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BOWRAL TOWN CENTRE MASTER PLAN SUPPORTING EVIDENCE

Final Draft Report
Prepared by Studio GL for Wingecarribee Shire Council
October 2023

Acknowledgement of Country

We acknowledge the Gundungurra and Tharawal people, the Traditional Custodians of the land on which this project is located.

We pay respect to Elders past and present and extend that respect to all First Nations people.

Document Information

Job title	Bowral Town Centre Master Plan
Client	Wingecarribee Shire Council
Job number	22048
Report title	Bowral Town Centre Master Plan Supporting Evidence
File name	22048_Bowral-TCM-Sipporting-Evidence.indd

Revision	Date	Prepared by	Approved by
Draft 1	15/08/2023	AN, GT, MS, LG, AS, RS, CH, JM	DG, FL
Final draft	06/11/2023	AN, LG	DG, FL

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Chapter 1

Study Area Analysis

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01 Study Area Analysis

1-1 Overview

The following chapter looks at the topography and landform, access and movement, walkability, active transport, built form, heritage and placemaking within Bowral. This analysis formed the background context for the Town Centre Master Plan.

Topography and Landform

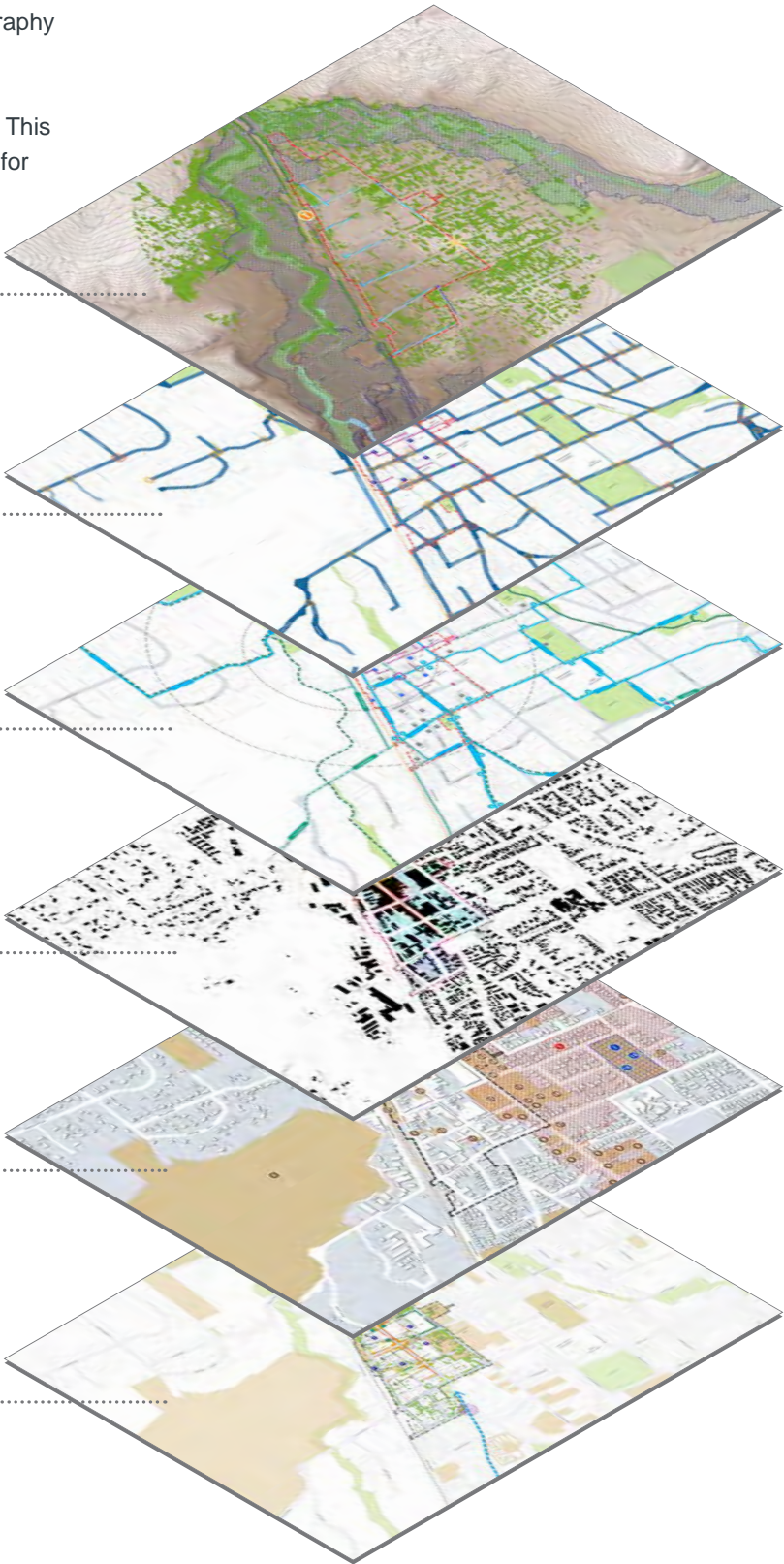
Access and Movement

Walkability and Active Transport

Built form

Heritage

Placemaking



01 Study Area Analysis

1-2 Study Area



Mature greenery and historic items are visible from the Study Area towards the west.



Corbett Gardens is an important open space in Bowral.



Funston Street and Station Street provide an alternative route to Bong Bong Street bypassing the Town Centre.

The Bowral Town Centre Study Area is bounded by the Mittagong Creek to the north, the Southern Highlands railway line to the west, Bendooley Street to the east, and Funston Street to the south. The Mittagong Creek flows from east of the Town Centre, in a loop to the north, and then flows in a south westerly direction along the edge of the study area, before joining the Wingecarribee River, near Burradoo. Mature trees and rolling hills are visible from the Study Area towards the west.

The Town Centre is predominantly a retail and commercial central core, including five large format retail locations, and a variety of independent specialty shops. Pockets of low and medium density housing are located to the north and south.

Open space within the Study Area includes the Corbett Gardens, Lions Park and the war memorial Park, which contains the Ted Springett Memorial. Corbett Plaza is located on Wingecarribee Street adjacent to Bong Bong Street, on a section of street that has been closed to vehicular traffic. The Bowral Swimming Centre is located beyond the Study Area north of the Mittagong Creek. Bradman Oval, Bowral District Hospital and the Southern Highlands Private Hospital are located east of the Study Area.

An industrial zone is located adjacent to the Study Area, between the Southern Highlands railway line and the Mittagong Creek to the west. Vehicular access from the Study Area is limited with only one bridge over the railway line at Wingecarribee Street, south of the Bowral Railway Station. A pedestrian railway crossing is located at the western end of Bowral Street.

Bong Bong Street travels north-south between Station Street and Bowral Street, and is the main commercial street in the Town Centre. Bendooley Street runs parallel to Bong Bong Street and is characterised by large mature trees, community buildings and heritage items, and pockets of low density housing. Funston Street and Station Street have a more 'light industrial' feel and provide an informal 'bypass' to Bong Bong Street, for through traffic.



01 Study Area Analysis

1-3 Topography and Landform



The rolling hills to the west of Bowral provide terminating views along Boolwey Street and other east-west streets.



Mature trees are located in the eastern part of the Town Centre.



No street trees are found along Bong Bong Street.

The Bowral Town Centre is nestled in a valley in the Southern Highlands region of New South Wales. Prominent hills, characteristic of the local topography, are located to the north and west of the town centre and provide attractive terminating views along east-west streets throughout the centre. The Mittagong Creek runs north of the town centre, then turns south west after crossing under the railway line. A considerable amount of flooding occurs in the area west of the town centre.

A local high point is located near the intersection of Bendooley Street and Banyette Street. From here the land slopes down in all directions. It continues to drop away to the north and west, but begins to rise south of Bowral Street. The retail and commercial core of the town centre is relatively flat. Bong Bong Street has a slight rise and fall along its length, but this does not have a significant impact on the accessibility of shop fronts.

Urban greenery, and in particular large trees, is predominantly located in private lots on the eastern side of the town centre along Bendooley Street. Corbett Gardens and Lions Park are the main open spaces in Bowral. Bong Bong Street has almost no street trees with the exception of one small tree near the intersection with Merrigang Street. The absence of street trees exacerbates the heat island effect on hot days and impacts the amenity of the centre.

Summary points

Bowral Town Centre is nestled in a valley with the Mittagong Creek running north and west of the town centre, where considerable flooding occurs.

Rolling hills to the west of the town centre provide terminating views along east-west streets.

Bong Bong Street gently rises and falls between Bundaroo Street and Bowral Street.

Generous urban greenery is found along Bendooley Street with large trees mostly located in private lots.

The lack of trees along Bong Bong Street exacerbates the heat island effect and negatively impacts the overall amenity.

01 Study Area Analysis

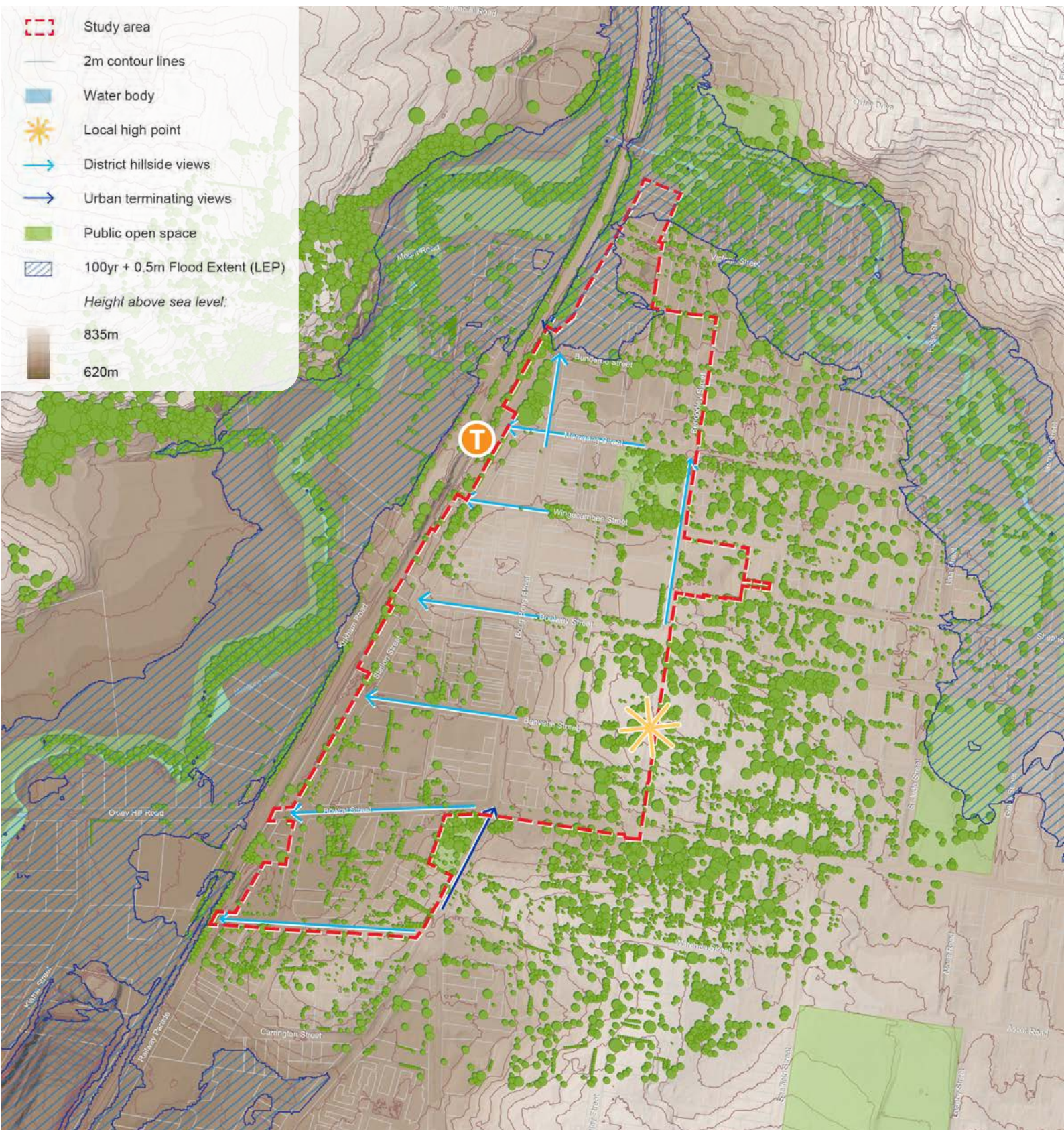


Figure 3 Bowral landform and topography map

01 Study Area Analysis

1-4 Access and Movement



Bong Bong Street has a 20m wide road reserve containing two travel lanes, parallel parking lanes and a footpath either side.



Arcades, retail frontage and pedestrian links activate carparks in the Bowral Town Centre.



Lots in the commercial and retail core are relatively narrow.

Bong Bong Street is the main street in the Bowral Town Centre running through the retail and commercial core. It provides a direct connection between Mittagong Road to the north and Moss Vale Road to the south. Station Street and Funston Street are an alternative route that operate as an informal bypass to Bong Bong Street.

The road network is generally a grid, mainly comprised of streets with a 20m wide road reserve, with a 4m travel lane each way, 3m parking lanes and 3m footpaths to either side. Smaller streets, with 5m to 10m road reserves, comprising vehicular laneways, access mid block car parking. Wingecarribee Street is closed to traffic to the east of the intersection with Bong Bong Street to create Corbett Plaza. A bridge at the western end of Wingecarribee Street also provides access to the industrial area west of the railway line.

Blocks between Bong Bong Street and Bendooley Street average 220m in length. Some are divided by north-south laneways that provide access to mid-block car parking. Shops front these laneways activating the carpark adjacent to Coles. Blocks located west of Bong Bong Street are more irregular due to the alignment of the Southern Highland railway line and Station Street.

The size, shape and structure of lots varies across the Study Area. Bong Bong Street features generally narrow and long lots, some with rear access. Lots become wider towards the south. Larger lots are located to the east where civic, education and religious buildings are located.

Summary points

Bong Bong Street is the main street in Bowral.

Station Street and Funston Street offer an alternative route to Bong Bong Street.

Some blocks in the retail & commercial core are divided by laneways and pedestrian links.

01 Study Area Analysis

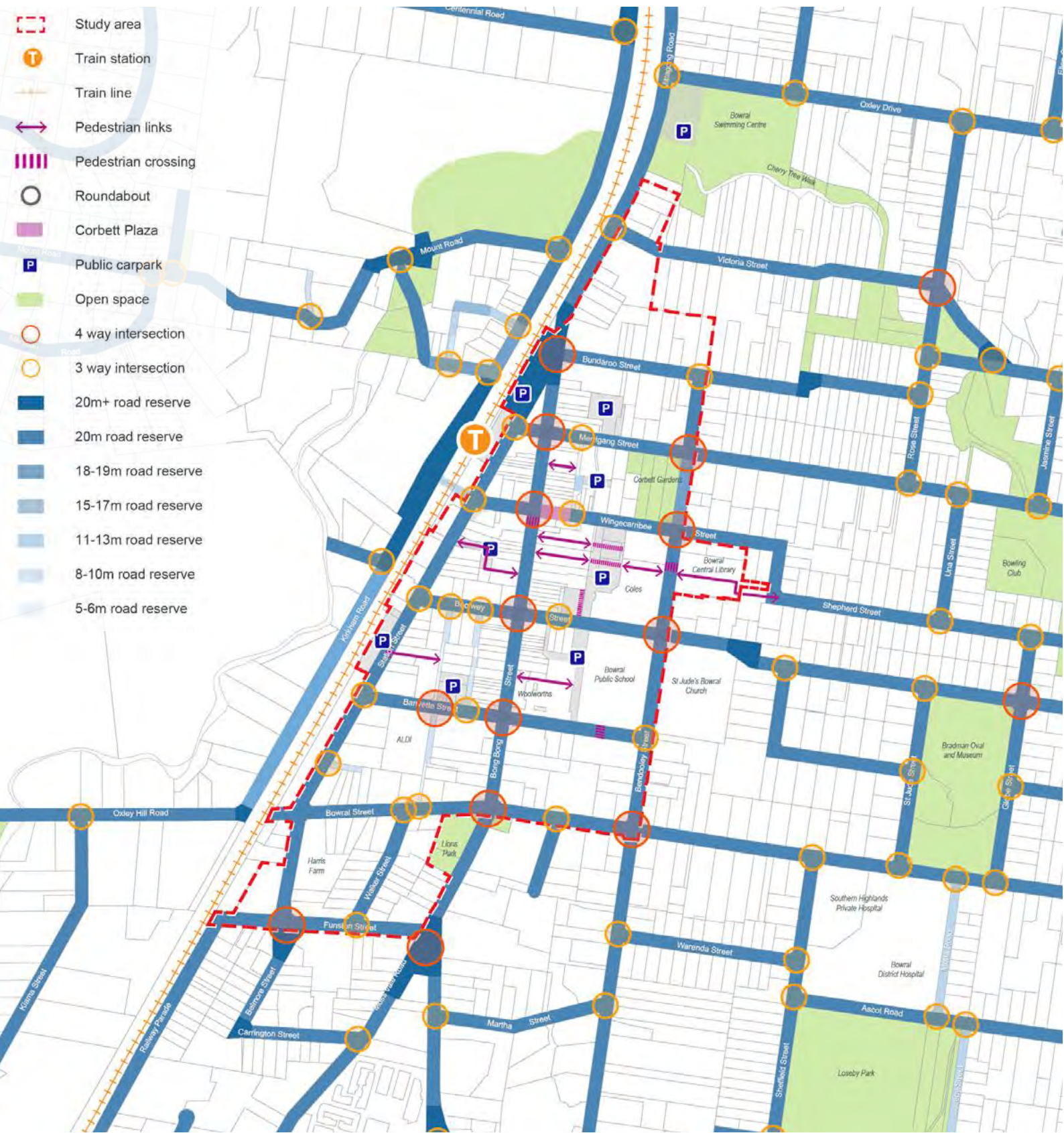


Figure 4 Bowral Access and Movement Map



01 Study Area Analysis

1-5 Walkability & Active Transport



Relatively wide footpaths, continuous awning coverage and active frontages encourage activity along Bong Bong Street.



Roundabouts in the Town Centre make crossing some roads challenging for pedestrians.



Buses connect Bowral to Mittagong and Moss Vale.

High pedestrian activity in the Town Centre occurs along Bong Bong Street between Banyette Street and Bundaroo Street. This activity extends to the east through arcades connecting Bong Bong Street and the public carpark behind, adjacent to Coles.

Continuous awnings offer protection from the elements along most of Bong Bong Street with the exception of some locations with older buildings. Footpaths in the commercial and retail core are approximately 3m wide, which is impinged in some areas by awning posts. Footpaths become narrower towards residential areas to the east and south east. There are missing footpaths to the south-west, particularly along Funston Street and Station Street. The absence of pedestrian refuges, at roundabouts, can make crossing at these locations more challenging for some pedestrians.

Cycling infrastructure is largely absent within the Town Centre with cycling mostly being required to share the road with vehicular traffic. The Mittagong Creek Trail, an off-road walking and cycling route, connects the numerous interconnected paths in East Bowral to the northern boundary of the Bowral Town Centre. The Bowral Bicycle Strategy indicates an '*off-road path adj to road*' along Bong Bong Street between the Mittagong Creek Trail and Merrigang Street, although no 'shared path' markings are in place.

The main bus interchange is located on Boolwey Street outside the Bowral Public School. Bus routes connect Bowral to East Bowral, West Bowral, Moss Vale, Mittagong, Willow Vale & Welby. Services are not frequent, with some running only during morning and afternoon peaks.

Summary points

Footpaths are generally of a generous width. Awning cover can be intermittent.

Buses connect Bowral to East & West Bowral, Mittagong, Moss Vale, Willow Vale & Welby

Cycling within the Town Centre mostly takes place on the road surface, shared with vehicular traffic.

01 Study Area Analysis

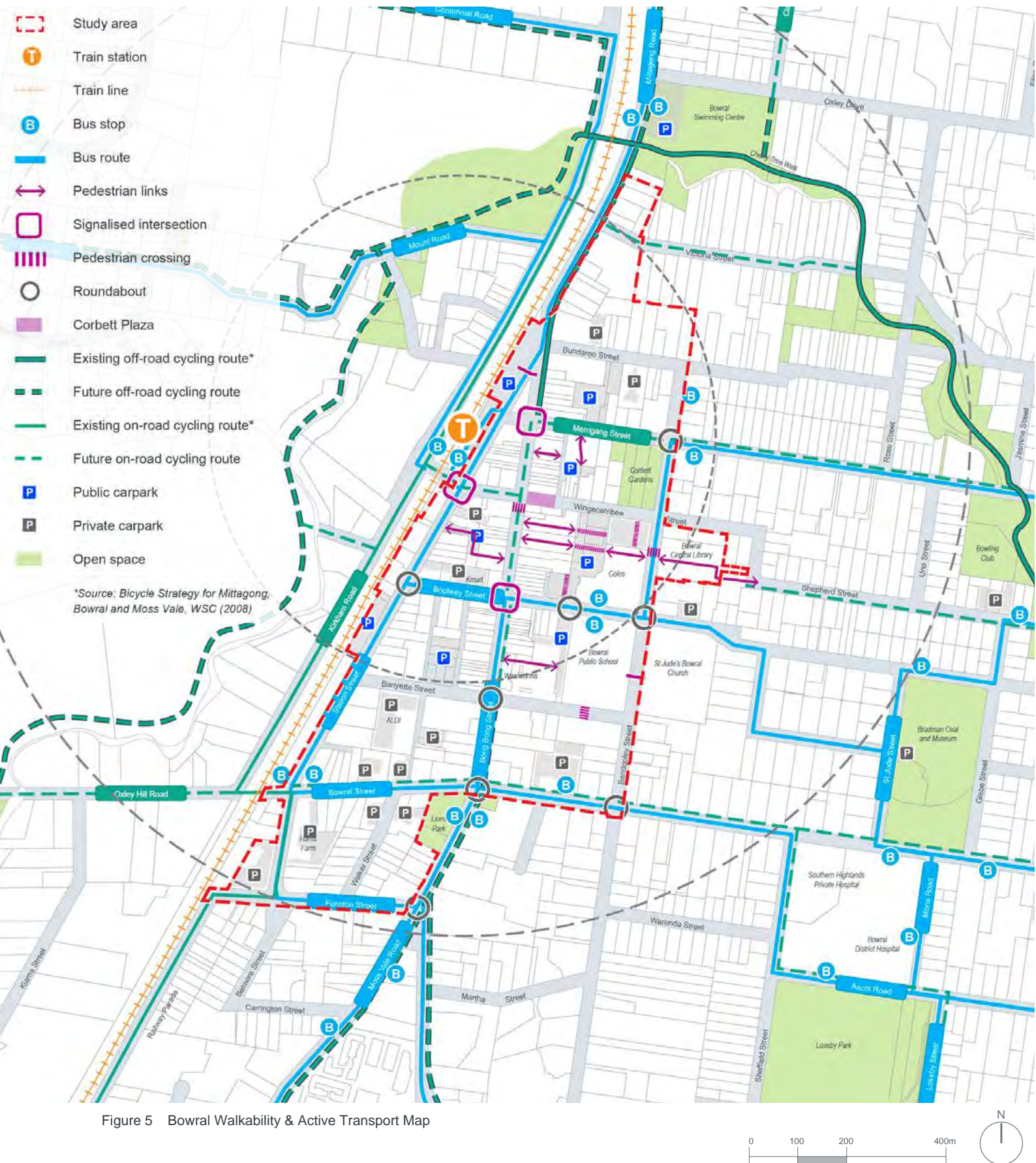


Figure 5 Bowral Walkability & Active Transport Map

01 Study Area Analysis

1-6 Built Form

A mix of predominantly one and two storey buildings occur within the Study Area, ranging from small residential and retail properties to larger floorplate commercial and community buildings.

Bong Bong Street has a consistent built edge between Merrigang Street and Banyette Street, with buildings built to the boundary creating a continuous frontage of shop fronts and awnings. This clear definition of space, sense of enclosure and provision of buildings with a human scale is one of the key strengths of the town centre.

Away from Bong Bong Street and along Station Street, Bowral Street and Funston Street, the street edge is less clearly defined and some sites locate car parking in the front setback. A few sites and buildings are vacant and in a state of decay.

In response to the traditional scale and character of Bowral, a number of shopping arcades are situated along Bong Bong Street, which are generally two-storey. Springett's Arcade is a historical 1920s building, while the nearby High Street Shopping Mall is a modern development sympathetic to the surrounding form. Buildings with large scale floorplates include Coles, Woolworths and Kmart.

Prominent buildings within the town centre include Springett's Arcade, the Grand Arcade and the CommBank Building and more recent developments

including The Acre and High Street Mall. 'The Acre' at the corner of Bong Bong Street and Banyette Street provides continuous awning and active frontage, while 'High Street' creates a through site link between Bong Bong Street and a rear carpark, which also services the Coles Supermarket.

There are a series of east-west through-site links (including the arcades) that provide pedestrian connectivity between Bong Bong Street and various rear laneways and car parks. Laneways within the town centre generally run parallel to Bong Bong Street (north-south) and feed into at-grade centre block car parks. The orientation of built form differs along the various lanes. Some laneways like Lamond Lane feature predominantly backs of buildings, while others feature a combination of fronts and backs.

Areas zoned MU1 Mixed Use within the Study Area are a mix of traditional cottages with generous vegetated front setbacks and more recent mixed use medium density housing.

Summary points

Bong Bong Street has a consistent street frontage with continuous awnings and active frontage.

Built form to the east and south sets back from the street with car parking in the front setback.

The recent 'The Acre' and 'High Street' developments improve the Town Centre's amenity.

Some lots and buildings lay vacant and in a state of decay, affecting the attractiveness of Bowral.



Built form to the south and east of the Town Centre is set back from the street edge, often with parking in the front setback.

01 Study Area Analysis



Figure 6 Bowral Built Form Map

01 Study Area Analysis

1-6 Built Form

Bong Bong Street Elevations

Bong Bong Street - Western side



Bong Bong Street - Western side (cont.)



Bong Bong Street - Eastern side



Bong Bong Street - Eastern side (cont.)



01 Study Area Analysis



01 Study Area Analysis



Corner of Bong Bong Street and Boolwey Street, looking north along Bong Bong Street.



District views to the surrounding hillside, looking west.



Bowral Train Station, looking west.

1-7 Placemaking

Bong Bong Street is a key street through the Bowral Town Centre. The street has an active urban edge that stops south of Banyette Street. There is a slight level change along the street, between Boolwey Street to Bowral Street. The land also slopes to the west, which enables views from east-west streets, across Mittagong Creek to the rolling hills to the west.

Due to the generally regular grid layout there is only one significant urban terminating view, from the south as you enter the town centre and Moss Vale Road deviates as it transitions to Bong Bong Street. Unfortunately this view currently terminates in the Shell Service Station.

Landmarks in and around the Town Centre include former and current Hotel buildings, such as the Royal, the Grand and the Bowral Hotel, former and current bank buildings, Springett's Arcade, the Empire Cinemas, the Woolworths building and The Acre development along Bong Bong Street. Also within the study area are destinations such as the Train Station, Corbett Gardens, various Civic buildings along Bendooley Street, the Public School, Supermarkets including Coles, Aldi and Harris Farm and various churches. Trees also act as prominent local features and contribute to the character and history of the area to the east of Bong Bong Street. The area west of Bong Bong Street lacks generous urban greenery.

The train station is located adjacent to the Town Centre but it feels disconnected due to car parking in front, and the proliferation of rears of properties facing Station Street. Public carparks are generally located at the centre of blocks and on the edge of the Town Centre, which generates vehicular and foot traffic across the centre.

Summary points

Prominent local landmarks are found generally along Bong Bong Street and Bendooley Street.

View and vistas towards distant topography are key influences on the sense of the place.

There is a sharp contrast in character generated by the differing levels of urban greenery east and west of Bong Bong Street.

The train station is adjacent to the centre but feels disconnected. Public carparks are located throughout the Town Centre.

01 Study Area Analysis



Figure 7 Bowral Placemaking Map



01 Study Area Analysis

1-8 Heritage

Local Heritage State Heritage

- | | |
|---|---|
| 1 Bowral Conservation Area | 21 "Weston Green" house |
| 2 Bradman Oval, Conservation Area | 22 "Laurel" house and garden |
| 3 "Yarrow" house | 23 "Braham Bank" house |
| 4 Coach House | 24 Carter Terraces |
| 5 Mount Hamilton house | 25 Bowral Railway Station |
| 6 "Robin Wood" house and garden | 26 Former Station Master's residence |
| 7 "Neerim" house and garden | 27 Former industrial buildings, including former Milk Factory |
| 8 Wingecarribee House, grounds and outbuildings | 28 "Empire Cinema" |
| 9 House | 29 Commonwealth Bank |
| 10 Former Roman Catholic Church | 30 Corbett Gardens |
| 11 Berrima District Credit Union (former Ambulance Station) | 31 St Andrew's Church and Hall |
| 12 Bowral Public School | 32 Former Bowral Court House, including fence |
| 13 St Jude's Anglican Church Group | 33 Stafford Cottage |
| 14 Cottage | 34 Former School of Arts |
| 15 Eldon Cottage | 35 Town Hall |
| 16 Cricket pitch | 36 Bowral Uniting Church |
| 17 "Hathaway" house | 37 Uniting Church Centre and house |
| 18 Bradman Museum Collection and Grandstand | 38 "Heritage Park" house (former Iverbucks) |
| 19 Bradman Oval | 39 Walden House and garden |
| 20 "Bradman's Cottage" and grounds | |

01 Study Area Analysis



Figure 8 Bowral Heritage Map



01 Study Area Analysis

1-9 Key Heritage Items



Former Roman Catholic Church, 6-6A Banyette St

Built in 1891, this was the first Catholic Church in Bowral. It operated in Banyette St for more than 90 years before it was sold in 1986 to the Evangelical Church and rebuilt next to the St Thomas Aquinas Catholic Primary School. The site currently accommodates the 'Highlands Christian Fellowship'.



Bowral Public School, 47 Bendooley St

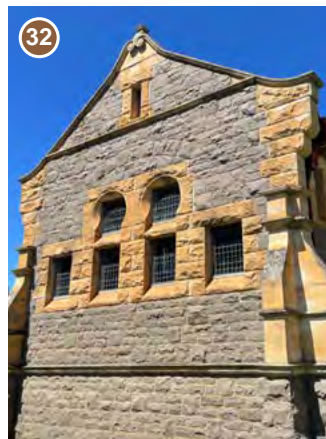
Established in 1867, Bowral Public School was part of the township's early growth. Since then the school has undergone extensive refurbishment and expansion and now accommodates approximately 560 students per year.

(source: NSW State Archives)



Stafford Cottage, 22 Bendooley St

A gothic-style house estimated to be built shortly after the arrival of Bowral Railway Station in 1867. The cottage is currently owned by Council and houses The Community Centre.



Former Bowral Court House, including fence, 14 Bendooley St

Built in 1896, the "Federation Romanesque" style courthouse building was in use until 2005 when operations were moved to Moss Vale. The building now houses commercial uses.



Commonwealth Bank, 294 Bong Bong St

The building opened as a banking premises in 1892. It is no longer operational as a bank and instead houses two retail outlets on ground level and office space on the first floor, its external facade has remained largely unchanged.

01 Study Area Analysis



(source: NSW State Archives)

Bowral Railway Station, Station St

Bowral Railway Station opened in late 1867 when the railway line from Mittagong to Moss Vale was established. The original character of the station building has been largely preserved over time, helping to maintain and celebrate the town's history.



Corbett Gardens, 21 Merrigang Street

Corbett Gardens is one of Bowral's oldest parks, dating back to 1911. The garden is named after Mrs Ada Corbett who campaigned for public open space in Bowral. The public garden is home to the annual Tulip Time Festival which attracts over 40,000 people each spring.



Bowral Uniting Church, Bendooley St

Originally founded as Bowral Wesleyan Methodist Church in 1863, the church became Bowral Uniting Church in 1977. The presently operating church building was erected in 1926.



Empire Cinemas, 327 Bong Bong St

Empire Cinemas is the oldest continuously running cinema in mainland Australia, with operations dating back to 1915. Construction works, upgrades and expansion over time have allowed it to keep functioning successfully, and it remains operating today.



Town Hall, 16 Bendooley St

Originally built in 1890 in response to fears from locals that the town would be taken over by nearby Moss Vale. The Town Hall no longer operates as the seat of local government, but the building continues to be used for a range of civic purposes..

01 Study Area Analysis

1-10 Constraints

All town centres, by virtue of location, urban layout and existing built form have constraints. The Bowral Town Centre has very few significant constraints, that would prevent it continuing to be the vibrant, much-loved destination that it has been for decades.

- ① The biggest constraint is the dual role that Bong Bong Street plays, being that of the main street for the town and also main thoroughfare route for areas further north and south. Bong Bong Street is currently classified as a State Road due to its importance as a connection into the Southern Highlands as a whole.
- ② The width of the road reserve, at 20m wide, is also a constraint. This dictates the resultant widths available for the footpaths and for the vehicular lanes. Currently the footpaths either side of Bong Bong Street are approximately 3m wide, which is relatively narrow for the level of pedestrian traffic that uses them in peak periods. To overcome this restriction, options to spread pedestrians further afield, across the centre, will be considered.
- ③ The provision of trees across the centre is a well supported idea. Trees moderate extreme weather, and improve the amenity of a town centre. However they also require space that is at a premium and compete with the other elements that occupy the same area, such as overhead awnings and potentially parking. Investigating options to enable 'sharing' of these zones will be undertaken to seek ways to provide for all the necessary elements, whilst also improving the pedestrian amenity.
- ④ Bowral has a plethora of 'scattered' parking, in the form of pockets of parking across the centre. The most visible parking is the on-street parallel parking on Bong Bong Street and adjacent streets, but there is also substantial on-grade parking in various lots often located in the centre of blocks adjacent to the town centre that are not as identifiable for visitors.
- ⑤ The other significant constraint that impacts the Bowral Town Centre is the limited options available to cross the railway line. This forces significant traffic to use the Wingecarribee Street bridge to access areas west of the railway line.



Traffic congestion along Bong Bong Street



Cluttered footpath along Bong Bong Street

01 Study Area Analysis

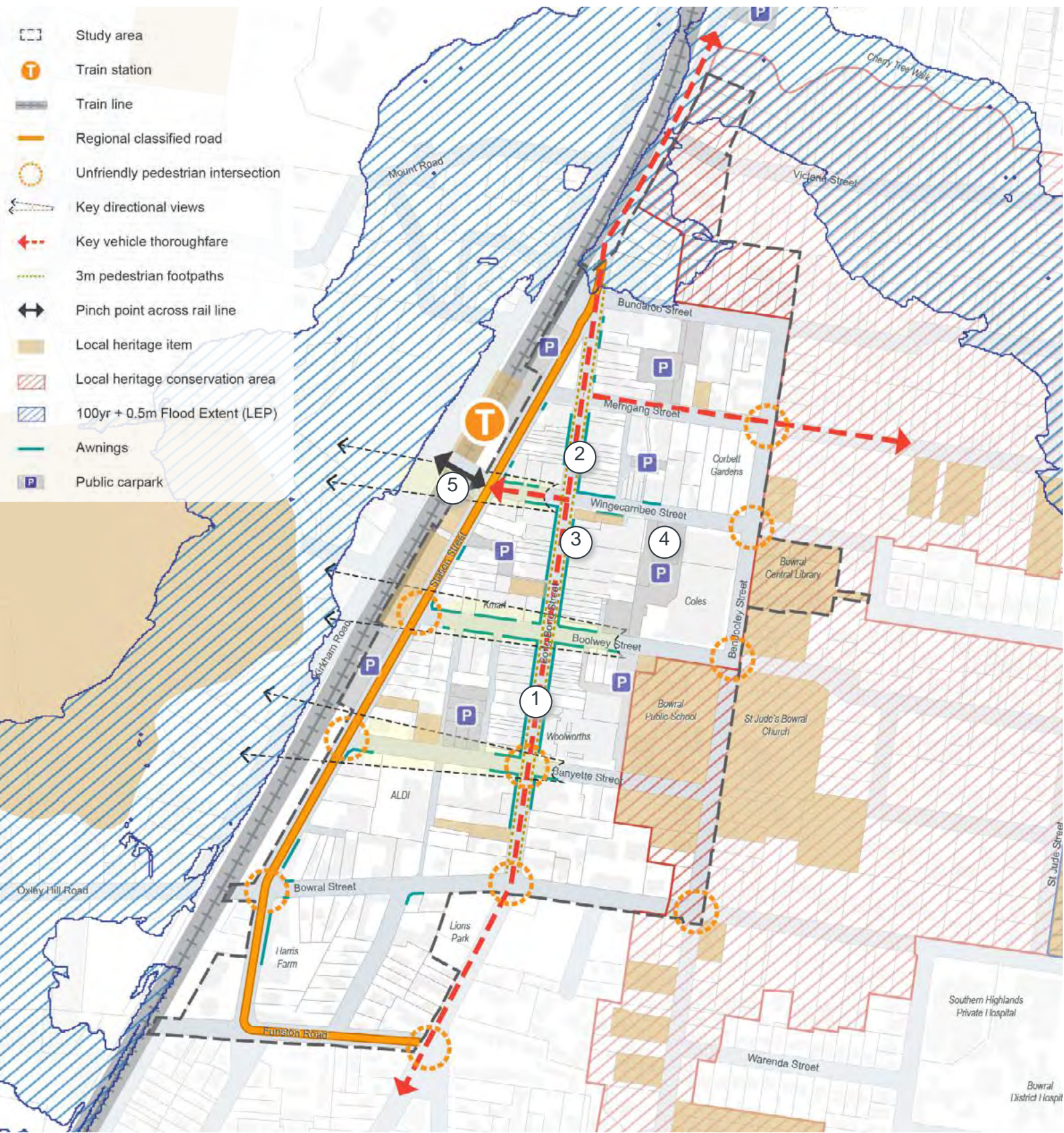


Figure 9 Constraints Map

01 Study Area Analysis

1-11 Opportunities

Bowral as a town centre currently works relatively successfully. The majority of shops are occupied, the footpaths throng with visitors and locals alike on weekends and during holiday periods, and there is a strong community attachment to, and engagement with, the main street, being Bong Bong Street. There are opportunities though to further enhance the centre, to ensure its ongoing success.

- ① Some of these opportunities relate to creating stronger connections between the various parts of the centre. Connection to the Civic Precinct, containing the Library and other community facilities, could be strengthened through better wayfinding, this would also encourage visitors to spread beyond the confines of Bong Bong Street and to engage with all other aspects of the town.
- ② Improving connection could also increase awareness and utilisation of the 'scattered' parking provided beyond the main street. Better connection and improved identification of these parking areas through way-finding, and possibly the imposition of timed parking on areas close to the centre, could incentivise better usage of the wide array of parking options available, including the recently constructed parking on Station Street.
- ③ Bong Bong Street presents major congestion challenges for the town centre. A bypass of Bong Bong Street would remove the through traffic, but this is not a feasible option at this time, so the creation of an informal 'bypass' utilising Station Street and Funston Street could go part way to meeting this need.
- ④ The primary civic space within the centre, Corbett Plaza, is dated and does not present in keeping with the desired 'look and feel' of the centre overall. This space is well located and provides a wonderful opportunity to connect the centre to both the Railway Station and Corbett Gardens, along Wingecarribee Street, but it needs to be updated to be welcoming and functional as a civic plaza in the heart of the town centre.
- ⑤ Also in keeping with the desired 'look and feel' of the centre is the community desire for increased greenery and tree canopy within the centre. The opportunity to insert trees into the parking lanes along Bong Bong Street, would improve the amenity for pedestrians and decrease the impacts of inclement weather.
- ⑥ Given the strength of Bong Bong Street as a main street, there is opportunity to provide clear gateways into this area, to communicate that the area is heavily utilised by pedestrians and that they have priority.
- ⑦ The biggest opportunity that would radically improve the functioning of the centre is to reduce the impact of vehicular traffic. Transport for NSW is currently proposing reducing the speed limit along Bong Bong Street to 30 kmh, this would prioritise pedestrians and improve safety especially when combined with kerb modifications to reduce crossing distances. This change would also encourage more through traffic to utilise Station and Funston Streets as an informal bypass to the centre.
- ⑧ Further opportunity exists to improve pedestrian amenity by 'zoning' the footpath. There is no opportunity to widen this area, but if zones are created to contain signage and other obstructions, then all functions can co-exist.
- ⑨ The heavy traffic that exists across the Wingecarribee Street bridge could be relieved by the provision of additional vehicle crossing points, for example one that connects Bowral Street with Oxley Hill Road to the west. However, this would require significant investment and is beyond the purview of this report.

01 Study Area Analysis



Figure 10 Opportunities Map



01 Study Area Analysis

1-12 Photographic Study



The generous urban greenery in the eastern area of the Town Centre, in the form of vegetated front setbacks, well maintained nature strips, and large mature trees, is in stark contrast with the existing character of the western area where no considerable greenery is found. Attractive landscaping along Bendooley Street is pictured in the image on the left.



Sites along Bong Bong Street, between Wingecarribee Street and Boolwey Street, have a secondary frontage accessing the carpark behind. Active frontages and outdoor dining generate activity along the edge of the carpark improving the amenity. Successful developments include 'High Street' and 'Gibraltar Square' pictured on the left.



Vacant sites, gaps along the continuous street frontage and missing footpaths impact the walkability, amenity and perception of safety in the Town Centre. The missing footpath pictured on the left is located on the northern side of Bowral Street and is frequented by people walking between Bong Bong Street and Harris Farm located on Station Street.

01 Study Area Analysis



Outdoor dining activates the footpaths within the Town Centre, attracts people and improves the overall amenity of the area. The use of quality furniture, greenery and certain colours give the installations a touch of sophistication. The reduction of available space for walking can pose a challenge for people to get around the town during busy times.



The plaza located behind the Old Bowral Town Hall and in front of the Bowral Central Library is generous in space. The current area is dominated by stairs and lacks cohesive spaces within the overall space. Large mature trees provide generous shade whilst the smaller greenery improves the amenity. However, the open area, as well as the facade of the library lack activation.



Footpaths are missing and the existing ones often interrupted in the southern part of the Study Area, Particularly along Station Street, Funston Street, Walker Street, Belmore Street and Carrington Street. The image on the left pictures a missing stretch of footpath outside a recent medium density development 'The Intersection Bowral Apartments' on Funston Street.

01 Study Area Analysis

1-12 Photographic Study



Roundabouts pose a barrier to walkability within the Study Area. In many instances medians are not protected with only paintwork separating people trying to cross from oncoming traffic. The roundabout located at the intersection of Moss Vale Road and Funston Street is particularly difficult to cross due to the width of the travel lanes and reduced visibility for drivers arriving from the south.



This derelict historic building at 425 Bong Bong Street at the intersection of Bowral Street has a significant impact on the image of the Town Centre as it is visible due to its prominent location, especially to those arriving into Bowral from the south. This building in combination with the vacant land behind it, and the vacant building to the north at 417-419 Bong Bong Street create a cluster of low amenity.



Off-street parking along Station Street is plentiful with several carparks located between Bundaroo Street and Bowral Street adjacent to the rail corridor. These carparks however, are physically separated from the rest of the Town Centre. Crossing opportunities along Station Street are limited and unsafe, and the walk along east-west streets towards Bong Bong Street is relatively unattractive.

01 Study Area Analysis



Several traditional cottages have been converted to commercial space in the eastern part of the Town Centre, while preserving the character of the properties. In other cases, conversions of cottages to uses other than residential have altered the front setbacks, impacting the character of the area.



Bong Bong Street is the main commercial and retail street in the Town Centre. The street is also the most direct route through the town, connecting Mittagong Road and Moss Vale Road. Parking is limited but sought after due to the convenient location outside the shops, creating friction with through traffic as cars try to park. The noise, vibration and fumes from vehicles impact the overall amenity of Bong Bong Street.



The challenge of large format shops, that trade to carpark located to the rear, is the lack of street activation as illustrated here. Although vibrant illustrations have been applied to this facade, it does not replace genuine activation along pedestrian routes.

01 Study Area Analysis

1-13 Movement and Place Analysis

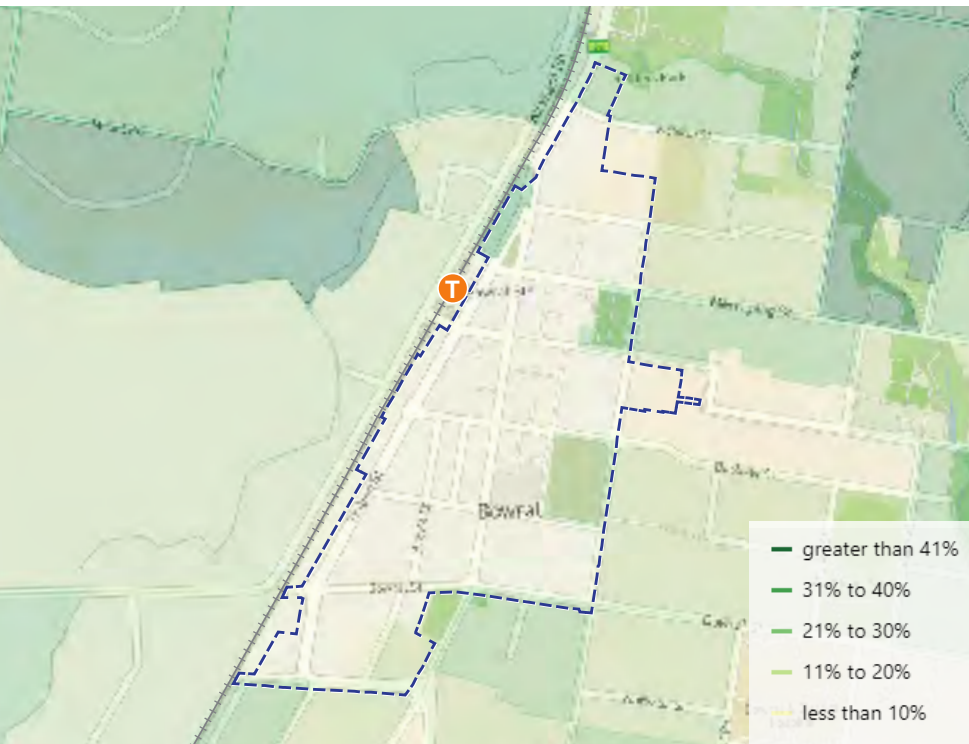
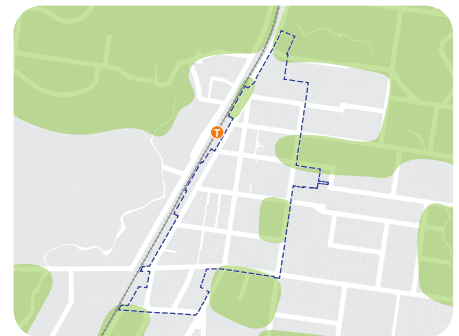


Figure 11 Existing percentage of tree cover (source: movementandplace.nsw.gov.au)

Tree Canopy

- Minimal tree canopy coverage within the Precinct (less than 10%).
- Corbett Gardens, War Memorial Park and Bowral Public School account for the areas with the highest percentage of tree canopy within the Precinct.
- Largest percentage of tree canopy is to the north of the Precinct (31-41%).



High tree canopy areas

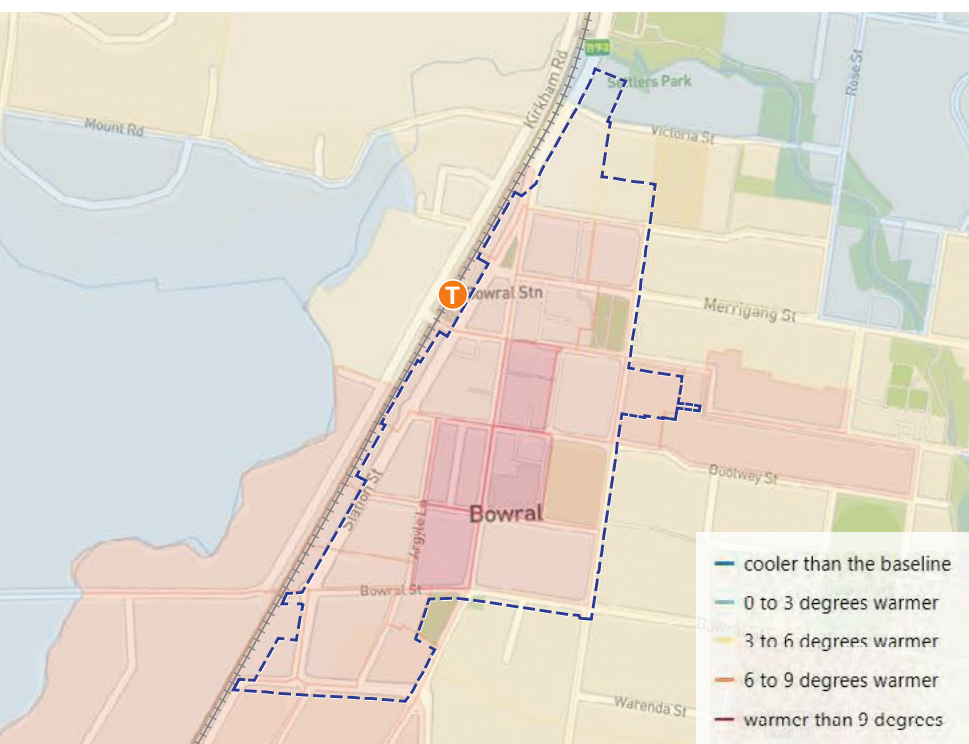
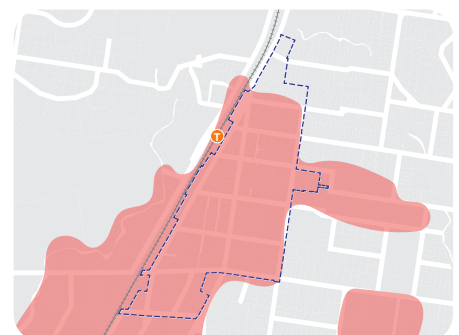


Figure 12 Existing urban heat (source: movementandplace.nsw.gov.au)

Urban Heat

- A large portion of the Precinct, as well as south-western and eastern surrounding areas, experience a moderately high heat island effect.



Areas that are 6+ degrees warmer.

01 Study Area Analysis

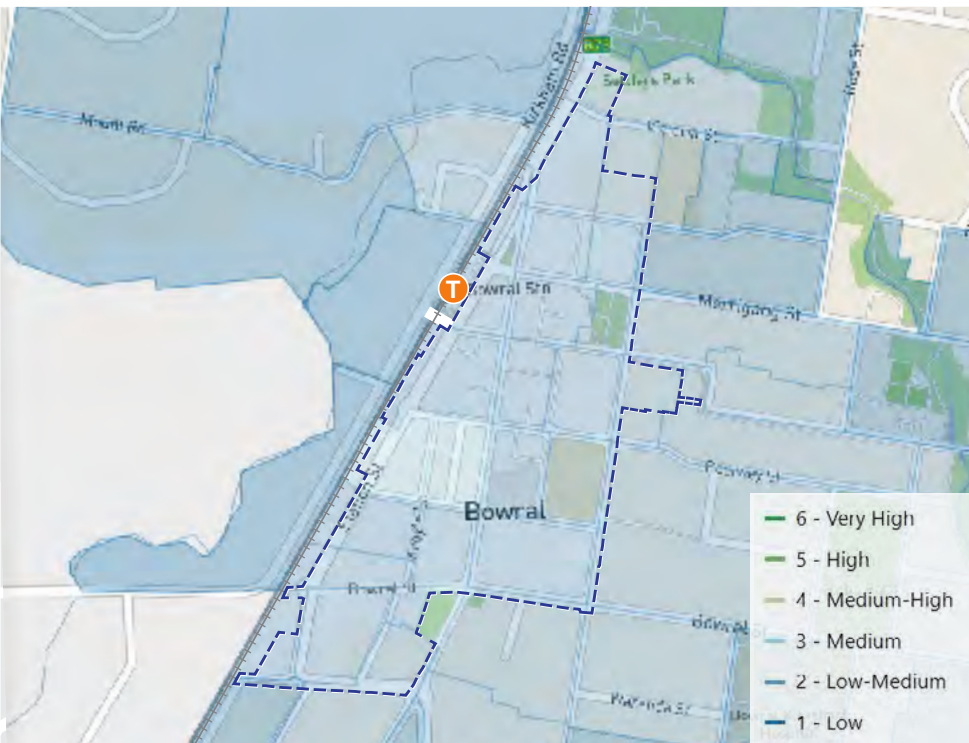


Figure 13 Existing levels of Public Transport Accessibility
(source: movementandplace.nsw.gov.au)

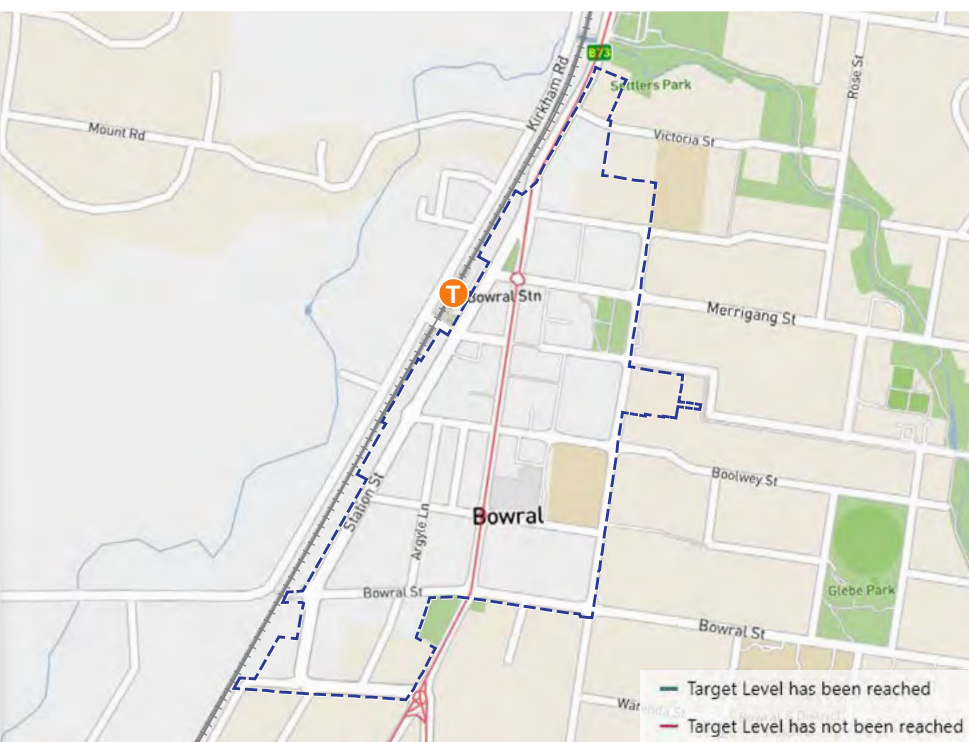
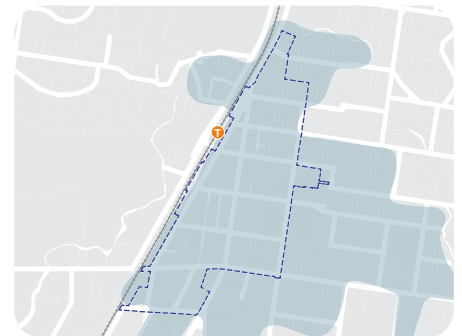


Figure 14 Existing freight access with a measure of their target level
(source: movementandplace.nsw.gov.au)

Public Transport Accessibility

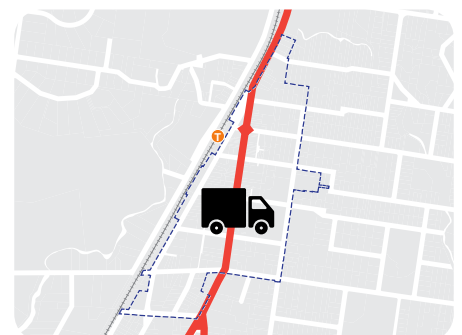
- The majority of the Precinct has low access to the public transport network.
- No areas of high public transport accessibility are evident in the Precinct or surrounding areas. The area would benefit from improved connectivity to public transport services.



Medium and low-medium public transport accessibility areas

Freight Network Access

- Bong Bong Street, Moss Vale Road and Kangaloon Road cater for the movement of freight.
- The movement of goods is adequately provided for along these roads and the target level has not been reached.



Freight route through the precinct

01 Study Area Analysis

1-13 Movement and Place Analysis

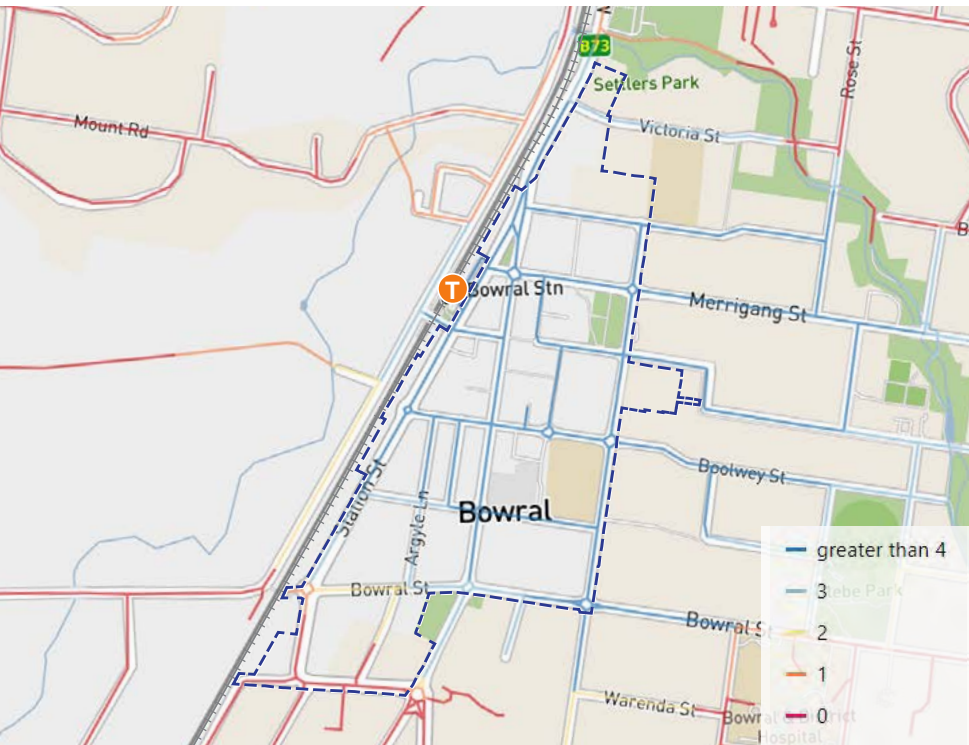


Figure 15 Existing number of local living needs
(source: movementandplace.nsw.gov.au)

No. of Local Living Needs

- The Precinct has a good level of connectivity to local living needs.
- Several areas to the north-east, south-east, south-west and north-west of the Precinct do not have convenient access to any types of local living needs within an 800m walking distance.



Areas with no access to local living needs

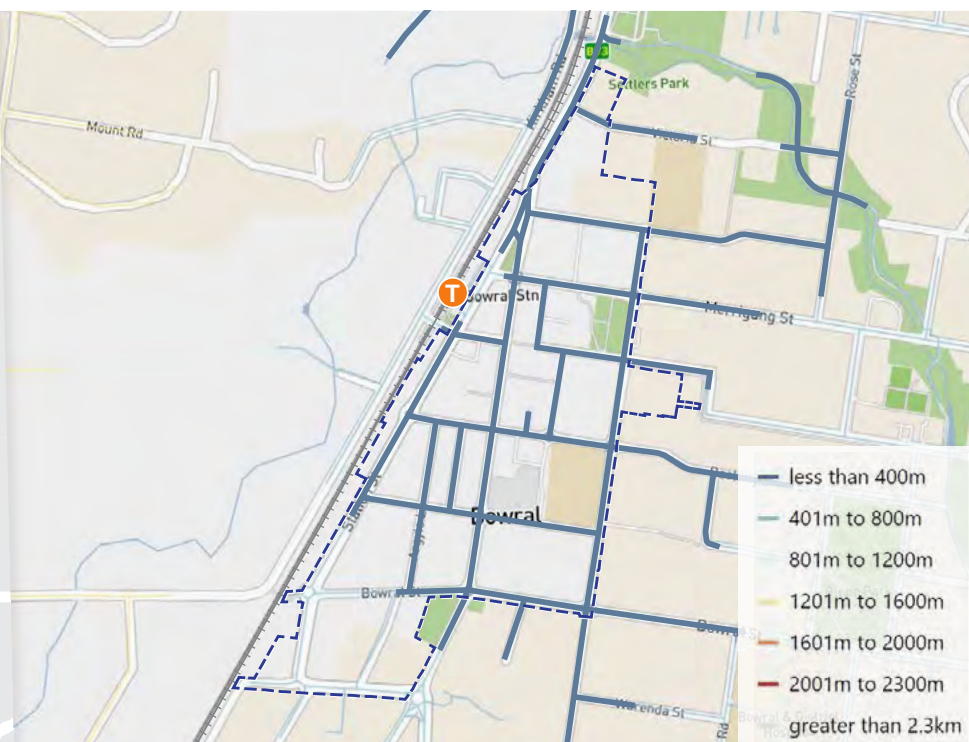


Figure 16 Existing levels of pedestrian accessibility to primary schools
(source: movementandplace.nsw.gov.au)

Walkable access to primary schools

- The Precinct has good connectivity to primary schools, with three primary schools being located within or just outside of the Precinct boundary, to the east of the railway line.



Less than 400m to primary schools

01 Study Area Analysis

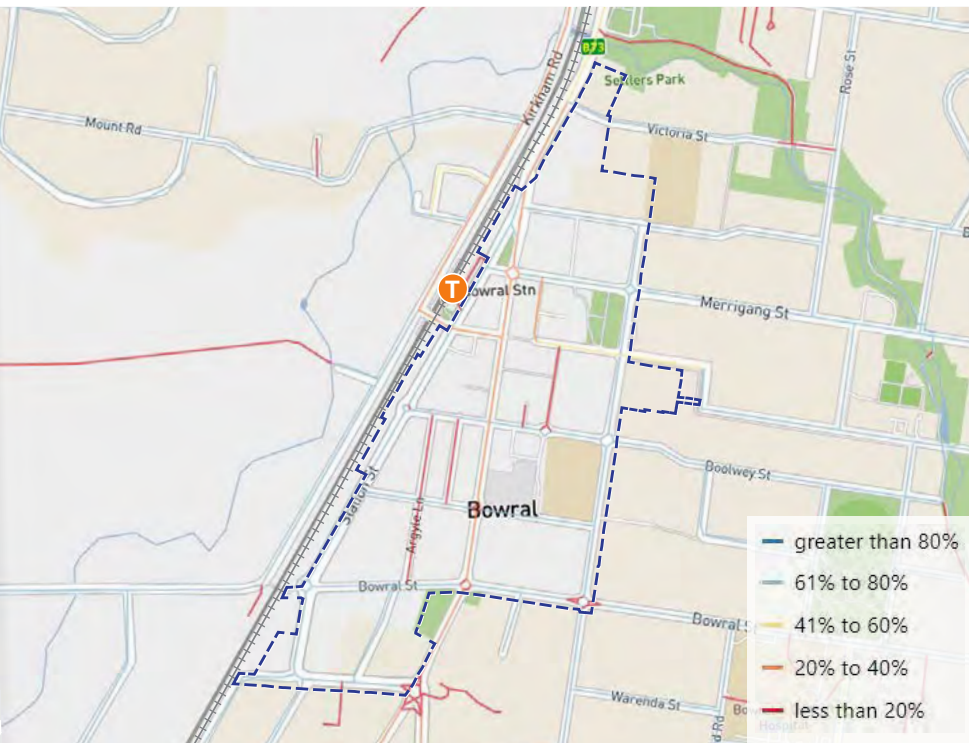


Figure 17 Existing allocation of road corridor for pedestrian activities (source: movementandplace.nsw.gov.au)

Percentage of pedestrian space allocation

- Bowral's main street, Bong Bong Street, has a low percentage of space allocated for pedestrian activities (20-40%).
- A large portion of the low pedestrian space allocation areas are located within the Precinct.



Road corridors with low pedestrian space allocation

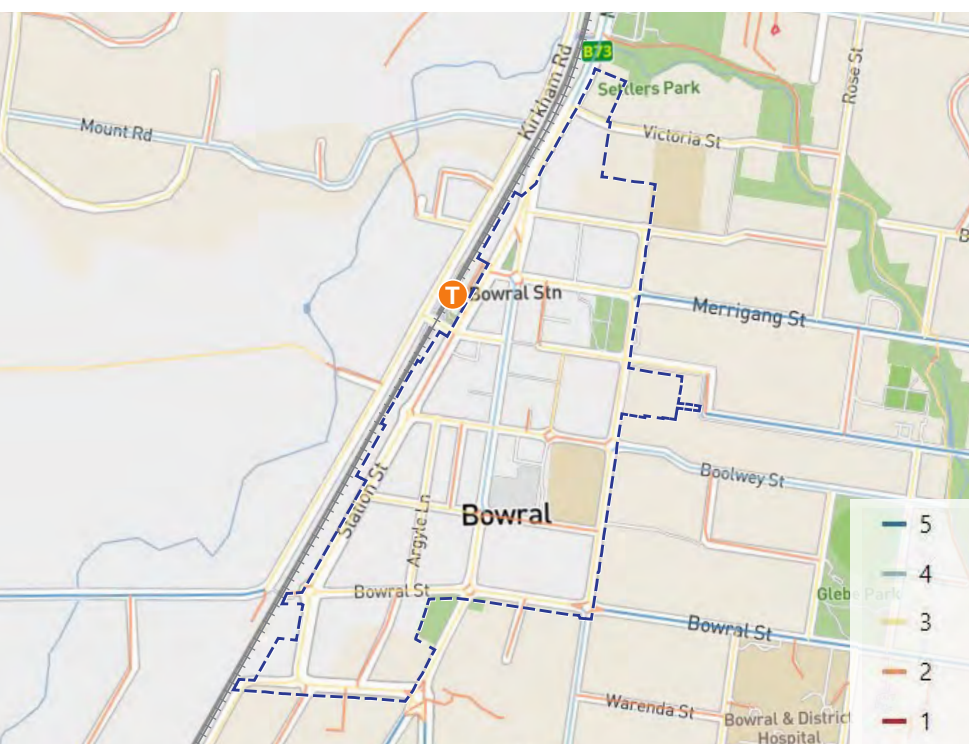
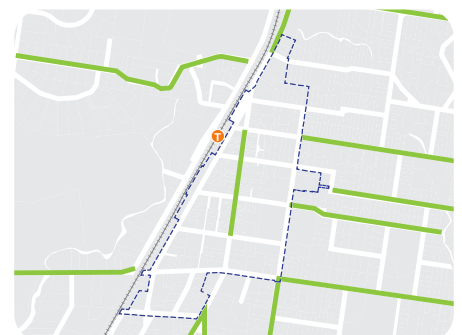


Figure 18 Existing levels of street legibility (source: movementandplace.nsw.gov.au)

Street legibility level

- The street legibility is informed by a measure of street length, connectivity and straightness.
- A large portion of the town centre has low street legibility. Streets approaching the town centre are comparatively more legible with a coherent street alignment and clear sight lines.



Streets with high legibility



Chapter 2

Strategic Context

- 2-1 Overview
- 2-2 Policy review

02 Strategic Context

2-1 Overview

The following chapter provides a review of relevant NSW State Government and Wingecarribee Local Government policies, strategies and guidelines. The review summarises the purpose of each document and its relevance for the study area. The review provides a consolidated overview of the higher level, strategic opportunities and challenges facing the area at a spatial, economic, community/ social and environmental level.

The State policies and guidelines reviewed in the preparation of this report include:

- Draft South East and Tablelands Regional Plan 2041 (2022)

The following Council policies, strategies and plans were reviewed in the preparation of this report:

- Wingecarribee Regional Economic Development Strategy (2018)
- Wingecarribee Local Environmental Plan (LEP) (2010)
- Wingecarribee 2040 LSPS (2020)
- Wingecarribee Local Housing Strategy (2020)
- Wingecarribee Shire Community Strategic Plan (2017)
- Southern Highlands Destination Strategy 2020-2030 (2020)
- Wingecarribee Development Control Plan (DCP) (2010)



02 Strategic Context

2-2 Policy review

Draft South East and Tablelands Regional Plan 2041

Author: NSW Department of Planning & Environment (2022)



The South East and Tablelands Regional Plan provides a vision and direction for land use planning priorities and decisions, addressing future needs for housing, jobs, infrastructure and a healthy environment over the next 20 years. The strategy's five themes are as follows: Recognising Country, people, and place; Enhancing sustainable and resilient environments; Leveraging diverse economic identities; Planning for fit for purpose housing and services; and Supporting a connected and active region.

Wingecarribee's population is expected to grow by approximately 18,000 people by 2041, requiring 13,000 new homes. The plan highlights that the LGA is well placed to benefit from the growth of Western Sydney and the Illawara-Shoalhaven region and transport connections to these areas should be strengthened.

Wingecarribee's three main towns of Bowral, Mittagong and Moss Vale form part of the Southern Highlands strategic cluster, each one of them specialising in different but related industries. These include health, tourism, education, manufacturing, agriculture, construction and professional industry sectors.

The plan outlines that the growth of Moss Vale as a strategic centre is linked to the operation and evolution of the local centres of Bowral and Mittagong.

Four priorities have been identified for the strategic cluster:

- *"Investigate funding for infrastructure, and utilities to unlock and fulfil the economic potential of the Southern Highlands Innovation Park.*
- *Investigate multi-modal transport solutions to improve connectivity within and between the town centres of the Southern Highlands strategic cluster.*
- *Investigate new greenfield and infill housing opportunities, including more diverse and affordable housing products near centres, while considering environmental and servicing aspects.*
- *Consider local character, environmental assets and heritage when planning for growth."*

The natural setting and network of towns and villages attracts visitors and helps grow Wingecarribee as a specialised functional economic region. The Plan recommends investment in cultural assets and boutique offerings, and prioritisation of local manufacturing opportunities to maintain economic growth.

The plan encourages planning strategies to focus on the diversification of the local economy, improve housing choice and affordability especially near employment and services, improve connectivity between strategic centres and key tourist destinations, and encourage walking and cycling through upgrades to the existing transport network.

Summary points

Strategic centre clusters are to be the focus for more intensive employment uses and public space improvements.

Strategic clusters are to enable employment functions and support local activation.

Improve opportunities for walking and cycling in centres.

02 Strategic Context

Wingecarribee Regional Economic Development Strategy

Author: Wingecarribee Shire Council (2018)



The Wingecarribee Regional Economic Development Strategy provides a long term vision for the regional economy of Wingecarribee, building on the existing endowments, strengths and specialisations of the area.

"The Strategy aims to:

- *enhance liveability of the Wingecarribee region,*
- *facilitate the development of agriculture as a key strength and specialisation and grow the visitor economy based on food, wine and events,*
- *grow the education, health and aged care sectors, and strengthen the manufacturing base and monitor opportunities in the natural resource sector."*

The strategy highlights the key endowments that contribute to the region's current economic strengths, including its proximity to Sydney, Canberra and Wollongong; characteristic topography; access to water; healthcare; education infrastructure; attractive lifestyle; heritage; and

institutions.

The aforementioned endowments are also the basis for the specialised industries in the region including: manufacturing, cattle farming, residential care, and secondary education. Tourism is fast becoming an emerging specialised industry in Wingecarribee.

The strategy highlights the change over time of major employment industries in the area, with retail and manufacturing declining, and health care and social assistance (especially in Bowral), accommodation and food services increasing in recent years.

The strategy outlines infrastructure priorities that include making improvements in the traffic flow in the main streets, improving the visual amenity, upgrading sports and recreational facilities, and promoting culture and entertainment through the development of a new arts precinct. Relevant actions include providing road upgrades and improving car parking in Mittagong, Bowral and Moss Vale.

Summary points

Support the growth of specialised industries in the Wingecarribee region through planning and policies.

Improve liveability of the region through addressing traffic flow and providing different commuting options for existing and future residents.

02 Strategic Context

2-2 Policy review

Wingecarribee Local Environmental Plan

Author: Wingecarribee Shire Council (2010)

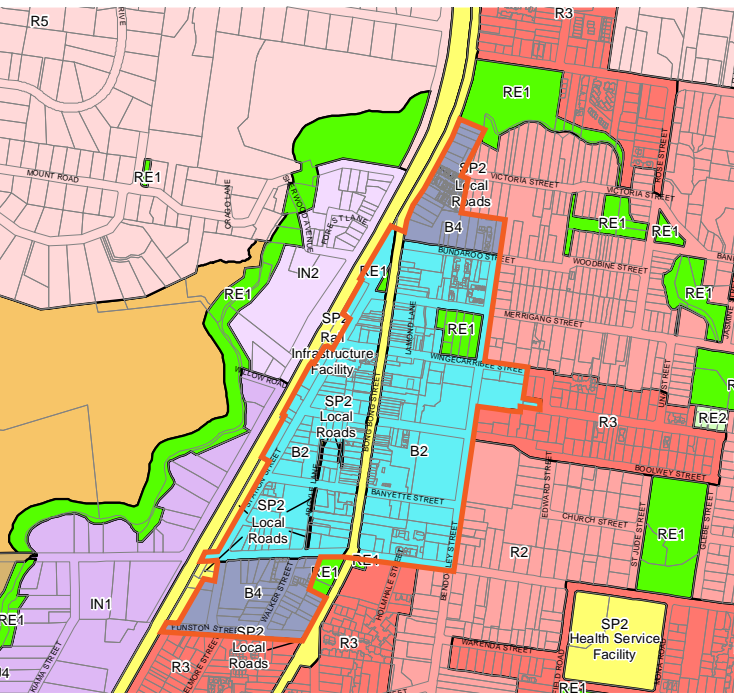


Figure 19 Land use zoning plan with study area boundary

The Wingecarribee Local Environmental Plan (LEP) guides development and planning decisions within the local government area. The LEP is prepared by Council and approved by the State Government. Provisions such as land use zoning provide a framework for the way land can be used and seek to ensure development is done appropriately and natural resources are protected.

Within the Bowral Town Centre Master Plan context, the key planning controls within the LEP are land use zoning, limits to the permissible floor space ratio (density), lot size and building height, and identification of heritage listed items and conservation zones.

The predominant land use zone within the Bowral Town Centre is B2 Local Centre. Key objectives of this zone include: to provide a range of retail, business, entertainment and community uses that serve the needs of people; to encourage

employment opportunities in accessible locations; to maximise public transport patronage and encourage walking and cycling; to maximise the efficient use of land in business centre precincts; to promote more compact and accessible places; and ensure that new development has regard to the character and amenity of adjacent and nearby residential areas.

While the focus is on business uses, 'shop-top' housing (apartments above a ground level of commercial/ retail) is permissible as is tourist and visitor accommodation.

Land zoned B4 Mixed Use is located to the north and south of the town centre. The objective of this zone is to provide a mixture of compatible land uses integrating businesses, office, residential and retail spaces to encourage walking and cycling.

Residential uses such as dwelling houses, multi dwelling housing, residential flat buildings, and attached dwellings are not explicitly prohibited in the B2 and B4 zones under the LEP.

Several parcels of land adjacent to the centre are zoned 'special purpose' (SP2) which seeks to provide for infrastructure and related uses. It is most commonly applied to classified roads (major roads owned and maintained by State Government), rail lines and facilities such as water treatment plants and waste disposal.

Within the town centre, Bong Bong Street is zoned SP2. The infrastructure zoning also applies to a number of lots adjacent to the town centre along Station Street, Argyle Lane and Wattle Lane.

Lots zoned RE1 Public Recreation are located to the north of the town centre, including Corbett Gardens. Mittagong Creek, also zoned RE1 Public Recreation, is located north of the town centre.

A mix of R2 Low Density Residential and R3 Medium Density Residential zoned areas are located to the east of the town centre. IN1 General Industrial and IN2 Light Industrial areas are located to the west, across the railway line.

02 Strategic Context

The LEP applies four building height limit zones to the town centre: 9m (J, identified in the adjacent map in green); 10m (K, identified in light yellow); 12.5m (M, identified in dark yellow); and 15m (O, identified in brown). The majority of land within the study boundary permits buildings up to the 10m in height which translates to a 3 storey building.

Density regulations are expressed as floor space ratio (FSR) and the LEP applies two categories across the town centre ranging from 1.1:1 to 1.5:1. Land with the highest permissible development density is located along Bong Bong Street, between Bowral Street and Bundaroo Street.

Another key provision in the LEP is the identification of heritage items and conservation zones. The Bowral Conservation Area is located to the east of the town centre and it includes lots within the town centre along Bendooley Street. A large number of heritage buildings are predominantly located along Bendooley Street, Bong Bong Street and Station Street.

Northern parts of the town centre, that are zoned B4 Mixed Use and sites located to the west and south of the town centre have been identified as within a Flood Planning Area by the LEP. All development within the area is required to be 'compatible with the flood function and behaviour on the land'.

Summary points

The majority of the town centre is zoned B2 Local Centre which focuses on the provision of business, commercial and community uses.

Residential uses within the B2 zone are only permissible as shop-top housing. Areas zoned low (R2) and medium residential (R3) are located to the east of the study area.

Building heights are a maximum of three storeys (10m) for most of the town centre while density limits have a wider range, from 1.1:1 to 1.5:1 FSR.

A large amount of heritage listed items exist along Bendooley Street; and to a lesser extent along Bong Bong Street and Station Street.

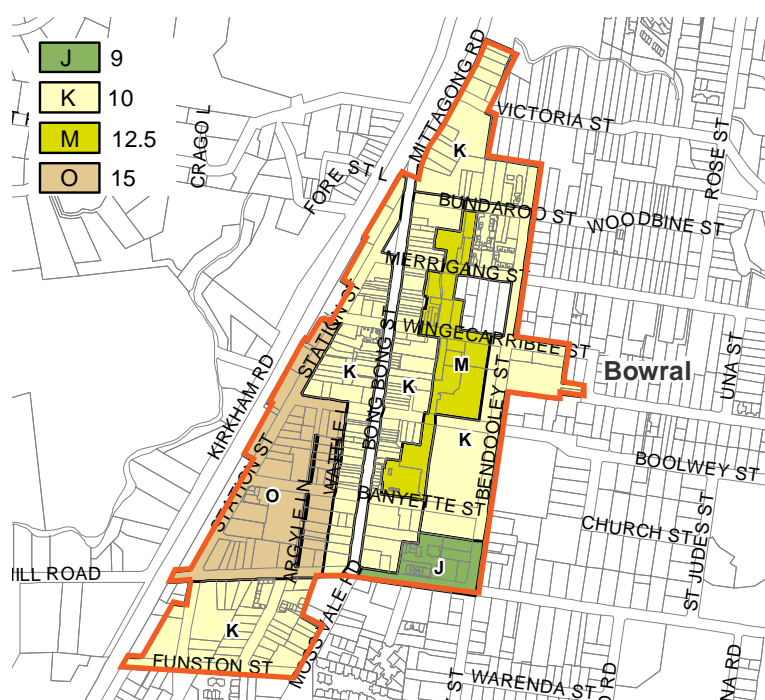


Figure 20 Maximum height of buildings with study area boundary

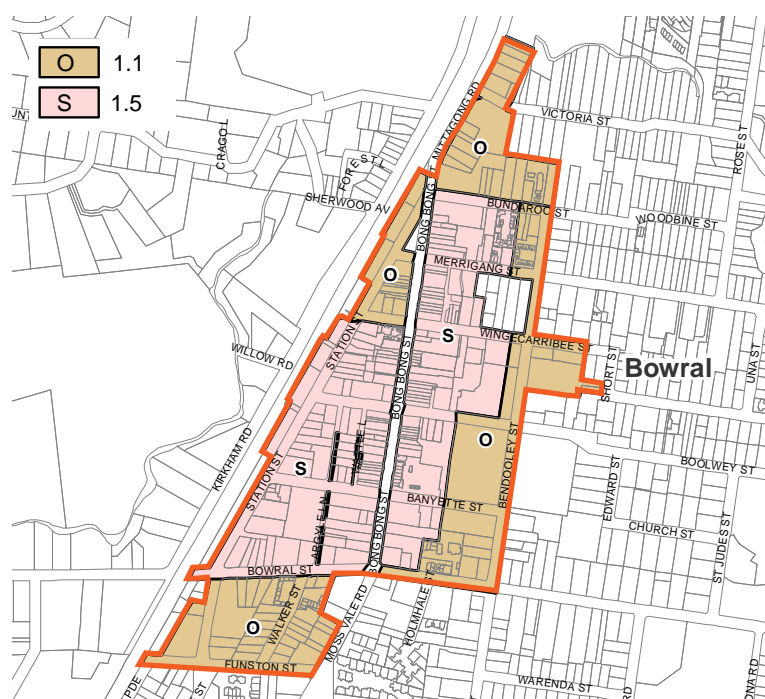


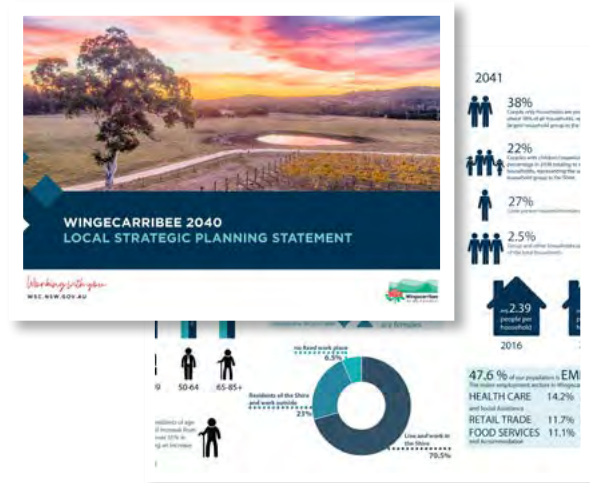
Figure 21 Floor space ratio (density) with study area boundary

02 Strategic Context

2-2 Policy review

Wingecarribee 2040 LSPS

Author: Wingecarribee Shire Council (2020)



The Local Strategic Planning Statement (LSPS) is a 20-year planning vision, emphasising land use, transport and sustainability objectives. It directs how future growth and change is to be managed in the Wingecarribee Shire Council Local Government Area (LGA). It has six themes: Our Environment; Our Rural Lands; Our Economy; Our Housing; Our Infrastructure; and Our Place and outlines eighteen local priorities.

The LSPS highlights the aging population in the LGA and notes that this has the potential to slow down economic growth and affect local businesses. It stresses the need to plan for new, more diverse, smaller housing typologies within existing boundaries of towns and villages, whilst protecting and enhancing Wingecarribee's distinct local character and natural environment.

The LSPS gives emphasis to reducing emissions through a range of actions, including the creation of walking and cycling friendly communities and encouraging the use of public transport, facilitating the use of electric vehicles, and encouraging car sharing and car pooling.

The LSPS recognises the need to address climate change and reduce the risk of severe heatwaves, bushfires and droughts, through the implementation of a range of urban design and land use planning strategies to minimise heat.

A key priority of the LSPS is enabling key infrastructure projects including: the Station Street and Bowral Bypass project; the duplication of the Wingecarribee Street bridge; upgrades to the Bowral sewerage and water treatment plants; and the implementation of the Active Transport and Bicycle Strategy.

The LSPS notes the need for the Bowral Master Plan to be reviewed and the outcomes to be reflected in the DCP; the preparation of a streetscape Master Plan for Bowral; and the inclusion of provisions in the DCP that ensure views and vistas to the surrounding rural landscape are maintained.

The LSPS specifically addresses the Bowral Town Centre and notes that the town centre provides an active retail and vibrant centre experience with various contributory elements including its parks, open spaces and cycle networks; a permeable street network, laneways and arcades; a network of heritage buildings; and fine grain, and human scale built form.

Opportunities identified for improvement within the town centre focus on increasing pedestrian priority and connections, improving parking provisions, and enhancing the legibility and visual amenity of the centre.

Summary points

Emissions are to be reduced through actions such as making centres more walkable, encouraging active transport and car sharing.

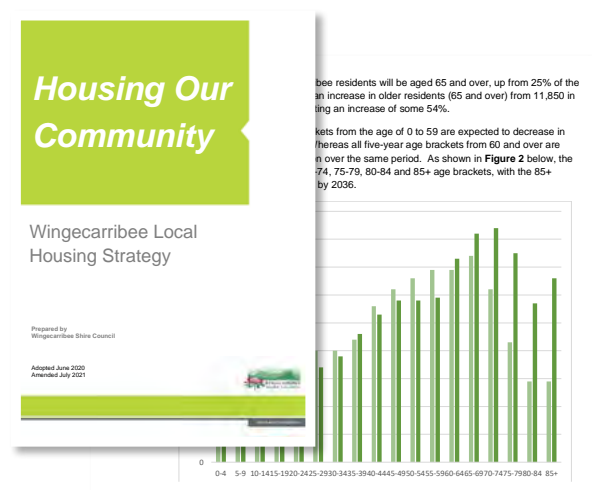
Heat minimising urban design and land use planning strategies are to be implemented.

Heritage items are to be protected and centres are to be enhanced and activated.

02 Strategic Context

Wingecarribee Local Housing Strategy

Author: Wingecarribee Shire Council (2020)



The Wingecarribee Local Housing Strategy 'Housing our Community' provides a long-term planning framework for future housing in the LGA.

"The Strategy aims to:

- Ensure that our housing stock meets the needs of our community, both now and into the future
- Ensure that our residents have equity in access to housing, services and infrastructure
- Ensure population growth is managed in a manner which endorses and promotes community values
- Ensure new living areas enhance lifestyle quality and choice for our residents
- Promote sustainable communities that build on and utilise existing services and infrastructure
- Provide greater certainty to the community, development industry and Council in the location of new development areas to facilitate informed investment decisions."

The strategy highlights the need for a greater mix of housing typologies to address Wingecarribee's ageing population, shrinking household size and affordability.

As outlined in the strategy, the housing stock in Wingecarribee is mostly detached housing representing 91% of all dwellings in the LGA. This percentage has increased in the last two census despite the large amount of land being zoned for medium density housing. Medium density housing is only 8% of the total housing stock in Wingecarribee.

The strategy encourages an increase in smaller housing options and the provision of incentives to promote quality medium density development within the strategic centres of Bowral, Mittagong and Moss Vale, such as bonus provisions for developments that deliver good design outcomes.

The strategy suggests providing incentives, such as potential bonus floor space provisions, to promote affordable, social and community housing especially within the centres of Bowral, Mittagong and Moss Vale.

Summary points

Increased opportunities for smaller housing options including medium density development, smaller dwellings and smaller lot sizes is recommended.

New housing stock is to be appropriately located development to reduce car dependency.

02 Strategic Context

2-2 Policy review

Wingecarribee 2041 Community Strategic Plan

Author: Wingecarribee Shire Council (Apr 2023)



Wingecarribee 2041 provides a vision for the future of the Wingecarribee Shire community. The plan identifies the community's priorities and aspirations which are addressed through a set of goals and strategies, and grouped under five themes: Leadership, People, Places, Environment and Economy.

By 2041, the plan aims to achieve a vision of "a healthy and productive community, learning and living in harmony, proud of our heritage and nurturing our environment". It encourages open and effective communication on Council projects, diverse engagement, and increased opportunities for community participation in decision making.

Key issues identified by the community that are relevant to this project include: to maintain our sense of community; better local services and facilities that reflect the needs of the community; improved transport options and safer roads; to maintain our rural landscape and the uniqueness of our towns and villages.

The plan aims to cultivate a strong sense of community through a promotion of lifestyle choices, improved safety, improved accessibility of local services, and promotion of the creative and cultural sector.

By 2031, the plan envisions towns and villages to have a strong and distinct identity to which people feel a sense of belonging and connection. Under the theme of 'Place', relevant strategies include:

- "Provide an accessible, efficient and interconnected public transport system within and out of the Shire.
- Plan and deliver an interconnected and accessible network of cycleways, footpaths and walking trails between towns and villages.
- Identify and protect the unique characteristics of towns and villages to retain a sense of place.
- Identify, protect and promote places of significant cultural heritage, including First Nations heritage.
- Work collaboratively to improve and revitalise town and village centres throughout the Shire.
- Provide a mixture of housing types that allow residents to meet their housing needs at different stages of their lives."

The strategic plan highlights the protection of the natural environment and the need for reduced climate change impacts. It also promotes an increase in tree canopy cover. With regards to the economy, strategies outline the promotion of the Shire's unique brand identity and efforts to reduce the impact of tourism on the environment and community.

Summary points

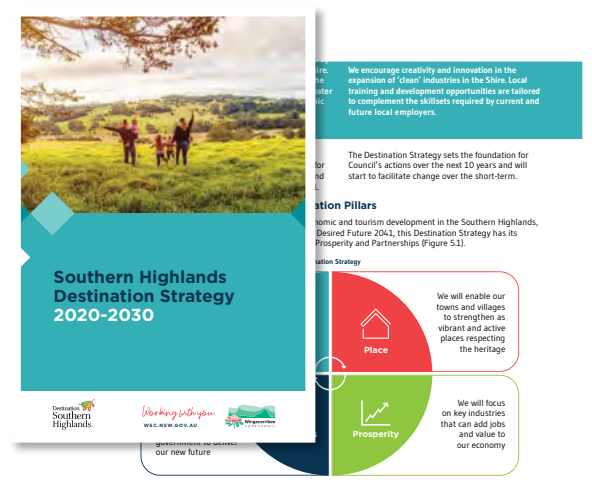
The plan supports the need for town centre revitalisation/ beautification while encouraging the preservation of heritage items and the area's character

Improve accessibility and connectivity of public transport system and provide opportunities for active transport.

02 Strategic Context

Southern Highlands Destination Strategy 2020-2030

Author: Wingecarribee Shire Council (Nov 2020)



The Southern Highlands Destination Strategy guides economic and tourism development over the next 10 years. The strategy highlights that the current trends of rapid growth of the tourism industry, ageing population, and the potential conflict between development and the unique character of the area, among other key factors, would potentially change the treasured character of the area.

The strategy aims to grow a sustainable economy that is diverse, encourages creativity and innovation, and capitalises on technological advancements. The strategy considers four foundation pillars to facilitate change in this direction: People; Place; Prosperity; and Partnership.

The People pillar seeks to attract new jobs and residents while at the same time ensuring the required local training is available. The priorities of this pillar are:

- *Encourage local training and workforce development outcomes.*
- *Create new jobs through promotion of the area for new and expanding businesses.*
- *Attract and support new residents.*

The Place pillar aims to enable Wingecarribee's towns and villages to be strengthened to become more vibrant and active places whilst respecting the heritage. The priorities of this pillar are:

- *Conduct place activation initiatives in key towns.*
- *Support local events in towns and villages.*
- *Ensure local planning controls support investment and vibrancy of our towns and villages.*

The Prosperity pillar aims to focus on the area's main industries that are likely to add jobs and value to the local economy. The priorities of this pillar are:

- *Focus on key Industries such as: tourism and attractions; agribusiness; equine; professional business services; creative industries; healthcare; advanced manufacturing; and education.*
- *Ensure efficient and transparent planning and development process for investors.*

The Partnerships pillar seeks to work with partners within the main local industries and all levels of government to deliver a new future for the area. The priorities of this pillar are:

- *Partner with industry to deliver key catalytic projects*
- *Create a local environment that is conducive to economic and investment growth*

Summary points

The Southern Highlands is to attract more residents and jobs to the area, whilst also focusing on local training.

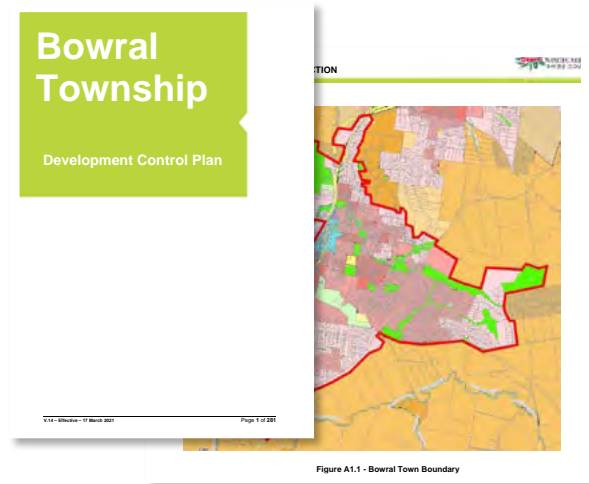
Towns and villages are to become more vibrant and active places. Heritage is to be respected and protected.

02 Strategic Context

2-2 Policy review

Wingecarribee Development Control Plan (DCP) 2010

Author: Wingecarribee Shire Council (Mar 2021)



The Wingecarribee Development Control Plan 2010 (WDCP) provide more detailed provisions for development to achieve the purpose of the Wingecarribee LEP 2010 and identifies general and site specific controls for development within the Shire.

The Council currently has individual DCPs for each of its towns and villages and for specific land use zones. Key policies for the Bowral Town Centre, from the Bowral Township Development Control Plan, are summarised in the following sections

The Bowral Township DCP is divided in three parts. Part A relates to all land; Part B relates to business zoned land; and Part C relates to residential zoned land.

Part B of the DCP applies to zones B2 Local Centre and B4 Mixed Use. In general, the aim for all development within the business zoned land is "to reinforce the primary functions of the town by facilitating development and amenities which provide for its economic wellbeing" and "protect and enhance the town's heritage value and amenity as a place of enjoyment for workers, residents and visitors".

Section 2 of the DCP outlines design considerations for all development and includes provisions for height, FSR, pedestrian access and signage. In order to ensure an attractive streetscape, heights along the street frontage may be required by Council to be lower than the Maximum building height prescribed by the LEP, which would be applicable to the centre of the site only.

Part B2.4 of Section 2 deals with 'Designing for pedestrian access within the Town' and identifies objectives that highlight the retention of existing pedestrian access, and encourages new developments to provide for accessible and safe connections.

Under "On-site Car Parking", the objectives seek to discourage street parking of vehicles associated with additional traffic generated by new developments. It encourages new car parking provisions to be accessible, safe and visually attractive. Figure B5.4 Schedule of Car Parking Requirements of the DCP provide the number of car parking spaces required by use of building.

The DCP encourages the installation of outdoor dining in courtyards, arcades and footpaths adjacent to restaurants. It prescribes a minimum footpath width of 3m to accommodate outdoor dining, as well as the location and minimum distance of the furniture in relation to the shop front (1.8m) and kerb line (0.6m).

02 Strategic Context

Section 11 "Residential Development in Business Areas" addresses housing within business areas. Permissible residential development in business zones:

- Dwelling houses: B2, B4
- Secondary dwellings: B2, B4
- Semi-detached dwellings: B2, B4
- Dual occupancies: B2, B4
- Attached dwellings: B2, B4
- Multi-dwelling housing: B4, B5
- Residential Flat Buildings: B2, B4, B5
- Hostels: B2, B4
- Boarding houses: B4
- Group homes: B1, B2
- Shop-top housing: B1, B2, B4

Maximum height of all residential development within business zoned land is to comply with the maximum height prescribed for each typology under the residential part of the DCP. All residential development within business zoned land is to ensure adequate solar access is received, and adequate private open space and landscaping is provided.

Medium Density Development

Part C of the DCP identifies guidelines and controls for low and medium density development. Key metric provisions for medium density dwellings include:

- The minimum street frontage for a multi dwelling development is 25m.
- Front setbacks are to be consistent with surrounding buildings along the street. Residential flat buildings are required to have 9m front setback, whilst other multi dwelling housing is required to have 8m front setback.
- Maximum height for multi dwelling housing is 9m/ 2 storeys, whilst for residential flat building is 12m/ 3 storeys (third floor within roofline).
- 1 in every 3 dwellings of all medium density dwellings and all ground floor dwellings in a residential flat development must be built adaptable.
- For any new dwelling, a living area and 50% of the primary private open space of that dwelling must receive a minimum of 3 hours of direct sunlight on June 21st.
- The required landscaped open space for multi dwelling housing and residential flat buildings is 50%.
- Private open space requirements are as follows:

Dwelling type	Min. area	Min. length
RFB- GF units	30m ²	4m
RFBs above GF	15m ²	3m
Other Medium Density Housing	50m ²	5m

- Residential parking is linked to dwelling sizes and required at the rate of:

Applies To:	Requirement (min/max.)
1-2 bedroom dwellings	1 space
3+ bedroom dwellings	2 spaces
Visitor Parking	1 space per 3 dwellings

02 Strategic Context

2-2 Policy review

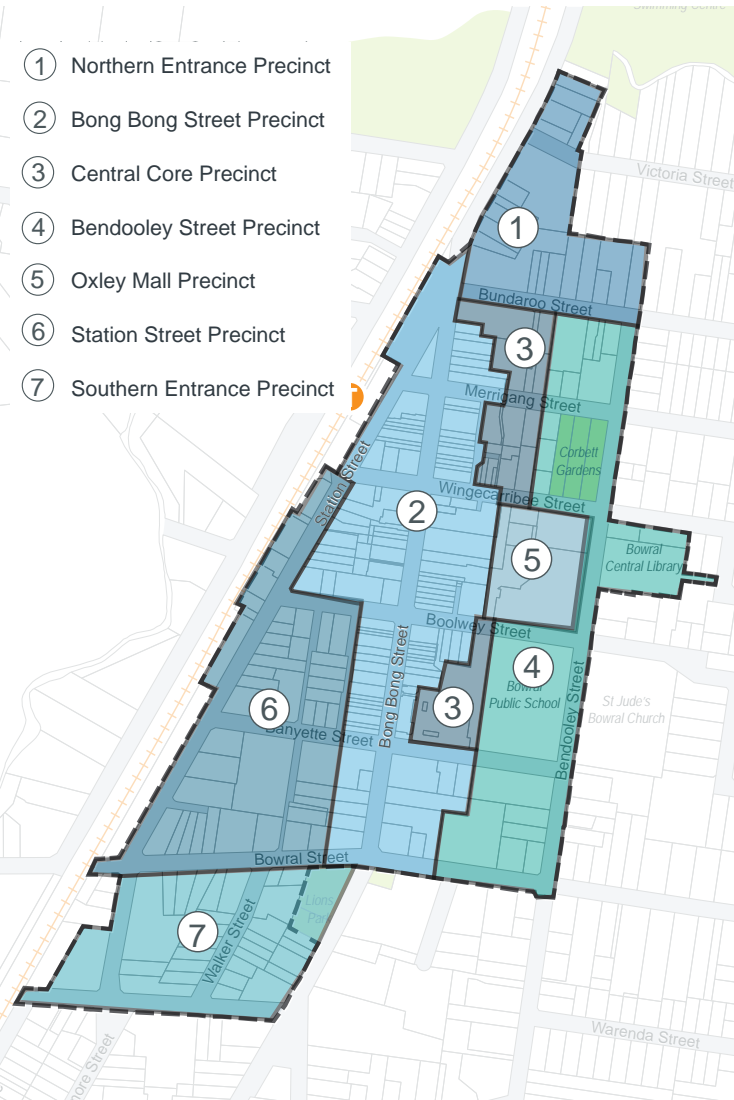


Figure 22 DCP Business Precincts

Business Precincts

The DCP identifies seven business precincts:

- ① • Northern Entrance Precinct
- ② • Bong Bong Street Precinct
- ③ • Central Core Precinct
- ④ • Bendooley Street Precinct
- ⑤ • Oxley Mall Precinct
- ⑥ • Station Street Precinct
- ⑦ • Southern Entrance Precinct

All business precincts are zoned B2 Local Centre with the exception of the Southern and Northern Entrance Precincts that are zoned B4 Mixed Use. Key provisions for each precinct have been outlined in the following pages.

① Northern Entrance Precinct

Largely located within the Bowral Heritage Conservation Area (HCA). The style and scale of development should respect the HCA.

A mix of residential and commercial activities and shoptop housing is desired.

Opportunities for site amalgamation should be considered.

Medium density development is preferred to the north - adjacent to the Cherry Tree Walk parkland, fronting Victoria Street, and along Bundaroo Street. Private Open Space for residences along the northern edge should be integrated with the parkland and Bowral Pool complex.

② Bong Bong Street Precinct

Bong Bong Street is the retail spine of the centre.

There is a 10m height limit for buildings and a maximum floor space ratio of 1.5:1 in the precinct.

New development is to consider elements of scale, massing, alignment, articulation, proportion, parapet treatment, and architectural detailing incorporated by older buildings.

02 Strategic Context

Developments facing Bong Bong Street could be required by Council to provide pedestrian links between rear public carparks and the street.

A mid block pedestrian link is to be provided between Bowral Street and Bundaroo Street.

No new vehicular access, car parking and/or loading is to be provided off Bong Bong Street. Existing vehicular access is to be removed and relocated to another street or laneway if possible. Single fronting properties facing Bong Bong Street are to contribute towards public car parking.

3 Central Core Precinct

The precinct is divided into two areas located north and south of the Oxley Mall Precinct.

The maximum building height is 12.5m and maximum floor space ratio is 1.5:1.

The scale and style of development is to be sympathetic with existing surrounding built form.

North-south pedestrian links are to be provided where possible to connect east-west streets.

Landscaping and established trees are to be provided to enhance amenity of the precinct.

Vehicular access, car parking and loading is to be provided off a laneway where available.

4 Bendooley Street Precinct

The precinct is located adjacent to the Bowral Heritage Conservation Area. Some heritage buildings are located within the precinct including the Bowral Primary School site.

Development is to maintain the significance, visual prominence, landscape setting and public vistas to and from heritage items.

The maximum building height is 10m and maximum floor space ratio is 1.1:1.

Buildings are to sit behind the primary setback line, and be one storey high along the street frontage.

Significant trees, hedging and specimen garden trees are to be retained.

5 Oxley Mall Precinct

The architecture is to respect the heritage streetscape and items along Bendooley Street.

The development is to be sympathetic along the Wingcarabee, Bendooley and Boolwey Street frontages, incorporating outdoor dining if possible.

A main pedestrian link (or links) with shops/ active uses is to be provided between Springetts Arcade and Bendooley Street.

Parking is to be provided below street-level or roof-top or a combination of both.

6 Station Street Precinct

The precinct has the most generous development controls with 15m maximum building height and a 1.5:1 FSR.

Development should articulate a range of building heights across the site, with lower heights on the street frontage and the maximum height in the centre and rear of the site only.

New development is to provide new pedestrian links to Bong Bong Street and the centre of town.

Mid-block pedestrian links between Bowral and Banyette Streets and Banyette and Boolwey Streets is desired.

Vehicular access, car parking and loading/unloading facilities should be provided off a laneway where possible.

Properties facing Station Street, without a second frontage, are to contribute toward public parking.

7 Southern Entrance Precinct

The precinct is subdivided into sub areas. A commercial sub area is located to the west adjacent to Station Street and the railway line, where retail development is preferred.

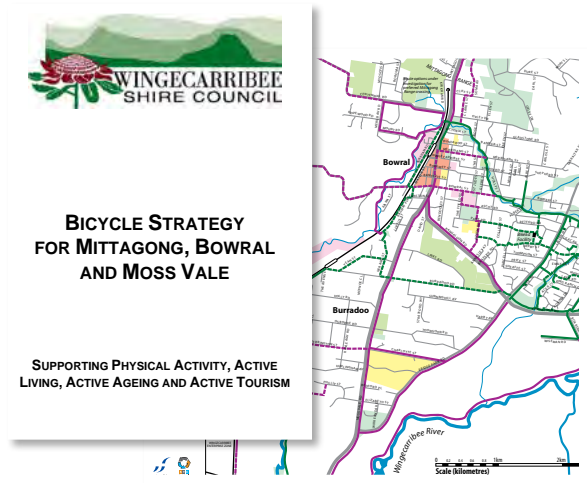
A residential/ professional sub area is located to the east fronting Walker Street and adjacent to an R3 zone. Medium density development through site amalgamation is preferred within this sub-area.

02 Strategic Context

2-2 Policy review

Bicycle Strategy for Mittagong, Bowral, and Moss Vale

Author: Wingecarribee Shire Council (2008)



The Bicycle Strategy for Mittagong, Bowral and Moss Vale 2008 provides a comprehensive plan for cycling within and between the centres. The strategy considers a wide range of users, including student, commuter and recreational cyclists; as well as other potential users such as walkers, joggers, equestrians and people in motorised wheelchairs.

The strategy highlights the potential for cycling within each centre due to the relative compact urban footprint contained within a 15 minute cycling radius. Disconnected cycling networks and unsafe crossing options at intersections are raised as some of the existing barriers to cycling that need to be dealt with. Provision of parking and end of trip facilities will also have to be considered to promote cycling. The plan also identifies that the current transport system which facilitates high vehicular speeds along high volume roads create unfavourable environments for cycling.

The plan aims to "build a coherent network consisting of a network of bicycle routes: regional routes for longer trips, local routes for localised trips and traffic calmed local streets for easy access to all destinations" and "provide recommendations for improved bicycle access throughout the Council

area through the incorporation of bicycle friendly design and construction criteria into: streets, roads, intersections and crossings; traffic calming and speed reduction schemes; local residential streets and community facilities"

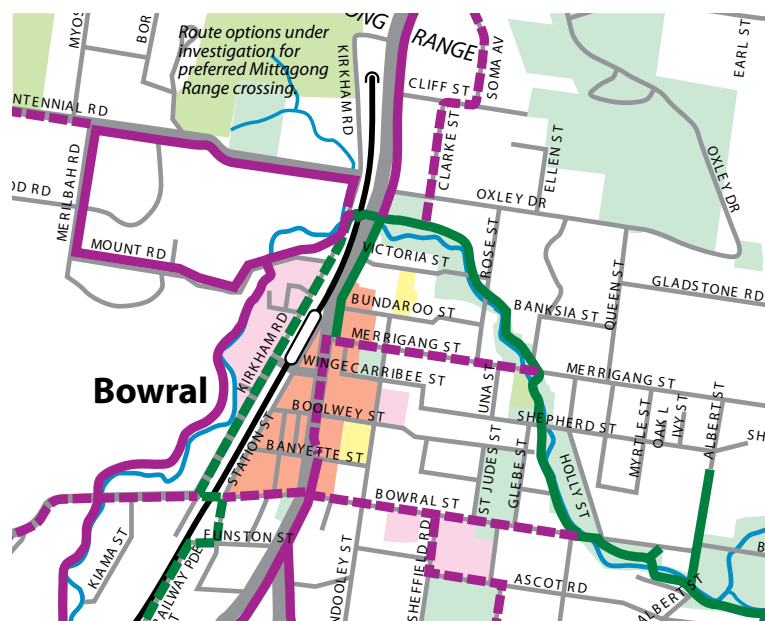
The implementation of the strategy within the three town centres is considered independently. For the Bowral Town Centre, the strategy suggests two existing roundabouts along Bong Bong Street to be replaced with traffic lights; 450m of shoulder lanes are to be implemented between Merrigang Street and Banyette Street; and a 40km/h High Pedestrian Activity Area to be established. Additional bicycle parking is to be installed in the public domain.

Summary points

The relatively compact urban footprint of the centres is contained within a 15 minute cycling radius.

The fragmented cycling network, unsafe road crossings, lack of parking facilities, and busy roads are a challenge in Wingecarribee.

Works in the Bowral Town Centre include installing traffic lights, integrating shoulder lanes and high pedestrian activity areas, and increased bicycle parking in the public domain.



Bowral cycling strategy map (Wingecarribee Shire Council)

02 Strategic Context

Bowral Town Centre Master Plan 2014

Author: Wingecarribee Shire Council (2014)



The Bowral Town Centre Master Plan 2014 provides an overarching vision and land use direction for the Bowral, Mittagong and Moss Vale Town Centres. The plan aims to assist future decision-making and ensure consistency across the three town centres, in an effort to achieve the wider goals of the South East and Tablelands Regional Plan. The plan is based around seven key objectives including local character, connectivity, community engagement, civic focus, sequential change, diversity of public spaces, reduce car dependency, and urban ecology.

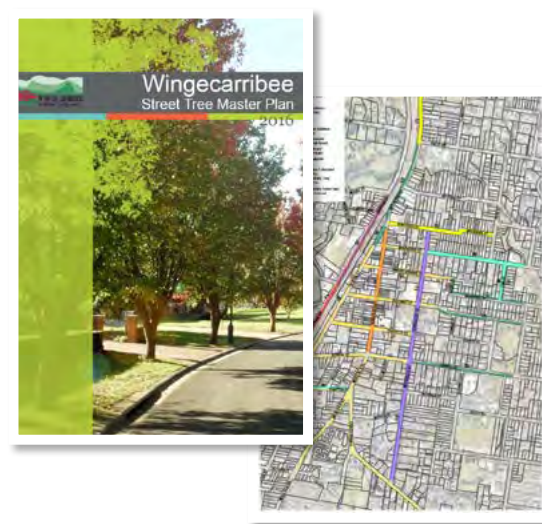
The document is broken up into each Town Centre, providing analysis, key opportunities and a final Master Plan for each. Identified opportunities for the Bowral Town Centre include enhanced entry and streetscape, activation of core, civic presence, secondary streets, transport, mobility & secondary access and open space.

Summary point

Opportunities for enhanced streetscape character, accessibility, open space and improved accessibility within the Bowral Town Centre.

Wingecarribee Street Tree Master Plan 2016

Author: Wingecarribee Shire Council (2016)



The Wingecarribee Street Tree Master Plan 2016 sets out a specific vision and set of guidelines around protecting and enhancing the value of street trees in the Wingecarribee area. The plan aims to provide a sustainable framework that informs the appropriate management, maintenance and future planting of street trees in Wingecarribee's urban areas. It provides guidelines for tree hazards, pruning, bushfire risk, tree species selection, street tree placement, as well as specific street tree guidelines for urban centres in Wingecarribee including Bowral.

In relation to Bowral, key strategies include using street trees to define Bong Bong Street as the main street and to define the extent of the urban centre, retain large tree planting along the railway corridor and main town centre approach roads, and retain a mix of native and exotic tree plantings.

Summary point

Street trees within Bowral can be utilised to define main streets and entrances to the Town Centre, as well as to beautify the area and create a sense of place.

Chapter 3

Community & Stakeholder Engagement

- 3-1 Engagement Plan
- 3-2 Round 1 - Engagement Overview
- 3-3 Round 1 - Feedback from Council
- 3-4 Round 1 - Feedback from Community
- 3-5 Round 2 - Engagement Overview
- 3-6 Round 2 - Feedback from Council
- 3-7 Round 2 - Feedback from Community
- 3-8 Community Vision and Priorities
- 3-9 Urban Design Principles
- 3-10 Future First Nations Consultation



03 Community & Stakeholder Engagement

3-1 Engagement Plan

Approach to Engagement

The Bowral Town Centre Master Plan will be developed through a collaborative process with the Council team, community and stakeholders. This *draft Community & Stakeholder Engagement Plan* outlines the approach, methods and process for the community engagement. It will ensure that the engagement is carried out in ways that help the community and stakeholders understand the constraints of the existing situation, so that the outcomes of the engagement process are realistic and achievable. This plan sets out who, how and when activities will occur so as to provide as broad a reach as possible within the time available.

Engagement Objectives

The community engagement for the Bowral Town Centre Master Plan will be carried out in two rounds: Round 1 - Place check, Round 2 - Master Plan. The engagement with stakeholders will be planned so 'as to ensure that the community is aware of the limitations to development in the area and outcomes of consultation are realistic and achievable'.

The community engagement program will consider the following objectives:

- Understanding the context and identifying key issues;
- Establishing a vision and desired future character;
- Identifying solutions and priorities;
- Gather feedback on the draft ideas for the Master Plan; and
- Generate excitement about the project and achieve stakeholder alignment and consensus.

Stakeholders

A critical step early in any community engagement process is stakeholder identification. Council and the project team will be required to identify individuals, groups and organisations who should be engaged with throughout the process.

The stakeholder groups are likely to involve:

Internal Stakeholders:

- Strategic Land Use Planning
- Economic Development
- Assets
- Environment and Sustainability
- Community Engagement
- Development Assessment
- Development Engineers

External Stakeholders:

- Business owners and operators
- CBD property owners
- Residents and community groups
- Business Chamber
- Real estate agents
- RDA
- Regional NSW
- Transport for NSW

Community Engagement Outcomes

All the content generated for and during the community engagement, will be included in the Community and Stakeholder Engagement Outcomes Report, which will provide a summary of key questions, issues and options that are to be considered when developing the Master Plan.

03 Community & Stakeholder Engagement

3-1 Engagement Plan

Managing content for media

To raise awareness for the project and encourage community members to participate, it is vital to advertise the project on key platforms. Communication around stakeholder engagement will be via Council's online communication tools, 'Your Say Wingecarribee', social media platforms and community updates/newsletters.

Community Engagement Schedule

During the inception meeting with Project Control Group the details of the engagement will be finalised in the Engagement Management document.

Activity	Description
Media releases	Graphics will be provided to Council, that can be used for distribution and promotion of the consultation events and the project in general.
Advertising	Images for advertising in local newspaper(s) to advise the community about the masterplanning process.
Posters & Postcards	A3 posters and postcards have been prepared for shops and service providers within the target area in Bowral so they can be displayed in shopfronts, library, other public buildings etc. These posters will advertise the masterplanning process and the engagement activities that people can get involved in, including online engagement, where the community can participate from the comfort of their own homes. Installation & distribution will be undertaken by Council.
Social media	Digital versions of the posters can be provided to Council for distribution and up-load to community website, Facebook pages, community forums and email lists.

03 Community & Stakeholder Engagement

Round 1 - Place Check

The purpose of the first round of engagement for Bowral Town Centre Master Plan will be to document the ideas & vision of the community, and to develop a deeper understanding of the main issues affecting this area.

The outcomes of this engagement stage will generate a sense of what works and what doesn't work pertaining to Bowral Town Centre, ideas for future opportunities, and a visual character aspiration board that outlines the community's vision for the place.

The events for community engagement round one will include a mix of two formal workshops and two informal information gathering sessions along with online opportunities for engagement, and will include:

- Internal stakeholders workshop: this workshop will follow an enquiry by design format and will seek specific information to assist the masterplanning process. It will be held at the Council offices.
- Community & stakeholder workshop: this workshop will be held with the general community members and invited stakeholders identified by Council who have specific interests in the town centre.
- Community drop-in Session: these sessions will be held at Corbett Plaza on a Wednesday and Saturday morning and will comprise informal activities including interactions and conversations about the process, information boards and post-its for comments and ideas.
- Online engagement: Council's online survey tool will be used to generate feedback from the community/stakeholders about various aspects of the town centre to allow participation for those who are unable to attend in person.
- Youth and children engagement: The local youth and children will be included in the process for community planning and public engagement by working with local schools. The students will be asked to draw/write ideas of what they would like to see happen in their town centre.

Activity	Description
Placecheck mapping	Placecheck is an engagement technique to assist in the appraisal of places. Participants at the community drop-in sessions and stakeholder workshops will be provided with base maps to highlight what needs to be improved and understand participants' aspirations and ideas.
Ideas Post-it Boards	Encouraging the drop-in session and workshop participants to go beyond likes and dislikes, the post-it boards offer opportunity to provide specific comments. A number of boards addressing different topics will be provided along with post-its.
Visual Character Aspirational Board	Offered in the two workshops, it is a visual exercise where participants will be provided with a number of reference photographs and words. They will be asked to select text and images of visual character of built forms, public domain, interfaces, etc., to help inform the vision & future character for the town centre.
Live Graphic Scribing	In addition to the ideas presented on the boards, there will be live graphic scribing on site to collect ideas generated by the participants at the workshop; recording ideas graphically as sketches, in a way that is easy for all to understand.

03 Community & Stakeholder Engagement

3-1 Engagement Plan

Round 2 - Master Plan



The second round involves presenting draft components of the Master Plan including principles, short-term and long-term projects, and strategies under consideration for the town centre. Discussions will be facilitated to determine participants' opinions on the design components and ideas. Engaging with the community at this point builds support for the changes and brings all the parties together to understand the challenges and opportunities and what is required to realise the vision for the centre.

The materials for these presentations will be in the form of A1 sized posters (up to eight), clearly indicating the options being reviewed and the specific issues to be considered along with space for allowing feedback and comments.

The outcomes of this engagement stage will include feedback on how the design components were received by the community and their comments on the ideas.

The events for this round could include:

- **Internal Stakeholder workshop:** this workshop will seek feedback on the design ideas and the various Master Plan components in order to determine the preferred direction. It will be held at the Council offices (TBC).
- **Community & external stakeholder workshop:** this workshop will be held with the general community members and invited stakeholders identified by Council to offer their feedback on the draft components of the Master Plan using dotmocracy and ideas post-it boards.

Activity	Description
Dotmocracy	Using the facilitation technique of dot-voting, community members will be asked to give their opinion on the presented design principles, short-term & long-term projects and strategies under consideration for Bowral Town Centre. They will be provided with green and red dots to determine their preferences.
Ideas Post-it Boards	Post-its will be provided to offer opportunity for specific comments relating to the presented ideas or for sharing new ones.

03 Community & Stakeholder Engagement

First Nations Engagement

This engagement process has been developed based on the process outlined in Cultural Principles & Protocols for Designers by Danièle Hromek and Terri Janke.

Principles

Respect

Act ethically and respectfully towards First Nations peoples and cultures. Engage with diverse world views.

- Acknowledge Country at events
- Consult local communities
- Accept diverse world views

First Nations Agency

Acknowledge the rights of self determination and First Nations control

- Encourage First Nations control
- No conversations about us, without us

Communication, consultation, negotiation and consent

Develop effective, ongoing, professional relationships

- Consult widely
- Be honest and talk straight
- Responsibility for consultation is ongoing

Interpretation, integrity and authenticity

Ensure First Nations peoples have control over how their cultural heritage is represented

- Be authentic
- Consider representations
- Seek permissions

Secrecy and confidentiality

First Nations peoples maintain the right to keep their sacred and ritual knowledge and other cultural practices secret

- Respect confidentiality

Attribution and copyright

First Nations peoples must be given full and proper attribution for sharing their heritage

- Acknowledge sources

Benefit sharing and reciprocity

First Nations peoples should benefit from, not be disadvantaged by, projects

- Make a difference
- Giving back

Continuing Cultures

Advocate for First Nations futures and successes

- Consider the future, and advocate for benefits to be shared

Recognition and protection

Ensure respect and protection of First Nations rights

- Agreements and acknowledgements

Activity	Description
Promotion	An information pack will be sent to the identified local First Nations groups and communities. Council will reach out to any First Nations contacts to make the community aware of the project.
Online consultation	Access to the online consultation process will be promoted.
Community Workshop	The local First Nations Community will be invited to participate in the Community Workshop.
One on One	Tailored consultation can be carried out if specific groups request it, or if Council considers it necessary to ensure that all input is received.

03 Community & Stakeholder Engagement

3-2 Round 1 - Engagement Overview

Round one of the engagement process introduced the project to stakeholders and the community, raising awareness and encouraging participation in consultation activities to ensure valuable community and stakeholder input into the process. This stage focused on understanding what people like, what they don't like, their ideas for improvements and/or changes within the study area and to develop a deeper understanding of the key issues affecting this area.

Community members were invited to be actively involved in the consultation, in person and online, and their ideas, comments and aspirations were collected by the design team at Studio GL.

Council Staff Workshop

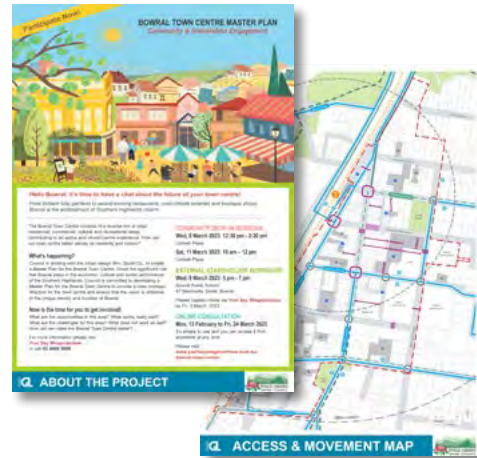
Round 1 of the engagement started with a workshop with Council staff to get an understanding of the key concerns and ideas for the centre. It was attended by nine Council staff members.

Community Drop-in Session

Two drop-in sessions were held in the Corbett Plaza; one on a weekday and the other one on a Saturday to allow both local residents and weekend visitors to provide their input and ideas. An estimated total of 65-70 people gave their input during these sessions.

External Stakeholder Workshop

The stakeholder workshop held at the Bowral Public School followed a workshop format and provided a more focused opportunity for the community to discuss specific issues and share their vision for Bowral Town Centre through a variety of activities including placecheck mapping, ideas post-it boards and a visual character exercise. 30 people participated in the workshop.



Youth & Children Consultation

The design team approached local schools and encouraged them to participate in the engagement. Students from Bowral Public School participated. They were encouraged to draw their ideas in response to a series of questions

Online Consultation

In addition to in-person consultations, online mapping on Council's website (Your Say Wingecarribee) was used to gather community input. On the website community members could identify places and features they considered strengths and weaknesses, as well as share their ideas for improving the town centre. 248 people visited the website out of which 44 people submitted 107 comments. We also received 286 completed surveys.

In addition to this, the participants submitted hundreds of comments on what they thought about the strengths & weaknesses of the centre as well as their ideas for the future character of the place.

Following is a summary of the most repeated responses collated into three categories: strengths, weaknesses and ideas.

03 Community & Stakeholder Engagement

3-3 Round 1 - Feedback from Council



Strengths

- The scale of the centre works well - 2 storey buildings with proportionate road width
- The overall length of the main street is good - not too long or too short
- Nice mix of stores, restaurants and cafés
- The centre from one end to another is walkable for most; the level difference from one end to another isn't very high
- Corbett Plaza is well-located; just needs to be better utilised
- Great views of the mountains from the centre; need to be retained
- Dirty Janes and The Mill create two good food precincts at either end of the centre
- Mid-block connection at High Street works very well
- Corbett Gardens tulip festival is a local and regional attraction; need to better capitalise on it
- The town centre is a popular tourist destination; different vibes during the week and on the weekends

Issues

- Lack of accessible parking in the centre is a key concern; limited parking on main street and lack of connectivity to car parking off main street
- Lack of wayfinding in the centre to parking, key destinations & events
- No street trees on the main street; general lack of trees and green within the centre
- Many buildings are in a state of disrepair
- South end of Bong Bong St needs improvement - no activation, dead façades
- Bowral Spare parts building - currently an eyesore, but a local landmark
- No real gateways to the centre at either ends; War Memorial Park at the north end needs to work better, and Loseby Park at the southern end needs improvements
- Car-centric attitude in Bowral
- Corbett Gardens hidden from view from main street; no line of sight
- The pedestrian crossing across Bong Bong St at Wingecarribee intersection needs to be looked at; it is very busy with a continuous stream of pedestrians, holding up traffic
- Food retail being replaced by clothing retail

03 Community & Stakeholder Engagement

3-3 Round 1 - Feedback from Council

Key Ideas & Opportunities

Improve Bong Bong St streetscape & amenities for pedestrians - street trees, corner buildouts 30km/h speed limit, alfresco dining, drinking fountains, wider footpaths, signage, seating, appropriate pavers, low-level planting, etc.	Improve night time economy in the centre - cafés shut at 4pm and then the town centre is dead
Improve parking along and off main street, improve connectivity to parking - Most car parking is one street off Bong Bong - need better access, connectivity & wayfinding	Make the centre friendly & welcoming to children - active play areas, public art that doubles up as play equipment
Corbett Plaza could be better utilised and connected to Corbett Gardens - seating, attractors for kids, improved lighting and safety	New development should be considerate and respectful of the existing heritage and local character
Retain original heritage shopfronts, establish a colour palette and reinstate heritage features, encourage articulation of façades	Improve pedestrian connection of Bong Bong St to the civic precinct
Explore opportunities for through-block connections like High Street (outdoor) and Springett's arcade (indoor). BBQ Galore is another opportunity with DA currently in place	Create a 'food precinct' along E-W streets where possible, similar to the Dirty Janes precinct
Consider shop-top housing along Bong Bong St - 2 to 3 storeys	Consider closing Merrigang St (partially or fully) to improve the War memorial park
Create a cohesive branding and public art strategy for Bowral Town Centre; public art that represents the community while serving a purpose, include aboriginal art in the centre and interactive public art that engages kids	Consider making Bong Bong one-way or options to pedestrianise central part of Bong Bong St - between Wingecaribee and Bowral
Improve cycle access within the centre connecting open parks and plazas; active transport connection to Cherry Tree Walk & Bradman Oval	Revitalisation of War Memorial Park
East-west side streets are great opportunities - street trees, improved connectivity to parking, street level activation, etc.	Encourage through traffic to use Station St instead of Bong Bong St
Retain view corridors (E-W) of the surrounding landscape and landmarks: the mountains, Oxley Homestead, etc.	Explore structured parking at key location/s
	Second connection across the rail tracks needed to alleviate traffic congestion
	Built-form along south side of Bong Bong St (between Banyette and Bowral St) is different; could consider more height in this section

03 Community & Stakeholder Engagement

3-4 Round 1 - Feedback from Community

Key Strengths

Bong Bong St is considered the heart of the centre; other key areas are Corbett Plaza, Corbett Gardens, the library, High Street arcade

The centre is a local and regional tourist attraction - most people visit for its rural charm, cafés, shopping, dining, local businesses & services

Reliable and frequent train access from Sydney makes Bowral attractive to visitors

Views of the hills and the paddocks are a key part of Bowral's charm

With a few improvements, Bowral can be a walkable town, friendly to seniors and kids, with interesting shops, cafés, parks & outdoor dining

Residents and visitors love the heritage/rural/country town feel of the centre

The High Street Arcade is a great space and connector - need more of these through-block connections

The library and the civic precinct are well-loved - improved connectivity to Bong Bong St would help

The commercial area allocated within the centre is mostly adequate

The food precinct at Banyette St / Dirty Janes area works really well; another good food area is The Mill

Parking is an issue on the main street, but there are plenty of car parking areas accessible from the side streets

Watching street life from an outdoor café is a key thing to do for visitors from busy cities, and the town centre is well-placed to provide that

There is an annual Tulip Festival which has always been part of the towns identity



03 Community & Stakeholder Engagement

3-4 Round 1 - Feedback from Community

Key Issues

Parking: Lack of accessible parking is a key issue, Station St car parking is too far for seniors, Aldi carpark is difficult to access, consider parking options, buildouts at intersections	Uninspiring gateways into the city
Bong Bong St: traffic & congestion, speed too high for safety of seniors, large trucks and heavy traffic, lack of continuous footpaths, centre is not wheelchair friendly	South end of Bong Bong St is more run-down; it needs work
Need more green in the streetscape: street trees, hanging baskets, low-planters	Woolies façade does not contribute to the main street - no activation, dead façade, no elements of visual interest
Too many vacant and derelict buildings/sites in the town centre - they need attention	More accommodation options needed within the centre for tourists
Bring back the heritage/rural feel of the centre; it can be lost due to over-development	There is no representation of diversity of its local community within the centre
Corbett Gardens disconnected from town centre	Unsafe alleyway from Bong Bong St to parking behind Woolies
No activation after hours - the centre is dead after cafés close at 4pm	Too much congestion around Bowral Public School; unsafe pedestrian crossing at Bowral St and Bendooley St for primary school and high school
Wingecarribee St and Bong Bong St intersection is dangerous for pedestrians to cross; continuous stream of people crossing, causing congestion	Building apartments is not preserving the built form identity of the centre
Relocate Springett's memorial - it is an eyesore and does not represent the community	Need to be aware of winter winds south of Bong Bong St
Need a place for the community to connect and congregate	Woolies car parking is used not only by shoppers but also for school drop-off/pick-up



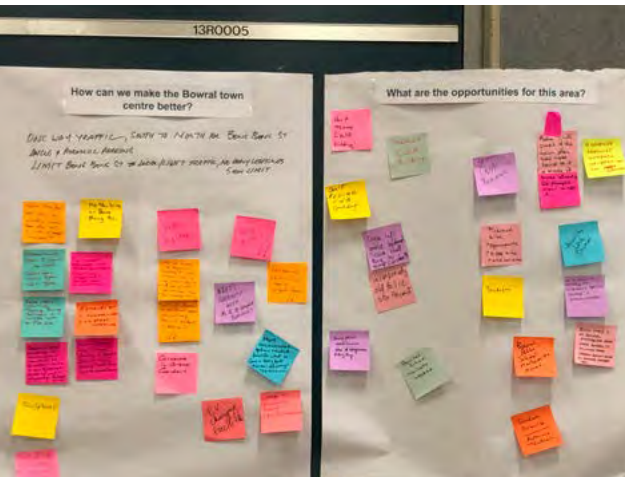
03 Community & Stakeholder Engagement

Key Ideas & Opportunities

Make the centre more pedestrian and tourist friendly, improved wayfinding and signage, slower speed (30km/h), outdoor dining, better lighting, wider footpaths with new pavers, trees/ hanging baskets, public toilets	Retain and reinforce terminating E-W views of the landscape at every intersection and between buildings
Parking needs to be improved - more accessible, more considerate to seniors, shade trees, wheelchair accessibility, improved connectivity from main street to parking areas, not enough signage for tourists about parking options, very busy on weekends & peak times, week nights are relatively quiet	Night-time economy needs to be improved - restaurants, wine bars and evening events
Protect the character of the centre and preserve the heritage that adds to the charm of the centre: bluestone kerbing, revitalised heritage, compatible new construction, heritage-appropriate signage, repaint tired façades, add details and character where stripped off	New buildings should include fine grain retail consider shop top housing of 2-3 storeys; keep current FSR, prevent overshadowing especially for north-facing façades of E-W streets
Corbett Plaza and Corbett Gardens need to be better linked and better utilised; trim the trees back, bring in more seating and activation, add lights to the trees, add water fountain	More public art in the town centre streetscape and public spaces, create an art precinct
Pedestrianise Bong Bong St or make it one-way; consider one-way loop between Bong Bong (southbound) and Station St (northbound)	Establish a cohesive and strategic Bowral identity that can be applied to all aspects of the centre - there is none right now
Cycleways in the area are lacking - could have better connectivity to surrounding destinations and within the town centre	The centre needs a mix of businesses appropriate for locals as well as for tourists - locally owned businesses, boutique stores, affordable clothing, shoe stores, carwash, art stores and galleries, childcare, butcher,
Improve opportunities for young people and kids: fountains, play areas, skate park	Derelict buildings and empty sites within the centre need attention; rebuild on the burned down ANZ site, smash repair building, BBQ Galore
Reinstate roundabouts with planting - remove traffic lights; roundabouts are friendlier, easier to turn around and park	A number of DAs seem to be in progress: BBQ Galore site, ANZ site, Spareparts bldg (it is heritage listed); use this opportunity to create through-block links
Improve War Memorial Park - it is too loud with traffic noise, no parking for seniors, could become the Garden of Remembrance	Create second crossing across the railway and improve the existing link
	The sites at either end of the centre are gateways into the centre - they need to be enhanced with consideration - signage, trees, flowering shrubs
	Need more pedestrian plazas that are usable and surrounded by activity - Coles parking could become like The Canopy

03 Community & Stakeholder Engagement

3-4 Round 1 - Feedback from Community



Key Ideas & Opportunities (contd.)

Make better use of the laneways - like in Melbourne; open shops on to laneways and make them attractive and accessible

Extend Corbett Plaza to the other side of Bong Bong St on Wingecarribee St

Consistent colour palette for shopfronts and signage

Consider master plans for Moss Vale and Mittagong too

Protect the CWA building; make it part of the town plan

High Street development and through block connection is an excellent example of modern infill that is compatible with its heritage neighbours

No big chains on Bong Bong St - keep the fine grain retail character and support small local businesses

Promote local artist community - a number of artists in Southern Highlands - make the art visible as public art in the town centre as mural, sculptures, interactive art

Cinema is an important part of the town centre; improve around it and improve pedestrian access to parking in the rear

Consult Gunungarra community elders to find out how to support design that represents and references this place and its cultural history

Views of the hills and the paddocks are a key part of Bowral's charm

Tulip Festival has been a part of the town's identity - but lately no stalls during the tulips blooming; bring it back

Bowral is a wine-growing region - that could be reflected in the streetscape identity

Need an info centre in the town centre

Considered locations for structured parking within the town centre

Focus development of the southern part around Spare parts bldg and its renovation - perhaps with accommodation like Quest

03 Community & Stakeholder Engagement

Vision for Bowral

What makes Bowral attractive to visitors: reliable and frequent train access from Sydney and elsewhere, rural charm, private hospital and the weather

Views of the hills and the paddocks are a key part of Bowral's charm. Retain views along E-W streets, mainly Boolwey, Bong Bong and Bendooley St

Tulip Festival has been a part of the town's identity - but lately no stalls during the tulips blooming; bring it back

Bowral is a wine-growing region - it could be reflected in the streetscape identity

Consult Gunungarra community elders to find out how to support design that represents and references this place and its cultural history

Bowral is a garden suburb - Autumn tourism - plants, hanging plants, flowers, street trees, etc. are a part of the town centre's charm

Unique boutique shops are an attraction for Bowral tourism; don't allow chain stores here

Outdoor dining is a part of what is attractive about Bowral - to see people and be seen

No cars on main street - pedestrian plazas that can hold live music performances, amenities for pedestrians like maps, signage, water fountains - less corporate looking

Attractive street furniture that is compatible with heritage built form, (seating, street lights) surrounded by flowering plants, heritage signage, consistent posts and fixed awnings

Continuous and inviting cycleways throughout the town centre

Roundabouts that are inviting with planting not concrete

Consistent colour palette for buildings to give a unified look to the centre

Protect and retain the heritage / character buildings, façades and verandahs

Limit building heights to prevent overshadowing on streets



03 Community & Stakeholder Engagement

3-5 Round 2 - Engagement Overview



For the Round 2 Engagement, a range of ideas were presented to the community under the following four themes:

- Public Spaces & Places Ideas (PS01-08)
- Access & Movement Ideas (AM01-08)
- Built Form Ideas (BF01-04)
- Activation Ideas (A01-03)

Community members voted on the ideas and strategies using green & red dots, and often provided comments to support their vote. In general there was consistency in the voting from the Drop-in sessions, the community workshop, the Council workshop and the online survey results. Council team didn't vote on the ideas, but their comments were generally consistent with those from community engagement sessions.

The number of votes (combined votes from the drop-in session and the workshop) and key comments for each idea are presented on the following pages.

Ideas most liked by the community

- PS01 Corbett Plaza to Corbett Gardens
- PS02 Street Trees
- PS05 Southern Gateway
- AM01 Green Links & Orbital
- AM07 Low Speed Environment
- BF01 Heritage & Character Buildings

Ideas most disliked by the community

- BF04 Street Wall and Heights
- PS01 Corbett Plaza to Corbett Gardens
- PS02 Street Trees

03 Community & Stakeholder Engagement

3-6 Round 2 - Feedback from Council

No.	Ideas & Strategies	Key Comments from the Council Workshop
Public Spaces & Places Ideas		
PS01	Corbett Plaza to Corbett Gardens	Good place for public art, street performers. Improve treescape; good linkages to Corbett Gardens
		Add links to Mt. Gibraltar extinct volcano: signage, paver plaques
		Like proposed fence removal for the Gardens
		Extending Corbett Gardens to train station
		The idea to create Wingecarribee as a one-way street is great but still feel the street is too wide. Explore widening the footpath and angled parking
		Extend footpath at Corbett Plaza for better line of sight
		Southern entrance is a critical point of interest
PS02	Street Trees	Use species from Mt Gibraltar EEC in street planting & groundcover
		Love the introduction of street trees along Bong Bong St, but can you explore the standard width of parallel parking because there is an option to reduce this and extend/widen the footpath
PS03	Street Furniture	Need more bike stands, bins and public toilets
		Add bright and bold colours to the street furniture
		Determine locations for the Smart Bins
PS04	Northern Gateway	Street edge with planting is nice
		War Memorial Park - make it a place to be used all year round
		Strong need to review War Memorial Garden. Either relocate Anzac memorial or Springett's Memorial
		Springett's Memorial not in the best location - consider moving
		Need a bigger park for Anzac Day celebrations
PS05	Southern Gateway	
PS06	Merrigang Street Upgrade	Need to be better integrated back into the centre
		Opportunities for arts precinct around Merrigang St
PS07	Station St Improvements	Great for increased pedestrian access, including wheelchairs and prams
PS08	Places for Children & Youth	Agree this can be done with creative play and utilising local artists
		Brighter colours for street furniture, art and sculptures would provide an interesting contrast to the landscape and overall aesthetic of Bowral
		Play areas for children needed within the centre

03 Community & Stakeholder Engagement

3-6 Round 2 - Feedback from Council

No.	Ideas & Strategies	Key Comments from the Council Workshop
Access & Movement Ideas		
AM01	Green Links & Orbital	Bicycle parking is needed in several locations such as Bowral Library precinct, train station, along Bong Bong St
AM02	Through-Site Links	Through-site links are important - incorporate wayfinding
		Retention of rural vistas is very important
		East West streets provide opportunities e.g. outdoor dining, wider streets and increased density
		Improving East West streets needs to be accompanied by increased public open spaces
		Retain views of Wingecaribbee House
AM03	Bong Bong St Crossing	Use basalt stone /trachyte at crossings to respect local materials
		Need more pedestrian crossings along Bong Bong St, especially at the southern end
AM04	High Street Extension	Wayfind signage needed at entry points
		Love this connection but can it be extended in the other direction to the through block next to the cinema which connects to High St?
AM05	Wayfinding	Support wayfinding and other ways to make Bowral more dementia-friendly
		Supportive of pedestrian upgrades for accessibility and positive ageing in place
		Utilise subtle wayfinding techniques incorporated within pavement treatments
		Need information centre/ brochures, maps etc for visitors
		Extend pedestrian link from Station St to Cinema to High Street
AM06	Car Parking	Timed parking at edges of the centre
		Minimise use of red brick paving (not a local material)
		Station St car park has positive community feedback
		2.4m parallel parking - what can be the minimum width
AM07	Low Speed Environment	Dementia-friendly town centre is a necessity, given ageing population (wayfinding, safety, comfort, etc)
		Enhanced pedestrian environment is required
		On Anzac Day many commented on how nice it was to be able to walk on Bong Bong St. Consider pedestrianizing Bong Bong St for special occasions, once or twice a year? To sync with events
AM08	Vehicular Movement	Need pedestrian crossing on Station St

03 Community & Stakeholder Engagement

No.	Ideas & Strategies	Key Comments from the Council Workshop
Built Form Ideas		
BF01	Heritage & Character Buildings	Focus on heritage landmark buildings
		Reinstatement of traditional shopfronts
BF02	Facades & Shopfronts/ Materials	Consistent colour schemes
BF03	Ground Floor Activation	
BF04	Street Wall and Heights	Increasing height can cause car parking issues on-site - all residential need on-site parking, extra parking for deficiencies to be provided off-site at a set rate
		Blanket controls for specific site DAs would be good - making it easier to go through the approval process
		LEP clause to set ground floor requirements for buildings per ADG
Activation Ideas		
A01	Civic Precinct	Could regular markets be held here? Events? Street arts?
		Love the idea of connection to Bowral Memorial Hall and library
		Add accessible changing place and toilets
		Civic function space entrance is through Shephard St - it is not pedestrian friendly - use opportunity to revamp this space
		Great way of better utilising existing public space
		Clock tower - no significant history attached (could be removed)
		Consistent wayfinding is key - parking, parks, community facilities
A02	Public Art	Public Art Discovery Trail can support region-wide art installations of murals
		Paving - public art opportunity
A03	Evening Activation	Evening activation is great and improving lighting is fantastic, paired with local events, e.g. Festival of Lights - a small scale Vivid
		Support better activation through street performances, music, live local artists, etc.
		Additional controls needed to address soundproofing to support night time activation and shop top housing. Also sound minimisation measures needed, while establishing expectations for residents
		Improve policies for street performers, buskers, food trucks, etc. to make activation easier
		Evening activation is good but it should be accompanied with shop top housing within the centre for improved perception of safety

03 Community & Stakeholder Engagement

3-7 Round 2 - Feedback from Community

No.	Ideas & Strategies	Green dots	Red dots	Key comments from the community
Public Spaces & Places Ideas				
PS01	Corbett Plaza to Corbett Gardens	31	9	Keep the trees - they contribute to the character of the plaza
				Reduce wind tunnel in the plaza
				Add programming to the plaza to make it an exciting destination
				Extend the link along Wingecarribee St to east towards Station St and to the SHAC, library and BDAS
				Add public art to Corbett Plaza
				Consider the impact of shared zone on the loading dock off the street
PS02	Street Trees	33	6	Street trees take up parking spots and hide heritage building façades
				Much of the landscape character of Bowral is derived from its public domain spaces and plantings; incorporate planning controls to reinforce Public Domain plantings.
				Street trees along Bong Bong St would limit visibility and access for both pedestrians and drivers and may lead to accidents.
				Consider using planters on Bong Bong St along with trees
PS03	Street Furniture	18	0	Consider adding a water fountain within the town centre
				Timber furniture is appropriate for the Highlands; stone/ metal is too cold in winter
				A robust and consistent maintenance plan for the furniture and plantings is crucial
PS04	Northern Gateway			Improve the gardens, but leave signage as is
				This isn't an ideal place for a usable park - in between two busy roads, too noisy, not inviting to sit down
				Relocate the Springetts Memorial
				Make the triangular ANZAC memorial park a large roundabout
				Any changes to ANZAC Park should not interfere or reduce the significance of the elements of historical significance. These include trees, monuments, and even fence (small portion facing Bong Bong St)

03 Community & Stakeholder Engagement



PS05	Southern Gateway	23	0	Create vibrancy along the entire length of the street; activation, movement, destination
				Future redevelopment of the buildings on the north-east and north-west corners is key to firmly reinforce the desired architectural character of the town centre.
				Shell service station needs to be looked at - a gas station at the entry into town is not a good built form look
PS06	Merrigang Street Upgrade	8	5	Not a priority - other street upgrades need more attention
				No point in making it one way - Merrigang already too congested
				Upgrades proposed to Merrigang St should be transferred to Wingecarribee St - it is a logical extension to Corbett Plaza and a direct pedestrian friendly link to the train station
PS07	Station St Improvements	10	0	Improve crossing around/on Station St
				It is critical to have a safe pedestrian crossing across Station Street close to the new parking lot
PS08	Places for Children & Youth	15	1	Give kids something to do; they are climbing trees in Corbett gardens and damaging them
				Opportunities for outdoor exploration for kids and interaction with art
				Integrate play areas within the existing public spaces
				A few good references - Livvi's Place, Arboretum playground in Canberra, Daylesford playground
				Consider including a cross-generational playspace
				Consider integrating opportunities for teens like mountain biking and skate park
				Desirable to include interactive play and a water fountain
				Crucial to create separation between childrens play areas and traffic

03 Community & Stakeholder Engagement

3-7 Round 2 - Feedback from Community



No.	Ideas & Strategies	Green dots	Red dots	Key Comments from the community
Access & Movement Ideas				
AM01	Green Links & Orbital	22	2	Create cycleways all through Bowral and connect to Mittagong and Moss Vale to promote healthier lifestyle
				Bike-friendly centre is a necessity, especially for school commuting kids
				Encourage East Bowral residents to bike or walk into town
				Need more bike parking around the town centre
				Consider bike network with the train station and other modes of transport; also provide end of trip facilities.
AM02	Through-Site Links	5	0	Reinstate verandahs for historic buildings - street verandahs over footpath in Balmain and Glebe are good inspiration
				Improved laneways + bar streets = better night life
				Springetts through site link needs to be highlighted in the master plan as it is a key east-west connection for the community
				BBQ Galore site is a great opportunity for through-site link
AM03	Bong Bong St Crossing	14	0	A direct walkway from Station to the Mall is desirable
				Need a raised pedestrian crossing near Woolworths and Press Café
				Bong Bong St crossing should be better placed for direct access from the train station
				Raised crossing must be level with footpaths for accessibility and pedestrian convenience
				Bong Bong St between Wingecarribee St and Merrigang St should be pedestrian only
				The crossing has the potential to feed into a shared zone along Wingecarribee St through to Station St, establishing Wingecarribee as a pedestrian priority zone

03 Community & Stakeholder Engagement

AM04	High Street Extension	9	2	The link to the library + SHAC needs to be cleaner, safer and pedestrian friendly
				More indoor arcades like Springetts and High Street as they are ideal for cool climates like Bowral
				Springetts is a key through-site link and needs to be taken into consideration for this extension. There are also plans to add another level to Springetts that includes a rooftop restaurant
				The flow around Coles and public parking should be reviewed; perhaps a one-way flow to reduce congestion
AM05	Wayfinding	10	2	Better signage and maps needed
				Improved wayfinding creates better connectivity - draws people into other areas of the centre
				Better signage to Bradman Oval needed
				Wayfinding causes visual clutter and is unnecessary for such a small town
				Signage should include the history of properties, diagrams, and photographs of past buildings and spaces
				Landmark heritage and character buildings along with 'tourist trails' should be identified and highlighted as a part of the wayfinding strategy
AM06	Car Parking	6	2	Timed parking in key areas near Bong Bong St and unlimited parking at edges of the centre
				Provision of parking near the train station is important
				Consider providing a bus loop from the train station to Bong Bong St
				Improve wayfinding to Station St car parking
				Provision of parking near the train station is important
				Consider providing a bus loop from the train station to Bong Bong St
				Kirkham Rd intersection - dangerous, needs improvement

03 Community & Stakeholder Engagement

3-7 Round 2 - Feedback from Community

AM07	Low Speed Environment	22	1	Widen major footpaths in centre to cater to high pedestrian numbers
				Pedestrianise Bong Bong St partially or fully
				Consider scrambled crossing at Woolies intersection (people crossing in all directions at once)
				30 km/hr might not be enough to keep cars from speeding - speed bumps are essential to slow the traffic
				Add temporary plantings inside the roundabouts during Tulip Time
				We need to work at developing the 'third spaces' in our towns - places where people can congregate, meet each other and spend time
				Potentially move the petrol station to Station St
				Consider extending the 30km/hr area to key E-W streets
				Pedestrian crossing at Wingecarribee and Short St intersection (east) would improve safety in the area
				Pedestrian crossing needed at the west end of the intersection of Bendooley St and Boolwey St
				Consider a one-way loop between Bong Bong St and Station St; Bong Bong St as south-bound and Station St as north-bound
AM08	Vehicular Movement	18	1	Congestion with traffic crossing the rail bridge
				Consider orbital loop one-way Station St, and one way Bendooley St
				Rose St (East) is a rat run, especially with ongoing roadworks; has no footpaths
				Second rail crossing is much needed
				Don't remove trees (and Camelias) on Station St
				Direct all traffic to Station St at the Funston St intersection
				Consider Stage 2 of the original Bowral Distributor Rd Project; to Mona Vale Rd at Links Rd

03 Community & Stakeholder Engagement

No.	Ideas & Strategies	Green dots	Red dots	Key Comments from the community
Built Form Ideas				
BF01	Heritage & Character Buildings	22	0	Love the idea of maintaining heritage façades + new build with a modern or heritage vibe
BF02	Facades & Shopfronts/ Materials	11	0	Need more colour in the buildings - too many grey buildings on the main street
				Character, signage and shopfronts are important - attention to detail - need more detail and interest at pedestrian eye level
				Mandating a consistent colour palette can look boring and uninspiring
				Prioritise short term improvements to buildings that are falling apart: Spare Parts, BBQ Galore, old Lance Hill shop and Turland dev site
				Enhanced streetscape should be approached by setting standards and then encouraging business / landlords to adopt. The Chambers of Commerce should be directly involved.
BF03	Ground Floor Activation	6	1	Council should introduce a program to contribute towards façade upgrades to encourage business owners to upgrade
				Need more diversity in shop styles
				YES for local brands and local ownership; NO for chain outlets
				All professional services and non-retail outlets could move upstairs - they don't contribute towards activating the ground floor
				Upgrade shopfronts - Shop owners need to get on board for this to happen - QVB in Sydney redid their shopfronts

03 Community & Stakeholder Engagement

3-7 Round 2 - Feedback from Community

BF04	Street Wall and Heights			Love three storey buildings - two storey street wall with upper level setback
				Five storeys is too high
				Like the idea of shop top housing - people living in town brings life into town
				Verandas over street/footpath to give an opportunity for people watching
				Like four storeys if the top storey is setback; otherwise four storey is not preferred even though it is permitted in parts of the centre
				Affordable housing / key worker housing (schools, medical, teachers, doctors) should be incorporated within the centre
				For site across from Grand Hotel consider similar scale and use for new development
				Making buildings higher would reduce the charm of Bowral - the very thing that visitors come here for
				Increase the height limit for properties in blocks from Boolwey St to Bowral St to 12.5 metres provided that the existing DCP building format of setback of the top floor applied to any three storey building, with street frontages.
Activation Ideas				
A01	Civic Precinct	14	2	Opportunity to open up the library and Old Town Hall
				Council should buy the Courthouse (currently for sale)
				Wayfinding signage to encourage visitors to walk to BDAS.
				The Old Bowral Courthouse should be incorporated in the Civic Precinct to provide Food and Drink Premises within the Civic Precinct.
				This is secondary to Bong Bong St improvements
A02	Public Art	10	1	Like pig sculptures and art highlighting the history & mountain view
				The 'Viewing Frame' from Queensland is a nice idea, but most people would prefer an uninterrupted view
A03	Evening Activation	17	1	More outdoor seating
				Pop Up events/activities can take over carpark at night
				More dancing venues and options - Bowral Hotel (younger crowds in the evenings) and Grand Hotel
				Include evening events within existing events like Tulip and Pie festivals to improve night-time activation; for e.g. food trucks on Corbett Plaza during festivals
				Hendrix Cocktail bar is ideal for night-time activation
				Night life regulations make evening activity difficult - they would need to be updated

03 Community & Stakeholder Engagement

Other comments
Affordable single-bedroom apartments needed within the centre
Chain stores not desired - ruins village feel
First Nations input and support needed
Lyell St footpath (in Mittagong) needs improvement
Privately run and operated rubbish tip in town (intersection of Oxley Hill Rd and Kirkham Rd) is a huge issue that needs to be rectified
Embracing a set of standards across the commercial precinct sells the Highlands as a collegial community, and speaks volumes to other communities about our values, pride and direction
The Town Centre area to include the industrial zone on the western side of the railway and a strip of land east of Bendooley St
Get a Uni /training /TAFE into Bowral
<p>Other centres and precedents :</p> <ul style="list-style-type: none"> • Picton is a good example: nice and colourful, flags, good public art • Rockhampton good wayfinding and signage - steps to locations • Sorrento, VIC, is a good example for Bowral • Mudgee and Palm Cove are a good reference • Berry and Queanbeyan have taken real efforts to re-instate street trees and greenery on main streets • Barossa Valley town of Tanunda has good signage pertaining to local heritage • Kids playground precedents: Destination playground like in Mona Vale (next to Pittwater High); Daylesford playground; Arboretum Playground in Canberra; Cross-generational playground in Berry

03 Community & Stakeholder Engagement

3-8 Community Vision and Priorities

Utilising the array of community input received, all the insights are distilled into the key themes that are considered most important for the viable future of the town centre. These are identified as the issues that most of the community consider to be vital elements to the success of Bowral.

From these themes, the Urban Design Principles are derived. These six principles address the full array of issues facing the town, and illustrate what is important to the community. The principles provide a focus for the recommendations, and are interrelated to the layers of the Master Plan.

Preserving the country character and retaining the historic buildings and facades
Bowral's identity - country charm; Tulip Festival; wine-growing region; a garden suburb; unique boutique shops; cafe culture; four seasons experience; views
Consulting local Aboriginal community to create an inclusive vision for the centre
Establishing a cohesive and strategic Bowral identity that can be applied to all aspects of the centre
Retaining and reinforcing terminating views of the surrounding landscape
Improving pedestrian and cycle connectivity within the town centre and to surrounding destinations
Reducing congestion & traffic, primarily along Bong Bong St.
Improving station precinct & its connectivity into the centre
Introducing more through-block connectors
Bringing more green into the centre (street trees, hanging plants, flowers, etc.)
Improving and connecting the existing open spaces and plazas within the centre
Supporting a more diverse vibrant evening time economy with cultural & entertainment facilities, restaurants & bars
Balancing a mix of businesses appropriate for locals as well as for visitors
Introducing more housing & accommodation in the centre
Ensuring new buildings are considerate of existing historic character and include fine grain retail on ground floor
Incorporate attractive streetscape and furniture that is compatible with historic built form
Introduce more public art in the town centre streetscape and public spaces
Improving the safety, attractiveness and inclusivity of the centre for seniors, young people and children

03 Community & Stakeholder Engagement

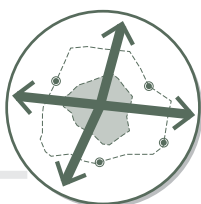
Urban Design Principles



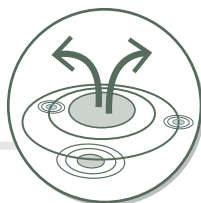
01 Celebrate Local Identity & Diverse Community



02 Encourage Green & Sustainable Public Domain



03 Improve Permeability & Connectivity



04 Strengthen Economy & Opportunities



05 Enhance Vibrancy & Attractiveness



06 Promote Safety & Comfort

03 Community & Stakeholder Engagement

3-9 Urban Design Principles

01



Celebrate Local Identity & Diverse Community

Enhance and celebrate the unique character of Bowral, which is manifested through its long history, distinctive landform, four seasons climate, diverse community and country charm.

Integrate input from the local Aboriginal community and involve them in the detailed planning and design of the centre.

Ensure new built form responds to the desired future character of the centre and fits with the existing mix of buildings.

Identify, retain and/or reinvigorate key heritage and character buildings.

Retain views of the surrounding distinctive landscape, which is a key part of Bowral's visual identity.

Use materials (like trachyte or bluestone/basalt) and motifs in the streetscape & public art that reflect the local history, character and culture of the centre.

Support local festivals and events that make Bowral unique and memorable.

Increase opportunities for participation from the Southern Highlands artists community.

02



Encourage Green & Sustainable Public Domain

Encourage green streets with street trees, high quality public domain and well-designed open spaces to make the centre visually appealing, weather appropriate and sustainable.

Develop well-designed streets that fulfil a 'Movement' role and a 'Place' role, contributing towards the social and emotional wellbeing of its users.

Introduce more greening into the centre with street trees along Bong Bong St, hanging plants and low-level flowering shrubs.

Deliver high quality and well designed open spaces with diverse offerings and multiple uses at different times of the day for locals and visitors.

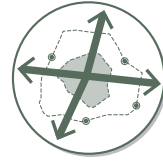
Update the design and activation of Corbett Plaza, and extend its connectivity to Corbett Gardens and beyond, in both east and west directions.

Improve the access and interface of Corbett Gardens with surrounding streets.

Improve the design, interface and overall environment of the War Memorial Park.

Ensure all landscape treatments are high quality and low maintenance, providing long term amenity.

03



Improve Permeability & Connectivity

Improve pedestrian and cycle connectivity within and around the town centre and to surrounding destinations, including through-block connections to enhance permeability.

Provide improved footpaths & pedestrian links throughout the centre.

Explore opportunities with potential new projects for through-block connectors to improve overall permeability.

Improve visibility, connectivity & wayfinding for parking throughout the centre, especially off Bong Bong St.

Incorporate intuitive and integrated wayfinding and signage at key locations throughout the centre.

Provide improved bicycling infrastructure and amenities to encourage links into the local and regional cycling network.

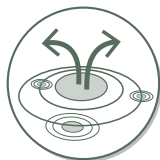
Improve pedestrian access and connectivity from the train station to Bong Bong St.

Encourage the utilisation of Station Street and Funston Street as an informal bypass for through traffic.

Improve connectivity across the rail line with a second vehicular crossing.

03 Community & Stakeholder Engagement

04



Strengthen Economy & Opportunities

Encourage opportunities to strengthen the economy with a mix of retail, accommodation, amenities and services that cater to the needs of locals as well as visitors.

Strengthen the centre's retail experience and café culture which provides employment and improves economic viability.

Encourage a balance of businesses that cater to locals as well as visitors.

Provide support for a diverse vibrant evening economy with cultural and entertainment facilities and restaurants and bars.

Support activation at ground floor along Bong Bong St and other key streets to enhance the pedestrian experience and improve sales.

Avoid blank and inactive facades at ground level as they deter visitors from interacting or 'browsing'.

Building heights and setbacks for new development should take into consideration heritage and character buildings, current street wall height and retention of solar access.

Improve visibility and access to the civic precinct, that is currently under-utilised due to its location at the edge of the centre.

05



Enhance Vibrancy & Attractiveness

Enhance the vibrancy and attractiveness of the centre by providing welcoming gateways, interesting streetscape experiences, as well as diverse activities and destinations, at all times of the day.

Enhance gateways so they provide a welcoming and clear sense of entry into the centre.

Incorporate a coordinated streetscape design comprising furniture and amenities that are functional and compatible with heritage built form.

Include interactive and exciting public art in the streetscape and public spaces that increases activation and reflects the local history & culture.

Introduce activities and incidental play options for kids and teens.

Support the current food scene in Bowral by creating 'Eat Precincts' around the current food destinations in the centre.

Enhance opportunities for outdoor dining along Bong Bong Street and in the 'Eat Precincts'.

Incorporate creative opportunities for lighting within the centre.

Explore options to improve the appearance of derelict buildings utilising short-term and long-term strategies.

06



Promote Safety & Comfort

Promote safety and comfort within the centre so it is inclusive, accessible and friendly for all ages including seniors and children.

Increase the sense of safety within the centre for all ages, including seniors, young people and children.

Improve the safety of pedestrian connectors, streets and laneways with better lighting, improved sight lines, and avoidance of hidden corners.

Improve footpaths within the centre to make them more wheelchair accessible.

Consider the functionality when selecting materials used for street furniture.

Increase provision of public toilets and other amenities within the centre.

Improve pedestrian crossings at roundabouts and across Bong Bong St to prioritise walkability and east-west connectivity.

Ensure passive surveillance is possible day and night along all pedestrian access routes.

03 Community & Stakeholder Engagement

3-10 Future First Nations Consultation

This Master Plan is a strategic document, that will be used by Wingecarribee Shire Council and other stakeholders to provide a direction for the future of the Bowral Town Centre. In order to integrate Aboriginal heritage and cultural context into the centre, it is proposed that the strategies as set out within the draft *Connecting with Country Framework* (2020) be used to structure the involvement of local First Nations communities as the Master Plan progresses into specific projects, that may be undertaken by Council and others.

The framework provides a way for 'understanding the value of Aboriginal knowledge in the design and planning of places' and will support the delivery of innovative strategic responses that acknowledge Country, the cultural landscape that we all work upon, the connection of the Aboriginal custodians and the privilege and responsibility to Care for Country.

Within the framework, two strategies are outlined. The first Strategy provides pathways for connecting: Pathway 1 relates to Learning from first languages and placenames; Pathway 2 involves the development of mutually beneficial relationships with Country, forged by sharing, making decisions that benefit both people whilst also addressing the needs of Country, building ongoing relationships and giving consideration to opportunities for local Aboriginal communities; Pathway 3 seeks to reawaken memories of cultural landscape, including walking on Country, engaging all the senses to deeply understand place, and seeking to understand the special purpose of that place; and Pathway 4 which references finding common ground, including finding common approaches that will support the health and wellbeing of Country, knowledge sharing, developing an understanding of Aboriginal ways of knowing and eco-system thinking, and the differences that this raises in relation to the more dominant Western science and cultural knowledge system.

The second Strategy focuses on the project life cycle, from an Aboriginal perspective. This breaks the project life cycle into four parts:

Sensing *Start with Country* (project formation)

This stage requires more than just listening, it requires 'actively seeking the sense of Country'. This may be more difficult, but no less relevant, when you are seeking to understand an urban context, rather than a bush setting. This stage involves seeking out the feeling of Country, what makes it special, and what differentiates it from other places.

Imagining *Listen to Country* (project design & conceptualization)

The act of Listening is 'a critical part of engaging with Country and with community'. Engaging with the local First Nations community requires supporting them to speak about their Place, in a manner that they are comfortable with. Reference is often made to deep listening, which involves 'more than just hearing with ears; it's hearing with other parts of ourselves at a profound level; it is the search for understanding and meaning', as described by Judy Atkinson and Danièle Hromek.

Shaping *Designing with Country* (project delivery)

When developing the design for a project, connection to Country can be strengthened via the use of local materials and plants, which already have an innate relationship with Country. This is often referred to as 'making on Country' and care needs to be taken to respect the correct protocols for collecting if native rock or other inanimate material is going to be incorporated.

03 Community & Stakeholder Engagement

Caring for Country
(project maintenance)

Upon completion, a project then belongs to, and has a relationship with, Country. This relationship can be mutually beneficial if the project has been ‘guided by Aboriginal knowledge-holders and their local expertise, and if the project is developed with cultural awareness and a commitment to enabling connection with Country’. ‘Caring for Country’ is also used by Aboriginal people to describe their deep affection and responsibility to look after the health and wellbeing of Country. This final stage of the project life-cycle is on-going, and lasts for the life of the project.

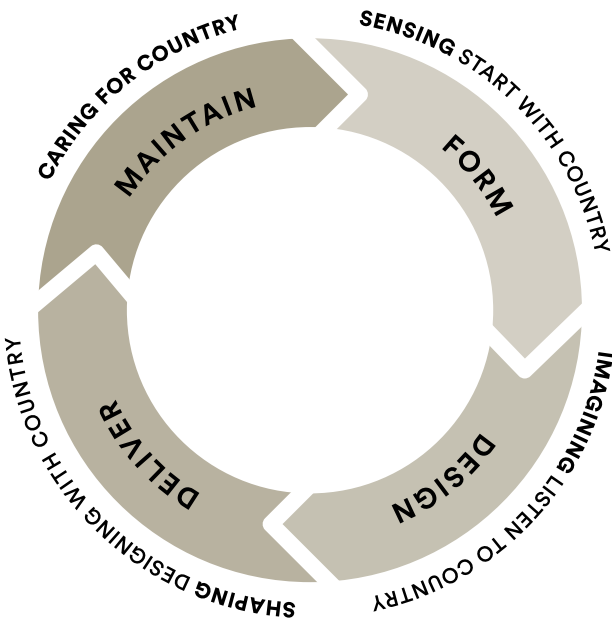


Figure 23 Project lifecycle (source: Connecting with Country Framework, GANSW)



Wingecarribee – means a ‘flight of birds’ or ‘waters to rest beside’.



03 Community & Stakeholder Engagement

3-10 Future First Nations Consultation



Bowral – means 'large' or 'high' in the local language.

The framework sets out Statements of Commitment and Principles for Action, that will help project teams 'fulfil their commitment to Country'. These encompass the commitment to respect the rights of Aboriginal people to retain control of their intellectual property, and to support the 'right of Country to be cared for'.

There is also a commitment to prioritise Aboriginal people's relationship to Country, and their cultural protocols and support this via 'education and enterprise by and for Aboriginal people'. The third commitment is to prioritise financial and economic benefits to the Country where works are occurring, and by extension to the Traditional Custodians of that Country. The fourth commitment is to share the tangible and intangible benefits of the projects being undertaken, with the local Aboriginal communities, including current and future generations.

The fifth commitment requires respect for the diversity of Aboriginal cultures, but a focus on the local, place-specific cultural identity of the place where the project is occurring. It is for Aboriginal people to determine the extent and nature of the representation of their cultural materials, customs, and knowledge. The sixth commitment prioritises supporting capacity building across Aboriginal and non-Aboriginal communities, through the project process. This may take the form of partnering with Aboriginal-owned and run businesses, and consulting services, and identification of the opportunities available for educational and enterprise outcomes.

03 Community & Stakeholder Engagement

The final commitment is to supporting Aboriginal people to 'continue their practices of managing land, water, and air through their ongoing reciprocal relationships with Country'. This relates to the identification of opportunities to encourage cultural practice on Country, such as the planting of ceremonial plants, that can then be used by the community in cultural practice.

If consideration is given to all these factors, then as projects develop out of the Master Plan a process can be developed, and a relationship established with the local Aboriginal communities, that will be beneficial to all.

Bowral is on the traditional lands of the Gundungurra people, and the following organisations are identified by Council as potential contacts to begin the process of engaging with these local Aboriginal communities.

- Wingecarribee Aboriginal Community Cultural Centre
- Gundungurra Aboriginal Heritage Association Incorporated (GAHAI)
- Illawarra Local Aboriginal Land Council (ILALC)
- Illawarra Aboriginal Corporation (IAC)
- As well as a range of other Local Aboriginal Community Groups.

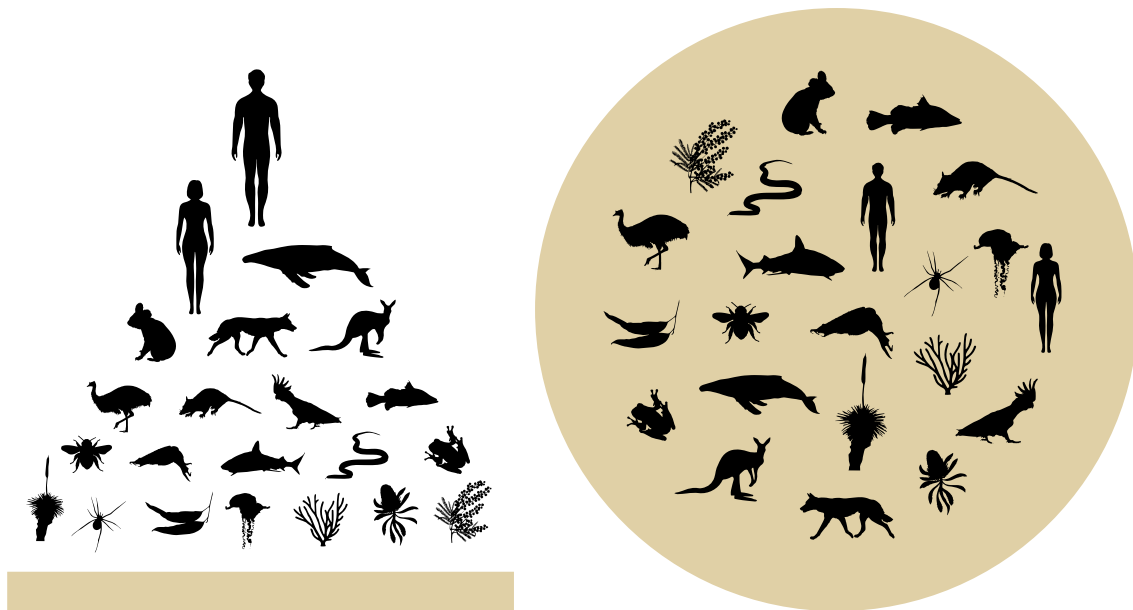


Figure 24 Human-centred vs Country-centred design (source: Connecting with Country Framework, GANSW)

