MAIN STREET STUDY
KEPEL STREET PRECINCT, BATHURST
1993

VOLUME 1
REPORT & APPENDICES

FREEMAN COLLETT & PARTNERS PTY LTD
ARCHITECTS & PLANNERS • CANBERRA
MAIN STREET STUDY
KEPPEL STREET PRECINCT, BATHURST
VOLUME 1 - REPORT

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INTRODUCTION

This main street study for Keppel Street, Bathurst, has been produced for the Bathurst City Council and the NSW Department of Planning. It is funded by the New South Wales Heritage Assistance Program.

The study is intended to provide a practical and useful guide for Council and for the owners and occupants of buildings located in Keppel Street.

Consultant Team

The Keppel Street Main Street Study was co-ordinated and managed by Peter Freeman of Freeman Collett & Partners Pty Ltd. The practice produced the historical background material, compiled the inventory and recommendation sheets for buildings along Keppel Street, and prepared the overall Concept Plan for the Study.

Study Brief

A brief for the Keppel Street Main Street Study was issued by the Bathurst City Council in April 1993 in response to efforts by a group of residents and business people from lower Keppel Street, the Keppel Street Action Group, in improving this area of Bathurst. In May 1993, following a standard selection process, Freeman Collett & Partners Pty Ltd were appointed Study Co-ordinators.

The Keppel Street Action Group's desired output from the study, as outlined in the study brief, is as follows:

It is hoped the Main Street Study will bring together various groups and members of the community in a positive effort for change, and to encourage property owners - civic, commercial and private - to take a real pride in their buildings and in the street. The study will provide clear planning guidelines for Council for paint colours, tree planting and the refurbishment of gardens, for road and pavement resurfacing, and for the provision of street furniture.
Our specific desire is for the study to create a plan for use by Council and property owners that creates a total environment. This would take into account the buildings, the living environment of trees and gardens, and public amenities like seating, lighting, open space (in front of the Library), traffic/parking.

We want an attractive, people-oriented, viable street that enhances its heritage and is conducive to modern living.

The brief is attached to the report as Appendix 1.

1.4 Study Area Boundary and Scope

The study area covered by this report is shown in Figure 1. The area has been identified by the Bathurst City Council as a conservation area within the Central Area Heritage Study.

Figure 1. Map of study area.
1.5 Acknowledgements

Freeman Collett & Partners acknowledge the assistance provided by Jane Stephens and the Keppel Street Action Group; the Bathurst & District Historical Society; M Watson; H Larnach; and John Clague, Bathurst City Council.

During the course of the study contact was made with Alastair Gratton, of Canberra, formerly of Bathurst, who provided invaluable assistance and information with regard to Keppel Street buildings and residents.

1.6 Copyright

Copyright of this report is vested with the Bathurst City Council and the NSW Department of Planning. No part of this report may be reproduced without the written consent of the Bathurst City Council.
2.0 RECOMMENDATIONS

This study identifies a number of building styles within the Keppel Street precinct, and further identifies those buildings having special cultural significance. The report proposes a number of colour schemes suitable for buildings from different periods, but refrains from recommending specific colour schemes for specific buildings as it is considered more appropriate that buildings having cultural significance be investigated thoroughly, by means of paint scrapes and documentary evidence, before any new painting is carried out.

The following recommendations have arisen from an analysis of the Bathurst town form, and from an understanding of resident requirements. The recommendations are drawn from project concept plans, the report generally, and individual inventory sheets. Each of the Keppel Street Study documents should be specifically analysed for details of recommendations.

It is recommended that the Bathurst City Council, the Keppel Street Action Group and the Keppel Street community pursue the following findings of the Study.

. Instigate a program of street tree planting. Encourage residents and tenants to enhance and maintain gardens, where possible allowing them to 'spill over' on to the footpath.

. Vacant allotments which are used for parking should be fenced to create a proper entrance and allow a continuous line addressing the street. Low level planting could also be undertaken in front of the fences.

. Carry out alterations to buildings in accordance with recommendations on inventory sheets. Paint buildings, as required, in appropriate colours. Sample colour schemes appropriate for different eras are included in this report. Seek support from paint manufacturers for these painting projects.

. Construct a new pedestrian crossing to the front of the Art Gallery and Library to replace the presently unsafe crossings at the corner of Keppel and Bentinck Streets and to formalise pedestrian movement across the commercial centre of the study precinct. The crossing may conceivably also act as a speed trap. Sandstone kerbing blocks, formerly used in the railway precinct,
and if available, may be incorporated in the landscaping around the pedestrian crossing.

. There is no requirement to reduce traffic flow in Keppel Street however speed may be regulated by the use of altered road surfaces, for example to the predominantly residential area to the south of the street. This may be achieved by use of a raised threshold or a change in road surface texture (ie paving) or colour and may be integrated within a proposed tree island.

. The area in front of the Art Gallery and Library was identified as a weakness of the street at the Keppel Street Community Forum in April 1993. Further landscaping works should be carried out there to enhance its role as a focus for Keppel Street and a desirable place to gather and sit. This may be achieved by the introduction of a more interesting garden effect and more seating. Consideration should also be given to the planting of a line of (deciduous) trees along the footpath line to reinforce the street frontage and to provide a more sheltered space.

. Keppel Street already offers a interesting range of uses such as commercial, retail and residential. Diversity in the range of shop types and uses within Keppel Street should also be encouraged, including the use of the pavement areas to accommodate outdoor eating areas for cafes and restaurants. Widening of the footpath for this type of activity is encouraged, however there is a consequent loss of parking spaces.

. The possibility of an alternative configuration for the roundabout at the intersection of Bentinck and Keppel Streets has been considered. Alternative proposals discussed with the Bathurst City Council include the siting of a fountain/memorial etc within the area or, alternatively, further planting to the roundabout. It is considered that an alternative treatment to the roundabout is an engineering solution to a traffic problem. We believe the engineering imperatives overrule any initiatives we might propose within this report. As a result, no alternative treatment for the roundabout is proposed. If such treatment is considered in the future, however, it must be considered that the vista along Keppel Street to the railway station is considered to be of paramount importance and no planting or construction should be undertaken that would jeopardise this view.
3.0 MAIN STREET PROJECT

The following section outlines the method in which the Keppel Street project has been conducted. Each aspect of the study is discussed, and its function explained. It should be noted that the Study is a summation of its parts, and that each individual part refers to other aspects of the project.

3.1 Inventories

Information on each site in the Study area is compiled within the Inventory. The inventories contain a basic set of information on each building and site. Inventory sheets are included in Volumes 2 and 3 of the Study.

Inventories have been compiled for each building in the Keppel Street study area. The inventories are the central data base for the Study, and contain general information on each site. The inventory sheet format allows the collection of Keppel Street data, and comparison of information between buildings. Because the Field Inventory format is essentially open ended, pictorial and textual information can easily be added to the Inventory Manuals at a later date.

The following items are included as part of each inventory sheet:

- **The Keppel Street logo**
  The logo has been reproduced on all inventory forms, and all project correspondence generally. The logo serves to provide an easily recognisable project image.

- **The project title and consultants**
  The title to the study appears on each inventory sheet to allow recognition of the date and authorship of the study.

- **Council reference**
  Each site is identified where possible by a council reference number to aid the later identification of buildings.
• **Base property information**
  Each inventory sheet provides information such as address, property name, owner and present and original uses, where known.

• **History**
  Where known, an historical overview of each building is presented. The purpose of this overview is to place each site within a time frame that is intelligible in terms of the history of the town as a whole. It also provides the basis for appropriate re-interpretation of the building. In other words, the history gives clues on how the building might be modified to more accurately reflect the historical character of the town.

• **Description**
  The style, current condition and use of the buildings are described.

• **References**
  Acknowledges sources of historical information.

• **Photographs**
  Both modern and historical photographs are included to indicate changes to the buildings over time.

• **Recommendation sheet**
  The recommendation sheets provide a written and visual summary of the proposals for each site in the Study area. These summaries are intentionally brief, and provide basic information on proposals for every building, where appropriate.
4.0 CONCEPT PLAN

4.1 Background

The Keppel Street Concept Plan has been produced following a detailed investigation of the street's form and fabric, and following extensive consultation with residents by the Keppel Street Action Group and the community workshop conducted on Monday 19 July 1993.

The Concept Plan suggests a number of urban design concepts that would benefit the Keppel Street area of Bathurst. The Concept Plan itself is based on observation and analysis of the urban area and on information presented in the Inventory Sheets on each site. In addition, recommendations from the Keppel Street Action Group are incorporated into the Concept Plan, ensuring that community views are represented in the final document.

There are several initiatives which are central to the Concept Plan. These include alterations and modifications that can be carried out by individual building owners, and also proposals for changing public areas such as parks, footpaths and roadways.

The Concept Plan drawings (4 No.) are appended as A3 reproductions of original A1 drawings. The A1 size drawings have been forwarded separately to Council.

4.2 Concept Plan Proposals

The initiatives discussed below are illustrated on the Concept Plan. The Concept Plan shows in diagrammatic form proposals which will improve the amenity of Keppel Street by building on the street's pre-existing character.

Refer also to the Concept Plan drawings:

- 3 No. Concept Plan drawings
- Panorama of Keppel Street incorporating inventory recommendations.
4.2.1 Shopfronts

Many of the shopfronts and buildings to Keppel Street have had verandahs removed or replaced with cantilevered awnings. This has served to make the street wider and has changed the scale of the pedestrian footpaths. One aim of the Keppel Street study is to make the main street a friendlier place to be, and to make the street a better scale for pedestrians.

*Reinstate verandahs or awnings where appropriate, and as directed within the inventory recommendations. These elements are to be reinstated with reference to historical evidence of the form of the original structure.*

4.2.2 Keppel Street buildings

An interesting feature of the Keppel Street study area is the diversity of building forms, styles and uses which are to be found there. These include some very fine residential and commercial buildings. Many Keppel Street buildings have been altered over time to suit changing needs. Some of these changes have detracted from the buildings’ original character.

*Alter buildings in accordance with recommendations on inventory sheets. Paint buildings as required in colours proposed as part of this report. Seek support from paint manufacturers for these painting projects.*

4.2.3 Parking

Keppel Street is fortunate in that there is ample parking available to visitors in the area, either on street or in the large carpark beside the Art Gallery. It is considered that the availability of off street parking areas should be more adequately signposted. In addition, on street parking can be softened by increasing pedestrian areas and taking advantage of laneway openings to construct tree islands.

*Alter parking arrangements in accordance with recommendations illustrated in the Keppel Street Concept plans. Provide adequate signs to indicate the location of parking areas.*
4.2.4 Street Trees

Photographic evidence indicates that during the 1920s Keppel Street was lined with trees to the south side of the street, with intermittent plantings to the north side. These were believed to be White Cedars. Similar planting can be seen in Manilla Lane. At present there are very few street trees in the study area of Keppel Street.

*It is a major recommendation of this report that street trees be reinstated in Keppel Street to soften the landscape and add to the general amenity of the precinct.*

4.2.5 Footpaths

Current paving materials may vary according to policies adopted at various times in the past. Keppel Street would benefit from the adoption of an overall plan for the upgrading of footpaths, and footpaths should only be progressively replaced according to this plan.

*Extend footpaths around trees as illustrated in the Concept Plans.*

4.2.6 Street Furniture

Street furniture is currently ad hoc in design and location. The Keppel Street area would benefit by following an overall plan for the design and location of all street furniture. This plan should allow for the progressive replacement of existing street furniture as required. The study recognises the importance of the existing lampposts in Keppel Street.

*Recommendations for street furniture are set out in more detail in Section 5. Street furniture should be chosen to complement the existing lampposts.*
5.0 THE MAIN STREET LANDSCAPE

5.1 Introduction

The study area of Keppel Street presents an unusual microcosm of urban life. The street incorporates an interesting mix of residential, commercial and industrial buildings, with the railway station providing an important visual terminus to the view down Keppel Street.

5.2 Guidelines for infill development

It is inevitable that in a commercial centre such as Bathurst there are many different styles of buildings, and that many of these have been altered over time. It is not unusual to find combinations such as Victorian upper levels that remain unaltered together with ground floor windows up-dated in the 1930s or later.

New building works should take the following items into account:

- Existing buildings should try to accommodate as many original features of the building as possible

- Alterations should be reversible

- Use building materials that are similar in colour, texture and dimensions as the original

- Investigate the history of the building by looking at any photographs or illustrations of the building

- Investigate the structure of the building by examining the structure, its cladding and surfaces. Check changes that have been made and what has been covered over.

The reconstruction of awnings and verandahs to shop frontages and hotels should be based on documentary evidence, in particular old photographs or illustrations of the building. Awnings and verandahs can provide shelter for pedestrians, a surface for advertising and protection of goods from sunlight.
5.3 Guidelines for building signs and advertising

These guidelines are intended to augment those set out in the Bathurst Development Control Plan "Outdoor Advertising and Directional Signs - Bathurst". Within that document Goals No. 2 and 8 are of particular relevance.

Goal No. 2
To ensure that advertising make a positive contribution to the general environment of the City and to the streetscape.

Goal No. 8
To encourage the type, scale and location of advertising signs within the Central Business District such that they will enhance the environmental heritage and townscape elements of the area. In this regard advertisements which are to be located above awning level will generally be refused.

The building should read as the most important element. Signs should be reduced so that the building and window displays do as much advertising as possible.

Signs should be appropriate to the date of the building. In most cases there will be no problem in replacing signs, although corporate tenants with set colour schemes and logos may require individual advice.

Refer to inventory recommendations for building specific advice on signs.

Recommendations

- Building signs should be rationalised, so that extraneous signs are removed.

- Signs should be appropriate to the date of the building.

- Corporate colour schemes and logos should be restricted to ground floor shop front. Upper levels are highly visible as part of the streetscape and should be restored where possible and painted in colours appropriate to the building's age.
5.4 Landscape/Streetscape Initiatives

5.4.1 Street Trees

Photographic evidence indicates that at the turn of the century the south side of Keppel Street was planted with an unbroken line of White Cedar trees, and the north side with similar trees, less closely spaced. These trees, by then mature, were still in existence in the 1920s.

Road resurfacing and underground placement of utility services most probably contributed to the demise of the original street trees in Keppel Street, with the result that there are now very few street trees within the study area.

It is recommended that Council undertake a program of street tree planting in Keppel Street, locating the trees within 'tree islands' located at corners and at either side of laneways etc. The preferred species for replanting is White Cedar, if available, or an appropriate species as per the list included within in this section.

It is not considered appropriate for tree planting to be located along the central axis of Keppel Street.

Recommendations

The following comments and recommendations for street trees should be adopted:

- Council should adopt a pruning policy that minimises the impact of pruning on the size and shape of street trees.

- Generally the aim should be to attain an overall unity and identity in street tree planting.

- Overhead power lines should either be relocated underground or bundled to minimise impact on the tree canopy.
spaced. These trees, by then mature, were still in existence in the 1920s.

Road resurfacing and underground placement of utility services most probably contributed to the demise of the original street trees in Keppel Street, with the result that there are now very few street trees within the study area.

It is recommended that Council undertake a program of street tree planting in Keppel Street. It is considered that to replicate the earlier closely spaced planting to Keppel Street would be impracticable however trees could be located within 'tree islands' located at corners and at either side of laneways etc to minimise loss of parking space. These tree islands should be located to allow kerbside guttering to function unimpeded, and be large enough only to accommodate the tree, guard and protective bollard(s). An indicative sketch showing placement of tree island relative to the kerb is included below. Mulching of the exposed area should eliminate the need for grasping or paving the tree island.

The preferred species for replanting is White Cedar (Melia Azedarach), if available, and the use of a single species is recommended in order to reinforce, as far as possible, the effect of an avenue of planting leading the eye to the railway station which provides an attractive termination point to the south end of the street. White Cedar is
considered the most appropriate species for tree planting because of its historical associations with Keppel Street; it is already growing in the area (Manilla Lane); it will provide good summer shade, and is deciduous; and it is a tree with a long trunk which will enable people to walk under it and see beyond it. The location of street trees within the parking area should ensure that there is no interference with underground services, nor with building awnings.

If White Cedar is unobtainable an acceptable alternative may be Desert Ash (Fraxinus oxycarpa) which exhibits many similar characteristics, including being used historically for street tree planting in Bathurst. A list of other species of trees which may be suitable for planting in Keppel Street, reproduced from the Bathurst Heritage Study 1990, is included below.

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Features</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melia azedarach</td>
<td>White Cedar</td>
<td>D, PL, BX</td>
<td>Poisonous berries</td>
</tr>
<tr>
<td>Ulmus procera</td>
<td>English Elm</td>
<td>D, BX</td>
<td>Suffers locally from fungal related dieback after sever pruning.</td>
</tr>
<tr>
<td>U americana</td>
<td>American Elm</td>
<td>D, BX</td>
<td>Suffers locally from fungal related dieback after sever pruning.</td>
</tr>
<tr>
<td>U parvifolia</td>
<td>Chinese Elm</td>
<td>D</td>
<td>Very hardy, two forms</td>
</tr>
<tr>
<td>Platanus orientalis</td>
<td>Oriental Plane</td>
<td>D</td>
<td>Very hardy, doesn't have anthracinose problem of P. acerifolia.</td>
</tr>
<tr>
<td>Brachychiton populneum</td>
<td>Kurrajong</td>
<td>N, BX, EV</td>
<td>Very hardy, compact form</td>
</tr>
<tr>
<td>Fraxinus oxycarpa 'Raywoodii'</td>
<td>Claret Ash</td>
<td>D, BX</td>
<td>Purple autumn colour</td>
</tr>
<tr>
<td>Carpinus betulus</td>
<td>Hornbeam</td>
<td>D</td>
<td>Possible substitute for Ulmus</td>
</tr>
<tr>
<td>Fraxinus oxycarpa</td>
<td>Desert Ash</td>
<td>D, BX</td>
<td>Hardy</td>
</tr>
<tr>
<td>Celtis Australis</td>
<td>Nettle Tree</td>
<td>D, PL</td>
<td>Very hardy, slow</td>
</tr>
<tr>
<td>Ulmus procera 'Variegata'</td>
<td>Silver Elm</td>
<td>D</td>
<td>Foliage</td>
</tr>
<tr>
<td>Robinia pseudoacacia</td>
<td>False Acacia</td>
<td>D</td>
<td>Very hardy, flowers</td>
</tr>
<tr>
<td>Quercus palustris</td>
<td>Pin Oak</td>
<td>D</td>
<td>Variety that sheds leaves, red autumn colour</td>
</tr>
<tr>
<td>Quercus robur</td>
<td>English Oak</td>
<td>D</td>
<td>Slow, susceptible to lerp, red autumn colour</td>
</tr>
<tr>
<td>Schinus molle</td>
<td>Pepper Tree</td>
<td>EV, PL</td>
<td>Drought tolerant, foliage</td>
</tr>
<tr>
<td>Grevillea robusta</td>
<td>Silky Oak</td>
<td>N</td>
<td>Fast, flowers, limited life</td>
</tr>
<tr>
<td>Cedrus deodara</td>
<td>Deodar Cedar</td>
<td>EV</td>
<td>Conifer</td>
</tr>
<tr>
<td>Cedrus atlantica</td>
<td>Atlantic Cedar</td>
<td>EV</td>
<td>Conifer, drought tolerant</td>
</tr>
<tr>
<td>Pinus pinea</td>
<td>Stone Pine</td>
<td>EV</td>
<td>Conifer, edible nuts, light shade.</td>
</tr>
</tbody>
</table>

**KEY**

PL Good under power lines due to low height

BX Currently used in Bathurst as a street tree

D Deciduous

EV Evergreen
Deciduous species are favoured, in order to provide shelter from the sun in summer, Autumn colour and allow sunlight to penetrate in winter. This was also an objective which was expressed at the Keppel Street Community Forum in April 1993.

It is not considered appropriate for tree planting to be located along the central axis of Keppel Street.

**Recommendations**

The following comments and recommendations for street trees should be adopted.

- Council should adopt a pruning policy that minimises the impact of pruning on the size and shape of street trees.

- Generally the aim should be to attain an overall unity and identity in street tree planting.

- Overhead power lines should either be relocated underground or bundled to minimise impact on the tree canopy.

- Underground services should be identified to ensure they do not conflict with tree locations.

- Planting with super advanced species 3-4 metres high is highly desirable.

- Trees should be protected with a tree guard and a watering tube should be installed.

- Where a row of the same species is to be planted, the trees should be selected for their consistency in form, size and quality.

**5.4.3 Road/Footpath Surfaces**

The footpaths and road surfaces in the study area of Keppel Street presently consist of a number of different materials. The road surfaces are sealed with asphalt with concrete centre strips for each lane of traffic. The footpaths presently consist of a mixture of asphalt, cement block and clay pavers.
Naturally a prime objective of any landscape proposal for the area would include the appropriate resurfacing of these areas to create a sense of uniformity. This would include the resurfacing of the roadway in asphalt so that the concrete strips did not break up the line of the street and the paving of the footpaths, particularly within the two main commercial blocks of the study area. Suggestions for paving footpaths are included below.

Giving due regard to the expense involved in carrying out this type of work it is considered that both these aims should be desirable long term objectives.

**Paving**

In locations where new paving is required a distinctive paving unit manufactured locally and, if possible, using local materials may be introduced. This paving can be used to highlight significant areas and special units can incorporate street names or numbers, or information and interpretation plaques (eg historic sites). An alternative to unit paving would be coloured concrete paving with edge detailing in a contrasting material or colour.

The following are general recommendations for the installation of new paving units as required in Keppel Street.

**Material and Finish**

- Use local sands and aggregates in the construction of paving units, if available. Sources should be investigated to ensure long term supply of material, continuity of colour and so on.
- Finish should generally be off-form with light grit blast to give a non-slip finish.
- A number of test units should be made to determine best aggregate colour, finish and quality.

**Size**

- The size of paving units is dependent on design and practical considerations. Maximum recommended size is 660 x 660 x 50 mm. These units could be used in general paved areas. They would need reinforcing. A small unit modular size of 220 x 110 x 40 mm could
complement the large unit and be useful for edging, banding and paving smaller areas.
Consideration should be given to interlocking units for pedestrian crossings to roadways. These can be to the Council's own design.

Features
Consideration should be given to inlaying or recessing identifying features such as street names and numbers to shops, offices etc the Keppel Street logo, names of sites and buildings etc.
Special sized or shaped paving units could be used to identify special features, buildings, or intersections. These units should fit into the dimensions established by standard modular units.

It is recommended that the above initiatives be included in any future work.

5.4.4 Street Furniture
Street furniture can greatly enhance the amenity and quality of the streetscape and offers the opportunity to introduce a distinctive and unique feature to the town or precinct. Well designed and manufactured street furniture elements can do a great deal to enhance civic pride and identity. The design of the furniture should not reflect past styles but be of a conservative, modern image. Similarity of design, materials and details creates a visual cohesion.

The report includes, as a guide only, examples of appropriate designs for street furniture elements such as seating, tree guards, rubbish bins and bollards. The circa 1930s lampposts are the most important existing elements of street furniture and any new elements being introduced into the precinct should complement these.

It is understood that the Bathurst City Council has arranged for the supply of a number of seating units which can be erected to varying lengths. External seating is also being manufactured locally and is available through Heritage Restoration Supplies, 50 Keppel Street.

The Council are fabricating their own tree guards for use in William Street. The use of this tree guard design in Keppel Street is considered to be appropriate.
Tree Guards

The Furphy Foundry, Vic.
1400 mm high, 610 mm diam.

Tree Guards TG1 to TG4
Street Furniture Australia, NSW
1270 mm high, 600/800 mm dia.

Tree Guards TGD1 and 2
Town and Park Furniture
1-1200 mm high, 500 mm sq
2-1275 mm high, 500 mm sq
Tree guards currently being fabricated by the Bathurst City Council
1500 mm high, 1500 mm sq

Bollards

Bollards from Town and Park Furniture, Sydney. BLD1/SM incorporates a light.

Bollards B1 & B2
Street Furniture Australia, NSW

Hallmark Bollard
Street and Park Furniture, SA
Seating

CM Plaza 1
Street Furniture Australia, NSW
800 mm high, 2100 mm long

SS1 Seat
Town & Park Furniture, NSW
780 mm high, 1800 or 2000 mm long, with or without armrests

Hallmark Seat
Street and Park Furniture, SA
780 mm high, 1800 mm long

Rubbish Bins

Left
LB1 Litter Bin
Street Furniture Australia
900 mm high, 564 mm diam.

Right
Concourse Timber Litter Bin
Street and Park Furniture
875 mm high, 535 mm diam.
6.0 COLOUR SCHEMES

6.1 General

Many of the fine commercial buildings and shopfronts in Keppel Street were constructed during the Victorian era. This was a period of growth and expansion for Australian towns and cities as a result of increased agricultural and pastoral production and the gold rushes. The latter, in particular, was one of the major contributing factors to the rapid development of Bathurst in the mid 19th century.

Most of the commercial development in the study area of Keppel Street occurred after the opening of the railway in 1874. The street formed part of a busy industrial area that included Tremain's Flour Mill and several large timber yards. The Brook Moore Centre (former Methodist Parsonage, 1852), and Tattersall’s Hotel (1840s) are the only extant buildings which pre-date this era.

As the century progressed there was an increased demand for more ornamental styles of architecture and many buildings featured decorative elements such as classical motifs or ‘iron lace’ decoration. Improved technology in the manufacture of paint meant that paint was cheaper and more complex effects were possible. Like many Australian country towns Keppel Street’s shops and hotels usually featured deep, single or double storey verandahs, most of which have now been removed, along with many of the decorative features of the original buildings.

One of the primary objectives of the study is to restore interest and life to heritage buildings, and ensure that later developments also contribute to an overall impression of interest and diversity in the street. The choice of paint colours will be extremely important in this regard as the objective is not to create a sense of uniformity, but rather encourage diversity by highlighting the decorative features with reflect each buildings’ era through the use of decorative colour schemes.

The colour schemes and descriptions featured below are indicative only and are reproduced from the book Colour Schemes for Old Australian Houses by Ian Evans, Clive Lucas and Ian Stapleton (The Flannel Flower Press,
Sydney 1964). Also available is More Colour Schemes for Old Australian Houses.

It is preferable that, wherever possible, the original colour schemes be determined through either documentary evidence or the use of paint scrapes. Paint scraping is a complicated procedure and it is recommended that this be carried out by an experienced practitioner.

Colour references are to British Standard BS 381C 1980. Several commercial paint manufacturers are now producing readily available equivalents of these colours.

Colour schemes outlined in this report are for the Late Victorian, Edwardian (Federation) and early 20th century buildings, as few of the historic Keppel Street buildings pre-date the late Victoria era. The two that do, the Brook Moore Centre and Tattersall's Hotel, have both been extensively altered from their original form.

Care should be taken in preparing the surfaces for painting that harsh chemical strippers, sandblasters etc are not used, in order not to damage the existing layers of paint which may contain an important record of earlier decorative schemes.

As a general rule previously painted surfaces (brick, stucco or stone) should be painted with flat acrylic paint; weatherboards and timber joinery should be painted gloss enamel or gloss acrylic; and rendered brick should be painted matt acrylic. Surfaces which were originally unpainted should not be painted.

6.2 Late Victorian 1880 - 1900

Many of the buildings in Keppel Street date from this era as it was a period of dynamic growth throughout Australia. These include the Victorian Italianate shopfronts, ie Sparta Corner to Willis' Building, with their classical detailing, and hotels such as the Montana and Victoria, with their deep verandahs.

The use of 'iron lace' was a response to the growing demand for more ornate styles of architecture. Cast iron elements in the form of classical or flat grille columns, balustrades, friezes, brackets and fringes provided much of this ornamentation. During the 1870s and 1880s
speculative builders built many thousands of terrace houses throughout Australia, similar to Eastview and Centennial terraces in Keppel Street, with their 'iron lace' decoration.

During this era external walls were usually rendered or face brick and sometimes polychrome brick (ie Eastview Terrace). Rendered walls were painted in two tones of colour ranging from beige to pink to deep buff, and in strong colours such as dark brown, deep crimson, terracotta, dark earth and drab. Mouldings and details were often picked out in a third colour such as dark crimson, off white or pale pink.

Roofing materials included corrugated iron and slate. Doors were often painted in two tones such as Venetian red and cream, Brunswick green and biscuit or dark crimson and beige. Windows were large paned but in the second half of the period the upper sash was often divided into small panes.

External woodwork was picked out in two shades of cream or buff with the dark joinery colour used for small mouldings such as the lip mould under the verandah edge. Gutters and downpipes were also painted in this trim colour. Cast iron was painted deep bronze green or dark crimson and floral and other motifs picked out in cream, sage green or pink.

Keppel Street buildings of the Late Victorian era include:

The Montana  
2a-8 Keppel Street  
Eastview Terrace  
Centennial Terrace  
Loxley House  
Leadenhall Market  
Ziegler's Cafe  
Jane Stephens Physio/Dr Burgess  
Victoria Hotel  
Harrison & Johnson  
66 Keppel Street  
68 Keppel Street  
104-106 Keppel Street  
108 Keppel Street  

Victoria Stores Mills  
Webb's Cash Store  
Tattersall's (Early Vict. 1849)  
Railway Station  
Lansdowne  
Willis' Building  
Walkers Buildings  
The Little Wonder  
Keppel Street Newsagency  
75-77 Keppel Street  
Sparta Corner  
Carolyn Salon  
Masonic Hall  
Hollydene
**Late Victorian Colour Schemes**

<table>
<thead>
<tr>
<th>Building Element</th>
<th>Scheme 1</th>
<th>Scheme 2</th>
<th>Scheme 3</th>
<th>Scheme 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walls (incl. chimneys)</td>
<td>Biscuit BS 369</td>
<td>Biscuit BS 369</td>
<td>Light Brown BS 410</td>
<td>Unpainted brickwork or Light Buff BS 358</td>
</tr>
<tr>
<td>Base course &amp; rendered window heads &amp; sills</td>
<td>Venetian Red BS 445 (gloss)</td>
<td>Light Stone BS 361</td>
<td>Dark Brown BS 412 (gloss)</td>
<td>Red Oxide BS 446</td>
</tr>
<tr>
<td>Parapet mouldings &amp; string courses (incl. panels &amp; lettering)</td>
<td>Light Buff BS 358 &amp; Venetian Red BS 445</td>
<td>Light Stone BS 361 &amp; Pale Cream BS 352</td>
<td>Dark Brown BS 412 &amp; Pale Cream BS 352</td>
<td>Deep Buff BS 360 &amp; Light Stone BS 361</td>
</tr>
<tr>
<td>Windows:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frames</td>
<td>Biscuit BS 369</td>
<td>Light Purple Brown BS 449</td>
<td>Pale Cream BS 352</td>
<td>Light Stone BS 361</td>
</tr>
<tr>
<td>Sashes</td>
<td>Venetian Red BS 445</td>
<td>Light Purple Brown BS 44</td>
<td>Dark Brown BS 412</td>
<td>Deep Brunswick Green BS 227</td>
</tr>
<tr>
<td>Doors:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frames</td>
<td>Biscuit BS 369</td>
<td>Light Purple Brown BS 449</td>
<td>Pale Cream BS 352</td>
<td>Light Stone BS 361</td>
</tr>
<tr>
<td>Leaf &amp; Fanlight</td>
<td>Venetian Red BS 445</td>
<td>Light Purple Brown BS 449</td>
<td>Dark Brown BS 412</td>
<td>Deep Brunswick Green BS 227</td>
</tr>
<tr>
<td>Panels &amp; Mouldings</td>
<td>Biscuit BS 369</td>
<td>Light Purple Brown BS 449</td>
<td>Light Brown BS 410</td>
<td>Light Stone BS 361</td>
</tr>
<tr>
<td>Verandahs &amp; Awnings:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edge beam, valence framing &amp;/or barge boards</td>
<td>Light Buff BS 358</td>
<td>Light Stone BS 361</td>
<td>Light Brown BS 410</td>
<td>Light Stone BS 361</td>
</tr>
<tr>
<td>Valance &amp;/or corner brackets</td>
<td>Venetian Red BS 445</td>
<td>Light Purple Brown BS 449</td>
<td>Dark Brown BS 412</td>
<td>Deep Bronze Green BS 224</td>
</tr>
</tbody>
</table>
Late Victorian Colour Schemes (cont.)

<table>
<thead>
<tr>
<th>Building Element</th>
<th>Scheme 1</th>
<th>Scheme 2</th>
<th>Scheme 3</th>
<th>Scheme 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verandah/arge mouldings</td>
<td>Venetian Red BS 445</td>
<td>Biscuit BS 369</td>
<td>Pale Cream BS 352</td>
<td>Red Oxide BS 446</td>
</tr>
<tr>
<td>Balustrades - two tone</td>
<td>Venetian Red BS 445</td>
<td>Light Purple Brown BS 469 &amp; Biscuit BS 369</td>
<td>Dark Brown BS 412 &amp; Pale Cream BS 352</td>
<td>Deep Bronze Green BS 224 &amp; Light Stone BS 361</td>
</tr>
<tr>
<td>(handrail &amp; balusters, or cast iron panels with &quot;picked out&quot; detail)</td>
<td>&amp; Biscuit BS 369</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Columns:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shafts</td>
<td>Light Buff BS 358</td>
<td>Light Stone BS 361</td>
<td>Light Brown BS 410</td>
<td>Deep Bronze Green BS 224 (if iron) Deep Buff (if timber)</td>
</tr>
<tr>
<td>Mouldings &amp; Brackets</td>
<td>Venetian Red BS 445</td>
<td>Light Purple Brown BS 449</td>
<td>Dark Brown BS 412</td>
<td>Deep Buff BS 360</td>
</tr>
<tr>
<td>Soffit of verandah roof, rafters &amp; wall plate</td>
<td>Eau de Nil BS 216</td>
<td>Eau de Nil BS 216</td>
<td>Eau de Nil BS 216</td>
<td>Eau de Nil BS 216</td>
</tr>
<tr>
<td>Verandah gutter</td>
<td>Venetian Red BS 445</td>
<td>Light Purple Brown BS 449</td>
<td>Dark Brown BS 412</td>
<td>Red Oxide BS 446</td>
</tr>
</tbody>
</table>
Edwardian was the dominant style in Australia around the turn of the century. Features of this style are complex roof lines with Marseilles tiles or slate for roofing; timber verandah posts; face brick; painted detailing; and terracotta ridge and gable end accessories and chimney pots.

Walls were generally red face brick. Where rendered they were commonly painted in shades of cream.

Red face bricks were firmly in fashion in this period and as a result the use of paint on exterior wall surfaces diminished. Other characteristics included elaborate timber detail, panels of roughcast render and open eaves with exposed rafters.

During this period the two predominant colour schemes were shades of green or shades of cream to buff. Deep Indian red was used on masonry such as window sills to simulate dark, well-fired bricks. Front doors were often elaborately panelled and set beside asymmetrical sidelights.

Window sashes were frequently painted cream with red oxide or forest green doors and frames. A combination of mid buff and beige was just as common. Exposed rafters and large areas of timber were usually painted in the lighter colour while the darker shade was used on smaller areas and framing timbers. The darker shade of paint in a colour scheme was normally used on gutters and downpipes and on small items of trim such as mouldings on barge boards.

12 Keppel Street, built in 1901 for J J Tremain, is a superb example of this style.

Keppel Street buildings of the Edwardian (Federation) era include:

12 Keppel Street
60-62 Keppel Street
Margo Babywear
Brook Moore Centre (originally early Victorian (1852))
### Edwardian Colour Schemes

<table>
<thead>
<tr>
<th>Building Element</th>
<th>Scheme 1</th>
<th>Scheme 2</th>
<th>Scheme 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walls (incl. chimneys)</td>
<td>Unpainted face brickwork</td>
<td>Unpainted face brickwork</td>
<td>Pale Cream BS 352</td>
</tr>
<tr>
<td>Roughcast</td>
<td>Pale Cream BS 352</td>
<td>Pale Cream BS 352</td>
<td>Light Straw BS 384</td>
</tr>
<tr>
<td>Base course &amp; rendered window heads &amp; sills; previously painted walls and chimneys</td>
<td>Light Straw BS 384</td>
<td>Light Buff BS 358</td>
<td>Golden Brown BS 414</td>
</tr>
<tr>
<td>Parapet mouldings &amp; string courses (incl. panels &amp; lettering)</td>
<td>Light Straw BS 384 &amp; Red Oxide BS 446</td>
<td>Pale Cream BS 352 &amp; Red Oxide BS 446</td>
<td>Light Buff BS 358 &amp; Golden Brown BS 414</td>
</tr>
<tr>
<td>Windows:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frames &amp; Sill Fillets</td>
<td>Mid Brunswick Green BS 226</td>
<td>Pale Cream BS 352</td>
<td>Pale Cream BS 352</td>
</tr>
<tr>
<td>Doors:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frames</td>
<td>Mid Brunswick Green BS 226</td>
<td>Pale Cream BS 352</td>
<td>Light Buff BS 358</td>
</tr>
<tr>
<td>Leaf, Fanlight &amp; Sidelight</td>
<td>Light Straw BS 384</td>
<td>Mid Brunswick Green BS 226</td>
<td>Light Buff BS 358</td>
</tr>
<tr>
<td>Verandahs &amp; Awnings:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edge Beam, Valence Framing &amp;/or Barge boards</td>
<td>Red Oxide BS 446</td>
<td>Pale Cream BS 352</td>
<td>Light Buff BS 358</td>
</tr>
<tr>
<td>Balance &amp;/or Corner Brackets</td>
<td>Light Straw BS 384</td>
<td>Pale Cream BS 352</td>
<td>Pale Cream BS 352</td>
</tr>
<tr>
<td>Verandah/Barge Mouldings</td>
<td>Red Oxide BS 446</td>
<td>Mid Brunswick Green BS 226</td>
<td>Golden Brown BS 414</td>
</tr>
<tr>
<td>Balustrades - two tone (handrail &amp; balustrades)</td>
<td>Red Oxide BS 446 &amp; Light Straw BS 384</td>
<td>Pale Cream BS 352 &amp; Light Buff BS 358</td>
<td>Light Straw BS 384 &amp; Golden Brown BS 414</td>
</tr>
</tbody>
</table>
Edwardian Colour Schemes (cont.)

<table>
<thead>
<tr>
<th>Building Element</th>
<th>Scheme 1</th>
<th>Scheme 2</th>
<th>Scheme 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columns:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shafts</td>
<td>Red Oxide BS 446</td>
<td>Pale Cream BS 352</td>
<td>Light Buff BS 358</td>
</tr>
<tr>
<td>Mouldings &amp; Brackets</td>
<td>Light Straw BS 384</td>
<td>Light Buff BS 358</td>
<td>Pale Cream BS 352</td>
</tr>
<tr>
<td>Soffit of Verandah Roof, Rafters and Wall Plate</td>
<td>Eau de Nil BS 216</td>
<td>Eau de Nil BS 216</td>
<td>Eau de Nil BS 216</td>
</tr>
<tr>
<td>Verandah Gutter</td>
<td>Light Straw</td>
<td>Mid Brunswick Green BS 226</td>
<td>Dark Crimson BS 452</td>
</tr>
</tbody>
</table>

6.4 The Twenties, Thirties and Later: 1915 - 1940

The bungalow became an increasingly popular style during this period. Its features included gabled roof of Marseilles tiles, wide eaves and extended overhangs supported on masonry piers. Walls were of face brick, relieved with roughcast or shingled panels.

Exterior colour schemes usually consisted of no more than two colours. Typical schemes were mid Brunswick green contrasted with pale cream or red oxide and pale cream. Rendered walls were painted a restrained off white, beige or pale cream.

Doors were often three panelled or fully glazed. Window sashes and frames were often painted in cream and sometimes the storm mould was painted in the darker colour. Doors and frames were generally painted in the darker shade.

Elaborate timber work was not a feature of this period. Timber posts and trim were painted in the darker shade of the chosen colour scheme and rafters, fascia, barge boards, soffits and panels in the lighter colour.

Keppel Street buildings of the 20s and 30s era include:

Clonlara
19 Keppel Street
29 & 31 Keppel Street

17 Keppel Street
21 Keppel Street
Bathurst Curiosity Shop
### Twenties & Thirties Colour Schemes

<table>
<thead>
<tr>
<th>Building Element</th>
<th>Scheme 1</th>
<th>Schemes 2 &amp; 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walls (incl. chimneys)</td>
<td>Unpainted brickwork</td>
<td>Off White or Pale Cream BS 352</td>
</tr>
<tr>
<td>Base course &amp; Rendered Window Heads &amp; Sills; Roughcast</td>
<td>Cream BS 365</td>
<td></td>
</tr>
<tr>
<td>Parapet Mouldings &amp; String Courses (incl. panels &amp; lettering)</td>
<td>Deep Indian Red BS 448 (or Red Oxide BS 446)</td>
<td>Mid Brunswick Green BS 26</td>
</tr>
<tr>
<td>Windows:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frames Sashes</td>
<td>Cream BS 365</td>
<td>Pale Cream BS 352 or Cream BS 365</td>
</tr>
<tr>
<td>Doors:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frames and Leaf</td>
<td>Deep Indian Red BS 448 (or Red Oxide BS 446)</td>
<td>Cream BS 365 or Mid Brunswick Green BS 226</td>
</tr>
<tr>
<td>Verandahs &amp; Awnings:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Framing</td>
<td>Cream BS 365</td>
<td>Pale Cream BS 352</td>
</tr>
<tr>
<td>Balustrades</td>
<td>Deep Indian Red BS 448 or Red Oxide BS 446</td>
<td>Mid Brunswick Green BS 226</td>
</tr>
<tr>
<td>Columns:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shafts including Mouldings &amp; Brackets</td>
<td>Deep Indian Red BS 448 or Red Oxide BS 446</td>
<td>Mid Brunswick Green BS 226</td>
</tr>
<tr>
<td>Soffit of Verandah</td>
<td>Cream BS 365</td>
<td>Pale Cream BS 352</td>
</tr>
<tr>
<td>Mouldings to Verandah Framing</td>
<td>Deep Indian Red BS 448</td>
<td>Mid Brunswick Green BS 226</td>
</tr>
</tbody>
</table>
6.5 1940s to Present

Buildings within this category include the Arrow buildings (1960s), Eric's Mowers as well as more recent buildings such as the Braemar Centre and Art Gallery and Library.

Where repainting is considered desirable all previously painted features, i.e. rendered trim, windows and doors, should be repainted in their original colours.
7.0 BIBLIOGRAPHY

Apperly, R; Irving, R; Reynolds, P. A Pictorial Guide to Identifying Australian Architecture, Angus & Robertson, Sydney 1991


Hughes Trueman Ludlow, City of Bathurst Heritage Study, 1990

Tighe, W Pubs and Hotel of Bathurst

Townscape Improvement in Victoria, Proceedings of the 'Townscape Victoria '84' Seminars, July 1984, Ministry for Planning and Environment

Other Sources

Keppel Street Action Group
Bathurst Historical Society
A Gratton, Architect
8.0 INDICATIVE PROGRAM

Short Term Priority

- Instigate a program of street tree planting.
- Construct a new pedestrian crossing to the front of the Art Gallery and Library.
- Alter kerb line at intersections, or as indicated on Concept Plan, to accommodate tree planting and seats.
- Construct tree islands at the entrances to lanes etc to accommodate tree planting.
- Establish urban gardens that spill over onto the street.
- Fence and plant along street alignment to vacant allotments.

Medium Term Priority

- Provide appropriate signs to indicate parking areas.
- Introduce a theme for signs within the precinct, possibly utilising the Keppel Street logo.
- Encourage businesses to rationalise signs to the building parapets and provide appropriate signs to the building exterior.
- Reinstate verandahs and awnings where indicated in the inventory recommendation sheets.
- Undertake repainting of buildings, using paint scrapes to determine original colour schemes or utilising colour schemes appropriate to the building style.
- Undertake further landscaping work to front of Library and Art Gallery.
- Provide interpretation panels to historic buildings, as indicated in the Concept Plan and Inventory.
- Remove barricades to roundabout.

Long Term Priority

- Reseal road surface to create uniformity of surface.
- Repave footpaths.
- Underground overhead electricity wires.
- Retain railway cottage.
APPENDIX 1

BRIEF FOR THE
KEPPEL STREET STUDY
BRIEF

KEPPEL STREET MAIN STREET STUDY

1.0 BACKGROUND

The study area - Keppel Street, between William and Havannah Streets - developed as an important commercial and retail area of the City of Bathurst following the coming of the railway and the construction of the Bathurst Railway Station in 1876.

The Railway Station building, recently restored by the State Rail Authority, provides a strong focus at the southern end of the study area, while Macquarie Park and the Cathedral of St Michael and St John anchor the northern end. The street forms an axis between these foci; in between, the buildings and central light standards give the street a strong late Victorian identity, with a smattering of earlier and later buildings of both residential and commercial types.

It is the sense of history and community and the interesting mixture of residential, retail, office and light industrial uses that sets Keppel Street apart from other shopping streets in Bathurst's central business district. A further dimension to this mixture was added in 1990 with the opening of the City's new Art Gallery and Library in the heart of the study area.

Over the last three or four years a group of residents and business people from lower Keppel Street - the Keppel Street Action Group - have led a move to improve this interesting part of Bathurst. They have put in a great deal of effort in preparing for this study and are willing to assist in terms of historical research, etc (as detailed later in this brief).

The Group's desires for the output of the study are expressed below:

It is hoped the Main Street Study will bring together various groups and members of the community in a positive effort for change, and to encourage property owners - civic, commercial and private - to take a real pride in their buildings and in the street. The study will provide clear planning guidelines for Council for paint colours, tree planting and the refurbishment of gardens. For road and pavement resurfacing, and for the provision of street furniture.

Our specific desire is for the study to create a plan for use by Council and property owners that
creates a total environment. This would take into account the buildings, the living environment of trees and gardens, and public amenities like seating, lighting, open space (in front of the Library), traffic/parking.

We want an attractive, people-oriented, viable street that enhances its heritage and is conducive to modern living.

Keppel Street has a very definite sense of place and the study is expected to capitalise and build on this.

2.0 STUDY AREA

The study area is clearly outlined on the attached map.

The area contains approximately 65 buildings. Eight of these are currently listed as heritage items under the Bathurst Local Environmental Plan 1987 while about 20 are listed in the 1993 Bathurst Heritage Study inventory.

The streetscape of lower Keppel Street is also listed in the Heritage Study inventory (item nos. A665 and A667).

3.0 STUDY PURPOSE

The Study is:

(a) to provide advice to Bathurst City Council which would enable it to take measures to conserve and enhance the identified heritage character and heritage items of the area; and

(b) provide advice, information and guidance to building owners and the Council to enable appropriate restoration, painting, infill and streetscape design including street furniture, paving, tree planting, signage and the treatment of traffic control devices such as roundabouts.

4.0 PROGRAM OF WORK FOR THE CONSULTANT

The consultant will be required to:

(a) undertake public meetings with shop owners, lessees, members of the Keppel Street Action Group, Council and other interested parties to ensure a clear understanding of the community views on the project and also to create further public interest (the consultant must have a good working knowledge of the Department of Planning's Main Street Manual; the Department's video on Main Street should be shown to all relevant groups in the centre to assist a common understanding of the project);
(b) undertake research of all material relating to the study area including documentary evidence of the history and development of the area, particularly in the form of photographs:

Note: The Keppel Street Action Group is in the process of researching and collating photographs of each of the buildings in Keppel Street, both historical and present day. It is also compiling short documentary histories of the buildings, their date of construction, architectural style, history of use and ownership. These may not be in the form for final presentation in the consultant's report, but they should provide assistance to his/her research, and hopefully free the consultant for other work. Perhaps this research could most fruitfully be done at the consultant's direction.

(c) undertake a comprehensive building and item survey of the study area and produce an inventory of the material;

(d) provide guidelines for infill development and where considered necessary advice on how existing unsympathetic buildings can be made more acceptable;

(e) provide sketch designs for the restoration of facades to main street buildings based on research and on a close inspection of the buildings concerned;

(f) provide suggested colour schemes for landmark buildings which, in the consultant's opinion, are of critical significance to the street as a whole;

(g) provide sample colour schemes (with alternatives) for each architectural period represented in the street. Owners should be given a choice but encouraged to paint within a certain range of schemes; the consultant is only required to indicate which period each main street building belongs to;

(h) provide advice on the streetscape including street furniture, pedestrian access and car parking, paving and lighting on the clear understanding that these must complement the heritage character of the street and not be in competition with it. The consultant is specifically required to research what street elements have been used in the street previously and to have regard for this in making final recommendations. The consultant should demonstrate an awareness of the relationship of the study area to the Bathurst CBD of which it forms a distinctive part;

(i) provide advice on appropriate signage and placement of signage; good readily available information is
contained in the 1991 Department of Planning brochure "Outdoor Advertising" and in the Lithgow Main Street Study:

(j) produce a final report which either includes a development control plan for the study area based on the above or is capable of easy adaptation by Council into such a development control plan;

(k) indicate to the council what amendments should be made to its local environmental plan to adequately implement the findings of the study and in particular to protect identified heritage items in the study eg by the addition of items to the plan's heritage schedule;

(l) advise the Australian Heritage Commission of items or areas which in the opinion of the consultant are worthy of inclusion in the Register of the National Estate (this advice is to be accompanied by study information on each item);

(m) provide advice on tree planting - appropriate species (given height/ scale required), siting in relation to parking/awnings light standards, spring/autumn colour, visual effect of street tree planting leading to focal point of railway station, harmony with other street tree plantings in central Bathurst. The consultant should also address other means of introducing plant materials into the street as a strong desire for "greening" the street has been expressed by the local community;

(n) provide an indicative costing of the recommended works within the street proper (ie those works which would be expected to be the responsibility of Council) and a recommended priority for the staged implementation of these works.

5.0 ASSISTANCE TO BE PROVIDED TO THE CONSULTANT BY THE KEPPEL STREET ACTION GROUP AND COUNCIL

Council will provide office space and telephone facilities for the consultant while in Bathurst, and will make available a venue or venues for any public meetings that may be held in the course of the study.

Council will provide all base mapping required (including a recent survey), a copy of the 1992 Bathurst Heritage Study and inventory sheets from that Study relating to the Study area.

Council will also provide a detail plan at 1:500 scale showing existing buildings including awning overhangs, traffic islands, kerbs, light standards, etc.
The Keppel Street Action Group will carry out research and collation of research results in relation to individual properties and historical and current photographs of the street, under the consultant's direction.

6.0 INFORMATION SOURCES

The following information sources are known to Council and the Keppel Street Action Group:

(a) the 1992 Bathurst Heritage Study, main inventory and supplementary inventory;

(b) a collection of glass negatives held by the Bathurst Historical Society (copies of prints of these negatives are held in the Local History Collection at the Bathurst City Library which, coincidentally, is located in the Study area);

(c) historical material obtained by the Keppel Street Action Group including oral histories from previous residents of the Street;

(d) a 1974 photographic survey of the Central Area of Bathurst carried out by BACSUP (Bathurst Action Committee to Secure Unified Planning) and the National Trust;

(e) the Local History Collection at the Bathurst City Library which includes collections of local newspapers;

(f) the State Rail Authority's Heritage Inventory;

(g) the Bathurst and District Historical Society (contact: Dr Theo Barker);

(h) the Central West branch of the National Trust (contact: Mr Noel Thomas, Mr Ian Bowie);

(i) various publications on the history of Bathurst including:
   - A Pictorial History of Bathurst by Theo Barker
   - The History of Bathurst by Bernard Greaves
   - A Portrait of Bathurst by Harry Dorman
7.0 FORMAT OF THE REPORT

Size of the report should be A4 to enable photocopies of material to be provided to interested parties.

Graphic presentation of the whole study area: There need to be some representation of the streetscape as a whole - this is normally achieved by sketch drawings based on photographs.

Presentation of individual buildings: (Where there are several shops of the same design in one building treat this as one building.)

This should provide each owner with a clear background to any recommendations made.

1. A maximum one page text (much of this can be prepared from Council records and information provided by the Historical Society and The Keppel Street Action Group) on the building covering:

* name of the building (and former name if known);
* street address
* name of current owner and address
* name of current lessee/s
* the current use of the building
* approximate date of construction
* any existing heritage listing (National Trust, Local Environmental Plan, Heritage Act or National Estate, etc.
* a brief physical description of the building
* available historical information on the building and site
* recommended restoration of the facade and paint scheme;

2. A full page current photograph of the building;

3. a full page historical photograph of the building, where available;

4. a simple sketch drawing of the building of sufficient clarity to illustrate the recommended reinstatement of missing items; and

5. the same sketch drawing as in 4 above to illustrate an appropriate colour scheme (but only for those buildings referred to in Section 3.0 (f) above.

8.0 PUBLIC PARTICIPATION

Both the Keppel Street Action Group and Council consider that public support for this project is of paramount importance and only consultants with a demonstrated
ability for success in this area will be considered for the project.

9.0 TIMING

The Study is to be completed within 8 weeks of engagement.

10.0 PAYMENT

The consultant should suggest a preferred system of payment which should coincide with staging of the study.
APPENDIX 2

CONCEPT PLANS
PANORAMA OF KEPPEL STREET
APPENDIX 3

KEPEL STREET PRECINCT
PUBLIC WORKSHOP
KEPPEL STREET PRECINCT, MAIN STREET STUDY, BATHURST
PUBLIC WORKSHOP

Conducted by Peter Freeman
Freeman Collett & Partners Pty Ltd

19th July 1993, 7.30 pm
Meeting Room, Library and Art Gallery

Attendance: Approximately 45 people

INTRODUCTION
John Clague, Bathurst City Council

MAIN STREET PRESENTATION
Peter Freeman, Freeman Collett & Partners

- Comment on high attendance at the workshop and high level of interest and enthusiasm that has been shown for the project. Outline of what a Main Street Study entails. Acknowledgement of resources made available for the study by the Keppel Street Action Group, Theo Barker, Historian, and the 1990 Bathurst Heritage Study.

- Explanation of how individual recommendations for each property are used to create a total picture for the street; followed by presentation on overhead projector of a number of proposals.

- Suggested interpretation panel for the buildings occupying the site of the Victoria Skating Rink and Coronation Hall.

- Presentation of concept drawing for block between Bentinck and Seymour Streets.

ISSUES DISCUSSED: CONCEPT PROPOSALS FOR KEPEL STREET

Pedestrian Crossing at Art Gallery/Library

- The new pedestrian crossing proposed to connect with the Library and Art Gallery raised some objections from traders in the immediate vicinity concerned that the loss of parking spaces would adversely affect their businesses.
• The relocated crossing would prevent large trucks from parking in the middle of the road in the affected sections. It was also felt that people come to Keppel Street because they can park easily and if this was not the case they would go elsewhere.

• PF pointed out that the counter to these arguments was that good landscaping and good buildings will attract people to the area.

• The relocated crossing is favoured by the disabled as the pedestrian crossing located near the roundabout is generally considered to be too dangerous. Access and street crossings for the aged and people with strollers etc. would also be made easier and safer by relocating the crossing.

Art Gallery and Library

• Concern expressed at the lack of a handrail to the path to the Library; it was felt that this prevented many elderly people from using the Library.

• PF commented that he felt that the landscape in forecourt of Library and Art Gallery did not contribute to the street. Council representatives confirmed that the area was specifically designed to be open space and lawn and that the area was used and that the seats outside the library are used every day.

• Is the Art Gallery and Library sign appropriate?

Street Trees

• Presentation of overheads prompted discussion of species for street trees. Lester Searle confirmed that Prunus was unsuitable however possibly Desert Ash or Golden Ash could be used. A list of traditional street plantings is included in Bathurst Heritage Study.

• Question raised of having street plantings in the footpath. Lester Searle confirmed that this too often resulted in trouble with gutters, awnings and underground services.

• PF indicated that planting of trees down the middle of the road appeared not to be appropriate. Central planting would result in loss of view; neither the trees or the lamp poles would be seen to their best advantage. The proposal was strongly supported by Theo Barker.

• Concern expressed by traders in the middle (commercial) section of the study area that tree planting would result in loss of parking spaces and a consequent loss of business.

• PF confirmed that tree planting was reinserted in this area to reinforce heritage value. If the major commercial area was excluded it could present a strange overall picture.
• Carol Little made comment on the White Cedar Trees extant in Manilla Street and asked if the bitumenising of Keppel Street may have contributed to their demise there. General support for the idea of using White Cedar trees however Lester Searle confirmed that they are very difficult to buy.

Railway Precinct

• PF enquired as to the availability of the sandstone kerbing excavated from the railway station and asked for suggestions on how participants would like to see it used. John Clague confirmed that the sandstone may be available.

• The proposal to make forecourt all parking would create a serious impediment to the front view of the station. PF informed those present that he intended to write formally to the SRA regarding the proposed works. Council have already made a representation through Jyoti Somerville, Heritage Advisor, though it was generally felt that Council is now powerless to intervene.

• Proposal for a bus park down at the station; where would it be placed?

• Plans to demolish small weatherboard building which is part of the railway precinct.

• Chifley engine - may be returned when restored.

• Up to 15 buses per day drive down Keppel Street to get to railway. Don't want to divert them.

Mall

• Suggestion that a mall be created met with general opposition. Once again concern over loss of trade.

• PF considers mall probably unsustainable, there being not enough activity (pedestrian) to warrant it. However pedestrian crossing could be designed to act as a speed modifier.

Flour Mill Precinct

• Carol Little commented that this is a resource not tapped. Presently used as a produce store, artists studios and accommodation. Some equipment still there and large areas are vacant. Possible uses include:
  • Tours
  • Artists studios

• Two owners, one in Bathurst the other in Qld.

• Mill may be too far from the commercial centre of Bathurst to be a viable retail outlet (as per The Rocks).
General

- The large (free) parking area provided adjacent to the Library and Art Gallery was not utilised to a satisfactory extent. This may be because there is only one entrance/exit and the car park is not signposted well from Keppel Street.

- There is a proposal for a carpark behind the commercial area to the north east side of Keppel Street however this is a long term project and could take 10 years or more. At present there is no access through to Keppel Street from the proposed car park.

- Suggested that Arthur Hall (retired Estate Agent) may be able to provide more information on the Arrow Buildings, if required.

- In response to PF suggestion that the removal of power poles would greatly enhance the appeal of the street the issue of placing the electricity supply underground was raised with the comment that it would be too expensive however it was confirmed by Lester Searle that this was a legitimate goal. John Clague also suggested the possibility of bundled aerial cables which is relatively cheap alternative.

- Footpath paving - felt to be too expensive to be feasible at this stage.

- Generally felt the Main Street Project was a good idea for Keppel Street and that the street had a lot going for it. One of its strengths is the diversity of activities represented there, and diversity of building types. PF commented that it was not the intention of the study to make the street look 'period'.

- More litter bins required between William and Seymour Streets.

- Difficulty in presenting top block between William and Bentinck Streets. Can it be tied in to the park and church?

- Report to be completed mid to end August.

Workshop Closed 9.20 pm

Peter Freeman
Freeman Collett & Partners

Patricia Kumar

cc: John Clague/Lester Searle, Bathurst City Council
Jyoti Somerville, Bathurst City Council Heritage Advisor
Jane Stephens, Keppel Street Action Group