

## 6.4 Stage 1 Masterplan

### 6.4.1 Stage 1 Masterplan Priorities

Following are the key “drivers” for the Stage 1 masterplan actions and works.

- To fill in missing links, to shared path standard, in Council’s existing path network and undertake associated amenity/landscape plantings between the Geordie Street causeway and Sandford Avenue (in the Showground and sportsfields precinct, an area of higher potential use) (Planning Units FC7-West and FC8-East).
- To improve the connection between Marjorie Jackson Oval and the Montague Street area, along Macauley Street and Burton Street (mostly as shared path), to Inch Street (Planning Units FC6 and FC7-East) and allowing improved links to the Lake Pillans Wetlands.
- To target recreation, environmental and amenity improvements to highly visible sections of Farmers Creek – to establish the masterplan project’s identity, promote its profile and community awareness, and encourage community support/involvement.
- To upgrade existing paths, and establish the start of a shared path loop route, through the Lake Pillans Wetlands and Blast Furnace Park (a major investment in Planning Units VoCC3-North and VoCC3-South).
- To connect the existing path network, via a new shared path west from the Geordie Street causeway, to the Lithgow Tourism Information Centre and existing urban pathway network (Planning Unit FC8-West).
- To undertake amenity/landscape plantings to enhance the existing concrete pathway south of Geordie Street (Planning Unit FC8-West).
- To commence shared path development (but to varying standards and user suitability) in the “western heritage zone”, along Coerwull Road (in Planning Unit FC9-North).

- To support new path construction with WSUD measures (mainly creekside filter strip plantings), and undertake appropriate stormwater quality improvement measures (mainly retrofitting) in conjunction with open space upgrading efforts along these sections of creek corridor.
- To commence the confirmation of public land boundaries, and removal of encroachments, upstream (east) of Burton Street (Planning Units FC2, 3, 4 and 5).
- To undertake weed control and riparian vegetation community restoration works in State Mine Creek, a high weed area and source of weeds for downstream sections of Farmers Creek (Planning Unit SMC2).

### 6.4.2 Stage 1 Masterplan Overview

#### Introduction

The proposed Stage 1 path network, for the entirety of Farmers Creek through the Lithgow urban area, is shown in overview on Figure 25.

The proposed Stage 1 path works, in conjunction with the existing path network will form a continuous, mostly creekside, pathway from Burton Street in the east to the Tourism Information Centre in the west. Most of this route would be to a shared path standard, with the exception of the existing Geordie Street and Sandford Avenue (Marjorie Jackson Oval) sections which, while not to shared path width at present, are nevertheless signposted for both walker and cyclist use.

This initial stage includes a considerable investment in landscape/amenity plantings, to support Stage 1 recreation and access upgrades and to enhance the creekside settings for subsequent works. Limited, and targeted, weed control and riparian community restoration also commence in Stage 1.

The total estimated order of costs for all Stage 1 works is over \$1,996,000 – as detailed in Table 5 and Section 7.1.

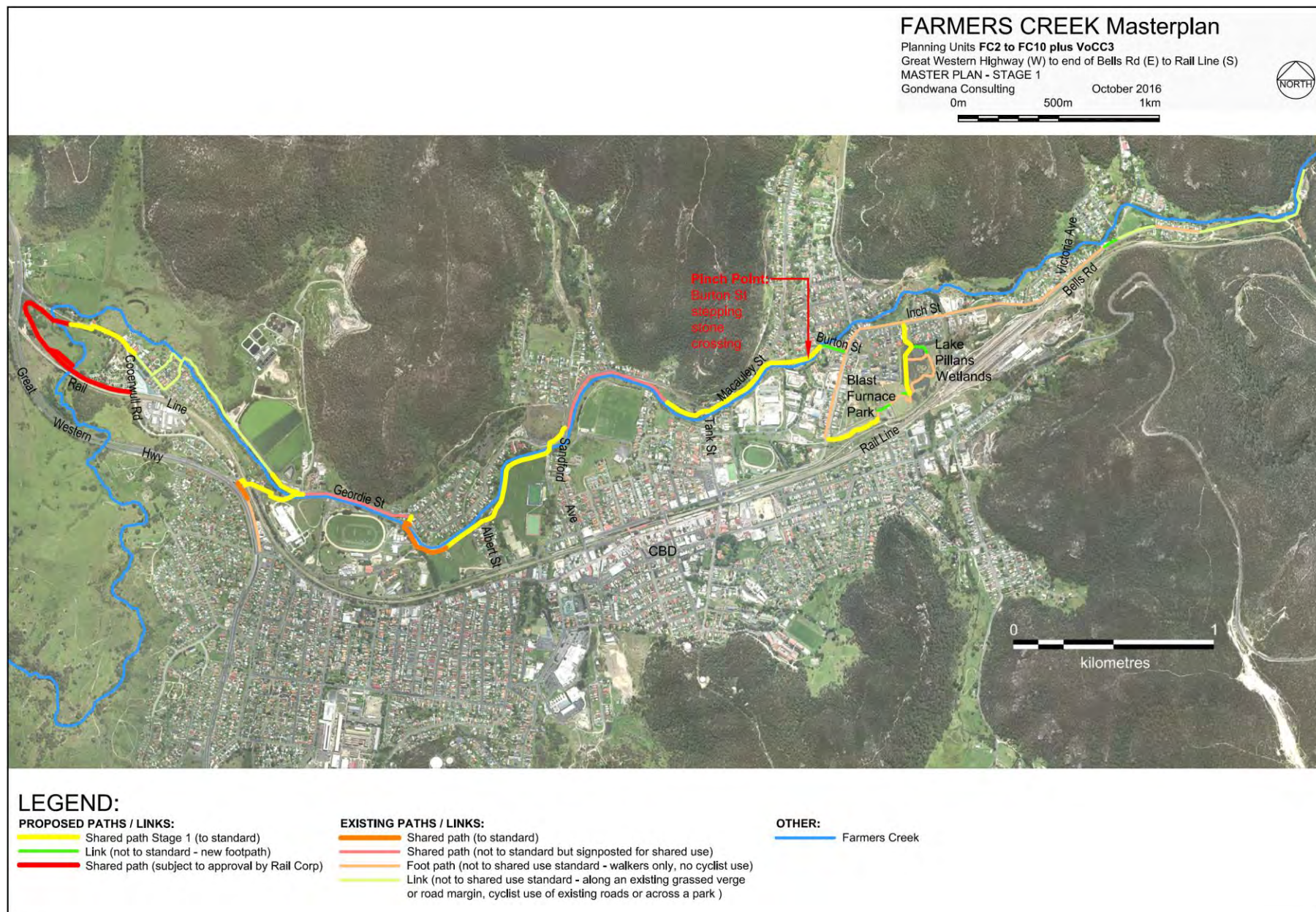


Figure 25 Stage 1 path network overview



Of this over \$1,394,000 is for shared path infrastructure and other “hard” works, over \$322,000 is for “soft” landscape works and amenity plantings, and over \$279,000 is for weed control and riparian vegetation community restoration.

The following description only highlights the major elements or works within Stage 1. For a summary description and location of all proposed “hard” facility works – principally the proposed Stage 1 path network – refer to the individual masterplan for each Planning Unit at Figures 26 to 40 (with reference to the masterplan legend at Figure 16). A detailed description of all Stage 1 works – “hard” facility works, “soft” landscape/amenity works, and weed control and natural vegetation restoration works – can be found in the Implementation and Cost Estimates Schedules in Appendix 4.

### Overview Description

Within the “central urban recreation and open space zone” the extended shared path’s eastern end will be the crossing of Farmers Creek (off the west end of Burton Street). This is proposed as an interim “stepping stone” type crossing, and so would be a “pinch point” in the network unsuitable for cyclists and mobility scooters. Downstream from here a new shared path would run along the creek’s northern side, through the Guy Street open space (including a short bridge over State Mine Creek), then continue down the south-east side of Macauley Avenue, separated from the adjacent carriageway, to Tank Street.



Weed control measures, and a mix of both amenity plantings and bushland (riparian community) restoration works, are proposed in advance of (or in conjunction with) development of this shared path between Burton Street and the Montague Street dog park.



Source: Pittwater Council

These plantings aim to capitalise on this highly visible section of the creek corridor to “showcase” the upgrading of Farmers Creek to the Lithgow community, and encourage public awareness of and support for the project (as well as presenting opportunities for community involvement).

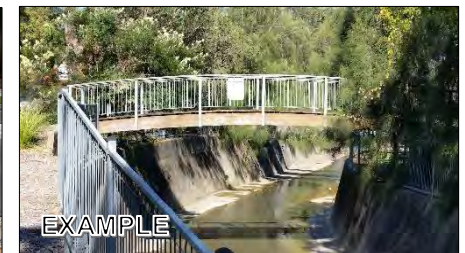
Crossing to the west side of Tank Street, a new shared path would be developed south of the Montague Street dog park to link with the existing bitumen path. Beyond the Montague Street dog park the existing bitumen path, which is signposted for shared use, but does not meet shared path standards, runs west then south between the creek (here as a large, then smaller, canal) and Sandford Avenue to near the junction with Coalbrook Street.



Source: Google Earth



At the south-western end of the bitumen path a new crossing of Sandford Avenue would lead to a short section of shared path before crossing Coalbrook Street and accessing Glanmire Oval via a new short bridge.







A new shared path would run around the edge of Glanmire Oval to cross Albert Street, and then continue along the southern edge of the large stormwater canal to join the recently constructed shared path leading to the Georgie Street footbridge (built to shared path standards).

A low-speed “shared zone” – for pedestrians, cyclists and vehicles – would be demarcated in the laneway at the northern end of the existing Georgie Street footbridge, and a short section of shared path developed northwards to connect with the existing Georgie Street path (signposted for shared use, but not to shared path width).

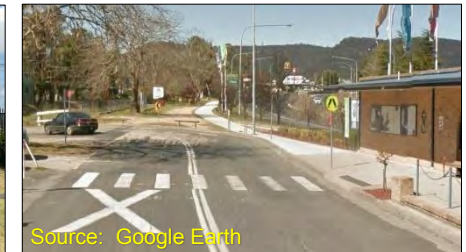


At the western end of this existing path, near the Georgie Street causeway, a new section of shared path would access a new bridge, aligned north-south, over the stream channel (small canal). A new shared path would continue along the south side of the creek, west past the causeway, and along the southern then the northern side of Georgie Street westwards to an upgraded crossing point on the Main Western Rail Line.



The design requirements for the shared paths’ crossing of the rail line (northside of the existing vehicle crossing) would require negotiation with Rail Corp. From here a new shared path would run a short distance north

then west, through the existing information centre parking area (with appropriate signage and/or line-marking) to the existing zebra crossing accessing the Lithgow Tourist Information Centre to link into the wider urban pathway network.



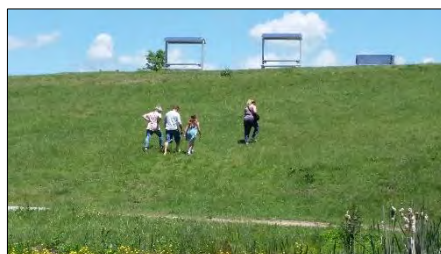
Amenity plantings would be undertaken in association with, or in advance of, construction of the above sections of new shared path between Sandford Avenue and the Tourist Information Centre (see Figure 18). These would include dense grass and/or sedge “filter strip” plantings along the creek/canal side of the path to improve the quality of runoff to the creekline (see Figure 19). “Island” plantings are also proposed for the wide grassy slope between Georgie Street and the existing concrete path (not to shared path standards) to improve the amenity of this area (see Figure 20).



Elsewhere in the “central urban recreation and open space zone” a new shared path leads south, from a new crossing on Inch Street, through the existing park (and floodway) to a new entry node at the north-west corner of the Lake Pillans Wetlands.



From here a new footpath connects south-east to the existing walks around the wetlands, and a new bridge (to shared path standard) would allow walkers and cyclists to cross the narrow outlet to the wetlands and link with the recently constructed path down the wetland's western edge. This path would be widened to shared path standards. Steps are also developed at the south end of this is widened path to safely separate walkers and cyclists on the slope between the Lake Pillans Wetlands and Blast Furnace Park, as well as new supporting amenity plantings.



West from Blast Furnace Park a shared path would meander down the open grassy slope south of Blast Furnace Road to a new crossing point on Inch Street. The former rail bridge over Inch Street, just south of the Blast Furnace Road intersection, could be used as an alternative means of crossing to the western side of Inch Street. It would also offer a connection to Eskbank House and Museum and the existing footpath "sculpture walk" to the CBD. However this option would not



be suitable for cyclists and would require additional infrastructure (safety rails, steps and a diverting/higher path for walkers on the eastern bridge approach).

At Stage 1 the Lake Pillans Wetlands and Blast Furnace Park are not fully integrated into the creek's shared path network, and a shared path loop route through these attractions remains only partially realised (relying on the existing north-south footpath on Inch Street).



East from Burton Street in Stage 1 walkers would be reliant on existing footpaths, often well away from the Farmers Creek corridor and not to shared path standard, and cyclists would be required to use the existing roadways. This encompasses the entire "eastern upstream environmental zone".

At multiple places along Farmers Creek encroachments by adjacent private properties intrude into the public land corridor (based on cadastral data supplied by Council, as KML files). These encroachments are most often lawns, gardens, car parking or access, storage and works areas, and fill – but also occasionally larger intrusions including fenced enclosures and even larger structures. Confirmation of the public land boundaries (and clearly marking these on-ground) and the negotiated progressive removal of encroachments from the creekside public lands is warranted early in the Farmers Creek enhancement project. Priority locations for the confirmation of public lands and encroachment removal are Planning Units FC2, FC3, FC4, FC5, FC7-East and FC7-West.

In the "western heritage zone", north-west from the Geordie Street causeway, a road crossing and short section of unsealed compacted shared path will link the existing Geordie Street path to the Council depot and Sewage Treatment Plant access road. An existing informal route, alongside Farmers Creek, beside the access road and continuing north-west through an unmanaged reserve already provides a connection Chivers Close. While navigable by walkers and possibly by cyclists (in dry conditions), this link is not to a shared path standard and is not suitable for mobility scooters.



An existing footbridge (older style, and not to shared path standards) crosses Farmers Creek. From here cyclists would continue via the carriageway on Chivers Close and Fullagar Avenue to Coorwull Road. Walkers divert north-west, along a “pedestrians only” creekside path, to Evans Close and then continue on the grassed road verge, past Methven House, on to the Fullagar Avenue verge.



From its junction with Fullagar Avenue a new section of new shared path (partly sealed and partly compacted only) would link along Coorwull Road leading to a viewing point to the heritage railway viaducts, just east of the James Kirkwood Bridge.



At Stage 1, and also in subsequent stages, there is the potential to significantly enhance the recreational appeal - as well as the potential tourism interest – of the western end of the proposed shared path network. The twin rail viaducts over Farmers Creek are significant heritage assets

and visitor attractions. These features can be viewed from Coorwull Road – as realised under the proposed Stage 1 works.

However there is also the potential to develop a loop route using the Rail Corp owned corridor – from Coorwull Road in the north just west of the James Kirkwood Bridge, north-west then south-east along the rail corridor (including passing across the older heritage rail viaduct), to Coorwull Road at the existing rail overpass in the south-east (as shown on Figures 39 and 40).

While offering an outstanding experience for users, realising this route would require negotiation and approval from Rail Corp as well as addressing heritage approval, safety, aesthetic, trafficability and service access issues. A major bridge would also be required downstream of the James Kirkwood Bridge (or this existing road bridge modified/widened to accommodate a shared path).







Figure 26 Masterplan FC2 – Stage 1 (and Stage 2)





Figure 27 Masterplan FC3 – Stage 1



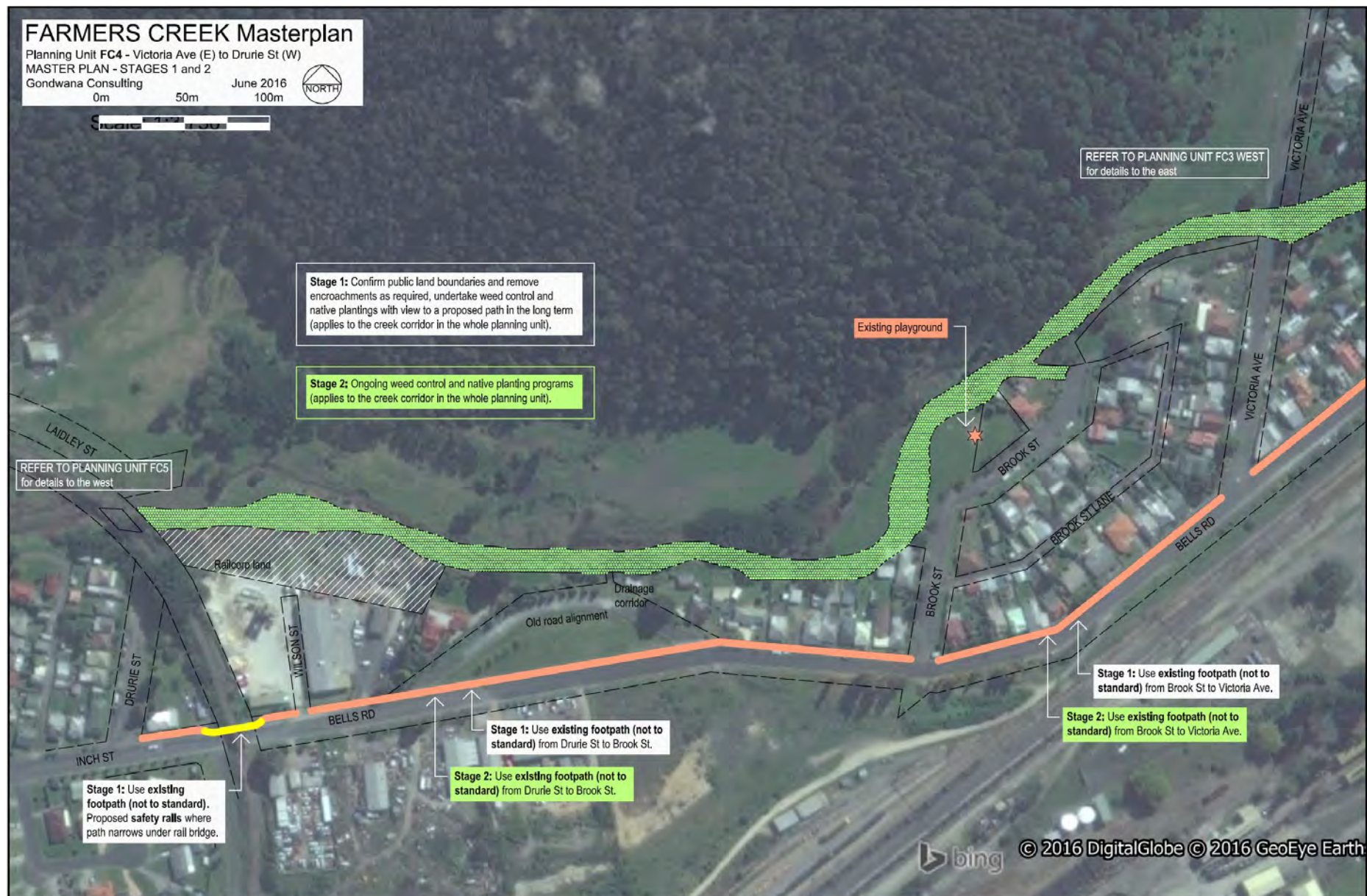


Figure 28 Masterplan FC4 – Stage 1 (and Stage 2)





Figure 29 Masterplan FC5 – Stage 1



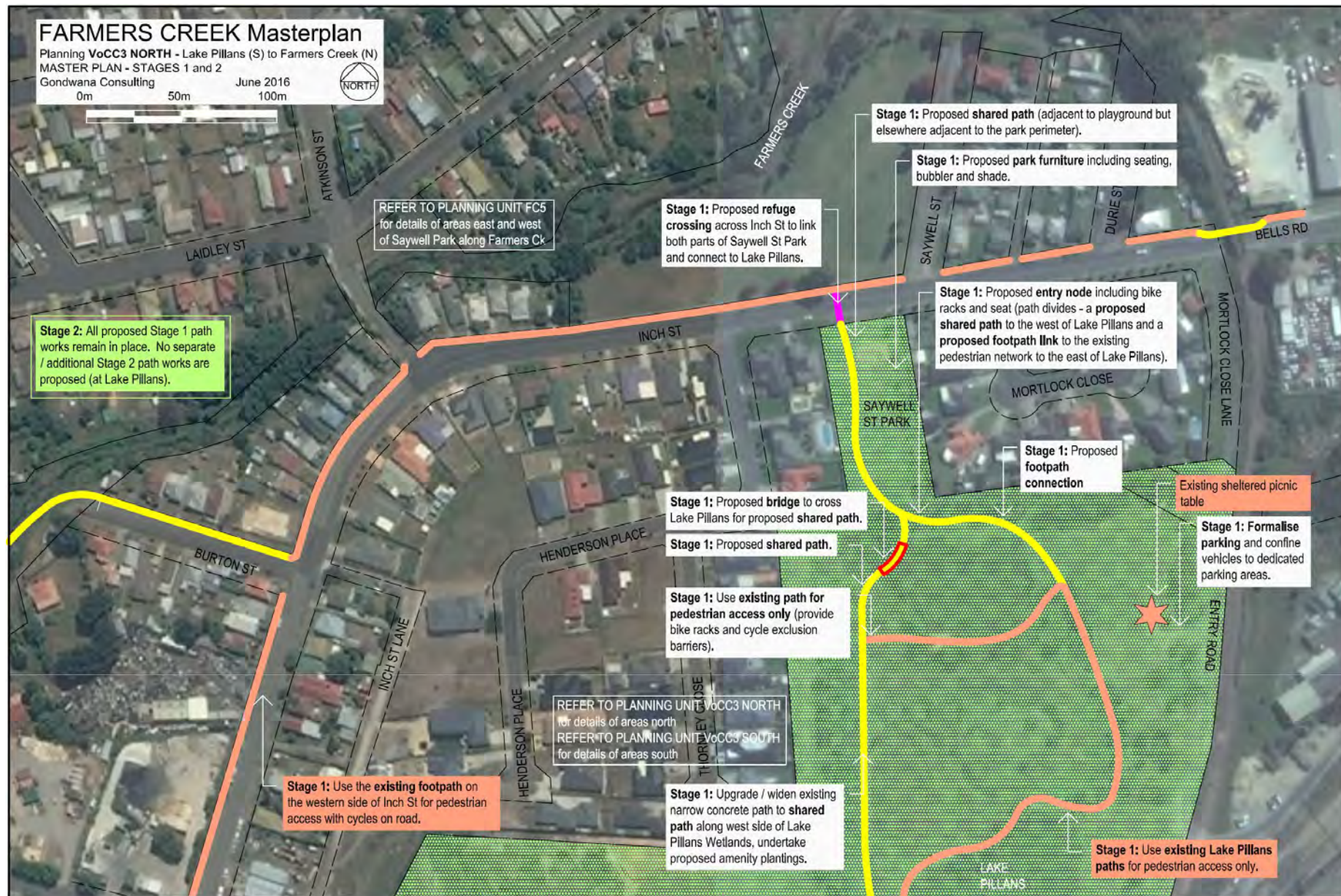


Figure 30 Masterplan VoCC3-North – Stage 1 (and Stage 2)





Figure 31 Masterplan VoCC3-South – Stage 1



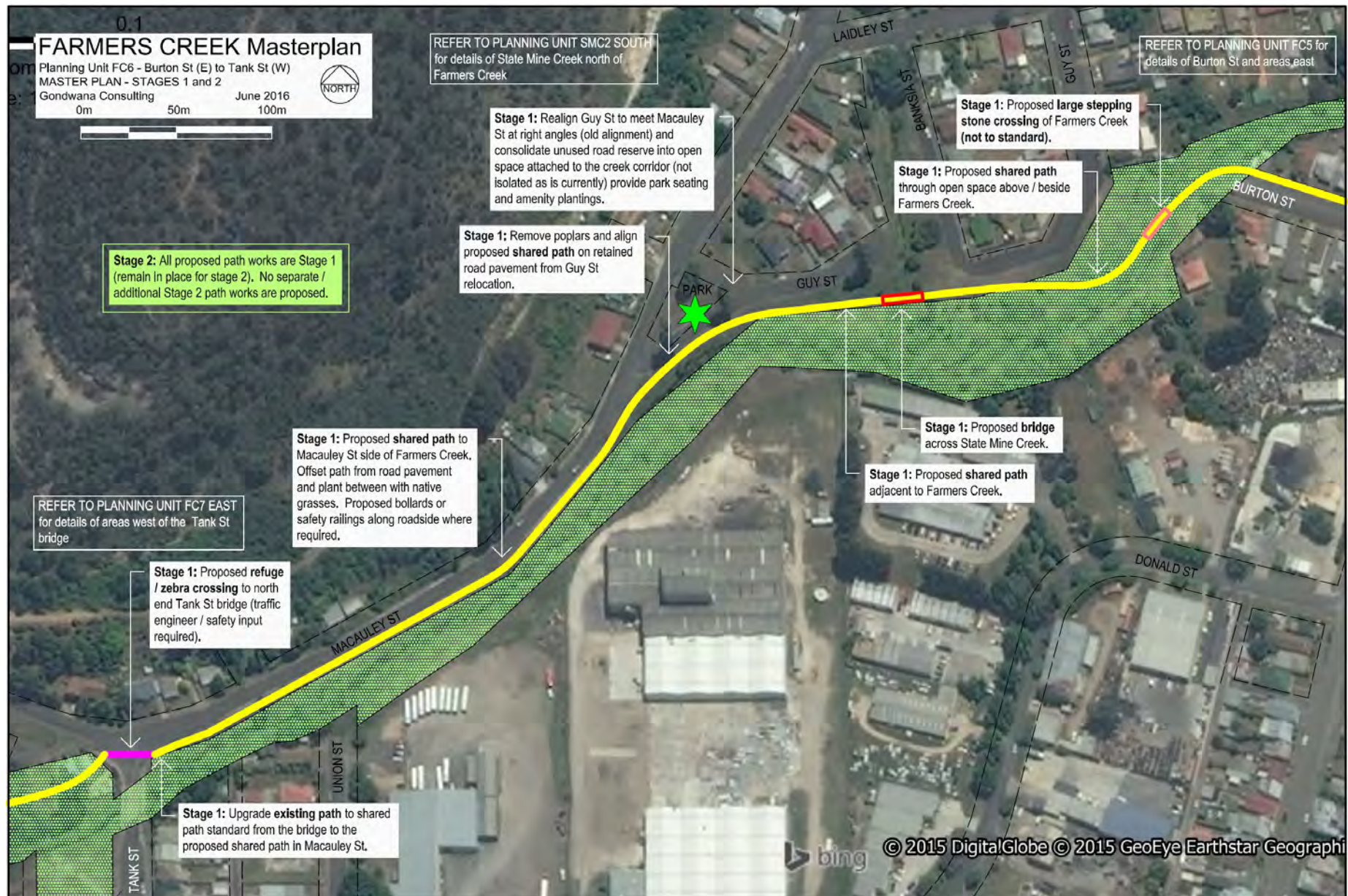


Figure 32 Masterplan FC6 – Stage 1 (and Stage 2)



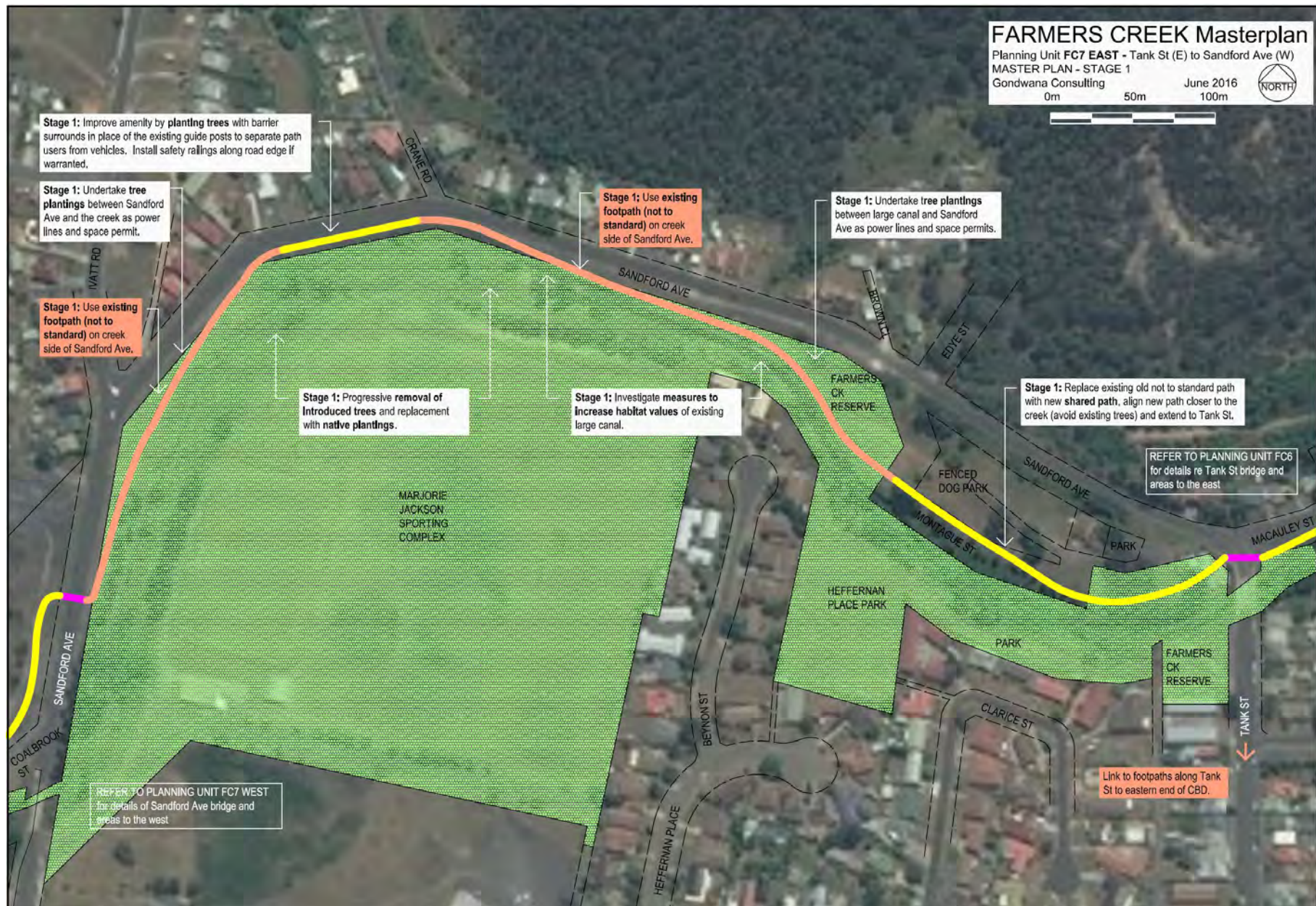


Figure 33 Masterplan FC7-East – Stage 1





Figure 34 Masterplan FC7-West – Stage 1





Figure 35 Masterplan FC8-East – Stage 1



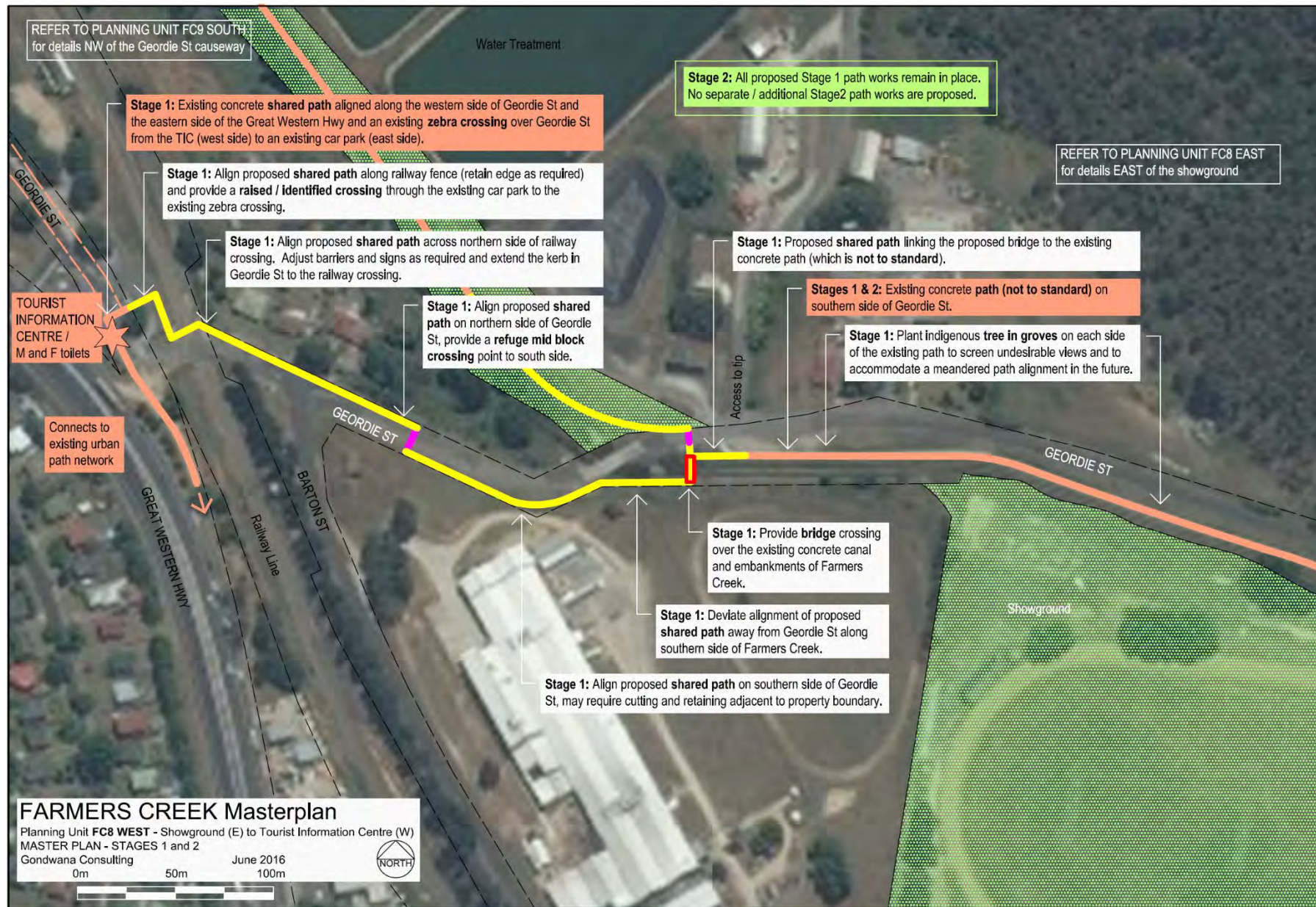


Figure 36 Masterplan FC8-West – Stage 1 (and Stage 2)





Figure 37 Masterplan FC9-South – Stage 1





Figure 38 Masterplan FC9-North – Stage 1



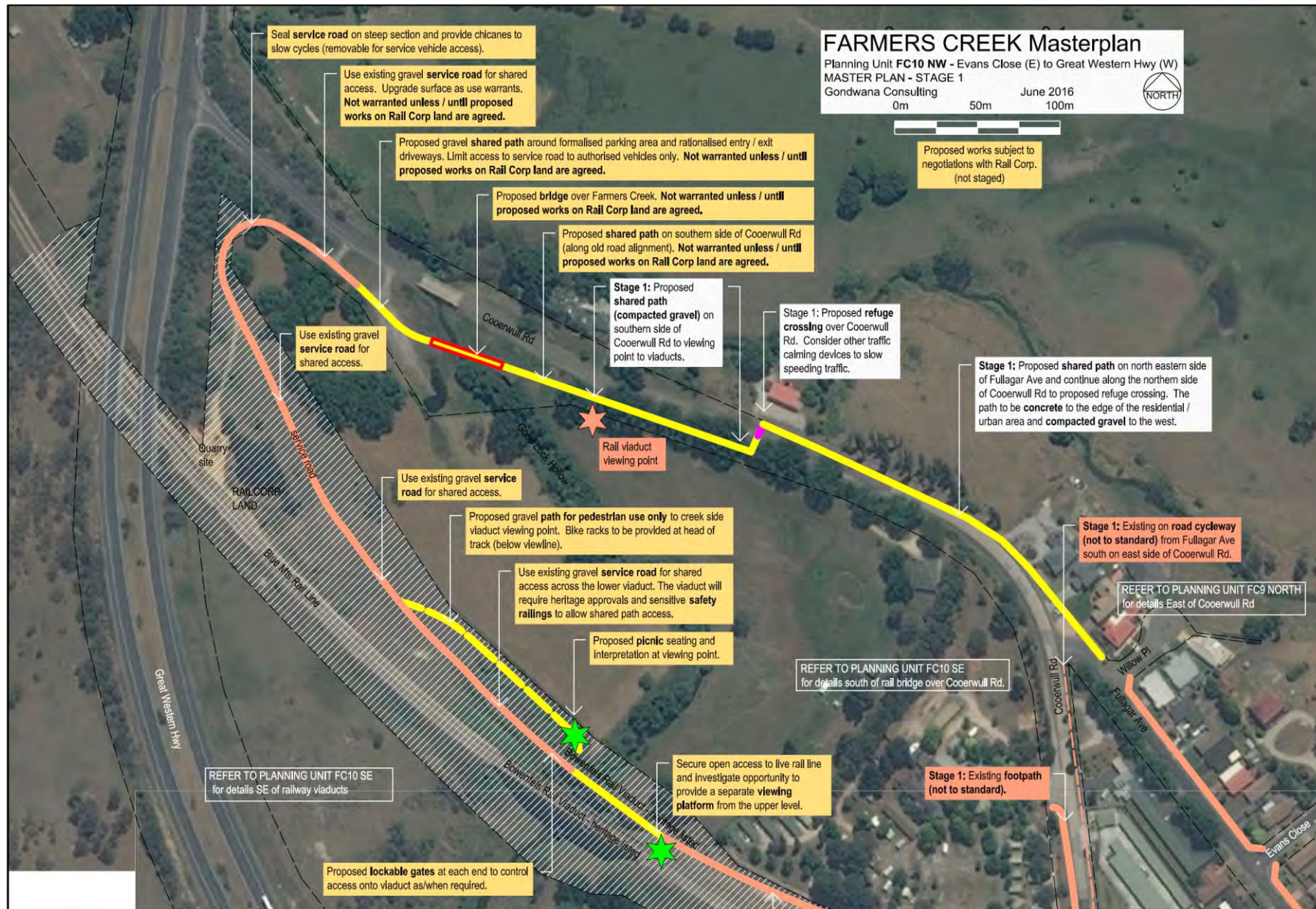


Figure 39 Masterplan FC10-Northwest – Stage 1





Figure 40 Masterplan FC10-Southeast – Stage 1