



# Cessnock Commercial Precinct Project

Final Issue

Prepared for: Cessnock City Council

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16005 | September 2017



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# Cessnock Commercial Precinct Project

## Final Issue

Cover Image: View along Cessnock 'Main Street' (Vincent Street) to the hills beyond.

| Revision | Date     | Description                                  | By    | Chk | App |
|----------|----------|--|-------|-----|-----|
| 01       | 31/08/16 | Draft UD Report                              | LP/DA | DA  |     |
| 02       | 01/09/16 | Draft PDP - Page 44 added                    | DA    | DA  |     |
| 03       | 27/09/16 | Final Draft: Chapter 10 Public Domain Plan   | DA    | EC  | DA  |
| 04       | 15/12/16 | Ch 10 Public Domain Plan - M9 Issue          | DA    | EC  |     |
| 05       | 17/02/17 | Milestone 5 - Background Reports Issue       | JL/DA |     | DA  |
| 06       | 08/03/17 | Milestone 5 - Background Reports Reissue     | DA    |     | DA  |
| 07       | 31/03/17 | Milestone 9 (except IP)                      | DA    |     | DA  |
| 08       | 11/04/17 | Milestone 9 - Final Draft                    | DA    |     | DA  |
| 09       | 20/04/17 | Issue for Public Exhibition                  | DA    |     | DA  |
| 10       | 14/07/17 | Final Issue                                  | DA    |     | DA  |
| 11       | 25/07/17 | Final Issue - addressing additional comments | DA    |     | DA  |
| 12       | 15/08/17 | Final Issue - QS Update                      | DA    | EC  | DA  |
| 13       | 23/08/17 | Final Issue - Milestone 14                   | DA    | EC  | DA  |
| 14       | 21/09/17 | Final Issue - Milestone 17                   | DA    | EL  | DA  |

Prepared for: Cessnock City Council



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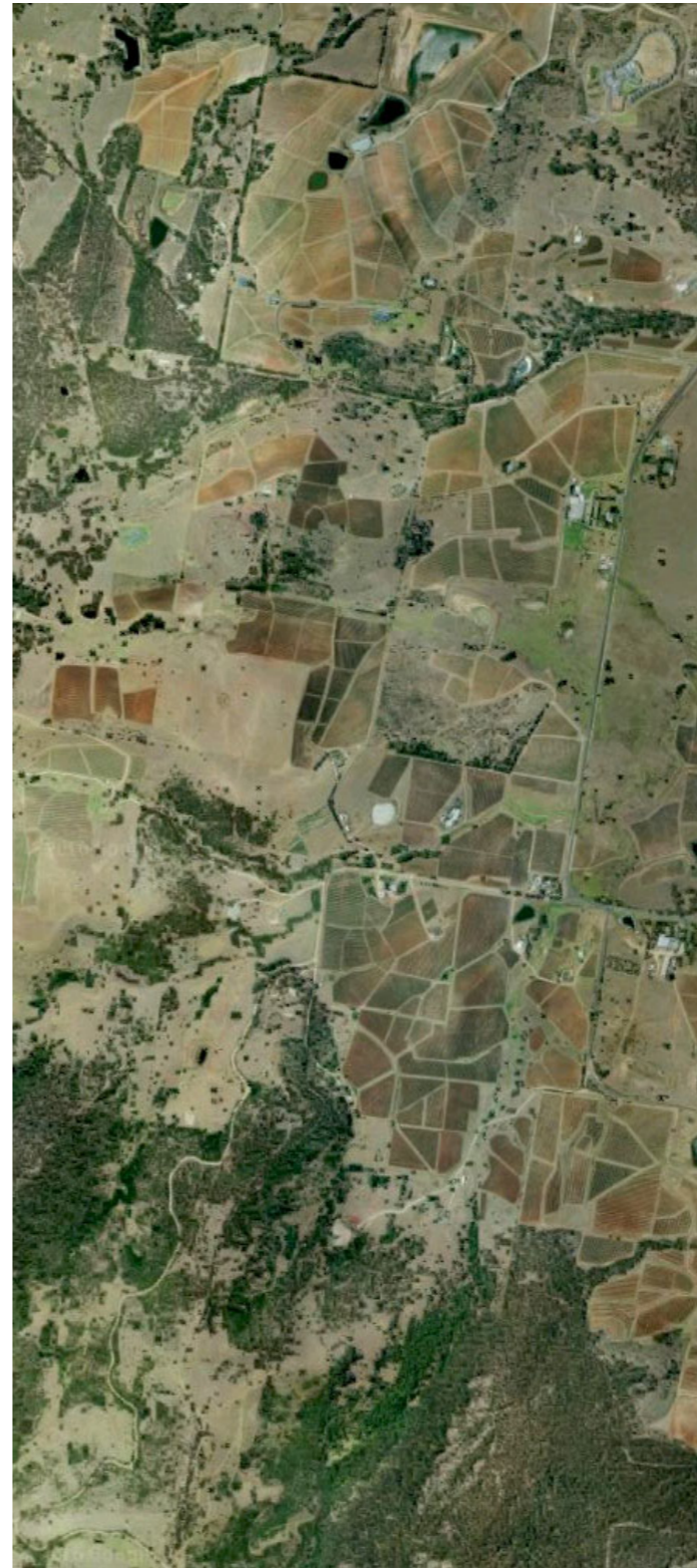
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## 1.0 Introduction

### 1.1 The Project

*'This Project aims to complement the Lower Hunter Regional Strategy in its vision for the city of Cessnock as a Major Regional Centre through the establishment of a site specific Development Control Plan and Public Domain Plan. In addition, the project aims to complete actions identified in the Cessnock CBD Masterplan, develop guidelines to improve the public domain of the Cessnock Commercial Precinct, and provide a document that will form the basis of a Developer Contributions Plan for public domain improvements.'*

(Extract from Cessnock Commercial Precinct Project RFQ, Section 2 – The Brief)

The three primary project deliverables are:

- Development Control Plan (DCP)
- Public Domain Plan (PDP)
- Implementation Plan (IP)

The project included a review of the CBD Masterplan prepared by Arup in 2012 and has developed the statutory framework (recommended changes to the current CLEP and specific Cessnock Commercial Precinct CDGP provisions) and a costed and prioritised concept design for the Commercial Precinct public domain. The outcomes of this urban planning work will provide a sound basis for the next implementation phase – the staged delivery of upgrade works over the next 25 years.

### 1.2 Study Area

The Cessnock Commercial Precinct study area is 110.5Ha in size and is generally defined by lands with a business zoning (refer to Figure 1).

### 1.3 Project Objectives

The project has the following Objectives:

- Develop a Development Control Plan and Public Domain Plan that will assist in establishing the Cessnock commercial precinct as a Major Regional Centre;
- Develop a set of achievable development incentives that will encourage good design within the Cessnock Commercial Precinct;
- Complete actions identified in the Cessnock CBD Masterplan;
- Ensure an adequate supply of housing (and appropriate mix of housing typologies) and employment land within the Cessnock Commercial Precinct for the next 25 years;
- Provide the base information that will inform future Contributions Plan funding improvements to the public domain of the Cessnock Commercial Precinct;
- Develop an Implementation Plan that:
  - Provides recommendations to improve CLEP 2011;
  - Schedules public domain and infrastructure improvements, identifying staging, priority, funding and contributions, timing and cost; and
- Develop and implement a Community Engagement Strategy that effectively engages the community of the Cessnock Commercial Precinct.

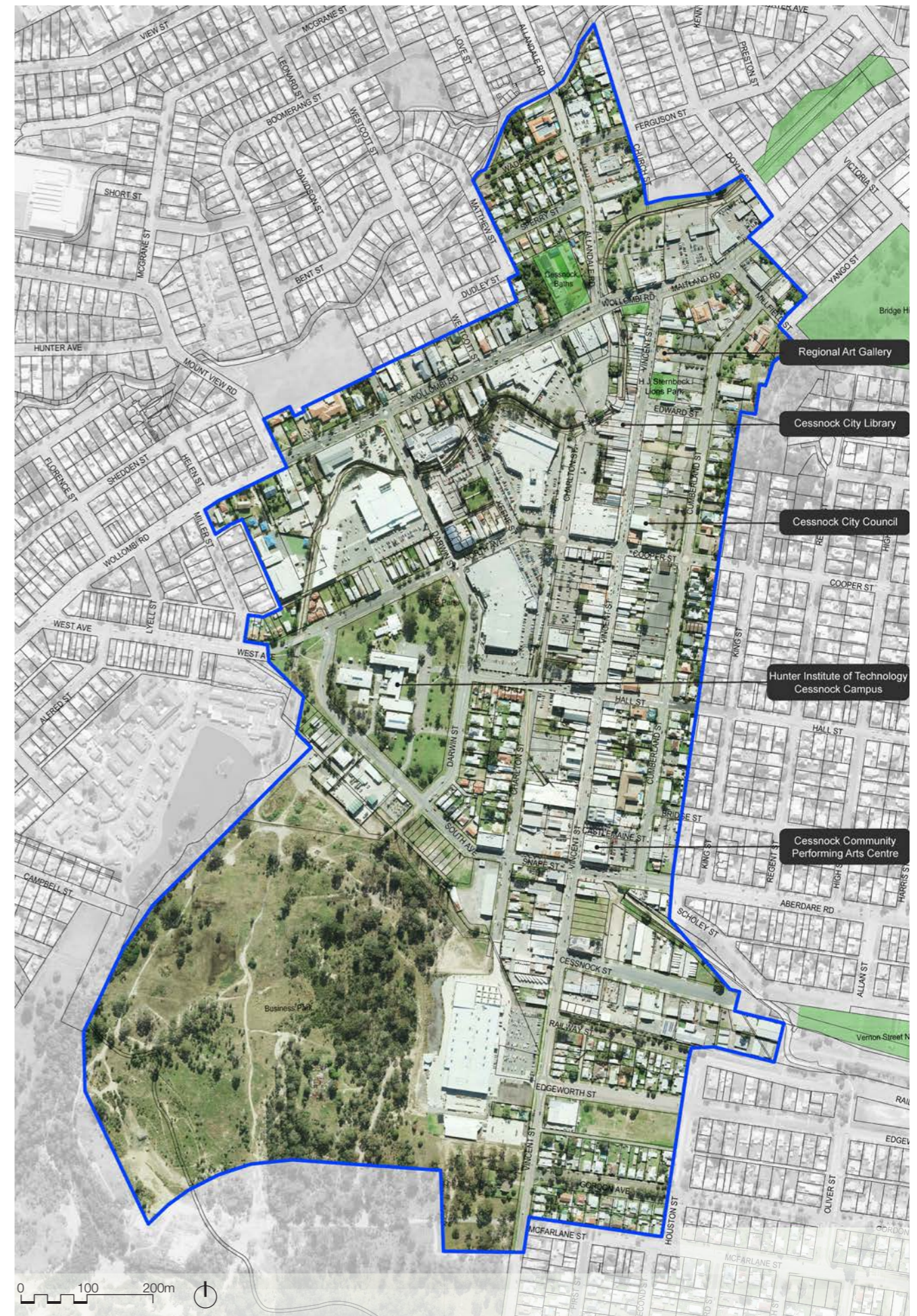


Figure 1: Study Area.



## 1.0 Introduction

### 1.4 Study Team

The Conybeare Morrison (CM<sup>+</sup>) led Consultant Team brings together significant urban planning experience, with specialist expertise in the following areas:

- Project Management
- Urban Design
- Stakeholder + Community Consultation
- Statutory Planning
- Development Economics
- Landscape Design
- Quantity Surveying
- Transport Planning
- 3D Visualisation

The project organisational structure is illustrated in Figure 2.

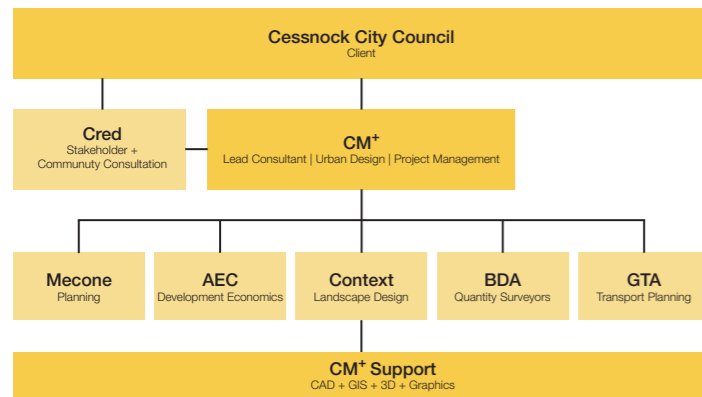


Figure 2: Project Team Structure.

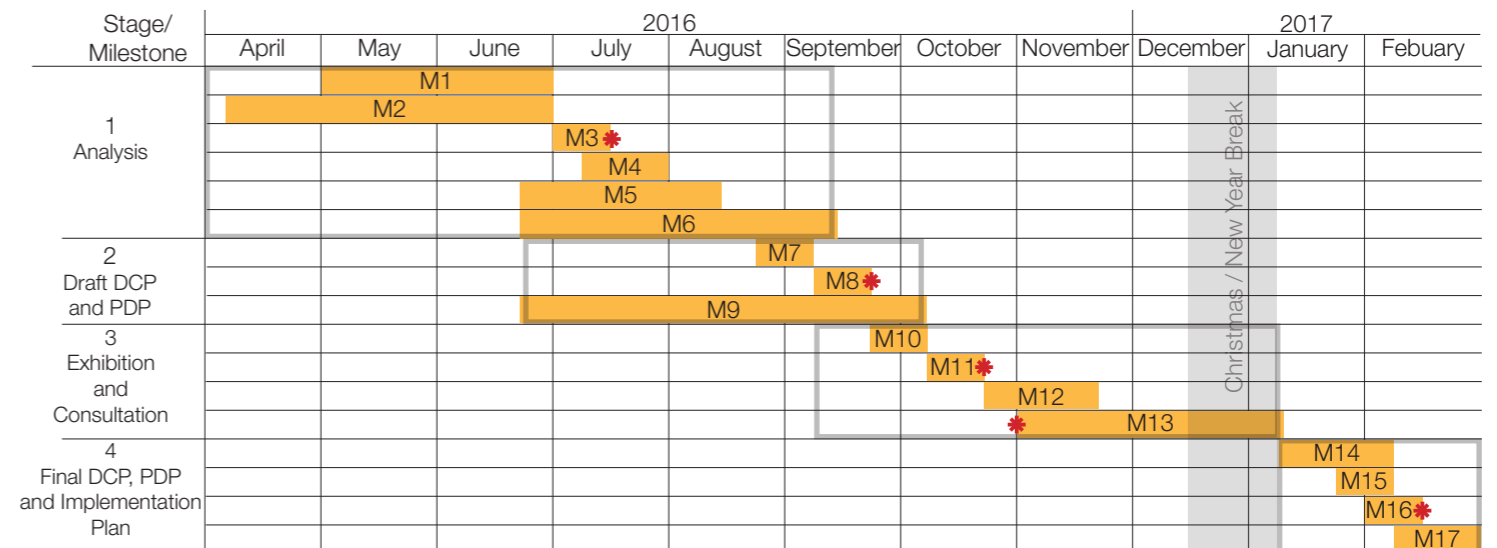
### 1.5 Study Methodology and Program

The CM<sup>+</sup> consultant team commenced work on the project in April 2016 and will complete the project over an approximately one year timeline. The project program and milestones are illustrated in Figure 2. The following four stage methodology outlines the overall approach:

1. Undertake urban analysis;
2. Prepare draft:
  - a. Development Control Plan (DCP)
  - b. Public Domain Plan (PDP)
  - c. Implementation Plan (IP);
3. Undertake consultation and place on public exhibition; and
4. Finalise DCP, PDP and IP.

Stakeholder and community consultation lead by Cred Consultants is an important component of the project – informing the urban and landscape design at key intervals through the program.

The program incorporates workshops with the community and with Council planning officers, presentations to Cessnock City Council and a public exhibition of the draft plans to allow an opportunity for community and stakeholder comment and feedback.



\* Consultation / Council Presentation

- **Milestone 1** Draft Supply and Demand Analysis, Draft Community Engagement Strategy
- **Milestone 2** Draft CCP Workshop Presentation
- **Milestone 3** Workshop
- **Milestone 4** Final Supply and Demand Analysis, Community Engagement Strategy
- **Milestone 5** Draft Background Reports
- **Milestone 6** Draft DCP and PDP
- **Milestone 7** Prepare Draft Workshop Presentation
- **Milestone 8** Present to Council Staff
- **Milestone 9** Draft Implementation Plan, final Background Reports, and Draft DCP and PDP
- **Milestone 10** Prepare Draft DCP, PDP and Implementation Plan presentation
- **Milestone 11** Present to Councillors
- **Milestone 12** Exhibition Draft DCP, PDP and Implementation Plan
- **Milestone 13** Community Consultation and Public Exhibition
- **Milestone 14** Post Exhibition Draft DCP, PDP and Implementation Plan
- **Milestone 15** Prepare Draft DCP, PDP and Implementation Plan presentation
- **Milestone 16** Present to Councillors, Council Staff
- **Milestone 17** Final DCP, PDP and Implementation Plan

## 2.0 Planning Context

### 2.1 Regional Context

The Lower Hunter is the sixth largest urban area in Australia. It is located 160 kilometres north of Sydney, covers an area of 4,291 square kilometres and is a major population centre that includes the regional city of Newcastle, the State's second largest urban centre.

The Lower Hunter is a region of diverse landscapes and land uses. Its coastline, mountains, lakes, floodplains and rivers are key elements of the Region's identity, culture and lifestyle.

The Lower Hunter is characterised by large areas of rural, agricultural and forested lands. Based on a major river and coastal estuary, it contains areas of high quality agricultural land, important drinking water aquifers and internationally and nationally significant environmental assets. The region's rural and semi rural landscapes account for around 80 per cent of the Region's land, and are themselves further characterised by key industries of mining, wine production and tourism.

Cessnock is known as the 'gateway' to the Hunter Wine region which is located immediately to the northwest of the Centre (refer to Figure 4).

### 2.2 Local Context

Cessnock is a designated Major Regional Centre - identified in the Hunter Regional Plan prepared by the Department of Planning and Environment (DPE). The Plan identifies significant population, dwelling and employment growth for the Lower Hunter. However, growth in the Cessnock LGA and in the Commercial Centre is expected to be slower and more gradual.

The opening of the Hunter Expressway in March 2014 provided an attractive north-south route, removing through-traffic, including heavy vehicular traffic from the Cessnock 'Main Street': Vincent Street.

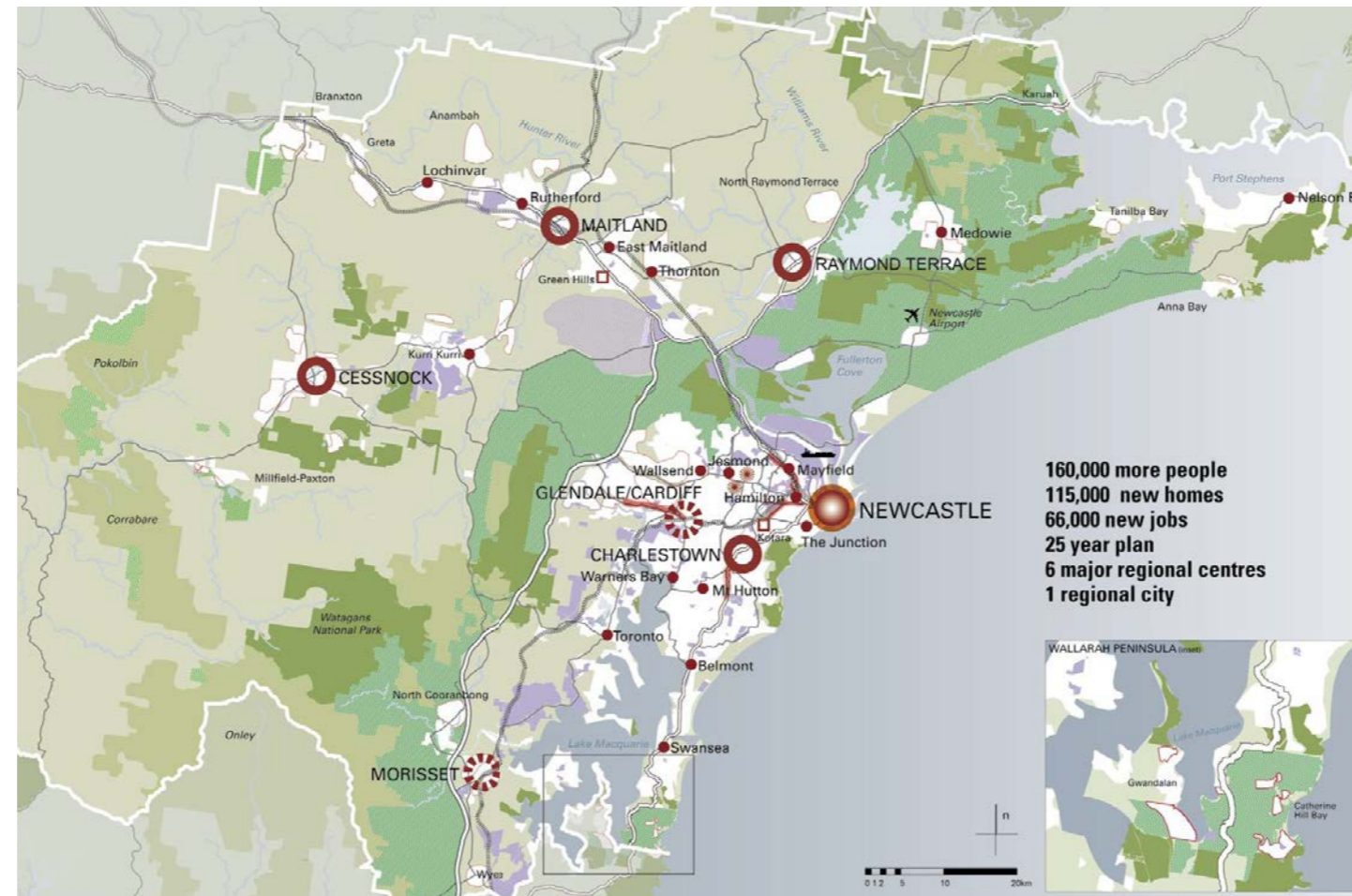


Figure 3: Lower Hunter Regional Strategy Map (Source: Lower Hunter Regional Strategy 2006 - 2031)

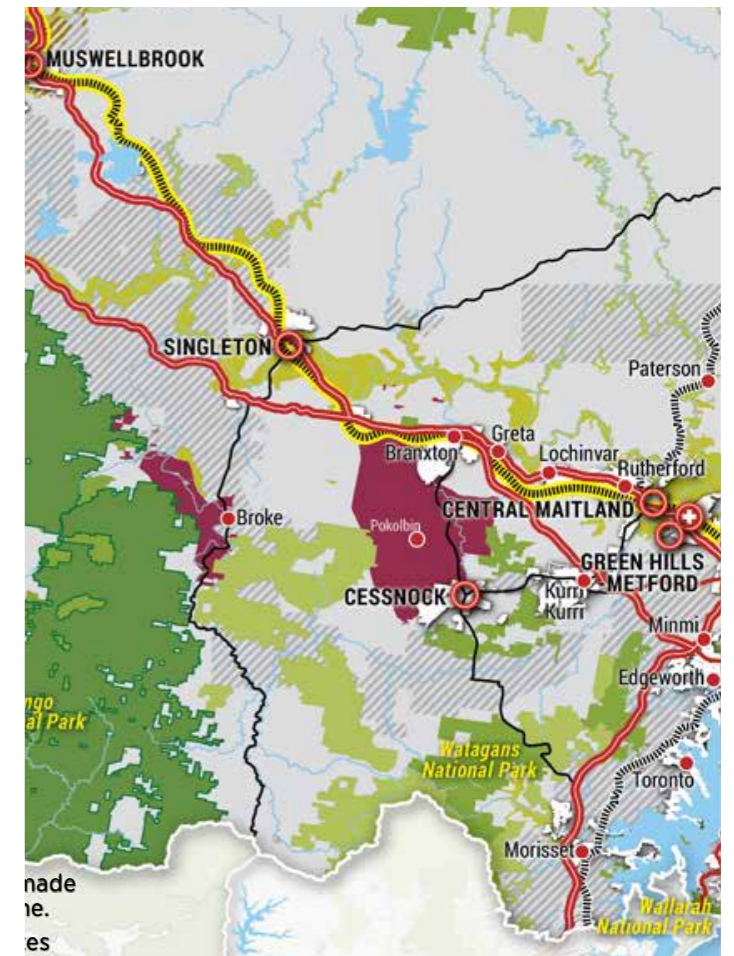
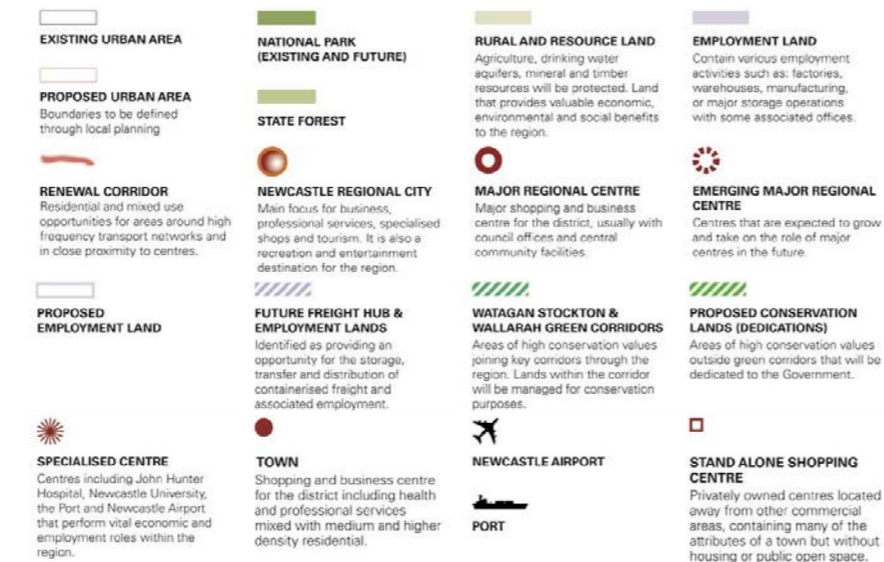
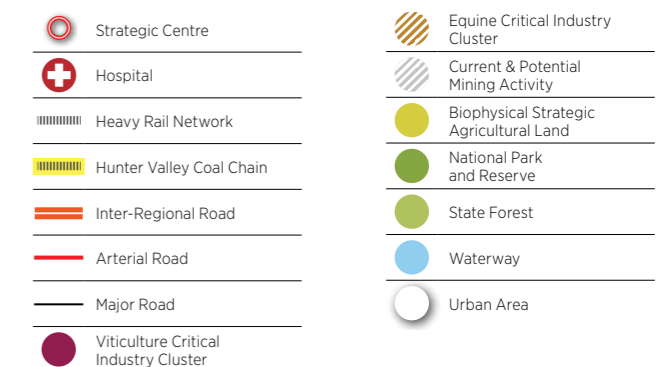


Figure 4: Western Hunter Strategy Map (Source: Draft Hunter Regional Plan, 2015)





## 2.0 Planning Context

### 2.3 Current Development Controls

A review was undertaken of the key development controls that currently apply to the Cessnock Commercial Precinct, and the findings are summarised below.

#### Land Zoning

Land Zones applying to the study area are:

- B3 Commercial Core
- B4 Mixed Use
- B7 Business Park
- RU2 Rural Landscape
- R3 Medium Density Residential
- RE1 Public Recreation

The Commercial Core (primarily retail) is concentrated in the north of the study area, with the remainder of the Centre Zoned Mixed Use. Medium Density Residential Zones surround the Centre, to the west, north and east, whilst Business Park and Rural Landscape zones occur to the south of the Centre. Refer to Figure 5.

#### Floor Space Ratio (FSR)

An FSR of 1.5 : 1 applies to the core of the Commercial Precinct, whilst the rest of the Centre is not subject to density controls. Refer to Figure 6.

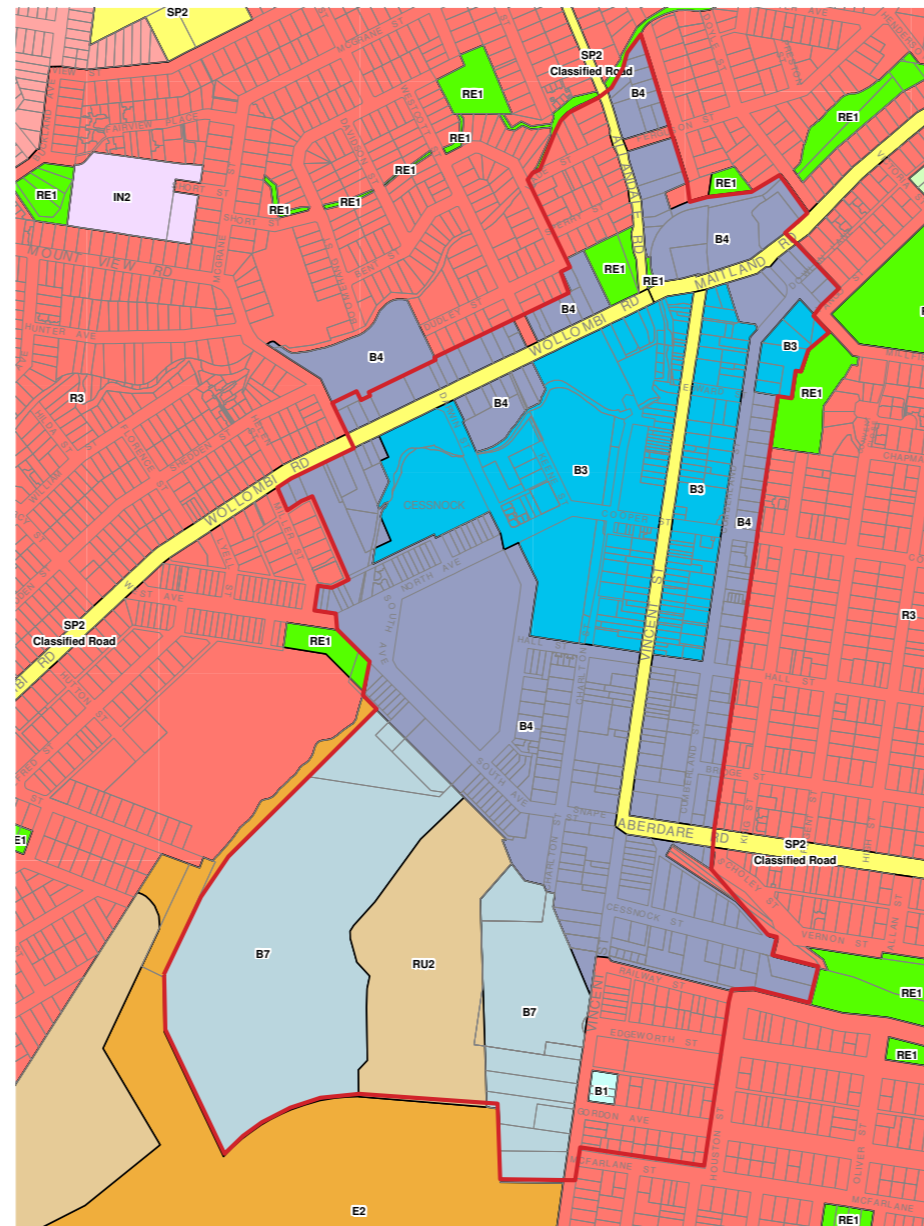














Figure 5: Zoning Map

| Zone  |                               |
|---|-------------------------------|
|  | B1 Neighbourhood Centre       |
|  | B3 Commercial Core            |
|  | B4 Mixed Use                  |
|  | B7 Business Park              |
|  | E2 Environmental Conservation |
|  | IN2 Light Industrial          |
|  | R2 Low Density Residential    |
|  | R3 Medium Density Residential |
|  | RE1 Public Recreation         |
|  | RE2 Private Recreation        |
|  | RU2 Rural Landscape           |
|  | SP2 Infrastructure            |

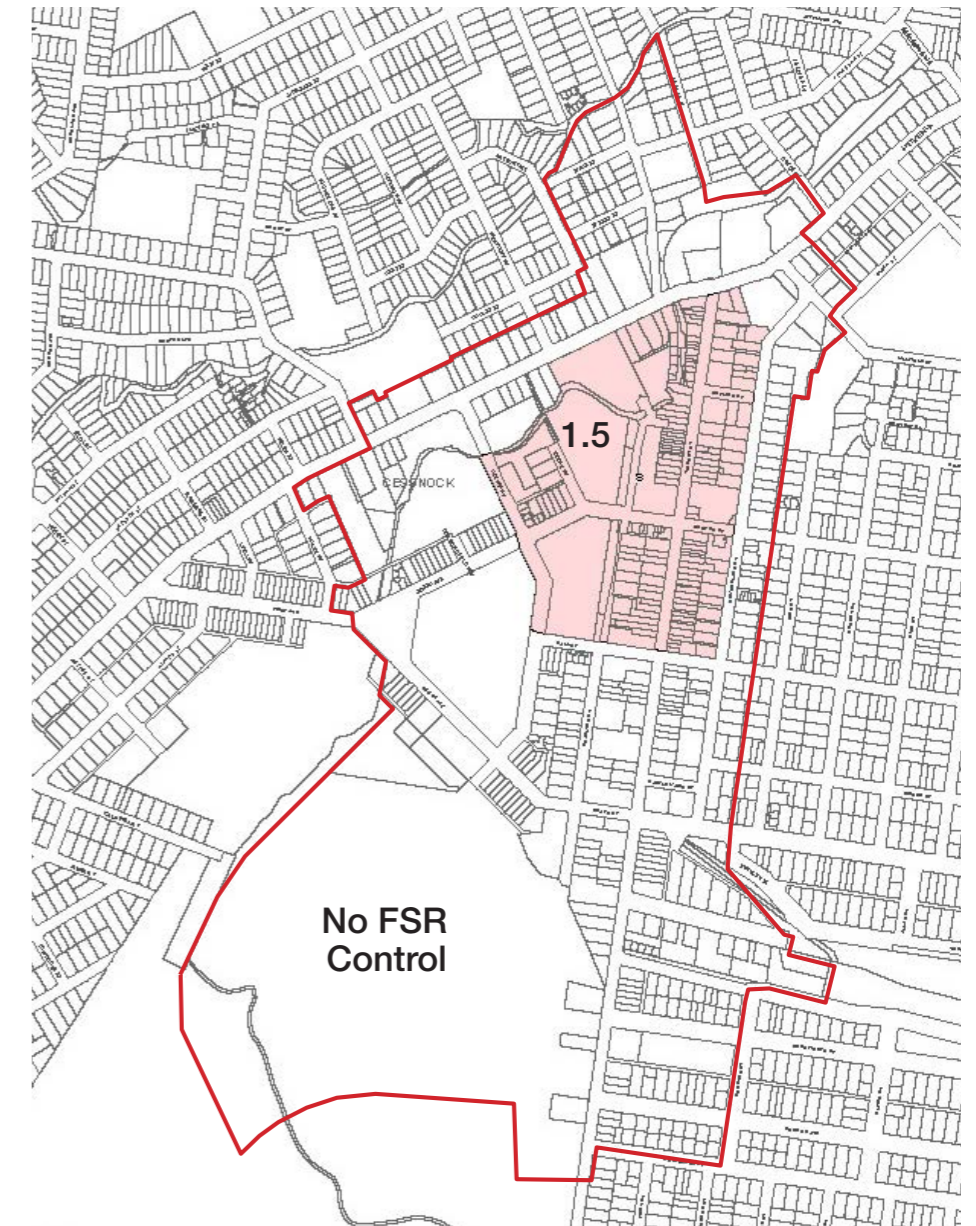


Figure 6: Floor Space Ratio Map

| Maximum Floor Space Ratio (m <sup>2</sup> )   |     |
|---|-----|
|  | 1.5 |



## 2.0 Planning Context

### Height of Building (HOB)

A 12 metre height limit applies to three areas of the Commercial Precinct, refer to Figure 7; the Commercial Core and to the Business Park area in the south.

Allowing for a larger ground floor height, and for conventional roof structures, this height limit permits mixed-use buildings of three storey height in the Commercial Core, or in the Business Park, a two storey commercial, or large scale 'big box' retail development.

### Heritage Items

Cessnock CBD's most distinctive feature is the significant number of historic buildings which contribute a distinct identity and local character. Refer to Figure 8.

There are 29 Local Heritage items and one State Heritage item in the study area. Most of the heritage buildings are located along Vincent Street, however, there is also large areas to the South that were former mining areas, and the former South Maitland Railway, a landscape heritage item, which is listed as an item of State Heritage.



Figure 9: Heritage Item - Royal Oak Hotel

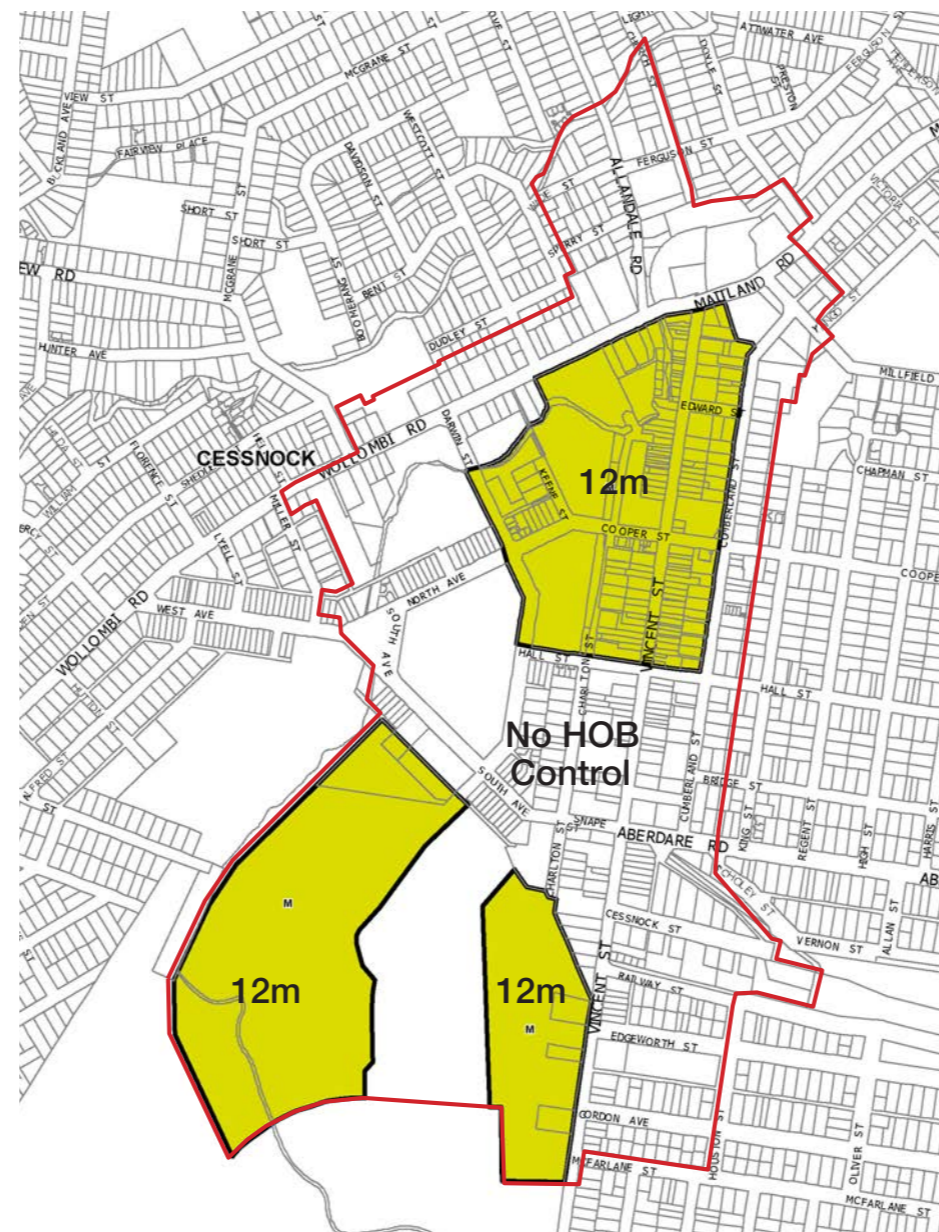


Figure 7: Height of Building Map

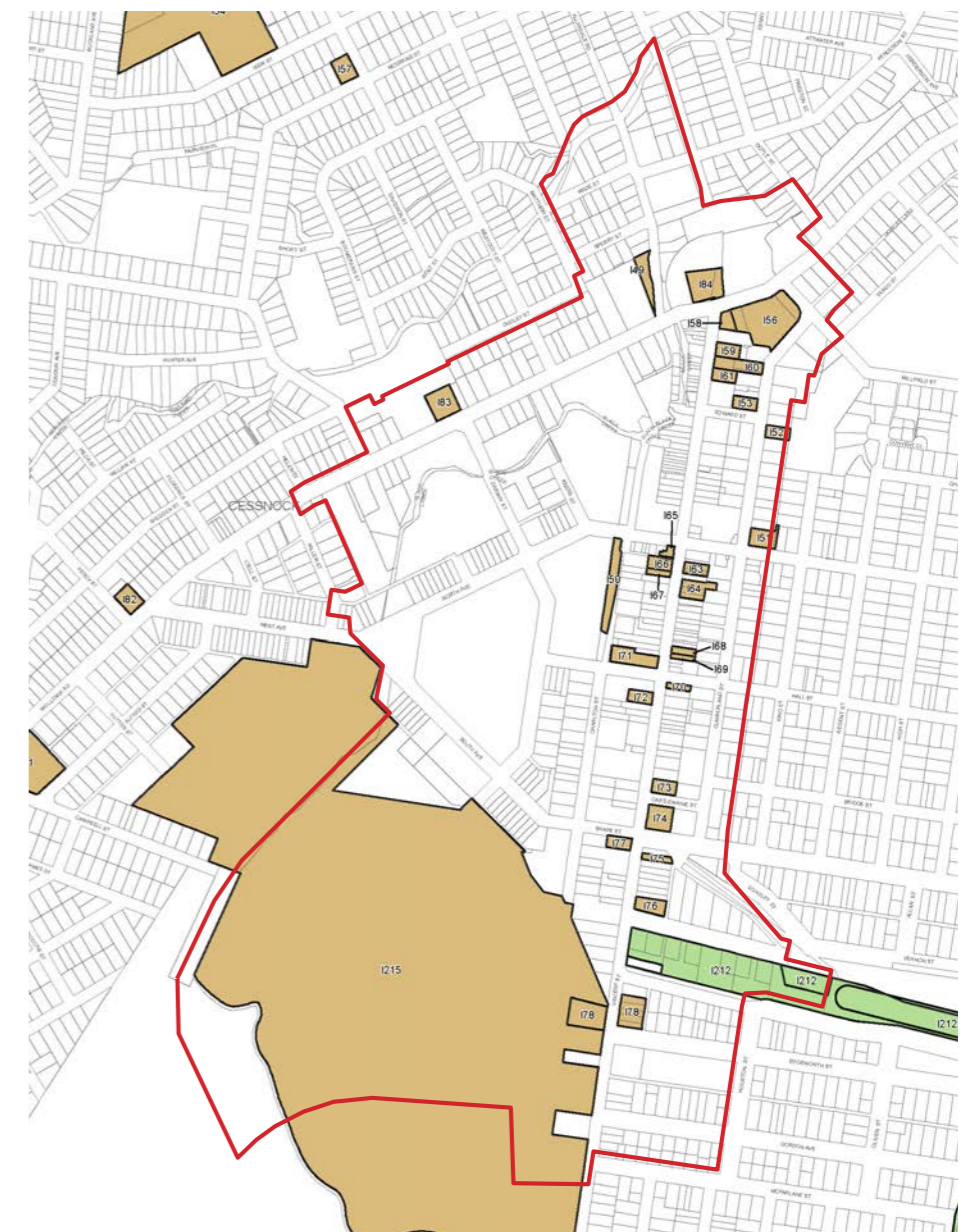
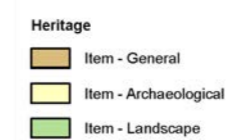


Figure 8: Heritage Map





## 2.0 Planning Context

### 2.4 Precinct Constraints

#### Mine Subsidence

The Commercial Precinct has historically been subject to extensive sub-surface mining, including a zone of shallow underground workings that crosses the Precinct from the southwest, through to the northeast.

Recent flood events have seen 'sink holes' of significant size open up to the south of the Centre; in the Business Park. Refer to Figure 10.

#### Flood Risks

The Cessnock Commercial Precinct is located within the Black Creek Catchment area. Two tributaries of Black Creek drain from south of Cessnock, through the Centre, merging in the north, to form a single larger drainage line that continues northeast. Given the numerous creeks converging in Cessnock, flooding has occurred regularly including in 1949, 1977, 1990, 1992 and 2007.

Much of the Centre to the west of Vincent Street is subject to 1 in 100 years flood events. Drainage is addressed in the Centre with large scale open concrete canals or subsurface culverts. Refer to Figure 11.

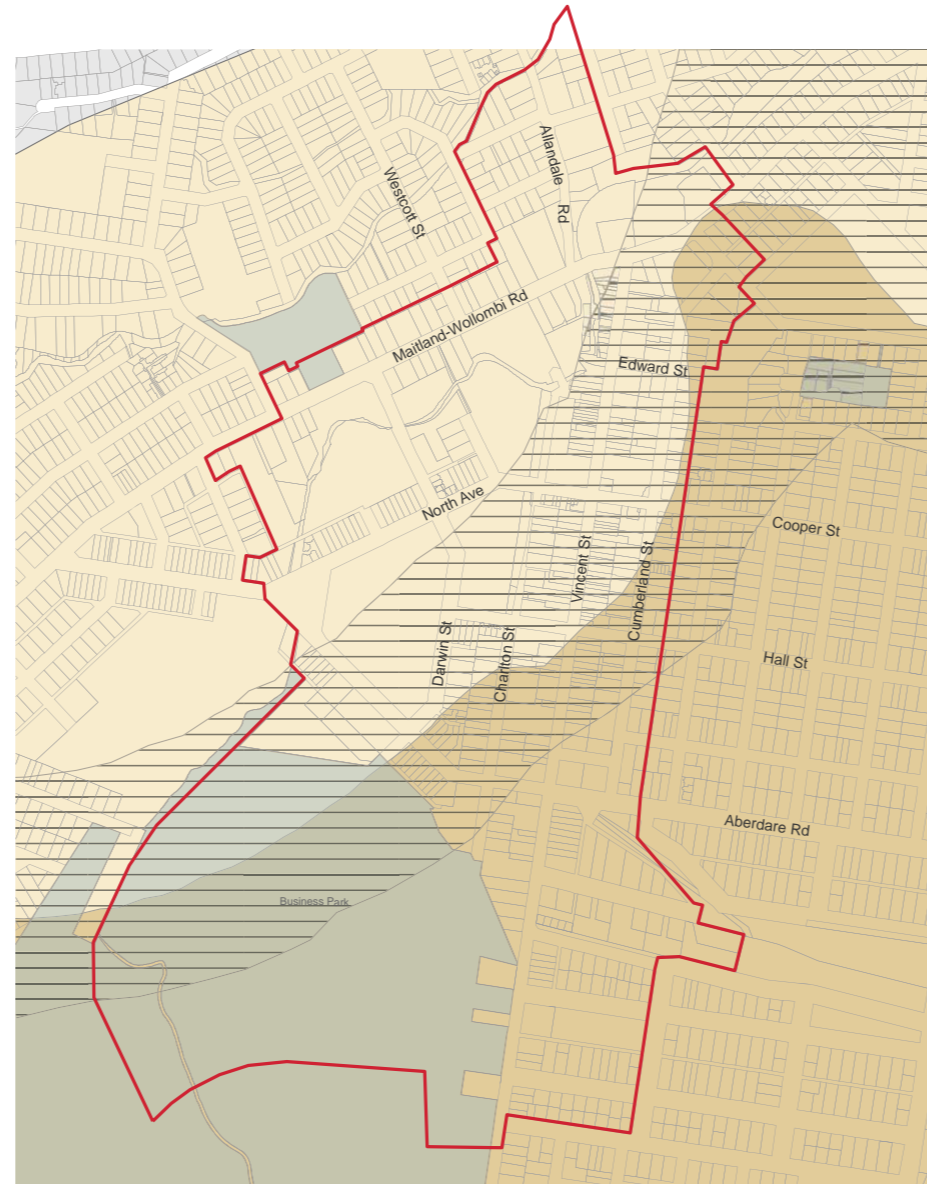


Figure 10: Mining Subsidence Map

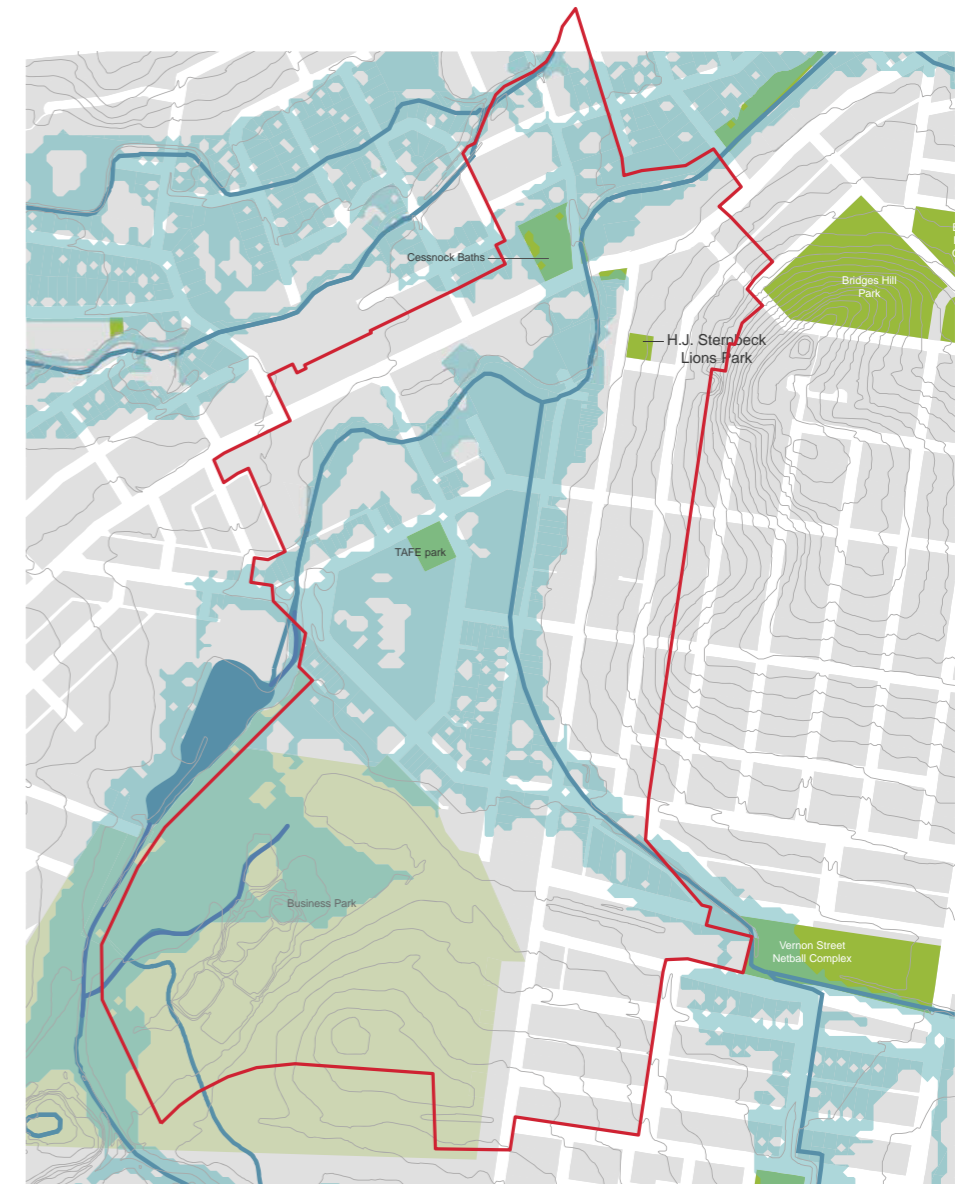
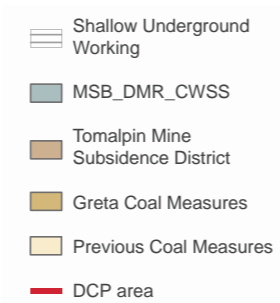
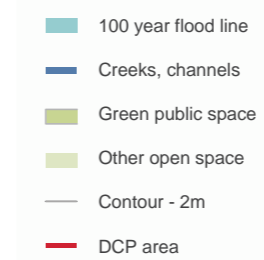


Figure 11: Flooding Map



## 2.0 Planning Context

### 2.5 Property Ownership

Most of the lands in the Cessnock Commercial Precinct are privately owned. In the Commercial Core, several large shopping centres, occupy the largest private land parcels, they are Cessnock Plaza Shopping Centre, Coles Supermarket, Big W, ALDI Supermarket, IGA Supermarket, Cessnock Leagues Club and the Supercheap Auto store.

To the rear of the Vincent Street city blocks there are significant parcels of land, owned by council and utilised for public car parks.

A large triangular block is situated in the west of the CBD and is owned by Department of Technical Education.



Figure 13: Cessnock City Centre Shopping Centre



Figure 14: Cessnock Plaza Shopping Centre



Figure 15: Cessnock TAFE Park

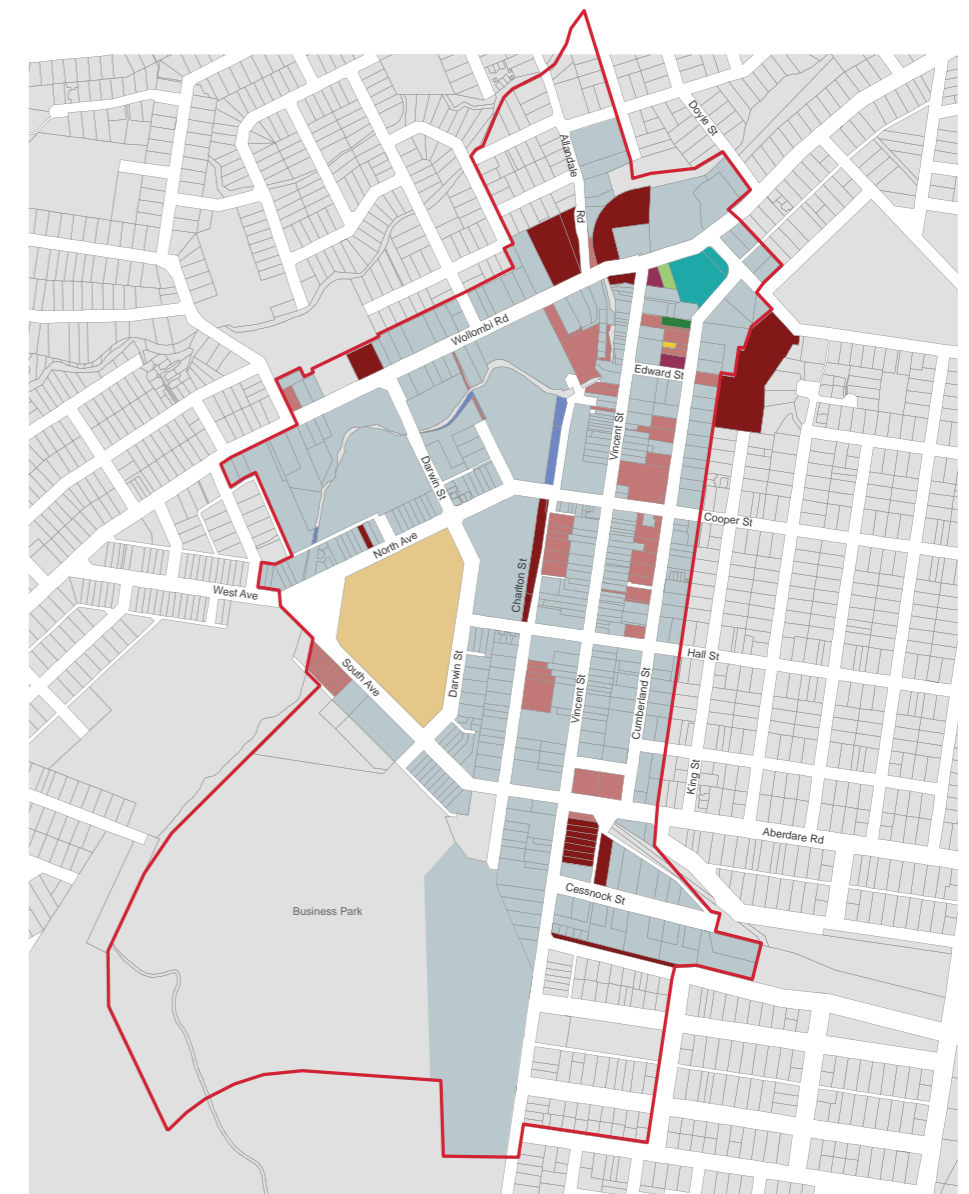


Figure 12: Property Ownership

- |  |   |
|--|---|
| <span style="color: #C0392B;">■</span> Cessnock City Council (o)         | <span style="color: #27AE60;">■</span> Department of Attorney General & Justice (NSW) |
| <span style="color: #8B0000;">■</span> Cessnock City Council (c)         | <span style="color: #FFD700;">■</span> Land and Property Management                   |
| <span style="color: #800080;">■</span> The State of NSW                  | <span style="color: #008000;">■</span> Cessnock Art Gallery                           |
| <span style="color: #4169E1;">■</span> Hunter Water Corporation          | <span style="color: #ADD8E6;">■</span> Other  |
| <span style="color: #00CED1;">■</span> NSW Police Force                  | <span style="color: #FF0000;">■</span> DCP area                                       |
| <span style="color: #FFD700;">■</span> Department of Technical Education |   |







## 3.0 Review of CBD Masterplan

### 3.1 Introduction

This chapter provides a review of the Cessnock CBD Masterplan and summaries the commitments made to improve the public domain of the Cessnock Commercial Precinct.

### 3.2 Masterplan Vision: 'Attractive / Thriving / Welcoming'

The CBD masterplan identified the important role Cessnock plays as the focus of civic, health, education, cultural life and local identity for people in the Hunter Region. The masterplan strategy outlines the path towards a revitalised CBD with improved liveability, aesthetics and increased opportunities for investment.

The Cessnock City community Plan 2020 identified the following 'vision' for Cessnock:

*'Cessnock will be a cohesive and welcoming community living in an attractive and sustainable rural environment with a diversity of business and employment opportunities supported by accessible infrastructure and services which effectively meet community need.'*

The Masterplan developed a suite of inter-related Objectives, summarised as:

#### Attractive

- A place that celebrates its history
- A safe environment
- A healthy place to live and work

#### Thriving

- An inclusive CBD for everyone
- A vibrant main street
- A CBD built on its strengths

#### Welcoming

- A strong community heart
- A connected and accessible place
- A friendly destination

### 3.3 Review of Spatial Initiatives

The Masterplan recommends providing better urban infrastructure, including:

- Completion of a number of existing city streets;
- Key road realignments;
- Improving pedestrian links;
- Beautification of drainage channels;
- Strengthening of the CBD 'gateways';
- Strengthening cultural and civic institutions;
- Enhancing 'Main Street' and city parks; and
- Optimising public car parking facilities.

At a social level, better connections and more public spaces for both locals and visitors in the centre of town are proposed.



Figure 17: Artist's impression of the potential future look and feel of Vincent Street



Figure 18: Artist's impression of the potential future look and feel of TAFE parklands

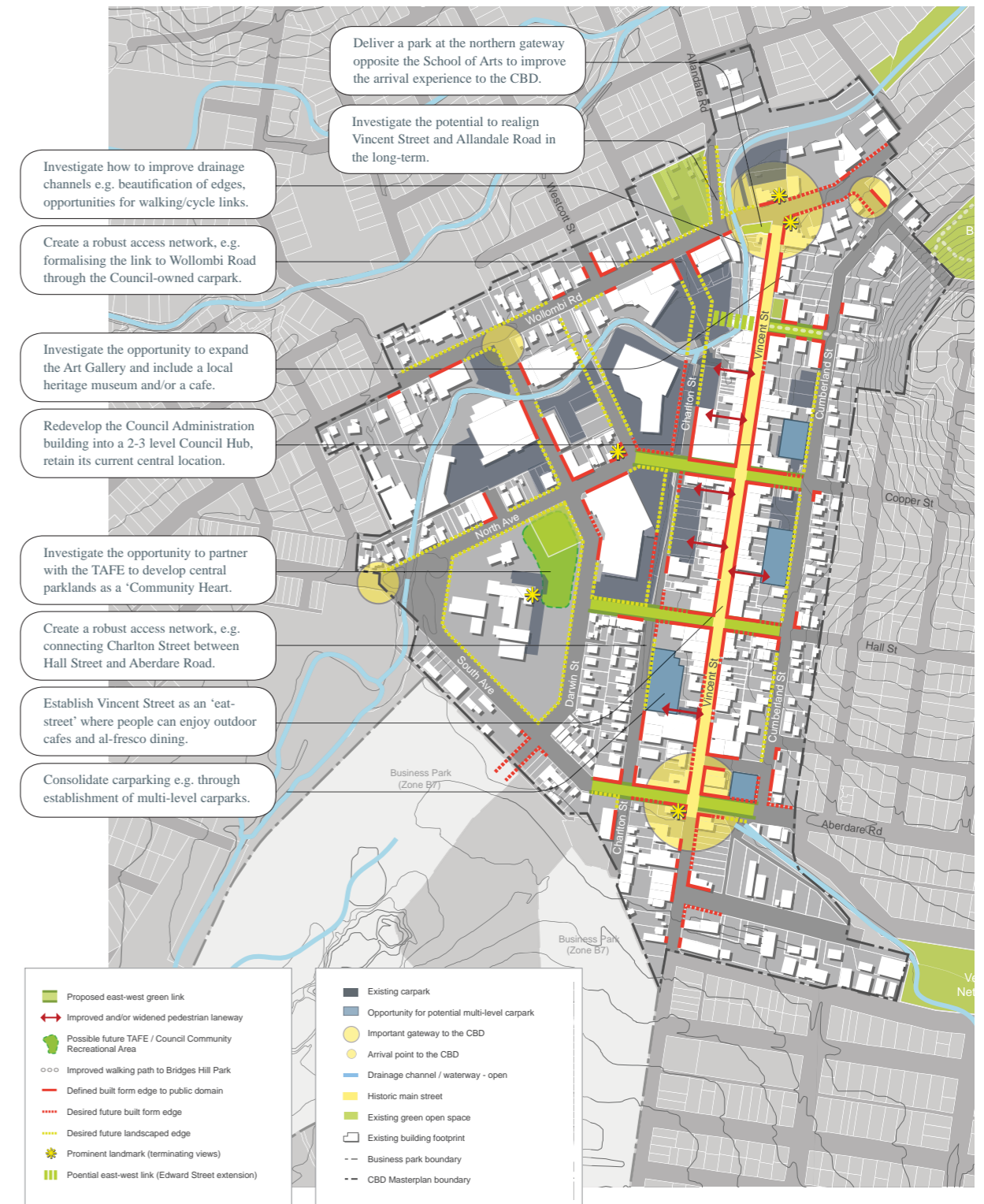


Figure 16: Key Spatial Initiatives Summary



## 3.0 Review of CBD Masterplan

### 3.4 Review of Access and Movement

The Masterplan 'Access and Movement Framework' seeks to improve the CBD's pedestrian environment, and general CBD accessibility, connectivity and safety.

Proposed initiatives include:

- New pedestrian crossings;
- Upgrade of the laneways to public carparks;
- East-west green links;
- New street links; and
- Consolidated public car parking (multi-level).

The upgrade of Vincent Street in 2004 has greatly improved accessibility in Cessnock. This was achieved by upgrading paving, landscaping, lighting and street furniture. However, west of 'Main Street' the urban fabric falls away and streets and spaces are ill defined, lack amenity and feel unsafe. The opening of the Hunter Expressway reduces traffic flow along Vincent Street, offering opportunities to improve pedestrian amenity in the CBD 'Main Street'.

### 3.5 Review of Public Domain Framework

The Masterplan 'Public Domain Framework' seeks to improve the CBD pedestrian safety, legibility and overall street level experience. The CBD Masterplan aspires to:

*"A public domain that provides places where children can play, friends can meet for a coffee and workers can have lunch will signal that Cessnock is lively, buzzing, successful - in short: a place desirable to be at."*

Proposed initiatives include:

- Extension of the low speed environment to include key east-west streets;
- New and upgraded public spaces and recreational parks;
- Highlighting the CBD 'gateways'; and
- A comprehensive signage strategy.

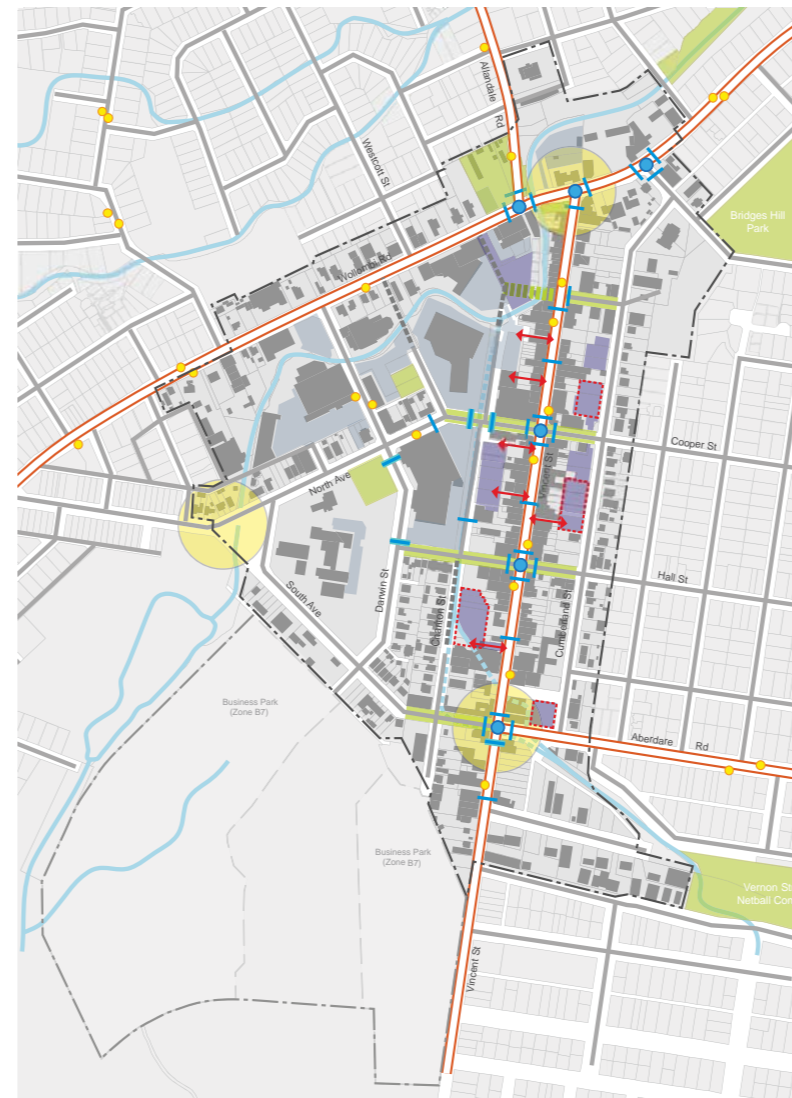


Figure 19: Access + Movement Framework

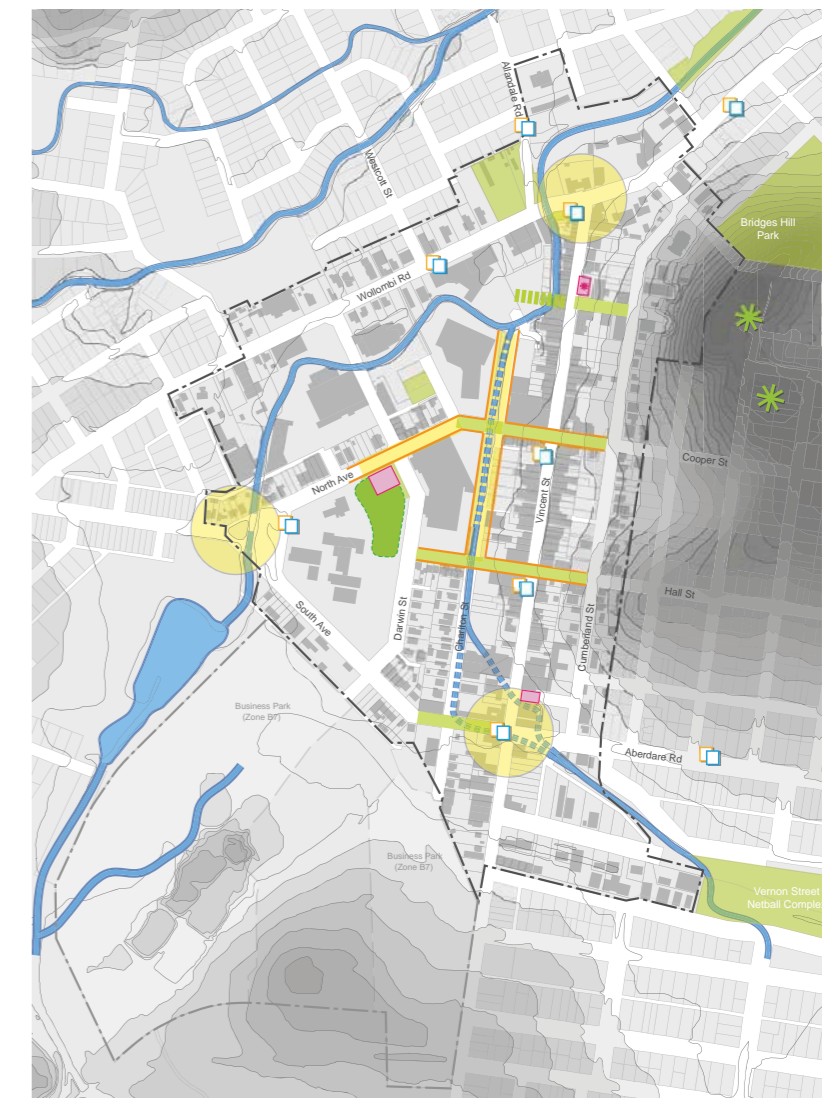
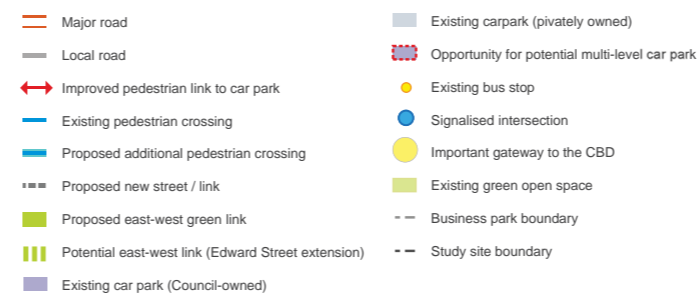


Figure 20: Public Domain Framework





## 3.0 Review of CBD Masterplan

### 3.6 Review of Urban Form + Aesthetics Framework

The Masterplan 'Urban Form + Aesthetics Framework' seeks to improve the visual experience of the CBD, to enhance the aesthetic appeal, legibility and overall urban experience.

Proposed initiatives include:

- Respect and renew historic buildings to the CBD, to strengthen the unique local character;
- Frame vistas to the natural surroundings e.g. local hills;
- Enhance street views to key CBD buildings and city corners;
- Strengthen landmarks and prominent reference points e.g. prominent buildings;
- Highlight important cultural and community facilities; and
- Introduce new green links and green spaces within the CBD.

### 3.7 Review of Economic Opportunities Framework

The Masterplan 'Economic Opportunities Framework' seeks to improve the collective economic outcomes for all CBD stakeholders.

Proposed initiatives include:

- Exploring opportunities to increase density along the 'Main Street' commercial spine;
- Promote weekend markets and events that will draw new visitors to the CBD;
- Continue to improve the appearance and amenity of the historic 'Main Street'; and
- Invest in cultural, civic and community facilities as drawcards and new visitor attractions.

### 3.8 Implementation Plan Commitments

The Implementation Plan identified ten public domain 'Initiatives/ Actions' and assigned an 'order of cost', priority, delivery timeframe and responsible stakeholder/s.

The ten initiatives are summarised:

1. TAFE Central Parklands + Community Gardens.
2. Vincent Street al-fresco 'Eat Street'.
3. Upgrade Open Spaces e.g. H J Sternbeck Park
4. Beautify Open Drainage Channels.
5. Permeable Urban Fabric/Consolidate Car Parking/Attract Residents to the CBD/ Promote Night-time Economy.
6. Improve Lighting Throughout the CBD.
7. Encourage People to Live + Visit the CBD
8. Public Art Strategy.
9. Signage + Interpretive Strategy.
10. Upgrade Street Furniture 'Brand'

All of these measures have been reviewed and the majority have been integrated into the preparation of the DCP and PDP documents.



Figure 21: Urban Form + Aesthetics Framework

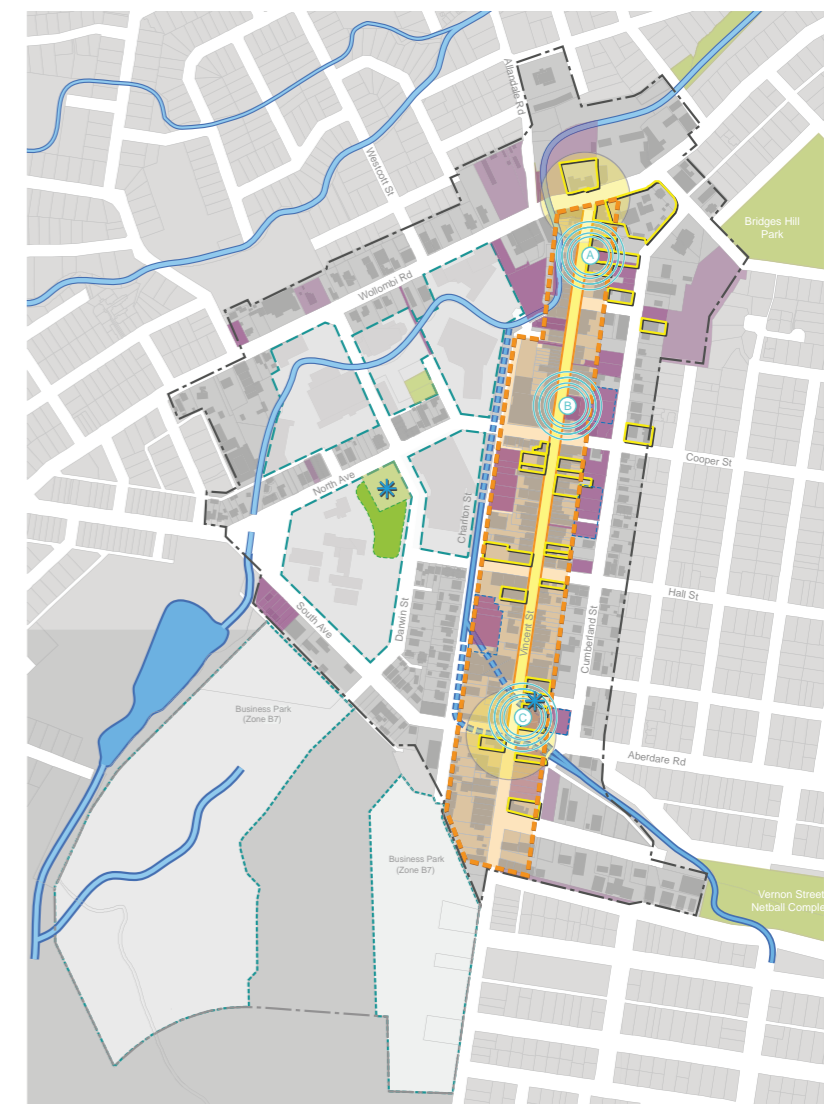
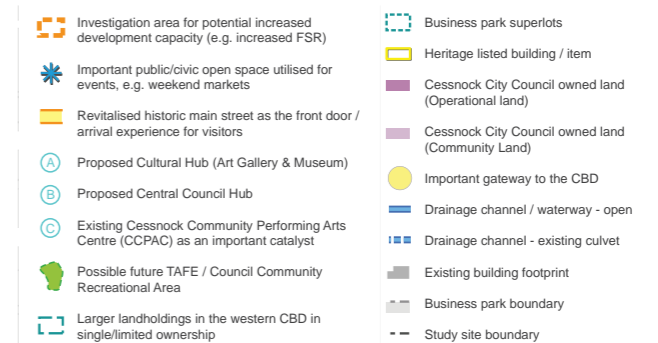


Figure 22: Economic Opportunities Framework









## 4.0 Development Options Review

A Development Options Review (DOR) has been undertaken for the Cessnock Commercial Precinct by the AEC Group (AEC). The following is a summary of the DOR study, including identifying the key findings and conclusions, and AEC's recommendations for the future economic planning of the Cessnock Commercial Precinct.

### 4.1 Background

The precursor to this study, the Supply and Demand Analysis sought to understand the nature of demand for residential and employment floor space in the Precinct, particularly the socio-economic and socio-demographic trends that influence this demand. The analysis additionally examined supply conditions, and if current planning controls facilitate feasible development of required building types and floor space.

The study reviews catalyst development sites identified in the Indicative Layout Plan and explores if they are likely to be financially feasible to develop, or if alternate controls may be required.

### 4.2 Key Observations

A number of observations emerge from the review of select sites.

- Modest End Sale Values of Residential Units**  
 Overall, the relatively modest end sale value of residential units constrains the financial feasibility of higher density development. The Cessnock market for higher density living is less established, with households generally displaying a preference for medium density product (e.g. villas, townhouses and duplexes) over higher density product. This market trend is likely to prevail until such time that the benefits of city-living (in the City Centre) result in higher pricing levels for higher density residential product.
- Cost of Site Consolidation**  
 The financial feasibility of higher density living is additionally constrained by the relatively high cost to consolidate a site in the Commercial Precinct. In instances where a vacant site is able to be consolidated, a lower density threshold is required for feasible development to occur. Where sites are improved (with buildings), a higher FSR is generally required to displace existing uses.

For non-residential uses, end sale values are generally lower than residential uses. As such, development of non-residential uses is likely to occur on vacant sites or comprise refurbishment / extension of existing space.

- Basement Parking v Deck Parking**

In the case of Council-owned car park sites, if a redevelopment was required to at least replace the car spaces in a basement structure, a relatively high FSR of 4:1 is conceivably required. Should the car spaces be able to be incorporated in a multi-deck structure, a lower FSR of around 2:1 could be sufficient to cross-subsidise delivery of those car spaces. At current pricing levels of residential units, basement car parking is not feasible.

### 4.3 Conclusion and Recommendations

#### 4.3.1 Observations and Influencing Factors

##### Development and Market Activity

Residential development is observed to be responding incrementally to market need as the population of Cessnock grows. Residential flat buildings and shop top housing are not observed to be widespread. Rather, medium density product (villas, townhouses, duplexes) are observed to be the most

dominant development type in the broader Cessnock area, owing not only to market preference but also the availability of cheaper consolidation opportunities in residential zones.

The broad area of Cessnock generally accommodates a lower socio-economic profile and residential product is accordingly priced. Furthermore, the market for higher density living can be considered to be in its infancy, the current level of pricing not as yet at a level that would incentivise large scale development of higher density product in the Precinct.

In order for a lift in the Cessnock Commercial Precinct's profile and commensurate increase in prices paid for completed residential product, an improvement in the overall amenity of city-living is required. Whilst yet to be witnessed, development in the Precinct and progress of Council's public domain plan will help improve the overall amenity and desirability of the area.

Development and market activity can be observed to be reflective of these market dynamics:

- Development to higher density in the Precinct has only occurred where a site is able to be consolidated for \$500/sqm of site area, or less.
- Lower density development (low rise residential and medium density) observed outside the Precinct, where vacant sites in residential zones are able to be consolidated.
- The principle of substitution can be observed to be working in a number sub-markets. The price of existing detached houses generally forms a ceiling for prices able to be achieved by higher density product. For example, if a three bedroom detached house is available outside the Precinct for \$300,000, there is low prospect of a unit selling for a price in the same order of magnitude. For this reason, the price threshold of new product in some scenarios is below the economic price that is required for feasible development.

| Industry  | Supply (2016, sqm) | Demand (2011-2041, sqm) |                |                |
|---|--------------------|-------------------------|----------------|----------------|
|   |                    | 2011                    | 2016           | 2041           |
| Mining  | -                  | 3,209                   | 2,576          | 3,227          |
| Construction                                    | 548                | 6,542                   | 6,622          | 9,037          |
| Manufacturing                                   | -                  | 8,617                   | 8,819          | 9,413          |
| Accommodation and Food Services                 | 19,779             | 10,793                  | 11,574         | 16,014         |
| Retail Trade                                    | 65,460             | 34,353                  | 36,135         | 44,322         |
| Health Care and Social Assistance               | 6,915              | 7,713                   | 8,468          | 9,729          |
| Education and Training                          | 327                | 24,485                  | 24,621         | 30,148         |
| Public Administration and Safety                | 7,029              | 8,401                   | 8,841          | 12,300         |
| Rental, Hiring and Real Estate Services         | 2,838              | 1,931                   | 1,706          | 2,220          |
| Other Services                                  | 12,433             | 9,036                   | 9,069          | 12,172         |
| Financial and Insurance Services                | 4,451              | 2,526                   | 2,272          | 1,819          |
| Administrative and Support Services             | 1,515              | 5,290                   | 5,856          | 7,211          |
| Professional, Scientific and Technical Services | 3,432              | 2,835                   | 2,803          | 3,434          |
| Transport, Postal and Warehousing               | 5,668              | 16,679                  | 17,095         | 21,871         |
| Wholesale Trade                                 | 1,816              | 3,400                   | 3,248          | 2,943          |
| Arts and Recreation Services                    | 14,959             | 878                     | 707            | 794            |
| Agriculture, Forestry and Fishing               | -                  | 3,438                   | 3,699          | 4,851          |
| Information Media and Telecommunications        | 2,066              | 1,968                   | 1,370          | 994            |
| Electricity, Gas, Water and Waste Services      | -                  | 1,670                   | 1,625          | 2,005          |
| <b>Sub-total</b>                                | <b>149,226</b>     | <b>153,763</b>          | <b>157,106</b> | <b>194,505</b> |
| Not Specified and Unknown                       | 594                |                         |                |                |
| Vacant  | 22,140             |                         |                |                |
| <b>Total (excluding Residential)</b>            | <b>171,960</b>     | <b>153,763</b>          | <b>157,106</b> | <b>194,505</b> |

Source: SGS, AEC, BTS (2014)

Table 1: Employment Floor Supply v Demand, Cessnock City Centre (2011-2041)

| Category of Use                   | 2011           | 2016           | 2021           | 2026           | 2031           | 2036           | 2041           | Change (2016-41) |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b>Commercial Premises</b>        |                |                |                |                |                |                |                |                  |
| Retail                            | 47,113         | 49,564         | 52,691         | 55,791         | 58,770         | 60,913         | 63,001         | 13,437           |
| Office                            | 16,851         | 16,324         | 16,634         | 17,409         | 18,224         | 18,932         | 19,698         | 3,374            |
| Business                          | 34,862         | 35,405         | 37,475         | 39,591         | 41,326         | 42,122         | 42,692         | 7,287            |
| Tourist and Visitor Accommodation | 3,624          | 3,886          | 4,151          | 4,433          | 4,722          | 5,037          | 5,377          | 1,491            |
| <b>Total</b>                      | <b>102,449</b> | <b>105,179</b> | <b>110,951</b> | <b>117,224</b> | <b>123,042</b> | <b>127,004</b> | <b>130,768</b> | <b>25,589</b>    |
| <b>Retail Premises</b>            | <b>47,113</b>  | <b>49,564</b>  | <b>52,691</b>  | <b>55,791</b>  | <b>58,770</b>  | <b>60,913</b>  | <b>63,001</b>  | <b>13,437</b>    |
| Shops                             | 24,950         | 26,170         | 27,845         | 29,555         | 31,167         | 32,320         | 33,307         | 7,137            |
| Food and Drink                    | 7,169          | 7,688          | 8,214          | 8,771          | 9,342          | 9,996          | 10,638         | 2,950            |
| Bulky Goods                       | 14,994         | 15,706         | 16,632         | 17,465         | 18,261         | 18,626         | 19,056         | 3,350            |

Source: BTS (2014c), AEC

Table 2: Employment Floorspace Projections for Specified Categories, Cessnock City Centre (2011-2041)

| Dwelling Type (occupied dwellings) | 2011         | 2016         | 2021         | 2026         | 2031         | 2036         | 2041         | Change (2016-41) |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------|
| Detached dwellings                 | 1,759        | 1,842        | 1,928        | 2,003        | 2,081        | 2,124        | 2,160        | 318              |
| Medium density dwellings*          | 238          | 261          | 286          | 310          | 335          | 356          | 377          | 116              |
| Flats/units (and shop top housing) | -            | 4            | 9            | 14           | 19           | 25           | 30           | 26               |
| Other                              | 18           | 19           | 20           | 21           | 22           | 22           | 23           | 4                |
| <b>Total</b>                       | <b>2,015</b> | <b>2,126</b> | <b>2,243</b> | <b>2,348</b> | <b>2,457</b> | <b>2,527</b> | <b>2,590</b> | <b>464</b>       |

\*Including dual occupancies, multi-dwelling housing  
Source: AEC, BTS (2014)

Table 3: Distributed Dwelling Projections, Cessnock City Centre (2011-2041)



## 4.0 Development Options Review

New retail and commercial development is observed to be minimal, not surprisingly given the relative demand v supply situation, where supply presently outstrips demand. Until market rents are at an economic level, in many instances there is little incentive for landowners of strip retail to reinvest in their shopfronts. A medical centre proposed at 275 Vincent Street takes advantage of the availability of vacant land in the B7 Business Park zone.

### Existing Uses and Hierarchy of Land Uses

Some sites (particularly vacant sites) have better prospects from a financial feasibility perspective if they are in single ownership, i.e. no premium payment is necessary to incentivise numerous landowners to sell. The reality of brownfield or infill development though (and particularly in centres), is that sites are typically small in size and owned by a number of parties, necessitating payment over and above market value.

Landowner expectations generally shift with planning controls, i.e. higher expectations accompany higher permissible densities and higher order uses. As an example, B7 Business Park land that permits a wider variety of uses (and potentially a more intensive use of land) is valued higher by the market than IN1 and IN2 zoned land. Industrial uses do not generally respond to density, typically incorporating relatively low densities, after allowing for loading and vehicle circulation space.

Land use and intensity of use generally underpins land values. This is due to the different end sale values achievable when sites are redeveloped. A relationship between permitted uses and land values can be observed, all things being equal. This is also referred to as the 'hierarchy of land values'. The following illustrates:

- Vacant industrial sites (zoned IN1 or IN2) in the Cessnock/Kurri Kurri general area can range between \$50/sqm and \$75/sqm of site area.
- By contrast, vacant business park sites (zoned B7) generally achieve \$75/sqm to \$125/sqm of site area. Under the Cessnock LEP the Business Park zone accommodates a greater diversity of land use and development typologies, compared to industrial zones and is accordingly considered more valuable by the market.

Where there is vacant land available and at lower prices compared to improved sites, the market will understandably gravitate to acquiring more cost-effective development opportunities. For this reason, until such time that vacant land within the Cessnock Business Park (B7 zone) is absorbed, it is unlikely that sites along

South Avenue will be taken-up for development opportunities in a B6 zone.

### Development Activity and Take-up

Development take-up is subject to demand-side and supply-side factors. Development activity in Cessnock is generally characterised by residential product and small and medium size developments (<50 dwellings). This reflects the developer profile that is active in Cessnock - smaller builder/developers who are based locally. This is also reflective of the pace of market demand for new residential product. As identified earlier there is minimal development of non-residential uses.

The direct relationship between population growth and housing need requires no explanation. In decided where and what they will be accommodated in, households will have regard to factors including cost, location and convenience to their place of work by selecting accommodation of the type and quality within their financial capability.

It is effective demand that underpins development activity, developers responding to the willingness and ability of households to pay for new accommodation. Given the comparably lower income profile of households in the Cessnock area, the financial capability of households to pay for housing is fragile.

The feasibility of development in Cessnock is generally positive outside the Commercial Precinct where existing uses are cheaper to assemble. Many retail/commercial properties that are well positioned in the core of the Commercial Precinct are at present too valuable to be redeveloped. Development outside the Precinct is expected to endure as developers assemble vacant and dilapidated sites.

While poor feasibility at lower densities would appear to suggest that higher densities are required to displace existing uses in the Precinct, higher density development is not without its challenges, particularly as end sale prices of units do not facilitate the provision of basement car parking.

New development in Cessnock's Commercial Precinct (both residential and non-residential) is challenged from the perspective of costly site amalgamation and fragile end sale values of completed product. Exceptions to this observation are where a vacant site may have been procured (e.g. 36 Vincent Street), or where a site has been owned for a number of years and is released from land-banking.

### 4.3.2 Recommendations

Market research and feasibility analysis suggest that higher density controls do not necessarily incentivise change on all sites. Vacant sites and sites with minimal buildings present the most immediate opportunities for redevelopment.

While planning and development controls are intended at stimulating redevelopment and renewal in Cessnock, large scale development is difficult and challenged for a number of reasons. The availability of suitable sites is a major impediment to development in any established urban area. In some instances market cycles and factors (e.g. valuable existing uses, poor effective demand) are the reason for the lack of development activity, this beyond the control of planning authorities.

Not all development will be feasible in the Commercial Precinct (particularly where existing uses are valuable or sites are fragmented in ownership). These are market issues, beyond the control of planning authorities.

We recommend Council consider the following:

- **Improve walkability within the Precinct**  
Each of the retail sub-precincts within the Precinct are inward focused, leading to a lack of connectivity and synergy within the Precinct. Travel is very much car-based, there being much opportunity for pedestrian foot traffic to improve patronage levels in the Precinct even without increasing the number of visitors to the Precinct.
- **Invest in public domain and aesthetic presentation**  
Outward presentation and impressions of an area are critical to business and consumer confidence. The investment by Council into the public domain (be it improved signage, street furniture and lighting, pedestrian amenity, etc.) will make the Precinct a more pleasant place for consumers to visit and linger and for businesses to invest.
- **Work with landowners keen to upgrade/refurbish their properties**  
Anecdotal feedback from local real estate agents suggests some frustration by landowners during the DA assessments process. A smooth process that facilitates reinvestment into existing buildings will benefit renewal outcomes of the Precinct.

- **Facilitate provision of car parking at-grade or in a decked structure**

Owing to the costly provision of basement parking, the ability of developments to provide at-grade or deck parking will assist with financial feasibility.

- **Destination retailer to help anchor the cultural/arts hub in the south**

Given the sheer length of Vincent Street and in the interest of ensuring an integrated and connected retail strip, it would be important to attract a destination retailer that would serve as a retail/entertainment anchor for the cultural hub on Vincent Street at Aberdare Road. Examples could include food and wine retailers, specialist food provider showcasing wine and cheese of the region, etc.

Aside from a select number of sites in the Precinct where higher density living is demonstrated to have market acceptance, it would be preferable for Council to work with developers to encourage continued infill development outside the Precinct. Incremental infill development (even if outside the Precinct) will in time bring about an increased number of residents, thereby generating demand for retail and non-retail services in the Commercial Precinct and thereby contributing to increased property rents and prices.

Working in tandem with making improvements to the functionality and aesthetic presentation of the public domain and pedestrian connectivity within the Commercial Precinct, eventually the prices of medium and higher density residential product will then be able to justify and sustain their development.

The growth and momentum of urban renewal is a self-perpetuating cycle - improving rents and prices will incentivise owners to re-invest in their properties or redevelop their properties, which in turn contributes to renewal of the Precinct.



## 5.0 Urban Form Analysis

### 5.1 Introduction

This urban form analysis is informed by the Cessnock CBD Masterplan and the Supply and Demand Analysis undertaken by the AEC Group. The Analysis explores precinct development at timelines of 2021, 2031 and 2041, and addresses planning, 3D built form and development yield for each scenario.

The urban form strategy has considered the protection of heritage buildings, key view corridors, development incentives to encourage best practice urban design, the pedestrian and cycle network of the Precinct, and the strategic location of public car parking in the CBD.

### 5.2 Supply and Demand Analysis Outcomes

The Supply and Demand Analysis and Development Options Review undertaken for the Cessnock Commercial Precinct by the AEC Group, projected that there would be modest growth in retail, office, business and tourist and visitor accommodation over the next twenty five years.

The resulting Precinct building footprints and urban form will progressively evolve over the period rather than radically transform.

#### Retail, Office/Business and Tourist / Visitor Accommodation

An audit of existing Retail Trading space in the Commercial Precinct identified approx. 65,000sqm available in 2016, whilst the demand for Retail Premises is only projected to reach approx. 63,000sqm in 2041. In terms of future supply, the current allocation (and general footprint) of retail floor space in the Precinct is adequate, and could theoretically be left unchanged into the foreseeable future.

On face value, retail will not be a development 'driver' for the Centre over the next 25 years – with no impact on the Precinct urban form. However, several factors could potentially alter this scenario:

- Tourism Driven Demand - there is the potential to grow tourism within the Precinct (that does not rely on population growth) and thereby encourage private sector redevelopment of 'Main Street' sites (for café, restaurant and accommodation uses), and also 'drive' the development of cultural and community facilities, by the public sector, such as new art gallery, library facilities, and upgrade to Council's administration offices.
- 'Wine and Mine' Visitor Centre - the provision of a drawcard and architecturally striking facility that would attract visitors from Sydney, Newcastle and regional NSW, (recommended for the

former TAFE site) would bring back to life the west of the Precinct.

- Regional Shopping Centres – the Commercial Precinct is an important and successful retail shopping centre hub serving the region. Consolidation, development and measured growth of these centres over the next 25 years could provide opportunities to improve the urban form of the west of the Precinct, linking the Vincent Street 'spine', west to the shopping centres, via the east-west Cooper Street axis. And also creating a new urban place within the Centre – Cessnock Town Square.
- Bypass Route Development – the reconfiguring of properties due to the southern bypass and the new exposure properties would enjoy from passing vehicles, would likely trigger new development to emerge along the route i.e. South Avenue / Snape Street and within the west of the part of the Business Park.
- 'Main Street' Retail Focus – the overall quantum of retail space is unlikely to change significantly, however the quality of the retail on offer is envisaged, and should be encouraged, to improve and develop over time. It is recommended, due to the extended length of Vincent Street, to focus street retail activity to the northern city blocks, and to strengthen connections west along Cooper Street to the Coles, Woolworths and IGA shopping centres.

The small projected increase in Office and Business floor space over the next 25 years can easily be accommodated in either the upgrade of existing 'Main Street' premises or in the development of new buildings on the currently vacant business park lands.

#### Residential Dwellings

Projections for new dwellings, once Detached Dwellings are excluded (that would occur outside of the study area), indicate a very small number (146) of new dwellings would be constructed in the Commercial Precinct over the next 25 years. New dwellings will consist of Medium Density residences and Apartments (incl. shop top housing). A small number of 'Main Street' consolidations may occur, whilst the former Cessnock Baths site and a smattering of other CBD sites will likely be developed.



Figure 23: Existing Built Form - View from North West



Figure 24: Existing Built Form - View from South East





## 5.0 Urban Form Analysis

### 5.3 Commercial Precinct Urban Development

The preferred Commercial Precinct urban form has considered the strategic urban planning objectives for the Precinct, and has specifically addressed the following criteria:

#### View Corridors

The CBD Masterplan identified the key views and vistas to be considered in the planning of the Precinct. Refer to Figure 28. Key CBD street views include Vincent Street north to Cessnock Hotel, and west along Cooper Street and Hall Street. Also along Aberdare Road, west, to the Royal Oak Hotel.

#### Pedestrian + Bicycle Network

The Active Transport Strategy is illustrated in Figure 87, and includes key pedestrian connections and through-site links and the proposed cycleway network. The enhancement of the network of 'on' and 'off-road' cycleways and parking facilities is consistent with the Cessnock Cycling Strategy (2016) and will prioritise pedestrian and bicycle access, connectivity and safety in the Commercial Precinct. The Precinct urban form supports this access network and the Public Domain Plan integrates cycleways into the proposed street cross sections.

#### Public Car Parking Areas

The Public Car Parking Strategy is illustrated in Figure 77, and includes six Council owned sites that are set back from the Vincent Street 'Main Street', yet still within short walking distance of the retail spine – accessed from side or parallel streets and by pedestrians via laneways. These public car parking areas are well situated to support the 'Main Street' retail whilst not taking up prime retail frontage. The two Charlton Street public car parks also support the Woolworths and Coles shopping centres.

Any future upgrade of the Coles and Woolworths shopping centre developments would require a rethinking of car parking arrangements. Opportunities exist for shopping centre redevelopment to establish active street frontages, to better define CBD streets, and to support Council's objective to reinforce the Cooper Street axis and to establish a new Town Square. The square would provide a new meeting place, social focus and venue for events, enriching the public domain experience.

In the future, multi-level car parking structures could be constructed on these sites if demand warrants. Multi-level car parking structures can, if not designed well, become eyesores when viewed from

city streets. It is recommended that the ground floor level of such structures that face street frontages, are activated with retail or community uses, to bring activity and passive surveillance to the city streets, and that the rest of the structure is well designed and incorporates landscape treatments, such as planters, green walls or contemporary artwork.



Figure 25: Mountain View West along Hall Street



Figure 26: Mountain View West along Cooper Street (Source: Google)



Figure 27: View Corridor - Vincent Street North to Cessnock Hotel (Source: Google)



Source: GIS mapping, provided by CCC March 2012

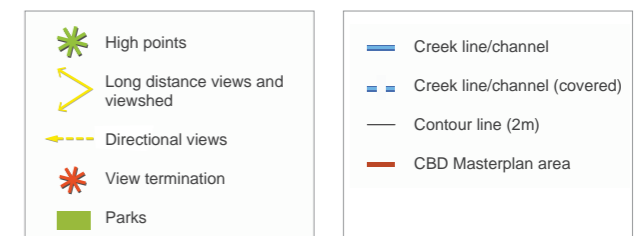


Figure 28: View Corridor Map (Source: Cessnock CBD Masterplan Background Report 2012)



## 5.0 Urban Form Analysis

### 5.4 Urban Design Strategy

#### 5.4.1 Existing Urban Form

The existing Precinct built form comprises a mix of building scales, setbacks and frontage treatments. The Precinct 'Main Street', Vincent Street is the most consistent and continuous urban streetscape in the Precinct, extending over four city blocks.

The urban definition of city streets and blocks diminishes as you progress down the city cross streets to the west and east of Vincent Street. And the built form is predominantly low scale detached villas in the residential streets in the north, south and western extents of the Precinct.

Whilst the predominant building height at the street frontage is one or two storeys, the overall height and scale of building varies significantly between the finer urban 'grain' of most Vincent Street buildings to the 'large box' architecture of the shopping centres located to the west and of the big box retail development e.g. Bunnings Warehouse, located in the south of the Precinct.

The tallest buildings in the Precinct are the recently completed three storey mixed use development at the corner of Cooper Street and Darwin Street, the one storey shopping centres in the west of the Centre, the Bunnings Warehouse development to the south and the higher, setback portion of the Cessnock Performing Arts Centre (CPAC) on the 'Main Street'.

Generally a low scale is maintained throughout the Precinct, allowing heritage buildings along Vincent Street to generally retain their prominence and integrity. With the exception of Vincent Street, there is a concern in regard to the poor definition of most city streets, particularly in the west of the Precinct, where many streets are exposed and poorly defined.

The 12m height limit has resulted in a reasonably uniform built expression and street scale for both heritage (generally 1-2 storey buildings of large floor-to-floor height) and more contemporary mixed use developments or large scale retail buildings (often 1 storey high with very large floor-to-floor heights). Along Vincent Street, and extending into some side streets, there is generally a consistent street wall height, often marked by older building parapet details.



Figure 30: Recently Mixed Use Development



Figure 31: Cessnock Performing Arts Centre

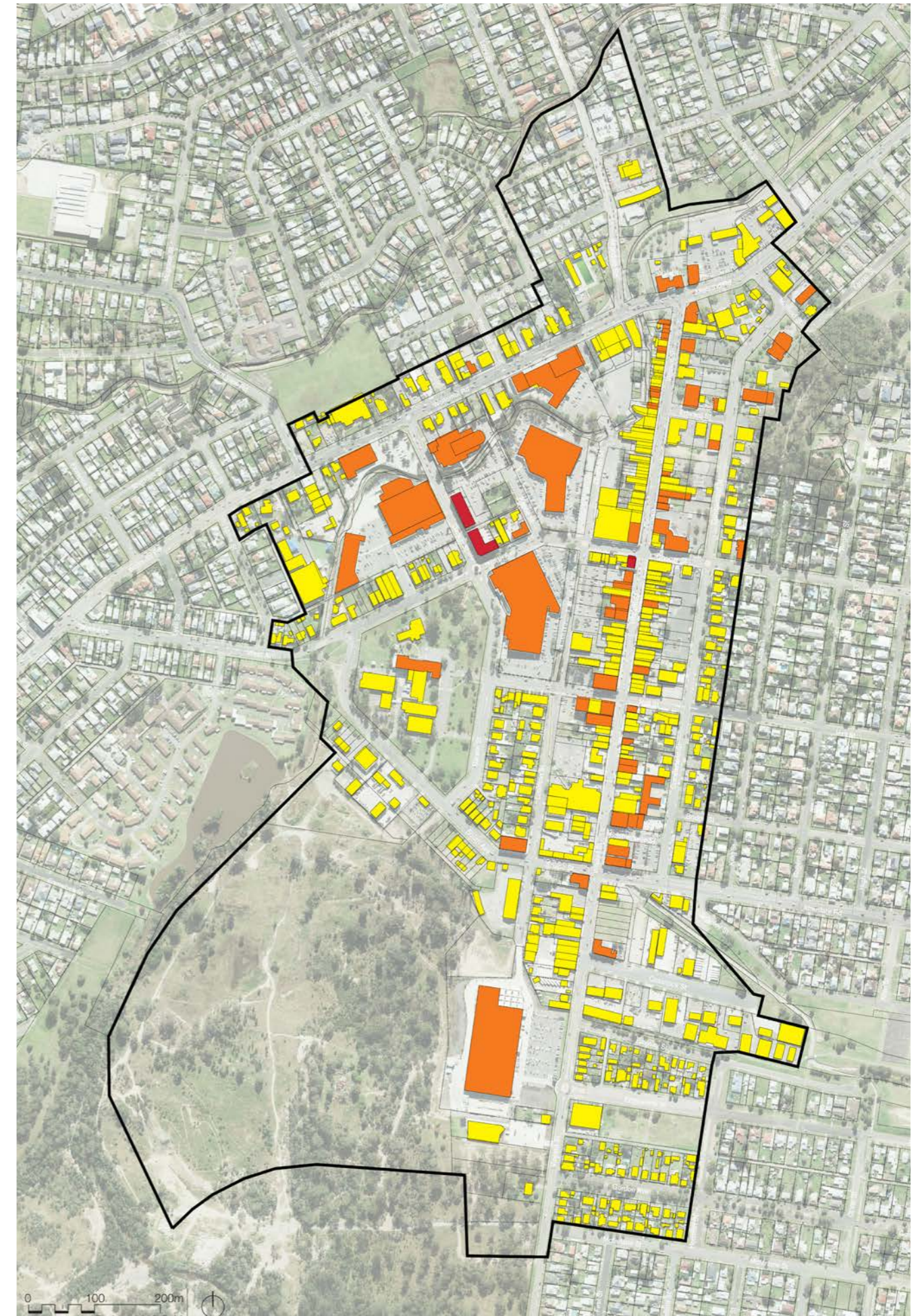


Figure 29: Existing Building Heights





## 5.0 Urban Form Analysis

### 5.4.2 Recommended Urban Form Strategy

The focus will be to reinforce the well-defined Vincent Street 'Main Street' urban 'spine' and to focus development and street activity in the northern blocks of Vincent Street – between Hall Street and Maitland Road.

#### Cooper Street

Cooper Street is identified as a key street to link the two retail precincts – the Vincent Street 'Main Street' retail and the cluster of shopping centre developments to the west. New development should define Cooper Street west of Vincent Street, as a desirable and active CBD street, linking west.

#### Town Square

The proposed Town Square would establish a central meeting place within Cessnock, providing an attractive destination for the community and for visitors travelling to the area. When combined with a strengthening of the Cooper Street east-west link, the Town Square has the potential to draw together the most successful retail elements of the Centre (the Main Street and the shopping centres) into a new integrated whole.

The urban form opportunity is to define the Town Square space in the urban fabric of the CBD through the modification and redevelopment of the existing shopping centre development frontages and car parking arrangements. All development that fronts the square should be activated with retail or similar activity generating uses.

#### Building Height

The low growth projections generally also result in a lack of demand for additional height in the CBD. Some interest by the owner of a vacant site to redevelop (between Vincent Street and Cumberland Street) and Council's future plans to potentially expand their office accommodation on their current site has been accommodated by a proposed increase in allowable building height (to a maximum of six storeys) and in conjunction with an increased FSR for this northern city block.

#### Heritage Character

Vincent Street heritage buildings are key definers of the existing street character, are generally one or two storey in height, and feature articulated facades and ornate parapets. Developments should respect adjoining heritage buildings, maintain an appropriate street scale, and reinforce the predominant street wall height, and parapet and awning lines.



Figure 32: Existing Cooper Street



Figure 33: Existing Cessnock City Centre



Figure 34: Existing Intersection of Vincent Street and Cooper Street



Figure 35: Active Street Frontages at Rouse Hill Town Centre



Figure 36: Rouse Hill Town Square



Figure 37: New Development along Main Street in Marrickville



## 5.0 Urban Form Analysis

### Best Practice Urban Design - Incentives

Building height, development density or land use are not useful tools to incentivise best practice Urban Design outcomes in the Cessnock Commercial Centre, due to the generally weak market conditions present. However, there is the potential to incentivise desirable development outcomes through permitting lower car parking rates in new developments that achieve Design Excellence or provide Affordable Housing.

It is proposed that additional height is permitted, not as an incentive, but rather to:

- Reinforce the Vincent Street commercial 'spine' and the retail 'core' of the Precinct; and
- To build-in to the planning controls a degree of flexibility, and to not preclude higher development if particular site-specific economic factors support taller development in the Precinct.

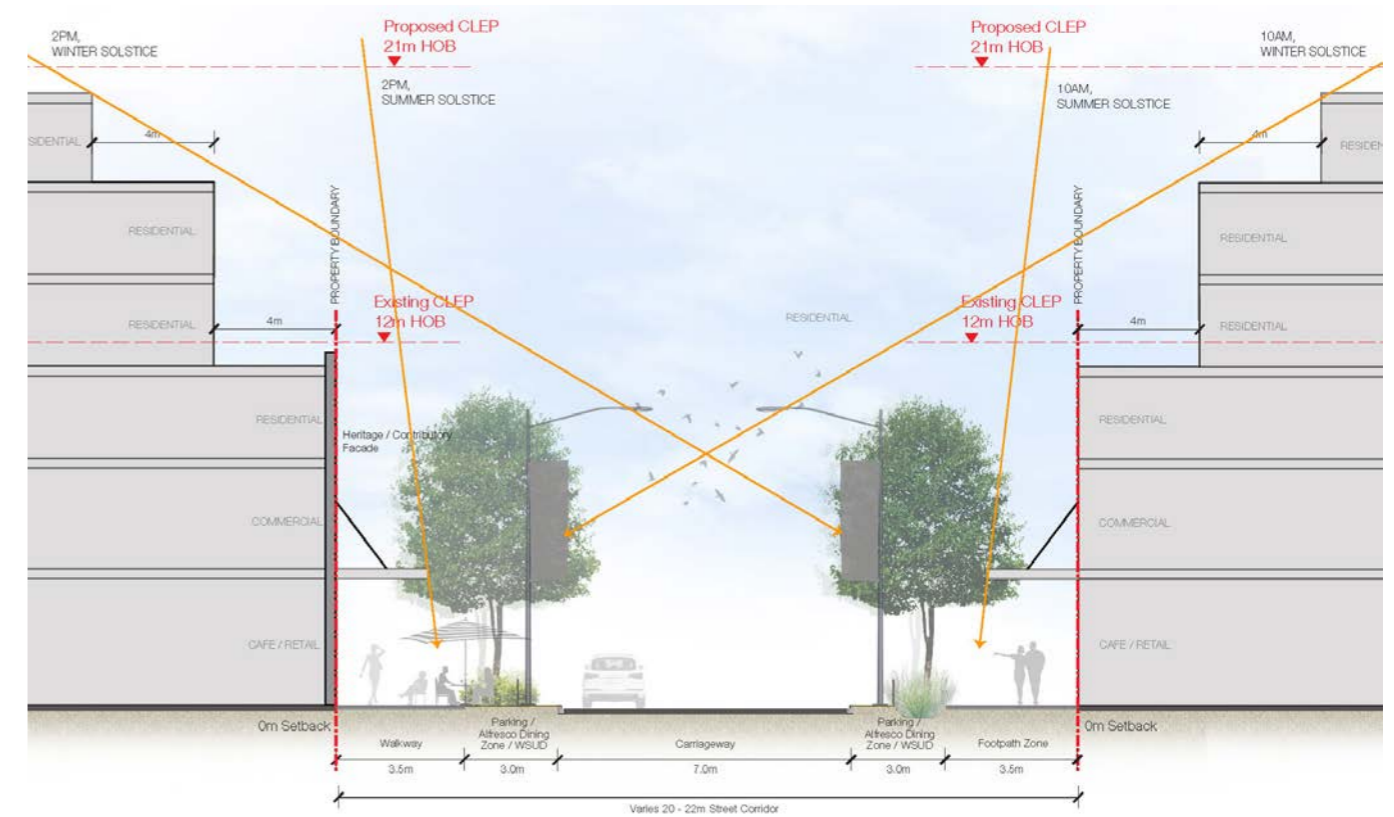


Figure 38: Main Street Section

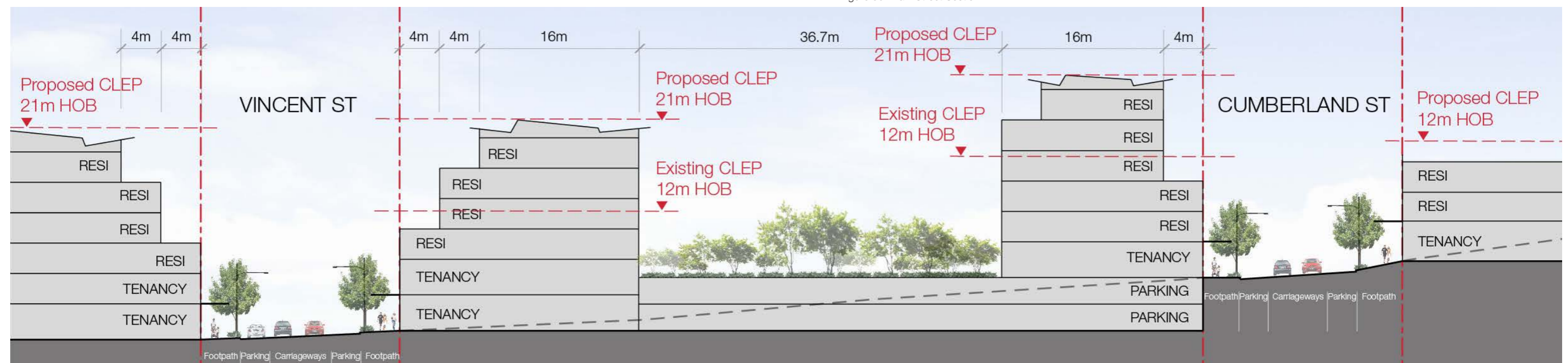


Figure 39: Vincent Street Section



## 5.0 Urban Form Analysis

### 5.5 Development Scenarios

#### 5.5.1 Projected 5 Year Urban Form

Figure 40 illustrates a typical growth scenario for the Commercial Precinct in five years' time, based on the projected development floor space, established in the Supply and Demand study prepared by AEC Group.

Current vacant sites along Vincent Street are envisaged to be redeveloped first, whilst it is hoped that one of the shopping centres will also redevelop in order to start defining a new Town Square for the CBD.

It is envisaged that the TAFE facility will reopen for educational purposes, in conjunction with new civic uses on the site, such as a multi-purpose Cultural Centre, including a Mine and Wine Centre creating a new venue that would draw visitors from Sydney and become a regional attraction. A new Cessnock Library facility could also be part of the Cultural Centre facility. Other possible library sites include on Charlton Street adjacent to the proposed Cessnock Town Square with a and new multi-level public carpark above, or as part of the existing CPAC cultural hub, incorporating Cessnock Art Gallery located on Council's currently vacant Vincent Street property.

Cessnock City Council administration building could be expanded on the existing site, incorporating a multi-level car parking facility with retail/community uses at the ground floor level street frontages.

Projected Net Growth at 5 Years:

|                 |                      |
|-----------------|----------------------|
| <u>Retail</u>   | 3,150 m <sup>2</sup> |
| <u>Office</u>   | 300 m <sup>2</sup>   |
| <u>Business</u> | 2,050 m <sup>2</sup> |
| <u>Tourist</u>  | 300 m <sup>2</sup>   |

#### Residential

|                              |    |
|------------------------------|----|
| Medium density dwellings     | 25 |
| Flats/units/shop top housing | 5  |



Figure 40: Indicative 5 Year Growth Scenario

#### Legend

- Potential Future Development
- Potential Future Car Parking
- Existing Buildings (2016)
- Proposed Town Square Stage 1 & 2



## 5.0 Urban Form Analysis

### 5.5.2 Projected 15 Year Urban Form

Figure 41 illustrates a typical growth scenario for the Commercial Precinct in fifteen years' time, based on the projected development floor space, established in the Supply and Demand study prepared by AEC Group.

It is anticipated that by the end of this stage the second shopping centre would have redeveloped to complete the full extent of the new Town Square. And the final stage of Cessnock Library and Art Gallery would be completed. The former Cessnock Baths site would have been sold, and redeveloped as a mixed use precinct. Several apartment developments, consolidating several smaller properties along Vincent Street, and Cumberland Street, are envisaged over this timeline.

#### Projected Net Growth 6-15 Years:

Retail 6,100 m<sup>2</sup>

Office 1,600 m<sup>2</sup>

Business 3,850 m<sup>2</sup>

Tourist 600 m<sup>2</sup>

#### Residential

Medium density dwellings 50

Flats/units/shop top housing 10



Figure 41: Indicative 15 Year Growth Scenario

#### Legend

- Potential Future Development
- Potential Future Car Parking
- Existing Buildings (2016)
- Proposed Town Square Stage 1, 2 & 3



## 5.0 Urban Form Analysis

### 5.5.3 Projected 25 Year Urban Form

Figure 42 illustrates an estimated growth scenario for the Commercial Precinct in twenty five years' time, based on the projected development floor space, established in the Supply and Demand study prepared by AEC Group.

At this stage, it is envisaged that some further site consolidations along Vincent Street would allow some additional mixed use developments to be realised, with additional accommodation and commercial development to occur along the proposed South Bypass route and along Wollombi Road.

Projected Net Growth 16-25 Years:

|          |                      |
|----------|----------------------|
| Retail   | 4,250 m <sup>2</sup> |
| Office   | 1,500 m <sup>2</sup> |
| Business | 1,350 m <sup>2</sup> |
| Tourist  | 650 m <sup>2</sup>   |

#### Residential

|                              |    |
|------------------------------|----|
| Medium density dwellings     | 40 |
| Flats/units/shop top housing | 10 |

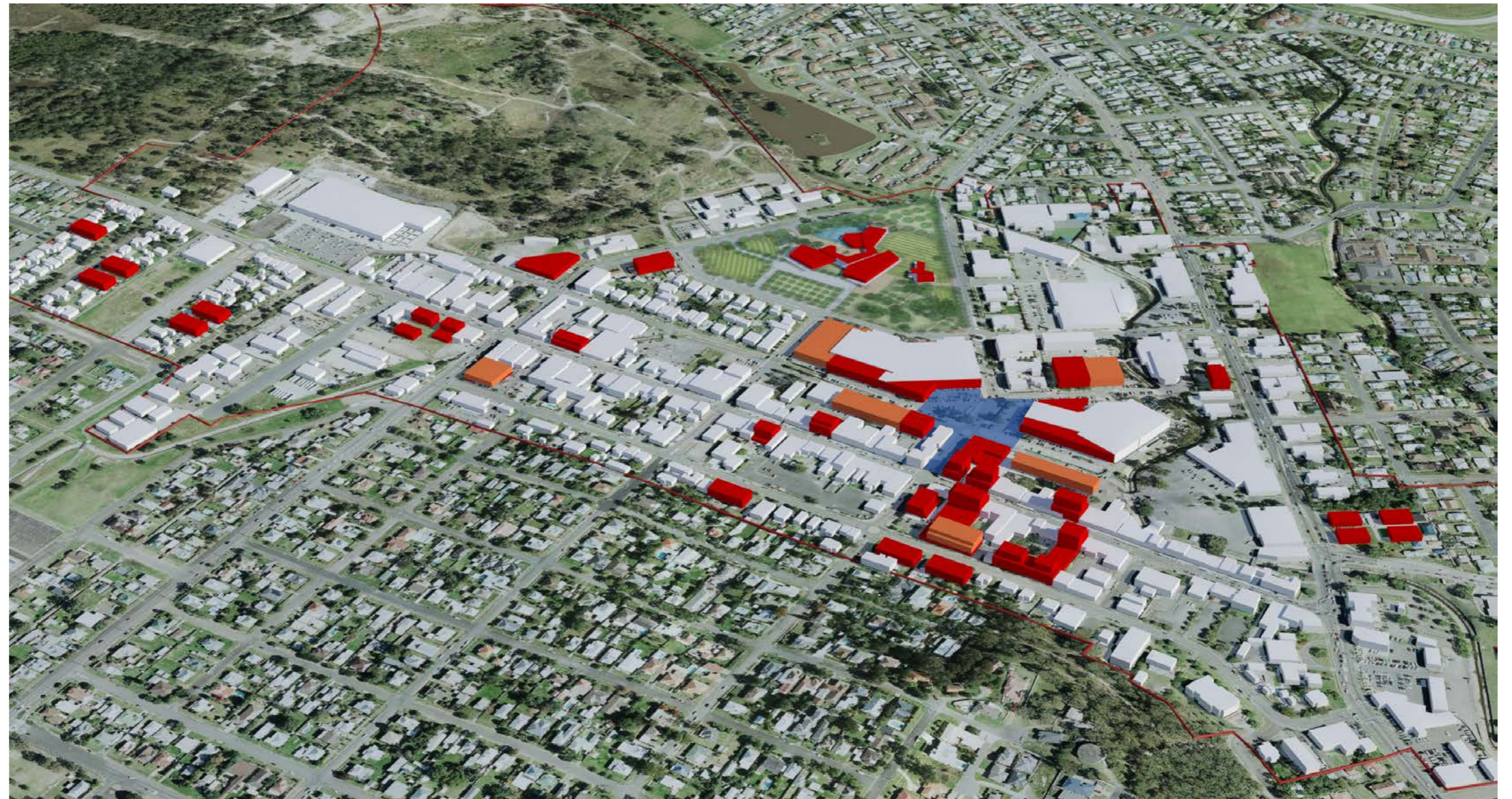


Figure 42: Indicative 25 Year Growth Scenario

#### Legend

- Potential Future Development
- Potential Future Car Parking
- Existing Buildings (2016)
- Proposed Town Square Stage 1, 2 & 3



## 6.0 Public Domain Infrastructure Audit

### 6.1 Introduction

This audit maps and assesses the condition of all public domain infrastructure located within the Cessnock Commercial Precinct study area, including pedestrian paving, street furniture, wayfinding and interpretive signage, public art and car parking infrastructure.

#### Vincent Street

Cessnock's retail 'Main Street' is the only street in the centre to have been upgraded and the improvements extend four city blocks from Maitland Road, in the north, to Aberdare Road, in the south. A 'family' of related streetscape elements has been implemented in stages over the past decade and in recent years the landscaping has been further refined and commemorative plaques installed highlighting local people of note in the community.

The upgraded streetscape includes honed concrete unit paving with coloured banding/frame, new street trees and roadside planter beds, lighting and street furniture, including seat benches, bollards, outdoor café seating areas, defined by low walls/fences and by trellises, litter bins, and a laneway artwork program has been implemented.

#### Assessment

The footpath paving is slightly 'dated' in design, however is in good condition, functional, robust, and generally low maintenance. Street crossings are provided at regular intervals along Vincent Street, are safe signalised crossings (some scramble crossing type) and incorporate pedestrian ramps.

Street trees and kerbside planter beds are generally effective in bringing 'green', shade and colour to the street experience. Ornamental grape vines on trellises, and cut-out designs are an effective means of developing local identity and highlighting Cessnock's unique Hunter Valley location. No references to the local coal mining industry are evident.

Outdoor café seating areas on Vincent Street are at times utilised successfully, however at some locations are not used at all. In these situations the grey block walls are visually prominent and detract from the streetscape.

No Water Sensitive Urban Design (WSUD) measures, or ESD initiatives, such as litter recycling or reuse/recycling of materials in furniture - such as timber in seating, or the use of energy efficient luminaires, such as LED fittings are evident.

Generally, street lighting is provided by standard 'goose neck' tapering natural galvanised steel poles with traditional luminaires – a functional, low cost road lighting solution, however not ideally suited to a lower scale pedestrian environment, nor is it integrated with traffic signals or road/street signage, resulting in some footpath clutter. Banners are obvious add-ons, rather than integrated with the pole design. Some pedestrian scale pole top light fittings are provided in key cross streets such as Cooper Street.

Whilst the signature furniture colour reflects Council's corporate branding/identity, light colours such as this are often not ideally suited to street furniture items, such as steel framed items, that preferably utilise a dark colour palette.

#### Other Precinct Streets (Commercial + Residential)

Beyond the Vincent Street 'Main Street' spine, the furniture of the public domain is basic and functional – concrete footpaths, timber light poles, standard street and road signs, and basic street tree planting, and the limited provision of standard 'off the shelf' street furniture.

#### Infrastructure Audit

The audit undertaken in August 2016, covers every street in the study area, and was assessed on a street-by-street basis. The type, extent and number of infrastructure items have been summarised in three maps covering the north, middle and south of the precinct. Upgrade opportunities for each street were also identified, informing the subsequent development of the Public Domain Plan.



Figure 43: Bench Seating



Figure 44: Bollards

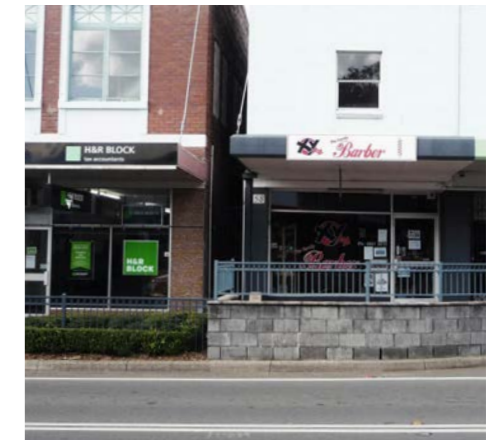


Figure 45: Cafe Seating Fence + Wall



Figure 46: Litter Bin



Figure 47: 'Main Street' paving



Figure 48: Pedestrian Fence



Figure 49: Street Light Poles



## 6.0 Public Domain Infrastructure Audit

### 6.2 Audit of North of Precinct

Apart from Vincent Street, there is only limited existing public domain infrastructure, with some upgrade works completed for key cross streets, such as Edward Street. Generally a low level of amenity is afforded users, businesses and residents of major precinct streets, including Wollombi Road/Maitland Road and Cumberland Street, Charlton Street, Keene Street or Darwin Street.

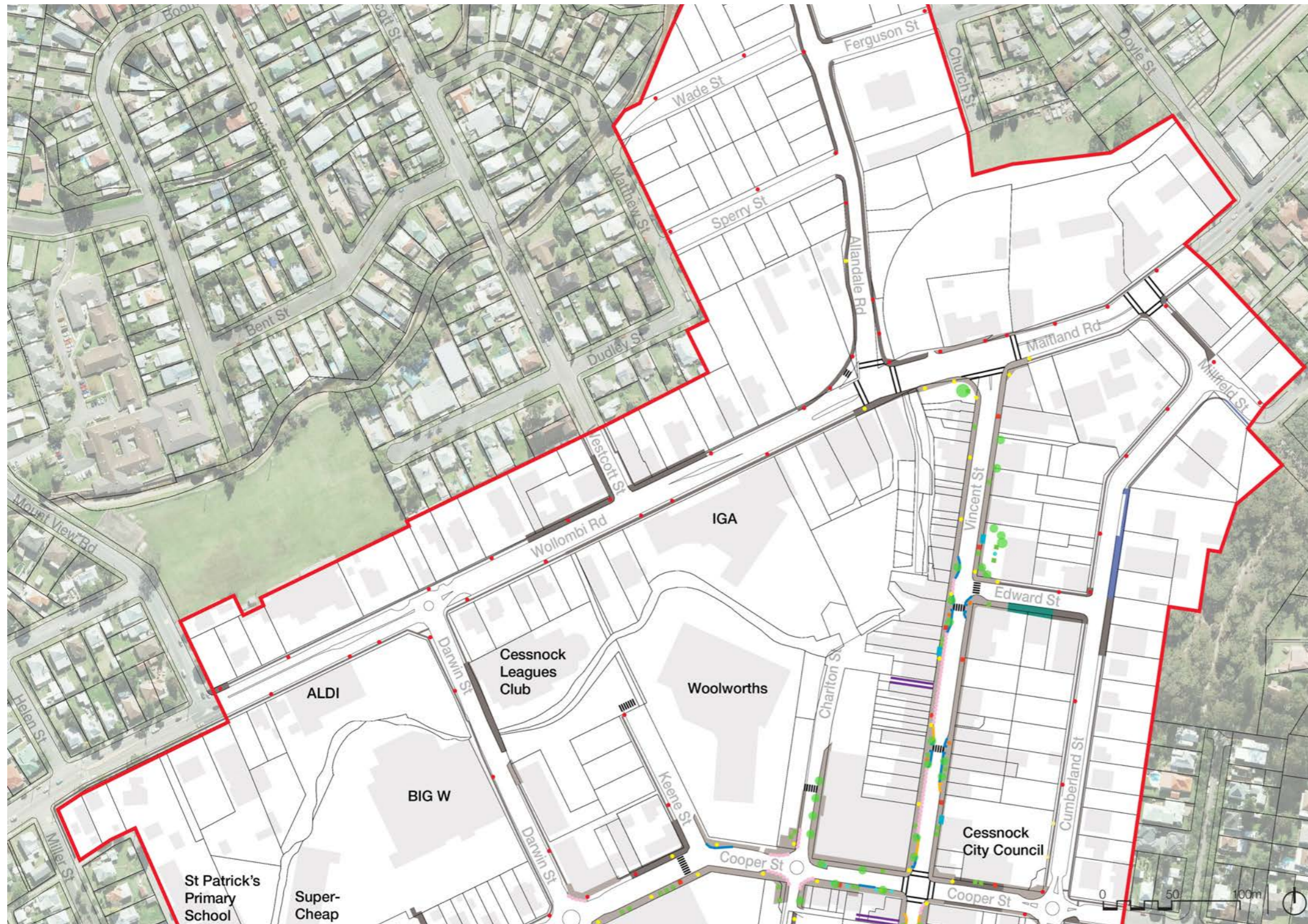
To the west of Vincent Street adhoc open car parking areas dominate resulting in a confusing and unsafe public domain experience. The laneway that leads west to Woolworths is brought to life by public art display, however, at its west end the laneway delivers pedestrians in a confused 'back of house' parking area.

Street tree planting within the study area (except for Vincent Street) is often non-existent, sparse or adhoc in nature – with some residential streets having impressive avenue planting, whilst others with almost no trees, are hot and exposed environments.

| Streetscape   | Infrastructure Type          | Audit of Existing Infrastructure (15 August 2016)  | Upgrade Opportunity  |
|---|------------------------------|--|--|
| <b>Vincent Street - North (40km/hr speed limit - designated HPAA)</b> | <i>Paving</i>                | Special 'Main Street' paving - honed coloured concrete unit pavers with three colour banding and edge details, footpath widening (outdoor seating areas), pram ramps at most crossing points, tactile indicator pavers.  | Carry special paving down laneways for continuity. Investigate retrofitting of WSUD opportunities.   |
|   | <i>Lighting</i>              | Underground power supply, standard tapering steel 'gooseneck' light poles along both sides, floodlights at zebra crossings, feature pole top light at the HJ Sternbeck Lions Park.   | Investigate use of LED luminaires for efficiency, long life, low maintenance, integrate feature/festival banners into light pole design. Improve lighting of laneways and car parking areas behind 'Main Street' to improve safety. Introduce feature lighting for key heritage buildings. |
|   | <i>Street Furniture</i>      | Steel/timber bench seats and litter bins provided along both sides of street, continuous steel bollards along west side of Vincent Street, between Edward Street and Cooper Street, street tree planting and planterbeds, 'Hall of Fame' plaques in planterbeds, temporary private cafe chairs/tables, utility boxes, PO boxes, telephone booths, Roads + Maritime signage, picnic table/bench seats at the HJ Sternbeck Lions Park. | Introduce recycling program/bins. Provide township entry sign at north 'gateway' to Centre i.e. at Maitland Road corner park. Introduce directional signage to supermarkets and parking areas.   |
|   | <i>Outdoor Seating Areas</i> | Honed aggregate concrete block walls with sanstone colour concrete capping unit and metal pedestrian fences near zebra crossings.  | Review locations for footpath widening to ensure alignment with café/food tenancies.   |
|   | <i>Signal Crossings</i>      | Signalised intersections at Maitland Road and Cooper Street ('scramble' type crossing)   | Roads + Maritime to review signal timing if Bypass proceeds.   |
|   | <i>Zebra Crossing</i>        | Edward Street intersection and mid-block (between Edward Street + Cooper Street)   | Investigate potential for raised pedestrian crossings.   |
|   | <i>Public Artwork</i>        | Phillips Lane - public art on laneway walls.   | Support + extend this successful initiative to include laneway light installation artworks.  |
|   | <i>Bus Stops</i>             | Located at HJ Sternbeck Lions Park, Cessnock Library, Cessnock City Council (3 total).   | Provide improved shelters at bus stops where there are no awnings to encourage use of public transport.  |
|   | <i>Street Trees</i>          | Located in small groups along 'Main Street' (11 total).  | Review landscaping of HJ Sternbeck Lions Park and north 'gateway' park (at Maitland Road intersection).  |
| <b>Wade Street</b>  | <i>Paving</i>                | No footpath.   | Provide standard concrete footpath.  |
|   | <i>Lighting</i>              | Standard timber light poles (2 total).   | Review lighting levels with utility.   |
|   | <i>Street Trees</i>          | Significant existing street trees.   | Consolidate existing avenue.   |
| <b>Sperry Street</b>  | <i>Paving</i>                | No footpath.   | Provide standard concrete footpath.  |
|   | <i>Lighting</i>              | Standard timber light poles (2 total).   | Review lighting levels with utility.   |
|   | <i>Street Trees</i>          | Limited planting, no trees on south side.  | Plant trees on south side and consolidate north.   |
| <b>Ferguson Street</b>  | <i>Paving</i>                | Standard concrete paving for portion of north side.  | Complete standard concrete footpath.   |
|   | <i>Lighting</i>              | Standard timber light pole (1 total).  | Review lighting levels with utility.   |
|   | <i>Street Trees</i>          | Limited street tree planting.  | Plant trees on both sides to consolidate avenue.   |
| <b>Allandale Road</b>   | <i>Paving</i>                | Standard concrete paving along both sides.   | Maintain existing concrete footpaths.  |
|   | <i>Lighting</i>              | Standard timber light poles (7 total) + tapering steel 'gooseneck' light pole (1 total).   | Review lighting levels with utility.   |
|   | <i>Street Trees</i>          | Exposed streetscape with limited street tree planting.   | Plant trees on both sides to create avenue.  |
| <b>Westcott Street</b>  | <i>Paving</i>                | Standard concrete paving along both sides.   | Maintain existing concrete footpaths.  |
|   | <i>Lighting</i>              | Standard timber light poles.   | Review lighting levels with utility.   |
|   | <i>Street Trees</i>          | Exposed streetscape with limited street tree planting.   | Plant trees on both sides to create avenue.  |
| <b>Wollombi Road + Maitland Road</b>                                  | <i>Paving</i>                | Generally standard concrete paving along both sides, special 'Main Street' paving at Vincent Street intersection.  | Consolidate/repair existing concrete footpaths, special paving treatments based on 'Main street' paving palette to highlight 'gateway' role.   |
|   | <i>Lighting</i>              | Generally standard timber light poles (23 total) with tapering steel 'gooseneck' light poles (6 total) at Vincent Street intersection  | Provide lighting at Vincent Street 'gateway' park.   |
|   | <i>Street Trees</i>          | Exposed roadway with limited street tree planting.   | Plant trees on both sides to create avenue, landscape median + roundabout islands. Provide planting and signage at Vincent Street 'gateway' intersection.  |
| <b>Millfield Street</b>   | <i>Paving</i>                | Generally standard concrete footpaths + short section of asphalt footpath.   | Complete footpaths on northeast side.  |
|   | <i>Lighting</i>              | Standard timber light poles (3 total).   | Review lighting levels with utility.   |
| <b>Edward Street</b>  | <i>Paving</i>                | Special 'Main Street' paving near Vincent Street intersection, standard concrete paving along the rest of Edward Street.   | Extend 'Main Street' paving through to Cumberland Street in the long term.   |
|   | <i>Lighting</i>              | Tapering steel 'gooseneck' light pole (1 total) + standard timber light pole (1 total).  | Investigate use of LED luminaires for efficiency, long life, and low maintenance.  |
|   | <i>Street Furniture</i>      | Main Street' bench seat (1 total).   | Maintain seating.  |
|   | <i>Street Trees</i>          | None.  | Plant trees on both sides to create avenue.  |
| <b>Darwin Street - North</b>  | <i>Paving</i>                | Generally standard concrete footpaths on both sides, full width adjacent Leagues Club, special 'Main Street' paving at the North Avenue intersection.  | Maintain existing footpaths, upgrade to full width as redevelopment takes place.   |
|   | <i>Lighting</i>              | Standard timber light pole (4 total).  | Investigate use of LED luminaires for efficiency, long life, and low maintenance.  |
|   | <i>Street Trees</i>          | Very few street trees.   | Plant trees on both sides to create avenue.  |
| <b>Charlton Street - North</b>  | <i>Paving</i>                | Short length of special 'Main Street' paving on east side at former cinema.  | Provide full width footpaths for entire length of street.  |
|   | <i>Lighting</i>              | Tapering steel 'gooseneck' light pole (1 total).   | Review street lighting levels and coverage to reinforce safety.  |
|   | <i>Street Furniture</i>      | Bench seats located at roundabout (2 total).   | Maintain seating, provide further seating as required.   |
|   | <i>Street Trees</i>          | Generally exposed environment, four trees on east side.  | Plant trees on both sides to create avenue (canal permitting). Landscape roundabout island.  |
| <b>Cumberland Street - North</b>                                      | <i>Paving</i>                | Generally standard concrete footpaths on both sides, special 'Main Street' paving at the Cooper Street intersection.   | Provide full width footpaths for entire length of street.  |
|   | <i>Lighting</i>              | Tapering steel 'gooseneck' light pole (2 total) + standard timber light pole (7 total).  | Investigate use of LED luminaires for efficiency, long life, and low maintenance.  |
|   | <i>Street Trees</i>          | Very few street trees.   | Plant trees on both sides to create avenue.  |



## 6.0 Public Domain Infrastructure Audit



### Legend

- DCP Area
- Paving:**
  - Special Concrete Unit Paver
  - Special Brick Unit Paver
  - Special Coloured Concrete
  - Standard Concrete
  - Standard Asphalt
- Lighting:**
  - Main Street Light Pole
  - Main Street Light Pole with Flood Light
  - Car Park Light Pole with Flood Light
  - Pole Top Light
  - Timber Light Pole
- Street Furniture:**
  - Seats
  - Bins
  - Bollards
  - Fences
  - Outdoor Seating Wall
  - Signalised Crossing
  - ||||| Zebra Crossing
  - Public Artwork
  - Bus Stop
  - Street Trees

Figure 50: Public Domain Infrastructure Audit Plan - North



## 6.0 Public Domain Infrastructure Audit

### 6.3 Audit of Middle of Precinct

Again, beyond Vincent Street, there is limited existing public domain infrastructure provided in the cross streets, with Cooper Street, and parts of Hall Street and Snape Street/Aberdare Road the exceptions. Many CBD streets to the west only have street lights, and often have no footpaths, trees or furniture. CPAC Plaza is well designed and performs well as a focus of activity pre and post-performance.

A low level of amenity is afforded users, businesses and residents of many streets, including Cooper Street, Hall Street and Snape Street/Aberdare Road, and Cumberland Street, Charlton Street, Darwin Street, and North and South Avenues. The TAFE site lacks a viable and connected footpath system.

To the west of Vincent Street adhoc open car parking areas and drainage canal infrastructure dominate, resulting in a confusing, undefined and unsafe public domain experience. Two laneways lead west to Coles supermarket via a confused 'back of house' public parking carpark. The public realm is poorly defined and car dominated. Orientation is confusing and safe passage for pedestrians not clear.

Street tree planting in the middle of the Precinct (except for Vincent Street) is often non-existent, sparse or adhoc in nature – most streets have very few trees, and are therefore exposed, glary and hot in summer.

| Streetscape  | Infrastructure Type  | Audit of Existing Infrastructure (15 August 2016)  | Upgrade Opportunity   |
|--|--|--|---|
| <b>Vincent Street - Middle (40km/hr speed limit - designated HPAA)</b> | <i>Paving</i>  | Special 'Main Street' paving - honed coloured concrete unit pavers with three colour banding and edge details, footpath widening (outdoor seating areas), pram ramps at most crossing points, tactile indicator pavers, special coloured concrete paving at CPAC plaza.  | Carry special paving down laneways for continuity. Investigate retrofitting of WSUD opportunities.  |
|  | <i>Lighting</i>  | Underground power supply, standard tapering steel 'gooseneck' light poles along both sides, floodlights at zebra crossings.  | Investigate use of LED luminaires for efficiency, long life, low maintenance, integrate feature/festival banners into light pole design. Improve lighting of laneways and car parking areas behind 'Main Street' to improve safety. Introduce feature lighting for key heritage buildings.                  |
|  | <i>Street Furniture</i>  | Steel/timber bench seats and litter bins provided along both sides of street, continuous steel bollards along west side of Vincent Street, between Cooper Street and Hall Street, street tree planting and planterbeds, 'Hall of Fame' plaques in planterbeds, temporary private cafe chairs/tables, utility boxes, PO boxes, telephone booths, RMS signage. | Introduce recycling program/bins. Introduce directional signage to TAFE, CPAC, supermarkets and parking areas.  |
|  | <i>Outdoor Seating Areas</i>                                     | Honed aggregate concrete block walls with sanstone colour concrete capping unit and metal pedestrian fences near zebra crossings.  | Review locations for footpath widening to ensure alignment with cafe/food tenancies.  |
|  | <i>Signal Crossings</i>  | Signalised intersections at Cooper Street ('scramble' type crossing), Hall Street ('scramble' type crossing) and Snape Street.   | RMS to review signal timing if Bypass proceeds.   |
|  | <i>Zebra Crossing</i>  | Mid-blocks (between Cooper Street and Hall Street, Hall Street and Aberdare Road)  | Investigate potential for raised pedestrian crossings.  |
|  | <i>Public Artwork</i><br><i>Bus Stops</i><br><i>Street Trees</i> | Mt View Lane and Sesselman Lane - public art on laneway walls.<br>Located along both sides of Vincent Street (5 total).<br>Located in small groups along 'Main Street' (6 total).  | Support + extend this successful initiative to include laneway light installation artworks.<br>Provide improved shelters at bus stops where there are no awnings to encourage use of public transport.<br>Review landscaping and plant street trees in Vincent Street between Hall Street and Snape Street. |
| <b>Cooper Street</b>   | <i>Paving</i>  | Generally special 'Main Street' paving along both sides, short section of standard concrete paving between Vincent Street and Cumberland Street.   | Maintain existing footpaths, upgrade standard concrete paving to special 'Main street' paving.  |
|  | <i>Lighting</i>  | Underground power supply, standard tapering steel 'gooseneck' light poles along both sides, feature pole top lights along south side of Cooper Street between Charlton Street and Vincent Street.  | Investigate use of LED luminaires for efficiency, long life, low maintenance, integrate feature/festival banners into light pole design.  |
|  | <i>Street Furniture</i>  | Steel/timber bench seats along both sides of street, litter bins provided between Charlton Street and Cumberland Street. Steel bollards located at three corners of roundabout intersection, street tree planting and planterbeds between Charlton Street and Vincent Street, temporary private cafe chairs/tables, utility boxes, telephone booths.         | Introduce recycling program/bins. Introduce directional signage to supermarkets and parking areas.  |
|  | <i>Outdoor Seating Areas</i>                                     | Grape leaves patterned steel shade pavilion with landscaping at south side of Cooper Street between Charlton Street and Vincent Street.  | Review footpath widening at north side of Cooper Street between Charlton Street and Vincent Street to provide more outdoor seating areas.   |
|  | <i>Signal Crossings</i>  | Signalised intersections at Vincent Street ('scramble' type crossing).   | RMS to review timing as redevelopment takes place and if Bypass proceeds.   |
|  | <i>Zebra Crossing</i>  | None.  | Investigate potential for raised pedestrian crossings at Charlton Street to replace roundabout.   |
|  | <i>Street Trees</i>  | Located along both sides between Charlton Street and Vincent Street. (4 total).  | Review landscaping and interplant street trees to consolidate avenue.   |
| <b>North Avenue</b>  | <i>Paving</i>  | Generally standard concrete footpaths on both sides, special 'Main Street' paving at Darwin Street intersection and continuous south side to Cooper Street.  | Maintain existing footpaths, upgrade short section of standard concrete paving close to Keene Street intersection to special 'Main street' paving.  |
|  | <i>Lighting</i>  | Standard timber light poles (6 total)+ tapering steel 'gooseneck' light pole (4 total).  | Review lighting levels with utility.  |
|  | <i>Street Furniture</i>  | Steel/timber bench seats and litter bin provided along south side of North Avenue between Darwin Street and Keene Street. Steel bollards located at two corners of roundabout intersection.  | Provide township entry sign at west 'gateway' to Centre i.e. at South Avenue corner park. Introduce directional signage to supermarkets and parking areas.  |
|  | <i>Zebra Crossing</i>  | Keene Street intersection.   | Investigate potential for raised pedestrian crossing.   |
|  | <i>Street Trees</i>  | Located in small groups along North Avenue (14 total).   | Review landscaping of TAFE grounds and west 'gateway' park (South Avenue intersection), plant street trees on both sides to create avenue.  |
| <b>Hall Street</b>   | <i>Paving</i>  | Generally standard concrete footpaths on both sides, special 'Main Street' paving at Vincent Street intersection.  | Upgrade paving between Charlton Street and Cumberland Street to special 'Main street' paving.   |
|  | <i>Lighting</i>  | Standard timber light pole (5 total)+ tapering steel 'gooseneck' light pole (1 total).   | Investigate undergrounding of power supply and upgrade to steel light poles.  |
|  | <i>Street Trees</i>  | Limited street tree planting.  | Plant trees on both sides to consolidate avenue.  |
| <b>Snape Street + Aberdare Road</b>                                    | <i>Paving</i>  | Standard concrete paving along both sides of Aberdare Road, special 'Main Street' paving at Vincent Street intersection. Snape Street (north side) has worn grass path.  | Upgrade paving between Charlton Street and Cumberland Street to special 'Main street' paving to accommodate main pedestrian route.  |
|  | <i>Lighting</i>  | Standard timber light poles (2 total) + tapering steel 'gooseneck' light pole (3 total).   | Investigate undergrounding of power supply and upgrade to steel light poles.  |
|  | <i>Street Trees</i>  | Located along both sides of Aberdare Road and north side of Snape Street. (15 total).  | Extend existing planting on both sides to reinforce avenue.   |
| <b>South Avenue</b>  | <i>Paving</i>  | No footpath.   | Provide standard concrete footpath.   |
|  | <i>Lighting</i>  | Standard timber light poles (4 total).   | Review lighting levels with utility.  |
|  | <i>Street Trees</i>  | Limited street tree planting.  | Plant trees on both sides to create avenue.   |
| <b>Bridge Street</b>   | <i>Paving</i>  | No footpath.   | Provide standard concrete footpath.   |
|  | <i>Lighting</i>  | Standard timber light pole (1 total).  | Review lighting levels with utility.  |
|  | <i>Street Trees</i>  | One street tree at intersection.   | Plant trees on both sides.  |
| <b>Darwin Street - South</b>   | <i>Paving</i>  | Short section of standard concrete footpaths on east side between North Avenue and Hall Street, special 'Main Street' paving at the North Avenue intersection.   | Maintain existing paving, provide standard concrete paving for entire length of street.   |
|  | <i>Lighting</i>  | Standard timber light pole (3 total)+ tapering steel 'gooseneck' light pole (3 total).   | Review lighting levels with utility.  |
|  | <i>Street Trees</i>  | Limited street tree planting between North Avenue and Hall Street.   | Plant trees on both sides to create avenue.   |
| <b>Charlton Street - Middle</b>  | <i>Paving</i>  | Short length of standard concrete paving on east side between Cooper Street and Hall Street, special 'Main Street' paving at Cooper Street intersection.   | Provide full width footpaths on both sides, for entire length of street.  |
|  | <i>Lighting</i>  | Standard timber light poles (3 total) + tapering steel 'gooseneck' light pole (3 total).   | Review street lighting levels and coverage to reinforce safety.   |
|  | <i>Street Furniture</i>  | Bench seats located at roundabout (2 total).   | Maintain seating, provide further seating as required.  |
|  | <i>Street Trees</i>  | Generally exposed environment, one tree on east side Cooper Street intersection.   | Plant trees on both sides to create avenue (canal permitting).  |
| <b>Cumberland Street - South</b>                                       | <i>Paving</i>  | Generally standard concrete footpaths along west side, and short sections at intersections on east side.   | Provide full width footpaths for entire length of street.   |
|  | <i>Lighting</i>  | Standard timber light pole (7 total).  | Investigate use of LED luminaires for efficiency, long life, and low maintenance.   |
|  | <i>Street Trees</i>  | Very few street trees.   | Plant trees on both sides to create avenue.   |



## 6.0 Public Domain Infrastructure Audit



Figure 51: Public Domain Infrastructure Audit Plan - Middle



## 6.0 Public Domain Infrastructure Audit

### 6.4 Audit of South of Precinct

The upgraded section of Vincent Street tailors off at the Snape Street/Aberdare Road intersection. To the south and west of the 'Main Street' retail spine, there is limited public domain infrastructure. A low level of amenity is afforded users, businesses and residents of precinct streets, including Vincent Street (south), Charlton Street (south), Cessnock Street, Railway Street, Edgeworth Street and Gordon Avenue.

To the west of Vincent Street large open car parking areas associated with the Bunnings warehouse development, dominate, resulting in an undefined and exposed public domain experience. The public realm is poorly defined and car dominated. Orientation is confusing and safe passage for pedestrians not clear.

Street tree planting is often non-existent, sparse or adhoc in nature – with some residential streets having impressive avenue planting, whilst others and large car parking areas with almost no trees, are hot and exposed environments.

| Streetscape                    | Infrastructure Type     | Audit of Existing Infrastructure (15 August 2016)  | Upgrade Opportunity  |
|--------------------------------|-------------------------|--|--|
| <b>Vincent Street - South</b>  | <i>Paving</i>           | Generally standard concrete footpaths on both sides, special 'Main Street' paving at Aberdare Road intersection.           | Extend full width footpaths south to Edgeworth Street intersection.  |
|                                | <i>Lighting</i>         | Standard timber light poles along north side (9 total)+ tapering steel 'gooseneck' light pole (6 total).                   | Investigate use of LED luminaires for efficiency, long life, low maintenance, integrate feature/festival banners into light pole design. |
|                                | <i>Signal Crossings</i> | Signalised intersections at Snape Street/Aberdare Road.  | RMS to review signal timing if Bypass proceeds.  |
|                                | <i>Zebra Crossing</i>   | Close to Aberdare Road and Cessnock Street intersection.   | Investigate potential for raised pedestrian crossings.   |
|                                | <i>Bus Stops</i>        | Located close to Aberdare Road intersection (2 total).   | Provide improved shelters at bus stops where there are no awnings to encourage use of public transport.                                  |
|                                | <i>Street Trees</i>     | None.  | Plant trees on both sides to create avenue. Provide landscaping for south 'gateway' (Aberdare Road intersection) to centre.              |
| <b>Charlton Street - South</b> | <i>Paving</i>           | No footpath.   | Provide standard concrete footpath.  |
|                                | <i>Lighting</i>         | Standard timber light pole (2 total).  | Review lighting levels with utility.   |
|                                | <i>Street Trees</i>     | None.  | Plant trees on both sides.   |
| <b>Cessnock Street</b>         | <i>Paving</i>           | Short length of standard concrete paving at the north side of intersection.  | Provide standard concrete footpath.  |
|                                | <i>Lighting</i>         | Standard timber light poles (4 total)+ tapering steel 'gooseneck' light pole (2 total).                                    | Review lighting levels with utility.   |
|                                | <i>Street Trees</i>     | None.  | Plant trees on both sides.   |
| <b>Railway Street</b>          | <i>Paving</i>           | No footpath.   | Provide standard concrete footpath.  |
|                                | <i>Lighting</i>         | Standard timber light pole (1 total).  | Review lighting levels with utility.   |
|                                | <i>Street Trees</i>     | Street trees on the north side, no trees on the south side.  | Plant trees on both sides to consolidate avenue.   |
| <b>Edgeworth Street</b>        | <i>Paving</i>           | Short length of standard concrete paving at intersection.  | Provide standard concrete footpath.  |
|                                | <i>Lighting</i>         | Standard timber light poles (2 total).   | Review lighting levels with utility.   |
|                                | <i>Street Trees</i>     | Very few street trees.   | Plant trees on both sides.   |
| <b>Gordon Avenue</b>           | <i>Paving</i>           | Generally standard concrete footpaths along north side and short section of south side.                                    | Complete standard concrete footpath on both sides.   |
|                                | <i>Lighting</i>         | Standard timber light pole (3 total).  | Review lighting levels with utility.   |
|                                | <i>Street Trees</i>     | Good continuous tree planting in street median island. Groups of trees on the south side, limited trees on the north side. | Plant additional trees on both sides.  |



## 6.0 Public Domain Infrastructure Audit

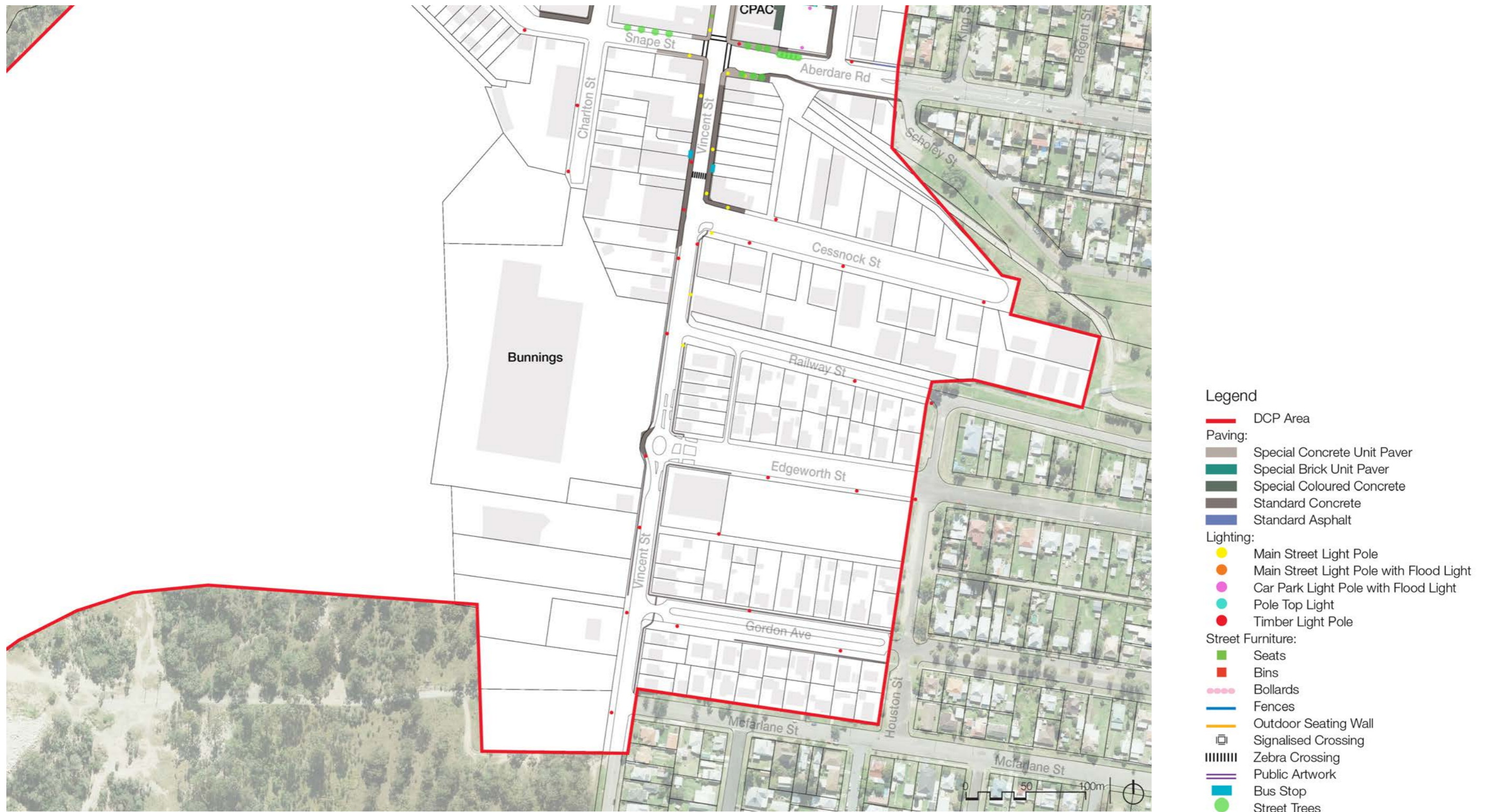


Figure 52: Public Domain Infrastructure Audit Plan - South







## 7.0 Community Engagement Outcomes

### 7.1 Introduction

A high level of community engagement was undertaken in the initial phase of the project involving:

- On line surveys;
- Intercept surveys;
- Interactive online mapping;
- Interactive large format mapping in the library;
- Two community workshops; and
- Staff workshops.

### 7.2 Key Outcomes

Feedback to date includes:

- Facilities/places for young people
- Don't see need for town centre housing – 50%
- Increased and formalised parking
- Increased tourism opportunities & accommodation – 66%
- Like the new precinct (yoghurt land/snap fitness)
- More clothes/fashion retail and retail in general – 50%
- Improved amenities (toilets, bins, bubblers)
- Improved pedestrian accessibility between shopping centres



Figure 53: Workshop - Issue Mapping



Figure 54: Staff Workshop



Figure 55: Interactive Large Format Mapping





Figure 56: Vincent Street, Cessnock





## 8.0 Vision and Objectives

*The Cessnock Commercial Precinct is 'The Gateway to the Hunter Valley Wine Country' that celebrates the cultural landscape of the region and provides a quality environment where the community is actively encouraged to participate in community and civic life.*

### 8.1 Theme

Three themes have been investigated as means to realise the project vision:

#### Market / Town Square

A meeting place to bring locals and visitors together, celebrating local wines and organic agricultural production, enhancing local cultural experience and identity.

#### Al-fresco Dining

The street as an outdoor dining place to foster activity and a healthy, active lifestyle. Rejuvenate existing heritage buildings by adding a street dining experience. Design pedestrian friendly laneways with active frontages and art elements improving connectors and creating places linking destinations.

#### Urban Park

Celebrating nature and the regions mining heritage. A place to re-charge, to enjoy the sun, the natural environment, attend engaging events and activities.



Figure 57: Town Market



Figure 58: Town Market



Figure 59: Active Frontage



Figure 60: Active Frontage



Figure 61: Laneway



Figure 62: Urban Park



Figure 63: Open Canal Landscape

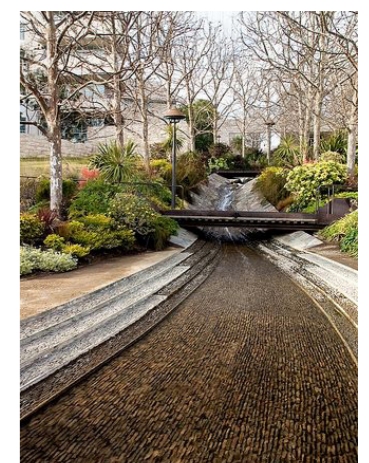


Figure 64: Open Canal Landscape





Figure 65: Torvehallerne Market, Copenhagen



## 9.0 Indicative Layout Plan

### 9.1 Introduction

The Indicative Layout Plan is informed by the CBD Masterplan and the Supply and Demand Analysis undertaken by the AEC Group, and is coordinated with the Urban Form Analysis that was developed in parallel.

The Plan illustrates a 2041 vision and 'master plan' for the future land use of the Commercial Precinct. It has informed the preparation of the Development Control Plan and established the city structure, which sets the framework for the Public Domain Plan.

### 9.2 Urban Design Issues

There are a number of challenging urban planning issues, mapped in Figure 66, that will need to be addressed, in order to realise the CBD Masterplan 'vision': for an 'Attractive, Thriving and Welcoming' Cessnock Commercial Precinct.

The study identified the following key issues:

- Significant on-grade car parking areas, particularly in the west of the centre, undermine the provision of good urban amenity, and there is a lack of lively and attractive streets that feel safe to use.
- Significant lengths of blank walls and exposed 'back-of-house' functions dominate the experience of the west of the Precinct.
- Large 'super-blocks' in the west of the Precinct offer poor through-connectivity and form barriers in the urban fabric.
- The emerging business park in the south of the precinct lacks an identity, is difficult to access and is poorly integrated with the streets and life of the CBD.
- A network of large scale drainage canals form barriers, are often unsightly and undermine the forming of regular city streets.
- There is a lack of useable open space within a convenient walk of the CBD.
- There is no one public place within the CBD that could be called the 'heart' of the CBD.
- The 'Main Street' retail experience is disconnected from the shopping centre retail experience.



Figure 67: Existing Open Canal



Figure 68: Existing Blank Wall Street Frontages



Figure 69: Existing TAFE Park

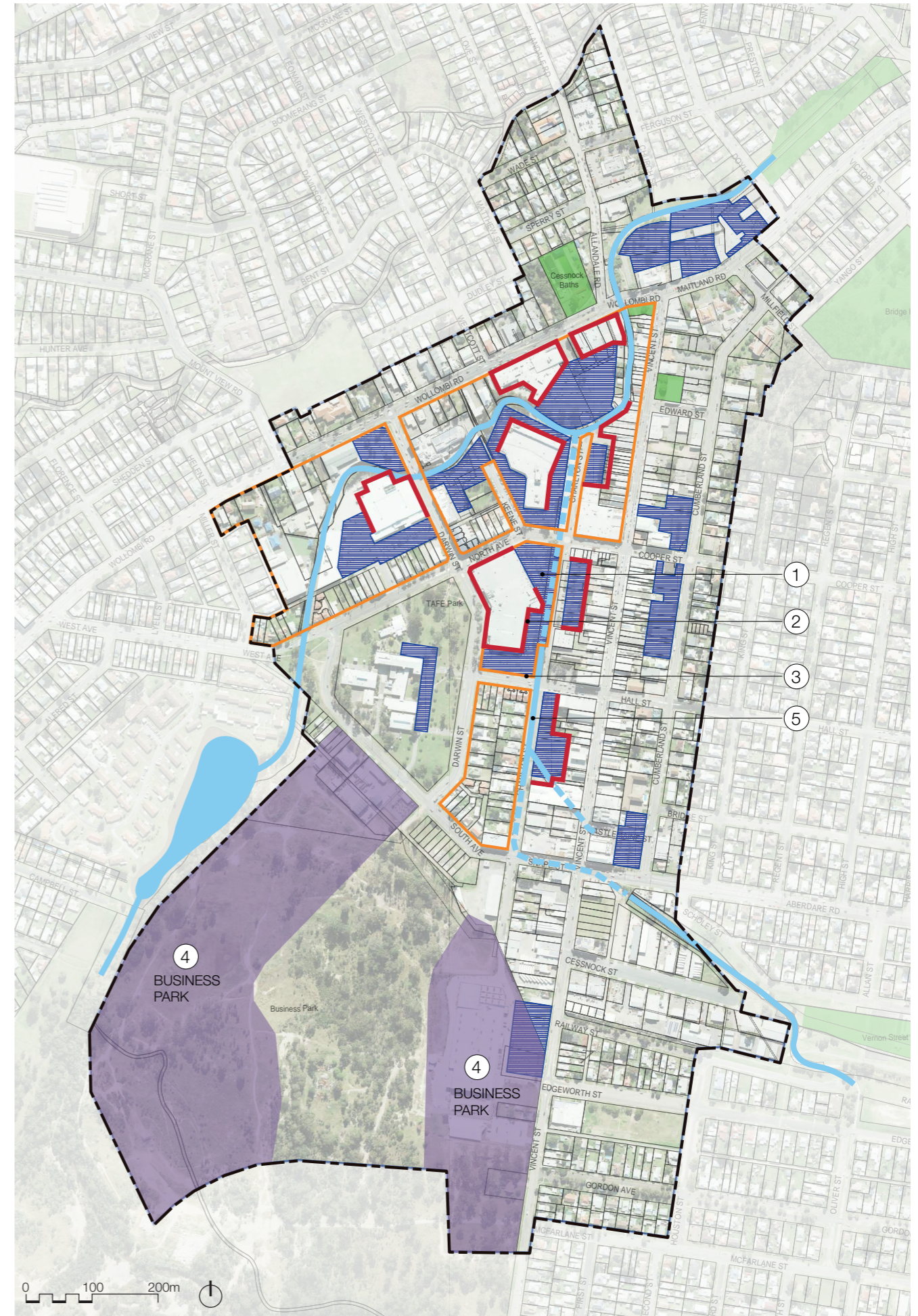


Figure 66: Urban Design Issues



## 9.0 Indicative Layout Plan

### 9.3 Opportunities

The urban design study identified a series of inter-related urban planning opportunities which are illustrated in Figure 70. Some strategies have subsequently been modified, following more detailed analysis, development in the urban design strategy for the centre, and stakeholder consultation, however most of the fundamental urban planning strategies have been taken forward to inform subsequent stages of the project.

Urban planning opportunities identified for the Commercial Precinct, include:

- Extend the 'Main Street' urban character, west, to link up with the shopping centre developments and TAFE site.
- Create a central, urban, public place in the CBD, suitable for markets and as a social focus, a place for people to gather, a meeting place and destination for visitors.
- Complete the CBD urban street and block structure and improve overall amenity for people using the centre, improving the street level experience and developing new parks and plaza spaces.
- Provide new pedestrian links and 'green' corridors along waterways.
- Tailor land uses and urban form to address the proposed south CBD bypass.
- Reinforce the Precinct identity through featuring the three main CBD gateways.
- Improve signage and wayfinding at key locations to guide visitors to explore more of Cessnock.
- Provide a new draw-card visitor centre which is a landmark destination which attracts visitors from Sydney and regional NSW.

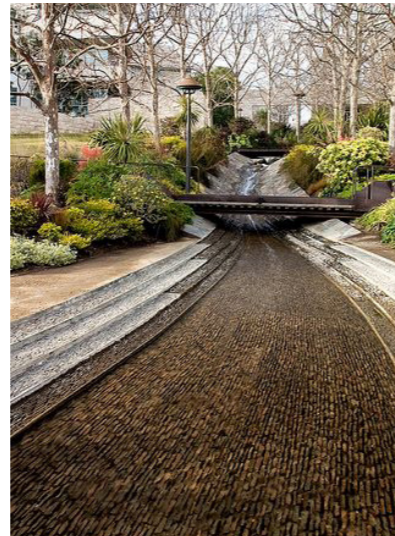


Figure 71: Open Canal Green Link



Figure 72: Food Market



Figure 73: Urban Park

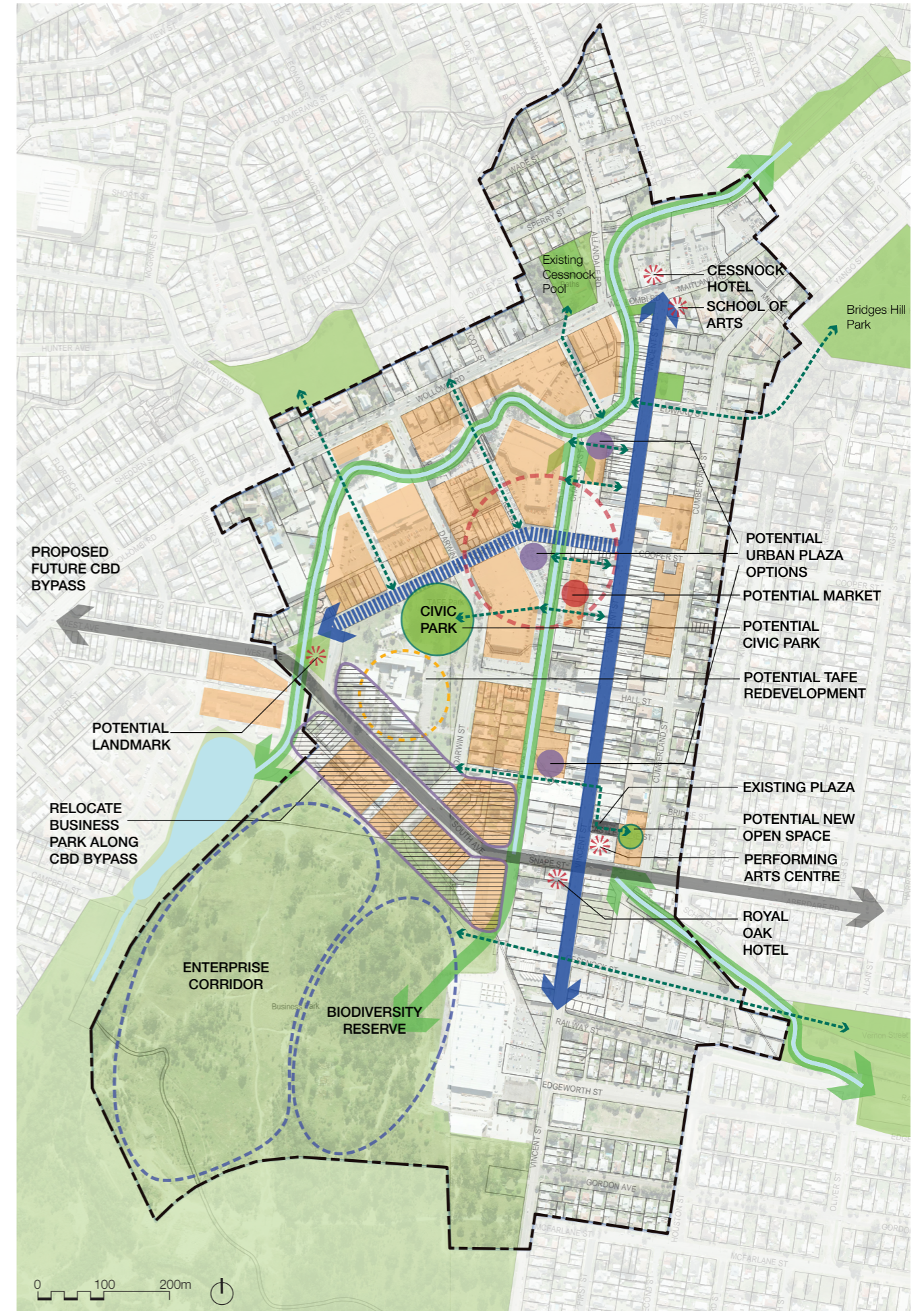


Figure 70: Urban Design Opportunity



## 9.0 Indicative Layout Plan

### 9.4 Thematic Precincts

Cessnock Commercial Precinct will comprise a series of inter-related themed sub-precincts, each with their own distinct function and character. Collectively there will be synergies as sub-precincts overlap and complement each other.

The thematic precincts include:

- Mixed use zone
- Supermarket retail + club precinct
- Main road frontage businesses
- School precinct
- Medium density residential neighbourhood
- Light industrial/distribution
- Big box retail and business park
- Environmental preservation landscape

Within the Precinct there are four distinct activity 'hubs' that provide a focus for:

- Cultural / arts activities
- Civic functions
- Entertainment
- Potential Tourist / cultural destination

Urban structure is provided by the 'Main Street' spine of Vincent Street, and by the three 'gateways' to the centre, marking the arrival and departure experience at the west, north and south periphery. The potential bypass route in the south of the Precinct will also potentially drive some land uses in the centre.

An outdoor dining strip is identified along Vincent Street, extending north from Hall Street, and then linking west along Cooper Street, culminating in the proposed Town Square that will become a new focus for socialising and for a program of activities. This sub-precinct is envisaged as pedestrian friendly, lively and with an urban form that is 'fine grained' and highly permeable in terms of pedestrian access.

A synergy is envisaged through integrating the Vincent Street, 'Main Street' retail experience with the two major shopping centres, and also through enrolling the entertainment and civic hubs situated along this important cross axis.



Figure 75: Shopping Centre Plaza in Ryde



Figure 76: Outdoor Dining

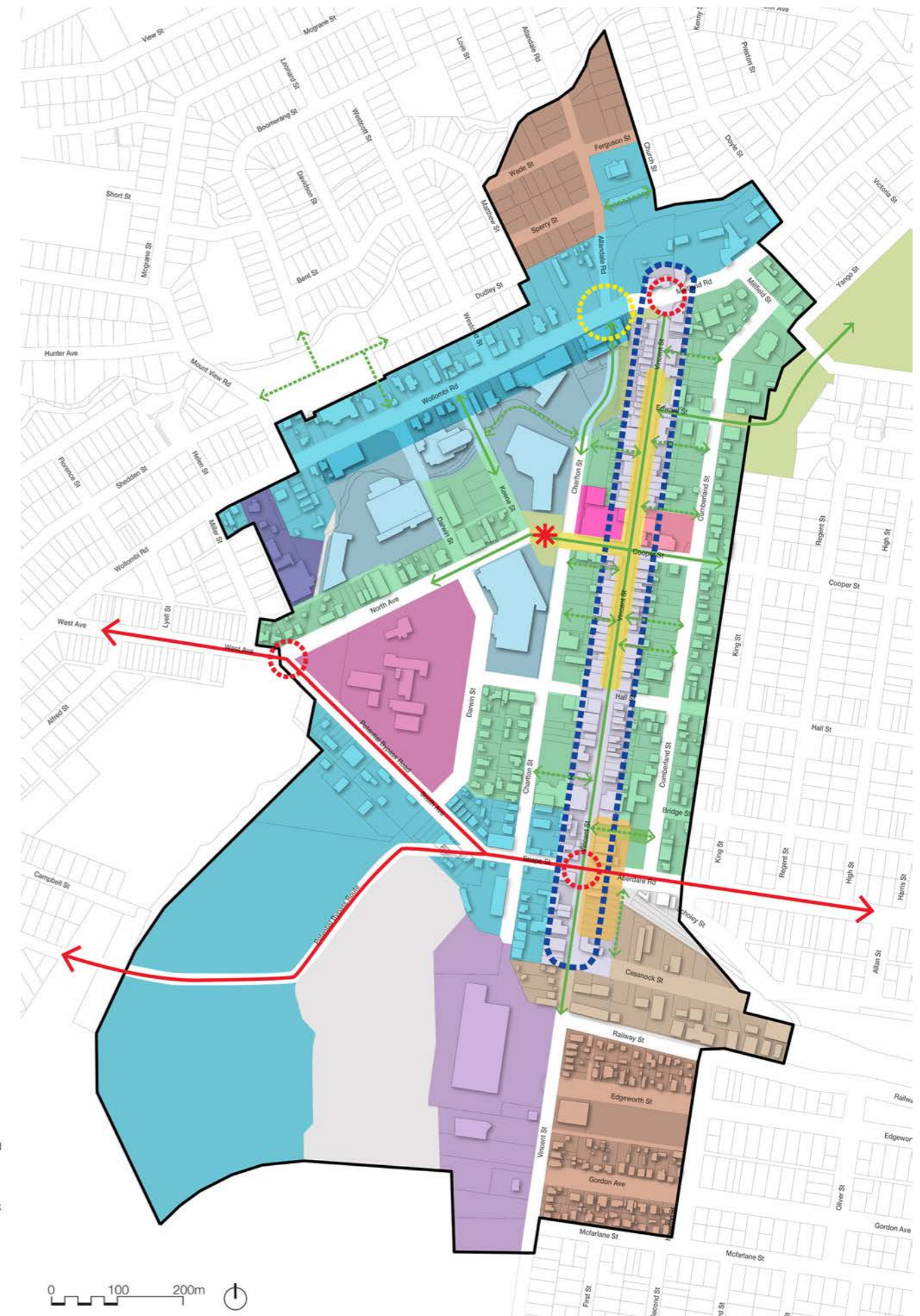


Figure 74: Thematic Precinct Plan



## 9.0 Indicative Layout Plan

### 9.5 Indicative Layout Plan

The Plan provides an overall strategic level framework for the future urban planning of Cessnock Commercial Precinct. A holistic and integrated urban planning approach has been taken, drawing upon Council's expertise and detailed knowledge of Cessnock, a comprehensive process of stakeholder consultation and on the Consultant Team's analysis, and urban and landscape planning and design expertise.

The primary urban design 'moves' are illustrated, including the proposed land uses, location for public and community facilities (some with options), the proposed street hierarchy, major green spaces and pedestrian links, CBD gateways, overall drainage and canal infrastructure, public car parking sites and the major people places in the public domain are established.

- DCP Area
- Major Roads
- Local Streets
- One Way Shared Zone
- ↔ New Pedestrian Crossing
- New Streets
- Green Links
- Urban Stream
- ↔ Green Ribbon Urban Connector - Long Term
- Channel / Waterway - Open
- Channel / Waterway - Culvert
- ↔ Through Site Pedestrian Link - Existing
- ↔ Through Site Pedestrian Link - Proposed
- Mixed Land Use
- Commercial Core
- Business Park
- Neighbourhood Centre
- Protected Landscape
- Medium Density Residential
- Educational Use
- Recreational Area
- Public Park
- Existing Plaza
- ⊙ Proposed Town Square / Market Square
- ⊙ Gateway to Centre
- ⊙ Gateway to the Vineyards
- ⊙ Public Carpark (Multi-level)
- ⊙ HPAA 40km/hr Zone
- ⊙ Potential Sites for Library
- ⊙ Potential Site for Council Admin Building
- ⊙ Preferred Site for Cultural Centre
- ⊙ Alternative Site for Cultural Centre

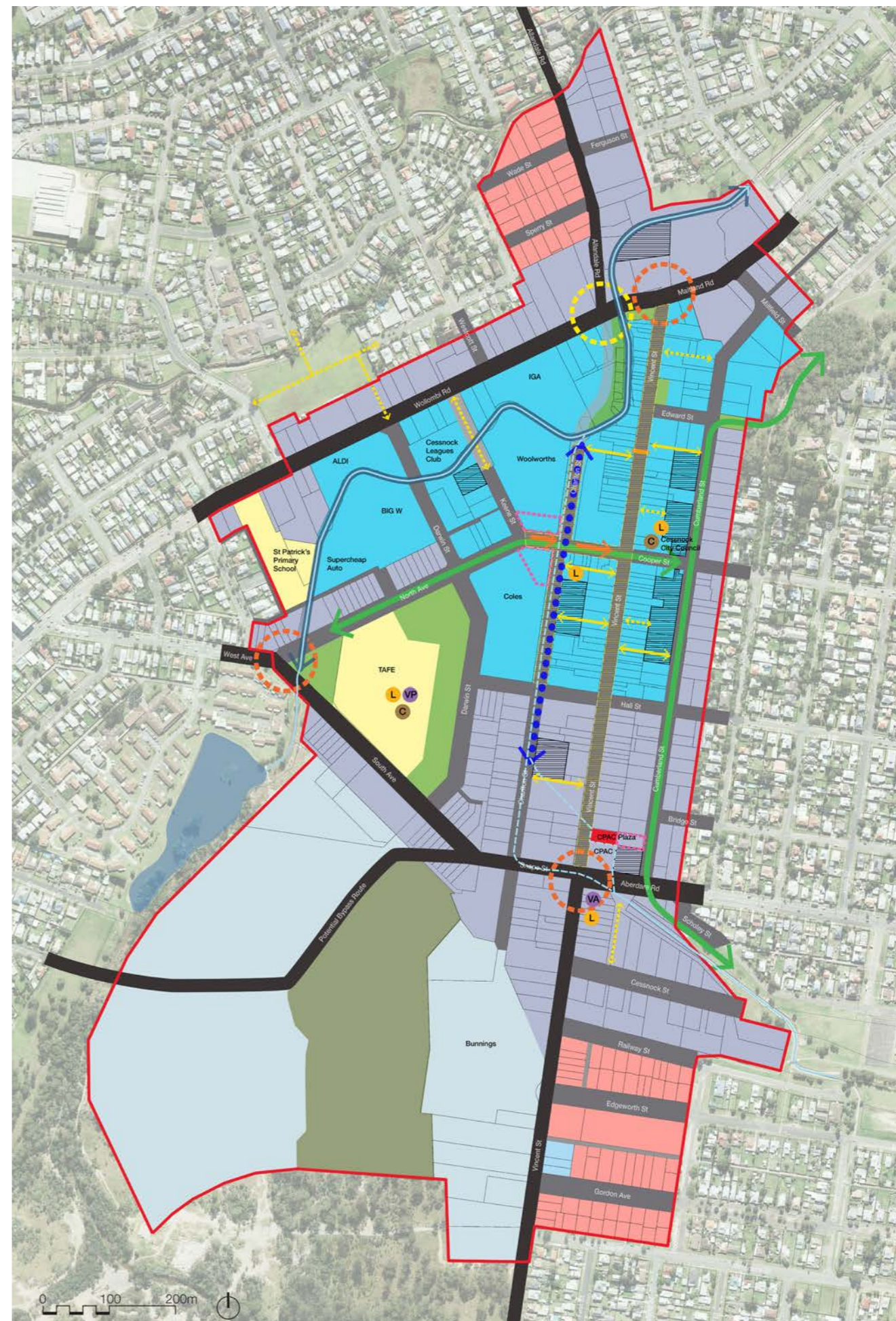


Figure 77: Indicative Layout Plan



## 9.0 Indicative Layout Plan

### 9.6 Fostering Street Life + Activity

Well planned and designed urban centres have streets and public places that have good urban scale, are easy to access and move around, they feel safe, and most importantly are lively and interesting social destinations.

An important contributor to street life, are the activated frontages of businesses that line the CBD 'Main Street'. Requiring new businesses along the key streets of Cessnock to build up to the street frontage and to provide active uses at their ground floor level, will support a lively streetscape experience. This in turn will create an attractive destination for locals and visitors to the centre and support local business owners. The key principles include:

- Promote lively, active streets in the Commercial Centre;
- Ensure that development contributes to the quality, activity, safety and amenity of streets and the public domain;
- Provide for a comfortable pedestrian environment through the provision of awnings; and
- Contribute to the vitality of streets by maximising entries and display windows to retail uses and minimising blank walls.



Figure 79: Active Street Frontage in Paris



Figure 80: Active Street Frontage in Inner West Sydney

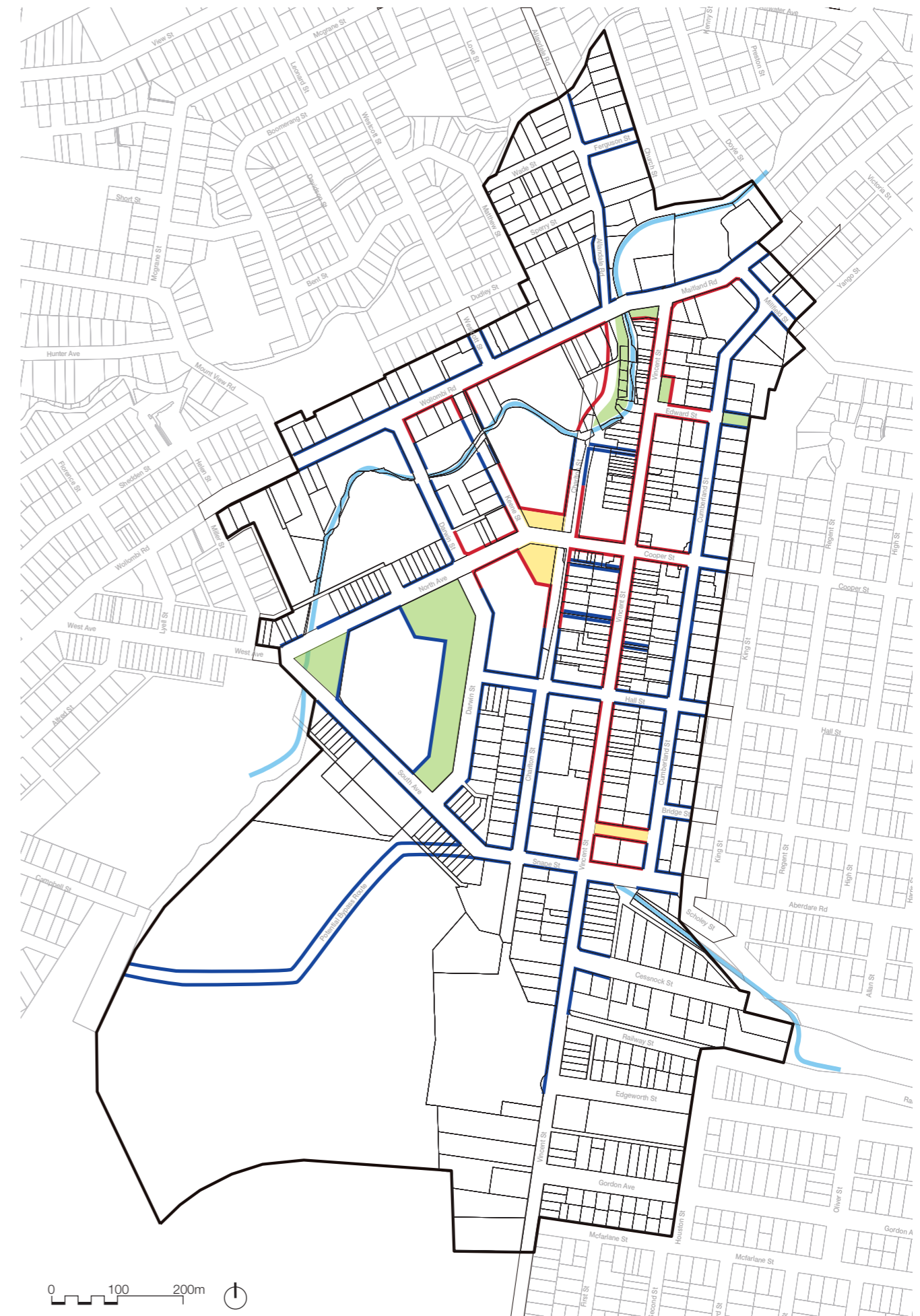


Figure 78: Active Frontage Plan

- Active Frontage - Required
  - Active Frontage - Preferred
  - Park / Green Spaces
  - Square / Plaza
  - Existing Canal
  - DCP Area
- Note: Awnings are required for all active frontages



## 9.0 Indicative Layout Plan

### 9.7 Ensuring Good Human Scale

Good urban scale is a major factor in determining how we experience urban centres. A commercial precinct, such as Cessnock, has good urban scale when the streets, plazas and parks which comprise the public domain, are in a comfortable proportion with regard to the built form. This can be tested by analysing the streets, parks and plazas in cross section.

Heritage buildings often set a precedent in this regard, establishing classic architectural details such as parapets, façade modulation, detailing and street awnings that both define the streetscape whilst also establishing good human scale.

A contemporary architectural approach is encouraged. New buildings should complement the existing heritage buildings in the 'Main Street' in scale by building to the street frontage and by consolidating the existing street wall height - setting back above this height, to respect the parapets of the traditional street frontage.

The key setback requirements are illustrated in the adjoining figures. In summary:

- To effectively define the streets and blocks of the CBD, generally a zero setback is required for the majority of the Commercial Precinct; and
- A 5.0m minimum front setback is required for the north and south residential areas, to allow for front gardens that enhance a low scale residential street; and
- In the Business Park in the southwest of the Precinct.



Figure 82: Mixed Use Development Integrating a Heritage Building Facade



Figure 83: Mixed Use Development Integrating an Existing Heritage Building Facade

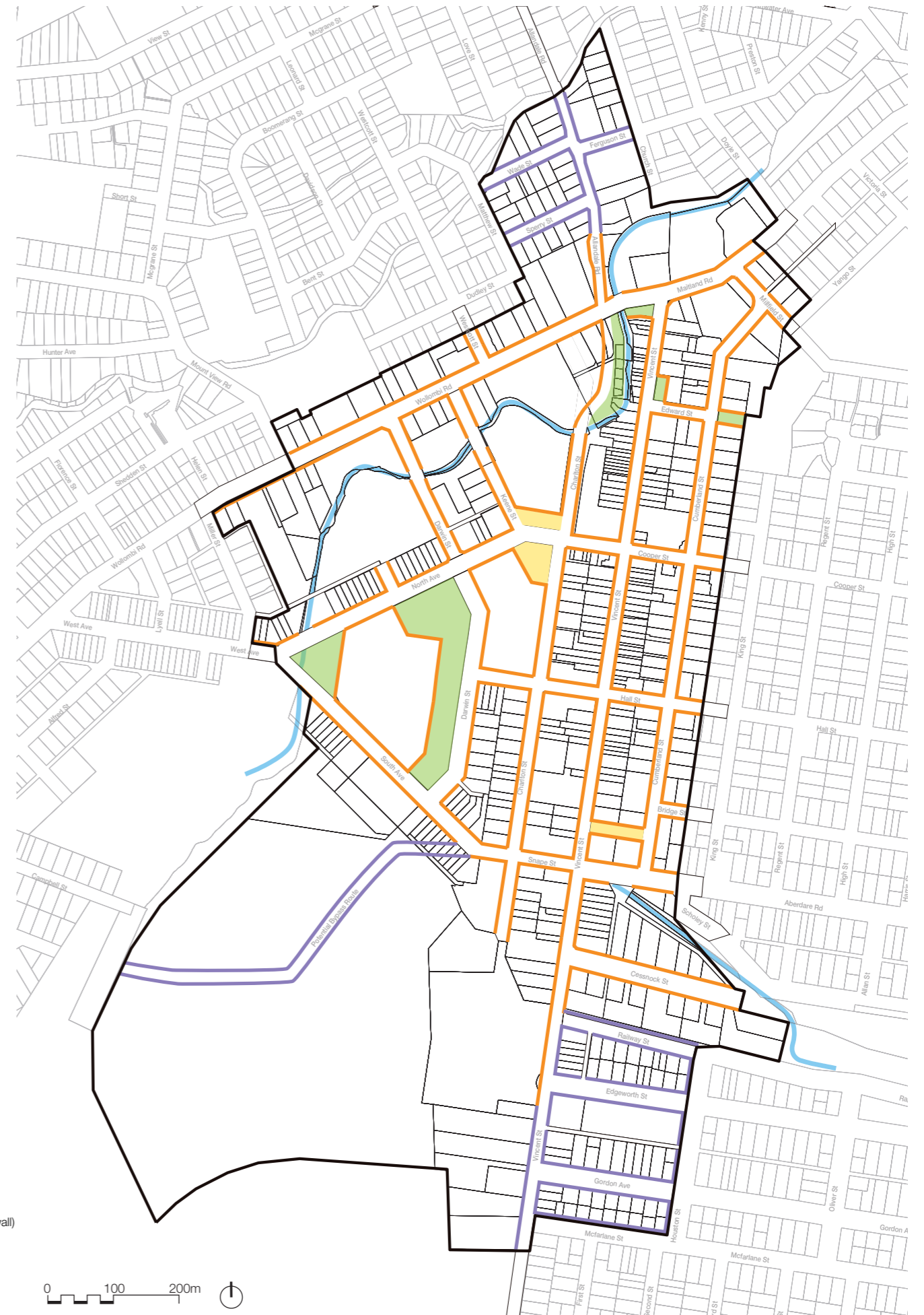


Figure 81: Setback Plan



## 9.0 Indicative Layout Plan

### 9.8 Height of Building

An increase in building height is proposed for Cessnock Commercial Precinct. Building heights in the CBD will:

- Reinforce the future urban form and character of the Precinct;
- Maintain good scale – in the street cross section;
- Respect the scale of existing heritage buildings;
- Avoid undue overshadowing of city streets and parks;
- Focus retail and street activity in the north of the Centre; and
- Build-in flexibility and reflect the projected future demand for floor space.

The recommended building height is illustrated in the adjoining Height of Building Map and can be summarised as:

- 21m (6 storeys) for the city block defined by Charlton Street, Cooper Street, Cumberland Street and Edward Street;
- 18m (5 storeys) for the former Cessnock Baths 'gateway' site.
- 15m (4 storeys) for the 'Commercial Core'; and
- 12m (3 storeys) for the remainder of the Precinct - for education, Business Park and residential areas.



Figure 85: Precedent - Mixed Use Development Along Main Street in Marrickville



Figure 86: Precedent - Mixed Use Development Along Main Street in Marrickville

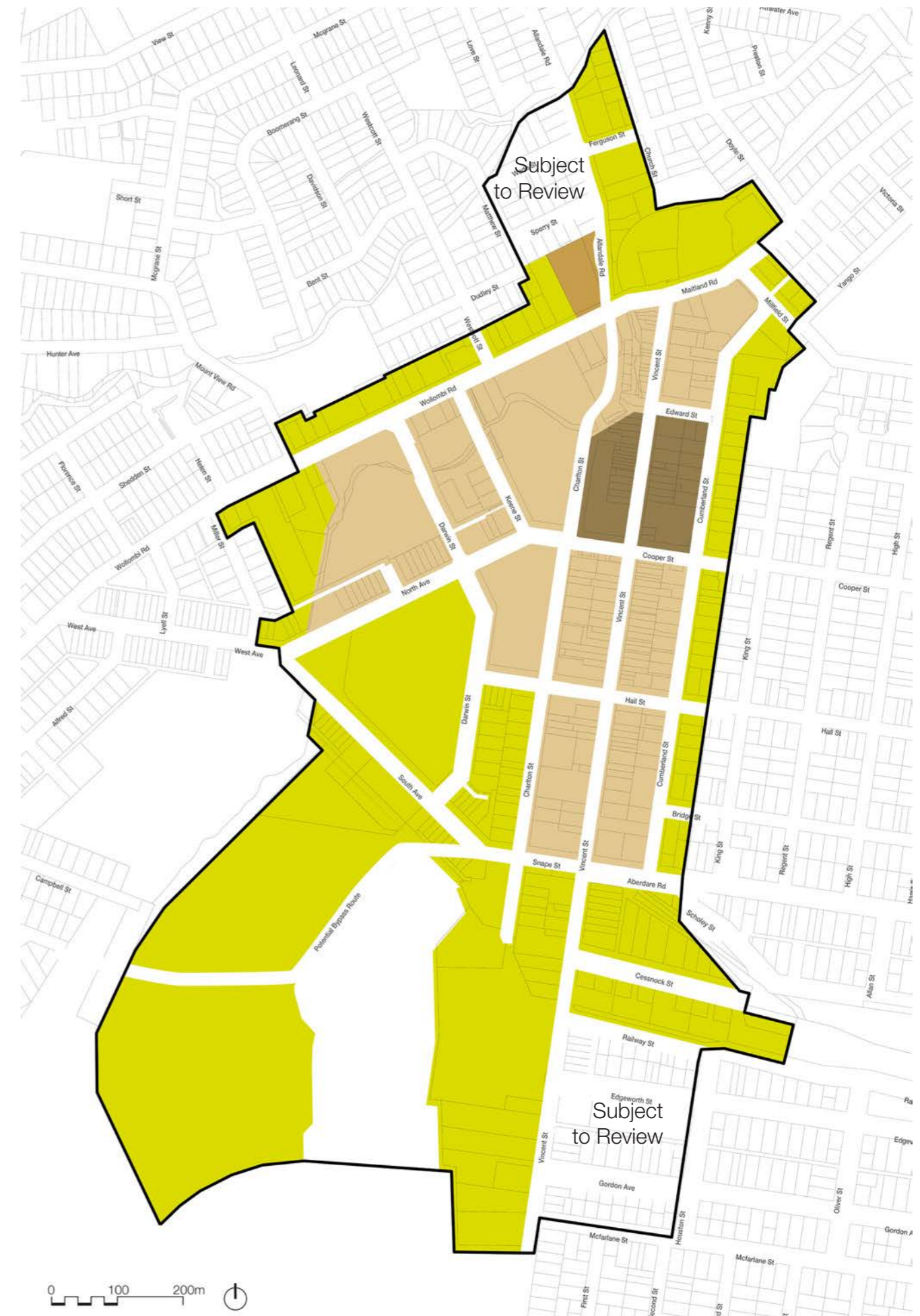


Figure 84: Height of Building Map

- 21m (6 storeys)
- 18m (5 storeys)
- 15m (4 storeys)
- 12m (3 storeys)
- DCP Area



## 9.0 Indicative Layout Plan

### 9.9 Active Transport Strategy

The Active Transport Strategy (ATS) prioritises pedestrian and cyclist access within the CBD and establishes a coordinated plan for the staged improvement and construction of new facilities as the CBD develops, and funding is available. The ATS is consistent with the Cessnock Cycling Strategy (2016) and identifies specific opportunities for bicycle parking and for a 'Bike Hub' at the centre of the CBD.

The key principles of the ATS are to:

- Prioritise pedestrian and bicycle access, connectivity and safety;
- Ensure that any new public pedestrian and cycling links are located on nominated sites;
- Promote cycling through the mandatory provision of bike storage for nominated land uses; and
- Promote cycling through the strategic placement of bike storage facilities in the public domain.

Note that bike parking racks will be provided in the Town Square, and along Vincent Street at regular intervals where outdoor dining facilities are not being used or have the potential to be used.



Figure 88: On Road Cycleway



Figure 89: Off Road Cycleway

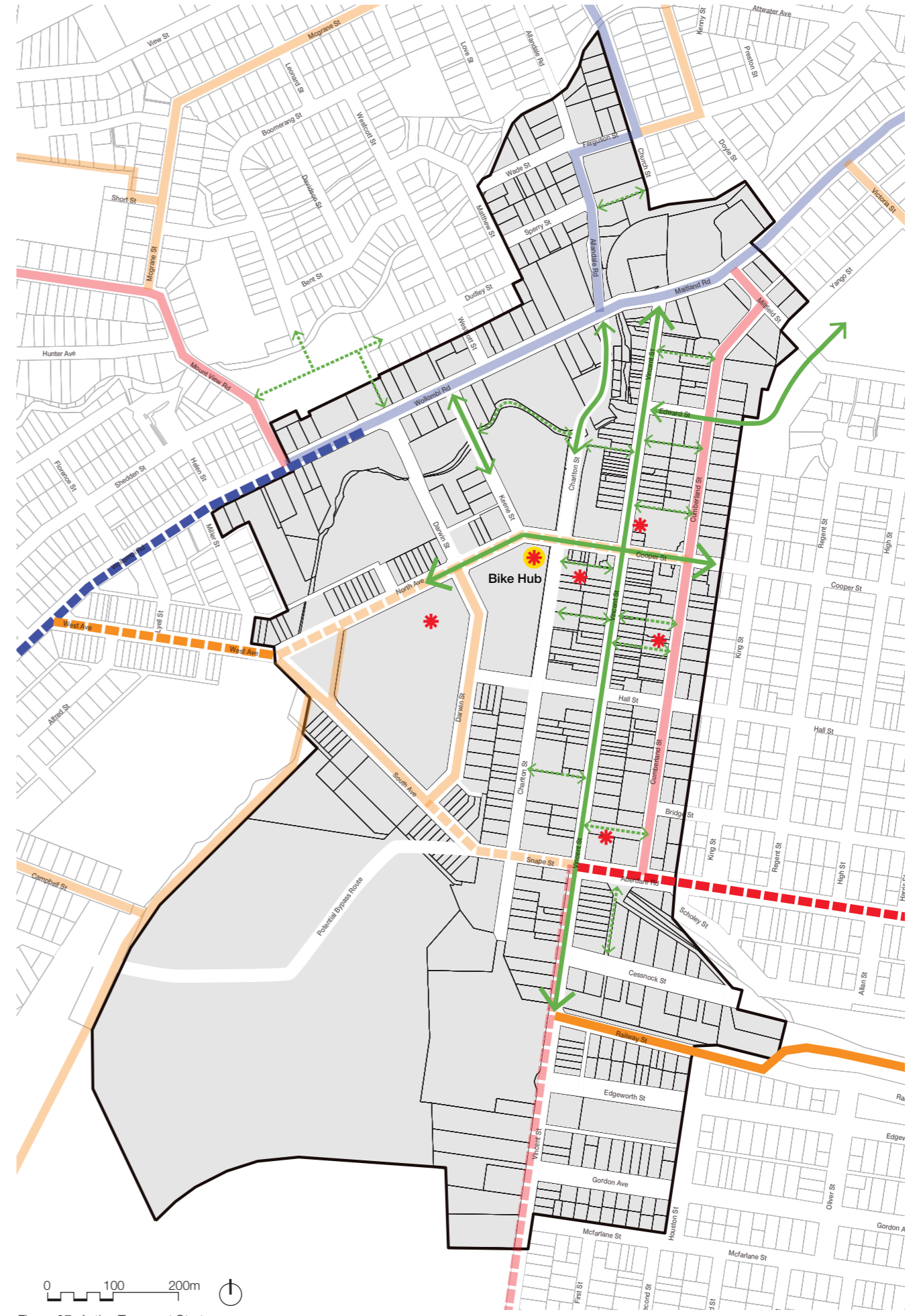


Figure 87: Active Transport Strategy

**Cycleways**

- Existing Regional On Road
- Existing Regional Off Road
- Existing District On Road
- Existing District Off Road
- Existing Local On Road
- Existing Local Off Road
- Proposed Regional On Road
- Proposed Regional Off Road
- Proposed District On Road
- Proposed District Off Road
- Proposed Local On Road
- Proposed Local Off Road
- Bicycle Parking

**Pedestrian Links**

- Major Connector
- Through Site Link
- DCP Area



## 9.0 Indicative Layout Plan

### 9.10 Public Transport Strategy

The Plan encourages the use of public transport (bus services) in the Commercial Precinct. A permeable urban form, including regular and safe through-site links, will enhance connectivity through the Commercial Precinct, so that residents, workers and visitors have access to safe and convenient public transport.

The following strategies are proposed to encourage public transport use:

- Encourage public transport (bus) use through lobbying State Government for improved frequency of services;
- Provide a high level of amenity by providing quality bus shelters that provide good weather protection (where no awnings);
- Provide seating that suits all age groups and levels of accessibility;
- Provide adequate lighting to enhance personal safety;
- Provide comprehensive transport information signage;
- Incorporate easy to read maps of Cessnock which illustrate key destinations; and
- Incorporate provisions for the sight impaired.

Roads and Maritime Services (RMS) will not approve a Shared Zone if on a bus route. To realise the proposed Shared Zone along Cooper Street and Charlton Street, re-routing of current bus services are proposed, as illustrated in Figure 90.

- DCP Area
- 164 Cessnock to Maitland
- 160 Cessnock to Millfield
- 163 Cessnock to Newcastle
- 165 Cessnock to Morisset
- 162 Cessnock to Kearsley/ Abernethy
- 168 Cessnock to Bellbird
- 166 East West City Hoppa
- 167 North South City Hoppa
- 169 Bus Hopper Loop
- Alternative Route to facilitate Shared Zone
- Proposed Shared Zone
- Bus Stop

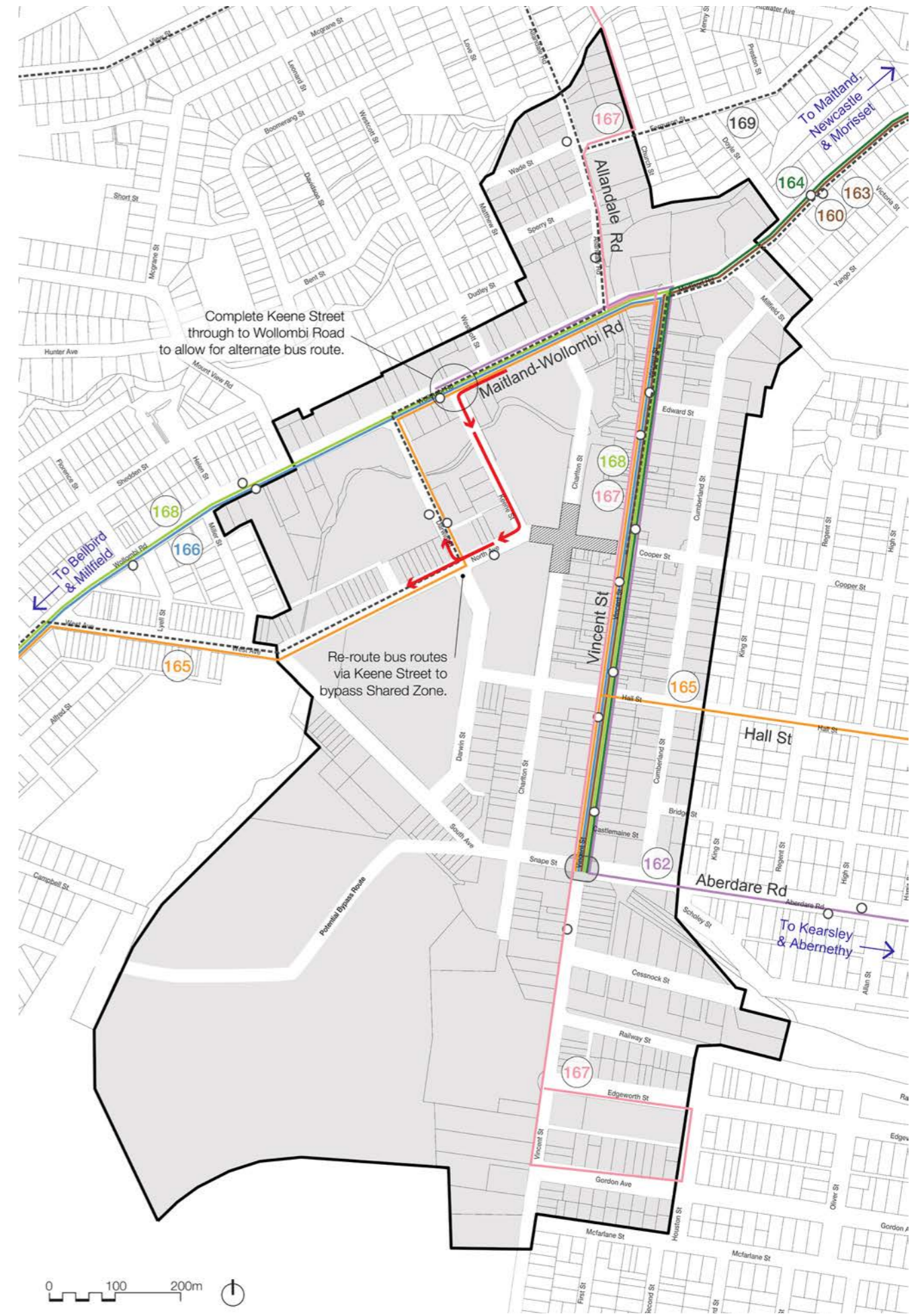


Figure 90: Public Transport Network



## 9.0 Indicative Layout Plan

### 9.11 Pedestrian Wayfinding Signage Strategy

The public domain is more welcoming and accessible if directional signage and interactive visitor information is provided at central locations, and at key decision points, within the Commercial Precinct.

Wayfinding within Cessnock will be aided by visual cues; such as paving colour; street tree planting; public artworks; etc. which help orient ourselves, and makes it easier to find our way around an urban centre. Directional and information signage adds an extra layer to these visual cues, and is particularly helpful in identifying the best route to key destinations within the Commercial Precinct.

Directional signage is proposed at the main street corners along the Vincent Street retail 'spine', to assist locals, and visitors alike, understand where major retail shopping centres, cultural destinations, public parking areas and information kiosks are located - that may not be visible from Vincent Street. It is proposed that these street signs are augmented by similar signs in laneways which identify where parking areas or other destinations can be accessed.

Interactive computer based signage kiosks are proposed at four key locations within the Commercial Centre, to assist first time visitors locate key destinations, services and regional highlights, and to provide additional helpful information and suggestions for places to visit, restaurants or cafe to dine at, or for accommodation options in the centre.

The Wayfinding signage will prioritise:

- the approach of motorists, pedestrians and cyclists as they enter the Commercial Precinct;
- navigation for pedestrians and cyclists using the Commercial Precinct and motorists seeking car parking;
- signage to community facilities; and
- signage that encourages active transport through safe routes.

The Wayfinding Strategy for the Commercial Precinct is to be read with reference to the following Council policy:

- Cessnock LGA Signage Strategy;
- Cessnock LGA Implementation Plan; and
- Installation of Directional Signs for Community Facilities and Services Policy.



Base plate dimensions are: 80cm (w) x 40cm (d)  
Kiosk shown with optional overhead signage board

Note: Indicative only.

| LEGEND |   |
|--------|---|
| 1      | Vineyards, Cemetery, Hospital   |
| 2      | Public Toilets, Parking, Cemetery   |
| 3      | Police  |
| 4      | Post Office, Aquatic Centre, Vineyards, Showground, Accommodation, Historic                     |
| 5      | Art Gallery, Library, Cessnock Performing Arts Centre, Town Square, Parking, Bus Stop, Place of |
| 6      | Civic Park  |
| 7      | Town Square, Public Toilets, Parking, Post Office, Supermarket                                  |
| 8      | Art Gallery, Police   |
| 9      | Bridges Hill Park, Public Toilets   |
| 10     | Parking, Supermarket  |
| 11     | Cessnock Performing Arts Centre, Town Square, Information Kiosk, Sports Stadium                 |
| 12     | Bridges Hill Park, Public Toilets   |
| 13     | Cessnock Performing Arts Centre, Public Toilets, Parking  |
| 14     | Town Square, Public Toilets, Parking, Bus Stop  |
| 15     | Art Gallery, Library, Bridges Hill Park, Pharmacy, Aquatic Centre, Police                       |
| 16     | Parking   |
| 17     | Library, Post Office  |
| 18     | Art Gallery, Library, Parking   |
| 19     | TAFE, Civic Park  |
| 20     | Bridges Hill Park, Parking  |
| 21     | Art Gallery, Library, Bridges Hill Park, Parking  |
| 22     | Aquatic Centre, Vineyards   |
| 23     | Civic Park  |
| 24     | Bridges Hill Park, Parking, Place of Worship  |
| 25     | Parking   |
| 26     | Art Gallery, Library, Information Kiosk, Parking, Post Office, Police                           |
| 27     | TAFE, Civic Park, Information Kiosk, Public Toilets, Post Office, Bus Stop                      |
| 28     | Town Square, Civic Park, Information Kiosk, Public Toilet, Post Office                          |
| 29     | Cessnock Performing Arts Centre, Sports Stadium   |
| 30     | Cessnock Performing Arts Centre, Parking  |
| 31     | Aquatic Centre  |
| 32     | Town Square, Parking, Supermarket, Place of Worship   |
| 33     | Town Square, Parking  |
| 34     | Cessnock Performing Arts Centre, Parking, Sports Stadium, Place of Worship                      |
| 35     | Art Gallery, Library, Bridges Hill Park, Pharmacy   |
| 36     | Art Gallery, Library, Bridges Hill Park, Parking, Place of Worship                              |
| 37     | Bridges Hill Park, Parking  |
| 38     | Art Gallery, Library, Bridges Hill Park, Parking, Place of Worship                              |
| 39     | Parking   |
| 40     | TAFE, Civic Park, Parking   |
| 41     | Town Square, Civic Park, Information Kiosk, Bus Depot, Aquatic Centre                           |
| 42     | Cessnock Performing Arts Centre, Parking, Sports Stadium  |
| 43     | Parking   |
| 44     | Town Square, Parking  |
| 45     | Art Gallery, Library, Town Square, Post Office, Aquatic Centre, Vineyards, Bus Stop             |
| 46     | Civic Park, Public Toilets, Turner Park, School, Cemetery                                       |
| 47     | TAFE, Civic Park, Public Toilets, Parking   |
| 48     | Bus Depot, Sports Stadium, Kitchener Poppet Head Park   |

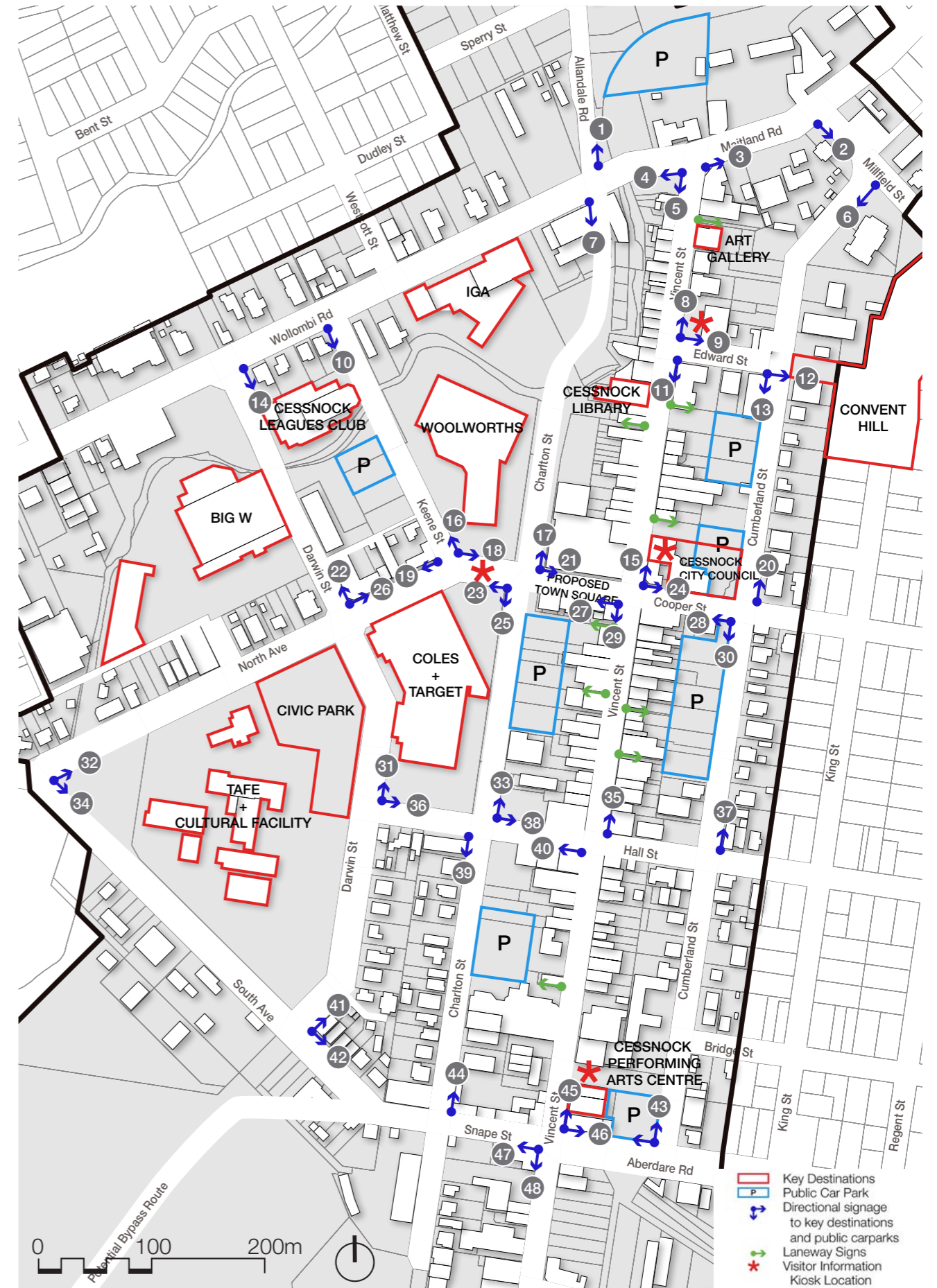


Figure 91: Wayfinding Strategy



## 9.0 Indicative Layout Plan

### 9.12 Opportunity Sites

The study has identified a number of key sites within the Commercial Precinct which due to their location, size and function, have significant potential to positively shape the future of Cessnock. The adjoining table and map, identifies the location, site area and significance of each site within the Precinct. An assessment was then made as to the urban development opportunity that each site presents, and the Development Objective sought.

The strategies employed include:

- Provide development incentives to enable design excellence and sustainable design for new development;
- Identify redevelopment opportunities and development objectives for Catalyst Sites;
- Reduce the isolated nature of the major shopping centre areas;
- Improve the appearance and reduce the environmental impacts of public car parking;
- Identify options for the redevelopment of the TAFE site as a regional cultural/educational centre and district-level park; and
- Identify the long term renewal plan for the Commercial Precinct's major stormwater canal as an attractive landscaped linear green space and access way.

### 9.13. Catalyst Sites

Thirteen Catalyst Sites in Cessnock Commercial Precinct were identified:

1. South Avenue Properties
2. TAFE
3. Coles Supermarket
4. Cessnock Plaza (Woolworths)
5. Cessnock Pool Site
6. Former Cinema + Carpark
7. Vincent Street Carpark Site
8. Cessnock City Council
9. Public Carpark
10. Mixed Use Site
11. Public Carpark
12. Vincent Street Site
13. Hall Street Site



Figure 93: Site 3 - Coles Supermarket Site



Figure 94: Site 4 - Cessnock Plaza Site

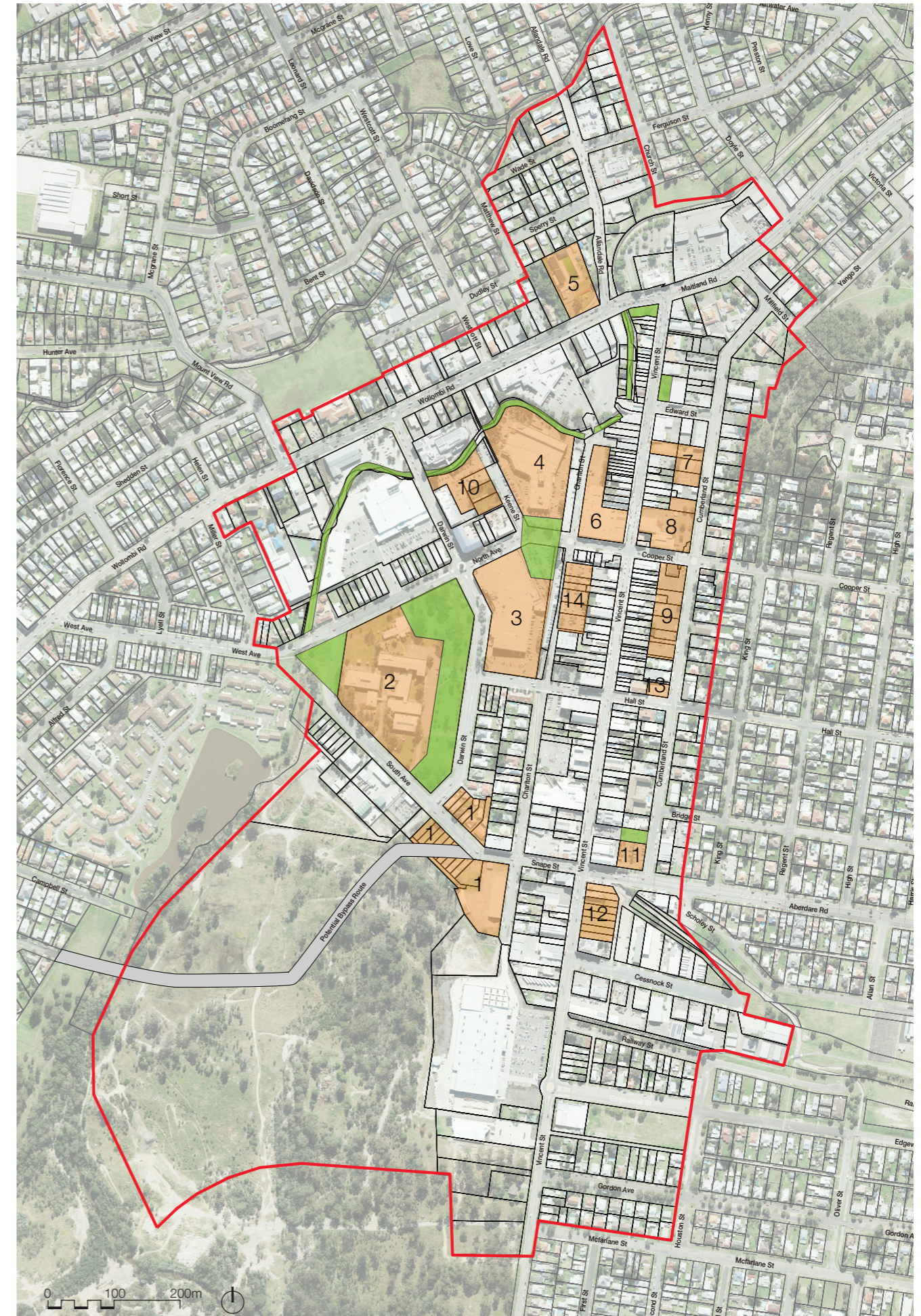


Figure 92: Catalyst Sites Plan

- DCP Area
- Catalyst Development Sites
- Open Space Opportunities



## 9.0 Indicative Layout Plan

| Ref. | Catalyst Development Site                 | Ownership                                   | Area (Ha) | Significance  | Development Objectives   |
|------|---|---|-----------|---|--|
| 1    | South Avenue Properties                   | Private                                     | 1.31      | Properties along South Avenue have important frontages (visually prominent) to proposed future Bypass route.  | <ul style="list-style-type: none"> <li>To encourage future development promotes commercial, retail and business activity.</li> </ul>   |
| 2    | TAFE                                      | Department of Technical + Further Education | 3.16      | A major site in the west of the Centre - if educational use is to continue, a facility of this scale brings employment, retail demand and a vibrant student demographic to the Centre.  | <ul style="list-style-type: none"> <li>To encourage the continuing use of the TAFE site as an education hub, potentially in conjunction with a compatible civic use, such as Library and Multi-purpose Cultural Centre (museum spaces, wine and mine centre, etc.)</li> </ul>        |
| 3    | Coles Supermarket                         | Private + Council (Operational)             | 2.00      | A large, and key site in the heart of the Centre and a major retail destination. A key site on the Cooper Street cross axis link to 'Main Street' and with an important frontage to TAFE Park.  | <ul style="list-style-type: none"> <li>To aid in the development of an integrated commercial centre.</li> <li>To promote the development of a town square for the neighbourhood, accommodating areas for gathering, seating and childrens' play.</li> </ul>                          |
| 4    | Cessnock Plaza (Woolworths)               | Private + Hunter Water Corporation          | 1.82      | Also a large, and key site in the heart of the Centre and a major retail destination. A key site on the Cooper Street cross axis link to 'Main Street' and with important street frontages.   | <ul style="list-style-type: none"> <li>To aid in the development of an integrated commercial centre.</li> <li>To promote the development of a town square for the neighbourhood, accommodating areas for gathering, seating and childrens' play.</li> </ul>                          |
| 5    | Cessnock Pool Site                        | Council (Community)                         | 0.69      | The long term plan is for Cessnock Pool to be relocated to a new site outside the Centre, and, as a result, this prominent corner site, at the northern 'gateway' to Cessnock Commercial Centre, would become available for other uses. | <ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design.</li> <li>To encourage future development that promotes a suitable mix of land uses.</li> </ul>   |
| 6    | Former Cinema + Carpark                   | Private                                     | 0.60      | A prominent 'Main Street' corner property with significant frontage to Cooper Street - an important west-east connector street. The former cinema provided one of the few night-time entertainment venues in the Commercial Centre.     | <ul style="list-style-type: none"> <li>To encourage the ongoing use of the site for entertainment purposes.</li> </ul>   |
| 7    | Vincent Street Car Park Site              | Council (Operational) + Private             | 0.33      | Consolidated, current carpark site in the heart of the CBD, with both Vincent Street and Cumberland Street frontages. Elevated with views west over the valley.   | <ul style="list-style-type: none"> <li>Future development of the site is to achieve high quality architectural outcome that promotes retail, commercial and residential uses.</li> </ul>   |
| 8    | Cessnock City Council                     | Council (Operational)                       | 0.52      | Current Cessnock City Council, Council Chamber, offices, public address and associated car parking. A key consolidated site within the CBD with Vincent Street, Cooper Street and Cumberland Street frontages.                          | <ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design.</li> </ul>   |
| 9    | Public Carpark                            | Council (Operational) + Private             | 0.59      | Consolidated Commercial Centre site, currently used for public car park. Significant CBD corner/street frontages.   | <ul style="list-style-type: none"> <li>Ensure future development promotes activity on the street and within the public domain.</li> </ul>  |
| 10   | Mixed Use and Public Carpark Site         | Cessnock Leagues Club                       | 0.54      | Large consolidated site, including on site parking and green space.   | <ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design and public domain outcome.</li> </ul>   |
| 11   | Public Carpark                            | Council (Operational)                       | 0.16      | Consolidated Commercial Centre site currently used for public car park. Significant CBD corner/street frontages.  | <ul style="list-style-type: none"> <li>Future development is to encourage active street frontages.</li> </ul>  |
| 12   | Vincent Street Site                       | Council (Community)                         | 0.41      | Consolidated, prominent 'Main Street' corner site, currently three-quarters vacant.   | <ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design and public domain outcome.</li> </ul>   |
| 13   | Hall Street Site                          | Council (Operational)                       | 0.07      | Prominent Centre corner site, currently vacant.   | <ul style="list-style-type: none"> <li>To ensure any future development of the site achieves high quality architectural design and public domain outcome.</li> <li>To provide for active street frontages to promote activity on the street and within the public domain.</li> </ul> |
| 14   | Potential Library Site and Public Carpark | Council (Operational)                       | 0.40      | Consolidated Commercial Centre site currently used for public car park.   | <ul style="list-style-type: none"> <li>Future development is to encourage active street and laneway frontages.</li> <li>High quality architectural design and public domain outcome.</li> </ul>  |

Table 4: Catalyst Sites



## 9.0 Indicative Layout Plan

### 9.13 Open Space Opportunity Sites

The study also identified Open Space Opportunity Sites in the Commercial Precinct. The adjoining table and map, identifies the location, site area and significance of each, within the Precinct. An assessment was then made as to the open space/public realm opportunity that each site presents and the Development Objective sought.

Seven Open Space Opportunity Sites in Cessnock Commercial Precinct were identified:

- A. TAFE Park Site
- B. Stormwater Canal (north)
- C. Vincent Street 'North Gateway' Park
- D. HJ Sternbeck Lions Park
- E. Cooper Street and Shopping Centre Carparks
- F. CPAC Carpark (Plaza extension)
- G. Western Gateway Triangle



Figure 96: Site A - TAFE Site



Figure 97: Site B - Stormwater Canal (north)

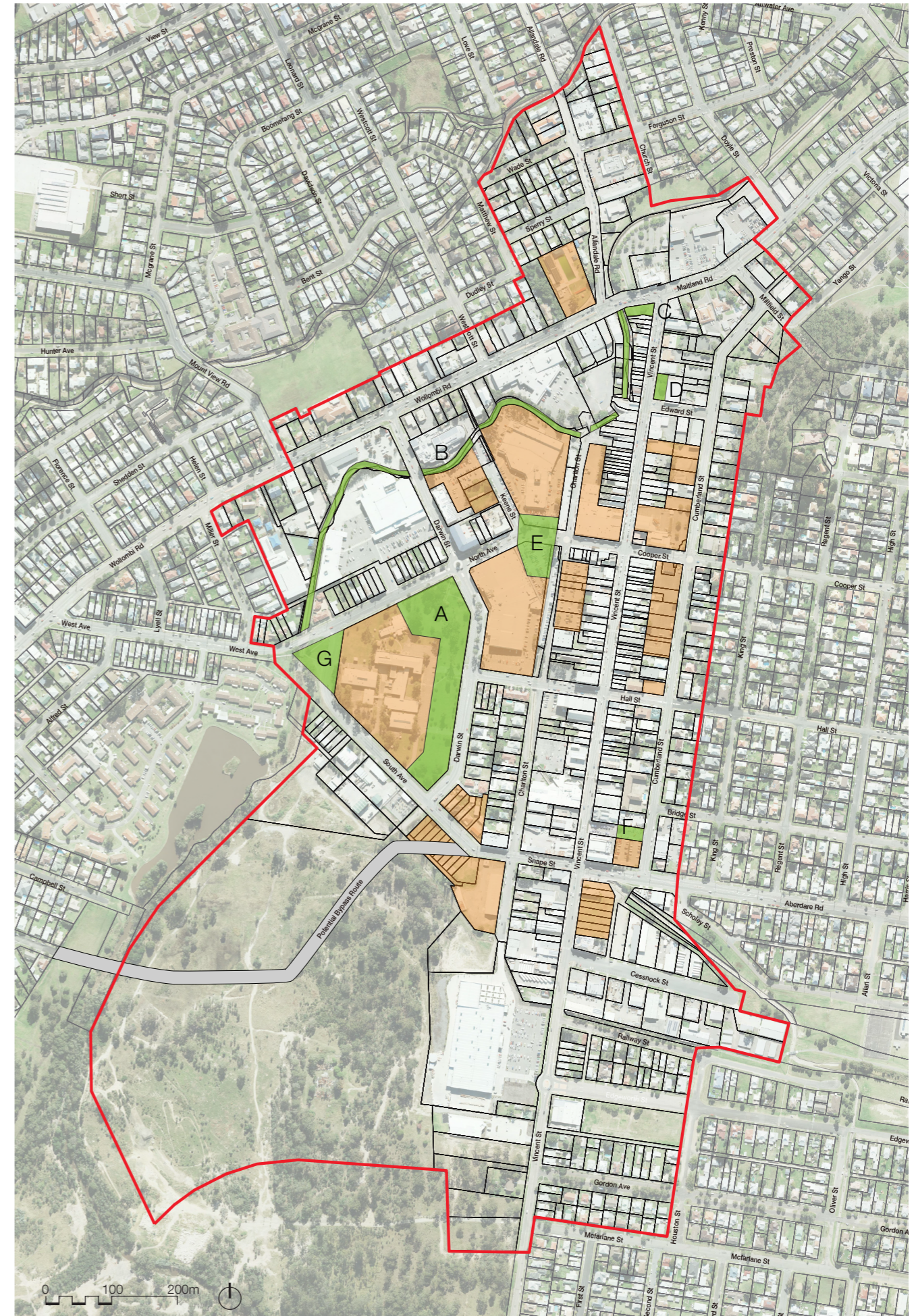


Figure 95: Open Space Opportunity Sites Plan

- DCP Area
- Catalyst Development Sites
- Open Space Opportunities



## 9.0 Indicative Layout Plan

| Ref. | Open Space Opportunity                     | Ownership  | Area (Ha) / Length (m) | Significance   | Development Objectives  |
|------|--|--|------------------------|--|---|
| A    | TAFE Site                                  | Department of Technical and Further Education (TAFE) | 1.51                   | A large green space at the 'heart' of the CBD that is currently underutilised, poorly defined, and lacks usable spaces and places to enjoy on a day to day basis (e.g. currently consists of a war memorial, gazebo, exposed lawn areas, scattered trees and parking areas). | <ul style="list-style-type: none"> <li>To provide a town park for the community, accommodating areas for gathering, picnicking, children's play and relaxation.</li> </ul>  |
| B    | Stormwater Canal (North)                   | (Hunter Water Corporation)                           | 833m (length)          | A major concrete stormwater canal, of significant width, depth and length, weaves through the urban fabric of five city blocks.  | <ul style="list-style-type: none"> <li>Upgrade and incorporate WSUD of the existing stormwater canal.</li> </ul>  |
| C    | Vincent Street 'North Gateway' Park        | Council (Community)                                  | 0.07                   | Prominent corner site at the north gateway to the Commercial Centre.   | <ul style="list-style-type: none"> <li>Enhance the existing park signifying its gateway location.</li> </ul>  |
| D    | HJ Sternbeck Lions park                    | Private  | 0.08                   | Publically accessible, medium sized park located on a key corner of the 'Main Street'.   | <ul style="list-style-type: none"> <li>Upgrade the existing park and open to surrounding public domain.</li> </ul>  |
| E    | Cooper Street and Shopping Centre Carparks | Private  | 0.48                   | Undeveloped space at the 'heart' of the CBD, with connections from key shopping centres to the 'Main Street', currently only used for carparking.  | <ul style="list-style-type: none"> <li>To promote the development of a town square for the neighbourhood, accommodating areas for gathering, seating and childrens' play.</li> <li>Develop Cessnock Market Strategy.</li> </ul> |
| F    | CPAC Carpark                               | TBC  | 0.08                   | Important through-block public domain, pedestrian and visual connection from Vincent Street (existing plaza) through to Cumberland Street, adjoining CPAC.   | <ul style="list-style-type: none"> <li>Encourage the expansion of the existing CPAC plaza through to Cumberland Street.</li> </ul>  |
| G    | Western Gateway Triangle                   | TBC  | 0.37                   | Prominent corner, triangular site at the west gateway to the Commercial Centre.  | <ul style="list-style-type: none"> <li>Deliver a gateway park which enhancing streetscape.</li> </ul>   |

Table 5: Open Space Opportunity Sites



## 10.0 Public Domain Plan

*'A gateway to the Hunter Valley Wine Country that celebrates the cultural landscape of the region and provides a quality environment where the community is actively encouraged to participate in community and civic life.'*

### 10.1 Vision

This Public Domain Plan (PDP) was prepared by Context Landscape Design in consultation with the Cessnock Council and the community.

The 'Gateway to the Hunter' vision builds upon the notion of the Lower Hunter Region as a notable productive landscape - a 'Valley Wine Country' serving its residents and surrounding cities and towns.

A study into the Lower Hunter region's Agricultural Lands, commissioned by the Australian Government's Sustainable Regional Development organisation (SRD), revealed that the region "has a range of natural resources and climatic conditions which support a wide variety of agricultural enterprises."<sup>2</sup> Not only does the region boast a complex rural economy driven largely by livestock grazing, poultry farming, and protected, broad acre and cultivated cropping but the region has established a sound international reputation for wine making and viticulture - a reputation which has impelled a thriving tourism industry alongside it.<sup>3</sup>

The City of Cessnock is a key location within the region as the first point of contact for visitors, the majority of whom travel to the region from the south. It is positioned to harness the influx of visitors making their way to the wineries further north, building upon its current identity as a regional centre. Cessnock has the opportunity to capitalise on the agricultural and viticulture identity of the region by incorporating the idea of the 'productive landscape' into its branding and open-space strategy.

Key existing open-space sites have been identified as potential opportunities for Cessnock to incorporate the landscape as part

of the town's brand and provide an open space framework that enhances the Cessnock Commercial Precinct.

### 10.2 Landscape Objectives

The landscape vision seeks to create a model 21<sup>st</sup> century regional community. The overall landscape vision will establish the essential character of the Cessnock Commercial Precinct, exploiting the viticultural setting, and providing visual and environmental amenity.

A series of key open space and landscape planning objectives have been identified:

#### Develop A Distinct Identity

The public domain should celebrate and interpret the viticultural and mining heritage of the town and the surrounding region to distinguish itself as the 'gateway' to the Hunter Valley Wine Country. This theme is to be reinforced and extended through the public domain by using specific planting, materials and furniture palettes which reinforce the theme and history of Cessnock as the Hunter Valley's 'Wine Country'. Other opportunities for strengthening the theme include the integration of interpretative art elements throughout the public domain (installations / streetscape details + fixtures / sculpture), way-finding + signage, and informal / formal play spaces.

#### Develop A Green Network To Connect Character Zones

Existing open spaces and pedestrian links will be upgraded to strengthen accessibility and permeability between the components of the open space framework whilst enhancing their notion as 'green links + connectors'. The landscape will enforce way-finding throughout the precinct and provide ease of circulation and environmental amenity.

#### Creation Of A Legible Street Hierarchy

Develop a street network which integrates strong pedestrian and cycle links alongside the existing functional needs of public transport and vehicle movements. The proposed tree species and materials palette will create variety and character throughout the centre; supporting the overall 'Wine Country Gateway' and 'Mining Heritage' themes established.

#### Engage The Water Landscape

Allow connections to, and experience of, the canal system through the upgrade of existing channelled zones and above-ground

interpretation of the covered channel zones via the implementation of swales and Water Sensitive Urban Design Principles (WSUD). Facilitate active engagement with the water by reverting the channels back to their original 'open stream' condition (though ephemeral in nature) through removal of the concrete confines and re-design of natural embankments with native planting. Improve links between the town centre and the water, visually and physically, especially through the upgrade / replacement of new pedestrian bridges. As a long-term vision, a flood study would need to be undertaken in the first instance to model the changes in flood water levels. Additionally a dam may need to be constructed to achieve a constant stream of water.

#### Create A Usable Landscape

Create a landscape setting that can accommodate a range of community and cultural activities for both day and night occasions. Public spaces that offer possibilities and activities for pausing and relaxing - inviting both residents and visitors to linger in the precinct for longer periods of time. Improving conditions and entertainment for children, such as playgrounds and adventure parks, will also entice visitors (especially families) to spend more time in the town centre. Currently under-utilized spaces in laneways and gaps in the built fabric have great potential to serve the town and its people with new 'green lungs' such as pocket parks and green facades / walls.

#### Ensure Safety and Security

Ensure that residential developments have defined private open spaces that overlook the public domain to create a sense of activity, safety and security. Ensure more active and transparent street frontages along key retail strips. Encourage tenancies to extend operating hours into the evening in order to maintain an active public environment beyond dusk. The implementation of a lighting strategy for the whole Commercial Precinct will facilitate and encourage evening activity.

#### Integrate the Landscape and Public Domain

The visual continuity and thematic vision - 'Mines and Wines' - for the Commercial Precinct can be enhanced - by establishing a unified suite of public domain furnishes and materials, that includes lighting. Materials must be robust and enduring whilst reflecting the culture of the town.

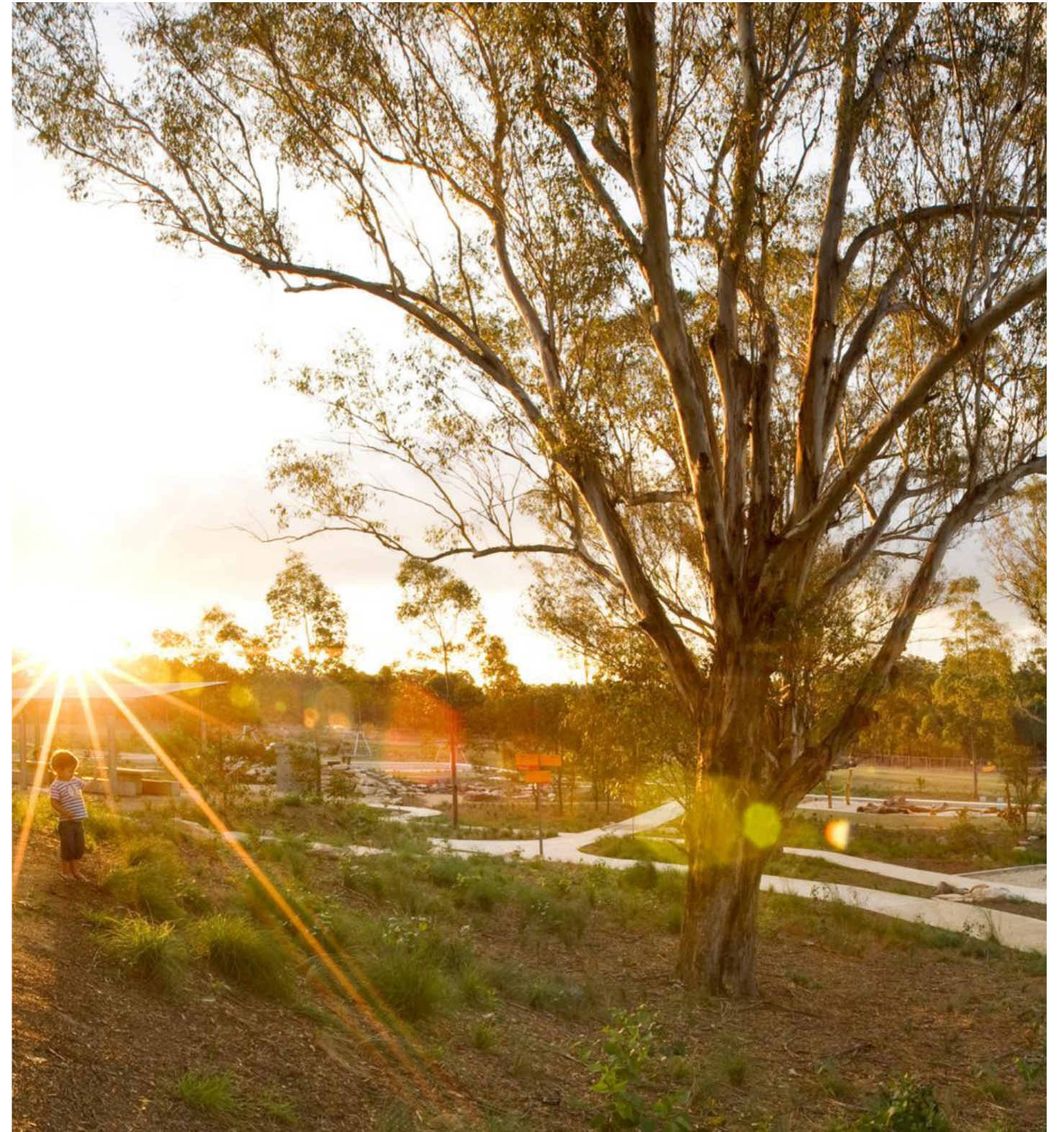
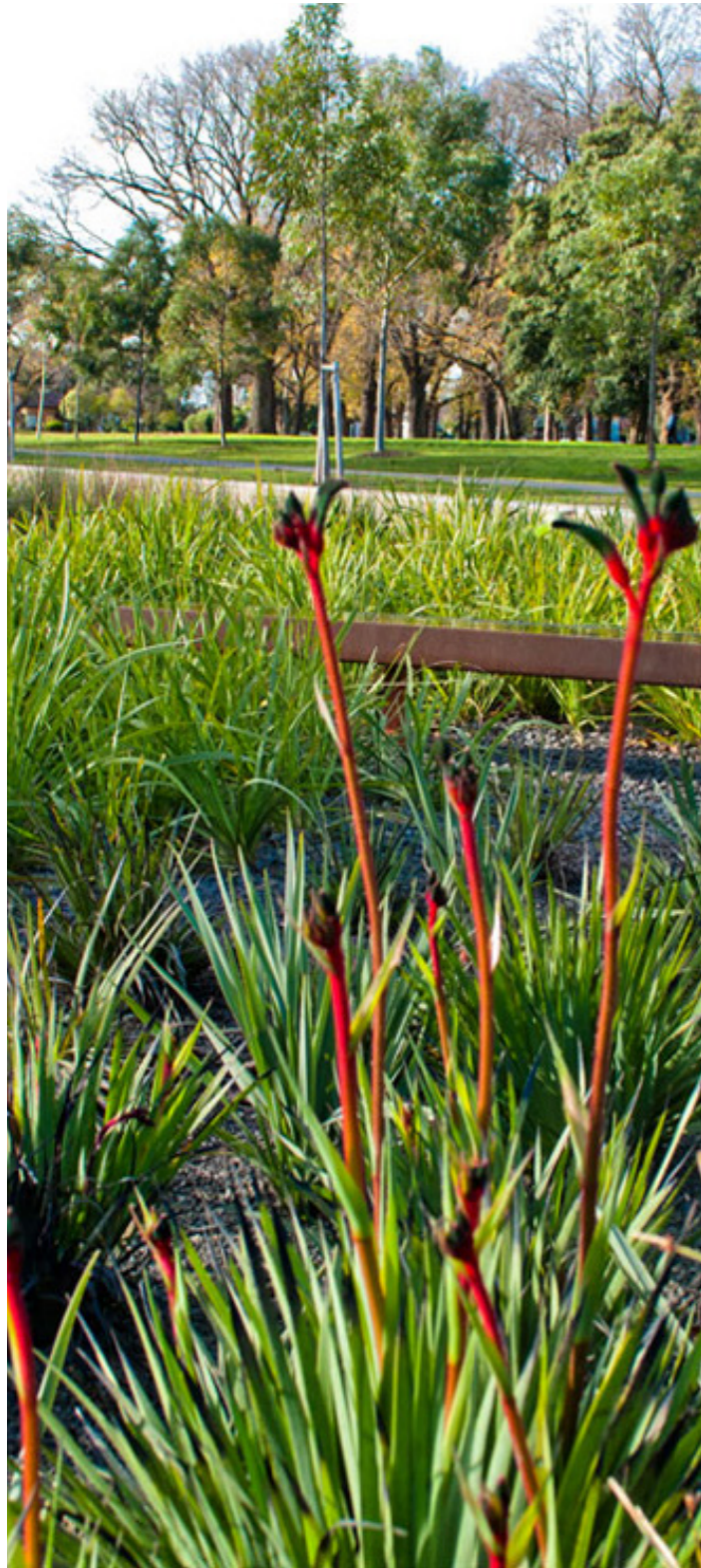
<sup>1</sup> Hunter Councils (June 2013). *Mapping Important Agricultural Lands in The Lower Hunter Region of NSW*; p13. Available: [www.environment.gov.au](http://www.environment.gov.au) [August 2016]

<sup>2</sup> *Ibid*





## 10.0 Public Domain Plan





## 10.0 Public Domain Plan

*‘Open spaces are significant public assets that contribute to the development of engaging, liveable and sustainable centres and communities.’*

### 10.3 Open Space

The Open Space Framework Strategy identifies the key existing open spaces within the study zone and suggests principle linkages and connections between these sites through the implementation of ‘green corridors’.

The existing public open spaces of Cessnock are currently under utilised and need to be more accessible, interesting and suited to user’s needs. Cessnock has the opportunity to tap into its existing recreational amenity through the provision of better linkages and accessibility.

Key parks and open spaces within the study area have been identified as opportunities to become local and regional attractions. The proposed upgrade and re-design of these existing open spaces will incorporate a range of activities and amenity to attract visitors and entice frequent use from residents.

These spaces reflect a hierarchy of uses based on their scale and location - from large open spaces for recreation to smaller, intimate spaces for gathering. Additionally, two locations along Vincent Street at the corners of Aberdare and Maitland Roads have been identified as key nodes where the notion of a ‘Gateway’ to the Main Street can be enhanced through numerous interventions such as public art installations / sculptural icons, alongside way-finding and interpretative signage.

The anchor parks and civic spaces consists of the following typologies:

1. Enterprise Corridor
2. Civic Park
3. Town Square
4. Gateways
5. Pocket Park

The ‘Green Corridors’ provide opportunity for a series of key connections between the open space network. The ‘Green Corridors’ consist of the following typologies:

6. Urban Waterway
7. Green Ribbon - Urban Connector (long term vision)
8. Urban Spine (Main Street)
9. Primary Green Street Connector
10. Green Linkages

Finally, specific sites within the Centre have been recognised as key ‘Catalyst Sites’ which will celebrate the notion of the ‘Hunter Valley Wine Country’ alongside the viticultural character of the region. These anchor sites embody the overall landscape vision:

- A. Cessnock City Market / Event Site
- B. TAFE and Cultural Centre (Preferred Location)
- C. Cessnock Cultural Centre - Alternative Locations

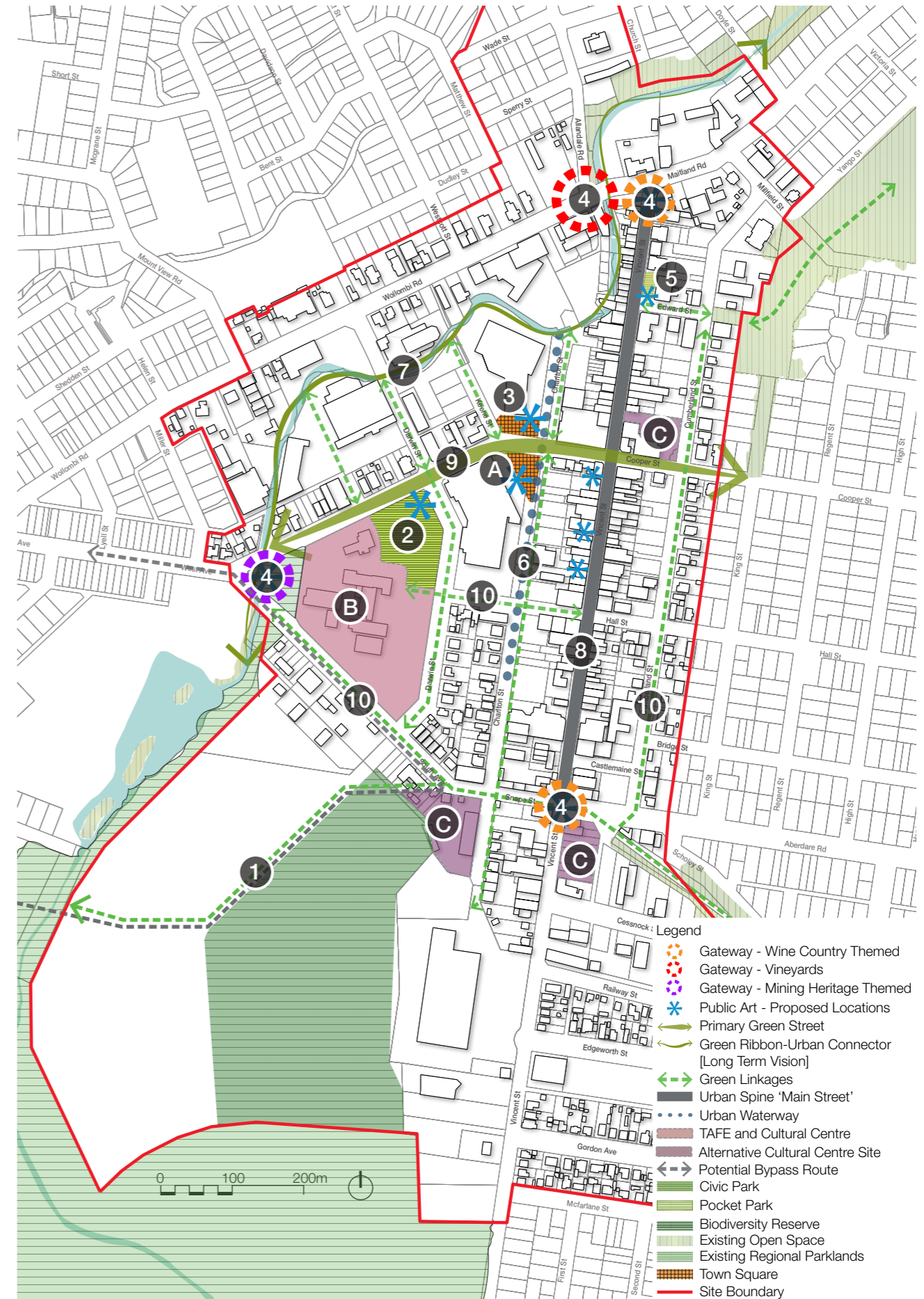


Figure 98: Open Space + Landscape Framework Plan



## 10.0 Public Domain Plan

### 10.4 Catalyst Sites

#### Cessnock City Market

The Proposed Town Square is identified as a site to accommodate local and regional events and is identified as the City's commercial 'heart' - between the main street and a series of supermarkets. A yearly and seasonal calendar of events ranging from weekly wine and produce markets to festivals and music performances would cater for a wide range of users and age groups and attract visitors from elsewhere in the region.

Events create gatherings of people which in turn spills out into the peripheral streets and surrounding public domain, bringing life and bustle to a much larger radius. The surrounding retail and food and beverage offerings will benefit largely from events which generate a higher than average population of residents and visitors.

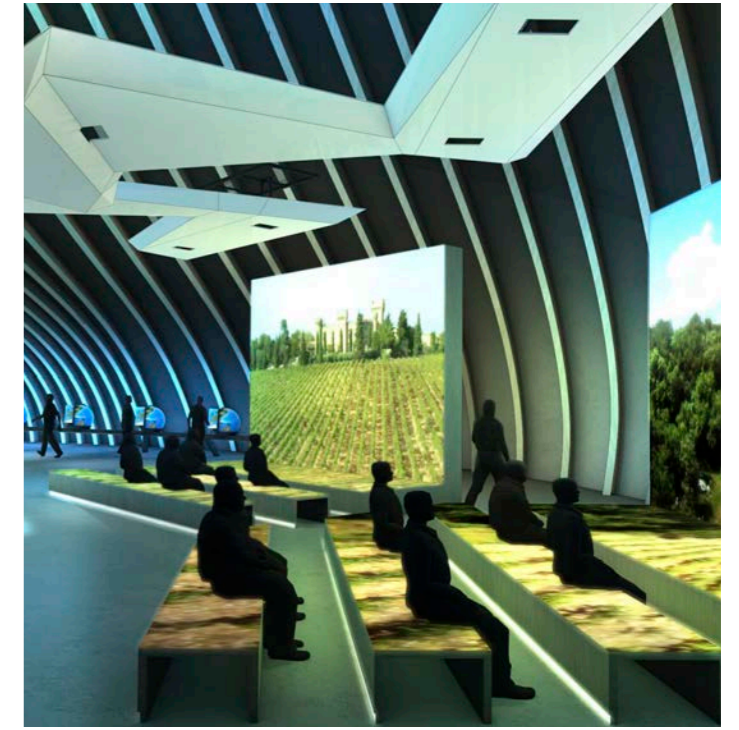


#### Cessnock Cultural Centre

TAFE will expand their educational services on the current site, bringing new activity and energy to the Commercial Precinct. A vibrant TAFE hub is envisaged with complimentary civic uses - a multi-purpose Cultural Centre which would potentially include a new Cessnock Library, a High Tech Museum, 'Mine and Wine' theme Visitors Centre and Local Aboriginal Heritage Interpretive Centre.

The Cultural Centre is envisaged as a welcoming facility which is an architectural attraction in itself and offers visitors a unique experience. A new expanded Cessnock Library facility would be incorporated in the Centre.

The high tech Museum and Visitors Centre would be devoted to the regional wine culture and Cessnock's mining heritage. It would provide visitors with an understanding of the history and future of the Hunter Valley as a centre of wine production and offer information into the mining history of Cessnock, providing a narrative into the township's growth and societal changes as a result of the developing coal mining industry.





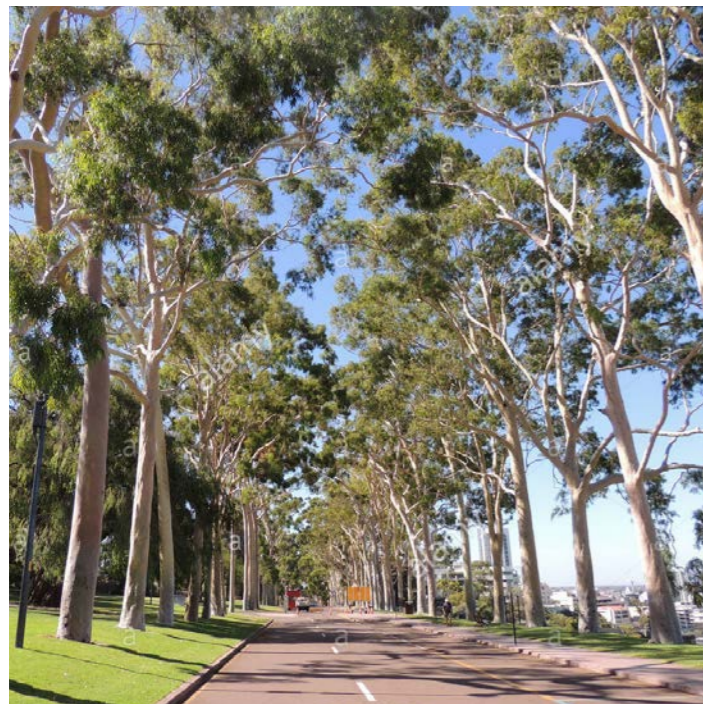
## 10.0 Public Domain Plan

### 10.5 Open Space Typologies

#### Enterprise Corridor

The opportunity exists to rethink the open space area to the south of the Cessnock Commercial Precinct within the zoned industrial/business park area and remnant forest. The proposed 'Enterprise Corridor' accommodates an alternative bypass route that connects Aberdare Road with James Street and offers an alternative route around the Commercial Precinct for through traffic.

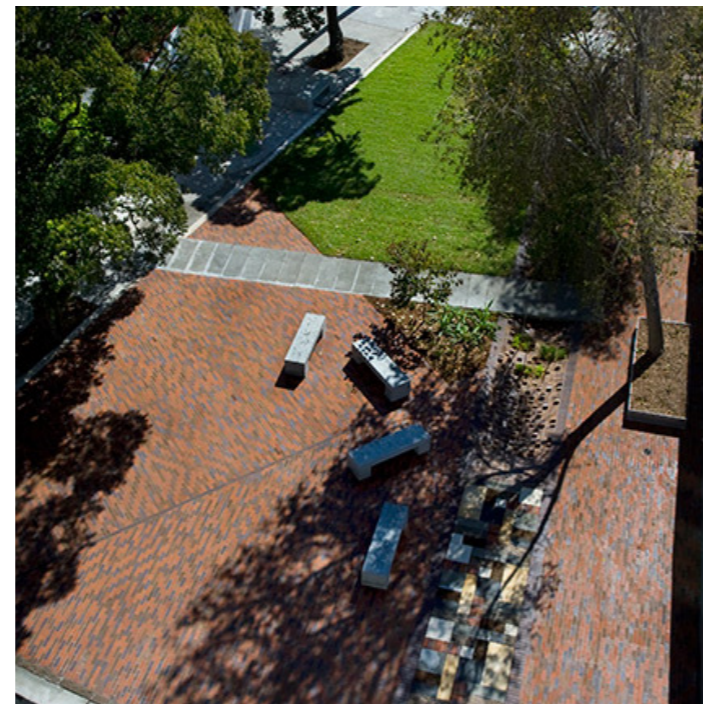
Adjacent to the potential bypass is zoned parkland, offering a number of active and passive recreational activities that will attract people from the region and local area alike, providing recreational activities for all abilities. Activities such as bike trails, walking tracks and waterways all within an enhanced endemic forest system.



#### Civic Park

Located in the central area of the commercial precinct the civic park will act as a 'green heart,' central to the open space network. This park will realise the following objectives:

- Enhance the public amenity of residents, visitors and commercial operators.
- Provide a distinct identity that enhances the 'Cessnock' brand.
- A safe place for residents and families.
- Enhance opportunities for community activities and events.
- Provide a cultural meeting place.
- Prioritise pedestrian connectivity.
- Promote public art opportunities.



#### Town Square

An open public space, within the heart of the town, with a distinct urban identity, used as a community meeting place, a place to sit and have lunch or merely as a place to stop, rest and enjoy the town surrounds. A mixture of hardscape and formally arranged mature trees will provide shade and create a space that is usable in all weather conditions. Public art or water features would add to the sense of a special community space. The Town Square also has the potential to be utilised as an event space for markets. The design for the Town Square will realise the following objectives:

- Activation - day / night and year round.
- Adaptable / multi-purpose space.
- Strong connection to surrounding streets.
- Maximise solar access.
- Safe and accessible.
- Robust materiality.
- Promote public art opportunities.
- Provide public toilets.



#### Gateways

Four locations have been nominated as key sites in which to promote the 'Gateway' experience for visitors. A feature statement in the form of a sculptural piece or art installation will signal the entrance to Cessnock and to the Hunter Valley Wine Country when travelling north. This icon will become identifiable with visitors and has the potential to be part of the Centre's branding.





## 10.0 Public Domain Plan

### Pocket Park

This is a site within the city's commercial 'heart' which has the potential to be transformed into an important green space. This small park is envisaged as a space that will improve the staying opportunities within the Commercial Precinct. The creation of interesting and fun spaces with pleasant micro-climates, will offer a sense of repose away from the more populated areas of the Centre. Located on the corner of Vincent and Edward Streets, the existing park is proposed to be upgraded to create a strong, unique character. Its upgrade would provide the following amenity:

- Deciduous trees for shade in summer and to allow sun exposure in winter;
- Diverse feature planting bringing colour and texture;
- Seating to suit both groups and individuals;
- Creation of smaller 'rooms' for group gatherings; and
- Other furniture elements such as bins and water bubblers.

### Urban Waterway

The existing creek/canal system along Charlton Street is a mixture of covered and open concrete channel. The opportunity exists to interpret the water course above the ground in a more urban treatment such as a water feature incorporating WSUD; for example as a planted swale that improves storm water quality. This interpretation will provide an attractive walkway along the west edge of Charlton Street and a possible termination/feature within the proposed Town Square.

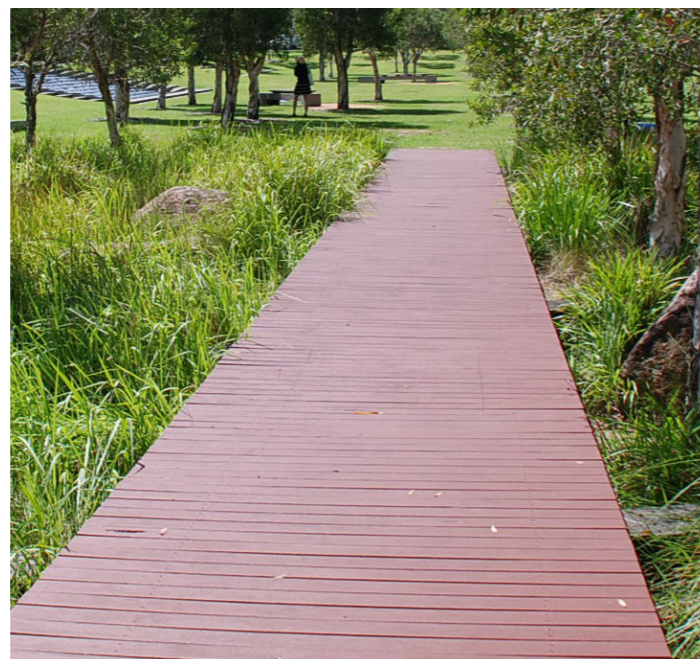
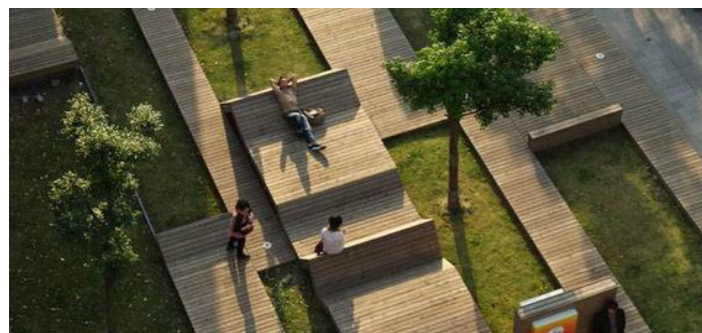
Open areas of the channel can be rehabilitated and incorporate a hard urban edge such as water steps that encourage interaction with the water and a place to rest and play. Interpretation of this water story will be educational and provide a strong and important sustainable message to the community as well as raising an awareness of the natural environment that runs through and below the Centre's streets.

### Green Ribbon - Urban Connector

As part of a long-term vision for the centre, the 'Green Ribbon' becomes a second connector which capitalises on the existing water canal system as an opportunity to create a unique pedestrian journey. The long-term vision for the existing canals is for the transformation of an extremely unpleasant concrete channel into a ribbon of massed riparian planting, which reinstates its historic condition of a thriving natural waterway. This will in-turn generate the following outcomes:

- A new recreational trail which transitions from a walkway alongside the water, to boardwalks hovering above the water.
- Pockets of grass on top of the embankment providing spaces for picnicking and social gatherings.
- Bench seating along the ribbon offering amenity for rest and relaxation.
- Creation of an ecologically valuable habitat.

This vision is a long-term one, and in the first instance would rely on a flood study to model the changes in water levels, an assessment of the viability of relocating utilities and a construction feasibility of now to introduce small dams to the canal to achieve a constant stream of water.





## 10.0 Public Domain Plan

### Urban Spine (Main Street)

The existing 'Main Street' forms the central spine of the Cessnock Commercial Precinct. It provides an important retail focus and a clear identity. The 'Main Street' is a place for people to meet, socialise and gather.

Key design moves which can assist with this include:

- Street tree planting to define the character and provide shade;
- Generous footpath widths;
- Active and open building facades to encourage and invite users;
- Appropriate lighting;
- Provide a human scale appropriate to existing density;
- Public artworks and cultural markers; and
- A street furniture palette that enhances Cessnock's character.



### Primary Green Street Connector

Cooper Street / North Avenue is identified as a strong pedestrian link between the retail 'Main Street' and the series of supermarkets to the west. As a key east-west connector, this linkage should become one of high pedestrian and bicycle priority incorporating traffic calming measures, such as a Shared Zone approach, in combination with well-designed pedestrian crossings and integrated bicycle routes.

Its character will be one of a green corridor:

- Introduce a Shared Zone approach at the Town Square;
- Leafy, tree-lined streets framing the pedestrian zone;
- WSUD integrated principles and street verge planting;
- Moveable planter and pots along the Cooper Street retail / dining end; and
- Layers of lighting at a human scale to facilitate evening activities.

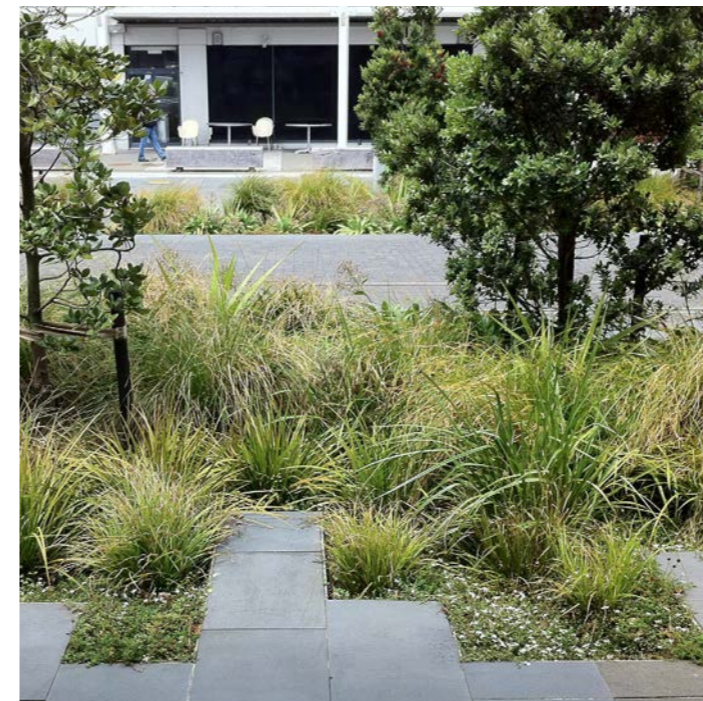


### Green Linkages

Existing tertiary streets and laneways are identified as 'Green Linkages' - these forgotten (under-utilized) spaces will become pleasant walking routes, where people can step away from the main traffic corridors and enjoy a more intimate green walk at a human scale.

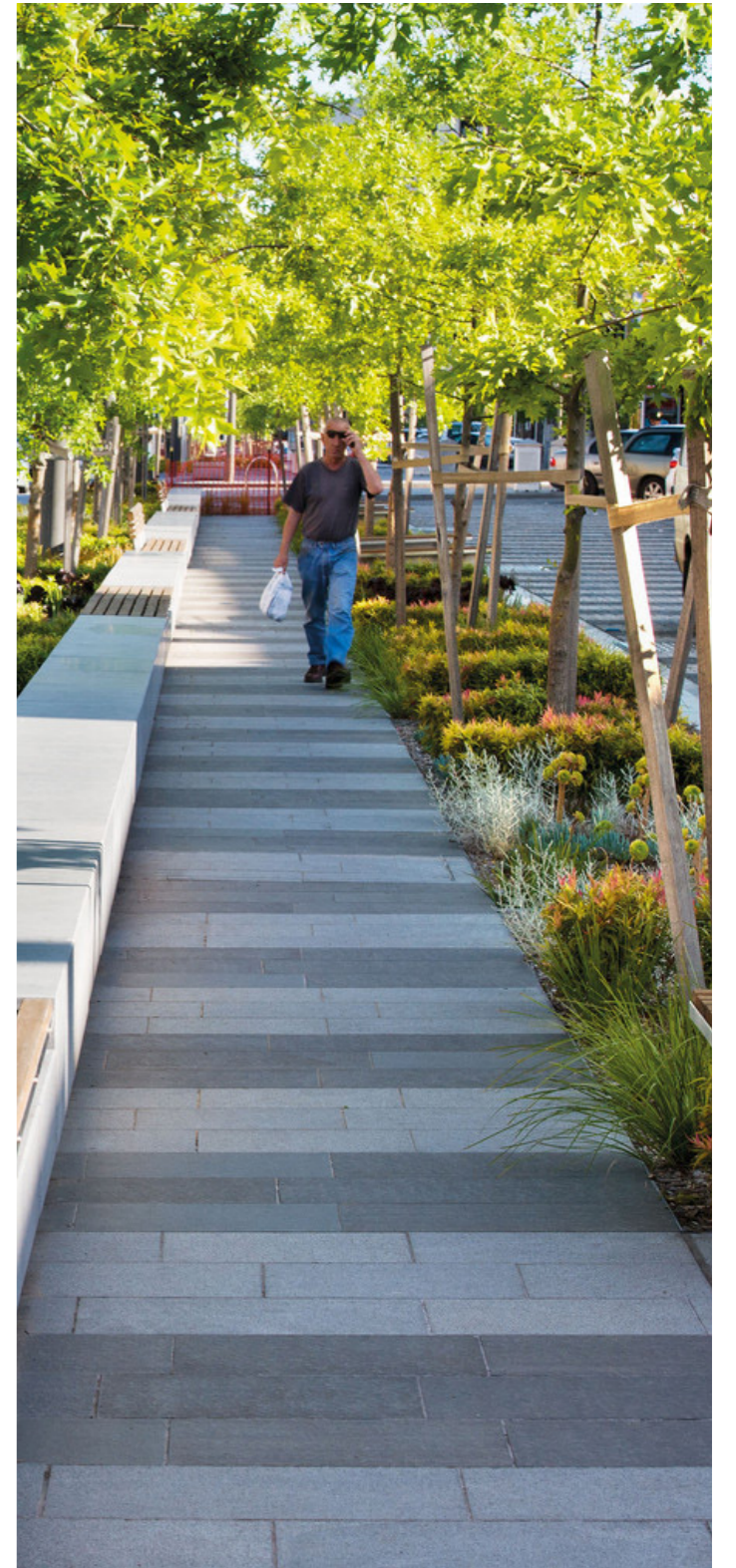
Key features include:

- Street tree planting in tertiary streets to define the character;
- Low-level planting in blisters to give the street a 'garden' feel; and
- Sustainability initiatives such as slotted kerbs, WSUD tree pit design and green walls (laneways).





## 10.0 Public Domain Plan





## 10.0 Public Domain Plan

*'Beyond their use for moving people and goods, streets comprise an extensive network of public open spaces that can facilitate social, civic, and economic interactions.'*<sup>1</sup>

### 10.6 Streetscapes

#### Street Typologies

Not only corridors for movement, streets take on a crucial role as the scene for activities and social gatherings of the public realm. Through striving to achieve better balances between all street users (pedestrians, cyclists and vehicles) the quality of the street environment is already increased. Then, through various levels of upgrades and implementations aimed at both pedestrian experience and ecological value, we can create streetscape environments which are perceived as destinations in themselves.

There are six street character types within the Centre, this reflects the use and function of streets within the Commercial Precinct. The character of each street is a result of the relationship between its built form / open space and the varying intensity of pedestrian and vehicular movement.

The study area street network consists of the following typologies:

#### 1. City Bypass Road

This road typology consist of high traffic volumes and this is reflected in the wider street dimension. Medians of WSUD planting and large street trees help to mitigate the predominantly vehicular character.

#### 2. Main Street

Vincent Street forms the 'Main Street' of Cessnock, coined the 'urban spine' of the centre. Its existing condition reflects that of a traditional retail shopping strip with wider walkway zones and on-street parking. Material upgrades and street planting infill can advance the pedestrian experience and amenity along this corridor.

#### 3. Cross Street Connections

The streets are envisioned as a series of green linkages between the Centre's network of parks and open spaces. Due to the east-west orientation of these street, they serve as key connectors, moving pedestrians across the Commercial Precinct.

Cooper Street is a key east-west connector, and, in conjunction with the proposed Town Square, is proposed in part as a Shared Zone (that would also extend part way along Charlton Street). A Shared Zone prioritises pedestrian access and has a strict speed limit of 10km/hr. These zones are paved from shop front to shop front, with vehicular passage restricted to one or two way routes, defined by bollards and other street furniture.

#### 4. Secondary Streets

The Secondary Streets run parallel to the 'Main Street' (Vincent Street) to the east and the west. These streets are of a smaller, human scale and will provide high amenity for both pedestrians and cyclists.

#### 5. Residential Streets

The Residential Streets occur on the periphery of the study area and are composed of largely single-dwelling plots. The existing streetscape character varies widely and the most crucial intervention is to introduce street tree planting along with roadside low-level planting and / or WSUD initiatives such as rain gardens.

#### 6. Laneways

The Laneway typology varies in dimensions and predominantly exists between Vincent Street and Charlton Street to the west. They are pedestrian only in character and have the potential to foster a unique finer-grained experience that is currently lacking in the Commercial Precinct.

The following pages explore the landscape vision for each of the street typologies in more detail.

<sup>1</sup> New York City Department of Transport (2009). *Street Design Manual*. United States: Vanguard Direct, p23.

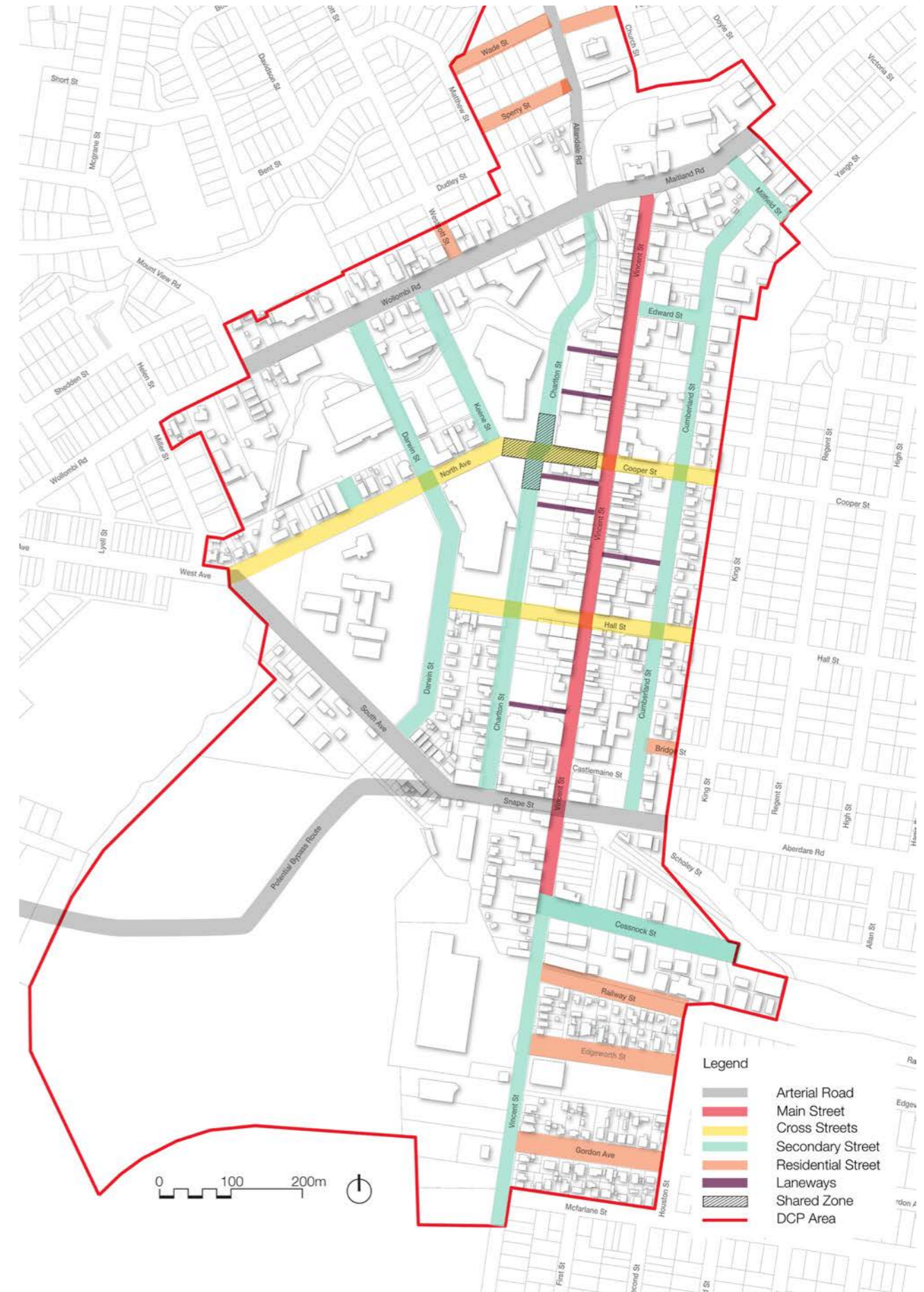


Figure 99: Street Typologies + Hierarchy



## 10.0 Public Domain Plan

### 10.7 Street Type: City Bypass Road

#### Character + Design Principles

- Mitigate large scale road environment with large tree planting to form boulevards / avenues.
- Integrate WSUD measures, dedicated cycle path (both sides) and ensure pedestrian provision.
- Incorporate median swale wherever possible between major intersections.

#### Street Trees + Planting

- *Eucalyptus punctata* to either side of street, spacing: 20m.
- *Waterhousea floribunda* to median swale strip, 20 m spacing of opposite arrangement.
- Native grasses and Macrophyte species for swales, e.g. *Juncus usitatus*, *Carex appressa*, *Lomandra longifolia*, *Isolepis nodosa*.
- Roadside planting: *Dietes grandiflora*, *Trachealosperrum jasminoides*, *Lomandra spp.*, *Dianella spp.*

#### Materiality

Asphalt surface for off-road cycleways - line marking in accordance with NSW Bicycle Guidelines. Concrete footpath to match existing.

#### Lighting

Existing light poles to be retained in the short term. In the long term, investigate more efficient, low maintenance LED lighting and upgrade poles to incorporate banners. Design light fittings to light both cycleway and road carriageways. Incorporate feature lighting at major gateways to Cessnock Commercial Precinct.

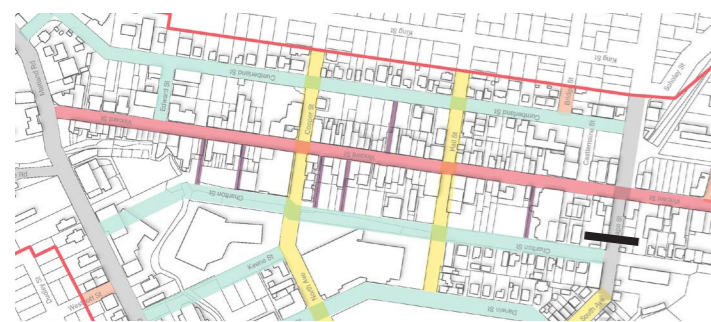
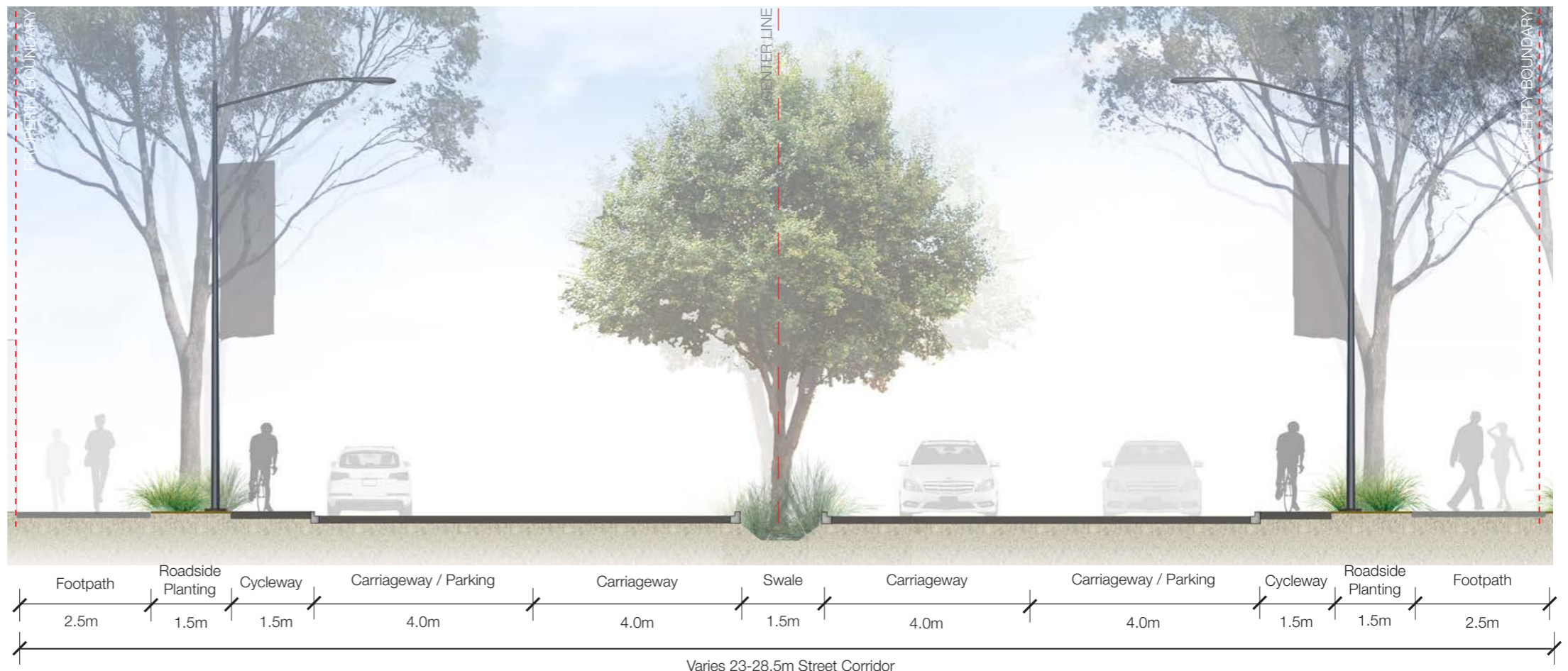


Figure 100: Location Plan



Figure 101: Typical Arterial Road Plan + Section





## 10.0 Public Domain Plan

### 10.8 Street Type: 'Main Street'

#### Character + Design Principles

- Main retail strip - urban 'spine' of the Centre.
- High pedestrian amenity and high quality of finish is essential.

Series of recommendations:

- Removal of wall barrier and replace with planted garden bed as edge to pedestrian zone;
- Retain existing paving in the short term.
- Replacement / upgrade of existing furniture suite.
- Encourage the installations of Parklets, Pop-Up stores and Public Art to bring another layer of intrigue, interest and activation to the public realm; and
- Interpretative art elements have the potential to be integrated into the street furniture suite.
- Introduce bicycle parking every 100m (in pairs) alternating on either side of the road between Maitland Road & Aberdare Street, and located on both sides of the road between Edward & Hall Streets. Bicycle Parking between Edward & Hall Streets should be scultural in nature, reflecting the 'wine or mine' theme.

#### Street Trees + Planting

Retain existing street trees - *Pyrus spp.* Infill with trees where gaps are present along street to a frequency of 20-25m staggered spacing where possible. Understory planting currently consists of *Nandina Gulf Stream* + *Buxus sempervirens*. Infill to greater densities.

#### Materiality + Furniture

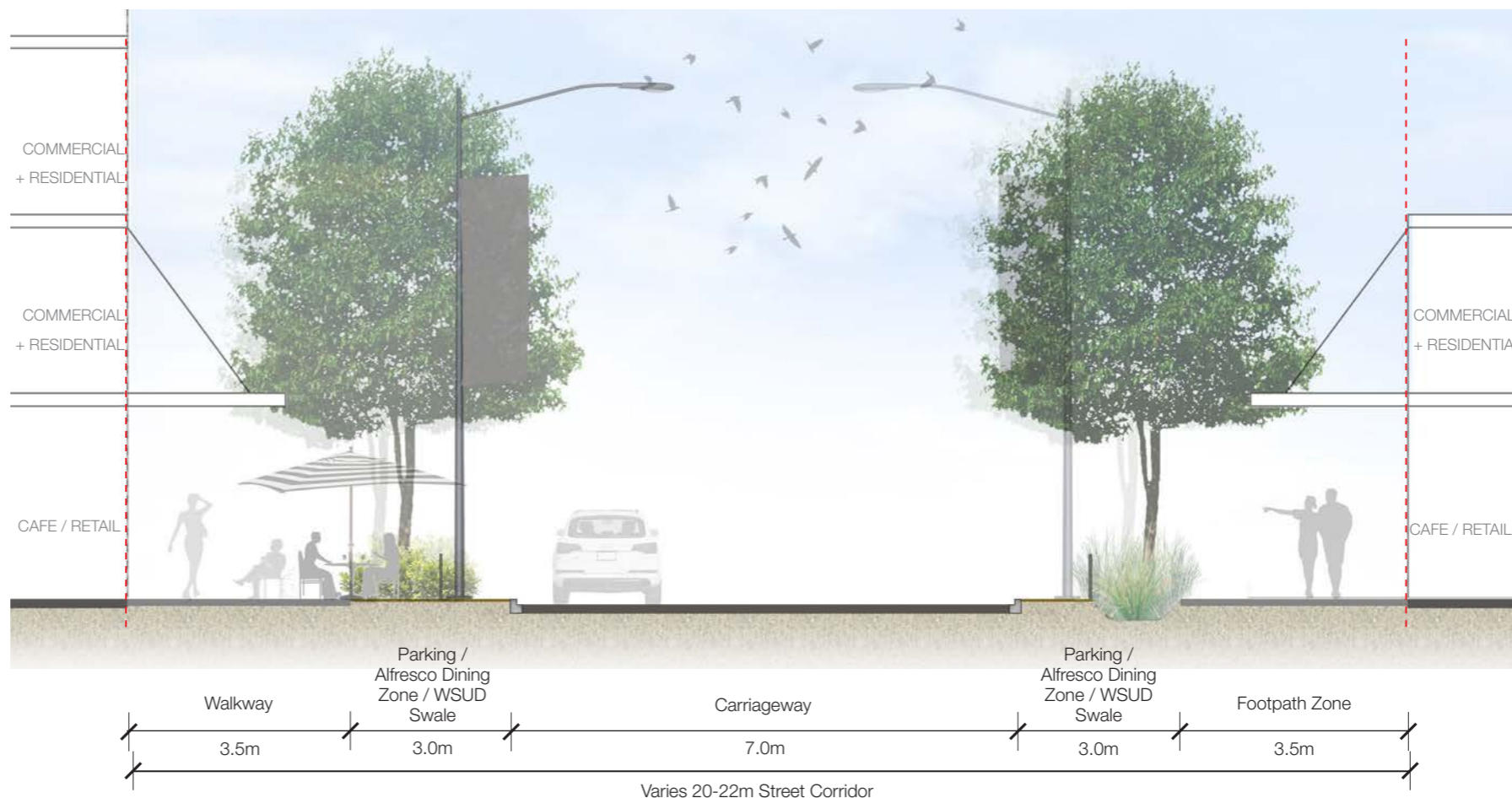
Increase the level of amenity along Vincent Street through the addition of simple, robust and aesthetically pleasing street furniture, in particular, encourage outdoor dining with moveable seating to alfresco dining zones by tenants. Potential integration of bus shelters.

#### Lighting

Introduce post-top street lighting as a secondary layer where there are no awnings to establish a pedestrian-oriented street character. Change existing light poles over to efficient LED lighting and incorporate festival banners. A hierarchy of lighting levels should also be introduced to encourage activation after dark: Feature uplighting to street trees, additional illumination in alfresco dining areas, etc.



Figure 102: Typical Main Street Plan+ Cross Section and Character Images



Integration of bus shelters



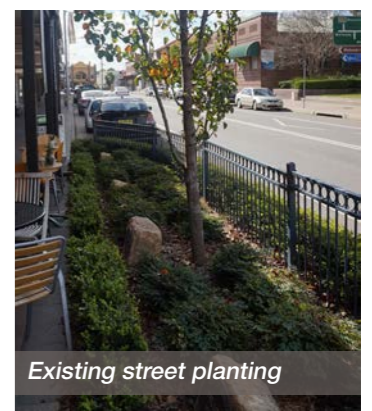
Active edges; cafe tenancies



Pop-up parklets to encourage street activation



Interpretative art elements



Existing street planting



## 10.0 Public Domain Plan

### 10.9 Street Type: Cross Street Connection

#### Character + Design Principles

Envisioned as key green linkages between the Centre's parks and open spaces. The Cross Street Connections will incorporate higher levels of planting in the form of street trees, swales and rain gardens, roadside planting and tenancy planting e.g. pots / moveable planters along Cooper Street. A section of Cooper Street will be a Shared Zone, with large format pavers across the full width of the street. Vehicles are limited in speed and to a one way route, to facilitate pedestrian movement as well as accommodating for tenancy seating / spill-out zones.

#### Street Trees + Planting

- Cooper Street: Existing street trees to be retained to west of Cumberland Street. *Waterhousia florabunda*, spacing of staggered arrangement at one per lot or 20m (whichever is lesser), to be planted to east of Cumberland Street. Place at 15m spacings where possible.
- North Avenue + Hall Street: *Waterhousia florabunda*, 8m spacing.

#### Materiality + Furniture

Upgrade paving lighting, and all street furniture to suit proposed Shared Zone. Integrate finishes palette with proposed Town Square.

#### Lighting

Upgrade lighting fixtures to increase the ambience after dark and encourage tenancies to capitalise on outdoor dining.

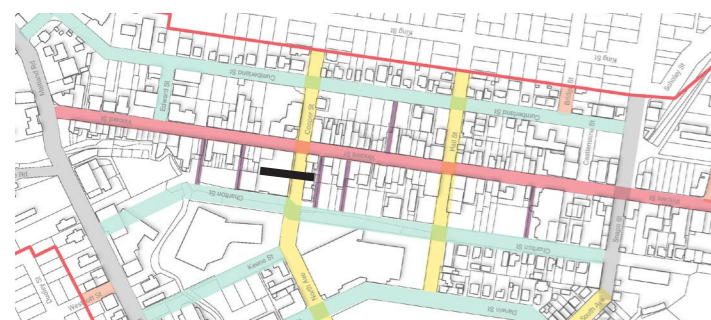


Figure 103: Location Plan

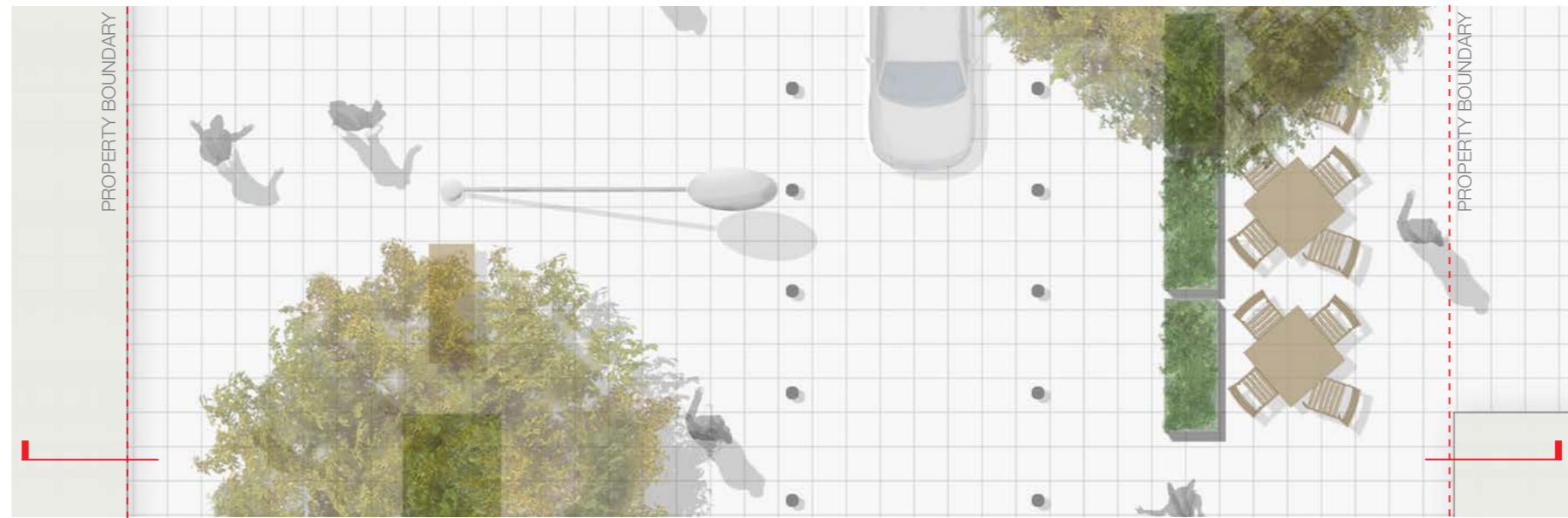
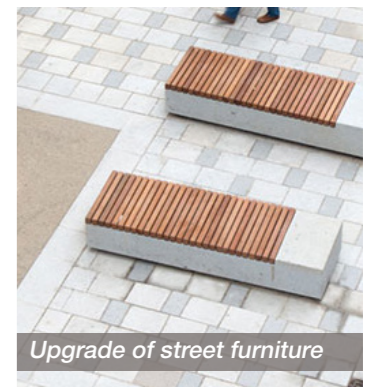
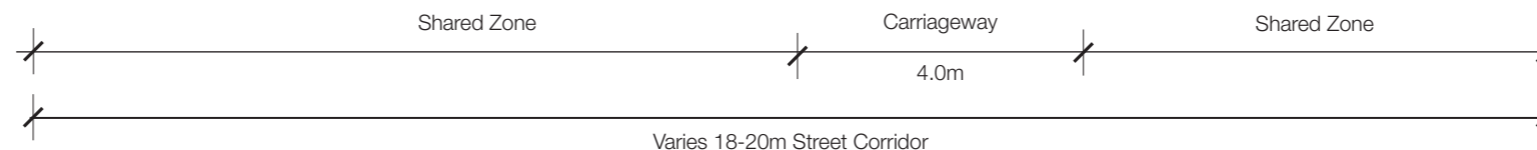


Figure 104: Typical Cross-Street Connection Section and Character Images



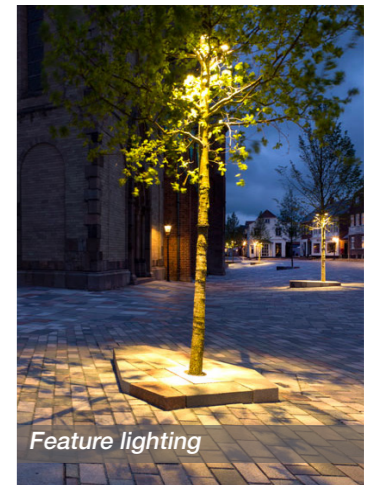
Upgrade of street furniture



Shared zone



Tenancy greenery



Feature lighting



## 10.0 Public Domain Plan

### 10.10 Street Type: Secondary Street

#### Character + Design Principles

Integration of a shared path / cycleway, along with the introduction of a series of raised pedestrian crossings will result in a passive, pedestrian friendly street. In Charlton Street - the street corridor will compliment the 'catalyst site' of the existing car-park, which is earmarked as a temporary event space. The covered creek channel which runs underneath the street is re-interpreted above ground in the form of a linear swale.

#### Street Trees + Planting

- Charlton Street: *Eleocarpus reticulatus* within the swale, spacing 10m, opposite arrangement. Native grasses and Macrophyte species for swales, e.g. *Juncus usitatus*, *Carex appressa*, *Lomandra longifolia*, *Isolepis nodosa*.
- Darwin Street: *Lophostemon confertus*, spacing 15m, on the western side of the street.
- Cumberland Street: *Fraxinus angustifolia* 'Raywood', spacing at one per lot or 20m (whichever is lesser), opposite arrangement. Place at 15m spacings where possible.

#### Materiality + Furniture

Asphalt surface for shared path and raised pedestrian crossings - line marking in accordance with NSW Bicycle Guidelines. Timber boardwalk crossing above swale.

#### Lighting

Review standard street light levels to reinforce safety and incorporate special lighting within car-park for 'carpark mode' and 'event mode'.

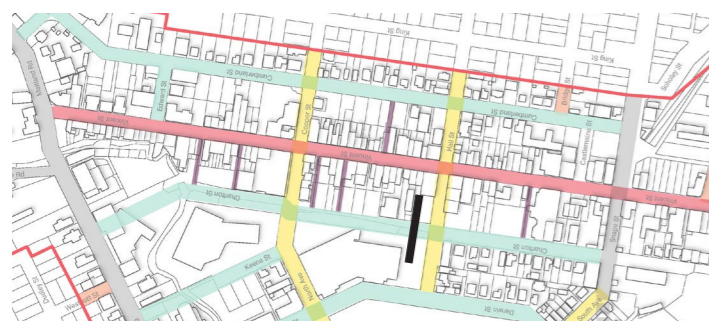
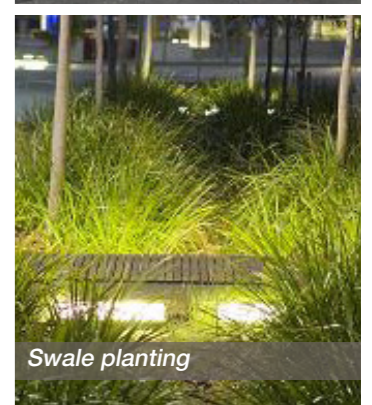
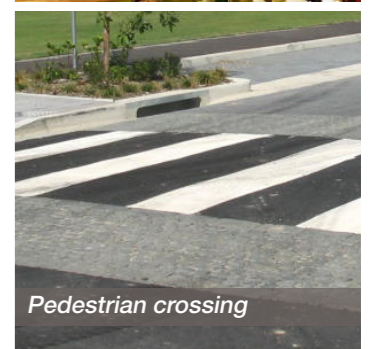
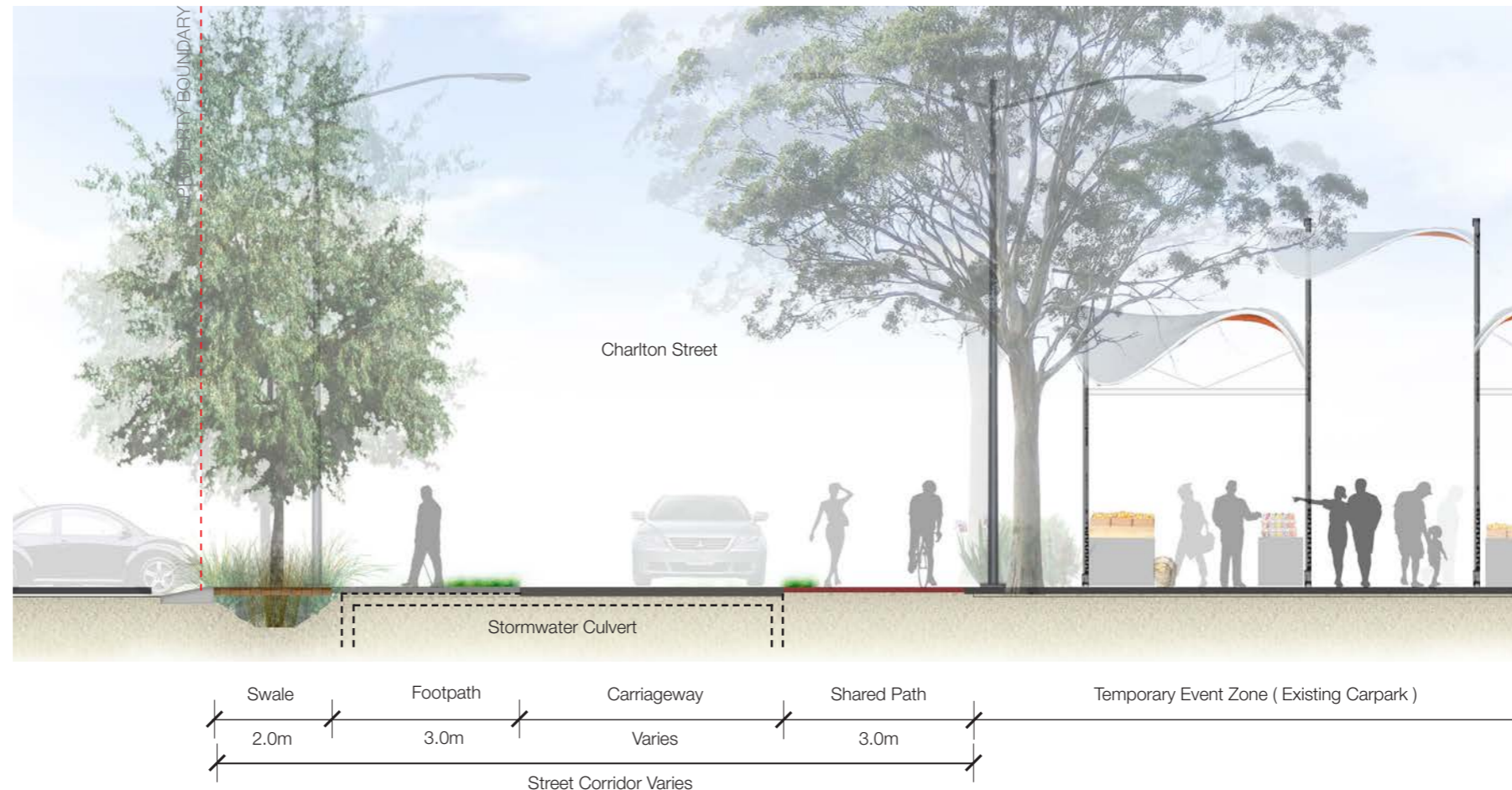


Figure 105: Location Plan



Figure 106: Charlton Street Section and Character Images





## 10.0 Public Domain Plan

### 10.11 Street Type: Residential Street

#### Character + Design Principles

Enhance the residential street environment through the establishment of street trees at regular intervals and the implementation of WSUD principles such as rain gardens and swales where appropriate. The primary aim is to establish green canopies and the presence of low-level planting throughout the residential street zones.

#### Street Trees + Planting

Where appropriate retain the existing street tree planting. Vary the street tree species among residential streets to avoid creating a monoculture. Select from the following palette:

- Evergreen: *Tristanopsis laurina* 'Luscious', *Elaeocarpus reticulatus*, spacing at one per lot or 20m (whichever is lesser), opposite arrangement. Place at 15m spacings where possible.
- Deciduous: *Prunus cerasifera*, *Acer buergeranum*, spacing at one per lot or 20m (whichever is lesser), opposite arrangement. Place at 15m spacings where possible.
- Rain Garden Planting: e.g. *Juncus usitatus*, *Carex appressa*, *Lomandra longifolia*, *Isolepis nodosa*.

#### Materiality

Concrete footpaths to be introduced on both sides of the street.

#### Lighting

Standard street lighting on both sides of the street, at intervals appropriate for low-traffic, residential streets. Staggered setout.

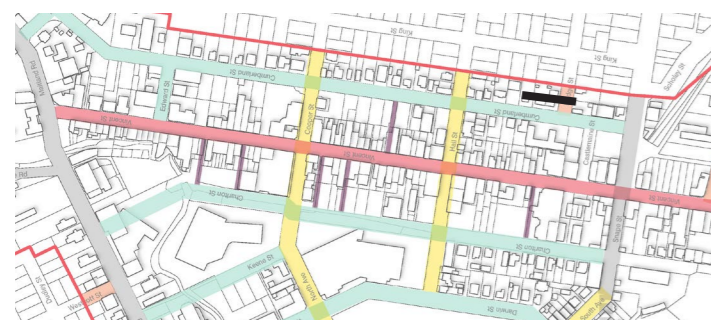
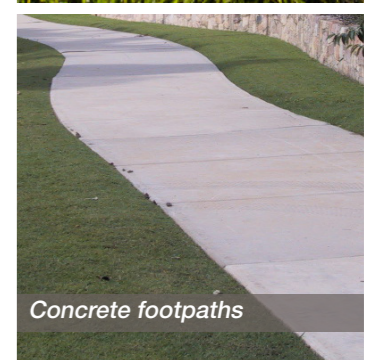
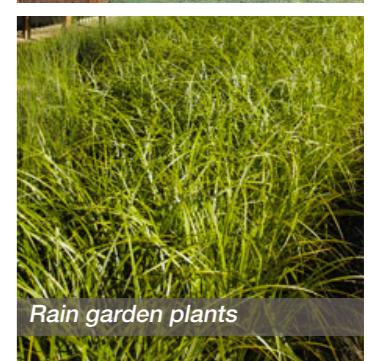
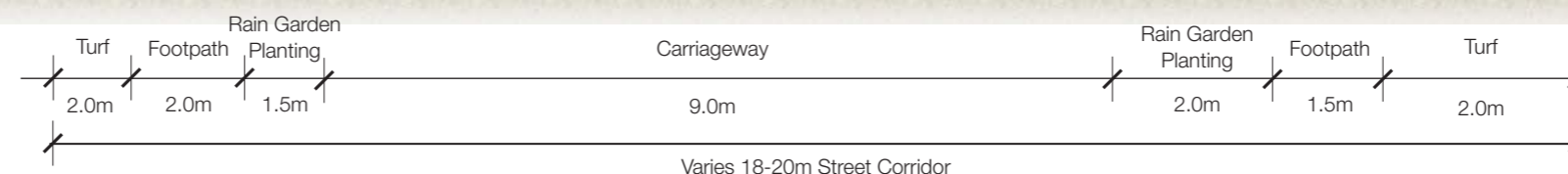


Figure 107: Location Plan



Figure 108: Typical Residential Street Section and Character Images





## 10.0 Public Domain Plan

### 10.12 Street Type: Laneway

#### Character + Design Principles

Inspired by the 'laneway revitalisation' revolution, first initiated in Melbourne, and now adopted in many cities and town centers - Cessnock laneways have the potential to create a finer-grained experience that is creative and made safe by introducing activities, passive surveillance, lighting installations and artworks.

#### Street Trees + Planting

- Capacity to incorporate climbers on wire trellis along laneway walls - green walls. Artistic arrangement complimentary to the theme of 'wine country' or Cessnock's 'mining heritage'.
- Large planters housing shade-tolerant trees and accent planting.

#### Materiality + Furniture

Unit paving to compliment the treatment along Vincent Street. Moveable furniture items to encourage small groups to stop and stay - bringing activity to these spaces which are currently thoroughfares and largely void of people.

#### Lighting

Feature catenary lighting spanning across the laneway. Potential for light installations along with public sculptures, and temporary exhibits within the laneway.

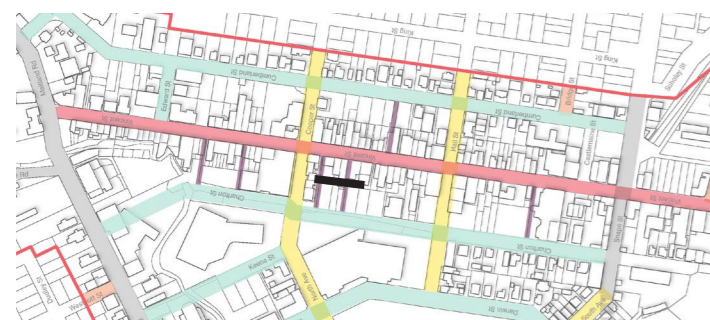


Figure 109: Location Plan

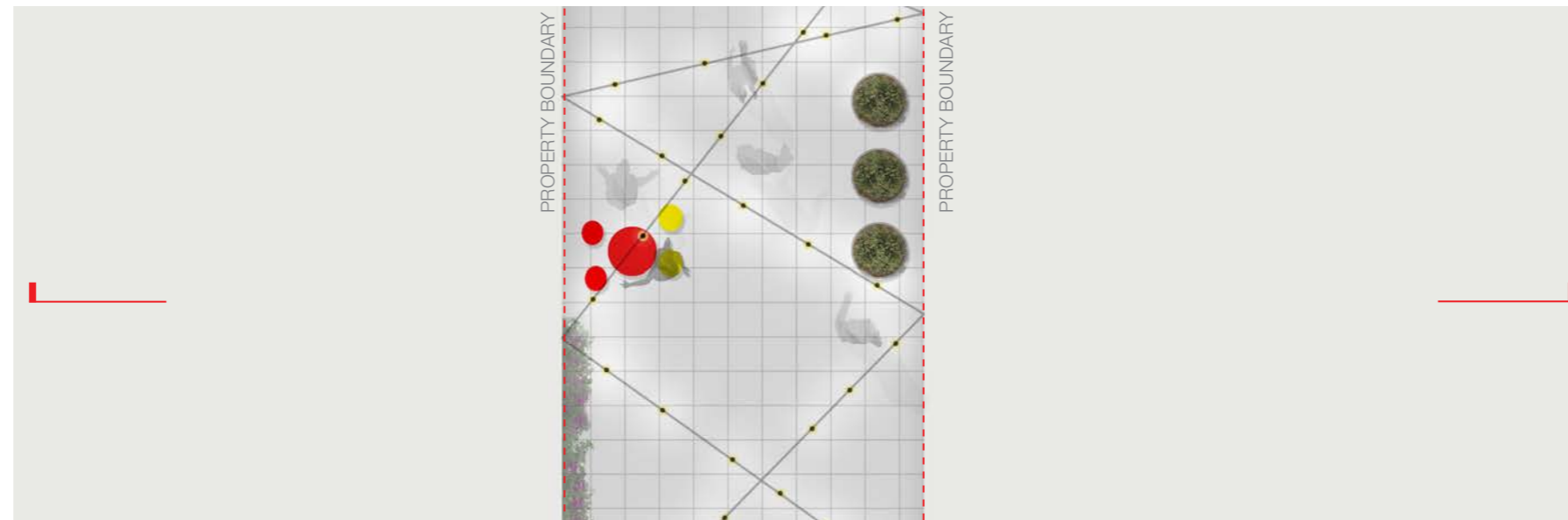
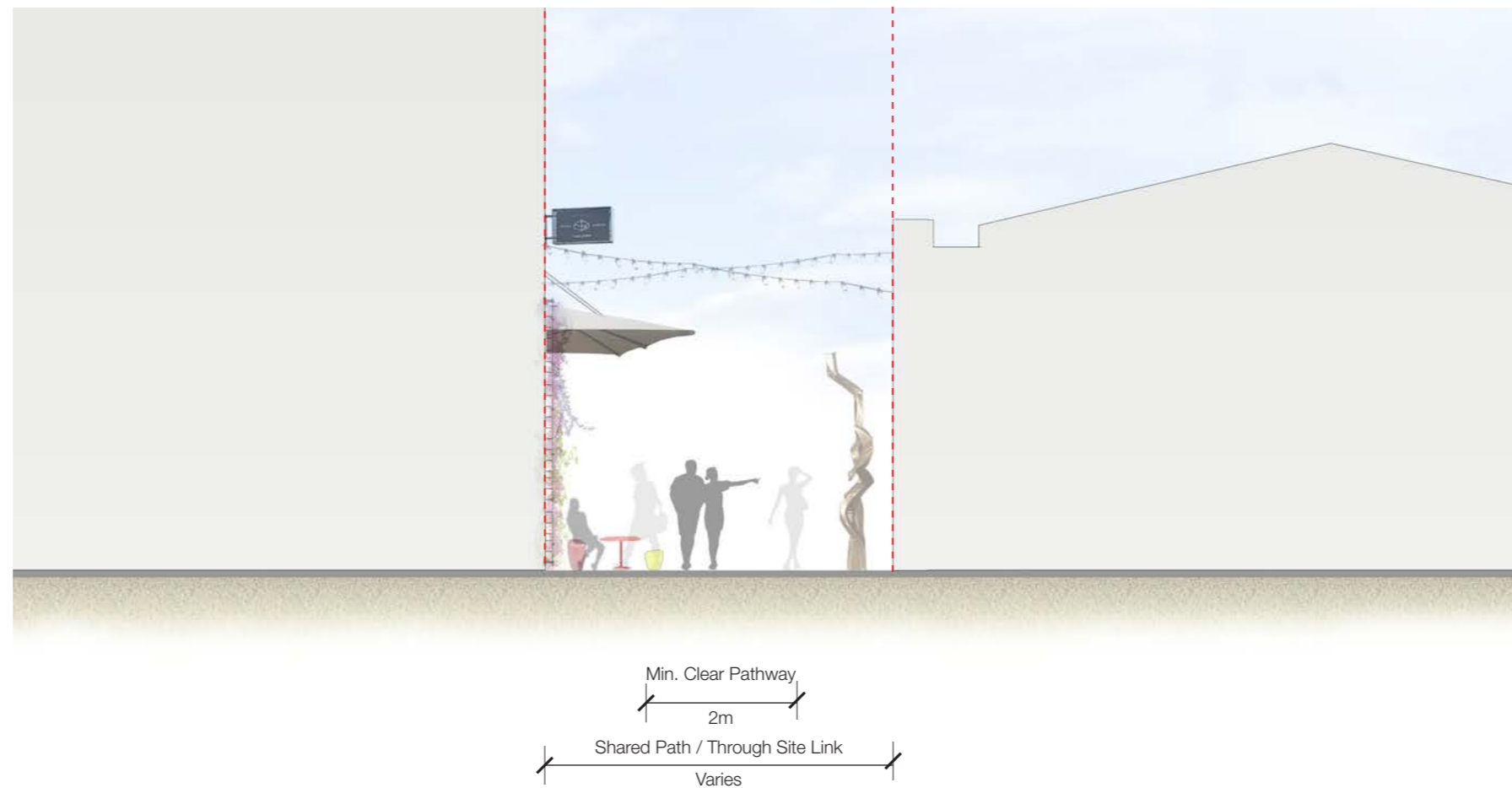


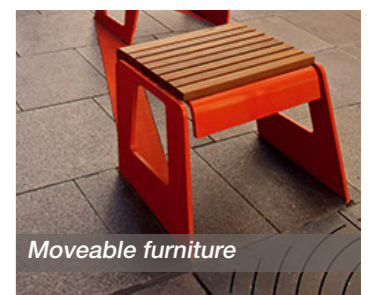
Figure 110: Typical Laneway Section and Character Images



Large pot plants with accent planting



Sculptural installation



Moveable furniture



Public art exhibitions



## 10.0 Public Domain Plan

‘Green Corridors’ and ‘Urban Waterways’ form a connective network of revitalised open spaces; from Pocket Parks and a Town Square to a Regional Parkland and an iconic Cultural Center.

The conceptual designs also build upon the visionary theme of Cessnock as a regional ‘Food Bowl’. Two of the largest open-space sites within the precinct present exciting opportunities to integrate attractions at a regional scale: The Cessnock Farmers Market site and the Cultural Centre.

The Public Domain plans brings together the hierarchy of open spaces and street corridors which have presented as part of the Open-Space and Streetscape Typologies chapter. It is here that the individual characteristics envisioned for each site and street corridor have been exhibited in more depth and detail. All conforming to the overall vision and urban and landscape objectives for transforming Cessnock’s Centre.

### 10.1 Public Domain Plan

The Cessnock Commercial Precinct is currently in need of a strong network of high quality green open spaces and recreational areas. Elements which are crucial in contributing to vibrancy and activation within the Public Realm.

The purpose of this Public Domain Plan is to provide a vision and cohesive plan to guide future development under the provision of a considered and unified network of open spaces, making up the public domain. This plan provides an overall landscape and urban design vision, one of which is driven by the desire to create strong green linkages between new and revitalised open spaces within the existing framework of Cessnock’s Commercial Precinct.

The conceptual designs are a generator for directing new development. Indicative in nature, they present ideas and opportunities for creating interesting and engaging public spaces with community amenity as the driver. Street connections, parks, open spaces and urban squares present an opportunity to define the character of the overall Precinct and to provide a high quality, integrated public domain of significance to both locals and to visitors.

#### Legend

- A. TAFE and Cultural Centre
- B. Market / Event Site
- 1. Enterprise Corridor
- 2. Civic Park
- 3. Town Square
- 4. City Gateway
- 4A. Gateway to Vineyards
- 5. Pocket Park
- 6. Urban Waterway
- 7. Green Ribbon - Urban Connector (long term vision)
- 8. Urban Spine (Main Street)
- 9. Primary Green Street Connector (including Shared Zone)
- 10. Green Linkages
- 11. Existing Open Space
- 12. Potential Multi-Level Carpark Sites
- 13. Potential Cessnock Library Site
- 14. Information Kiosks



Figure 111: Public Domain Plan



## 10.0 Public Domain Plan



### Legend

- A. TAFE and Cultural Centre
- B. Market / Event Site
- 1. Enterprise Corridor
- 2. Civic Park
- 3. Town Square
- 4. City Gateway
- 4A. Gateway to Vineyards
- 5. Pocket Park
- 6. Urban Waterway
- 7. Green Ribbon - Urban Connector (long term vision)
- 8. Urban Spine (Main Street)
- 9. Primary Green Street Connector (including Shared Zone)
- 10. Green Linkages
- 11. Existing Open Space
- 12. Potential Multi-Level Carpark Sites
- 13. Potential Cessnock Library Site
- 14. Information Kiosks

Figure 112: Public Domain Plan - North



## 10.0 Public Domain Plan



### Legend

- A. TAFE and Cultural Centre
- B. Market / Event Site
- 1. Enterprise Corridor
- 2. Civic Park
- 3. Town Square
- 4. City Gateway
- 4A. Gateway to Vineyards
- 5. Pocket Park
- 6. Urban Waterway
- 7. Green Ribbon - Urban Connector (long term vision)
- 8. Urban Spine (Main Street)
- 9. Primary Green Street Connector (including Shared Zone)
- 10. Green Linkages
- 11. Existing Open Space
- 12. Potential Multi-Level Carpark Sites
- 13. Potential Cessnock Library Site
- 14. Information Kiosks

Figure 113: Public Domain Plan - Middle



## 10.0 Public Domain Plan



### Legend

- A. TAFE and Cultural Centre
- B. Market / Event Site
- 1. Enterprise Corridor
- 2. Civic Park
- 3. Town Square
- 4. City Gateway
- 4A. Gateway to Vineyards
- 5. Pocket Park
- 6. Urban Waterway
- 7. Green Ribbon - Urban Connector (long term vision)
- 8. Urban Spine (Main Street)
- 9. Primary Green Street Connector (including Shared Zone)
- 10. Green Linkages
- 11. Existing Open Space
- 12. Potential Multi-Level Carpark Sites
- 13. Potential Cessnock Library Site
- 14. Information Kiosks

Figure 114: Public Domain Infrastructure Plan - South



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## 11.0 Cessnock Town Square

### 11.1 Introduction

A Town Square is proposed which would provide a social focus and a 'heart' for Cessnock Commercial Precinct. It would be the place to meet - a destination in its own right, and a focus for the community, for socialising, entertainment and relaxation.

The proposed Cessnock Town Square and Cooper Street/Charlton Street Shared Zone will, crucially, link and tie together the precinct's two retail areas: the Vincent Street retail 'spine' and the cluster of major shopping centres situated in the west of the centre.

### 11.2 Existing Site Issues

An assessment of the proposed site for the Town Square identified a series of urban design issues that impact on the current amenity for users of the centre. The key issues can be summarised as:

- Poor access and legibility for pedestrians and drivers;
- Car dominated - unsafe pedestrian access (many car-pedestrian conflict points);
- Unsafe at night for pedestrians;
- Road infrastructure e.g. roundabouts; makes crossing for pedestrians difficult;
- An attractive group of eucalypt trees at Coles corner;
- Good laneway connections from parking areas, to Vincent Street;
- Long, blank walls along key street frontages;
- Un-used buildings at key locations e.g. former cinema that undermine street life;
- Activity is internalised, or significantly set back from the street;
- Loading dock/messy back-of-house functions are exposed to view; and
- Open drainage canals are unsightly and interrupt regular streetscapes.



Figure 115: Poor access / conflicts



Figure 116: Roundabout / hard paving dominates / attractive Eucalyptus



Figure 117: Blank walls to streets



Figure 118: Activity removed from the street



Figure 119: Exposed 'back of house'



Figure 120: Car dominated



## 11.0 Cessnock Town Square



Figure 121: Parking areas have few trees and pedestrian access is confusing.



Figure 122: Exposed canal is unsightly.



Figure 123: Unused former Cinema building creates a 'dead' frontage.



Figure 124: Roundabout impacts upon pedestrian access along Cooper Street.



## 11.0 Cessnock Town Square

### 11.3 Proposed Character

A new 'place' is needed where people can naturally meet and celebrate the unique lifestyle which Cessnock has to offer - a place that has the services infrastructure in place to host regular produce markets, seasonal festivals, where yearly celebrations such as Christmas, Easter, Melbourne Cup and Australia Day can be held.

Building-in infrastructure in the Square, to support, for example, the temporary installation of a video screen, would allow twilight movie nights, real-time broadcast of Olympic or Commonwealth Games events, or carols by candle-light. Providing areas suited for small music events, such as 'Jazz in the Square' or for Winter Lights festivals would enliven the experience of the public realm. Existing events such as the Posty Bike Race would have an appropriate venue for spectators to gather and for the winner to be announced.

The proposed Town Square is seen as a lively meeting place and a new social hub for the centre. The potential program of activities could include:

- Paved areas for weekly markets;
- Shaded seating areas, arbour/pergolas;
- Engaging children's water feature;
- Children's play experience;
- Raised grass areas for sitting/resting/reading;
- Quiet seating areas with movable chairs;
- Small areas for buskers/ live music;
- Interpretive public artwork (feature lighting, paving inserts, sculpture, etc.);
- Outdoor café dining areas;
- Well-lit night-time zone;
- Wayfinding signage and visitor information totems;
- Safe bicycle parking; and
- WSUD interpretation.

The proposed Town Square will need to be a collaborative effort, with Council working with key Stakeholders, including Woolworths, Coles, Cessnock Leagues Club, various property owners, Hunter Water and Roads and Maritime Services (RMS) to deliver an important new community and social 'asset' for Cessnock.



Figure 125: A mix of 'green' and 'paved' spaces, including comfortable seating and public art.



Figure 126: Live music eg. busking.



Figure 127: Weekly produce market.



## 11.0 Cessnock Town Square



Figure 128: Engaging children's water experiences.



Figure 129: Simple shaded areas.



Figure 130: A focus for night-time activity.



## 11.0 Cessnock Town Square



Figure 133: Quality paving, landscape and public art.



Figure 132: Movies in the 'square'.



Figure 131: Engaging children's play experience.



## 11.0 Cessnock Town Square

### 11.4 Design Concept - Stage 1

The Town Square project would be rolled-out in three stages. This will dovetail with available funding, the reorganising of car parking arrangements, the re-routing of existing bus routes (to facilitate the Shared Zone concept) and the readiness for key stakeholders to partner with Council on the delivery of the Square.

#### Stage 1 Works

The upgrade works include:

- Converting Cooper Street into a one way east, Shared Zone, from Vincent Street to the Keene Street-North Avenue intersection;
- Converting Charlton Street into a two way Shared Zone north of Cooper Street, and a one way north Shared Zone, south of Cooper Street;
- Upgrading all paving to a large format charcoal colour honed concrete 'flagstone paver' for the full width of the street, removing kerbs and gutters, defining the passage for vehicles with bollards and other new street furniture;
- Upgrading all street lighting to new smart pole standard (underground power supply);
- Including new street furniture, seating areas and outdoor dining areas for café/restaurants (Cooper Street);
- Wherever possible retaining the existing group of eucalypt trees and the street trees in Cooper Street, and consolidating with new street trees;
- Incorporating four short stay parallel parking spaces (Cooper Street);
- Including paving and pedestrian lighting upgrades and public artwork for the laneway between Vincent Street and Charlton Street; and
- Incorporating new wayfinding signage, supermarket sign and visitor information totems.

#### Funding

Stage 1 is primarily funded from existing Council budget provisions and is on Council owned land – this allows an early start on these upgrade works. All services, paving levels and the Upgrade finishes palette will be designed to allow seamless expansion of the square in subsequent project stages.

#### Facilitating Infrastructure

The re-routing of existing Cooper Street bus services will be required, refer Figure 90: Public Transport Network, for the Shared Zone to be approved by the RMS. The proposal is to re-route bus services from Wollombi Road via Keene Street, which will require the completion of the north section of Keene Street.



Figure 134: Town Square Concept - Stage 1



## 11.0 Cessnock Town Square

### 11.5 Design Concept - Stage 2

This phase of the Town Square project relies on the owners of the Woolworths Cessnock Plaza Shopping Centre site to partner with Council on the delivery of the square - initial meetings with the owner have indicated a willingness to work with Council on the project.

The current privately owned car parking areas which front Cooper Street would be dedicated to Council for public use - to construct the north of the Town Square. The owner would be compensated for the loss of parking spaces, by Council constructing a multi-level public carpark on Keene Street, adjacent to the Shopping Centre.

#### Stage 2 Works

The upgrade works include:

- Converting the current Woolworths carpark to a paved Town Square (north part);
- Upgrading paving to a large format charcoal colour honed concrete 'flagstone paver';
- Reconfigure Keene Street entry/exit to shopping centre carpark;
- Upgrading all street lighting to new smart pole standard (underground power supply);
- New pedestrian scale 'catenary' and feature lighting for the Square;
- New street furniture, seating areas and outdoor dining areas for café/restaurants;
- Interactive children's play experience;
- Wherever possible retaining existing street trees, and consolidate surrounding streetscapes with new trees;
- Interpretation of Coal Mining heritage (sculpture/artwork); and
- Incorporating new wayfinding and visitor information signs.

#### Funding

Stage 2 would be joint funded – from private developer contributions and the value of land dedication, supplemented by Council from the annual works budget.

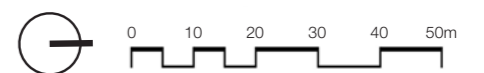
#### Facilitating Infrastructure

The proposed agreement between the land owner and Council involves the existing privately held land, currently used for car parking, to be dedicated to Council (public use). It is proposed

that Council build a multi-level public car parking facility on Keene Street that would have a proportion of the car spaces dedicated for Woolworths customers, equivalent to the number of spaces lost.



Figure 135: Town Square Concept - Stage 2





## 11.0 Cessnock Town Square

### 11.6 Design Concept - Stage 3

This phase of the Town Square project relies on the owners of the Coles Supermarket site to partner with Council on the delivery of the Square - initial meetings with the owner have indicated a limited interest at this time to work with Council on the project.

It is proposed in the long term that the current privately owned car parking area at the corner of Cooper Street and Charlton Street would be dedicated to Council for public use to construct the south of the Town Square.

The owner would be compensated for the loss of parking spaces, by Council constructing a multi-level public carpark on the current public car park site it owns on Charlton Street. There is an opportunity to incorporate at the ground floor level an expanded Cessnock Library – if approved by Council, this location would bring activity and passive surveillance to Charlton Street, the Vincent Street laneway and to the Town Square.

#### Stage 3 Works

The upgrade works include:

- Converting the current Coles carpark to a paved Town Square (south part);
- Upgrading paving to a large format charcoal colour honed concrete 'flagstone paver';
- Upgrading all street lighting to new smart pole standard (underground power supply);
- New pedestrian scale 'catenary' and feature lighting for the square;
- New street furniture, seating areas and outdoor dining areas for café / restaurants;
- Interactive water feature;
- Wherever possible retaining existing street trees, group of eucalypts and consolidating surrounding streetscapes with new trees;
- Shaded, raised grass areas with seating edges;
- Interpretive public sculpture/artwork; and
- Incorporating new wayfinding and visitor information signs.

#### Funding

Stage 3 would be joint funded – from private developer contributions and the value of land dedication, supplemented by Council from the annual works budget.

#### Facilitating Infrastructure

The proposed agreement between the land owner and Council involves the existing privately held land, currently used for car parking, to be dedicated to Council (public use). It is proposed that Council build a multi-level public car parking facility on Charlton Street that would have a proportion of the car spaces dedicated for Coles customers, equivalent to the number of spaces lost.



Figure 136: Town Square Concept - Stage 3










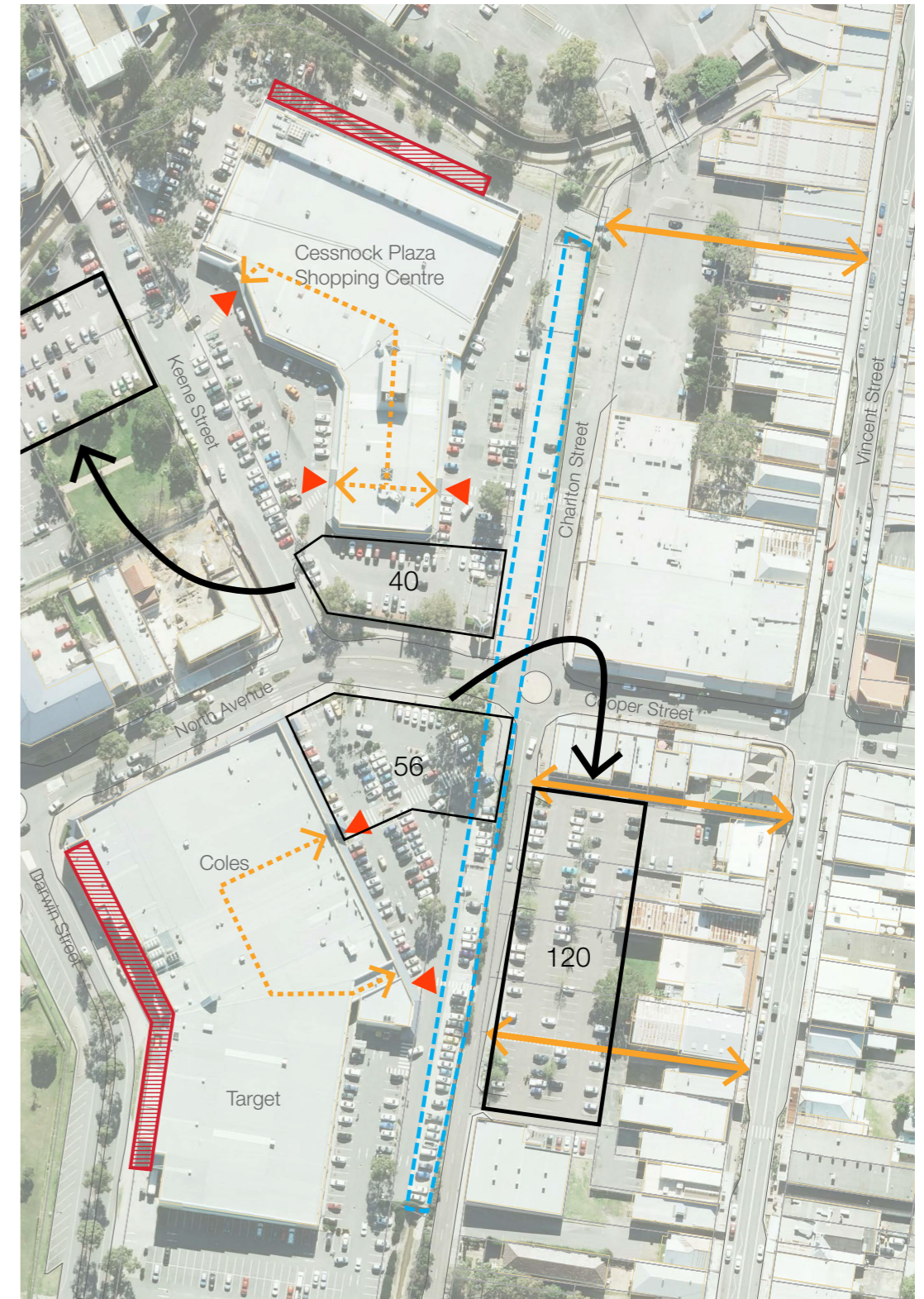
## 11.0 Cessnock Town Square

### 11.7 Car Parking Strategy

The adjoining diagram illustrates the proposed relocation of car parking spaces from existing at-grade parking areas, currently owned by the shopping centres, to new multi-level public car parking facilities built by Council. This reconfiguring of car parking within the centre provides an opportunity for additional public domain area and to realise a major new public place for the community – Cessnock Town Square.

Further, relocated parking spaces would potentially only take up one third of the new car parking facilities, (assuming they are three stories high), allowing additional car parking spaces to be provided in support of both Vincent Street and shopping centre businesses.

-  Underground Canal
-  Shopping Centre Entries
-  Internal Mall Circulation
-  Loading/Service Access
-  Existing Through Site Links
-  Proposed Multi-level Public Carpark
-  Existing Carparking Spaces





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# 12.0 Implementation Plan

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## 12.1 Introduction

The Implementation Plan describes the strategy to implement and deliver the urban planning and urban design initiatives developed in the preparation of the Development Control Plan and the Public Domain Plan (Chapter 10).

## 12.2 CBD Masterplan - Public Domain Implementation Plan 2012

The Cessnock CBD Masterplan Study was completed in 2012. The associated Implementation Plan included ten Public Domain Initiatives. In summary, they were:

- Develop TAFE central parkland and community gardens;
- Vincent Street as an 'eat-street' – al-fresco dining;
- Upgrade H.J Sternbeck Lions Park;
- Beautification of the open drainage channels;
- Improve passive surveillance of public domain:
  - Improve permeability/access;
  - Consolidate car parking;
  - Attract more CBD residents;
  - Promote night-time economy.
- Provide high level of lighting throughout CBD;
- Maximise people living in and using the CBD;
- Develop public art strategy;
- Develop signage/interpretive strategy; and
- Coordinate street furniture elements and de-clutter.

In the five years since the CBD Masterplan was adopted by Council, a handful of the Initiatives have been implemented, including improvements to Vincent Street, a small number of new residents are now living in the CBD, and a number of public art and community festivals, events and markets have encouraged locals and visitors to the CBD.

There is still much to do to realise the CBD Masterplan's, 'Attractive, Thriving, Welcoming' vision for the CBD. In setting goals for the improvement of the public domain over the next twenty years, it is recommended that public domain initiatives are focussed and are realistic in scope and budget, in order to maximise the potential for delivery.

## 12.3 Recommended Amendments to CLEP 2011

The Indicative Layout Plan describes the proposed long term urban planning outcome for the Cessnock Commercial Precinct – it looks ahead to the next 25 years and describes the key strategic moves that will be required to achieve the overall 'vision' for the Centre.

Whilst the focus of this study has been the preparation of a Cessnock Commercial Precinct DCP and the preparation of an accompanying Public Domain Plan, there are a number of urban planning strategies that would most effectively be realised through the amendment of existing CLEP legislation. The recommended amendments to CLEP 2011 are described in the following pages.



## 12.0 Implementation Plan

### 12.3.1 Zoning

The following amendments to the zoning of land within the Cessnock Commercial Precinct are proposed:

#### Cessnock South Arterial Bypass

Wollombi Road, Maitland Road and Allandale Road currently provide an effective northern arterial access for the Commercial Precinct and one zoned SP2 Infrastructure. Vincent Street is currently classified as a State Road (RMS responsibility) with a zoning of SP2. The opening of the Hunter Expressway has reduced the volume of through-traffic using Vincent Street – Cessnock’s retail ‘Main Street’; however, it still carries significant traffic, as it is the primary route for travellers heading northwest to the Hunter and southeast to Sydney.

In the long term, the Cessnock Transport Strategy has identified two potential South Bypass routes: Firstly; West Avenue, South Avenue and Aberdare Road, and secondly; a new alignment extending southwest via the B7 Business Park lands - this route has the added benefit of opening up these lands, providing improved access and a street address for potential businesses.

On approval by Council of the bypass strategy, the new South Arterial Bypass corridor would be rezoned to SP2 Infrastructure. The opportunity this presents is to rezone Vincent Street from SP2 Infrastructure (State Road) to a local street, under Council’s jurisdiction, falling within the overall B3 and B4 business zones. These changes would provide opportunities to improve the pedestrian amenity and safety of the Vincent Street retail ‘spine’, encouraging ‘al-fresco’ dining and an attractive promenade.

#### Cessnock Baths Site

The Baths are currently the subject of a Council study assessing the feasibility of upgrading and relocating the facility to a new site outside the Commercial Precinct. If Council resolves to relocate the swimming pool facility (rather than an upgrade on-site), it is recommended that the site be rezoned from its current zoning of RE1 Public Recreation, to B4 Mixed Use. This is consistent with the adjoining zoning, and is the most appropriate zoning for this location.

#### Charlton Street Extension North to Wollombi Road

Completing this street through to Wollombi Road is advantageous as it completes another section of the street grid, building-in improved access to properties and flexibility for access within the centre. A further benefit is that a current crime ‘hot spot’, if opened

up with regular passing traffic, will improve passive surveillance and therefore safety in this part of the Commercial Precinct. It is recommended that the proposed public park along the west edge of the existing canal, is rezoned RE1 Public Recreation.

#### Cessnock Leagues Club + Keene Street Connection

Land currently zoned B4 Mixed Use is proposed to be rezoned B3 Commercial Core for consistency in zoning for the core of the

Commercial Precinct. The proposed completion of Keene Street, linking through to Wollombi Road, traverses this land parcel.

#### Existing ‘Public’ Parks

The Wollombi Road Gateway Park and Edward Street East Closure are both identified by Council as valued public park spaces for the community. HJ Sternbeck Lions Park on the corner of Vincent Street and Edward Street, is currently privately owned, however it

is recommended, when funds are available, that it be purchased by Council for public recreational use, in perpetuity. The rezoning of these land parcels to RE1 Public Recreation would reflect the intended long term use.

#### Proposed Cessnock Town Square

A new Town Square is proposed along Cooper Street (west of Charlton Street). It is proposed that lands currently used

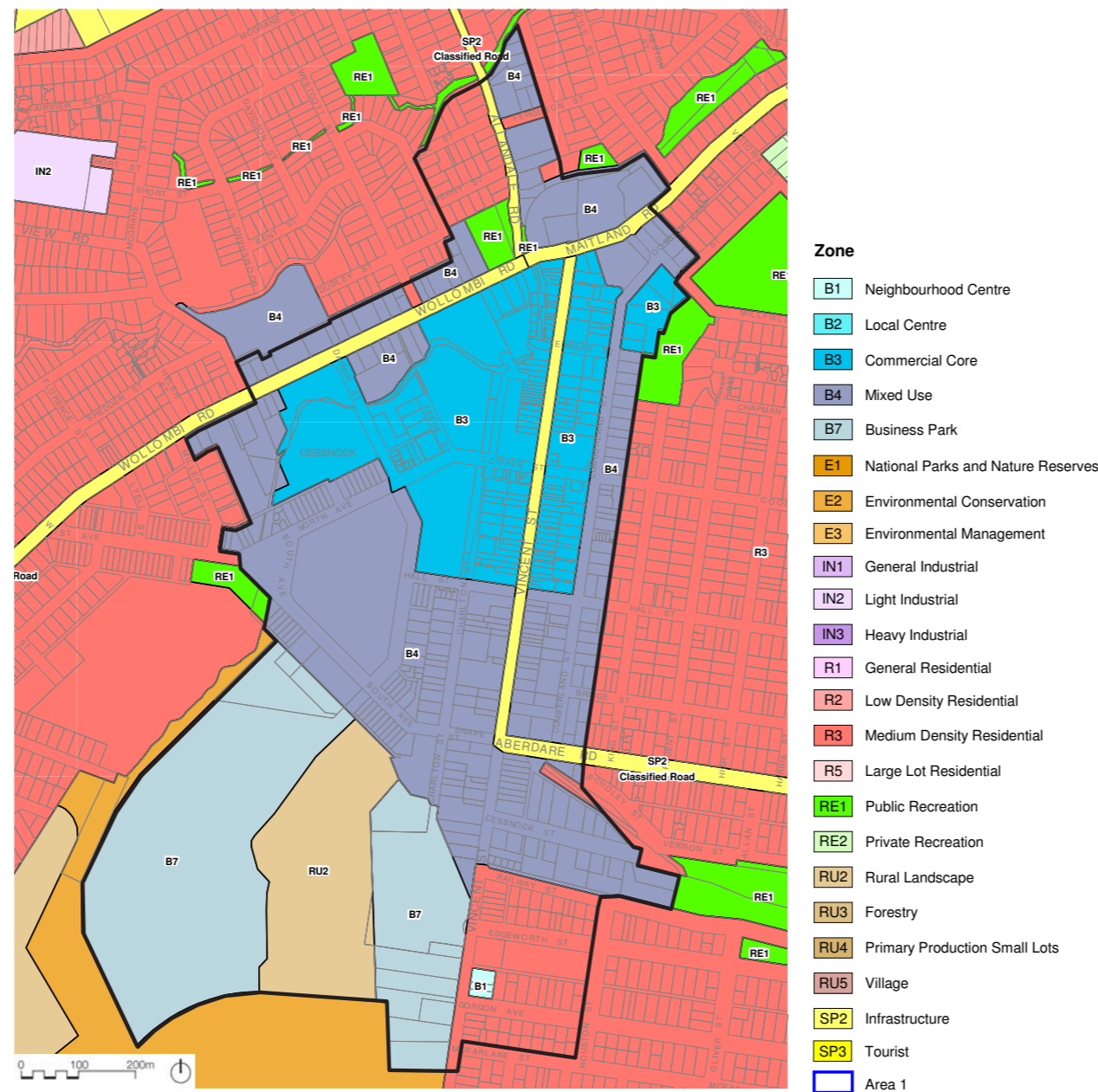


Figure 137: Existing CLEP Zoning

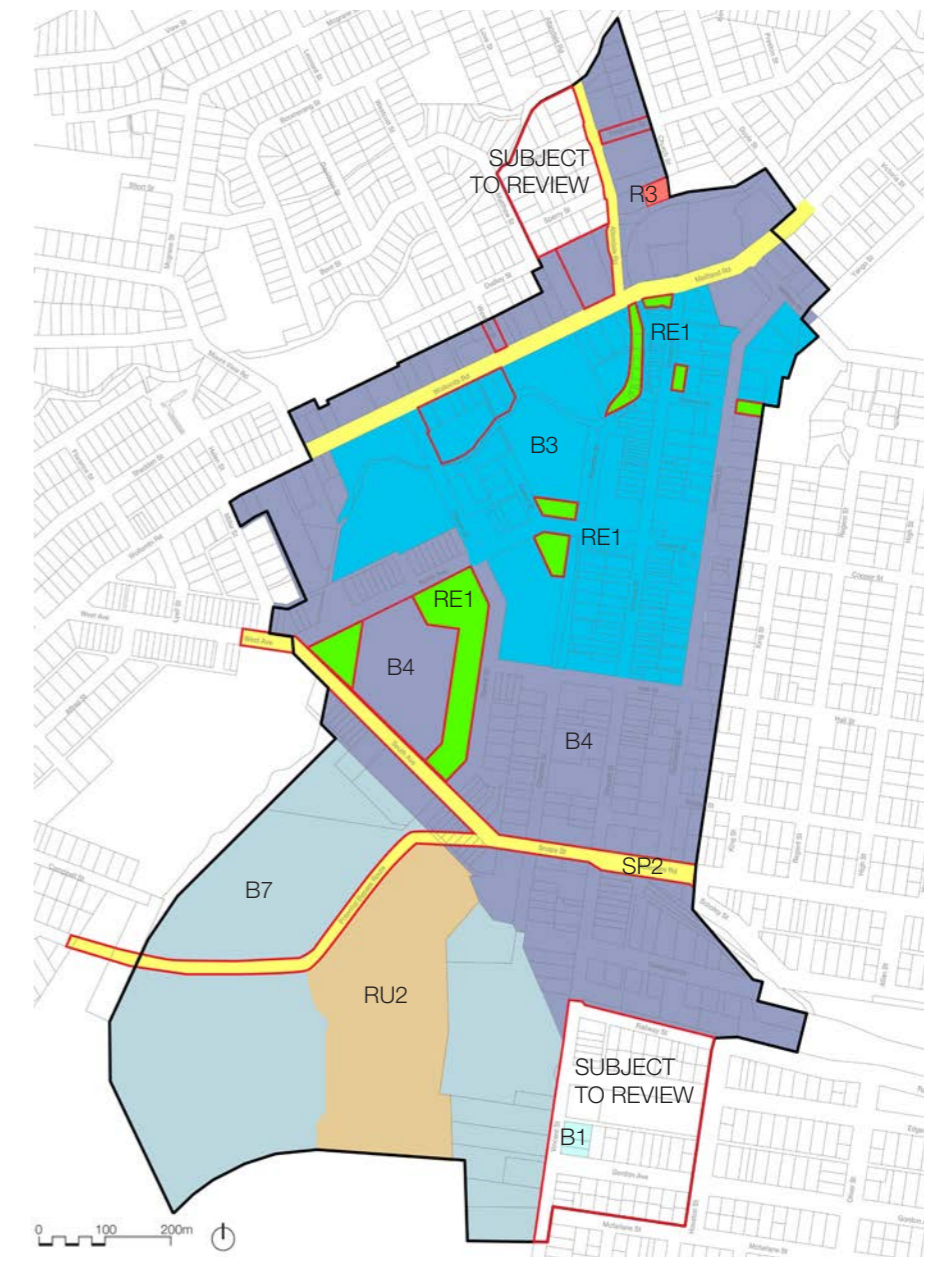


Figure 138: Proposed Zoning



## 12.0 Implementation Plan

as shopping centre car parking areas, would be dedicated by the landowners to Council for the purpose, and the owners compensated with new car parking spaces provided in adjacent multi-level public car parking facilities provided by Council. It is recommended that these land parcels are rezoned RE1 Public Recreation

### R3 Medium Density Residential

Two residential areas, one in the north, another in the south of the Commercial Precinct, are the subject of a separate land use study, and their future zoning is therefore pending, awaiting the outcome of this study.

### 12.3.2 Land Reservation Acquisition

The following Cessnock Commercial Precinct land parcels are recommended for land reservation or acquisition:

#### Cessnock South Arterial Bypass

On approval by Council of the bypass strategy, the new South Arterial Bypass corridor would be rezoned to SP2 Infrastructure.

#### Keene Street Connection

The acquisition of the proposed completion of Keene Street, linking through to Wollombi Road, is essential to allow for alternate bus routes through the Commercial Precinct, thereby facilitating the proposed Cooper/Charlton Street Shared Zone and the Cessnock Town Square.

#### Proposed Cessnock Town Square

A new Town Square is proposed along Cooper Street (west of Charlton Street). It is proposed that lands currently used as shopping centre car parking areas, would be dedicated by the landowners to Council for the purpose.

#### Charlton Street Extension North to Wollombi Road

Completing this street through to Wollombi Road is advantageous as it completes another section of the street grid, building-in improved access to properties and flexibility for access within the centre. It is recommended that lands are acquired at the canal crossing point, for the final section of street through to Wollombi Road, and for the proposed public park along the west edge of the existing canal.



Figure 139: Existing CLEP Land Reservation Acquisition

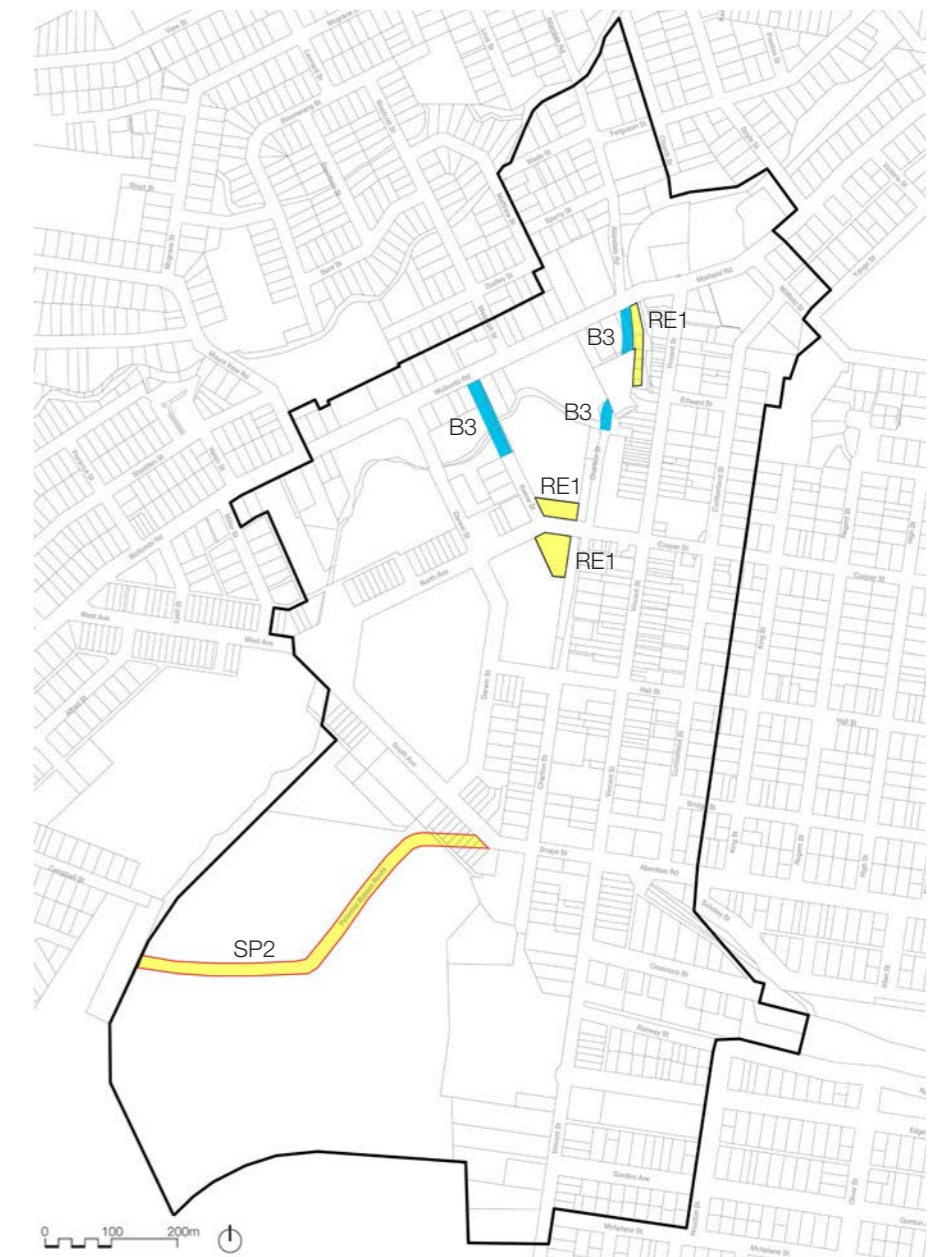
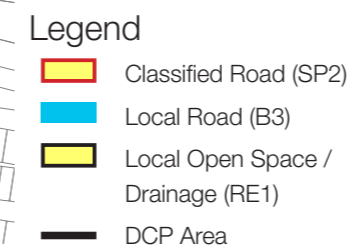


Figure 140: Proposed Land Reservation Acquisition





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### 12.3.3 Floor Space Ration (FSR)

Amendments to the Floor Space Ratio (FSR) of land within the Cessnock Commercial Precinct are proposed. Revised density controls are proposed which will cover most of the properties within the Precinct – the only exceptions being those areas the subject of ongoing Medium Density Residential review, and the area in the south of the Precinct, adjoining the Business Park which is set aside for environmental protection.

TAFE and Business Park areas maintain a lower density in keeping with the existing and expected long term land uses and activities. Density of development continues to focus in the northern 'core' of the centre, reinforcing the Vincent Street retail/commercial 'spine' and embracing the cluster of shopping centre developments which form the core of the existing and projected future retail focus for the Commercial Precinct.

Higher density, to a maximum of FSR 2.5:1, is permitted in two precinct blocks at the core of the precinct, reflecting the importance of these urban blocks to future growth. These key development blocks include the Cessnock City Council offices, an entertainment hub and a large vacant site, have good vehicular access and are suitable for increased density. These blocks reinforce the Precinct urban structure and the commercial importance of the north of the centre.

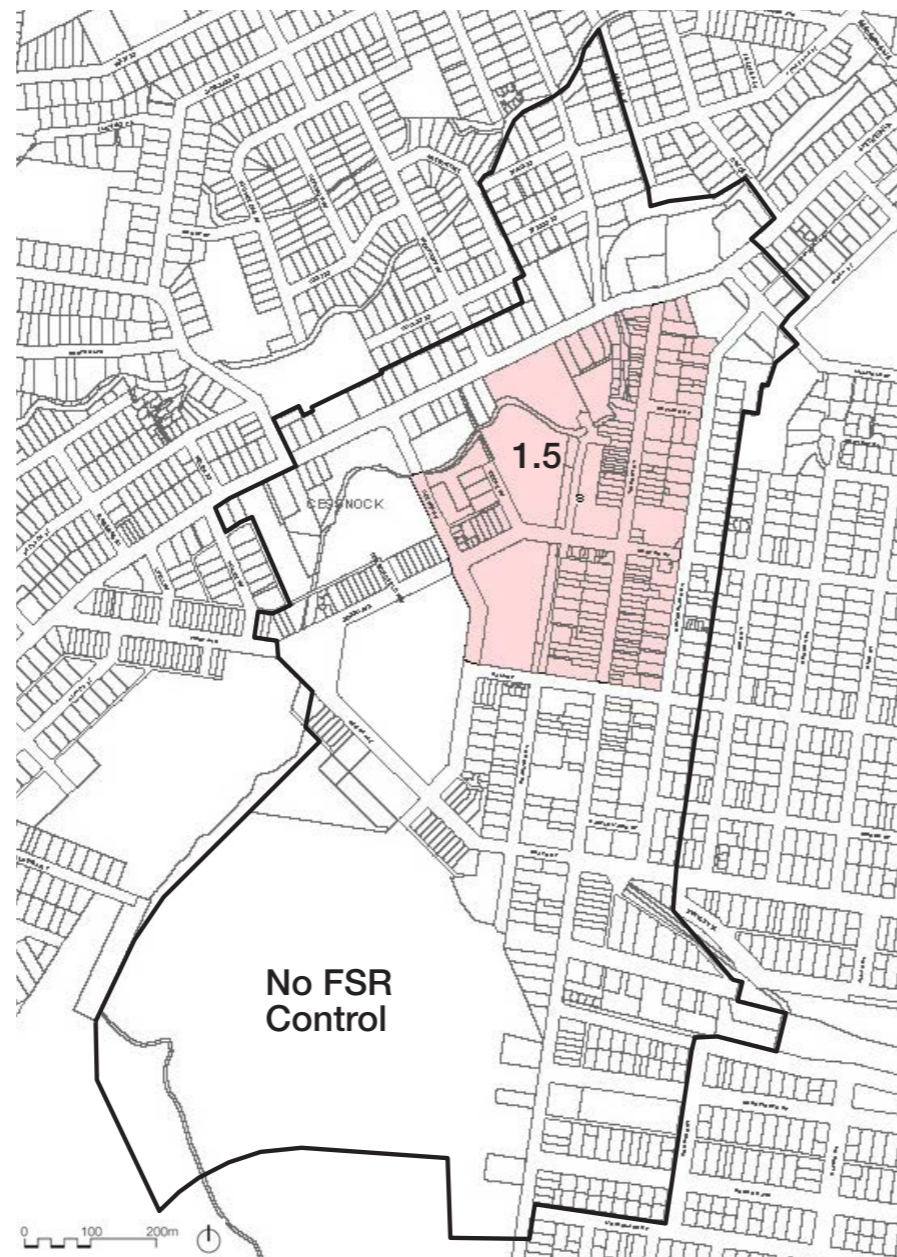


Figure 141: Existing CLEP FSR



Figure 142: Proposed FSR



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### 12.3.4 Height of Building (HOB)

Amendments to the Height of Buildings (HOB) permitted for land within the Cessnock Commercial Precinct are proposed. Revised building height controls are proposed which will cover most of the properties within the Precinct – the only exceptions being those areas the subject of ongoing Medium Density Residential review, and the area in the south of the Precinct, adjoining the Business Park which is set aside for environmental protection.

TAFE, Business Park and peripheral residential areas maintain a lower height, providing an appropriate height transition to surrounding neighbourhoods and environmental zones. Taller buildings continue to be focused in the north of the centre; reinforcing the Vincent Street retail/commercial ‘spine’ and embracing the cluster of shopping centre developments which reflects the existing and projected future retail focus for the Commercial Precinct.

The tallest buildings, to a maximum of six storeys (21m), are permitted in two blocks of the precinct, reflecting the importance of these to future growth. These key development blocks mark the ‘core’ of the Commercial Precinct, reinforcing urban structure and the commercial focus.

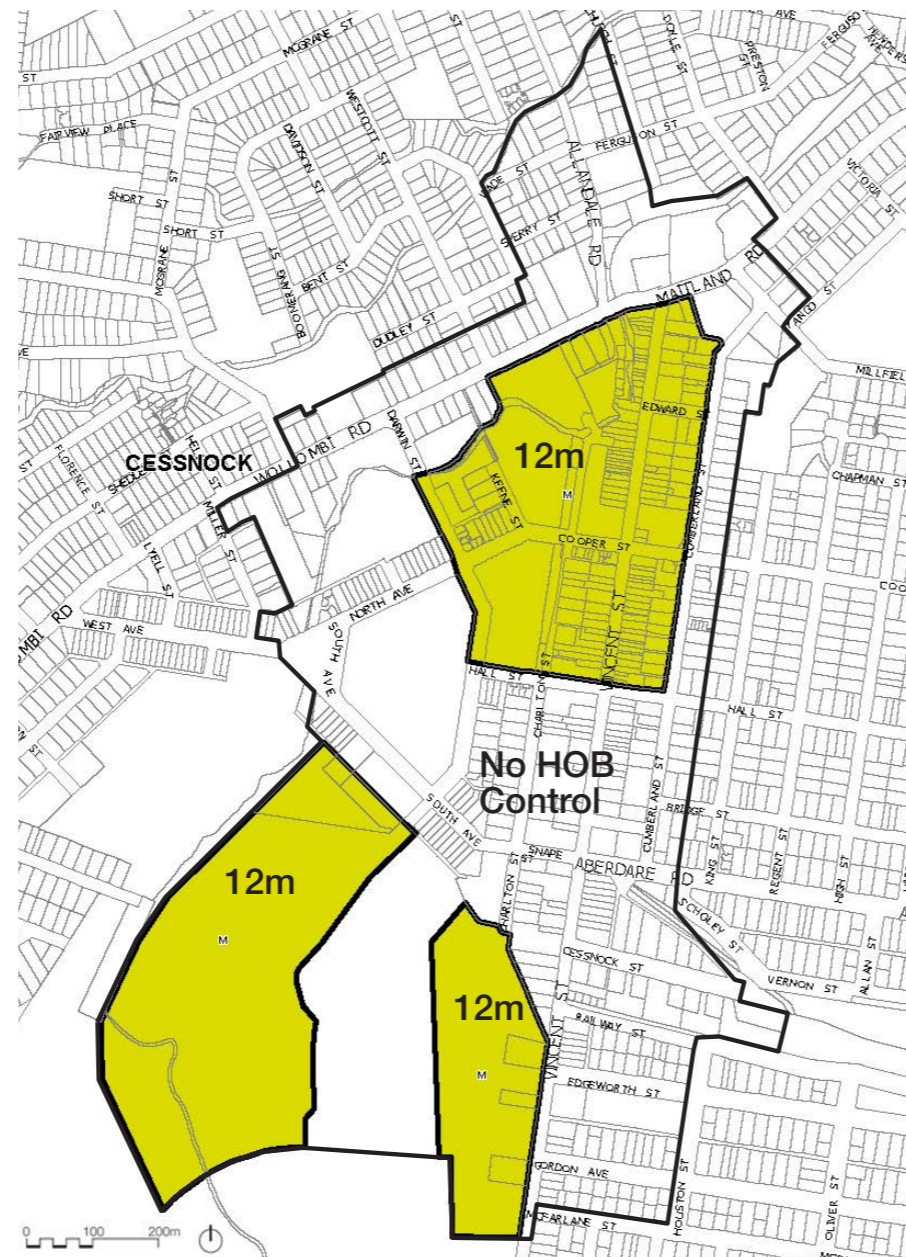


Figure 143: Existing CLEP HOB

- 21m (6 storeys)
- 18m (5 storeys)
- 15m (4 storeys)
- 12m (3 storeys)
- DCP Area



Figure 144: Proposed HOB



## 12.0 Implementation Plan

### 12.4 Preliminary Budget Estimate

#### 12.4.1 Introduction

Based on the Public Domain Plan and materials/finishes, furniture and landscape details provided by the design team, Budget Estimates have been prepared by BDA Consultants Pty Ltd (Quantity Surveyors and Building Economists) for the upgrade of the Commercial Precinct public domain. The estimated cost has been calculated for each street (there are over 30 streets in the Centre), and for each laneway, public park, gateway, and for new urban places, such as the proposed Town Square

#### 12.4.2 Public Domain Plan - North

In the north of the Commercial Precinct the priority short term upgrade projects include construction of the Cooper Street/Charlton Street Shared Zone, the north part of the proposed Cessnock Town Square, the Keene Street multi-level public carpark, and the completion of key city streets, including, as a priority, Keene Street (to permit the re-routing of buses).

In the medium term, the upgrade of Wollombi Road/Maitland Road and Vincent Street is proposed. In the longer term, it is envisaged that various city and local residential streets would be upgraded.

| Short Term      |                                    |                     |
|-----------------|------------------------------------|---------------------|
| Ref.            | Upgrade                            | Budget Estimate     |
| A               | Town Square - North                | \$1,400,000         |
| C               | Cooper Street Shared Zone          | \$2,800,000         |
| D               | Keene Street Carpark               | \$6,650,000         |
| E               | Keene Street Extension             | \$2,120,000         |
| <b>Subtotal</b> |                                    | <b>\$12,970,000</b> |
| Medium Term     |                                    |                     |
| Ref.            | Upgrade                            | Budget Estimate     |
| G               | Wollombi Road Upgrade              | \$3,945,000         |
| H               | Maitland Road Upgrade              | \$955,000           |
| I               | Vincent Street Upgrade - allowance | \$150,000           |
| J               | Cumberland Street Upgrade          | \$1,375,000         |
| <b>Subtotal</b> |                                    | <b>\$6,425,000</b>  |
| Long Term       |                                    |                     |
| Ref.            | Upgrade                            | Budget Estimate     |
| F               | Charlton Street Extension          | \$2,650,000         |
|                 | Wade Street                        | \$540,000           |
|                 | Ferguson Street                    | \$275,000           |
|                 | Sperry Street                      | \$490,000           |
|                 | Allendale Road                     | \$2,175,000         |
|                 | Westcott Street                    | \$180,000           |
|                 | Millfield Street                   | \$395,000           |
|                 | Edward Street                      | \$296,000           |
|                 | Laneways (two)                     | \$320,000           |
|                 | Darwin Street                      | \$170,000           |
| <b>Subtotal</b> |                                    | <b>\$7,491,000</b>  |



Figure 145: Preliminary Budget Estimate - PDP (North)







## 12.0 Implementation Plan

### 12.4.4 Public Domain Plan - South

In the south of the Commercial Precinct, in the medium term, it is proposed to make additional improvement to Vincent Street (south of Snape Street).

And in the longer term, it is envisaged that the remaining city streets and the Southern Bypass/Enterprise Road would be completed.



Figure 147: Preliminary Budget Estimate - PDP (South)

| Medium Term |   |                    |
|-------------|---|--------------------|
| Ref.        | Upgrade   | Budget Estimate    |
| A           | Vincent Street (Snape St to Gordon Ave) - allowance | \$150,000          |
|             | <b>Subtotal</b>                                     | <b>\$150,000</b>   |
| Long Term   |   |                    |
| Ref.        | Upgrade   | Budget Estimate    |
| B           | Southern Bypass/Enterprise Road                     | \$2,000,000        |
|             | Charlton Street (South of Snape St)                 | \$442,000          |
|             | Cessnock Street                                     | \$966,000          |
|             | Railway Street                                      | \$756,000          |
|             | Edgeworth Street                                    | \$741,000          |
|             | Gordon Avenue                                       | \$738,000          |
|             | <b>Subtotal</b>                                     | <b>\$5,643,000</b> |



# 12.0 Implementation Plan

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## 12.5 Nexus of Key Projects

### 12.5.1 Planning Pathway

The proposed legislative changes would be realised through lodging a consolidated Commercial Precinct Planning Proposal to the Department of Planning and Environment. If granted 'Gateway' status by the Department, the planned changes would go on Public Exhibition for the statutory period, and if received well by the community, would then be adopted by Council as policy and the planning legislation for Cessnock would then be gazetted by the Department (thereby legally enacting the planning controls).

### 12.5.2 The Nexus

The 'roll-out' of a series of interrelated public domain upgrade projects is proposed over the next 5-10 years. The final timing of implementation will be determined by the funding available through yearly Council budget allocations, State Government grants and from levies / contributions provided by the private sector.

With regard to the proposed Town Square, a collaborative 'partnering' of Council with key private land owners is proposed, to leverage Council's land holdings in the Precinct, in order to realise an important new draw-card public place for Cessnock.

The 'priority projects' identified, build upon the upgrade works along Vincent Street, carried out previously by Council, and extend these works, as the next logical step in the development of the Commercial Precinct, connecting and tying together key retail development in the precinct. Each project unlocks potential growth and business in the precinct and has a significant community-building potential – creating major new public places (Town Square), library facilities and recreational facilities.

Each project, supports and strengthens the other, and collectively will generate a synergy - in combination enhancing the precinct's overall attractiveness to local residents and visitors alike. The Town Square forms the 'nexus' of the public domain upgrade proposals, forming an activity 'hub' around which the various existing streets and public places are reconnected to form a new Cessnock public domain that is integrated, safe, welcoming and attractive.



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# Cessnock Commercial Precinct Project

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## Appendix 1 - Budget Estimate



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# Budget Estimate

## 1.0 Methodology

Preliminary Budget Estimates were prepared by BDA Consultants Pty Ltd in November 2016 and have been further developed for key upgrade areas in June and August 2017. These cost estimates were prepared based on CM+ public domain plan design concept drawings and furniture and finishes specifications.

The budget estimates will provide a sound basis for the calculation of Section 94 Contributions and for grant applications.

### 1.1 Preliminary Budget Estimate

The Preliminary Budget Estimate addresses every street, park and green space in the public domain, and was prepared based on the relevant street typology (typical street cross section and public domain specifications) and according to street elements and cost rates.

The tables provide a cost estimate for each of the over thirty streets and spaces within the Commercial Centre. The costings are divided according to CBD street type and are colour-coded into Short Term (red), Medium Term (blue) and Long Term (yellow).

The 'per/m' column gives the average quantities per linear meter of street, as shown in the typical street plans and sections and the 'length' column gives the street length measured. The product of these gives the quantities allowed, assuming no reduction for reuse of existing finishes. The exception being Vincent Street which has been upgraded in recent years, where an allowance of \$150,000 per section of upgrade has been made to cover the cost of some additional improvements.

### 1.2 Key Upgrade Areas Preliminary Estimates

Cost estimates have been developed in greater detail for ten key public domain areas in the Commercial Precinct, including the proposed Town Square and Cooper Street Shared Use Zone.

## 2.0 Limitations

The cost estimates **include** allowances for Preliminaries (12%), builder's margin (8%), design/statutory fees (12.5%), CPI rises and a contingency sum of 10%, reflecting the concept design stage of the costings. GST is **not** included in the cost estimates. The estimates are prepared for initial budget and feasibility purposes only.

It should be noted that site acquisition costs are approximate only and subject to negotiation. Acquisition costs are initial allowances based (loosely) on areas, and are subject to offer prices, negotiations, legal costs, offsets, etc.

It is recommended that more detailed cost estimation is prepared, once more detail design information is available, including: detailed site survey, confirmation of levels, services, structure, etc. This level of information would normally be available at the design development or documentation stages for each individual project.

| Ref.  | Description                              | per / m | length | Quantity | Unit | Rate  | Amount              |                  |
|---|--|---------|--------|----------|------|-------|---------------------|------------------|
| <b>I. ARTERIAL ROADS:</b>                           |  |         |        |          |      |       |                     |                  |
| <b>A.5 Allendale (Wollombi to Boundary) - 330 m</b> |  |         |        |          |      |       | <b>Sub-Total \$</b> | <b>2,173,875</b> |
| 1   | Repave footpath                          | 5.5     | 330    | 1,815    | m2   | 125   | 226,875             |                  |
| 2   | Roadside planting                        | 2.5     | 330    | 825      | m2   | 75    | 61,875              |                  |
| 3   | New cycleway                             | 2.8     | 330    | 924      | m2   | 100   | 92,400              |                  |
| 4   | Replace kerb & gutter                    | 4       | 330    | 1,320    | m    | 150   | 198,000             |                  |
| 5   | Resurface carriageway                    | 14      | 330    | 4,620    | m2   | 75    | 346,500             |                  |
| 6   | New swale or planting                    | 2.2     | 330    | 726      | m2   | 100   | 72,600              |                  |
| 7   | New trees                                | 0.2     | 330    | 66       | no   | 750   | 49,500              |                  |
| 8   | Upgrade lighting                         | 0.07    | 330    | 23       | no   | 10000 | 231,000             |                  |
| 9   | Prelims, margin, fees, contingency & CPI |         |        |          |      | 70%   | 895,125             |                  |
| <b>A.7 Wollombi (Boundary to Maitland) - 636 m</b>  |  |         |        |          |      |       | <b>Sub-Total \$</b> | <b>3,943,200</b> |
| 1   | Repave footpath                          | 5.5     | 636    | 3,498    | m2   | 125   | 437,250             |                  |
| 2   | Roadside planting                        | 2.5     | 636    | 1,590    | m2   | 75    | 119,250             |                  |
| 3   | New cycleway                             | 2.8     | 636    | 1,781    | m2   | 100   | 178,080             |                  |
| 4   | Replace kerb & gutter                    | 4       | 636    | 2,544    | m    | 150   | 381,600             |                  |
| 5   | Resurface carriageway                    | 14      | 636    | 8,904    | m2   | 75    | 667,800             |                  |
| 6   | New swale or planting                    | 2.2     | 636    | 1,399    | m2   | 100   | 139,920             |                  |
| 7   | New trees                                | 0.2     | 636    | 127      | no   | 750   | 95,400              |                  |
| 8   | Upgrade lighting                         | 0.07    | 636    | 45       | no   | 10000 | 445,200             |                  |
| 9   | Prelims, margin, fees, contingency & CPI |         |        |          |      | 60%   | 1,478,700           |                  |
| <b>A.8 Maitland (Wollombi to Boundary) - 154 m</b>  |  |         |        |          |      |       | <b>Sub-Total \$</b> | <b>954,800</b>   |
| 1   | Repave footpath                          | 5.5     | 154    | 847      | m2   | 125   | 105,875             |                  |
| 2   | Roadside planting                        | 2.5     | 154    | 385      | m2   | 75    | 28,875              |                  |
| 3   | New cycleway                             | 2.8     | 154    | 431      | m2   | 100   | 43,120              |                  |
| 4   | Replace kerb & gutter                    | 4       | 154    | 616      | m    | 150   | 92,400              |                  |
| 5   | Resurface carriageway                    | 14      | 154    | 2,156    | m2   | 75    | 161,700             |                  |
| 6   | New swale or planting                    | 2.2     | 154    | 339      | m2   | 100   | 33,880              |                  |
| 7   | New trees                                | 0.2     | 154    | 31       | no   | 750   | 23,100              |                  |
| 8   | Upgrade lighting                         | 0.07    | 154    | 11       | no   | 10000 | 107,800             |                  |
| 9   | Prelims, margin, fees, contingency & CPI |         |        |          |      | 60%   | 358,050             |                  |
| <b>B.5 Snape (South to Boundary) - 222 m</b>        |  |         |        |          |      |       | <b>Sub-Total \$</b> | <b>1,290,375</b> |
| 1   | Repave footpath                          | 5.5     | 222    | 1,221    | m2   | 125   | 152,625             |                  |
| 2   | Roadside planting                        | 2.5     | 222    | 555      | m2   | 75    | 41,625              |                  |
| 3   | New cycleway                             | 2.8     | 222    | 622      | m2   | 100   | 62,160              |                  |
| 4   | Replace kerb & gutter                    | 4       | 222    | 888      | m    | 150   | 133,200             |                  |
| 5   | Resurface carriageway                    | 14      | 222    | 3,108    | m2   | 75    | 233,100             |                  |
| 6   | New swale or planting                    | 2.2     | 222    | 488      | m2   | 100   | 48,840              |                  |
| 7   | New trees                                | 0.2     | 222    | 44       | no   | 750   | 33,300              |                  |
| 8   | Upgrade lighting                         | 0.07    | 222    | 16       | no   | 10000 | 155,400             |                  |
| 9   | Prelims, margin, fees, contingency & CPI |         |        |          |      | 50%   | 430,125             |                  |
| <b>B.6 South (North to Charlton) - 458 m</b>        |  |         |        |          |      |       | <b>Sub-Total \$</b> | <b>3,017,075</b> |
| 1   | Repave footpath                          | 5.5     | 458    | 2,519    | m2   | 125   | 314,875             |                  |
| 2   | Roadside planting                        | 2.5     | 458    | 1,145    | m2   | 75    | 85,875              |                  |
| 3   | New cycleway                             | 2.8     | 458    | 1,282    | m2   | 100   | 128,240             |                  |
| 4   | Replace kerb & gutter                    | 4       | 458    | 1,832    | m    | 150   | 274,800             |                  |
| 5   | Resurface carriageway                    | 14      | 458    | 6,412    | m2   | 75    | 480,900             |                  |
| 6   | New swale or planting                    | 2.2     | 458    | 1,008    | m2   | 100   | 100,760             |                  |
| 7   | New trees                                | 0.2     | 458    | 92       | no   | 750   | 68,700              |                  |
| 8   | Upgrade lighting                         | 0.07    | 458    | 32       | no   | 10000 | 320,600             |                  |
| 9   | Prelims, margin, fees, contingency & CPI |         |        |          |      | 70%   | 1,242,325           |                  |



## Budget Estimate

| Ref.  | Description                              | per / m | length | Quantity | Unit | Rate | Amount                        |
|---|--|---------|--------|----------|------|------|-------------------------------|
| <b>II. MAIN ROADS:</b>                          |  |         |        |          |      |      |                               |
| <b>A.1 Vincent (Cooper to Wollombi) - 366 m</b> |  |         |        |          |      |      | <b>Sub-Total \$ 1,985,184</b> |
| 1   | Repave footpath                          | 7       | 366    | 2,562    | m2   | 200  | 512,400                       |
| 2   | Parking/paving/planting                  | 5       | 366    | 1,830    | m2   | 100  | 183,000                       |
| 3   | Replace kerb & gutter                    | 2       | 366    | 732      | m    | 150  | 109,800                       |
| 4   | Resurface carriageway                    | 8       | 366    | 2,928    | m2   | 75   | 219,600                       |
| 5   | New trees                                | 0.13    | 366    | 48       | no   | 500  | 23,790                        |
| 6   | Upgrade lighting                         | 0.07    | 366    | 26       | no   | 7500 | 192,150                       |
| 7   | Prelims, margin, fees, contingency & CPI |         |        |          | 60%  |      | 744,444                       |
| <b>B.1 Vincent (Snape to Cooper) - 517 m</b>    |  |         |        |          |      |      | <b>Sub-Total \$ 2,628,945</b> |
| 1   | Repave footpath                          | 7       | 517    | 3,619    | m2   | 200  | 723,800                       |
| 2   | Parking/paving/planting                  | 5       | 517    | 2,585    | m2   | 100  | 258,500                       |
| 3   | Replace kerb & gutter                    | 2       | 517    | 1,034    | m    | 150  | 155,100                       |
| 4   | Resurface carriageway                    | 8       | 517    | 4,136    | m2   | 75   | 310,200                       |
| 5   | New trees                                | 0.13    | 517    | 67       | no   | 500  | 33,605                        |
| 6   | Upgrade lighting                         | 0.07    | 517    | 36       | no   | 7500 | 271,425                       |
| 7   | Prelims, margin, fees, contingency & CPI |         |        |          | 50%  |      | 876,315                       |
| <b>C.2 Vincent (Boundary to Snape) - 212 m</b>  |  |         |        |          |      |      | <b>Sub-Total \$ 1,149,888</b> |
| 1   | Repave footpath                          | 7       | 212    | 1,484    | m2   | 200  | 296,800                       |
| 2   | Parking/paving/planting                  | 5       | 212    | 1,060    | m2   | 100  | 106,000                       |
| 3   | Replace kerb & gutter                    | 2       | 212    | 424      | m    | 150  | 63,600                        |
| 4   | Resurface carriageway                    | 8       | 212    | 1,696    | m2   | 75   | 127,200                       |
| 5   | New trees                                | 0.13    | 212    | 28       | no   | 500  | 13,780                        |
| 6   | Upgrade lighting                         | 0.07    | 212    | 15       | no   | 7500 | 111,300                       |
| 7   | Prelims, margin, fees, contingency & CPI |         |        |          | 60%  |      | 431,208                       |

|   |  |      |     |       |     |      |                               |
|---|--|------|-----|-------|-----|------|-------------------------------|
| <b>III. CROSS ROADS:</b>                              |  |      |     |       |     |      |                               |
| <b>B.2 Cooper (North to Boundary) - 191 m</b>         |  |      |     |       |     |      | <b>Sub-Total \$ 964,073</b>   |
| 1   | Repave footpath                          | 10.2 | 191 | 1,948 | m2  | 175  | 340,935                       |
| 2   | New cycleway                             | 2.8  | 191 | 535   | m2  | 100  | 53,480                        |
| 3   | Replace kerb & gutter                    | 2    | 191 | 382   | m   | 150  | 57,300                        |
| 4   | Resurface carriageway                    | 7    | 191 | 1,337 | m2  | 75   | 100,275                       |
| 5   | New trees                                | 0.25 | 191 | 48    | no  | 500  | 23,875                        |
| 6   | Upgrade lighting                         | 0.07 | 191 | 13    | no  | 5000 | 66,850                        |
| 7   | Prelims, margin, fees, contingency & CPI |      |     |       | 50% |      | 321,358                       |
| <b>B.3 North (West to Charlton) - 483 m</b>           |  |      |     |       |     |      | <b>Sub-Total \$ 2,763,002</b> |
| 1   | Repave footpath                          | 10.2 | 483 | 4,927 | m2  | 175  | 862,155                       |
| 2   | New cycleway                             | 2.8  | 483 | 1,352 | m2  | 100  | 135,240                       |
| 3   | Replace kerb & gutter                    | 2    | 483 | 966   | m   | 150  | 144,900                       |
| 4   | Resurface carriageway                    | 7    | 483 | 3,381 | m2  | 75   | 253,575                       |
| 5   | New trees                                | 0.25 | 483 | 121   | no  | 500  | 60,375                        |
| 6   | Upgrade lighting                         | 0.07 | 483 | 34    | no  | 5000 | 169,050                       |
| 7   | Prelims, margin, fees, contingency & CPI |      |     |       | 70% |      | 1,137,707                     |
| <b>B.4 Hall (Darwin to Boundary) - 280 m</b>          |  |      |     |       |     |      | <b>Sub-Total \$ 1,601,740</b> |
| 1   | Repave footpath                          | 10.2 | 280 | 2,856 | m2  | 175  | 499,800                       |
| 2   | New cycleway                             | 2.8  | 280 | 784   | m2  | 100  | 78,400                        |
| 3   | Replace kerb & gutter                    | 2    | 280 | 560   | m   | 150  | 84,000                        |
| 4   | Resurface carriageway                    | 7    | 280 | 1,960 | m2  | 75   | 147,000                       |
| 5   | New trees                                | 0.25 | 280 | 70    | no  | 500  | 35,000                        |
| 6   | Upgrade lighting                         | 0.07 | 280 | 20    | no  | 5000 | 98,000                        |
| 7   | Prelims, margin, fees, contingency & CPI |      |     |       | 70% |      | 659,540                       |
| <b>B.8 Castlemaine (Vincent to Cumberland) - 80 m</b> |  |      |     |       |     |      | <b>Sub-Total \$ 457,640</b>   |
| 1   | Repave footpath                          | 10.2 | 80  | 816   | m2  | 175  | 142,800                       |
| 2   | New cycleway                             | 2.8  | 80  | 224   | m2  | 100  | 22,400                        |
| 3   | Replace kerb & gutter                    | 2    | 80  | 160   | m   | 150  | 24,000                        |
| 4   | Resurface carriageway                    | 7    | 80  | 560   | m2  | 75   | 42,000                        |
| 5   | New trees                                | 0.25 | 80  | 20    | no  | 500  | 10,000                        |
| 6   | Upgrade lighting                         | 0.07 | 80  | 6     | no  | 5000 | 28,000                        |
| 7   | Prelims, margin, fees, contingency & CPI |      |     |       | 70% |      | 188,440                       |





# Budget Estimate

| Ref.  | Description                              | per / m | length | Quantity | Unit | Rate | Amount                        |
|---|--|---------|--------|----------|------|------|-------------------------------|
| <b>IV. SECONDARY ROADS:</b>                         |  |         |        |          |      |      |                               |
| <b>A.9 Millfield (Maitland to Boundary) - 108 m</b> |  |         |        |          |      |      | <b>Sub-Total \$ 394,740</b>   |
| 1   | New swale or planting                    | 2       | 108    | 216      | m2   | 100  | 21,600                        |
| 2   | Repave footpath                          | 3       | 108    | 324      | m2   | 175  | 56,700                        |
| 3   | Replace kerb & gutter                    | 2       | 108    | 216      | m    | 150  | 32,400                        |
| 4   | Resurface carriageway                    | 5       | 108    | 540      | m2   | 75   | 40,500                        |
| 5   | New shared path                          | 3       | 108    | 324      | m2   | 100  | 32,400                        |
| 6   | New trees                                | 0.2     | 108    | 22       | no   | 500  | 10,800                        |
| 7   | Upgrade lighting                         | 0.07    | 108    | 8        | no   | 5000 | 37,800                        |
| 8   | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |      | 162,540                       |
| <b>A.10 Edward (Vincent to Cumberland) - 81 m</b>   |  |         |        |          |      |      | <b>Sub-Total \$ 296,055</b>   |
| 1   | New swale or planting                    | 2       | 81     | 162      | m2   | 100  | 16,200                        |
| 2   | Repave footpath                          | 3       | 81     | 243      | m2   | 175  | 42,525                        |
| 3   | Replace kerb & gutter                    | 2       | 81     | 162      | m    | 150  | 24,300                        |
| 4   | Resurface carriageway                    | 5       | 81     | 405      | m2   | 75   | 30,375                        |
| 5   | New shared path                          | 3       | 81     | 243      | m2   | 100  | 24,300                        |
| 6   | New trees                                | 0.2     | 81     | 16       | no   | 500  | 8,100                         |
| 7   | Upgrade lighting                         | 0.07    | 81     | 6        | no   | 5000 | 28,350                        |
| 8   | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |      | 121,905                       |
| <b>A.12 Darwin (North to Wollombi) - 228 m</b>      |  |         |        |          |      |      | <b>Sub-Total \$ 833,340</b>   |
| 1   | New swale or planting                    | 2       | 228    | 456      | m2   | 100  | 45,600                        |
| 2   | Repave footpath                          | 3       | 228    | 684      | m2   | 175  | 119,700                       |
| 3   | Replace kerb & gutter                    | 2       | 228    | 456      | m    | 150  | 68,400                        |
| 4   | Resurface carriageway                    | 5       | 228    | 1,140    | m2   | 75   | 85,500                        |
| 5   | New shared path                          | 3       | 228    | 684      | m2   | 100  | 68,400                        |
| 6   | New trees                                | 0.2     | 228    | 46       | no   | 500  | 22,800                        |
| 7   | Upgrade lighting                         | 0.07    | 228    | 16       | no   | 5000 | 79,800                        |
| 8   | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |      | 343,140                       |
| <b>A.13 Keene (North to carpark) - 108 m</b>        |  |         |        |          |      |      | <b>Sub-Total \$ 348,300</b>   |
| 1   | New swale or planting                    | 2       | 108    | 216      | m2   | 100  | 21,600                        |
| 2   | Repave footpath                          | 3       | 108    | 324      | m2   | 175  | 56,700                        |
| 3   | Replace kerb & gutter                    | 2       | 108    | 216      | m    | 150  | 32,400                        |
| 4   | Resurface carriageway                    | 5       | 108    | 540      | m2   | 75   | 40,500                        |
| 5   | New shared path                          | 3       | 108    | 324      | m2   | 100  | 32,400                        |
| 6   | New trees                                | 0.2     | 108    | 22       | no   | 500  | 10,800                        |
| 7   | Upgrade lighting                         | 0.07    | 108    | 8        | no   | 5000 | 37,800                        |
| 8   | Prelims, margin, fees, contingency & CPI |         |        |          | 50%  |      | 116,100                       |
| <b>A.14 Charlton (Cooper to Wollombi) - 300 m</b>   |  |         |        |          |      |      | <b>Sub-Total \$ 1,096,500</b> |
| 1   | New swale or planting                    | 2       | 300    | 600      | m2   | 100  | 60,000                        |
| 2   | Repave footpath                          | 3       | 300    | 900      | m2   | 175  | 157,500                       |
| 3   | Replace kerb & gutter                    | 2       | 300    | 600      | m    | 150  | 90,000                        |
| 4   | Resurface carriageway                    | 5       | 300    | 1,500    | m2   | 75   | 112,500                       |
| 5   | New shared path                          | 3       | 300    | 900      | m2   | 100  | 90,000                        |
| 6   | New trees                                | 0.2     | 300    | 60       | no   | 500  | 30,000                        |
| 7   | Upgrade lighting                         | 0.07    | 300    | 21       | no   | 5000 | 105,000                       |
| 8   | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |      | 451,500                       |

| Ref.   | Description                              | per / m | length | Quantity | Unit | Rate | Amount                        |
|--|--|---------|--------|----------|------|------|-------------------------------|
| <b>SECONDARY ROADS (Cont'd)</b>                      |  |         |        |          |      |      |                               |
| <b>A.15 Cumberland (Cooper to Millfield) - 400 m</b> |  |         |        |          |      |      | <b>Sub-Total \$ 1,376,000</b> |
| 1  | New swale or planting                    | 2       | 400    | 800      | m2   | 100  | 80,000                        |
| 2  | Repave footpath                          | 3       | 400    | 1,200    | m2   | 175  | 210,000                       |
| 3  | Replace kerb & gutter                    | 2       | 400    | 800      | m    | 150  | 120,000                       |
| 4  | Resurface carriageway                    | 5       | 400    | 2,000    | m2   | 75   | 150,000                       |
| 5  | New shared path                          | 3       | 400    | 1,200    | m2   | 100  | 120,000                       |
| 6  | New trees                                | 0.2     | 400    | 80       | no   | 500  | 40,000                        |
| 7  | Upgrade lighting                         | 0.07    | 400    | 28       | no   | 5000 | 140,000                       |
| 8  | Prelims, margin, fees, contingency & CPI |         |        |          | 60%  |      | 516,000                       |
| <b>B.9 Darwin (South to North) - 358 m</b>           |  |         |        |          |      |      | <b>Sub-Total \$ 1,308,490</b> |
| 1  | New swale or planting                    | 2       | 358    | 716      | m2   | 100  | 71,600                        |
| 2  | Repave footpath                          | 3       | 358    | 1,074    | m2   | 175  | 187,950                       |
| 3  | Replace kerb & gutter                    | 2       | 358    | 716      | m    | 150  | 107,400                       |
| 4  | Resurface carriageway                    | 5       | 358    | 1,790    | m2   | 75   | 134,250                       |
| 5  | New shared path                          | 3       | 358    | 1,074    | m2   | 100  | 107,400                       |
| 6  | New trees                                | 0.2     | 358    | 72       | no   | 500  | 35,800                        |
| 7  | Upgrade lighting                         | 0.07    | 358    | 25       | no   | 5000 | 125,300                       |
| 8  | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |      | 538,790                       |
| <b>B.10 Charlton (Snape to Hall) - 284 m</b>         |  |         |        |          |      |      | <b>Sub-Total \$ 915,900</b>   |
| 1  | New swale or planting                    | 2       | 284    | 568      | m2   | 100  | 56,800                        |
| 2  | Repave footpath                          | 3       | 284    | 852      | m2   | 175  | 149,100                       |
| 3  | Replace kerb & gutter                    | 2       | 284    | 568      | m    | 150  | 85,200                        |
| 4  | Resurface carriageway                    | 5       | 284    | 1,420    | m2   | 75   | 106,500                       |
| 5  | New shared path                          | 3       | 284    | 852      | m2   | 100  | 85,200                        |
| 6  | New trees                                | 0.2     | 284    | 57       | no   | 500  | 28,400                        |
| 7  | Upgrade lighting                         | 0.07    | 284    | 20       | no   | 5000 | 99,400                        |
| 8  | Prelims, margin, fees, contingency & CPI |         |        |          | 50%  |      | 305,300                       |
| <b>B.11 Charlton (Hall to Cooper) - 226 m</b>        |  |         |        |          |      |      | <b>Sub-Total \$ 777,440</b>   |
| 1  | New swale or planting                    | 2       | 226    | 452      | m2   | 100  | 45,200                        |
| 2  | Repave footpath                          | 3       | 226    | 678      | m2   | 175  | 118,650                       |
| 3  | Replace kerb & gutter                    | 2       | 226    | 452      | m    | 150  | 67,800                        |
| 4  | Resurface carriageway                    | 5       | 226    | 1,130    | m2   | 75   | 84,750                        |
| 5  | New shared path                          | 3       | 226    | 678      | m2   | 100  | 67,800                        |
| 6  | New trees                                | 0.2     | 226    | 45       | no   | 500  | 22,600                        |
| 7  | Upgrade lighting                         | 0.07    | 226    | 16       | no   | 5000 | 79,100                        |
| 8  | Prelims, margin, fees, contingency & CPI |         |        |          | 60%  |      | 291,540                       |
| <b>B.12 Cumberland (Snape to Cooper) - 486 m</b>     |  |         |        |          |      |      | <b>Sub-Total \$ 1,671,840</b> |
| 1  | New swale or planting                    | 2       | 486    | 972      | m2   | 100  | 97,200                        |
| 2  | Repave footpath                          | 3       | 486    | 1,458    | m2   | 175  | 255,150                       |
| 3  | Replace kerb & gutter                    | 2       | 486    | 972      | m    | 150  | 145,800                       |
| 4  | Resurface carriageway                    | 5       | 486    | 2,430    | m2   | 75   | 182,250                       |
| 5  | New shared path                          | 3       | 486    | 1,458    | m2   | 100  | 145,800                       |
| 6  | New trees                                | 0.2     | 486    | 97       | no   | 500  | 48,600                        |
| 7  | Upgrade lighting                         | 0.07    | 486    | 34       | no   | 5000 | 170,100                       |
| 8  | Prelims, margin, fees, contingency & CPI |         |        |          | 60%  |      | 626,940                       |





# Budget Estimate

| Ref.                            | Description                                 | per / m | length | Quantity | Unit | Rate                | Amount           |
|---------------------------------|---|---------|--------|----------|------|---------------------|------------------|
| <b>SECONDARY ROADS (Cont'd)</b> |   |         |        |          |      |                     |                  |
| <b>C.1</b>                      | <b>Vincent (Boundary to Snape) - 359 m</b>  |         |        |          |      | <b>Sub-Total \$</b> | <b>1,234,960</b> |
| 1                               | New swale or planting                       | 2       | 359    | 718      | m2   | 100                 | 71,800           |
| 2                               | Repave footpath                             | 3       | 359    | 1,077    | m2   | 175                 | 188,475          |
| 3                               | Replace kerb & gutter                       | 2       | 359    | 718      | m    | 150                 | 107,700          |
| 4                               | Resurface carriageway                       | 5       | 359    | 1,795    | m2   | 75                  | 134,625          |
| 5                               | New shared path                             | 3       | 359    | 1,077    | m2   | 100                 | 107,700          |
| 6                               | New trees                                   | 0.2     | 359    | 72       | no   | 500                 | 35,900           |
| 7                               | Upgrade lighting                            | 0.07    | 359    | 25       | no   | 5000                | 125,650          |
| 8                               | Prelims, margin, fees, contingency & CPI    |         |        |          | 60%  |                     | 463,110          |
| <b>C.3</b>                      | <b>Darwin (Boundary to South) - 46 m</b>    |         |        |          |      | <b>Sub-Total \$</b> | <b>168,130</b>   |
| 1                               | New swale or planting                       | 2       | 46     | 92       | m2   | 100                 | 9,200            |
| 2                               | Repave footpath                             | 3       | 46     | 138      | m2   | 175                 | 24,150           |
| 3                               | Replace kerb & gutter                       | 2       | 46     | 92       | m    | 150                 | 13,800           |
| 4                               | Resurface carriageway                       | 5       | 46     | 230      | m2   | 75                  | 17,250           |
| 5                               | New shared path                             | 3       | 46     | 138      | m2   | 100                 | 13,800           |
| 6                               | New trees                                   | 0.2     | 46     | 9        | no   | 500                 | 4,600            |
| 7                               | Upgrade lighting                            | 0.07    | 46     | 3        | no   | 5000                | 16,100           |
| 8                               | Prelims, margin, fees, contingency & CPI    |         |        |          | 70%  |                     | 69,230           |
| <b>C.4</b>                      | <b>Charlton (Boundary to Snape) - 121 m</b> |         |        |          |      | <b>Sub-Total \$</b> | <b>442,255</b>   |
| 1                               | New swale or planting                       | 2       | 121    | 242      | m2   | 100                 | 24,200           |
| 2                               | Repave footpath                             | 3       | 121    | 363      | m2   | 175                 | 63,525           |
| 3                               | Replace kerb & gutter                       | 2       | 121    | 242      | m    | 150                 | 36,300           |
| 4                               | Resurface carriageway                       | 5       | 121    | 605      | m2   | 75                  | 45,375           |
| 5                               | New shared path                             | 3       | 121    | 363      | m2   | 100                 | 36,300           |
| 6                               | New trees                                   | 0.2     | 121    | 24       | no   | 500                 | 12,100           |
| 7                               | Upgrade lighting                            | 0.07    | 121    | 8        | no   | 5000                | 42,350           |
| 8                               | Prelims, margin, fees, contingency & CPI    |         |        |          | 70%  |                     | 182,105          |

| Ref.                         | Description                                    | per / m | length | Quantity | Unit | Rate                | Amount         |
|------------------------------|--|---------|--------|----------|------|---------------------|----------------|
| <b>V. RESIDENTIAL ROADS:</b> |  |         |        |          |      |                     |                |
| <b>A.2</b>                   | <b>Wade (Boundary to Allendale) - 148 m</b>    |         |        |          |      | <b>Sub-Total \$</b> | <b>537,795</b> |
| 1                            | New turf                                       | 3.5     | 148    | 518      | m2   | 25                  | 12,950         |
| 2                            | Repave footpath                                | 3       | 148    | 444      | m2   | 125                 | 55,500         |
| 3                            | New swale or planting                          | 3.5     | 148    | 518      | m2   | 100                 | 51,800         |
| 4                            | Replace kerb & gutter                          | 2       | 148    | 296      | m    | 150                 | 44,400         |
| 5                            | Resurface carriageway                          | 10      | 148    | 1,480    | m2   | 75                  | 111,000        |
| 6                            | New trees                                      | 0.2     | 148    | 30       | no   | 500                 | 14,800         |
| 7                            | Upgrade lighting                               | 0.07    | 148    | 10       | no   | 2500                | 25,900         |
| 8                            | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 221,445        |
| <b>A.3</b>                   | <b>Sperry (Boundary to Allendale) - 135 m</b>  |         |        |          |      | <b>Sub-Total \$</b> | <b>490,556</b> |
| 1                            | New turf                                       | 3.5     | 135    | 473      | m2   | 25                  | 11,813         |
| 2                            | Repave footpath                                | 3       | 135    | 405      | m2   | 125                 | 50,625         |
| 3                            | New swale or planting                          | 3.5     | 135    | 473      | m2   | 100                 | 47,250         |
| 4                            | Replace kerb & gutter                          | 2       | 135    | 270      | m    | 150                 | 40,500         |
| 5                            | Resurface carriageway                          | 10      | 135    | 1,350    | m2   | 75                  | 101,250        |
| 6                            | New trees                                      | 0.2     | 135    | 27       | no   | 500                 | 13,500         |
| 7                            | Upgrade lighting                               | 0.07    | 135    | 9        | no   | 2500                | 23,625         |
| 8                            | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 201,994        |
| <b>A.4</b>                   | <b>Ferguson (Allendale to Boundary) - 75 m</b> |         |        |          |      | <b>Sub-Total \$</b> | <b>272,531</b> |
| 1                            | New turf                                       | 3.5     | 75     | 263      | m2   | 25                  | 6,563          |
| 2                            | Repave footpath                                | 3       | 75     | 225      | m2   | 125                 | 28,125         |
| 3                            | New swale or planting                          | 3.5     | 75     | 263      | m2   | 100                 | 26,250         |
| 4                            | Replace kerb & gutter                          | 2       | 75     | 150      | m    | 150                 | 22,500         |
| 5                            | Resurface carriageway                          | 10      | 75     | 750      | m2   | 75                  | 56,250         |
| 6                            | New trees                                      | 0.2     | 75     | 15       | no   | 500                 | 7,500          |
| 7                            | Upgrade lighting                               | 0.07    | 75     | 5        | no   | 2500                | 13,125         |
| 8                            | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 112,219        |
| <b>A.6</b>                   | <b>Westcott (Wollombi to Boundary) - 50 m</b>  |         |        |          |      | <b>Sub-Total \$</b> | <b>181,688</b> |
| 1                            | New turf                                       | 3.5     | 50     | 175      | m2   | 25                  | 4,375          |
| 2                            | Repave footpath                                | 3       | 50     | 150      | m2   | 125                 | 18,750         |
| 3                            | New swale or planting                          | 3.5     | 50     | 175      | m2   | 100                 | 17,500         |
| 4                            | Replace kerb & gutter                          | 2       | 50     | 100      | m    | 150                 | 15,000         |
| 5                            | Resurface carriageway                          | 10      | 50     | 500      | m2   | 75                  | 37,500         |
| 6                            | New trees                                      | 0.2     | 50     | 10       | no   | 500                 | 5,000          |
| 7                            | Upgrade lighting                               | 0.07    | 50     | 4        | no   | 2500                | 8,750          |
| 8                            | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 74,813         |
| <b>A.11</b>                  | <b>Market (North to shops) - 40 m</b>          |         |        |          |      | <b>Sub-Total \$</b> | <b>145,350</b> |
| 1                            | New turf                                       | 3.5     | 40     | 140      | m2   | 25                  | 3,500          |
| 2                            | Repave footpath                                | 3       | 40     | 120      | m2   | 125                 | 15,000         |
| 3                            | New swale or planting                          | 3.5     | 40     | 140      | m2   | 100                 | 14,000         |
| 4                            | Replace kerb & gutter                          | 2       | 40     | 80       | m    | 150                 | 12,000         |
| 5                            | Resurface carriageway                          | 10      | 40     | 400      | m2   | 75                  | 30,000         |
| 6                            | New trees                                      | 0.2     | 40     | 8        | no   | 500                 | 4,000          |
| 7                            | Upgrade lighting                               | 0.07    | 40     | 3        | no   | 2500                | 7,000          |
| 8                            | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 59,850         |





# Budget Estimate

| Ref.                               | Description                                    | per / m | length | Quantity | Unit | Rate                | Amount         |
|------------------------------------|--|---------|--------|----------|------|---------------------|----------------|
| <b>RESIDENTIAL ROADS (Cont'd):</b> |  |         |        |          |      |                     |                |
| <b>B.7</b>                         | <b>Bridge (Cumberland to Boundary) - 40 m</b>  |         |        |          |      | <b>Sub-Total \$</b> | <b>145,350</b> |
| 1                                  | New turf                                       | 3.5     | 40     | 140      | m2   | 25                  | 3,500          |
| 2                                  | Repave footpath                                | 3       | 40     | 120      | m2   | 125                 | 15,000         |
| 3                                  | New swale or planting                          | 3.5     | 40     | 140      | m2   | 100                 | 14,000         |
| 4                                  | Replace kerb & gutter                          | 2       | 40     | 80       | m    | 150                 | 12,000         |
| 5                                  | Resurface carriageway                          | 10      | 40     | 400      | m2   | 75                  | 30,000         |
| 6                                  | New trees                                      | 0.2     | 40     | 8        | no   | 500                 | 4,000          |
| 7                                  | Upgrade lighting                               | 0.07    | 40     | 3        | no   | 2500                | 7,000          |
| 8                                  | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 59,850         |
| <b>C.5</b>                         | <b>Cessnock (Vincent to Boundary) - 266 m</b>  |         |        |          |      | <b>Sub-Total \$</b> | <b>966,578</b> |
| 1                                  | New turf                                       | 3.5     | 266    | 931      | m2   | 25                  | 23,275         |
| 2                                  | Repave footpath                                | 3       | 266    | 798      | m2   | 125                 | 99,750         |
| 3                                  | New swale or planting                          | 3.5     | 266    | 931      | m2   | 100                 | 93,100         |
| 4                                  | Replace kerb & gutter                          | 2       | 266    | 532      | m    | 150                 | 79,800         |
| 5                                  | Resurface carriageway                          | 10      | 266    | 2,660    | m2   | 75                  | 199,500        |
| 6                                  | New trees                                      | 0.2     | 266    | 53       | no   | 500                 | 26,600         |
| 7                                  | Upgrade lighting                               | 0.07    | 266    | 19       | no   | 2500                | 46,550         |
| 8                                  | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 398,003        |
| <b>C.6</b>                         | <b>Railway (Vincent to Boundary) - 208 m</b>   |         |        |          |      | <b>Sub-Total \$</b> | <b>755,820</b> |
| 1                                  | New turf                                       | 3.5     | 208    | 728      | m2   | 25                  | 18,200         |
| 2                                  | Repave footpath                                | 3       | 208    | 624      | m2   | 125                 | 78,000         |
| 3                                  | New swale or planting                          | 3.5     | 208    | 728      | m2   | 100                 | 72,800         |
| 4                                  | Replace kerb & gutter                          | 2       | 208    | 416      | m    | 150                 | 62,400         |
| 5                                  | Resurface carriageway                          | 10      | 208    | 2,080    | m2   | 75                  | 156,000        |
| 6                                  | New trees                                      | 0.2     | 208    | 42       | no   | 500                 | 20,800         |
| 7                                  | Upgrade lighting                               | 0.07    | 208    | 15       | no   | 2500                | 36,400         |
| 8                                  | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 311,220        |
| <b>C.7</b>                         | <b>Edgeworth (Vincent to Boundary) - 204 m</b> |         |        |          |      | <b>Sub-Total \$</b> | <b>741,285</b> |
| 1                                  | New turf                                       | 3.5     | 204    | 714      | m2   | 25                  | 17,850         |
| 2                                  | Repave footpath                                | 3       | 204    | 612      | m2   | 125                 | 76,500         |
| 3                                  | New swale or planting                          | 3.5     | 204    | 714      | m2   | 100                 | 71,400         |
| 4                                  | Replace kerb & gutter                          | 2       | 204    | 408      | m    | 150                 | 61,200         |
| 5                                  | Resurface carriageway                          | 10      | 204    | 2,040    | m2   | 75                  | 153,000        |
| 6                                  | New trees                                      | 0.2     | 204    | 41       | no   | 500                 | 20,400         |
| 7                                  | Upgrade lighting                               | 0.07    | 204    | 14       | no   | 2500                | 35,700         |
| 8                                  | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 305,235        |
| <b>C.8</b>                         | <b>Gordon (Vincent to Boundary) - 203 m</b>    |         |        |          |      | <b>Sub-Total \$</b> | <b>737,651</b> |
| 1                                  | New turf                                       | 3.5     | 203    | 711      | m2   | 25                  | 17,763         |
| 2                                  | Repave footpath                                | 3       | 203    | 609      | m2   | 125                 | 76,125         |
| 3                                  | New swale or planting                          | 3.5     | 203    | 711      | m2   | 100                 | 71,050         |
| 4                                  | Replace kerb & gutter                          | 2       | 203    | 406      | m    | 150                 | 60,900         |
| 5                                  | Resurface carriageway                          | 10      | 203    | 2,030    | m2   | 75                  | 152,250        |
| 6                                  | New trees                                      | 0.2     | 203    | 41       | no   | 500                 | 20,300         |
| 7                                  | Upgrade lighting                               | 0.07    | 203    | 14       | no   | 2500                | 35,525         |
| 8                                  | Prelims, margin, fees, contingency & CPI       |         |        |          | 70%  |                     | 303,739        |

| Ref.                | Description                              | per / m | length | Quantity | Unit | Rate                | Amount         |
|---------------------|--|---------|--------|----------|------|---------------------|----------------|
| <b>VI. LANEWAYS</b> |  |         |        |          |      |                     |                |
| <b>A.16</b>         | <b>Laneways - 140 m</b>                  |         |        |          |      | <b>Sub-Total \$</b> | <b>321,300</b> |
| 1                   | New shared path                          | 6       | 140    | 840      | m2   | 200                 | 168,000        |
| 2                   | Upgrade lighting                         | 0.1     | 140    | 14       | no   | 1500                | 21,000         |
| 3                   | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |                     | 132,300        |
| <b>B.13</b>         | <b>Laneways - 320 m</b>                  |         |        |          |      | <b>Sub-Total \$</b> | <b>734,400</b> |
| 1                   | New shared path                          | 6       | 320    | 1,920    | m2   | 200                 | 384,000        |
| 2                   | Upgrade lighting                         | 0.1     | 320    | 32       | no   | 1500                | 48,000         |
| 3                   | Prelims, margin, fees, contingency & CPI |         |        |          | 70%  |                     | 302,400        |





# Budget Estimate

| Ref.                              | Description                               | Quantity | Unit  | Rate  | Amount                        |
|-----------------------------------|---|----------|-------|-------|-------------------------------|
| <b>STAGE 1 (ONE - FIVE YEARS)</b> |   |          |       |       | <b>TOTAL \$ 13,124,688</b>    |
| <b>1.A COOPER ST SHARED ZONE</b>  |   |          |       |       | <b>Sub-Total \$ 2,798,063</b> |
| 1                                 | Demolition & site preparation             | 5310     | m2    | 50    | 265,500                       |
| 2                                 | Upgrade / diversion of services           |          | Allow |       | 75,000                        |
| 3                                 | Asphalt roadway                           | 350      | m2    | 75    | 26,250                        |
| 4                                 | 100x100mm Trafficable sett paving         | 1120     | m2    | 225   | 252,000                       |
| 5                                 | 600x400mm Flag paving with feature strips | 3700     | m2    | 175   | 647,500                       |
| 6                                 | Kerb & gutter                             | 165      | m     | 125   | 20,625                        |
| 7                                 | Pedestrian crossing                       | 2        | no    | 7500  | 15,000                        |
| 8                                 | Bench seat                                | 10       | no    | 1500  | 15,000                        |
| 9                                 | Rubbish bin                               | 6        | no    | 1000  | 6,000                         |
| 10                                | Bollard                                   | 200      | no    | 500   | 100,000                       |
| 11                                | Sculptural bicycle rack PC                | 6        | no    | 3500  | 21,000                        |
| 12                                | Signage PC                                | 1        | no    | 15000 | 15,000                        |
| 13                                | Touchscreen information kiosk PC          | 1        | no    | 20000 | 20,000                        |
| 14                                | Smartpole lighting PC                     | 20       | no    | 15000 | 300,000                       |
| 15                                | Tree uplights PC                          | 35       | no    | 500   | 17,500                        |
| 16                                | Conduits & wiring                         |          | Allow |       | 25,000                        |
| 17                                | Planter bed topsoil & mulch               | 140      | m2    | 75    | 10,500                        |
| 18                                | 300mm Shrub                               | 320      | no    | 50    | 16,000                        |
| 19                                | 750 litre Tree                            | 35       | no    | 500   | 17,500                        |
| 20                                | Prelims, margin, fees, contingency & CPI  |          | 50%   |       | 932,688                       |

|                                    |  |      |       |     |                               |
|------------------------------------|--|------|-------|-----|-------------------------------|
| <b>1.B KEENE ST EXTENSION</b>      |  |      |       |     | <b>Sub-Total \$ 2,115,938</b> |
| 1                                  | Negotiation & site acquisition (3 lots)  |      | Allow |     | 900,000                       |
| 2                                  | Demolition & site preparation            | 2125 | m2    | 50  | 106,250                       |
| 3                                  | Upgrade / diversion of services          |      | Allow |     | 50,000                        |
| 4                                  | Roadway                                  | 1325 | m2    | 250 | 331,250                       |
| 5                                  | Kerb & gutter                            | 225  | m     | 125 | 28,125                        |
| 6                                  | Footpath                                 | 800  | m2    | 150 | 120,000                       |
| 7                                  | Extra for bridge                         |      | PC    |     | 150,000                       |
| 8                                  | Planting & landscaping                   |      | Allow |     | 25,000                        |
| 9                                  | Prelims, margin, fees, contingency & CPI |      | 50%   |     | 405,313                       |
| <b>1.C VINCENT ST IMPROVEMENTS</b> |  |      |       |     | <b>Sub-Total \$ 150,000</b>   |
| 1                                  | Street furniture & tree planting         |      | Allow |     | 150,000                       |
| <b>1.D KEENE ST CARPARK</b>        |  |      |       |     | <b>Sub-Total \$ 6,654,375</b> |
| 1                                  | Negotiation & site acquisition (3 lots)  |      | Allow |     | 900,000                       |
| 2                                  | Demolition & site preparation            | 1400 | m2    | 50  | 70,000                        |
| 3                                  | Upgrade / diversion of services          |      | Allow |     | 25,000                        |
| 4                                  | Three level parking station              | 4200 | m2    | 750 | 3,150,000                     |
| 5                                  | Extra for public toilets                 |      | Allow |     | 50,000                        |
| 6                                  | Balustrades                              | 225  | m     | 450 | 101,250                       |
| 7                                  | Lighting                                 | 4200 | m2    | 75  | 315,000                       |
| 8                                  | Extra for lift                           |      | PC    |     | 125,000                       |
| 9                                  | Prelims, margin, fees, contingency & CPI |      | 50%   |     | 1,918,125                     |



## Budget Estimate

| <b>1.E TOWN SQUARE NORTH</b> |   |      |       | <b>Sub-Total \$</b> | <b>1,406,313</b> |
|------------------------------|---|------|-------|---------------------|------------------|
| 1                            | Negotiation & site acquisition            |      | PC    |                     | 250,000          |
| 2                            | Demolition & site preparation             | 1885 | m2    | 50                  | 94,250           |
| 3                            | Upgrade / diversion of services           |      | Allow |                     | 50,000           |
| 4                            | Retail buildings                          | 823  | m2    |                     | by others        |
| 5                            | 600x400mm Flag paving with feature strips | 1865 | m2    | 175                 | 326,375          |
| 6                            | Water feature PC                          | 1    | no    | 50000               | 50,000           |
| 7                            | Bench seat                                | 10   | no    | 1500                | 15,000           |
| 8                            | Rubbish bin                               | 6    | no    | 1000                | 6,000            |
| 9                            | Movable table & two seats                 | 10   | sets  | 750                 | 7,500            |
| 10                           | Art sculpture PC                          | 1    | no    | 25000               | 25,000           |
| 11                           | Play sculpture PC                         | 1    | no    | 15000               | 15,000           |
| 12                           | Shade umbrella                            | 8    | no    | 750                 | 6,000            |
| 13                           | Provision for live music                  |      | Allow |                     | 2,500            |
| 14                           | Provision for public wi-fi                |      | Allow |                     | 2,500            |
| 15                           | Catenary lighting                         | 1500 | m2    | 75                  | 112,500          |
| 16                           | Tree uplight                              | 15   | no    | 500                 | 7,500            |
| 17                           | Bollard lighting                          | 20   | no    | 750                 | 15,000           |
| 18                           | Conduits & wiring                         |      | Allow |                     | 20,000           |
| 19                           | Topsoil planter bed & mulch               | 20   | m2    | 50                  | 1,000            |
| 20                           | 150mm Groundcover                         | 60   | no    | 25                  | 1,500            |
| 21                           | 300mm Shrub                               | 40   | no    | 50                  | 2,000            |
| 22                           | Tree                                      | 15   | no    | 750                 | 11,250           |
| 23                           | Prelims, margin, fees, contingency & CPI  |      | 50%   |                     | 385,438          |

| <b>STAGE 2 (FIVE - FIFTEEN YEARS)</b> |  |      |       | <b>TOTAL \$</b>     | <b>32,092,313</b> |
|---------------------------------------|--|------|-------|---------------------|-------------------|
| <b>2.A CHARLTON ST CARPARK</b>        |  |      |       | <b>Sub-Total \$</b> | <b>28,111,500</b> |
| 1                                     | Demolition & site preparation            | 3885 | m2    | 50                  | 194,250           |
| 2                                     | Upgrade / diversion of services          |      | Allow |                     | 75,000            |
| 3                                     | New library                              | 3885 | m2    | 3000                | 11,655,000        |
| 4                                     | Car parking over                         | 7770 | m2    | 750                 | 5,827,500         |
| 5                                     | Balustrades                              | 570  | m     | 450                 | 256,500           |
| 6                                     | Lighting                                 | 7770 | m2    | 75                  | 582,750           |
| 7                                     | Extra for lift                           |      | PC    |                     | 150,000           |
| 8                                     | Prelims, margin, fees, contingency & CPI |      | 50%   |                     | 9,370,500         |

| <b>2.B TOWN SQUARE SOUTH</b> |   |      |       | <b>Sub-Total \$</b> | <b>1,369,000</b> |
|------------------------------|---|------|-------|---------------------|------------------|
| 1                            | Negotiation & site acquisition            |      | Allow |                     | 250,000          |
| 2                            | Demolition & site preparation             | 1640 | m2    | 50                  | 82,000           |
| 3                            | Upgrade / diversion of services           |      | Allow |                     | 50,000           |
| 4                            | 600x400mm Flag paving with feature strips | 1540 | m2    | 175                 | 269,500          |
| 5                            | New retail                                |      |       |                     | by others        |
| 6                            | Bench seat                                | 10   | no    | 1500                | 15,000           |
| 7                            | Movable table & two seats                 | 10   | sets  | 750                 | 7,500            |
| 8                            | Rubbish bin                               | 6    | no    | 1000                | 6,000            |
| 9                            | Drinking fountain                         | 1    | no    | 2500                | 2,500            |
| 10                           | Water feature PC                          | 1    | no    | 150000              | 150,000          |
| 11                           | Shade umbrella                            | 8    | no    | 2500                | 20,000           |
| 12                           | Catenary lighting                         | 1000 | m2    | 75                  | 75,000           |
| 13                           | Tree uplight                              | 20   | no    | 750                 | 15,000           |
| 14                           | Bollard light                             | 10   | no    | 750                 | 7,500            |
| 15                           | Conduits & wiring                         |      | Allow |                     | 25,000           |
| 16                           | Topsoil planter bed & mulch               | 100  | m2    | 75                  | 7,500            |
| 17                           | 150mm Groundcover                         | 60   | no    | 25                  | 1,500            |
| 18                           | 300mm Shrub                               | 40   | no    | 50                  | 2,000            |
| 19                           | Tree                                      | 20   | no    | 500                 | 10,000           |
| 20                           | Prelims, margin, fees, contingency & CPI  |      | 50%   |                     | 373,000          |



## Budget Estimate

| <b>2.C CIVIC PARK</b> |  |          | <b>Sub-Total \$</b> | <b>2,611,813</b> |
|-----------------------|--|----------|---------------------|------------------|
| 1                     | Negotiation & site acquisition           | Allow    |                     | 500,000          |
| 2                     | Demolition & site preparation            | 10500 m2 | 5                   | 52,500           |
| 3                     | Upgrade / diversion of services          | Allow    |                     | 100,000          |
| 4                     | Coloured concrete paving                 | 1275 m2  | 125                 | 159,375          |
| 5                     | 800x400mm Bluestone pavers               | 200 m2   | 250                 | 50,000           |
| 6                     | Asphalt paving / synthetic turf          | 1240 m2  | 75                  | 93,000           |
| 7                     | Rubber softfall                          | 150 m2   | 150                 | 22,500           |
| 8                     | Bench seat                               | 8 no     | 1500                | 12,000           |
| 9                     | Table & bench seats                      | 4 sets   | 3500                | 14,000           |
| 10                    | Rubbish bin                              | 6 no     | 1000                | 6,000            |
| 11                    | Drinking fountain                        | 2 no     | 2500                | 5,000            |
| 12                    | Play structures PC                       | 1 no     | 150000              | 150,000          |
| 13                    | Shade structure PC                       | 2 no     | 50000               | 100,000          |
| 14                    | Bike rack sculpture                      | 6 no     | 3500                | 21,000           |
| 15                    | Post top light                           | 15 no    | 5000                | 75,000           |
| 16                    | Tree upright                             | 30 no    | 500                 | 15,000           |
| 17                    | Bollard light                            | 50 no    | 500                 | 25,000           |
| 18                    | Conduits & wiring                        | Allow    |                     | 35,000           |
| 19                    | Planter beds topsoil & mulch             | 2000 m2  | 50                  | 100,000          |
| 20                    | 150mm Groundcovers                       | 6000 no  | 25                  | 150,000          |
| 21                    | 300 mm Shrub                             | 4000 no  | 50                  | 200,000          |
| 22                    | 100 litre Tree                           | 30 no    | 750                 | 22,500           |
| 23                    | Prelims, margin, fees, contingency & CPI | 50%      |                     | 703,938          |

| <b>STAGE 3 (FIFTEEN YEARS PLUS)</b> |  |         | <b>TOTAL \$</b>     | <b>4,649,500</b> |
|-------------------------------------|--|---------|---------------------|------------------|
| <b>3.A CHARLTON ST EXTENSION</b>    |  |         | <b>Sub-Total \$</b> | <b>2,652,000</b> |
| 1                                   | Negotiation & site acquisition (4 lots)  | Allow   |                     | 1,200,000        |
| 2                                   | Demolition & site preparation            | 2305 m2 | 50                  | 115,250          |
| 3                                   | Upgrade / diversion of services          | Allow   |                     | 100,000          |
| 4                                   | Roadway                                  | 1715 m2 | 250                 | 428,750          |
| 5                                   | Kerb & gutter                            | 335 m   | 150                 | 50,250           |
| 6                                   | Footpath                                 | 590 m2  | 125                 | 73,750           |
| 7                                   | Extra for bridge                         | PC      |                     | 150,000          |
| 8                                   | Furniture, planting & landscaping        | Allow   |                     | 50,000           |
| 9                                   | Prelims, margin, fees, contingency & CPI | 50%     |                     | 484,000          |
| <b>3.B ENTERPRISE ROAD</b>          |  |         | <b>Sub-Total \$</b> | <b>1,997,500</b> |
| 1                                   | Negotiation & site acquisition (9 lots)  | Allow   |                     | 1,000,000        |
| 2                                   | Demolition & site preparation            | 2600 m2 | 10                  | 26,000           |
| 3                                   | Upgrade / diversion of services          | Allow   |                     | 75,000           |
| 4                                   | Extend Snape St roadway                  | 1700 m2 | 250                 | 425,000          |
| 5                                   | Kerb & gutter                            | 260 m   | 150                 | 39,000           |
| 6                                   | Footpath                                 | 600 m2  | 125                 | 75,000           |
| 8                                   | Planting & landscaping                   | Allow   |                     | 25,000           |
| 9                                   | Prelims, margin, fees, contingency & CPI | 50%     |                     | 332,500          |



CM<sup>+</sup>

# Cessnock Commercial Precinct Project

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## Appendix 2 - Materials Schedule







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## Materials Schedule - Public Domain





| 1.0 CIVIC PARK   |  |   |  |   |                          |   |
|--|--|---|--|---|--------------------------|---|
| NOTE: Refer Fig. 55: Public Domain Plan of Public Domain Plan Document |  |   |  |   |                          |   |
| All quantities are indicative only                                     |  |   |  |   |                          |   |
| REF NO.  | ITEM   | IMAGE   | MATERIAL/ PRODUCT                                      | TEXTURE / FINISH  | NO. OF ITEMS             | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)   |
| 1.1  | Pavement Type 1 Coloured concrete broomed finish                           | N/A   | Cement<br>Colori® coloured concrete NSW                | Colour: Mid Grey<br>Finish: Broom finish<br>No trowelled edge                 | N/A                      | Product: Colori® coloured concrete NSW<br>Supplier: Boral<br>Phone: 02 9033 4000<br>www.boral.com.au                                      |
| 1.2  | Pavement Type 2 Unit Paving  | N/A   | Bluestone paver (800x400mm) with feature paving strips | Colour: Natural<br>Finish: Sandblasted  | N/A                      | Product: Bluestone Paver<br>Supplier: Sam the Paving Man<br>www.samthepavingman.com.au  |
| 1.3  | Pavement Type 3 Synthetic turf   | N/A   | Prestige Turf - 40mm pile                              | 40mm pile   | N/A                      | Product: 40mm pile - Prestige Turf<br>Supplier: Synthetic Grass & Rubber Surfaces<br>www.syntheticgrass.com.au                            |
| 1.4  | Pavement Type 4 Soft fall - Wetpour rubber playground surfacing            | N/A   | TPV Wetpour Rubber Softfall                            | Colour: Dark Grey   | N/A                      | Product: Pre Coloured Pre Coated Rubber<br>Supplier: Synthetic Grass & Rubber Surfaces<br>www.syntheticgrass.com.au                       |
| 1.5  | Furniture Type 1 Bench Seat  |    | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style   | Powder-coated<br>Colour: Dark Grey  | 8                        | Product: Aspen Bench<br>Supplier: Gossi Park & Street Furniture<br>Phone: 07 3877 2856<br>http://gossi.com.au                             |
| 1.6  | Furniture Type 2 Bench Seat + Table  |  | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style   | Powder-coated<br>Colour: Dark Grey  | 4                        | Product: Aspen Table Setting<br>Supplier: Gossi Park & Street Furniture<br>Phone: 07 3877 2856<br>http://gossi.com.au                     |
| 1.7  | Furniture Type 3 Rubbish Bin   |  | Aluminium Frame<br>Aluminium battens<br>Curved Roof    | Frame: Powder-coated<br>Colour: Dark Grey<br>Battens: Woodgrain,<br>Casuarina | 6                        | Product: Frame Dual, Battened<br>Supplier: Street Furniture Australia<br>Phone: 1300 027 799<br>http://streetfurniture.com.au             |
| 1.8  | Furniture Type 5 Drinking Fountain (with Dog Bubbler)                      |  | Aluminium  | Powder-coated<br>Colour: Bondi Blue   | 2<br>With dog bubbler: 1 | Product: Arqua Fountain, DF4-STD / DF4-DB<br>Supplier: Street Furniture Australia<br>Phone: 1300 027 799<br>http://streetfurniture.com.au |
| 1.10   | PC Item Sculptural Play Item in 'Vineyard' or 'Mining Heritage' themes.    |  | TBC  | Powder-coated<br>Colour: TBC  | 1                        | Product: Approx. size: 4m H<br>Supplier:  |
| 1.11   | PC Item Shade Structure  |  | TBC  |   | 2                        | Product: Custom<br>Supplier:  |
| 1.12   | PC Item Sculptural Bicycle Racks in 'Vineyard' or 'Mining Heritage' themes |  | TBC  |   | 6                        | Product: Custom<br>Supplier:  |

|      |                                       |   |           |  |  |   |
|------|---------------------------------------|---|-----------|--|--|---|
| 1.13 | Lighting Type 1 Post Top Lights       |    | Aluminium | Powder-coated<br>Colour: Dark Grey       |  | Product: ARB Arbor Post Top<br>Supplier: Cooper Lighting<br>http://www.cooperlighting.com |
| 1.14 | Lighting Type 2 Uplighting, In-ground |    | Aluminium | Anti-corrosive coat<br>Colour: Dark Grey |  | Product: Accent Lighting RAVENNA<br>Supplier: Hess<br>http://www.hess.eu/                 |
| 1.15 | Lighting Type 3 Pathway Lights        |    | Aluminium | Powder-coated<br>Colour: Dark Grey       |  | Product: Notch Bollard<br>Supplier: Selux<br>http://www.selux.com/                        |
| 1.16 | Landscape Tree Planting               | 100Lt Tree Stock<br>Suggested species: <i>Pyrus spp.</i> / <i>Waterhousia spp.</i> / <i>Prunus</i> / <i>Nyssa spp.</i> / <i>Ulmus spp.</i> / <i>Fraxinus spp.</i> / <i>Tristanopsis spp.</i> / <i>Platanus spp.</i> / <i>Largerstroemis spp.</i> / <i>Acmena spp.</i> / <i>Lophostemon spp.</i> / <i>Cornelia spp.</i> / <i>Eucalyptus spp.</i>       |           | N/A                                      | Approx. 30   | Product: N/A<br>Supplier:   |
| 1.17 | Landscape Mass Shrub+Grass Planting   | 300mm Shrubs<br>Suggested species: <i>Buxus spp.</i> / <i>Camellia spp.</i> / <i>Viburnum spp.</i> / <i>Westringia spp.</i> / <i>Correa spp.</i><br>150mm Grasses + Groundcovers<br>Suggested species: <i>Lomandra spp.</i> / <i>Dianella spp.</i> / <i>Dietes spp.</i> / <i>Trachelospermum spp.</i> / <i>Gazania spp.</i> / <i>Hardebergia spp.</i> |           | N/A                                      | Shrub Planting<br>Approx. 1000m <sup>2</sup> @ 4/m <sup>2</sup><br>Grasses Planting<br>Approx. 1000m <sup>2</sup> @ 6/m <sup>2</sup> | Product: N/A<br>Supplier:   |

| 2.0 GATEWAYS - 3 LOCATIONS   |   |   |                   |                  |              |   |
|--|---|---|-------------------|------------------|--------------|---|
| NOTE: Refer Fig. 55: Public Domain Plan of Public Domain Plan Document |   |   |                   |                  |              |   |
| REF NO.  | ITEM  | IMAGE   | MATERIAL/ PRODUCT | TEXTURE / FINISH | NO. OF ITEMS | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)     |
| 2.1  | Art Installation in 'Vineyard' or 'Mining Heritage' themes. |  | TBC               | N/A              | 3            | Product: Approx size: 4-6m H x 4m2<br>Supplier: |








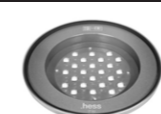
## Materials Schedule - Public Domain

| 3.0 POCKET PARK - CNR VINCENT + EDWARD STS   |   |  |  |  |  |   |  |
|--|---|--|--|--|--|---|--|
| NOTE: Refer <a href="#">Fig. 55: Public Domain Plan</a> of Public Domain Plan Document |   |  |  |  |  |   |  |
| All quantities are indicative only   |   |  |  |  |  |   |  |
| REF NO.  | ITEM  | IMAGE  | MATERIAL/ PRODUCT                                      | TEXTURE / FINISH   | NO. OF ITEMS   | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT) |  |
| 3.1  | Pavement Type 1 Coloured concrete broomed finish                | N/A  | Cement<br>Colori® coloured concrete NSW                | Colour: Mid Grey<br>Finish: Broom finish<br>No trowelled edge              | N/A  | Product:<br>Supplier:                       | Colori® coloured concrete NSW<br><b>Boral</b><br>Phone: 02 9033 4000<br>www.boral.com.au                             |
| 3.2  | Pavement Type 2 Unit paving                                     | N/A  | Bluestone paver (400x400mm) with feature paving strips | Colour: Natural<br>Finish: Honed   | N/A  | Product:<br>Supplier:                       | Bluestone Paver<br><b>Sam the Paving Man</b><br>www.samthepavingman.com.au   |
| 3.3  | Furniture Type 1 Bench Seat                                     |   | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style   | Powder-coated<br>Colour: Dark Grey   | 8  | Product:<br>Supplier:                       | Aspen Bench<br><b>Gossi Park &amp; Street Furniture</b><br>Phone: 07 3877 2856<br>http://gossi.com.au                |
| 3.4  | Furniture Type 2 Bicycle Rack                                   |    | Stainless Steel<br>Sub-surface Mounting                |  | 4  | Product:<br>Supplier:                       | Slim Hoop<br><b>Street Furniture Australia</b><br>Phone: 1300 027 799<br>http://streetfurniture.com/au               |
| 3.5  | Furniture Type 3 Rubbish Bin                                    |   | Aluminium Frame<br>Aluminium battens<br>Curved Roof    | Frame: Powder-coated<br>Colour: Dark Grey<br>Battens: Woodgrain, Casuarina | 6  | Product:<br>Supplier:                       | Frame Dual, Battened<br><b>Street Furniture Australia</b><br>Phone: 1300 027 799<br>http://streetfurniture.com.au    |
| 3.6  | Furniture Type 4 Drinking Fountain                              |   | Aluminium  | Powder-coated<br>Colour: Bondi Blue  | 3  | Product:<br>Supplier:                       | Arqua Fountain, DF4-STD<br><b>Street Furniture Australia</b><br>Phone: 1300 027 799<br>http://streetfurniture.com.au |
| 3.7  | PC Item<br>Play Item in 'Vineyard' or 'Mining Heritage' themes. |   | TBC  |  | 1  | Product:<br>Supplier:                       | TBC  |
| 3.8  | Landscape<br>Tree Planting                                      | 100L Tree Stock<br>Suggested species: <i>Pyrus</i> spp. / <i>Waterhousia</i> spp. / <i>Prunus</i> / <i>Nyssa</i> spp. / <i>Ulmus</i> spp. / <i>Fraxinus</i> spp. / <i>Tristanopsis</i> spp. / <i>Platanus</i> spp. / <i>Lagerstroemia</i> spp. / <i>Acmena</i> spp. / <i>Lophostemon</i> spp. / <i>Elaeocarpus</i> spp. / <i>Magnolia</i> spp.       |  | N/A  | Approx. 30   | Product:<br>Supplier:                       | N/A  |
| 3.9  | Landscape<br>Mass Shrub+Grass Planting                          | 300mm Shrubs<br>Suggested species: <i>Buxus</i> spp. / <i>Camellia</i> spp. / <i>Viburnum</i> spp. / <i>Westringia</i> spp. / <i>Correa</i> spp.<br>150mm Grasses + Groundcovers<br>Suggested species: <i>Lomandra</i> spp. / <i>Dianella</i> spp. / <i>Diets</i> spp. / <i>Trachelospermum</i> spp. / <i>Gazania</i> spp. / <i>Hardebergia</i> spp. |  | N/A  | Shrub Planting<br>Approx. 50m <sup>2</sup> @ 4/m <sup>2</sup><br>Grasses Planting<br>Approx. 50m <sup>2</sup> @ 6/m <sup>2</sup> | Product:<br>Supplier:                       | N/A  |





## Materials Schedule

| 1.0 CITY BYPASS ROAD   |   |  |  |   |  |  |
|--|---|--|--|---|--|--|
| NOTE: Refer Fig. 42: Street Typologies + Hierarchy of Public Domain Plan Document<br>Refer Fig. 44: Typical Arterial Road Section of Public Domain Plan Document<br>All quantities are indicative only |   |  |  |   |  |  |
| REF NO.  | ITEM  | IMAGE  | MATERIAL/ PRODUCT  | TEXTURE / FINISH                          | NO. OF ITEMS   | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 1.1  | Pavement Type 1<br>Insitu concete   | N/A  | Cement<br>Boral Grey Cement  | Finish: Broom finish<br>No trowelled edge | N/A  | Product: Off-white cement<br>Supplier: Boral<br>Phone: 02 9033 4000<br>www.boral.com.au                            |
| 1.2  | Lighting<br>Review existing lighting levels with utility                      | N/A  | N/A  | N/A                                       | N/A  | Product: TBC<br>Supplier: TBC  |
| 1.3  | Landscape<br>Street Tree Planting   | 100LT Trees<br>Plant in roadside verge on both sides of street at 15m spacings.<br>Suggested species: <i>Eucalyptus punctata</i> .<br>Plant in road median. Suggested species: <i>Waterhousea floribunda</i> .   |  | N/A                                       | Roadside Trees Approx. 150-200<br>Median Trees Approx. 100   | Product: N/A<br>Supplier: N/A  |
| 1.4  | Landscape<br>Roadside Planting  | 300mm Grasses + Groundcovers.<br>Plant on both sides of street adjacent road kerb and in median.<br>Suggested species: <i>Dietes grandiflora</i> / <i>Trachealosperrum jasmimoides</i> / <i>Lomandra spp.</i> / <i>Dianella spp.</i><br>300mm Native Grasses.<br>Plant in median swale. Suggested species: <i>Juncus usitatus</i> , <i>Carex appressa</i> / <i>Lomandra longifolia</i> / <i>Isolepis nodos</i> . |  | N/A                                       | Roadside Matrix Approx. 18,000m <sup>2</sup> @ 4/m <sup>2</sup><br>Median Matrix Approx. 1900m <sup>2</sup> @ 6/m <sup>2</sup> | Product: N/A<br>Supplier: N/A  |
| 2.0 MAIN STREET  |   |  |  |   |  |  |
| NOTE: Refer Fig. 42: Street Typologies + Hierarchy of Public Domain Plan Document<br>Refer Fig. 46: Typical Arterial Road Section of Public Domain Plan Document<br>All quantities are indicative only |   |  |  |   |  |  |
| REF NO.  | ITEM  | IMAGE  | MATERIAL/ PRODUCT  | TEXTURE / FINISH                          | NO. OF ITEMS   | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 2.1  | Furniture Type 1<br>Bicycle Rack  |   | Stainless Steel<br>Sub-surface Mounting  |   | Between Edward & Hall Streets: 8<br>Elsewhere between Maitland + Aberdare Streets: 8   | Product: Slim Hoop<br>Supplier: Street Furniture Australia<br>Phone: 1300 027 799<br>http://streetfurniture.com/au |
| 2.2  | Furniture Type 2<br>Bus Shelter<br>2625mm H x 4055 L x 1850 W                 |   | Steel structure,<br>Tempered Glass roof, side & rear walls,<br>Timber Components |   | Approx. 3  | Product: equal to 'Regio' REG210<br>Supplier: mm cite<br>http://mmcite.com   |
| 2.3  | PC Item<br>Sculptural Bicycle Racks in 'Vineyard' or 'Mining Heritage' themes |   | TBC  |   | Between Edward & Hall Streets: 8   | Product: Custom<br>Supplier: TBC   |

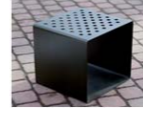


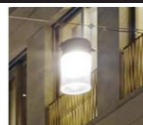
| 3.0 CROSS STREETS  |  |  |   |   |  |  |
|--|--|--|---|---|--|--|
| NOTE: Refer Fig. 42: Street Typologies + Hierarchy of Public Domain Plan Document<br>Refer Fig. 48: Typical Cross-Street Connection Section of Public Domain Plan Document<br>All quantities are indicative only |  |  |   |   |  |  |
| REF NO.  | ITEM   | IMAGE  | MATERIAL/ PRODUCT   | TEXTURE / FINISH  | NO. OF ITEMS   | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 3.1  | Pavement Type 1 Coloured concrete broomed finish | N/A  | Cement<br>Colori@ coloured concrete NSW                         | Colour: Mid Grey<br>Finish: Broom finish<br>No trowelled edge                 | N/A  | Product: Colori@ coloured concrete NSW<br>Supplier: Boral<br>Phone: 02 9033 4000<br>www.boral.com.au   |
| 3.2  | Pavement Type 2<br>Unit paving                   | N/A  | Bluestone paver (400x400mm) with feature paving strips          | Colour: Natural<br>Finish: Sandblasted  | N/A  | Product: Bluestone Paver<br>Supplier: Sam the Paving Man<br>www.samthepavingman.com.au                 |
| 3.3  | Furniture Type 1<br>Seat                         |   | Hardwood Timber Battens<br>Steel Frames<br>Sub-surface Mounting | Frame<br>Powder-coated<br>Colour: Dark Grey                                   | Cooper Street: 10<br>North Ave: 6  | Product: Chelsea Seat EM016<br>Supplier: Emerdyn<br>Phone: 1800 980 008<br>http://emerdyn.com.au       |
| 3.4  | Furniture Type 2<br>Rubbish Bins                 |    | Aluminium Frame<br>Aluminium battens<br>Curved Roof             | Frame, Powder-coated<br>Colour: Dark Grey<br>Battens: Woodgrain,<br>Casuarina | Cooper Street: 4<br>North Ave: 4   | Product: Frame Dual, Battened<br>Supplier: Street Furniture Australia<br>http://streetfurniture.com.au |
| 3.5  | Lighting Type 2<br>Feature Lighting to Trees     |   | Aluminium   | Anti-corrosive coat   | Cooper Street: 16<br>North Ave: 10   | Product: Accent Lighting RAVENNA<br>Supplier: Hess<br>http://www.hess.eu/                              |
| 3.6  | Landscape<br>Street Tree Planting                | 100LT Trees<br>East Cooper Street - Retain existing species west of Cumberland Street.<br>Suggested species: <i>Waterhousea floribunda</i> , 20m spacing.<br>North Avenue + Hall Street - Suggested species: <i>Waterhousea floribunda</i> , 8m spacing. |   | N/A   | Cooper Street: 10<br>North Ave + Hall Street: 176  | Product: N/A<br>Supplier: N/A  |
| 3.7  | Landscape<br>Understorey Planting                | 300mm Grasses / Shrubs<br>Plant on both sides of street in tree gardens. Suggested species: <i>Dietes grandiflora</i> / <i>Trachealosperrum jasmimoides</i> / <i>Buxus spp.</i>  |   | N/A   | Planting Matrix<br>Cooper Street: Approx. 65m <sup>2</sup> @ 4/m <sup>2</sup><br>North Ave + Hall Street: Approx. 350m <sup>2</sup> @ 4/m <sup>2</sup> | Product: N/A<br>Supplier: N/A  |



## Materials Schedule









| 4.0 SECONDARY STREETS   |   |  |  |   |   |   |
|---|---|--|--|---|---|---|
| NOTE: Refer Fig. 42: Street Typologies + Hierarchy of Public Domain Plan Document<br>Refer Fig. 50: Typical Secondary Street Section of Public Domain Plan Document<br>All quantities are indicative only |   |  |  |   |   |   |
| REF NO.   | ITEM  | IMAGE  | MATERIAL/ PRODUCT                                    | TEXTURE / FINISH  | NO. OF ITEMS  | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)   |
| 4.1   | Pavement Type 1 Coloured concrete broomed finish      | N/A  | Cement<br>Colori® coloured concrete NSW              | Colour: Mid Grey<br>Finish: Broom finish<br>No trowelled edge | N/A   | Product: Colori® coloured concrete NSW<br>Supplier: Boral<br>Phone: 02 9033 4000<br>www.boral.com.au          |
| 4.2   | Pavement Type 2 Unit paving                           | N/A  | Bluestone paver (800x400mm)                          | Colour: Natural<br>Finish: Honed                              | N/A   | Product: Bluestone Paver<br>Supplier: Sam the Paving Man<br>www.samthepavingman.com.au                        |
| 4.3   | Lighting Review existing lighting levels with utility | N/A  | N/A  | N/A   | N/A   | Product: TBC<br>Supplier: TBC   |
| 4.4   | Landscape Street Tree Planting                        | <u>100Ll Trees</u><br>Charlton Street - Suggested species within swale: <i>Eleocharis reticulatus</i> , 10m spacing.<br>Darwin Street - Suggested species: <i>Lophostemon confertus</i> , 15m spacing.<br>Cumberland Street - Suggested species: <i>Lophostemon confertus</i> , 15m spacing. | N/A  | N/A   | Charlton Street: 130<br>Darwin Street: 80<br>Cumberland Street: 160   | Product: N/A<br>Supplier: N/A   |
| 4.5   | Landscape Understorey Planting                        | <u>300mm Grasses / Shrubs</u><br>Plant on both sides of street in tree gardens. Suggested species: <i>Diets grandiflora</i> / <i>Trachealosperrum jasminoides</i> / <i>Buxus spp.</i>  | N/A  | N/A   | Planting Matrix<br>Charlton Street: Approx. 200m²<br>Darwin Street: Approx. 200m²<br>Cumberland Street: Approx. 400m² | Product: N/A<br>Supplier: N/A   |
| 4.6   | Landscape Swale Planting (Charlton Street)            | <u>300mm Native Grasses</u><br>Plant on one side of Charlton Street. Suggested species: <i>Juncus usitatus</i> / <i>Carex appressa</i> / <i>Lomandra longifolia</i> / <i>Isolepis nodos.</i>   | N/A  | N/A   | Swale Matrix<br>Approx. 500m² @ 6/m²  | Product: N/A<br>Supplier: N/A   |
| 4.7   | Furniture Type 1 Bench Seat                           |   | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style | Powder-coated<br>Colour: Dark Grey                            | Charlton Street<br>Middle: 6<br>Charlton Street North: 4  | Product: Aspen Bench<br>Supplier: Gossi Park & Street Furniture<br>Phone: 07 3877 2856<br>http://gossi.com.au |
| 4.8   | Boardwalk over Swale Charlton Street only             |   | Timber Boardwalk                                     | N/A   | Charlton Street<br>Middle: 6<br>Charlton Street North: 2  | Product: TBC<br>Supplier: TBC   |

| 5.0 RESIDENTIAL STREETS   |   |  |   |   |                                      |  |
|---|---|--|---|---|--------------------------------------|--|
| NOTE: Refer Fig. 42: Street Typologies + Hierarchy of Public Domain Plan Document<br>Refer Fig. 52: Typical Residential Street Section of Public Domain Plan Document<br>All quantities are indicative only |   |  |   |   |                                      |  |
| REF NO.   | ITEM  | IMAGE  | MATERIAL/ PRODUCT                       | TEXTURE / FINISH  | NO. OF ITEMS                         | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 5.1   | Pavement Type 1 Coloured concrete broomed finish      | N/A  | Cement<br>Colori® coloured concrete NSW | Colour: Mid Grey<br>Finish: Broom finish<br>No trowelled edge | N/A                                  | Product: Colori® coloured concrete NSW<br>Supplier: Boral<br>Phone: 02 9033 4000<br>www.boral.com.au |
| 5.2   | Lighting Review existing lighting levels with utility | N/A  | N/A                                     | N/A   | N/A                                  | Product: N/A<br>Supplier: N/A  |
| 5.3   | Landscape Street Tree Planting                        | <u>100Ll Trees</u><br>Plant on both sides of street at one per lot or 20m spacings.<br>Suggested evergreen species: <i>Tristanopsis laurina</i> 'Luscious', <i>Elaeocharis reticulatus</i> .<br>Suggested deciduous species: <i>Prunus cerasifera</i> , <i>Acer buergerianum</i> . | N/A                                     | N/A   | Approx. 200                          | Product: N/A<br>Supplier: N/A  |
| 5.4   | Landscape Rain Garden Planting                        | <u>300mm Native Grasses</u><br>Plant on both sides of street adjacent road kerb. Suggested species: <i>Juncus usitatus</i> / <i>Carex appressa</i> / <i>Lomandra longifolia</i> / <i>Isolepis nodos.</i>   | N/A                                     | N/A   | Swale Matrix<br>Approx. 600m² @ 6/m² | Product: N/A<br>Supplier: N/A  |








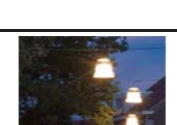
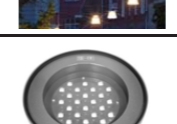

| 6.0 LANEWAYS   |  |   |  |   |                           |  |
|--|--|---|--|---|---------------------------|--|
| NOTE: Refer Fig. 42: Street Typologies + Hierarchy of Public Domain Plan Document<br>Refer Fig. 54: Typical Laneway Section of Public Domain Plan Document<br>All quantities are indicative only |  |   |  |   |                           |  |
| REF NO.  | ITEM   | IMAGE   | MATERIAL/ PRODUCT                                      | TEXTURE / FINISH  | NO. OF ITEMS              | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 6.1  | Pavement Type 1 Coloured concrete broomed finish | N/A   | Cement<br>Colori® coloured concrete NSW                | Colour: Mid Grey<br>Finish: Broom finish<br>No trowelled edge | N/A                       | Product: Colori® coloured concrete NSW<br>Supplier: Boral<br>Phone: 02 9033 4000<br>www.boral.com.au |
| 6.2  | Pavement Type 2 Unit paving                      | N/A   | Bluestone paver (800x400mm) with feature paving strips | Colour: Natural<br>Finish: Honed                              | N/A                       | Product: Bluestone Paver<br>Supplier: Sam the Paving Man<br>www.samthepavingman.com.au               |
| 6.3  | Furniture Type 1 Moveable Seats                  |    | TBC  | TBC   | 8 / Laneway =<br>48 Total | Product: TBC<br>Supplier: TBC  |
| 6.4  | Art Installation Sculpture Piece                 |   | TBC  | TBC   | 1 / Laneway =<br>6 Total  | Product: TBC<br>Supplier: TBC  |
| 6.5  | Art Installation Wall Art                        |  | TBC  | TBC   | 1 / Laneway =<br>6 Total  | Product: TBC<br>Supplier: TBC  |
| 6.6  | Lighting Type 1 Catenary Lighting                |  | TBC  | TBC   | N/A                       | Product: Lanova Catenary<br>Supplier: Selux<br>http://www.selux.com/                                 |



## Materials Schedule - Town Square







| 4.1 STAGE ONE |   |   |   |  |   |  |
|---------------|---|---|---|--|---|--|
| REF NO.       | ITEM  | IMAGE   | MATERIAL/ PRODUCT                                     | TEXTURE / FINISH   | NO. OF ITEMS  | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 4.1.1         | Pavement Type 1<br>Unit paving - Carriageway                                  | N/A   | Concrete sett (100x100mm)                             | Colour: Manhattan<br>Finish: Etch  | N/A   | Product: Concrete Paver<br>Supplier: <b>STONE</b><br><a href="http://concreteredefined.com.au/">http://concreteredefined.com.au/</a>   |
| 4.1.2         | Pavement Type 2<br>Unit paving  | N/A   | Concrete paver (600x400mm) with feature paving strips | Colour: Manhattan<br>Finish: Etch  | N/A   | Product: Concrete Paver<br>Supplier: <b>STONE</b><br><a href="http://concreteredefined.com.au/">http://concreteredefined.com.au/</a>   |
| 4.1.3         | Furniture Type 1<br>Bench Seat  |    | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style  | Powder-coated<br>Colour: Dark Grey   | 10  | Product: Aspen Bench<br>Supplier: <b>Gossi Park &amp; Street Furniture</b><br>Phone: 07 3877 2856 <a href="http://gossi.com.au">http://gossi.com.au</a>                          |
| 4.1.4         | Furniture Type 3<br>Rubbish Bin   |    | Aluminium Frame<br>Aluminium battens<br>Curved Roof   | Frame: Powder-coated<br>Colour: Dark Grey<br>Battens: Woodgrain, Casuarina | 6   | Product: Frame Dual, Battened<br>Supplier: <b>Street Furniture Australia</b><br>Phone: 1300 027 799<br><a href="http://streetfurniture.com.au">http://streetfurniture.com.au</a> |
| 4.1.5         | Furniture Type 4<br>Bollards  |   | Mild Steel  | Powder-coated<br>Colour: Dark Grey   | 200   | Product: SIT Bollard<br>Supplier: <b>HUB</b><br><a href="http://www.hub-group.com">http://www.hub-group.com</a>  |
| 4.1.7         | PC Item<br>Sculptural Bicycle Racks in 'Vineyard' or 'Mining Heritage' themes |    | TBC   |  | 6   | Product: Custom<br>Supplier:   |
| 4.1.8         | PC Item<br>Signage  |    | TBC   |  | 1   | Product: Custom<br>Supplier:   |
| 4.1.8         | PC Item<br>Visitor Information Touchscreen Kiosk                              |    | TBC   |  | 1   | Product: Custom<br>Supplier:   |
| 4.1.9         | Lighting Type 1<br>Smart Pole - Post mounted luminaire                        |    | Die-cast aluminium                                    | Powder-coated<br>Colour: Black   | Along carriageway   | Product: VFL540-SE LED<br>Supplier: <b>'we-ef Lighting' - Light Culture</b><br><a href="http://www.lightculture.com.au/">http://www.lightculture.com.au/</a>                     |
| 4.1.10        | Lighting Type 2<br>Uplighting, In-ground                                      |    | Aluminium   | Anti-corrosive coat  | To street trees   | Product: Accent Lighting RAVENNA<br>Supplier: <b>Hess</b><br><a href="http://www.hess.eu/">http://www.hess.eu/</a>   |
| 4.1.11        | Landscape<br>Tree Planting  | <u>100L Trees</u><br>One way shared zone - Refer 'Cross Streets' typologies<br>Cooper Street - Retain existing street trees (4) proposed new trees:<br><i>Waterhousia florabunda</i><br>Charlton Street - <i>Tristaniopsis laurina</i> 'Luscious', <i>Elaeocarpus reticulatus</i> . | N/A   |  | Shared Zone:<br>Approx. 6<br>Cooper Street:<br>Approx. 11<br>Charlton Street:<br>Approx. 18 | Product: N/A<br>Supplier:  |
| 4.1.12        | Landscape<br>Mass Shrub+Grass Planting  | <u>300mm Shrubs</u><br>Plant on both sides of street in tree gardens. Suggested species:<br><i>Dietes grandiflora</i> / <i>Trachealosperrum jasminoides</i> / <i>Buxus spp.</i>   | N/A   |  | Shrub Planting<br>Approx. 60m <sup>2</sup> @ 4/m <sup>2</sup>                               | Product: N/A<br>Supplier:  |




  

| 4.2 STAGE TWO |  |   |   |  |                       |  |
|---------------|--|---|---|--|-----------------------|--|
| REF NO.       | ITEM   | IMAGE   | MATERIAL/ PRODUCT                                     | TEXTURE / FINISH   | NO. OF ITEMS          | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 4.2.1         | Pavement Type 2<br>Unit paving   | N/A   | Concrete paver (600x400mm) with feature paving strips | Colour: Manhattan<br>Finish: Etch  | N/A                   | Product: Concrete Paver<br>Supplier: <b>STONE</b><br><a href="http://concreteredefined.com.au/">http://concreteredefined.com.au/</a>   |
| 4.2.2         | Furniture Type 1<br>Bench Seat   |    | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style  | Powder-coated<br>Colour: Dark Grey   | 10                    | Product: Aspen Bench<br>Supplier: <b>Gossi Park &amp; Street Furniture</b><br>Phone: 07 3877 2856 <a href="http://gossi.com.au">http://gossi.com.au</a>                          |
| 4.2.3         | Furniture Type 3<br>Rubbish Bin  |    | Aluminium Frame<br>Aluminium battens<br>Curved Roof   | Frame: Powder-coated<br>Colour: Dark Grey<br>Battens: Woodgrain, Casuarina | 6                     | Product: Frame Dual, Battened<br>Supplier: <b>Street Furniture Australia</b><br>Phone: 1300 027 799<br><a href="http://streetfurniture.com.au">http://streetfurniture.com.au</a> |
| 4.3.4         | Furniture Type 1<br>Moveable Seats + Tables                                |    | TBC   | TBC  | 10 tables + 20 chairs | Product: TBC<br>Supplier:  |
| 4.2.5         | PC Item<br>Sculptural Art Piece in 'Vineyard' or 'Mining Heritage' themes. |  | TBC   | Powder-coated<br>Colour: TBC   | 1                     | Product: Approx. size: 4m H<br>Supplier:   |
| 4.2.6         | PC Item<br>Sculptural Play Item in 'Vineyard' or 'Mining Heritage' themes. |  | TBC   | Powder-coated<br>Colour: TBC   | 1                     | Product: Approx. size: 4m H<br>Supplier:   |
| 4.2.7         | PC Item<br>Shade Umbrellas   |  | TBC   |  | 8                     | Product: TBC<br>Supplier:  |
| 4.2.7         | PC Item<br>Live Music Infrastructure - power + communications              |  | TBC   |  | 1                     | Product: TBC<br>Supplier:  |
| 4.2.7         | PC Item<br>WiFi Service  |   | TBC   |  | 1                     | Product: TBC<br>Supplier:  |
| 4.2.8         | Lighting Type 1<br>Catenary lighting                                       |  | Aluminium   | Selux Graphite   |                       | Product: Sombreo 230 Catenary<br>Supplier: <b>Selux</b><br><a href="http://www.selux.com/">http://www.selux.com/</a>   |
| 4.2.9         | Lighting Type 2<br>Uplighting, In-ground                                   |  | Aluminium   | Anti-corrosive coat  |                       | Product: Accent Lighting RAVENNA<br>Supplier: <b>Hess</b><br><a href="http://www.hess.eu/">http://www.hess.eu/</a>   |
| 4.2.10        | Lighting Type 3<br>Pathway Lights  |  | Aluminium   | Powder-coated<br>Colour: Dark Grey   |                       | Product: Notch Bollard<br>Supplier: <b>Selux</b><br><a href="http://www.selux.com/">http://www.selux.com/</a>  |



## Materials Schedule - Town Square

| 4.2.11                 | Landscape<br>Tree Planting                  | 100Lt Tree Stock<br>Suggested species: <i>Pyrus spp.</i> / <i>Ulmus spp.</i> / <i>Fraxinus spp.</i> / <i>Eucalyptus spp.</i>  | N/A   | Approx. 15   | Product:<br>Supplier: | N/A  |
|------------------------|---|---|---|--|-----------------------|--|
| 4.2.12                 | Landscape<br>Mass Shrub+Grass Planting      | 300mm Shrubs<br>Suggested species: <i>Buxus spp.</i> / <i>Camellia spp.</i> / <i>Viburnum spp.</i> / <i>Westringia spp.</i> / <i>Correa spp.</i><br>150mm Grasses + Groundcovers<br>Suggested species: <i>Lomandra spp.</i> / <i>Dianella spp.</i> / <i>Dietes spp.</i> / <i>Trachelospermum spp.</i> / <i>Gazania spp.</i> / <i>Hardebergia spp.</i> | N/A   | Shrub Planting<br>Approx. 10m <sup>2</sup> @ 4/m <sup>2</sup><br>Grasses Planting<br>Approx. 10m <sup>2</sup> @ 6/m <sup>2</sup> | Product:<br>Supplier: | N/A  |
| <b>4.3 STAGE THREE</b> |   |   |   |  |                       |  |
| REF NO.                | ITEM  | IMAGE   | MATERIAL/ PRODUCT                                     | TEXTURE / FINISH   | NO. OF ITEMS          | PRODUCT / SUPPLIER (OR APPROVED EQUIVALENT)  |
| 4.3.1                  | Pavement Type 2<br>Unit paving              | N/A   | Concrete paver (600x400mm) with feature paving strips | Colour: Manhattan<br>Finish: Etch  | N/A                   | Product:<br>Supplier:<br>Concrete Paver<br><b>STONE</b><br><a href="http://concreteredefined.com.au/">http://concreteredefined.com.au/</a>   |
| 4.3.2                  | Furniture Type 1<br>Bench Seat              |    | Hardwood Battens<br>Aluminium Legs<br>Core Leg Style  | Powder-coated<br>Colour: Dark Grey   | 10                    | Product:<br>Supplier:<br>Aspen Bench<br><b>Gossi Park &amp; Street Furniture</b><br>Phone: 07 3877 2856<br><a href="http://gossi.com.au">http://gossi.com.au</a>                                   |
| 4.3.3                  | Furniture Type 1<br>Moveable Seats + Tables |   | TBC   | TBC  | 10 tables + 20 chairs | Product:<br>Supplier:<br>TBC   |
| 4.3.4                  | Furniture Type 3<br>Rubbish Bin             |    | Aluminium Frame<br>Aluminium battens<br>Curved Roof   | Frame: Powder-coated<br>Colour: Dark Grey<br>Battens: Woodgrain, Casuarina   | 6                     | Product:<br>Supplier:<br>Frame Dual, Battened<br><b>Street Furniture Australia</b><br>Phone: 1300 027 799<br><a href="http://streetfurniture.com.au">http://streetfurniture.com.au</a>             |
| 4.3.5                  | Furniture Type 5<br>Drinking Fountain       |    | Aluminium   | Powder-coated<br>Colour: Bondi Blue  | 1                     | Product:<br>Supplier:<br>Arqua Fountain, DF4-STD / DF4-DB<br><b>Street Furniture Australia</b><br>Phone: 1300 027 799<br><a href="http://streetfurniture.com.au">http://streetfurniture.com.au</a> |
| 4.3.6                  | PC Item<br>Water Feature                    |    | TBC   |  | 1                     | Product:<br>Supplier:<br>TBC   |
| 4.3.7                  | PC Item<br>Shade Umbrellas                  |    | TBC   |  | 8                     | Product:<br>Supplier:<br>TBC   |

|        |  |   |           |  |                       |  |
|--------|--|---|-----------|--|-----------------------|--|
| 4.2.8  | Lighting Type 1<br>Catenary lighting     |    | Aluminium | Selux Graphite   |                       | Product:<br>Supplier:<br>Sombreo 230 Catenary<br><b>Selux</b><br><a href="http://www.selux.com/">http://www.selux.com/</a> |
| 4.3.9  | Lighting Type 2<br>Uplighting, In-ground |    | Aluminium | Anti-corrosive coat  |                       | Product:<br>Supplier:<br>Accent Lighting RAVENNA<br><b>Hess</b><br><a href="http://www.hess.eu/">http://www.hess.eu/</a>   |
| 4.3.10 | Lighting Type 3<br>Pathway Lights        |    | Aluminium | Powder-coated<br>Colour: Dark Grey   |                       | Product:<br>Supplier:<br>Notch Bollard<br><b>Selux</b><br><a href="http://www.selux.com/">http://www.selux.com/</a>        |
| 4.3.11 | Landscape<br>Tree Planting               | 100Lt Tree Stock<br>Suggested species: <i>Pyrus spp.</i> / <i>Ulmus spp.</i> / <i>Fraxinus spp.</i> / <i>Eucalyptus spp.</i>  | N/A       | Approx. 20   | Product:<br>Supplier: | N/A  |
| 4.3.12 | Landscape<br>Mass Shrub+Grass Planting   | 300mm Shrubs<br>Suggested species: <i>Buxus spp.</i> / <i>Camellia spp.</i> / <i>Viburnum spp.</i> / <i>Westringia spp.</i> / <i>Correa spp.</i><br>150mm Grasses + Groundcovers<br>Suggested species: <i>Lomandra spp.</i> / <i>Dianella spp.</i> / <i>Dietes spp.</i> / <i>Trachelospermum spp.</i> / <i>Gazania spp.</i> / <i>Hardebergia spp.</i> | N/A       | Shrub Planting<br>Approx. 10m <sup>2</sup> @ 4/m <sup>2</sup><br>Grasses Planting<br>Approx. 10m <sup>2</sup> @ 6/m <sup>2</sup> | Product:<br>Supplier: | N/A  |