreation and ceremonies. The key components are:

- Retain the Park's civic importance
- Increase the usable open grass areas for passive recreation
- Create an open, safe and welcoming public park
- Provide new small accessible public amenities; and
- Define the Park edges with low shrub mass plantings and new tree plantings



Figure 19: Memorial Park – Artist Impression

4.4 Bluey Frame Park Improvements

The aim of the Bluey Frame Park Concept Plan is to improve the recreation opportunity and Park amenity for the enjoyment of workers, visitors and residents and refresh an underutilised and old range of play and recreation activities for children, parents and carers. The components are:

- A safe and welcoming public park;
- Improved circulation with new paths and connection to the surrounding streets;
- A new play space for children 0-7 years with a mixture of traditional playground equipment. The key elements are:
 - Swings
 - Slides
 - Multipurpose play structure
- Low shrub mass plantings to improve the visual amenity; and
- Barrier planting and fencing along the street frontages.



Figure 20: Artist's Impression – Bluey Frame Park

Bluey Frame Park Concept Plan



Figure 21: Bluey Frame Park Improvements Concept Plan

Bluey Frame Park Concept Key:

1. Provide a new small playground with swing that caters for children 2-11 years of age to be located away from street.
2. Install a low barrier fence around the park to define the open space and improve safety.
3. Provide low boundary planting to define the edges, green the park and provide protection from the street.
4. Provide new footpath connections to improve access and facilitate pedestrian movements. New street and park trees to provide shade and improve amenity.
5. Improve night time safety with park post top lights.
6. Provide a range of seating opportunities and rest spots.
7. Unify the park with a consistent range of park furniture, materials and planting palette.
8. Provide new welcoming park signage with maps and interpretive information.

4.5 Street Tree Masterplan

Street Tree Masterplan Hierarchy

A street tree hierarchy has been defined for Weston and extends beyond the Study Area to create a sense of place and arrival into the Commercial Centre.



Figure 22: Street Tree Masterplan

Street Tree Masterplan Key

1. Extend street tree planting along Station Street from Swanson Street (starting at Weston Street) to create a continuous avenue of trees into the Commercial Centre from the East. Deciduous tree with seasonal variation i.e. Jacaranda or Poinciana.
2. Deciduous street tree along Third Street to assist in defining the entry to the Commercial Centre.
3. Deciduous street tree along Second Street suitable for planting under powerlines.
4. Deciduous street tree along First Street to assist in differentiating streets.
5. Deciduous tree planting along Cessnock Road to create seasonal variation and define the entry to Weston Commercial Centre from Cessnock Road.
6. Native tree species to tie in with adjoining bushland, suitable for planting under powerlines.

Proposed Street Tree Species

Street trees make an important contribution to the character and amenity of a town. Street trees can create a sense of place, and provide long lasting environmental contributions. The tree species selected for the Weston Commercial Centre have been based on suitability to the site conditions.



STATION STREET

PARKING BAY:
Jacaranda *Jacaranda mimosifolia*



CESSNOCK ROAD

TURF VERGE:
Claret Ash *Fraxinus raywood*



FIRST STREET

TURF VERGE:
Ornamental Pear *Pyrus sp.*



SECOND STREET

PARKING BAY:
Crepe Myrtle



THIRD STREET

TURF VERGE
Claret Ash *Fraxinus raywood*



SCOTT STREET

TURF VERGE:
Tuckeroo *Cupaniopsis anacardioides*

Figure 23: Street Tree Species

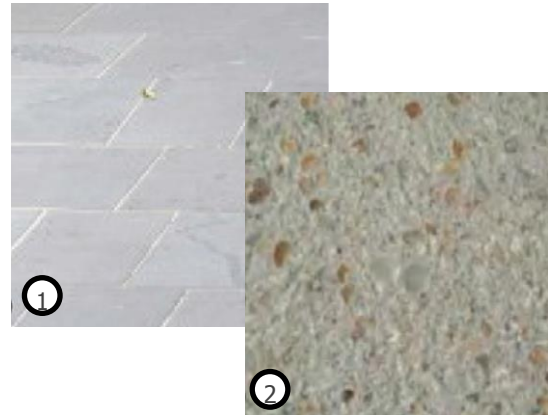
4.6 Commercial Centre Materials and Furniture

The materials palette selected for the Weston Commercial Centre will reinforce the unique character and heritage of the area and create a sense of continuity through the Town. The materials palette will also blend and conform to the existing paving palette in the Township.

The aim of the materials palette is to create a cohesive character and sense of place within the Weston Commercial Centre, ensuring a simple, sustainable and consistent palette which is appropriate to the character of the Town and unify the Commercial Centre whilst providing variations in some areas to define the street hierarchy.

Materials Palette

1. Feature Paving – concrete with exposed natural stone aggregate
2. Bluestone Feature Paving – high end finishes



Lighting

3. **Park Lighting – Boca 612 Uplighting**
Supplier: Cooper Industries
Finish: Stainless Steel
4. **Park Lighting – SL7005 Solar Heritage Lamp Post**
Supplier: Commercial Systems Australia
Finish: Charcoal Satin Power Coat
5. **Commercial Centre Street & Pedestrian Lighting and Banner Poles**
Street Lighting with pedestrian lighting & banner attachments
Post: GM Pole Light: WE-EF
Finish: Mid Grey



Furniture

6. Bollard - Commercial Centre and Parks

SB2101 Urbania Bollard
Supplier: Commercial Systems Australia



7. Drinking Fountain - Commercial Centre and Parks

Arqua Drinking Fountain
Supplier: Street Furniture Australia



8. Bike Rail - Commercial Centre & Parks

BR7101 Urbania Bike Leaning Rail
Supplier: Commercial Systems Australia

9. Bin Enclosure - Commercial Centre and Parks

LR6533 Manhattan Bin Enclosure
Supplier: Commercial Systems Australia



10. Formal Bench Seat - Commercial Centre and Parks

TM4510 Manhattan Seat
Supplier: Commercial Systems Australia
Finish: Mild Steel Frame, Hardwood timber battens



11. Picnic Setting - Parks

TM4512-11 Manhattan Picnic Setting
Supplier: Commercial Systems Australia
Finish: Mild Steel Frame, Hardwood timber battens



12. Bench Seating - Commercial Centre and Parks

TM4511 Manhattan Bench
Supplier: Commercial Systems Australia
Finish: Mild Steel Frame, Hardwood timber battens



13. Platform Bench Seating - Commercial Centre and Parks

TM4514 Manhattan Platform Bench
Supplier: Commercial Systems Australia
Finish: Mild Steel Frame, Hardwood timber battens



Section 5

Key Initiatives (Appendix A)

	Urban Form	Priority	Cost	Timeframe
1.1	Review the DCP to discourage 'big box' type commercial developments (large footprint shops, food and retail outlets) with off street car parking, particularly on Station Street and Cessnock Road to maintain a vibrant Commercial Centre.	High	Nil	Short Term
1.2	Review the DCP to encourage retail and food outlets to develop active street frontages and address and activate smaller laneways (in particular the laneway between Cessnock Road and First Street).	High	NIL	Short Term
1.3	Review the DCP to ensure height controls (on Station Street in particular) to retain streetscape and Town character. Building heights should not impact on the visual curtilage of heritage buildings.	High	NIL	Short Term
1.4	Retain larger lots sizes (4,000m ²) on the periphery of Town to provide separation between each Commercial Centre and retain the rural town character.	High	NIL	Short Term
1.5	Review the DCP to restrict developments with double driveways in the Commercial Centre to prevent retail and commercial uses being sterilised.	High	NIL	Short Term
1.6	Review the DCP to ensure development activates frontages and entries address the street.	High	NIL	Short Term

	Transport and Movement Network	Priority	Cost	Timeframe
2.1	Install footpaths and kerb ramps on all streets within 250m of the Commercial Centre to improve pedestrian safety and encourage pedestrian movement.	High	\$\$\$	Medium Term
2.2	Relocate the existing bus stop on the Western side of Station Street so that it is adjacent to the Criterion Hotel to facilitate buses merging and turning right into First Street.	High	\$\$	Short Term
2.3	Provide pedestrian crossing points on Station Street, between Cessnock Road and First Street, to encourage safe pedestrian connections in the Commercial Centre.	High	\$\$	Medium Term
2.4	Provide a network of safe cycle ways from the Commercial Centre to key destinations in the District, including schools, TAFE and the Kurri Kurri District Hospital.	Medium	\$\$\$	Medium Term
2.5	Provide amenities to encourage cycling into the Commercial Centre, including improved road surfaces, signage on bicycle routes and bicycle racks along Station Street.	Medium	\$\$	Medium Term
2.6	Establish a shared path along Swamp Creek from Chinaman Hollow to the Weston Primary School and beyond, including connections from First to Tenth Streets and Swanson Street.	Low	\$\$	Medium Term
2.7	Investigate an improved cycle connection to Kurri Kurri via Embelton Street to the south of Weston.	Low	\$\$	Medium Term
2.8	Investigate the opportunity to establish a shared path between Grover Street (Weston) to Boundary Street (Kurri Kurri).	Low	\$\$	Medium Term

2.9	Implement a 40km per hour zone on Station Street between Third Street and Cessnock Road to improve safety for pedestrians and cyclists.	Low	\$	Medium Term
2.10	Develop a signage strategy for the Commercial Centre to assist in way finding and pedestrian and cyclist movement.	Medium	\$\$	Medium Term




Public Domain Initiatives		Priority	Cost	Timeframe
3.1	Provide a unified street scape palette, including paving, furniture and lighting, which reflects the rural town character.	High	\$\$	Long Term
3.2	Provide street trees and low shrub planting in kerb extensions within the Commercial Centre to calm traffic, improve safety, visual amenity and 'green' the streetscape in accordance with a tree planting program for the District.	High	\$\$\$	Long Term
3.3	Prepare a Street Tree Masterplan and ongoing tree planting program for streets outside of the Study Area to create a sense of arrival into the Commercial Centre.	Medium	\$	Short Term
3.4	Upgrade nominated footpaths in the Weston Commercial Centre with a consistent palette to improve visual amenity, provide a unified street, remove trip hazards and allow for outdoor dining.	High	\$\$\$	Medium Term
3.5	Undertake a lighting upgrade to provide pedestrian scale lighting throughout the Commercial Centre and parks to improve pedestrian safety and amenity.	Medium	\$\$\$	Medium Term
3.6	Investigate opportunities to illuminate heritage buildings facades and railway water tank to create a strong sense of character and provide night time amenity.	Medium	\$	Medium Term
3.7	Investigate the opportunity to establish a regular 'everyday' food growers market in Weston.	Medium	\$	Medium Term




Recreation and Open Space Initiatives		Priority	Cost	Timeframe
4.1	Undertake upgrades to Memorial Park to sympathetically consolidate existing elements and create a flexible space for passive recreation.	Low	\$\$\$	Long Term
4.2	Undertake minor upgrades to Bluey Frame park including the provision of a swing to address the gap in the network of playgrounds in Weston to ensure residents live within 500 meters of a playground.	Medium	\$\$	Medium Term

Site Inventory (Appendix B)

Trees and Planting






Number	Image	Note
1		<p>On street Crepe Myrtle screen planting.</p>
2		<p>Established Eucalyptus street planting along railway line.</p>
3		<p>Unestablished Tuckeroo in turf.</p>

4		Bottlebrush in concrete planter box.
5		New mass planting bed in kerb extension.
6		Crepe Myrtle street tree planting on First Street.

Structures and Furniture




Number	Image	Note
1		<p>Typical bus shelter on concrete.</p>
2		<p>Bench seat on street.</p>
3		<p>Phone box.</p>

<p>4</p>		<p>Post box on pedestrian pathway.</p>
<p>5</p>		<p>Typical steel bin with canopy lid.</p>

Paving and Surface Treatments










Number	Image	Note
1		Wide concrete paving in front of shopfront.
2		Heritage stone paving.
3		Concrete footpath.





<p>4</p>		<p>Brick pavers in single colour.</p>
<p>5</p>		<p>Unit paver kerb ramp.</p>
<p>6</p>		<p>Heritage stone gutter and kerb.</p>

Park Structures and Furniture



Number	Image	Note
1.1		Jock Stewart Park Entry
1.2		Park post and rail barrier fence.
1.3		Park bench and seating set 1.

<p>1.4</p>		<p>Park bench and seating set 2.</p>
<p>1.5</p>		<p>Deciduous park tree.</p>
<p>1.6</p>		<p>Playground and shelter at Bluey Frame Park.</p>
<p>1.7</p>		<p>Established native trees.</p>

<p>1.8</p>		<p>Remembrance Memorial</p>
<p>1.9</p>		<p>Sheltered ark table and bench.</p>
<p>1.10</p>		<p>Bathroom amenity block.</p>
<p>1.11</p>		<p>Wayfinding signage.</p>



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