

# DRAFT



## BOWRAL TOWN CENTRE MASTER PLAN

Final Draft Report

Prepared by Studio GL for Wingecarribee Shire Council

January 2024



## 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 |
| File name    | 22048_Bowral-TCM.indd          |

| Revision      | Date       | Prepared by                    | Approved by |
|---------------|------------|--------------------------------|-------------|
| Draft 1       | 15/08/2023 | AN, GT, MS, LG, AS, RS, CH, JM | DG, FL      |
| Final Draft   | 22/11/2023 | AN, LG, MS                     | DG, FL      |
| Final Draft 1 | 9/1/2024   | AN                             | DG          |

Note: This document takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. The report layout is designed to be printed at A4 portrait.



Studio GL Pty Ltd  
77 Buckland Street  
Chippendale NSW 2008



Email: [info@studiogl.com.au](mailto:info@studiogl.com.au)

# Master Plan

## Chapter 1 - Introduction

- 1-1 Overview ..... 5
- 1-2 Regional Context ..... 6
- 1-3 Study Area ..... 8

## Chapter 2 - Future Vision

- 2-1 Process ..... 12
- 2-2 Vision and Desired Future Character ..... 13
- 2-3 Urban Design Principles ..... 14

## Chapter 3 - Spatial Framework

- 3-1 Spatial Framework Overview ..... 17
- 3-2 Public Domain and Spaces ..... 18
- 3-3 Built Form and Heritage ..... 38
- 3-4 Access and Movement ..... 48
- 3-5 Activation and Placemaking ..... 64
- 3-6 Illustrative Master Plan ..... 74

## Chapter 4 - Implementation

- 4-1 Delivering the Vision ..... 77
- 4-2 Action matrix ..... 78



# Chapter 1

## Introduction

1-1 Overview

1-2 Regional Context

1-3 Study Area

## 01 Introduction

### 1-1 Overview

#### Purpose of this study

Strategically situated along a major activity and transport corridor within the Wingecarribee Shire, Bowral is identified in the Wingecarribee Local Strategic Planning Statement (LSPS) as one of the three major town centres, along with Moss Vale and Mittagong, which collectively form the economic, cultural and social heart of the Southern Highlands.

Bowral's high amenity, natural and strategic assets and its proximity to Sydney and Canberra result in increased demand for development to cater for the needs of both residents, visitors and businesses within the Town Centre. As identified by Council, a key challenge for the future of the Bowral Town Centre is ensuring that new developments strengthen the centre and build upon its unique character.

In late 2022, the Wingecarribee Shire Council commissioned Studio GL to develop a Master Plan for the Bowral Town Centre. The aim of the Master Plan is to provide consistency for members of the community, industry and Council through the development of a clear vision and strategic direction that can accommodate and guide the growth of the town centre in a way that respects and supports the existing character.

The Master Plan has been prepared utilising a place-based approach and takes into consideration circulation and access aspects including movement, traffic and parking in the town centre, in addition to investigations relating to built form, heritage, culture, character, landscaping, services and amenities.

#### Project Aims and Objectives

Formation of the Bowral Town Centre Master Plan has been a collaborative process informed by Council, community and industry. It was completed in 4 stages (Analysis; Master Plan; Reports; Public Exhibition and Finalization).

The project objectives are to engage with and document:

- Data review, mapping and strategic analysis of the Bowral Town Centre;
- Consideration of, and consistency with, State, Regional and Local Plans and strategies;
- Engagement and consultation with Council's Project Control Group and the Bowral community;
- Development of a vision and set of objectives for the Bowral Town Centre Master Plan; and
- A final Bowral Town Centre Master Plan document for consideration by Council.

#### Document Structure

The contents of this Master Plan report set out the Strategic Direction for the Centre. This includes chapters addressing the Introduction to the project, the Future Vision for the Centre, the Spatial Framework and an Implementation Plan.

Please see the 'Supporting Evidence' document for further Master Plan background information

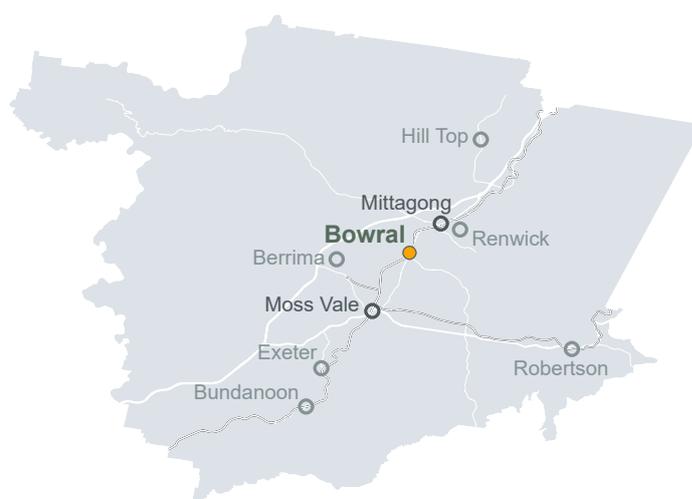


Figure 1 Bowral's location within the Wingecarribee LGA

## 01 Introduction

### 1-2 Regional Context

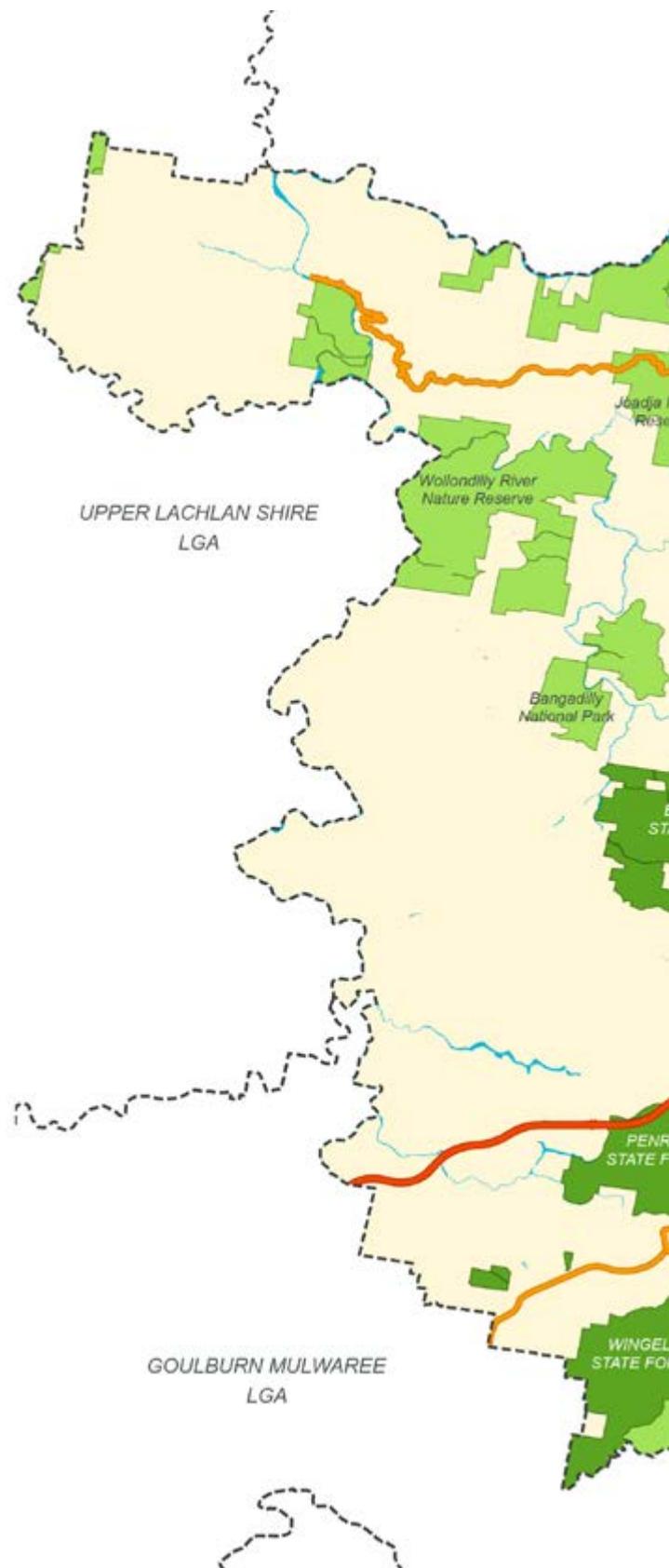
The Bowral Town Centre is located within the Wingecarribee Shire LGA, situated in the Southern Highlands Region of New South Wales. The suburb of Bowral covers an area of approximately 39.6km<sup>2</sup> and the approximate area of the Wingecarribee LGA is 2700km<sup>2</sup>.

The Bowral Town Centre is located within the Sydney – Canberra – Melbourne transport corridor along the Southern railway line, and is 100km southwest of Sydney (approximately a 1.5 hour drive). Bowral is also situated within close proximity of the major metropolitan and regional centres of Canberra and Wollongong. Bowral is centrally located within the Wingecarribee LGA, situated south of Mittagong, north of Moss Vale and east of Berrima.

Approximately 38% of the Wingecarribee Shire LGA is either national park or nature reserve. The Shire is bound by the Morton National Park in the south, the rugged Eucalypt bushland of Nattai National Park in the north, the heavily forested areas of the metropolitan water catchment areas surrounding Lake Nepean, Avon and Cataract to the north east; and Belanglo State Forest to the west.

The landform and topography of Wingecarribee Shire is gently undulating in the central region with few major ridges. The Bowral Town Centre experiences a relatively flat topography, however is surrounded by mountains and a series of hills that form topographic landmarks visible from the town centre and adjoining suburbs. The Wingecarribee River bisects the LGA, running from west of Berrima south-east into the Wingecarribee reservoir. Into this river runs Mittagong Creek which travels through the Bowral Town Centre and crosses Kirkham Road to the north.

The Wingecarribee Shire LGA is rural in character consisting of a number of small towns and villages separated by agricultural land. Bowral is one of Wingecarribee's major town centres, along with nearby Mittagong and Moss Vale.



01 Introduction

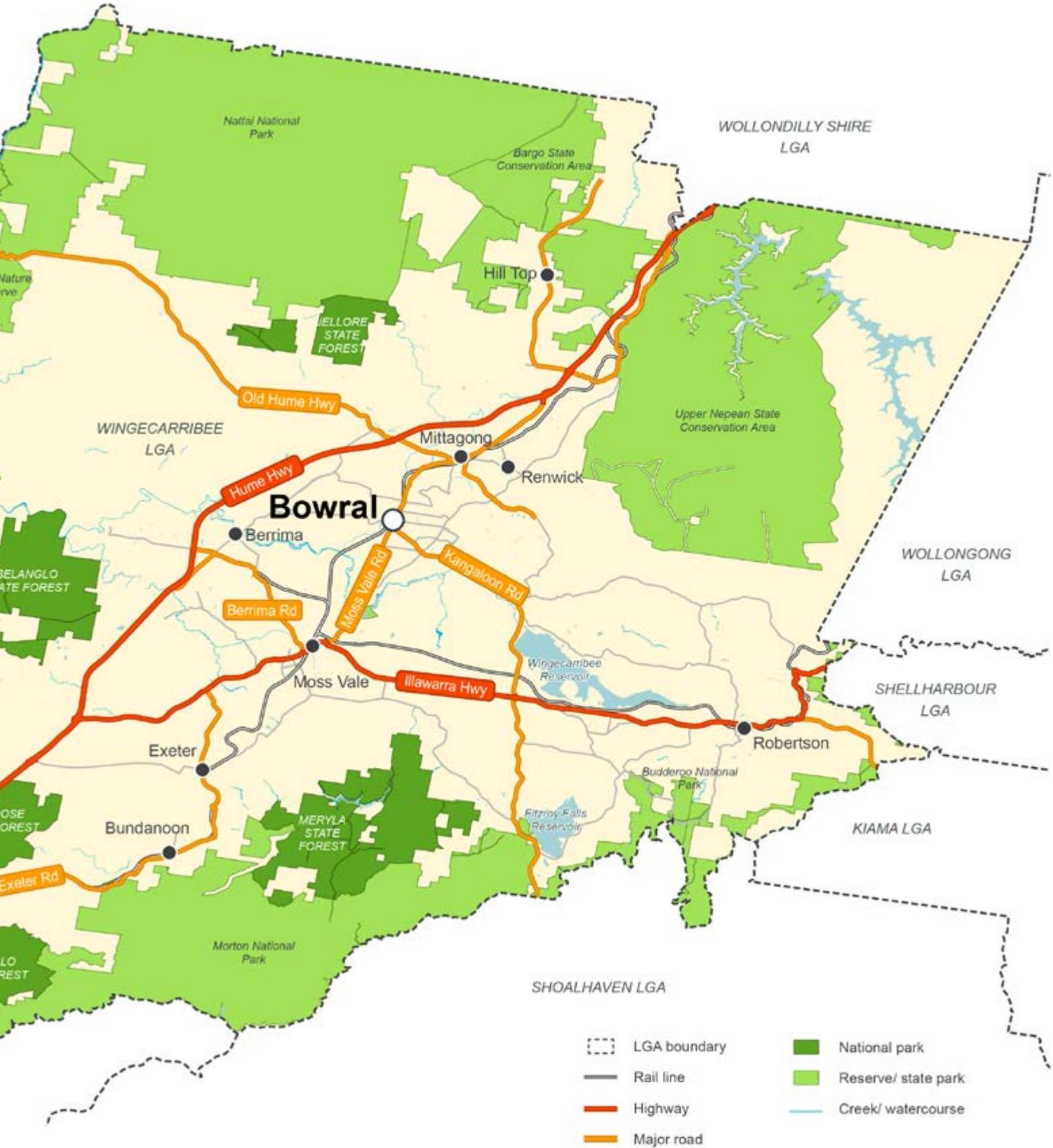


Figure 2 Regional Context Map

## 01 Introduction

### 1-3 Study Area



View of Oxley Hill from Bowral

The Bowral Town Centre Master Plan 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.

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.

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.

Key destinations outside the study area include the Bowral Swimming Centre to the north of Mittagong Creek, as well as Bradman Oval, Bowral District Hospital and the Southern Highlands Private Hospital to the south east. The Southern Highlands Botanic Gardens, Retford Park and Ngunungulla regional art gallery are also destinations outside the Study Area with connections to the town centre.

01 Introduction



Figure 3 Bowral Town Centre study area map



## Chapter 2 Future Vision

2-1 Process

2-2 Vision and Desired Future Character

2-3 Urban Design Principles

*The Bowral Town Centre is a well loved, bustling and attractive centre that services both the local community and the many visitors that come to enjoy its contemporary and historic country charm, its seasonal colour and its distinctive landscape, including views out to Mt. Gibraltar and Oxley Hill.*

*The Bowral Town Centre seeks to grow and strengthen its economy, increase night-time activity, build upon its local identity and become a safer, more inclusive and greener place for all to access, live, visit and linger in, whilst enjoying this thriving centre in the Southern Highlands.*



## 02 Future Vision

### 2-1 Process

In order to generate a Spatial Framework that will support the future development of the Bowral Town Centre, a well developed process was undertaken. The initial input involved both research and analysis of the strategic and physical characteristics of the place, as well as consultation and engagement with the community. The findings of this phase are set out in the Supporting Evidence, or Background, Document.

From this information a Vision, Desired Future Character and Urban Design Principles were then developed to clearly articulate what the Bowral Town Centre is now and how it seeks to develop into the future.

The Vision, Desired Future Character and Principles are reflected in the Master Plan, which uses layers, to clearly identify the physical changes, the impact of these changes and how they could be implemented. Based on the needs of the Bowral Town Centre, the layers for this Master Plan are: Access and Movement, Built Form, Public Domain and Spaces, and Activation and Placemaking.

Integral to the Master Plan is also an Implementation Plan which identifies how the various actions can be undertaken, and who is responsible for the various pieces that if actioned, will work together to improve, strengthen and grow the centre over time.



#### First Nations Involvement in Implementation

As the various parts of the Master Plan are actioned, and as the town centre undertakes works towards its future, it will be necessary to engage with the local First Nations communities to ensure their involvement going forward. Their connection to Country provides an invaluable insight into other ways of considering place and how changes can be made that support Country, and Care for Country. Utilising the draft *Connecting with Country Framework* (2020), produced by the GANSW, will provide a framework for this critical involvement.



Figure 4 Bowral Master Plan Process and Document Output

02 Future Vision

2-2 Vision and Desired Future Character

Vision

The Bowral Town Centre is a well loved, bustling and attractive centre that services both the local community and the many visitors that come to enjoy its contemporary and historic country charm, its seasonal colour and its distinctive landscape, including views out to Mt. Gibraltar and Oxley Hill. The Bowral Town Centre seeks to grow and strengthen its economy, increase night-time activity, build upon its local identity and become a safer, more inclusive and greener place to access, live, visit and linger in, whilst enjoying this thriving centre in the Southern Highlands.

Desired Future Character statement

The Bowral Town Centre is an attractive centre that is highly valued by the local community. It has a mix of historic as well as new and upgraded buildings that contribute local charm and amenity, and further development should continue to compliment and enhance the character of the town.

The centre is a comfortable and well connected place with a clear 'grid like' street structure and generally flat or gently sloping topography. There is a desire to make the centre easier, safer and more comfortable for pedestrian to walk around and cyclists to access, by reducing traffic congestion and slowing traffic, especially along Bong Bong Street.

Parks, landscaping and street trees provide an opportunity to showcase the centre's distinctive landscape and seasonal change. Views out to Mt. Gibraltar and Oxley Hill create strong visual connections with nature. The centre has attractive open spaces, shade trees along streets and areas of seasonal colour. There is an opportunity for increased greening and street trees to support the 'garden' character. Changes within the centre are also to respect and respond to key views and vistas.

The centre provides a mix of high quality retail, amenities and services for locals and visitors with interesting shops, cafes, parks and outdoor dining creating attractive streetscapes which are to be supported and extended across the centre. Over time, provision of increased accommodation for both locals and visitors and increased night-time activity will help to support a diverse range of people to live, visit and linger in the centre.



## 02 Future Vision

### 2-3 Urban Design Principles

During the consultation process, key issues began to emerge that were identified as important for the viable future of the town centre.

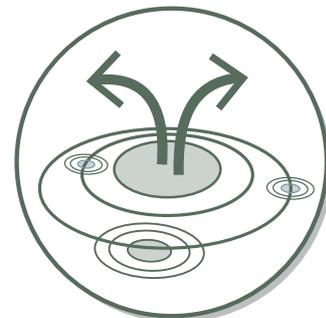
The Urban Design Principles were developed to identify the full array of issues facing the town, and illustrate what is important to the community.



# 01

#### Celebrate Local Identity and Diverse Community

Enhance and celebrate the unique character of Bowral, which is manifested through its long history, distinctive landform, rural vistas such as to Mount Gibraltar and Oxleys Hill, four seasons climate, diverse community and country charm.



# 04

#### Strengthen Economy and 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.

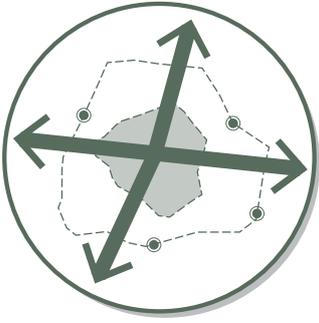
02 Future Vision



02

Encourage Green and Sustainable Public Domain

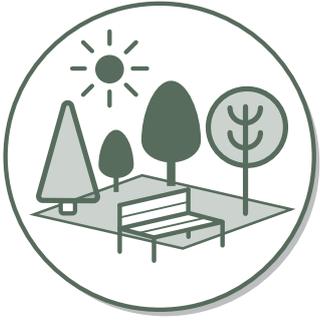
Encourage green streets with street trees, high quality public domain and well-designed open spaces to make the centre visually appealing, weather appropriate and sustainable.



03

Improve Permeability and Connectivity

Improve pedestrian and cycle connectivity within and around the town centre and to surrounding destinations, including through-block connections to enhance permeability and supported with clear signage and intuitive wayfinding.



05

Enhance Vibrancy and Attractiveness

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



06

Promote Safety and Comfort

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



## Chapter 3

# Spatial Framework

3-1 Spatial Framework Overview

3-2 Public Domain and Spaces

3-3 Built Form and Heritage

3-4 Access and Movement

3-5 Activation and Placemaking

3-6 Illustrative Master Plan

# 03 Spatial Framework

## 3-1 Spatial Framework Overview

The Bowral Town Centre Master Plan can be divided into four separate 'themes' which provide an overarching framework to organise the ideas and initiatives proposed for the Centre. These themes are:

- Public Domain and Spaces
- Built Form and Heritage
- Activation and Placemaking
- Access and Movement

Each theme is accompanied by a Spatial Framework map and a set of 'Strategic Principles' which illustrate the high-level intent, potential opportunities and future direction for the centre. Each theme also contains a series of numbered initiatives which provide additional detail around specific ideas or interventions proposed.

An Implementation Plan is also provided at the end of this chapter which consolidates the initiatives proposed in the Master Plan and outlines suggested steps towards their delivery.



Figure 5 Spatial Framework structure

03 Spatial Framework

3-2 Public Domain and Spaces



The public domain is fundamental to public life, and has a significant impact on the character of a place. For Bowral, while it is blessed with an array of cafes and boutique shops it has limited open space in the centre of town, with the exception of the urban Corbett Plaza and the green oasis of Corbett Gardens. All other areas of green open space are located on the periphery of the town centre, e.g. Bradman Oval, Glebe Park, Lions Park and those areas located along Mittagong Creek to the east.

Critical to Bowral's unique character are also the rolling hillsides that are visible from many of the east-west streets. These vistas connect the town centre to the surrounding rural landscape.

Continually improving on the appearance, quality and functionality of public spaces is crucial in future-proofing the town centre. Three focus areas have been identified and are further outlined below: pedestrian focus regarding streets as 'places' rather than vehicular thoroughfares, protecting and enhancing district views and connection to the landscape, and the introduction or improvement of existing green spaces, including increased tree canopy cover throughout the town centre.

Both War Memorial Park in the north and Lions Park in the south contribute to Bowral's north and south gateway entrances.

Streets as 'Places'

District Views and Landscape

Green and Shaded



03 Spatial Framework

-  Study area
-  Train station
-  Train line
-  Pedestrian priority zone
-  Landscape priority zone
-  Lot with heritage building/ listed item
-  Heritage Conservation Area
-  Prominent built form corner
-  Proposed street trees
-  Existing tree canopy in Study area
-  Important view/ vista
-  Enhanced arrival gateway



Figure 6 Public places and spaces framework diagram



## 03 Spatial Framework



Figure 7 Streets as 'Places' principle diagram

### Streets as 'Places'

Streets in Bowral currently prioritise the car, with the majority allowing vehicles to travel in both directions, offering large amounts of onstreet parking and allocating some space for footpaths on one or both sides. Often elements such as street lights, traffic signs and street furniture are located within the limited area allocated for pedestrians.

It is important that the Centre functions as a place for all people, including people with disabilities, those pushing prams and anyone with mobility impairments. Fundamental to this is requiring compliant *Disability Discrimination Act* (DDA) access to all public spaces and ensuring building entries are level with the street/ footpath.

If car parking is considered across the centre, rather than just focused on direct access from a car to a particular destination, then the centre as a whole can function in a more pedestrian friendly manner.

Currently car parking takes a number of forms. Shop workers park while they work, locals park to shop and socialise, visitors park while they visit the various destinations across the centre. Parking is currently offered on-street, and in a wide range of off-street car parks, both public and private (but publically accessible, such as the Woolworths car park).

To improve car parking and support the needs of all users across Bowral, consideration needs to be given to how to provide for all these needs, utilising the car parking currently available.

A number of ideas are being proposed: changes to timed car parking, to encourage workers to park on the outskirts of the centre, wayfinding to inform visitors of the options available for parking, and removal of painted spaces, to enable more density of on-street parking. All of these options will be offset by the removal of a small number of spaces, along Bong Bong Street, to instead use this space for landscaping, seating, etc.

Over time, if parking needs increase, options for a multi-storey car park may be considered on the Station Street car park site. This will offset any losses created by the proposed Banyette Square development, that would create a public plaza on the site of the current Council car park, and a partially closed Banyette Street.

### District Views and Landscape

Town centres are special places. They are much more than a handful of streets and buildings. They hold countless stories and memories, and are the keepers of a local shared history that connects people with 'their' place.

The natural beauty and district views of the surrounding landscape around Bowral creates a picturesque place with prominent views. Heritage buildings further add to its character.

As the centre develops, it will be important to establish new and protect existing view corridors, such as the vistas towards Oxley Hill to the west and Mount Gibraltar to the north.

### 03 Spatial Framework

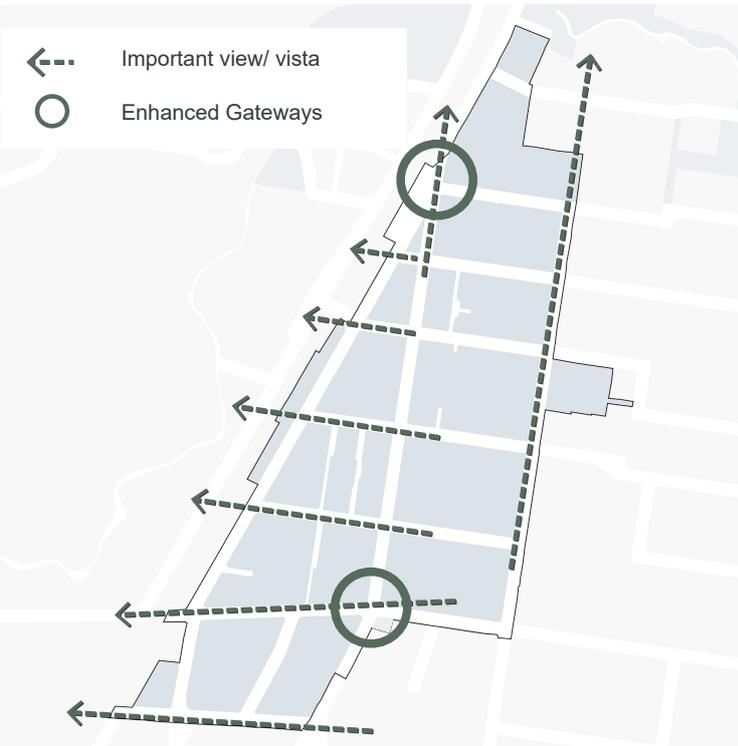


Figure 8 District views and landscape principle diagram



Figure 9 Green and shaded principle diagram

#### Green and Shaded

Landscape elements such as existing mature trees are another effective way to foster a sense of place that people connect with. This includes protecting mature trees in War Memorial Park to the north, Corbett Gardens and Lions Park to the south.

Bowral's challenge is to increase tree canopy cover throughout the town centre core, better connecting its existing open spaces, and giving consideration to important green spaces on the periphery such as Bradman Oval. This can be achieved both physically, via links and pathways, and visually, utilising obstacle-free views and vistas. However, there is also an opportunity to improve some existing open spaces in the town centre core, i.e. a review and upgrade of Corbett Gardens which should focus on an improved interface with surrounding streets and connection to the town centre core (Bong Bong Street).

New street trees along Bong Bong Street are possible by carefully considering where on-street parking bays could be reclaimed to accommodate landscaping and street trees. Consideration should also be given to the locations of character buildings when determining appropriate locations for new street trees.

To strengthen connections to the east and west, particularly connections to Corbett Gardens, Civic Plaza and the Train Station consideration should be given to tree planting particularly along Banyette and Wingecarribee Streets. There is also an opportunity to improve Corbett Plaza in the north and introduce a new public square to the south. This would provide high quality publicly accessible open spaces to the north and south of the town centre.

## 03 Spatial Framework

### PS01 Corbett Plaza to Corbett Gardens

#### Updated Corbett Plaza

The current plaza supports a small cafe and outdoor dining precinct. Existing deciduous trees enhance the character of the place and a dense mature canopy provides shade.

It is recommended to revitalise the plaza by updating its materiality, improving the facilities within it, and by extending it along Wingecarribee Street towards Corbett Gardens. This will be achieved by removing one row of trees, which will open the plaza up, providing a visual connection beyond. The introduction and continuation of new paving, seating walls and garden beds will also enhance the space and streetscape.

#### Corbett Gardens Extension

Corbett Gardens is the green heart of Bowral and premier location of the annual tulip festival. The park would benefit year round from a better connection to the surrounding streets.

It is proposed to remove sections of the perimeter fence and extend the park, providing a better interface with the streetscape. The fence would be able to be reinstated for the Festival or as required.



Landscaping and seating integrated with the footpath

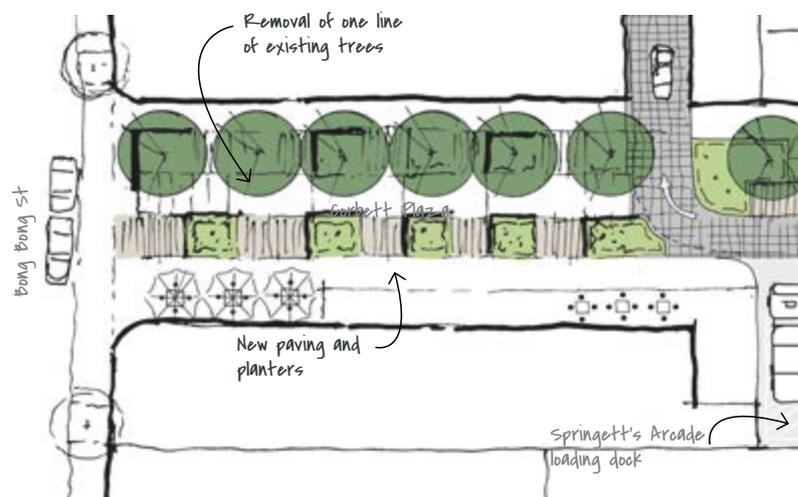




Figure 10 Artists Impression of potential improvements and traffic calming along Wingecarribee St

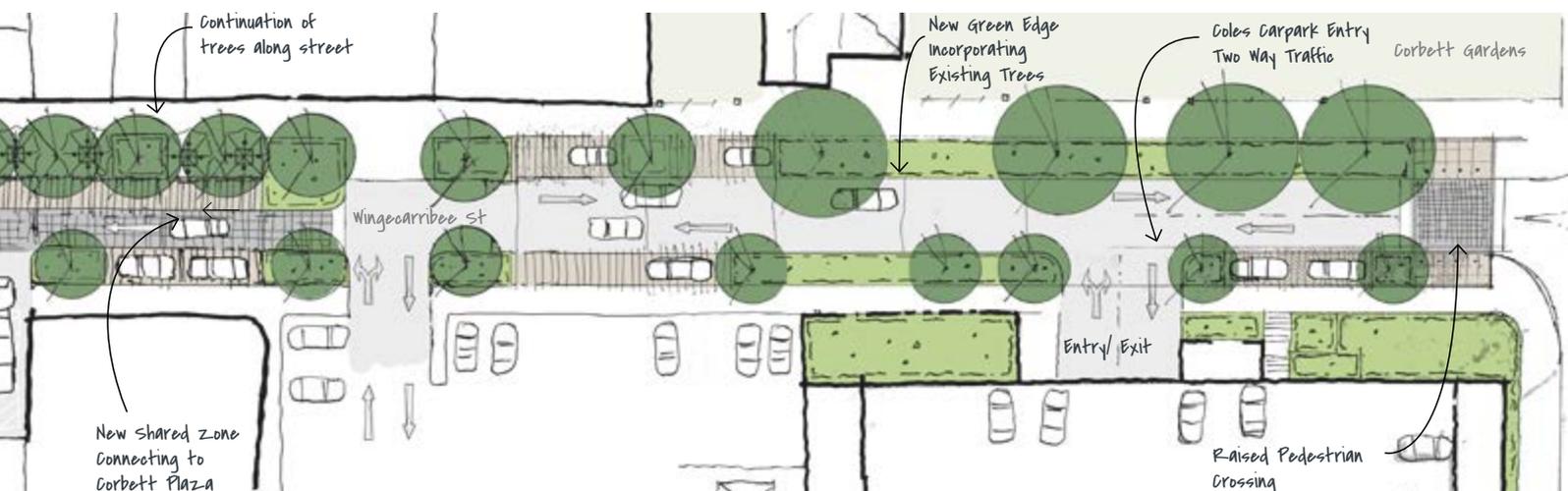


Figure 11 Extension of Corbett Plaza with shared zone and improved street experience along Wingecarribee St

03 Spatial Framework

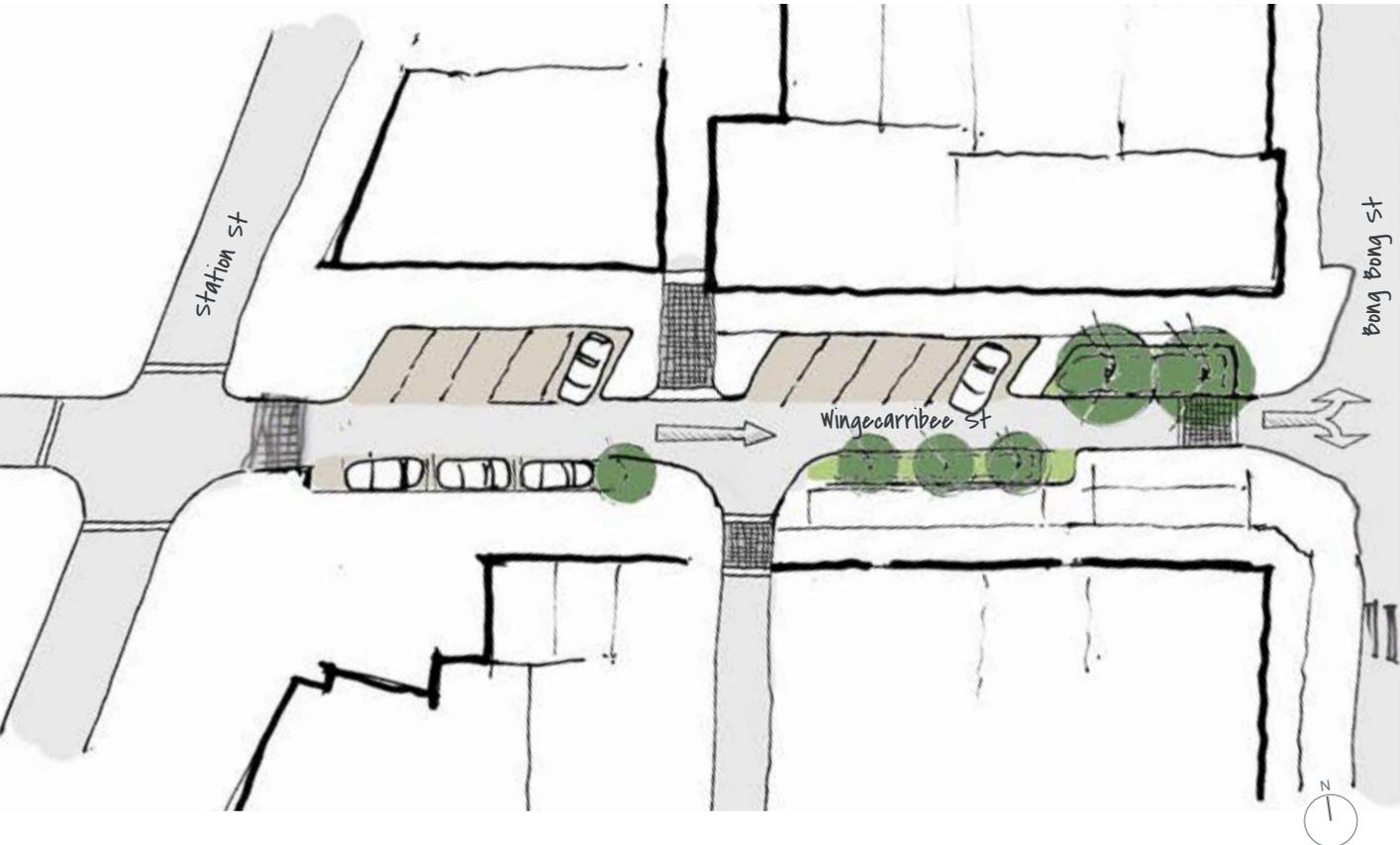


Figure 12 Indicative plan of potential changes to Wingecarribee St between Station St and Bong Bong St



Willoughby Rd, Cross Nest features a mix of retail shops, one way traffic, parallel and 45° parking and generous landscaping and street trees

**PS02 Wingecarribee Street West**

A further extension, along Wingecarribee Street, west of Bong Bong Street, would enhance the pedestrian connection, from the Station into the heart of the centre. The proposal redirects traffic to flow west to east, avoiding the issue of traffic turning out of Wingecarribee Street onto Station Street, and enables some additional angled parking to be installed, along with new landscaping and improved footpaths etc.

### 03 Spatial Framework

**PS03 Street Trees**

It is proposed to revitalise Bong Bong Street by introducing street trees, rationalising existing paving treatments in some locations, and where appropriate incorporating high quality finishes and fixtures.

This will improve the amenity for pedestrians and reduce the impact of inclement weather. Greening of streets also heightens motorists awareness that the area is pedestrian priority.

In some instances, a small number of on-street parking spaces may be removed to enable installation of trees and more pedestrian friendly amenities. The extent of this change would be determined during detailed design.

Street trees could also be strategically located to ensure that the facades of heritage and character buildings are not concealed, subject to the preparation of a detailed street tree masterplan.



Street trees and heritage facades in Goulburn



Street trees and landscaped kerb blisters at Five Dock NSW



Figure 13 Potential opportunities for additional greenery along Bong Bong Street

## 03 Spatial Framework

### PS04 Places for Children and Youth

A key indicator of how well a town centre caters for all users, is how well it provides activities for children and youth. If centres do not address the needs of children, they risk economic and cultural impacts, as families move away. Over the last few years, Bowral has had an influx of young families moving into the area, and catering to their needs is a key part for the on-going strength of the centre as a place for the community as a whole.

Centres are rarely ideal locations for 'playgrounds' in the traditional sense, but they can be places that cater for children in a myriad of other ways. Children require stimulation across a range of core skills: physical, social, creative, cognitive and emotional. These needs can be met in part through a range of installations, including incidental interactive art pieces, water play areas, and just safe areas where children can be part of the wider community. Youth also respond well to incidental opportunities to hang out, and be part of street life generally.

Opportunities for these types of interactions could be provided throughout Bowral, through streetscapes, landscaping, seating, public plazas, squares, parks and other open areas. Some examples of play elements include: sound tiles, oversized objects, creative bicycle racks, sculpture that is designed to be played on, giant chess sets, etc.



Public art can also be a place for kids to play



Example of nature play incorporated in a parkland setting



Play areas could be integrated into the landscape like this wrought iron tree house in South Everleigh.

# CORBETT GARDENS



## 03 Spatial Framework

### PS05 Street Furniture

The provision of quality public facilities, and street furniture, presents a consistent 'look and feel' to a centre, whilst also providing the range of facilities required to make visiting the centre comfortable for all.

Facilities can include street furniture such as seating, bins, including smart bins, and bicycle racks. Other facilities include public toilets, end of trip facilities, including showers, safe bicycle storage and ebike charging, and amenities such as BBQs and picnic shelters.

Many of these amenities are located in open spaces, where they can be situated so as to not impede pedestrian movement. When elements such as seating and bins are provided on already crowded footpaths conflict arise with pedestrian traffic. To alleviate this conflict, it is proposed that the footpath be 'zoned', such that part is dedicated to a Frontage and Marketing zone, part to a pedestrian Clearway zone, part of a street furniture and planting zone and then part to an edge or kerb zone.

Bowral's footpaths are not very wide, but nor are they particularly narrow. If zoning is used to contain certain elements that would otherwise create unsafe situations, then all the uses can co-exist. This also ensures that people with disabilities or mobility impairments have a clear, unobstructed path of movement along the footpath.

The following illustration (Figure 14) identifies how this may be implemented. Additional space can also be accessed, where landscape zones are extended into the parking lane. This would allow seating options that would not impede pedestrians, and these stops along the way would actually be pleasant places to pause and rest .



Examples of street furniture

03 Spatial Framework

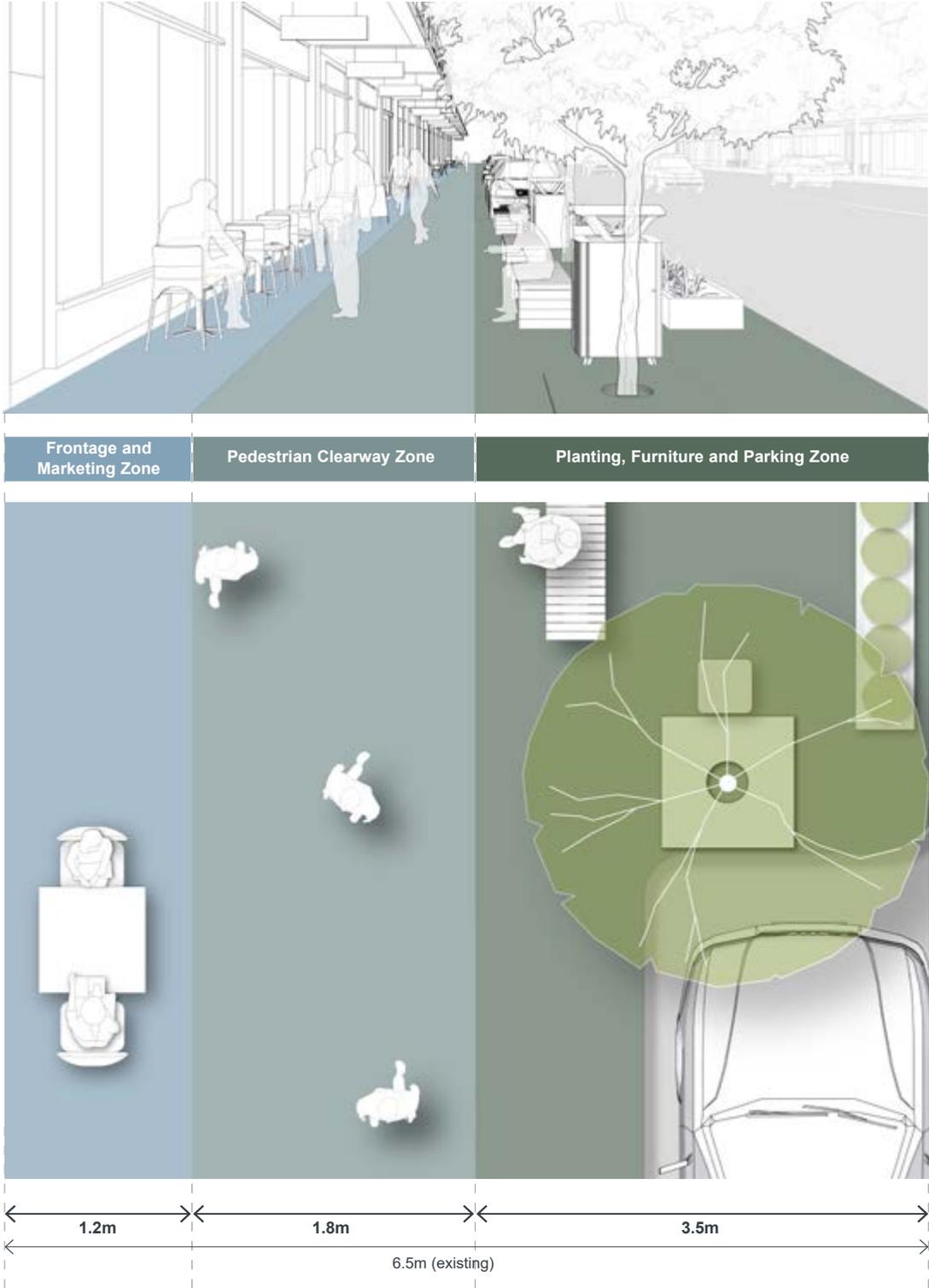


Figure 14 Indicative desired footpath zones along Bong Bong Street (in perspective section and plan view)

03 Spatial Framework

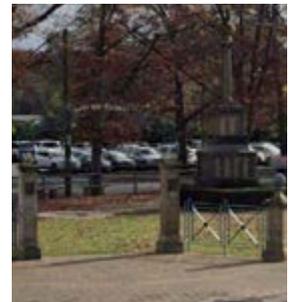


Figure 15 Indicative plan showing revitalised War Memorial Park

**PS06 Northern Gateway**

The War Memorial Park, bounded by Bong Bong, Station and Merrigang Streets is part of the northern town centre arrival experience. It is currently underutilised due to accessibility issues. The proposal is to improve this public space by enhancing existing landscaping and providing a better interface with Merrigang and Bong Bong Streets.

At the northern end of the park it is proposed to install new welcome signage, and to increase the density of planting around the Ted Springett Memorial, buffering the impact of the adjacent roads and intersection. To the south the intent is to open the space up with new feature paving and planting to Merrigang and Bong Bong Streets that creates a defined street edge and visual interest.



Low shrubs and ground covers Existing entry



Seating within the park Feature Paving

03 Spatial Framework



Figure 16 Artist impression of Southern Gateway Bong Bong Street

**PS07 Southern Gateway**

The Southern Gateway needs to provide a welcome to those who are arriving to the Town Centre from the south. Visual cues can be provided that signal to motorists that they are entering an area that may be busy, with pedestrians and other vehicles moving around the centre.

The recommendation for this entry area is to improve the arrival experience through the use of landscaping and kerb blisters, to articulate the arrival and incorporate suitable materials and surface treatments to provide a welcome to the Bowral Town Centre.



Southern Gateway Plan showing recommended updates



Flags are often used to create a gateway for entry into a town centre

## 03 Spatial Framework

### Rapid Prototyping

Rapid prototyping of ideas in physical space presents opportunities to test new concepts before making significant spacial and financial commitments. It allows for quick reviewing and refining of ideas and takes design out of the design studio into real life situations for the public to experience. It allows ideas to be implemented, studied and measured in real-time, inexpensively and temporarily giving the community, designers and decision makers the opportunity for immediate feedback through observation, reiteration and revision.

All over the world rapid prototyping projects have been found to be a valuable design tool. The immediate feedback from short-term rapid prototyping can be invaluable for evaluating and identifying potential changes to the design. Temporary activation projects can be in place for a few hours or a few days or for a longer duration of weeks or months to test the strength of an idea, the likely impacts and the level of community support.

It can clarify concerns or opportunities that are only revealed when a space is used in a different way. Seeing a project develop within a short duration from drawings on paper to tangible 'things' and spaces encourages participation, exploration of unconventional ideas, and working towards creating long-term stewardship within a community.

For improvements like whole or partial road closures, there could be value in spending a small amount of money on temporary changes before investing significantly more on changes that are permanent. This way if the improvement does not work as planned there can be refinements made to the project, layout, traffic movement pattern, etc, while the temporary space is in place. It also provides Council with an opportunity to gauge the communities response to the strategy before investing in long term changes. When undertaken in collaboration with long-term planning, rapid prototyping can act as a first step towards creating long-term improvements to the centre.



'Streets for People' project in Los Angeles that converted a roadway and carpark to an urban plaza (Image courtesy of Nate Berg as published in 'Doing it Differently' by Kylie Legge)

# 03 Spatial Framework

## Rapid prototyping - Case Study

Church Street and Formosa Street are two public streets in Drummoyne which underwent rapid prototype testing between October 2020 and March 2021. Church Street was tested as both a one way street, and closed off to vehicular traffic, while Formosa Street was tested as a complete closure to vehicular traffic.

During this time Council was able to collect and evaluate feedback from the community in relation to the change and the general support for amenities in the two sites, such as table tennis, bench seating options, picnic tables, ambient lighting, decorative paving, artworks, and tree and ground cover plants.

After the six month trial period, Council determined it was appropriate to transform Church Street to a one-way laneway and close one end of Formosa Street to vehicular traffic. This allowed two streets to be converted into activated public spaces and play streets.



Case Study

One way street prototype testing using temporary fencing (2020).



Temporary outdoor furniture in Church Street trial (2020).



Long-term urban design outcome for Church Street (source: City of Canada Bay Council, 2023).



Information poster at the pop-up site (2020).

## 03 Spatial Framework

### PS08 Banyette Square

Open spaces in the town centre are currently concentrated to the north at Corbett Plaza, Corbett Gardens and War Memorial Park and to the south at Lions Park, however the concentration of development sites that have the greatest opportunity for change occurs south of Boolwey Street and west of Bong Bong Street.

The provision of new open space and improvements to the quality of the public domain can function as a 'catalyst' that attracts private investment and encourages the redevelopment of surrounding sites. A good precedent for this type of open space is found in The Piazza in Summer Hill.



Figure 17 Potential staging sequence of Banyette Square

The creation of a new large open space is unlikely to happen in the short term so a staged approach may be required to encourage the development of this space over time. For all options continuous pedestrian access along Banyette Street and across Argyle Lane and Wattle Lane will also be important considerations.

Stage 1 - Temporary closure of Banyette Street for an evening and/or a weekend to create space for activation (See A01). The area for activation could be increased if this could occur alongside temporary closure of the Dirty Janes car park.

Stage 2 - Narrowing of Banyette Street to slow traffic and provide opportunity for increased outdoor seating, tree canopy and shade. To increase the area of the open space this stage would remove parking from Banyette Street (approx 10 spaces) and could include one row of parking spaces in the council car park (9 spaces). This stage retains vehicle access along Banyette Street and to the Dirty Janes car park.

Stage 3 - Expansion of the centralised public square to provide increased space for active and passive recreation. The remaining existing car park site could also be redeveloped to activate the northern side of the square (although development heights would need to be limited to retain sun access to the open space).

The creation of new open space 'Banyette Square' in this part of the Bowral Town Centre will increase amenity, encourage new development and provide a new public open space for the local community.

The location was selected as it is relatively flat, has laneways on both sides and occurs where views to the church and to Oxley Hill are possible. Providing a green space in this location will also ensure the southern side of Banyette Street retains good access to sunshine in winter.

03 Spatial Framework



Figure 18 Artist Impression of potential Banyette Square (Stage 3)

The square could accommodate children's play, passive recreation and outdoor dining. Tree canopy cover in this area of the town centre is limited and a high quality public square would provide improved amenity, tree canopy and shade. The use of high quality materials and finishes (paving, furniture items etc.) and landscaping will also contribute to the amenity of the space.

In order to create the large open space (as shown in Stage 3) approximately 50 car parking spaces would be removed from this part of the town centre. To avoid a shortfall, increased street parking along Argyle Lane and Wattle Lane and to the perimeter of Banyette Square or the creation of multi-storey car parking on the Station Street site (see AM04) may be required. Alternatively if the entire car park was redeveloped as part open space and part development, publicly accessible basement parking should be considered as part of the redevelopment.



Figure 19 Indicative sketch of potential Banyette Square (Stage 3)

## 03 Spatial Framework



Figure 20 Bowral Town Centre Map showing smart bins locations

### PS09 Smart Bins in the Bowral Town Centre

Wingecarribee Shire Council is installing smart bins within the town centre. Smart bins are solar operated bins which use a new wave of 'smart technology' to compact rubbish and send a message by Wi-Fi when full. These bins are best utilised in areas of high pedestrian traffic, and will be installed in the following five locations:

1. Corbett Plaza
2. Corbett Gardens
3. High Street Arcade
4. Cinema
5. The Press Shop/Dirty Janes

Following key points are to be taken into consideration when selecting exact locations for installation of the bins:

#### 1. Corbett Plaza

- Maximising solar access
- Clear visibility from Bong Bong St
- Not impeding pedestrian traffic flow
- In line with proposed planting/trees
- Exact location to be finalised after the master plan and as potential layout is finalised

#### 2. Corbett Gardens

- Maximising solar access
- Near the entry off Bendooley St
- Close proximity to the gazebo
- Proximity to potential children's play area in the gardens

#### 3. High Street Arcade

- Maximising solar access
- Along the proposed Coles mid-block extension
- In line with pedestrian movement
- Not too close to the building facade

#### 4. Cinema

- Footpath in front of the bank building is a more appropriate location, as the absence of an awning allows maximum solar access
- Adjacent to the pedestrian link but avoid directly in front of the ATM
- Avoid location directly in front of active retail frontage

#### 5. The Press Shop/Dirty Janes

- Maximising solar access
- Proximity to access to/from parking (at both Wattle Lane and Station Street)
- Visibility from the retail/restaurants

### 03 Spatial Framework

Taking into consideration Council's new branding and visual style guide, these options are conceptual options for the bin wrap design graphics. These are conceptual ideas and would need further refinement by Council's communications team.

#### Option 1a and 1b

Option 1a and 1b consider variations using the image of the Waratah and the mountains and in keeping with Council's branding colours - primarily Native Green with accents of Waratah Red and Golden Mustard. The font on the bins is Montserrat.



Figure 21 Option 1a - Green background with the Waratah and the mountains



Figure 22 Option 1b - White background with the Waratah and the mountains. This option is not very practical, as it is likely to look dirty and tired in no time

#### Option 2

This option considers variations using the image of the Waratah and the mountains, with the addition of brighter colours from Council's style guide - Waratah Red and Golden Mustard. The font on the bins is Montserrat.



Figure 23 Option 2 - Red and yellow background with the Waratah and the mountains

#### Option 3

This option showcases Bowral's identity as the garden suburb, adapting to the colours of the branding with floral visuals. The font on the bins is Montserrat.



Figure 24 Option 3 - Green background with florals

### 3-3 Built Form and Heritage



A distinctive contribution to the quality of the Bowral Town Centre is made by the prominently located historic buildings and attractive recent developments which contribute to the charm and character of the place. The town centre is also ringed to the north and east by attractive low scale conservation areas.

Examples of attractive historic buildings within the town centre include Springett's Arcade, the Grand Arcade and the CommBank Building. More recent development including The Acre and High Street Mall have also been well designed and have made a positive contribution to the attractiveness, accessibility and amenity of the centre.

Highlighting these assets by framing them with trees, lighting facades after dark and providing an adjacent high-quality public domain is an effective way to celebrate the local history and reinforce the creation of a attractive and distinctive centre that both services the local community and continues to attract visitors.

The Bowral Town Centre is an attractive place with several supermarkets and larger stores and few vacant shops.

The mixed use area to the south, while not intensively developed is predominately strata titled making redevelopment challenging. A few sites along Bowral Street, Bong Bong Street and Bundaroo Street are also strata titled. The mixed use area to the north of the town centre is predominantly within a conservation area making change even more challenging. Some sites within this area are also located on flood prone land.

Lots that have the greatest opportunity for change occur where there has previously been limited development, and where lots are not strata titled or heritage listed or within a conservation area. The majority of these types of lots are located within the local centre zone to the south of Boolwey Street and on the western side of Bong Bong Street.

Heritage and Character

Key Opportunities and Catalysts

Active Frontages



03 Spatial Framework

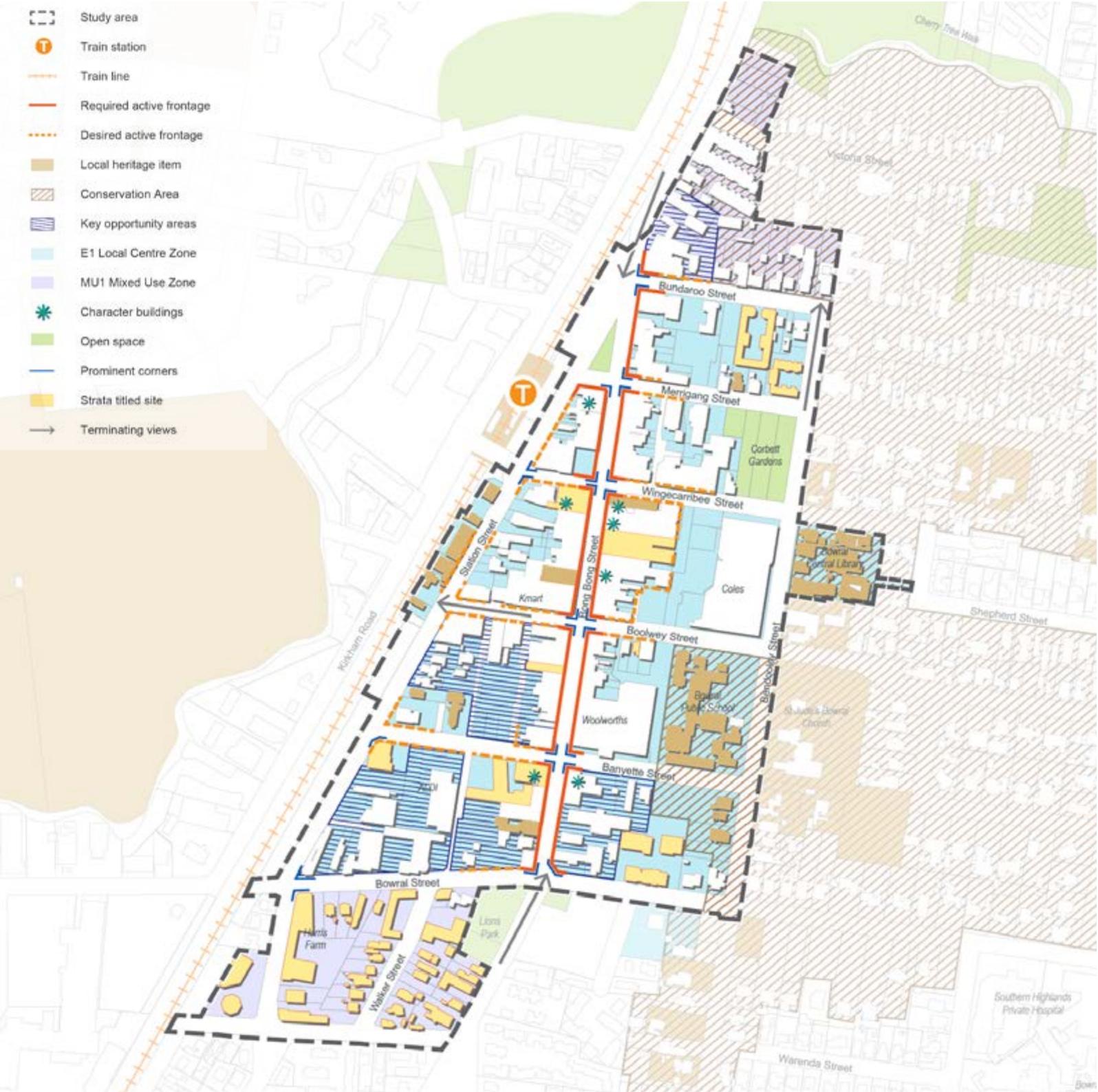


Figure 25 Built form framework diagram



### 03 Spatial Framework

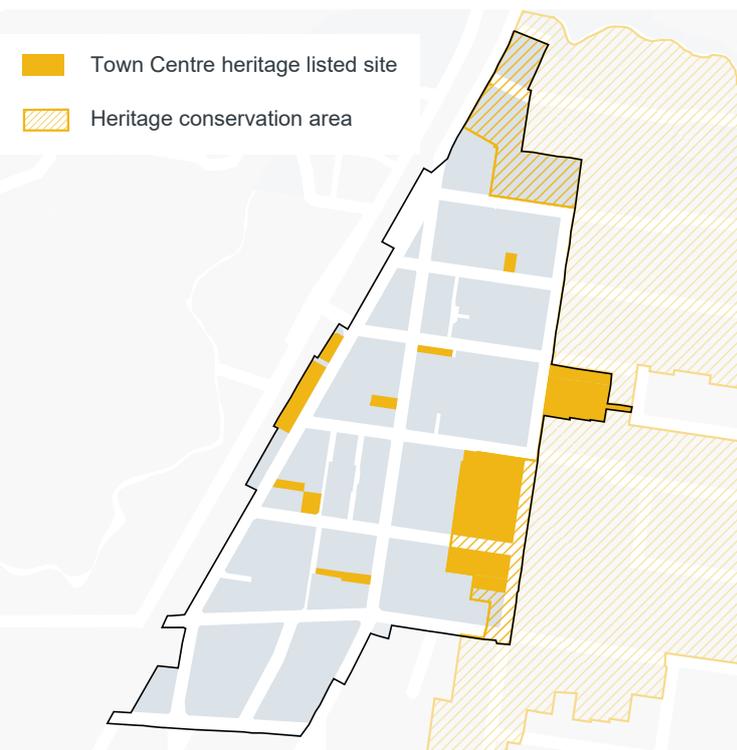


Figure 26 Heritage and character principle diagram

#### Heritage and character

Currently there are only a few heritage listed buildings within the Bowral Town Centre. These include the Bowral Railway Station on Station Street and the Commonwealth Bank and Empire Cinemas on Bong Bong Street.

Protecting and enhancing the heritage fabric of any place requires considerable effort and the support of many people, including state and local government, private landowners, tenants and building users as well as the wider community. While a heritage item can be seen as a 'constraint', historic buildings also provide wider cultural value and the community and landowners benefit from the fact that authentic buildings attract people and increase the value of an area. Some Councils have programs that reflect this value, such as a local heritage grant program that contribute to the maintenance of high profile buildings which form part of historic streetscapes.

At the time of writing this strategy Council was undertaking a review of all buildings in the centre and this may result in additional buildings or facades, that contribute to the character of the centre, being identified and protected.

One effective strategy to protect a heritage or historic building is to ensure it has a purpose. A few historic buildings in the centre currently appear to be underutilised or appreciated. This is most prevalent in the 'Civic Precinct' where there is a concentration of heritage listed buildings including the Former Bowral Court House, the Town Hall, the Former School of Arts and Stafford Cottage. The Civic Precinct has been identified as a key location for public domain improvements and is further described in A02.

#### Bowral Trachyte

Mined from the nearby Mount Gibraltar Trachyte Quarries Complex, Trachyte is a very hard stone formed during the rapid cooling of lava. Worked between 1886 and 1986, the quarries supplied trachyte for kerbing as well as for some of the most notable buildings in Sydney, including the QVB.

*Bowral trachyte was valued for its strength, durability and decorative appeal, especially when polished. The mine is no longer operational, and therefore Bowral trachyte is a rare material, with specific ties to the Bowral area.*



Former Bowral Courthouse built using local trachyte stone

### 03 Spatial Framework

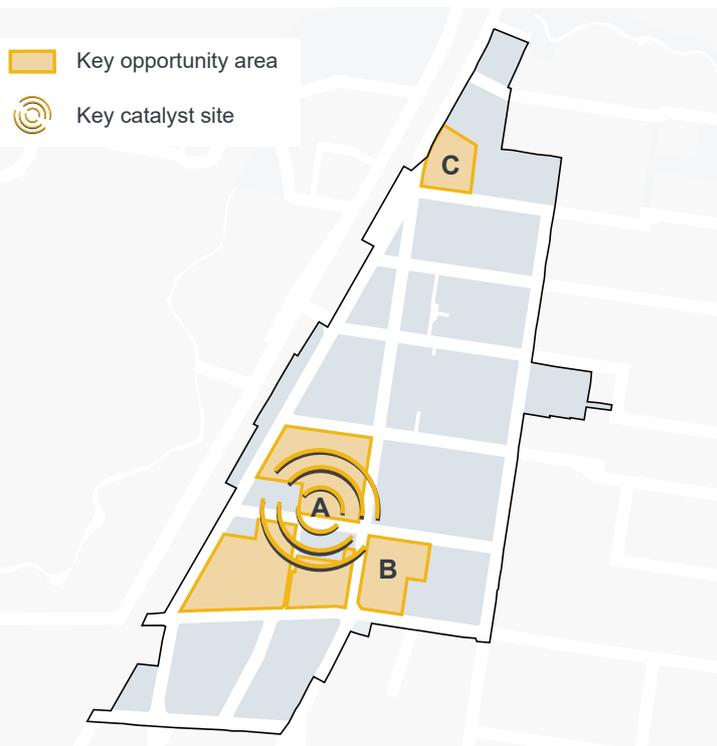


Figure 27 Key opportunities and catalysts principle diagram

#### Key Opportunities and Catalysts

Lots that have the greatest opportunity for change occur where there has previously been less development, and where lots are not strata titled or heritage listed or within a conservation area. There are three key locations with a concentration of these types of lots, Area A to the south of Boolwey Street and on the western side of Bong Bong Street, Area B to the south of Banyette Street and east of Bong Bong Street (excluding a few heritage listed properties) and Area C on the corner of Bong Bong Street and Bundaroo Street.

Area A has previously been identified as the area within the town centre that has the greatest opportunity for additional height as it is furthest away from the conservation areas and the majority of the heritage buildings. Additional development in this area could help to pay for improvements to the public domain and also provide additional housing within the town centre which is generally supported by the community, especially if it resulted in the provision of more affordable housing.



Figure 28 Active frontages principle diagram

#### Active Frontages

The most important interface between buildings and the public domain occurs at the ground floor level. Attractive town centres have shops that face the streets, lanes and links and buildings that are built to the street frontage and clearly define the public domain. These qualities are clearly seen along the most popular areas of Bong Bong Street but are lacking along some of the side streets.

This strategy recommends that the 'active frontages' along Bong Bong Street are retained, extended and improved. Additional design controls that ensure these edges are 'active', avoiding blank walls, encouraging high quality design, restricting vehicular access, continuous awnings, good lighting after hours and generous floor to floor heights are also recommended.

In addition, 'active frontages' along key east west streets should be encouraged wherever possible to expand the areas where people naturally want to walk.

03 Spatial Framework



Springett's Arcade and Commonwealth Bank Building



Bowral Town Hall



The heritage listed Empire Cinemas



Commonwealth Bank Building, (source: Berrima District Historical and Family History Society)

**BF01 Heritage and Character Buildings**

Preserving and enhancing the existing character of the Bowral Town Centre will play an important role in ensuring the town centre continues to be an attractive place for locals and visitors. The buildings along Bong Bong Street are particularly important and while some of these buildings have heritage character most are not an identified item of heritage significance which could mean they could change over time.

In addition to the possibility of increasing the number of heritage listed buildings in the town centre it is also recommended that Council identify buildings and/or façades that contribute to the overall character of the town centre in a town centre section of the DCP. Recommendations would include the preservation of the existing building facades of character buildings. The DCP controls could also provide recommendations on the design of any future modifications to the building (see BF02- Facades and Shopfronts).

## 03 Spatial Framework

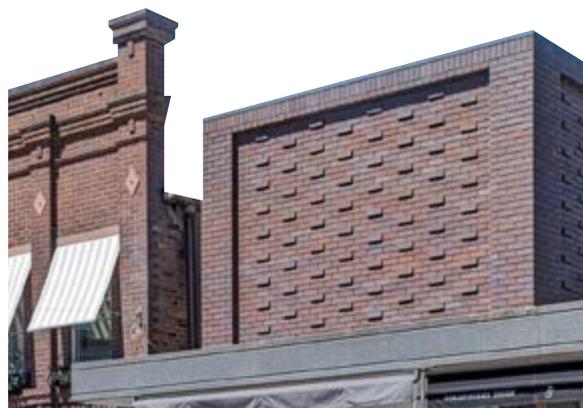
### BF02 Facades and Shopfronts/ Materials

In order to highlight and enhance the character of the town centre, particularly along Bong Bong Street, and provide direction for the development of infill buildings, design guidance can be provided in a Facade Design Guide to address elements such as appropriate materials and colours, options for shopfront glazing, the style of awnings and signage, how lighting can be best utilised, and how safety and security measures can be incorporated.

The existing character of the Bowral Town Centre provides a direction for the desired future character. Currently character buildings utilise vertical window proportions, vertical elements to breakup the width of the site, and some level of decoration on the elevation is common. Materials are face or rendered masonry. 'Bowral Blue' bricks feature in buildings such as Springett's Arcade and High Street and this local material should be promoted as it contributes to the Centre's character and identity. Where paint has been used it is usually light coloured and uses neutral tones and some contrast to highlight details. A key to the character is the level of attention to detail at pedestrian eye level for all signage and shopfronts.

Awnings are a functional and visual element that can improve the comfort of pedestrians along the street, providing protection from the elements, and shade during summer. The most common awning type is a simple flat awning, utilising either posts or suspension rods for support. The awning fascia is a popular location for signage.

These elements, along with others can be identified and advice provided, so that new development, or upgrades of existing buildings, will be in keeping with the desired future character. It is noted that if a colour palette (i.e just whites and greys) is too consistent it can look boring and uninspiring so any colour palette also needs to allow colour and interest along the street. Once clear standards are established Council and the Chamber of Commerce should encourage businesses and landlords to adopt the standards. Council could create a program that provided a contribution to properties that undertook façade upgrades in line with the design guide.



Bowral Blue bricks are a unique local material and contribute to the town centre's character and identity



The Press Shop is a great example of a Facade upgrade



Create a consistent colour palette for the centre and consider all the elements that contribute to the overall colour scheme (paint, tiles, signage etc.)

### 03 Spatial Framework

**BF03 Ground Floor Activation**

In a town centre, the most important interface between buildings and the public domain occurs at the ground floor level. This is where pedestrians travel along the footpath at a slow speed, taking in the detail, interacting with what is on display in shopfronts and looking into windows and doors of cafes and restaurants.

Careful design is critical, preferably incorporating narrow and diverse tenancies, quality and textured materials, limited vehicular access points, entries (and preferably shopfronts) at the footpath level, protective and continuous awnings, good lighting after hours and generous floor to floor heights. It is also important to prevent dead and inactive facades as this can occur where there are blank walls, or heavy film or advertising on windows that prevents pedestrians being able to see into the shops.

The Disability Discrimination Act requires all public places, including shops and restaurants, to be accessible by everyone, including people with disabilities and mobility impairments. This is important for the centre and reinforced with initiatives adopted in Council's 'Disability Inclusion Action Plan 2022-2026'.



Retention of original shopfront elements where possible



Openable facade interacts with footpath/ passing pedestrians

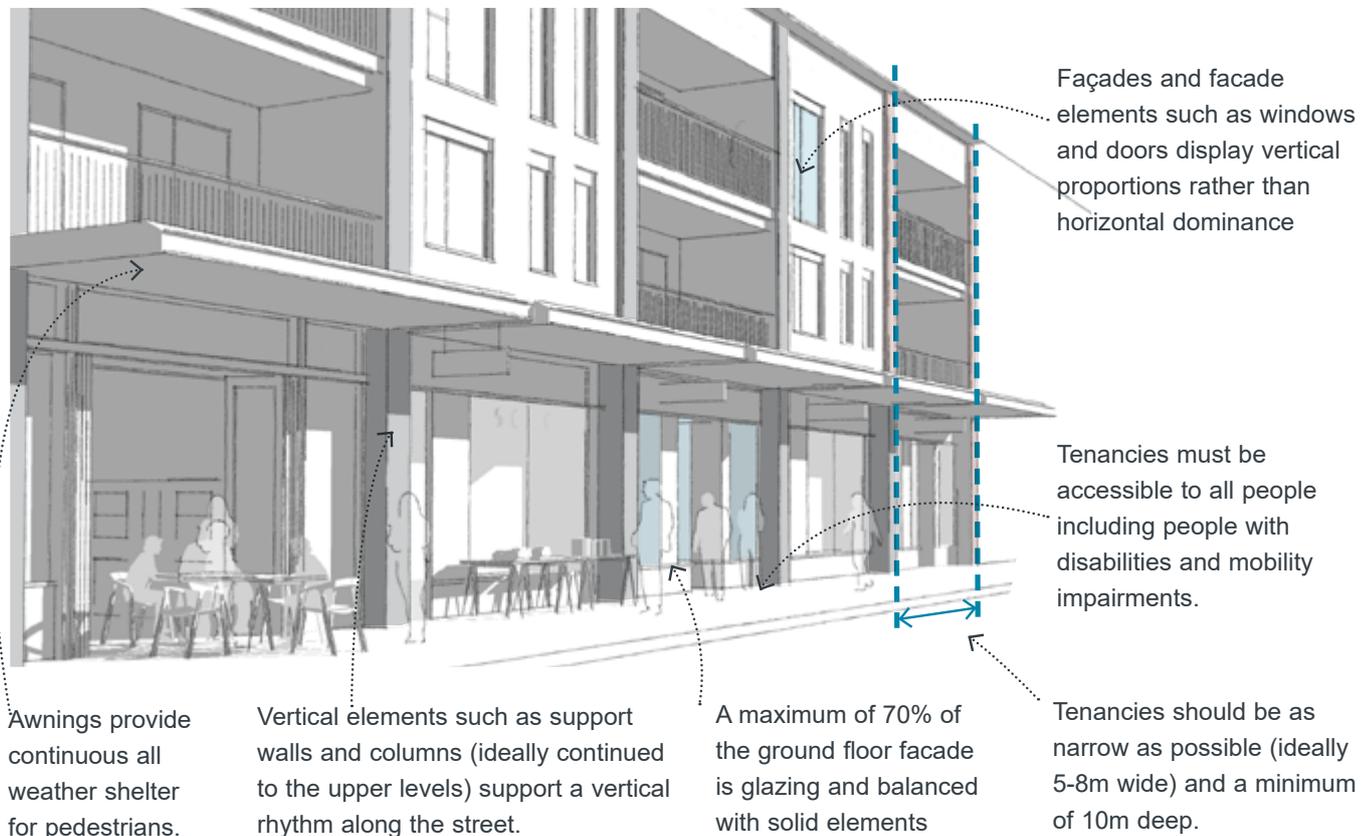


Figure 29 Recommended design guidance for active commercial/ retail frontages



### 03 Spatial Framework



Existing two storey built form along Bong Bong St



Retail in Mosman with fourth storey setback behind the streetwall height

#### BF05 Street Wall and Setbacks

The street wall height is the height of the building from the street level up to the first 'upper level' building setback. Establishing street wall heights in a town centre environment are an important element to ensure some consistency in building scale, in particular along streets that contain a diverse mix of uses, building typologies and heritage items. The street wall height determines how the building presents to the street and contributes to the overall level of street enclosure. Currently the street wall height in Bowral is generally 2 storeys plus a parapet although the height of each storey and the parapet height varies with the age of the building.

For the majority of the centre a street wall height of 9m is proposed, with the third storey setback by 4.5m to reduce impacts on the streetscape. In the area with a 15m height limit, a street wall height of 12m is recommended with the fourth storey setback by 4.5m. Corner sites would require a 4.5m upper level setback along all street frontages. Development along a laneway would not require an upper level setback along the laneway frontage (see Figure 31).

Street wall heights, in conjunction with upper level setbacks, also impact on the amount of sunlight that reaches streets, public places and neighbouring properties. For new development, to minimise overshadowing, street wall heights and upper level setbacks may need to increase depending on the location. Buildings on the northern side of east-west streets may need to be lower to minimise loss of solar access to the southern side of the street, than development located to the south, east or west. To retain sun access to the southern side of east west streets it is recommended that a control be added to the DCP that identifies that overshadowing of the southern side of the footpath of Wingecarribee Street, Boolwey Street and Banyette Street is not permitted between 10am and 3pm in mid winter.

It is also recommended that the DCP provide additional controls, including requiring vertical emphasis above awnings and avoid horizontal emphasis, particularly horizontal windows above the awning level, provide articulation to the walls to add visual interest and emphasise corners without adding additional height or obstructing views.

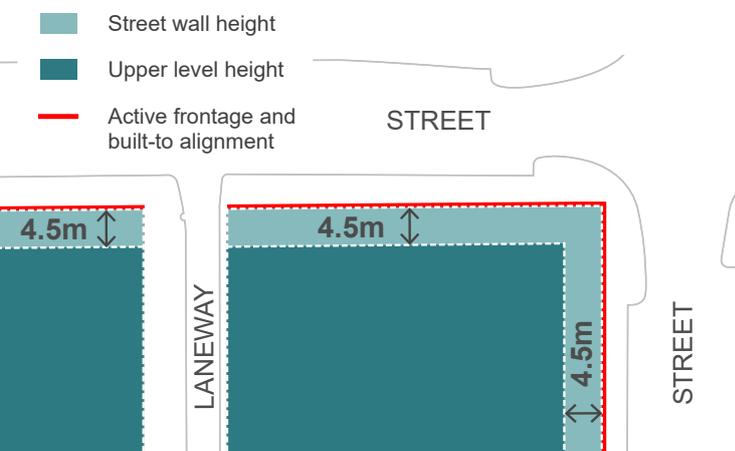
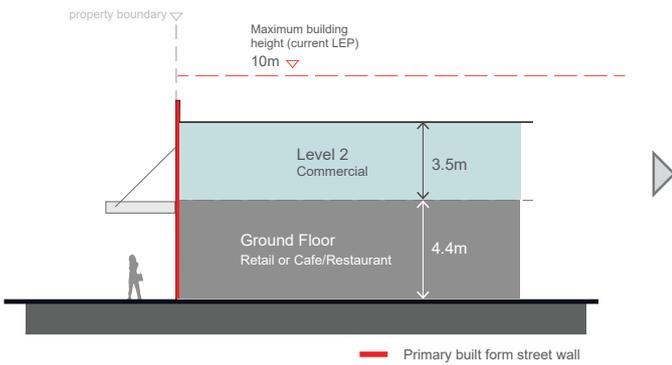


Figure 31 Development fronting streets require a 4.5m upper level setback

03 Spatial Framework

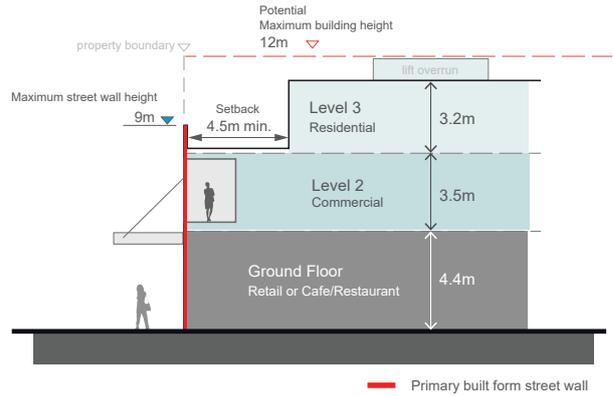
Existing planning controls

Existing 10m height limit (2 storeys)

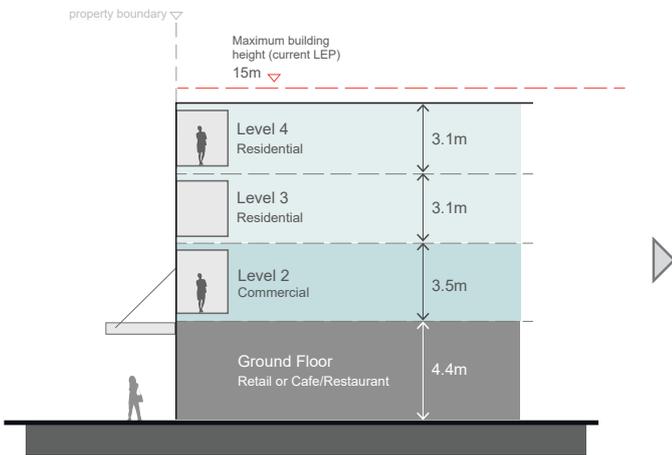


Potential modified controls

Recommended 12m height limit (2 + 1 storeys)



Existing 15m height limit (4 storeys)



Recommended 15m height limit (3 + 1 storeys)

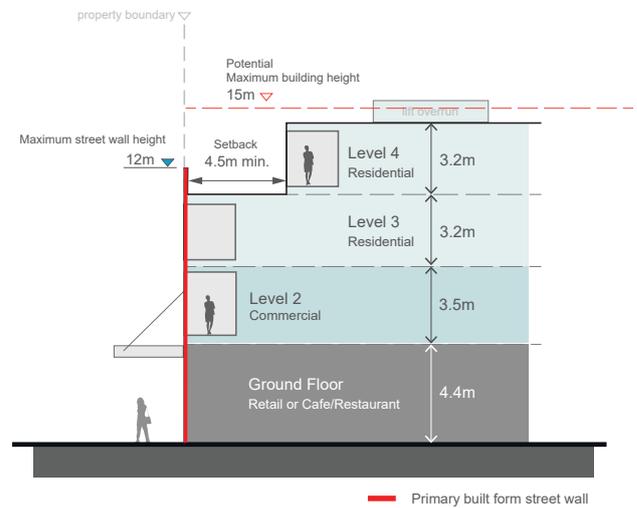


Figure 32 Sections showing existing and recommended modified building heights and setbacks

### 3-4 Access and Movement

The success of a place is related to how people arrive and move throughout the place. The network of streets, lanes and pedestrian links provide the 'glue' that ties an area together. Prioritising pedestrian accessibility, connectivity and safety can improve the amenity and vibrancy of a town centre.

The key aspects identified by the community were traffic congestion along Bong Bong Street, lack of access to car parking and an overall need for improving pedestrian safety. Although multiple off-street car parks are provided in the centre, legible access and wayfinding to these car parking areas was identified as lacking. Positive and valued attributes included through-site links, such as High Street and the Springett's Arcade. The community also expressed a desire to see more through-site links in and around the centre.

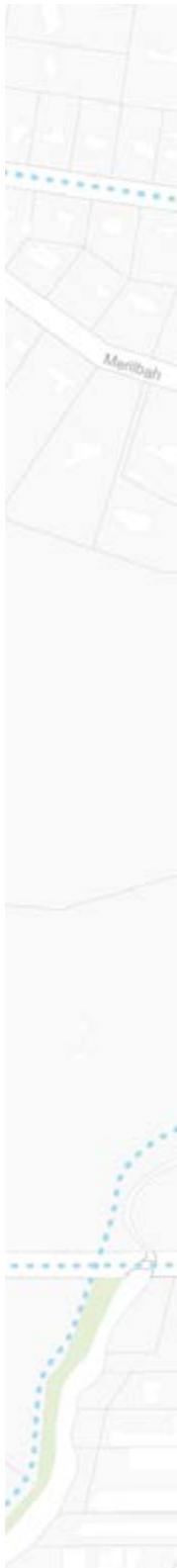
In response to community concerns the spatial framework 'Access and Movement' layer has three strategic focus areas for the Bowral Town Centre: improving the legibility of the streets, lanes and links; increasing access and permeability across the town centre; and providing more effective wayfinding and parking prioritisation. Other strategies considered within the 'Access and Movement' layer are increased pedestrian infrastructure, improved traffic management, a clearer parking strategy, public transport strategy, cycling infrastructure, pedestrian crossings and slow-speed environment along Bong Bong Street.



Legible streets, lanes & links hierarchy

Connectivity with through-site links

Effective wayfinding & access to parking



03 Spatial Framework

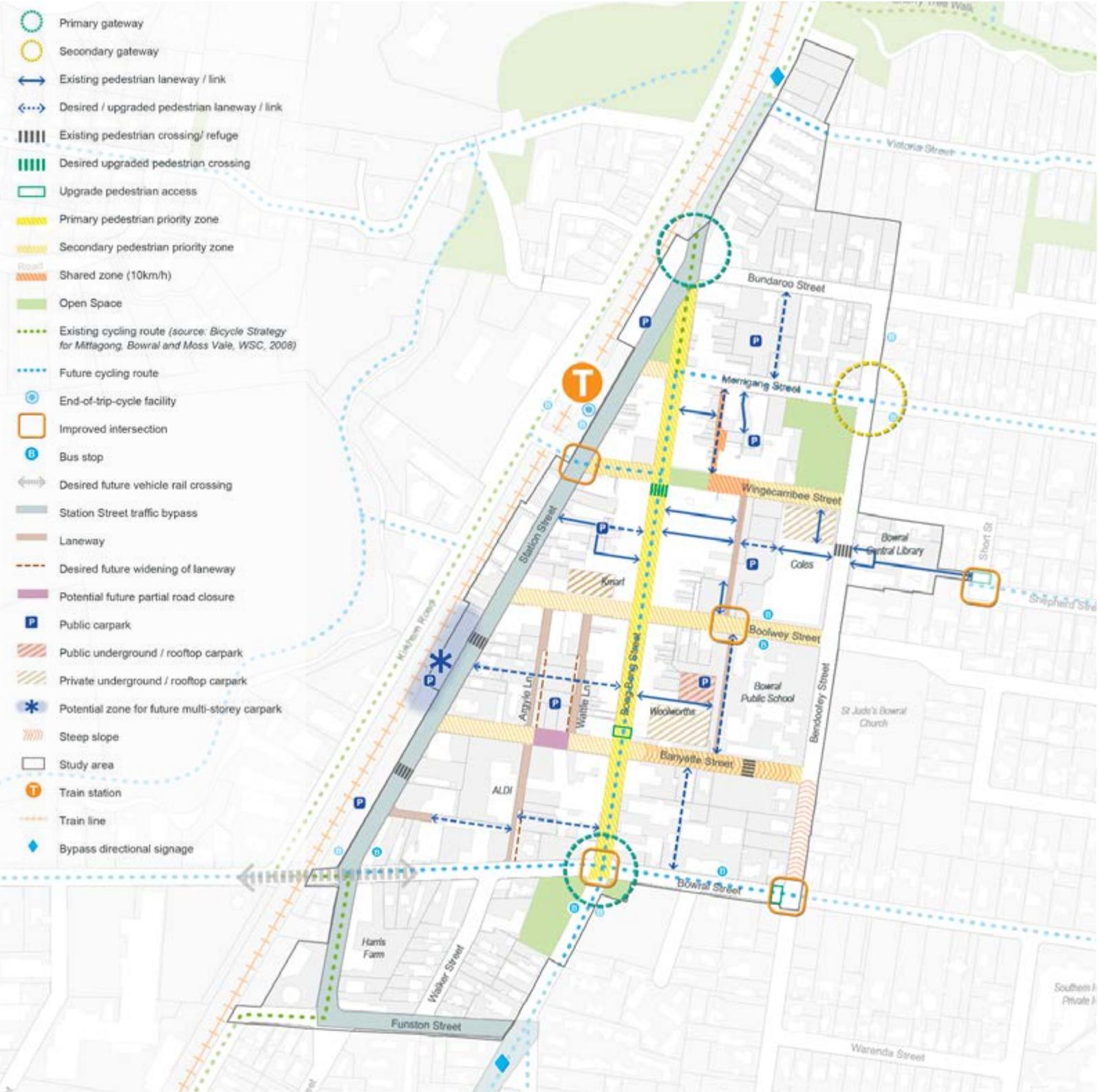
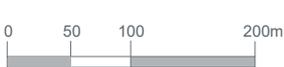


Figure 33 Access and movement framework diagram



## 03 Spatial Framework



Figure 34 Legible streets, lanes and links principle diagram

### Legible streets, lanes and links hierarchy

A legible and accessible environment is one where everyone, including the elderly, children and teenagers, find it easy and safe to navigate. In a town centre, the organisation of streets, lanes, links and public places plays a crucial role in shaping the overall character and functionality.

The proposed street hierarchy for Bowral is as follows:

#### Primary pedestrian street (Bong Bong Street)

- Bong Bong Street is the main street of the town centre and a slow speed zone along this street is currently being investigated by Transport for NSW (TfNSW). This would improve safety and the experience of pedestrians using this main street and promote the use of Station Street as the town centre bypass route for 'through traffic'. Another initiative would involve the removal of a small number of on-street parking spaces, and the installation of trees and street furniture to support the pedestrian priority of this area (see AM03, PS03 and PS05).

**Shared zone (10km/h) - Lamond Lane** (north of Corbett Plaza) is being proposed by TfNSW as a 10km/h shared zone where pedestrians and vehicles have equal priority. It is recommended that this shared zone is extended to include a portion of Wingecarribee Street that connects to Lamond Lane.

#### Secondary pedestrian streets (E-W streets)

The town centre has several east-west streets with attractive terminating views to prominent hills, particularly to the west of Bong Bong Street. These streets often have a pleasant micro climate in winter as the southern side of the street is sunny and protected from southerly winds. Over time these streets could also be prioritised for lower traffic speeds and increased pedestrian activity via road space reallocation where increased space is provided for pedestrian activity.

**Desired Traffic Bypass (Station Street)** - To support a slow speed environment along Bong Bong Street, the majority of through traffic should be encouraged to use Station Street and Funston Street as an informal 'bypass' to Bong Bong Street. Traffic improvement measures on Station Street to support the efficient movement of vehicles, including heavy vehicles, should be considered as part of future planning for the centre. An efficient traffic route on Station Street will support the objective of calming Bong Bong Street and enhancing the amenity of the centre.

**North-South lanes** - Blocks between Bong Bong Street and Bendooley Street are very large and average 220m in length. Some of these blocks have north-south laneways that provide access to mid-block car parking which could be enhanced to provide improved pedestrian and cycle access.

**Through-site pedestrian links** - These pedestrian links predominantly run east-west, and link car parking areas with Bong Bong Street. Increasing the number of through site pedestrian links would improve access in and around the centre.

### 03 Spatial Framework



Figure 35 Connected through-site links principle diagram

#### Connectivity with through-site links

The success of a town centre relies on the safe and efficient movement of pedestrians. Improving Bowral's pedestrian friendliness and walkability is essential for its future, and improving the permeability of the centre's block structure will make the centre more pedestrian-friendly. The existing blocks along Bong Bong Street are roughly 150m long and walking along this street in winter can be unpleasant. In such scenarios mid-block through site links (open or covered) can provide an attractive alternative route for pedestrians.

The High Street Arcade is one of the most successful pedestrian links within the centre and works as both a public space and a key connector. The Springett's Arcade is another valuable covered pedestrian route that connects Bong Bong Street to Bendooley Street. With potential future redevelopment, there is an opportunity to strategically identify desirable locations for additional links in the centre that could also be linked to future pedestrian crossing opportunities. This would require amendments to the DCP, to identify the desired location for these through-site links.



Figure 36 Effective wayfinding and access principle diagram

#### Effective wayfinding and access to parking

Effective wayfinding is about intuitively reaching a destination without 'getting lost'. Using signage, colour, etc, wayfinding helps people orient themselves and gain confidence in navigating a centre. Wayfinding is typically more important for visitors to a place and particularly first time visitors, rather than locals. Good wayfinding results in a better overall visitor experience, more time spent in the town centre (contributing to the local economy), and reduced vehicular congestion.

Bowral has a regular street grid which helps with orientation, however the centre lacks signage to orient visitors as well as direct them to the key destinations. It also lacks welcoming arrival points or 'gateways'.

Lack of visible parking was identified as a key aspect to consider for the centre. Upon further investigation, it is evident there are on-street and off-street public parking options within the centre however they are not easily identifiable (especially for visitors) or safely accessible. To resolve the issue, a multi-pronged parking strategy would improve efficiency and reduce the extent of visitors circulating on local streets searching for a car parking space.

# 03 Spatial Framework

## AM01 Green Links and Orbital

Bowral Town Centre is bound by Mittagong Creek, which is already well-integrated as a designated public open space corridor to the east of the town. The creek has the potential to become a green orbital surrounding the town centre which encourages walking and cycling in and around the centre.

There is a need for improved on-road and off-road cycle infrastructure along this orbital and to link to nearby centres and key areas like Mittagong, Cherry Tree Walk, Bradman Oval and along Bendooley Street, complemented by bicycle parking in the centre. Additional potential future off-road cycle links are proposed along Victoria Road and Shephard Street. End-of-trip cycle facilities such as bicycle lockers and change areas are recommended at the train station, with short term visitor bicycle parking recommended to be integrated into key parking areas.

Introducing Green links will enhance the structure of the town centre by providing improved pedestrian and active transport links to key destinations and surrounding green spaces. Over time this approach could also be applied to the industrial lands to the west on the other side of the railway line.



Bourke Street 'Active Transport Green Link'

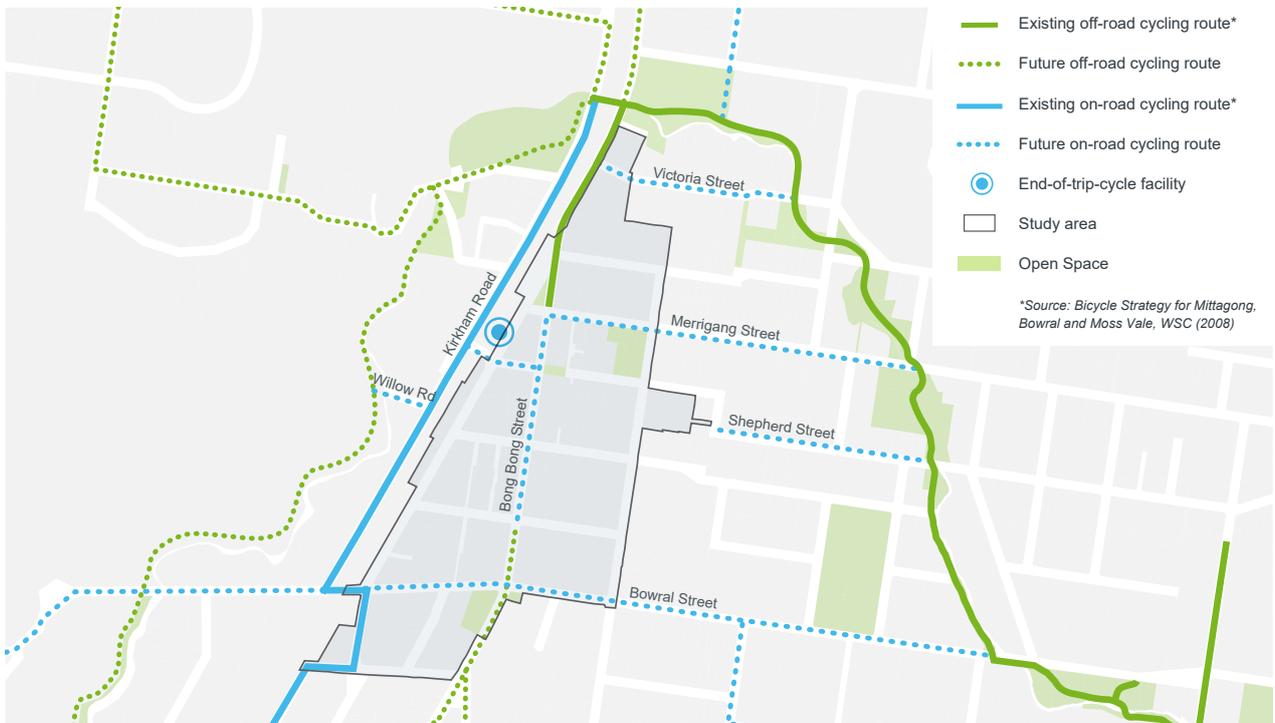


Figure 37 Potential future Green Links and Orbital Diagram

\*Source: Bicycle Strategy for Mittagong, Bowral and Moss Vale, WSC (2008)

### 03 Spatial Framework

#### AM02 Vehicular Movement

To support a slow speed environment along Bong Bong Street and enhance pedestrian amenity within the heart of the centre, through traffic should be encouraged to use Station Street. This would not be a formal town centre by-pass but instead would provide a more efficient traffic route for vehicles not intending to arrive to or depart from the centre. Drivers should be aware of the choice of routes they have at the northern edge of the centre, well before the decision point. The existing wayfinding sign located opposite the service station at the northern edge of the centre provides little time for drivers to be alerted of the available traffic routes at their disposal. Similar wayfinding signage should be provided well in advance of the entry to the centre to provide drivers with sufficient opportunity to make an informed decision around their preferred traffic route.

The existing crossing across the rail line at Wingecarribee Street causes traffic congestion at Station Street, particularly for vehicles turning right from Station Street. An option to improve this congestion and provide for more efficient movement of traffic on Station Street is to reverse the existing direction of travel on Wingecarribee Street to one-way eastbound - allowing traffic to travel from Station Street to Bong Bong Street. This change would facilitate improved traffic signal operation by removing an existing phase associated with the Wingecarribee Street (east) traffic movements – providing more ‘green time’ to Station Street traffic. This potential reconfiguration, which would be subject to further testing/modelling, would support the objective of providing a more efficient traffic environment on Station Street and reducing the volume of through traffic on Bong Bong Street.

In the long term, consideration can be give to a second vehicular railway line crossing at Bowral Road, near an existing pedestrian crossing across the rail line. A potential crossing in this location would support any future development opportunities to the west, including the brick works site. The final alignment of any future route will need to accommodate a new bridge over the railway line without adversely impacting the street character at the Bowral Street and Station Street intersection.



Figure 38 Map showing Station Street traffic bypass



Large trucks that use Bong Bong Street disrupt pedestrian amenity and increase traffic congestion

## 03 Spatial Framework

### AM03 Low Speed Environment

A low-speed environment along Bong Bong Street is currently being investigated by Transport for NSW. This would improve the amenity of the main street and also improve pedestrian safety in this heavily-used area. Traffic surveys undertaken by Transport for NSW indicate average speeds on Bong Bong Street are currently less than 30 km/h during daytime hours, however these speeds increase to over 50 km/h outside of busy periods.

The slow-speed environment can be supported by gateway treatments and signage to signal the change in speed, kerb blisters to narrow the road at crossing points and a raised pedestrian crossing. A slower speed environment also encourages bicycle use and makes it safer for pedestrians to cross the road.

In some instances there might be a need to remove some on-street parking, to provide space for landscaping, tree planting and seating areas (see also PS05).



Examples of landscaped kerb blisters



03 Spatial Framework



Figure 39 Artist impression of a slow-speed environment along Bong Bong Street

## 03 Spatial Framework

### AM04 Car Parking

To resolve the issue, a multi-pronged parking strategy should be adopted that looks at timed on-street and off-street parking, well-lit and welcoming car parks and through-site links, as well as adequate wayfinding signage towards parking areas, particularly on the east-west streets. The new all-day parking on Station Street could become more user friendly and promoted more heavily for the use of staff of the centre. Two formalised pedestrian refuges have been recently provided along Station Street improving pedestrian connections between the car park and the rest of the centre. In the long term, this car park could connect with a potential future pedestrian link from Station Street to Argyle Lane to Bong Bong Street.

On-grade public car parks that feature long and prominent street interfaces, such as along Banyette Street, could benefit from landscaped screening or active uses if the safety and surveillance of the car park can be maintained. Sleeving existing, internal mid block public car parks, that only have narrow street frontages is less desirable as it could risk further concealing the parking areas from surveillance and make it more difficult for visitors to locate the parking areas.



New car parking location on Station Street often appears under utilised despite being unrestricted

As the centre grows, demand for parking is likely to increase and there may be a potential need for a multi-storey carpark in the town centre. Ideally this should be located at the edge of town to discourage traffic moving through the centre. The Council carpark on Station Street, while narrow, could be an effective location for a multi-storey carpark as this location and would not impact on views or the local character of the town centre. A multi deck carpark accommodating 80 - 100 spaces, adjacent to the rail line at the northern end of the existing Station Street car park (to the south of Boolwey Steet), is currently under consideration and is subject to the findings of the draft 'Wingecarribee Integrated Transport Strategy' in early 2024.

If it is considered to be economically feasibility, multi-storey public car parking could also be integrated with additional uses such as open space, community, commercial or residential development.



Example car parking wayfinding signage

## 03 Spatial Framework

### AM05 Wayfinding and Signage

Feedback from community engagement highlighted interests in improving wayfinding and town centre branding in the Bowral Town Centre. In broader terms, wayfinding is about intuitively reaching a destination without 'getting lost'. Wayfinding is typically more important for visitors to a place and particularly first time visitors, rather than locals. Given the number of 'day trippers' and other visitors to Bowral who are not familiar with the town centre, effective wayfinding is critical in supporting the function of the centre and reducing the extent of traffic circulation.

Identification of the location of car parks and points of interest were raised as requiring further investigation. A wayfinding strategy would identify those areas that are of interest to visitors to the centre and consider ways to make these areas visible.

Improved wayfinding would also support the easier identification of car parking, with a focus on the large Council car parks that are located off Bong Bong Street. The new carpark on Station Street would benefit from more visitors knowing it exists and maps that explain how to get from this carpark to key points of interest.

While smart phones allow people to easily access information about a place, the 'old-fashioned' town map is still important. It should focus on the centre's key destinations, public facilities, heritage and art walking trails, and be located in prominent pedestrian locations.

A wayfinding strategy can also support visitor identification of other local amenities, such as the Civic Precinct.

Signage and wayfinding opportunities could be integrated alongside other Town Centre elements such as public art, footpath treatments, landscaping and street furniture. All signage should be sympathetic to the character and sense of place in Bowral.



Existing wayfinding signage in High St arcade

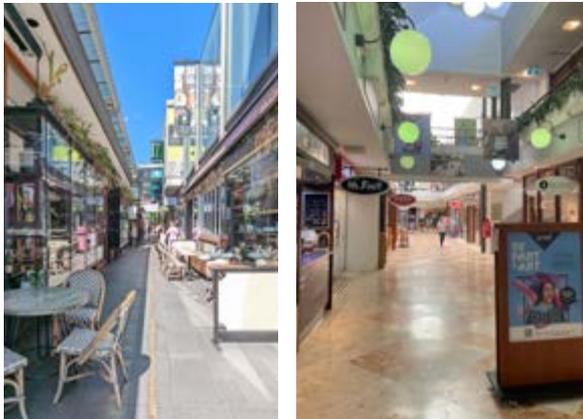


Public art integrated with wayfinding map in Darling Square, Sydney



Mix of materials for location signage

### 03 Spatial Framework



High Street and Springgett's Arcade provide external and internal east-west through-site links to Bong Bong St

#### AM06 Through-Site Links

Existing examples of successful current through-site links are High Street Arcade and Springgett's Arcade. To improve the overall permeability and connectivity within the centre, there could be opportunities for additional east-west through-site pedestrian links, especially when properties undergo future redevelopment.

Potential pedestrian links could be incorporated into the development of the 'BBQs Galore' site which would allow a connection between the Wattle Street car park and Bong Bong Street. There may also be the potential to expand this connection in the long term from Argyle Lane to Station Street via the creation of new public access along the northern edge of the Church. This through-site link would improve the connectivity of the Station Street car park to and from Bong Bong Street. These links would be further strengthened if they linked to a pedestrian crossing on Bong Bong Street and potentially Station Street.

In the long term if the Council owned carpark on Merrigang Street is expanded to Bundaroo Street it may also be possible to provide a safer, more direct north-south pedestrian link to improve access across the block.



Figure 41 Potential future through-site link between Merrigang St and Bundaroo St



Figure 40 Potential future through-site link between Station St and Bong Bong St

03 Spatial Framework

AM07 Coles Mid-block Extension

Feedback from community engagement noted that the east-west links from Bong Bong Street to the Coles via the High Street Arcade and Springgett's Arcade and across the Coles car park are very popular and well used. The design of these existing pedestrian crossings, which are not clearly marked, are at grade and are not on a straight alignment, can however result in unsafe behaviours from both pedestrians and vehicles.

In order to create a safer pedestrian link it is recommended that the two existing pedestrian crossings across the car park are combined into one single, wider and more direct crossing. This link will be highlighted by a raised crossing, landscape elements, lighting and surface finishes to entice pedestrians to use this link as a safe path. It is not anticipated any loss of car parking will result from this measure given the loss of parking due to the wider crossing will be offset by the gain in parking facilitated by the removal of the existing crossing to the north.

Wayfinding and public domain improvements should also make it clear that this link extends past Coles and across Bendooley Street and into the Civic Precinct.



Existing pedestrian crossing can create dangerous conditions



Raised pedestrian crossing with landscaping



Figure 42 Improved extension of High Street Pedestrian Link

### 03 Spatial Framework

#### AM08 Bong Bong Street Crossing North

The Bowral Town Centre has high levels of pedestrian activity and crossing Bong Bong Street can be difficult due to comparably high traffic volumes (both local and through-traffic).

Raising the existing pedestrian crossing on Bong Bong Street at Wingecarribee Street, as recommended by Transport for NSW, would help to slow traffic and increase pedestrian prioritisation and access across Bong Bong Street (east-west) into Corbett Plaza. This idea is being investigated as part of the Bong Bong Street slow-speed environment upgrades. To assist with the design of this upgrade it is also recommended that on-street car parking in front of Corbett Plaza is replaced with an expanded plaza including landscaped planters or trees



Existing level pedestrian crossing on Bong Bong St



Raised pedestrian crossing, Double Bay NSW



Figure 43 Improved pedestrian crossing treatment at the intersection of Bong Bong St and Wingecarribee St

#### AM09 Bong Bong Street Crossing South

Community feedback has identified that the intersection of Bowral Street and Bong Bong Street is dangerous for pedestrians. Pedestrians, especially seniors, walking along Bong Bong Street have to often wait for long periods before they can cross this road. In keeping with the low-speed vision for Bong Bong Street, creating kerb blisters and providing pedestrian refuges on the western side of Bowral Street and the southern side of Bong Bong Street would facilitate safer crossing opportunities at this location.



Figure 44 Improved pedestrian crossing treatment at the intersection of Bong Bong St and Bowral St

## 03 Spatial Framework

### AM10 Bowral Street and Bendooley Street Intersection

Community feedback has indicated that the roundabout at the intersection of Bowral Street and Bendooley Street can be dangerous to cross for pedestrians, particularly primary and high school students.

It is recommended to add kerb blisters and provide pedestrian refuges to improve pedestrian safety at this intersection and provide for improved crossing opportunities.

### AM11 Boolwey Street mid-block intersection

Boolwey Street is located in the heart of the town centre and links key destinations within the centre. Community feedback has identified that there can be considerable pedestrian and vehicular conflicts at the intersection of Boolwey Street and the entries into the parking at Coles to the north and Woolworths to the south, particularly during busy periods. The roundabout at the intersection, which does not provide for any pedestrian refuges or splitter islands, is also not very pedestrian friendly.

It is recommended that kerb blisters and pedestrian refuges are provided to improve the pedestrian safety at this intersection and provide for improved crossing opportunities.

### AM12 Short Street intersections

Short Street connects Wingecarribee Street and Shepherd Street and is located to the east of the library. Shepherd Street is also a key connector from the east, and the location of a desired future shared cycle link into the proposed Civic Precinct as well as into the town centre. During community engagement the two intersections along Short Street were identified as unsafe for pedestrians to cross.

Creation of a slow-speed environment is recommended by creating kerb blisters to narrow the two turns, to encourage slower driving speeds, making it easier for pedestrians and cyclists to cross the road. While there would be no reduction in the posted speed limit, these design changes would reduce the effective design speed and contribute to an improved pedestrian environment.



Figure 45 Improved pedestrian crossing treatment at the intersection of Bowral St and Bendooley St

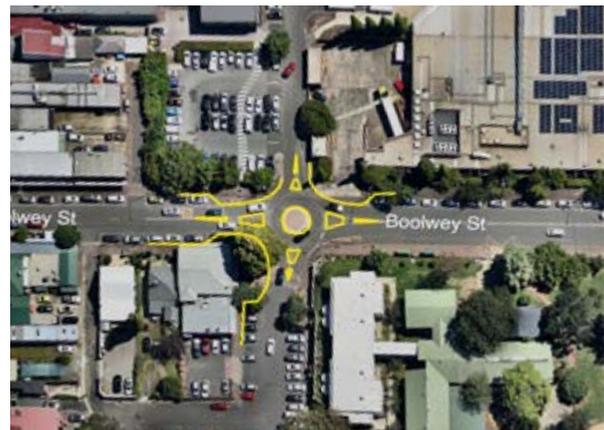


Figure 46 Improved pedestrian crossing treatment along Boolwey St



Figure 47 Improved pedestrian crossing treatment along Short St

## 03 Spatial Framework

### AM13 Bus network and amenity

The existing bus network in Bowral connects to East Bowral, West Bowral, Moss Vale, Mittagong, Willow Vale and Welby. However bus services are not frequent with some running only during mornings and afternoons. With the exception of the main bus interchange at Boolwey Street, most bus stops are located at the edge of the centre. In order to encourage public transport use it would be beneficial to improve the bus network and amenity of bus stops within the centre.

The main bus interchange is located on Boolwey Street outside the Bowral Public School which includes sheltered seating. It is recommended that consideration be given to upgrading this facility, to provide better amenity and security for all bus users.

Given that a large group of Bowral residents are seniors it is recommended key bus stops around the centre are upgraded with the provision of (timber) seating and in some cases, shelters.

It has also been recommended by the community that consideration be given to providing a Community rider bus service that operates as a loop service during the weekends and festivals to provide hop-on/hop-off services for locals and visitors. This service would support improved access in and around the centre and reduce the reliance on private vehicles as a means of travelling through Bowral.



Existing bus shelters on Boolwey St at the main bus interchange

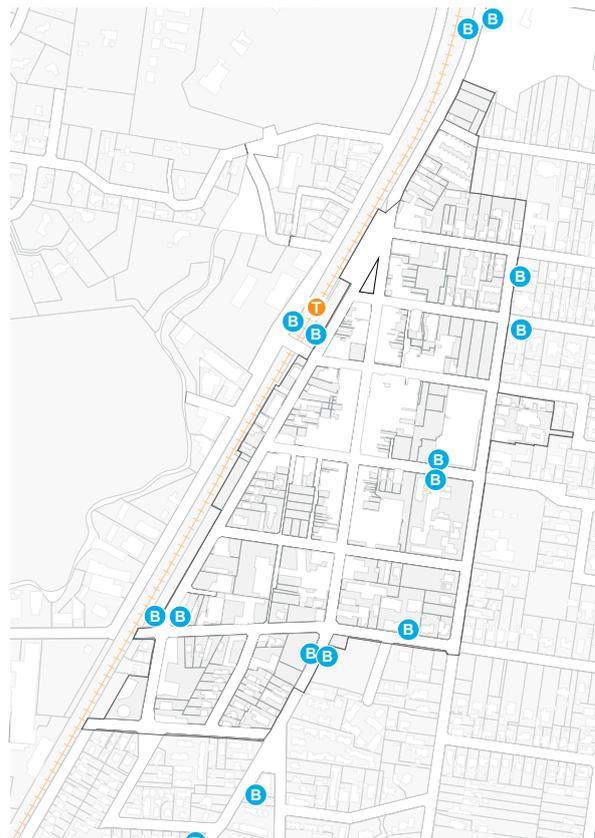


Figure 48 Map showing the existing bus stops within the Bowral Town Centre



### 3-5 Activation and Placemaking



Bowral Town Centre currently has a well established retail, food and bar scene. This is part of the character and charm of the town centre. Activation is primarily along Bong Bong Street with very little to the east or west.

There is an opportunity to expand activation of the town centre to the east and west streets by capitalising on what is already working well, and developing north, south and east precincts which are concentrated areas of activation.

Public art trails are an important consideration helping to connect the precincts, encourage walking and cycling adding to the local or visitor experience.

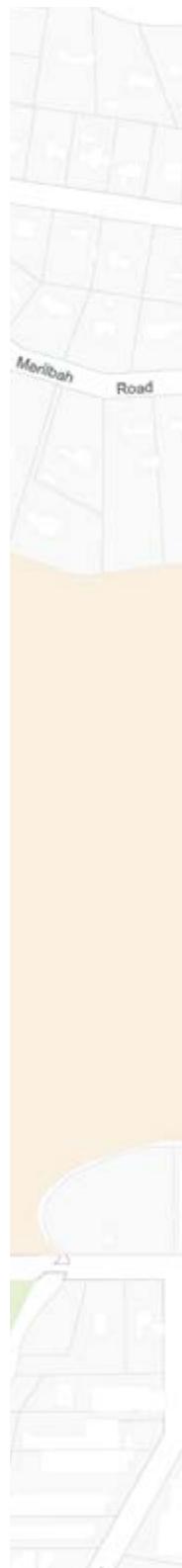
By exploring opportunities to expand future active frontage, driven primarily by future opportunity sites and consideration of potential public domain upgrades, greater activation of the town centre is possible.

#### Northern Gateway Activation Precinct

Additional day/ night time activation is possible along Merrigang and Wingecarribee Streets to the east and west. This would better integrate the train station and War Memorial Park to the west and Corbett Gardens to the east. A pop-up food truck eat street' style event should be a consideration between Bundaroo and Merrigang Streets along Bong Bong Street. Undertaken on an ad hoc basis this would provide a significant night time activation opportunity spilling into War Memorial Park.

#### Southern Gateway Activation Precinct

Primarily driven by future development opportunity sites along Bowral and Banyette Streets there is an opportunity for increased activation in this location. Extending further activation along Banyette Street to the west would provide an opportunity to explore the activation of Wattle and Argyle Lanes connecting a small area of activation which already exists at the intersection of Station and Boolwey Streets.



North & South Activation Precincts

Public Art and Trails

Temporary Activation Projects

03 Spatial Framework

- Study area
- Train station
- Train line
- Key vehicle thoroughfare
- Potential night time economy precincts
- Potential temporary road closure
- Potential civic / cultural precinct
- Existing active edges
- Empire Cinema
- Enhanced gateway
- Open space
- Potential future open space
- Pubs / Bars/ Restaurants/ Cafes
- Integrated Public Art Opportunity
- Public art and heritage loop
- Public art trails
- Heritage listed item

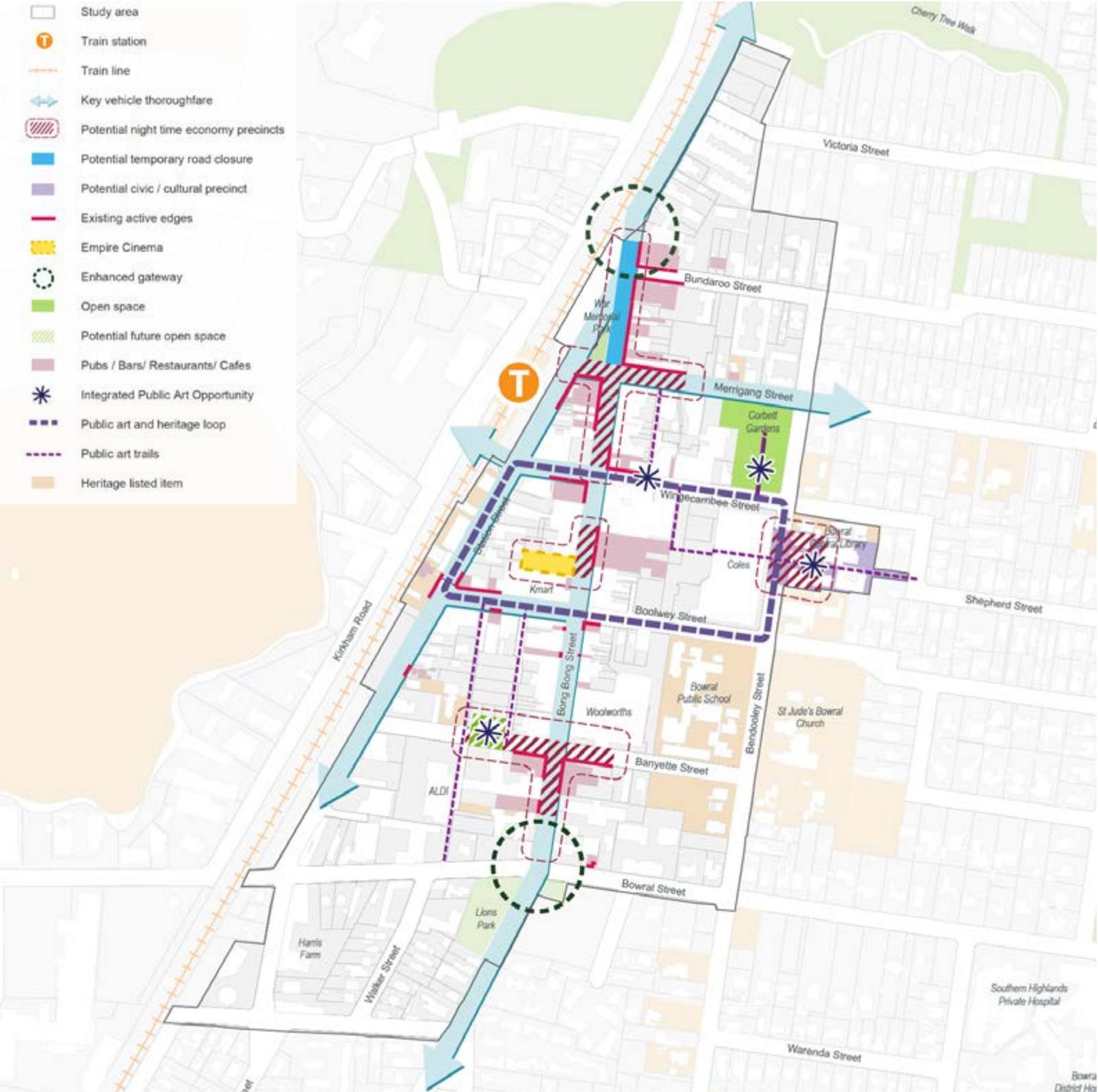


Figure 49 Activation and placemaking framework diagram



## 03 Spatial Framework

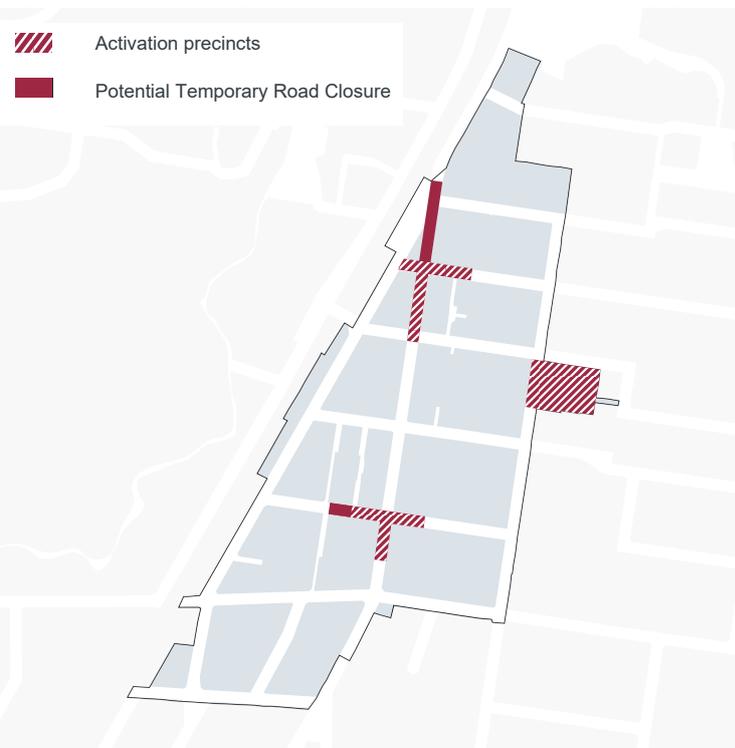


Figure 50 Night time activation precincts principle diagram

### Night Time Activation Precincts

A diverse, attractive evening economy contributes to the viability of a town centre and encourages further residential uses and tourism throughout the town centre. To attract people into the town centre and encourage people to linger, capitalising on future developments and existing established venues such as Empire Cinema, performance spaces, cultural spaces, small bars, restaurants and pubs throughout the town centre, supported by a mix of temporary and permanent public domain projects will activate the town centre. This is an approach that can be easily tailored to the town centre and scaled up over time.

Starting with simple intervention is important and allows Council to design, implement and deliver catalyst town centre activation projects. For example encouraging extended operating hours for existing venues, providing evening classes in public buildings (Bowral civic/ cultural precinct) and night time events such as pop up 'eat streets', and live music performances along Bong Bong Street can all increase activity and encourage local businesses and restaurants to open into the evenings and on weekends.

A pleasant night-time atmosphere in a town centre increases the actual (and perceived) feeling of safety and security. Providing a mix of lighting sources, particularly underneath awnings and along pedestrian footpaths, overhead street lights, pole mounted lights, bollard lighting, feature lights, facade lights and shop front illumination creates variety and character.

For Bowral the up-lighting of trees, heritage buildings and public art would be a particularly effective way to create a pleasant atmosphere in the evening, highlight the town centre's assets after dark and support the night time economy.

### 03 Spatial Framework

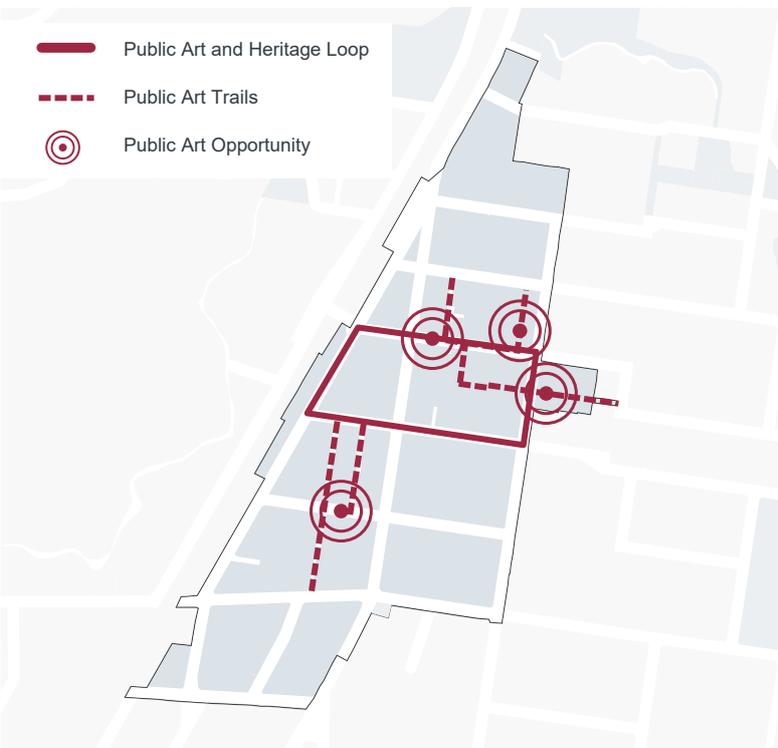


Figure 51 Public art opportunities, trails and loop principle diagram



Figure 52 Town Centre place making principle diagram

#### Public Art Opportunities, Trails and Loop

Public art has the potential to tell a cultural and historical story about a place, adding to the local or visitor experience. It is best achieved as an integrated and interpretive element throughout the public domain. Public art can also support informal children’s play and discovery trails throughout the town centre. Recognising how children experience a place is an important consideration and sometimes overlooked.

The creation of a public art and heritage loop and public art trails has the potential to become a tourist attraction, contributing to the overall character and experience of Bowral all year round. It is also a catalyst for town centre activation and encourages walking and cycling. Art pieces can be temporary or permanent, and commissioned artists could be local, global, or both. Laneways can be good locations to commission public art as it can improve the quality and activation of spaces that are traditionally less attractive.

#### Town Centre Place Making

There are currently a number of cafés, restaurants, bars and a cinema throughout the Bowral Town Centre, and several retail tenancies. All are primarily located along Bong Bong Street.

Whilst there is good activation along Bong Bong Street, for most of its length, there is opportunity to extend this activation to the southern most block that is currently under-utilised. There is also opportunity to spread the activation along the east west streets, to encourage pedestrians to ‘wander’ further afield and explore all that Bowral offers. The historic buildings along Bendooley Street are of great value and can be further activated, as can the grittier areas along Station Street. All these areas offer elements of interest to different visitors, and locals alike.

To the south there are a number of opportunity sites which would significantly increase the potential for active edges.

## 03 Spatial Framework

### A01 Temporary Activation

Temporary Activation or 'Pop-up' events such as the creation of a Council led 'Food Truck Event' provide the opportunity to enliven the town centre. They can be focused on school holidays and lazy summer afternoons or used to bring people together on cold winter evenings. They can become part of the cultural calendar, and enjoyed by both locals and visitors. The event can be focused on encouraging evening activation sporadically across the year, or it could be a complimentary addition to existing events like 'Tulip Time' or the 'Festival of Lights'. It can also be used as an additional opportunity for local artisans and farmgate producers to engage with the community.

The flexible and temporary nature of the 'Food Truck Event' means there are many ways and locations it can be delivered. One potential location is the northern section of Bong Bong Street, between Bundaroo and Merrigang Streets, which would require a temporary street closure with traffic rerouted along the Station Street 'bypass'. This would create a safe, pedestrian area, and encourage increased use of the War Memorial Park facilities. Another potential location is Banyette Street between Station Street and Bong Bong Street in front of the potential future open space (see PS08). Temporary evening activation would provide Council with the opportunity to undertake rapid prototyping in this section of Banyette Street to test limited or no vehicular traffic.

Evening events would encourage both the community and visitors to be out in the evening. They could involve food trucks that function as temporary food outlets, as well as extending open hours for existing venues, and providing live music and entertainment to contribute to the overall vibe and success of these events. As they become more established venues and retail outlets may choose to remain open, to support the influx of patrons.

Temporary Activation can form part of a larger Activation Framework that can re-imagine or re-purpose underutilised buildings or spaces, and create opportunities for street art, identity and interpretation (see the NSW Guide to Preparing an Activation Framework Public Space (March 2022) by the NSW Department of Planning and Environment.)

### Artist Impression



03 Spatial Framework



AFTER



Figure 53 Artist impression of potential pop up food truck event along Bong Bong St

## 03 Spatial Framework

### A02 Civic Precinct

Located on the fringe of the Town Centre, this precinct houses some of the communities most important civic facilities, including the Bowral Central Library, Bowral Memorial Hall, Bowral Art Gallery and the Old Town Hall.

Sharing an internal courtyard, this area is currently under-utilised. The proposal is to upgrade this area and incorporate a Café, so that the community can use the space as somewhere to meet up, or just hang out. This could be supported with free public wifi to further activate this area.

Further afield, this Precinct can also be linked to the Arts School and industrial area to the west of the Centre.

In the immediate term temporary activation opportunities that increase the number and diversity of people using the space and length of time spent by people in the space should be explored. Many ideas could be tested and could involve concerts and music, public art and food. This would provide a more cost effective means of activating the Civic Plaza and provide increased clarity on the potential programming of the plaza in the long term.

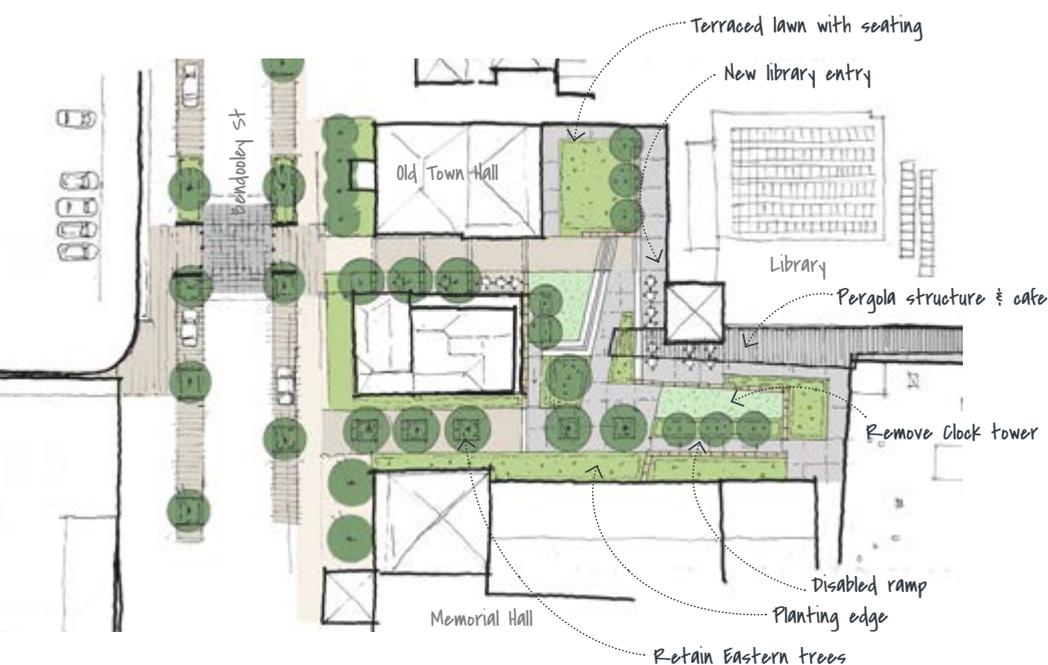
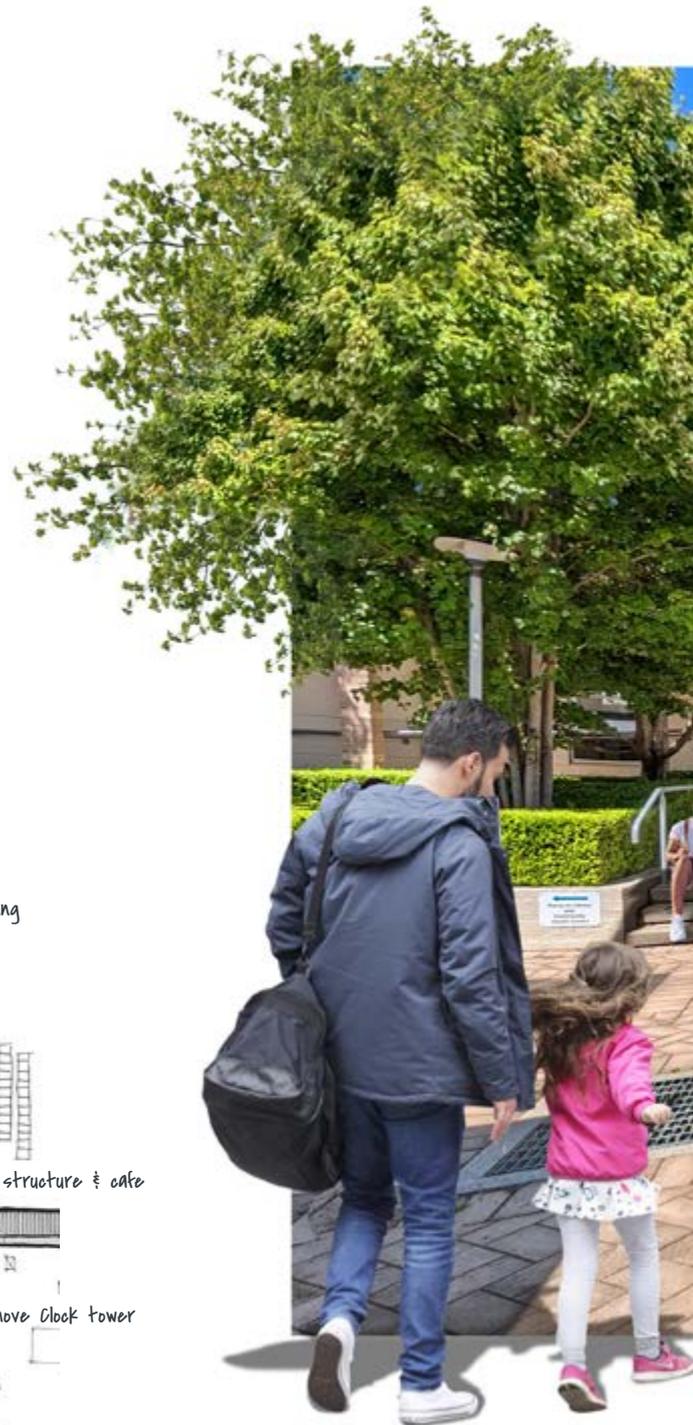


Figure 54 Indicative plan of Civic Precinct with potential updates



03 Spatial Framework



Artist impression

Figure 55 Artist impression of Civic Precinct with potential updates



Existing

## 03 Spatial Framework



Example of wall mural in Argyle Lane, Bowral

### A03 Public Art

The installation of public art throughout the town centre can be a commissioned body of work or integrated within the public domain. It can serve as an interpretive element which tells a story, relating to the history of the town or character of a place.

Public art can also be a play element for children. This approach can provide a discovery experience for children throughout the town centre.

An Arts trail created in collaboration with the vibrant Southern Highlands artists community has the potential to provide an incentive to visit Bowral all year round. It also would encourage walking and cycling for exploration. Art pieces could be temporary or permanent, and commissioned artists could be local, global, or both, and/or linked to a potential 'artist in residence' program.



Public art highlighting the history and the view (Queenstown, NZ)



Pig Sculptures Adelaide SA



Horseshoe Sculpture

## 03 Spatial Framework

### A04 Evening Activation

A diverse, attractive evening economy contributes to the viability of a town centre and encourages residential uses and tourism. To attract people into the town centre and encourage people to linger, a safe environment and a range of evening activities and venues is needed.

It is proposed that areas of the town centre be considered for Evening Activation as Eat Precincts. The Mill at the northern end and The Acre / Dirty Janes at the southern end already have venues that operate into the evening, but this activity can be enhanced and supported. Increased evening activation creates a lively destination for visitors and locals alike to enjoy the amenity of the centre, whilst increasing the sense of safety and security for all at this time.

Providing a mix of lighting sources, particularly underneath awnings and along pedestrian footpaths, overhead street lights, pole mounted lights, bollard lighting, feature lights, facade lights and shop front illumination creates variety and character. For Bowral the uplighting of heritage buildings and public art would be a particularly effective way to create a pleasant atmosphere.

Encouraging extended operating hours for the library, providing evening classes in public buildings and night time events such as live music performances on the main street can all increase activity and encourage local businesses and restaurants to open into the evenings and on weekends. Strengthening the Civic Precinct (see A02) and the Bowral Memorial Hall will provide additional spaces where cultural events, live music and night time activation can occur.



Food destinations operating into the evening



Uplighting heritage and landscape makes a centre feel safer and more inviting

### 3-6 Illustrative Master Plan

The illustrative Master Plan provides a summary of some of the key strategic Master Plan decisions for the Bowral Town Centre.



**1 Slow Speed Pedestrian Environment - Bong Bong St** AM03

Traffic calming measures such as kerb blisters, street trees and a raised pedestrian crossing would improve pedestrian and cyclist safety and amenity along Bong Bong St.



AM06

**2 Station St - Vehicle Movement Focus** AM02

The speed limit along Station St will remain at 50km/hr which should make this route more attractive for vehicle through traffic (especially heavy vehicles). This should help ease traffic congestion and prioritise pedestrians along the main retail strip - Bong Bong St.

**3 Connected Through-Site Links**

Improve the overall walkability and connectivity within the centre with opportunities for additional through-site pedestrian links.

**4 Strengthened North and South Gateways** PS06 PS07

Strengthened Town Centre entry points including improved street interfaces with enhanced landscaping, welcome signage, street furniture and planting buffers.

**5 Respect Heritage and Character** BF01

Protect and celebrate the existing heritage built form and character across the whole Town Centre.



**6 Wingecarribee St Shared Zone - Corbett Plaza Spine** PS01

Corbett Plaza is proposed to be strengthened with extended shared zones east and west towards Station St and Corbett Gardens. The shared zones provide opportunities for additional street trees, slow vehicle speeds and would reinforce a pedestrian friendly, green spine at the heart of the centre.



**7 New Public Open Space - Banyette Square** PS08

Creation of a new public open space at Banyette St could accommodate children's play, active and passive recreation opportunities and outdoor dining.



**8 Evening Activation** A01 A04

Opportunities to expand the night time economy of Bowral with strengthened 'Eat Precincts' at key locations and temporary events such as pop up food trucks would help support the activation of the centre into the evening and beyond.



**9 Enlivened Civic Precinct** A02

The existing internal courtyard to key civic buildings such as the Bowral Central Library is currently under-utilised. Opportunities to enliven this precinct with additional uses such as a cafe, free wifi access and public domain/ landscaping improvements would help activate this space.



-  Primary gateway
-  Existing pedestrian laneway / link
-  Desired / upgraded pedestrian laneway / link
-  Existing pedestrian crossing / refuge
-  Desired upgraded/ new pedestrian crossing
-  Primary pedestrian priority zone
-  Shared zone (10km/h)
-  Existing cycling route - Source: *Bicycle Strategy for Mittagong, Bowral and Moss Vale, WSC (2008)*
-  Future cycling route
-  Improved intersection
-  Desired future vehicle rail crossing
-  Station Street traffic bypass
-  Public carpark
-  Potential zone for future multi-storey carpark
-  Existing open space
-  Potential future public space (long term)
-  Required active frontage
-  Desired active frontage
-  Key opportunity area
-  Proposed street trees (indicative)
-  Existing tree canopy in Study area
-  Prominent view / vista
-  Potential night-time economy precinct
-  Potential civic / cultural precinct
-  Local heritage item
-  Conservation area
-  Study area
-  Train station
-  Train line

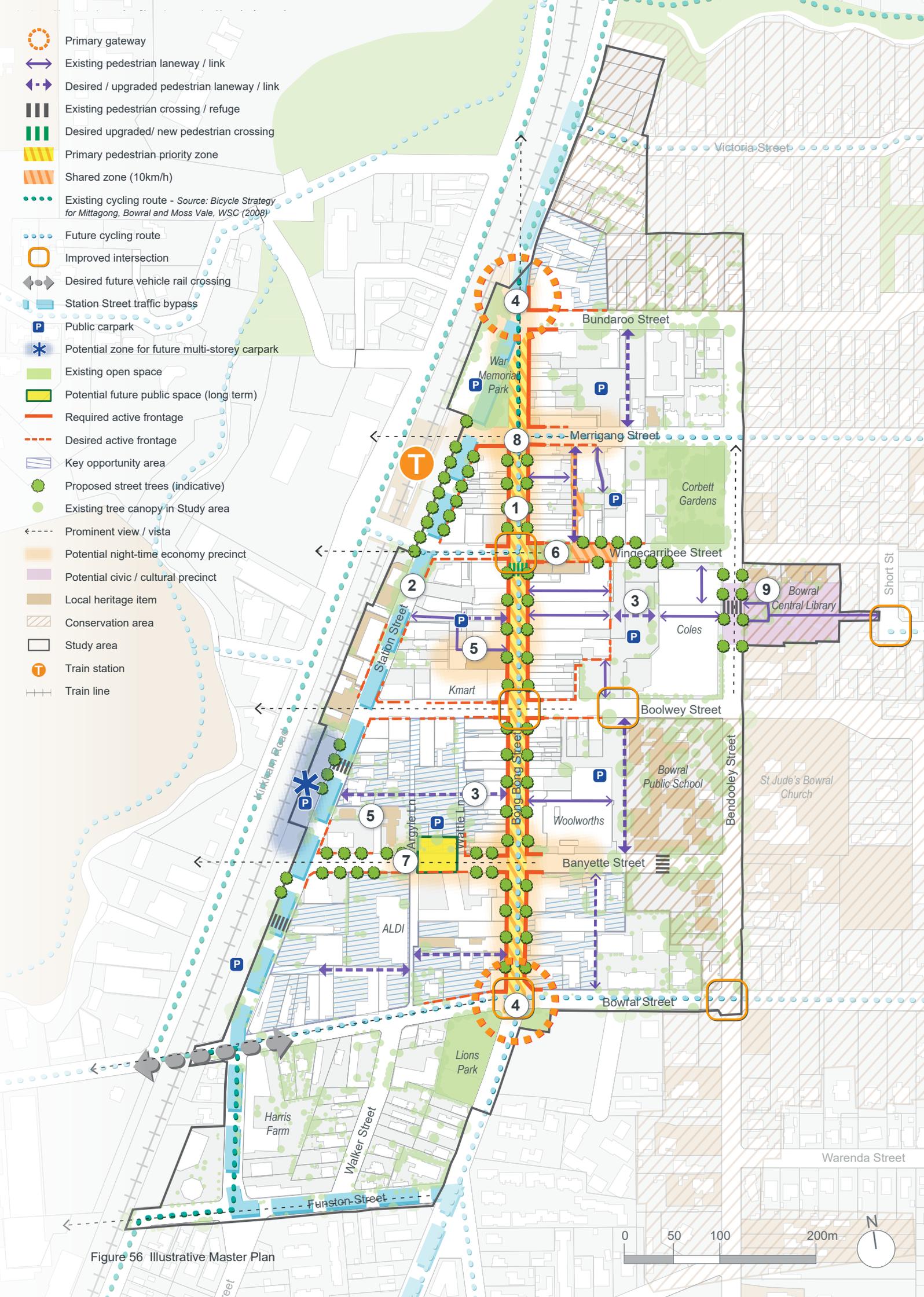


Figure 56 Illustrative Master Plan





## Chapter 4 Implementation

4-1 Delivering the Vision

4-2 Action matrix

# 04 Implementation

## 4-1 Delivering the Vision

This chapter provides an implementation ‘action matrix’ which lists the 31 proposed initiatives identified in the Spatial framework (Chapter 3) and outlines suggested steps towards their delivery. The matrix identifies each initiative’s priority level, estimated cost, timeframe and those responsible. The focus lies on how Council can support the implementation of each initiative.



### Priority projects

Several initiatives are of significant strategic importance and will have a major impact on the future character of the Bowral Town Centre. They include projects that are ‘Quick Wins’ and some that are very complex that require significant and complex negotiation with a range of stakeholders and agencies.

| Code | Initiative                       |
|------|----------------------------------|
| PS01 | Corbett Plaza to Corbett Gardens |
| PS08 | Banyette Square                  |
| BF01 | Heritage and Character Buildings |
| AM02 | Vehicular Movement               |
| AM03 | Low Speed Environment            |
| A02  | Civic Precinct                   |

### ‘Quick wins’

Some initiatives are identified as ‘Quick Wins’. These are projects that are visible, and will provide high impact outcomes relatively quickly, for a relatively low cost. Some of these are already under investigation by other agencies, such as Transport for NSW, and are likely to be funded by these agencies.

| Code | Initiative                         |
|------|------------------------------------|
| PS03 | Street Trees                       |
| PS09 | Smart Bins                         |
| BF02 | Façades and Shopfronts / Materials |
| AM03 | Low Speed Environment              |
| AM04 | Wayfinding                         |
| AM05 | Car Parking                        |
| AM07 | Coles Mid-block Extension          |
| AM08 | Bong Bong St Crossing North        |
| A01  | Temporary Activation               |
| A04  | Evening Activation                 |

# 04 Implementation

## 4-2 Action matrix

**Coding of initiatives:**

**PS** = Public Domain and Spaces

**BF** = Built Form and Heritage

**AM** = Access and Movement

**A** = Activation and Placemaking

**Types of Action:**

This refers to the nature of the action proposed:

- Placemaking infrastructure - these actions focus on the creation of place, they are usually physical in nature and directly impact the liveability and enjoyment of the centre.
- Council policy / program - these are actions that relate to the management of the place, usually through Council policies. Council programs can also generate outcomes through targeted events etc.
- LEP/ DCP amendments - this action requires changes to existing Council LEP or DCP.
- Further studies - these are actions that require further investigation, which may take the form of traffic studies, tourist surveys, DCP review or more detailed design work.

**Quick Win:**

These are initiatives that can provide immediate visible changes in the town centre, are less complex to achieve than other initiatives, and are achievable in the short term, for relatively little cost.

| Code        | Initiative                              | Type of action(s)   | Recommended action(s)   |
|-------------|---|---|---|
| <b>PS01</b> | <b>Corbett Plaza to Corbett Gardens</b> | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Update central plaza and increase connection across centre, from Station to Corbett gardens. Improve identification of key destinations.    |
| <b>PS02</b> | <b>Wingecarribee Street West</b>        | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Extend upgrade of Corbett Plaza across Bong Bong Street, to the west along Wingecarribee Street.  |
| <b>PS03</b> | <b>Street Trees</b>                     | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Install street trees along Bong Bong St, where appropriate.   |
| <b>PS04</b> | <b>Places for Children and Youth</b>    | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies | Consideration of incidental play opportunities, via interactive art, play areas, water play and other opportunities for children and youth. |
| <b>PS05</b> | <b>Street Furniture</b>                 | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies | Install street furniture, including smart bins, where appropriate.  |
| <b>PS06</b> | <b>Northern Gateway</b>                 | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Upgrade northern gateway, provision of improved signage, improved interface with Merrigang St, recognition of War Memorial Park.            |
| <b>PS07</b> | <b>Southern Gateway</b>                 | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Upgrade southern gateway, provision of visual cues to slow vehicular traffic, enhanced landscaping and signage.                             |

## 04 Implementation

### Priority / Impact (benefit):

Initiatives have been graded Low, Medium, High with regard to priority and impact. This relates to the relative benefit to the centre as a whole, in relation to the complexity actually undertaking the initiative, and the cost involved.

- **Priority** - maximum impact, of significant benefit to the centre, when complexity and cost is considered
- High - high impact, usually for low cost with little complexity
- Medium - medium impact, may be more costly, and or more complex to accomplish
- Low - low impact, often very expensive and complex, with the outcome being of less impact or benefit.

### Cost (high level estimate only):

Initiatives have been costed at a high level, as per the following ranges:

- Low (\$) = <\$100K
- Medium (\$\$) = \$100K to \$500K
- High (\$\$\$) = >\$500K

Note that some initiatives can be staged, or the cost will vary depending on the extent of the work undertaken.

### Timeframe:

Each initiative has been allocated an indicative timeframe, which can relate to the time to carry out the work related to the initiative, but can also relate to the time required to organise the works, including approvals and negotiations with relevant authorities.

- Short term = 1 to 2 years
- Medium = 2 to 5 years
- Long term = 5 to 20+ years

| Quick Win | Priority/ impact | Cost (est.) | Timeframe                                    | Responsibility   | Notes   |
|-----------|------------------|-------------|--|--|---|
|           | <b>Priority</b>  | \$\$\$      | Medium to Long term, can be staged           | Council, TfNSW, RSL  | This is the primary east west spine for the Centre.   |
|           | High             | \$\$        | Medium to Long term, can be staged with PS01 | Council, TfNSW   | This will form part of the extended east west spine for the Centre, linking in to the Station.  |
| ✓         | High             | \$\$        | Short term                                   | Council, TfNSW   | This action received significant community support. Consultation with impacted land owners and tenants may be required to ensure benefit is understood.                     |
|           | High             | Varies      | Short term, can be staged                    | Council, local Arts Community, local schools, youth outreach, children's advocates | This action can be staged, and engagement with relevant groups would ensure that it is well utilised by those it is targeting, i.e. families with young children and youth. |
| ✓         | Low              | \$\$        | Short to Medium term, can be staged          | Council  |   |
|           | Medium           | \$\$        | Medium term                                  | Council, TfNSW   |   |
|           | Medium           | \$\$        | Medium term                                  | Council, TfNSW   |   |

## 04 Implementation

## 4-2 Action matrix

| Code | Initiative                         | Type of action(s)  | Recommended action(s)   |
|------|------------------------------------|--|---|
| PS08 | Banyette Square                    | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Creation of a public square in the southern part of the town centre. Provision of a catalyst space for community use.   |
| PS09 | Smart Bins                         | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Installation of smart bins in key locations following determination of final bin wrap design and placement.   |
| BF01 | Heritage and Character Buildings   | <input type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Identification of 'Character' buildings, development of character guidelines to support suitable new development. Recommendations relating to materials, setbacks, articulation of façades etc.   |
| BF02 | Façades and Shopfronts / Materials | <input type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Development of a 'Façade Design Guide' to provide guidance on suitable development of new and existing façades.   |
| BF03 | Ground Floor Activation            | <input type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies                       | Support for active façades at Ground level. Identification of locations for active frontages, provision of controls that encourage active frontages.  |
| BF04 | Building Heights                   | <input type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Modification of controls (LEP and DCP) to increase Building Height from 10m to 11m, where applicable.   |
| BF05 | Street Wall and Setbacks           | <input type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Modification of controls (DCP) to set consistent street wall height related to overall building height and existing character.  |
| AM01 | Green Links and Orbital            | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Creation of improved cycling / pedestrian infrastructure along Mittagong Creek Orbital. Creation of links to Town Centre and Bradman Oval. Improved on-road and off-road cycle infrastructure. Provision of end-of-trip facilities at Civic Precinct, Train Station and large-scale new developments. |
| AM02 | Vehicular Movement                 | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Encourage through traffic to use Station Street and Funston Street as an informal 'bypass' to Bong Bong Street, especially heavy vehicles. Consideration of a second vehicular railway line crossing at Bowral road.  |
| AM03 | Low Speed Environment              | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Provision of a slow-speed environment along Bong Bong Street, is being investigated by Transport for NSW. Provision of a pedestrian priority area. Reduction of on-street car parking, provision of wider footpaths, kerb modifications and tree planting.  |
| AM04 | Car Parking                        | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Consideration of timed on-street and off-street parking. Improvement to access to various car parking locations, for safety and security, i.e. lighting and well defined pathways etc. Consideration of a multi-storey car park on Station Street.  |
| AM05 | Wayfinding                         | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies                       | Improved wayfinding. Identification of car parks and places of interest. Provision of a Town Map, with a focus on key destinations, public facilities, heritage and art walks. Identification of destinations away from Bong Bong Street, i.e. Civic Precinct.  |

## 04 Implementation

|  | Quick Win | Priority/ impact | Cost (est.)           | Timeframe                              | Responsibility                                | Notes  |
|--|-----------|------------------|-----------------------|--|---|--|
|  |           | High             | \$\$\$                | Long term                              | Council, adjacent land owners                 | This is a significant, catalyst proposal.  |
|  | ✓         | Medium           | \$                    | Short term                             | Council                                       |  |
|  |           | <b>Priority</b>  | \$                    | Short term                             | Council, Heritage NSW                         | Character buildings have historic 'charm', but are not listed heritage items. Benefit to the 'look and feel' of the Centre.  |
|  | ✓         | Medium           | \$                    | Short term                             | Council, relevant land owners, retail tenants | Direction on preferred upgrades can be helpful to provide certainty for land owners / tenants.   |
|  |           | Medium           | \$                    | Short term                             | Council, relevant land owners, retail tenants | Can take form of controls, but also programs to support use of vacant premises.  |
|  |           | High             | \$                    | Short term                             | Council, relevant land owners                 | Potential impact of the NSW State Government announcement on 'bonus' FSR and Building Height tied to provision of Affordable Housing.  |
|  |           | High             | \$                    | Short term                             | Council, relevant land owners                 |  |
|  |           | Medium           | Varies, can be staged | Long term                              | Council, cycling groups and advocates         | Consideration required into which routes are most viable, provision of on-road and off-road options. End of trip facilities to be considered across the Centre.  |
|  |           | <b>Priority</b>  | \$                    | Short term                             | Council, TfNSW                                | TfNSW proposed reduced speed limit on Bong Bong St will encourage through traffic to divert.   |
|  | ✓         | <b>Priority</b>  | \$                    | Short term, related to TfNSW timeframe | Council, TfNSW                                | TfNSW is currently investigating this change. Proposed modifications to support this change along Bong Bong St are being detailed as part of the changes.  |
|  | ✓         | High             | \$\$                  | Short to Medium term                   | Council, TfNSW                                | Further consultation and engagement with impacted shop owners / workers, to ensure benefits are clearly understood. The draft Wingecarribee Integrated Transport Strategy is currently investigating a multi deck carpark on Station St. |
|  | ✓         | High             | \$                    | Short term                             | Council                                       | Consistent Town wayfinding and branding to be developed to ensure ease of use by all.  |

## 04 Implementation

## 4-2 Action matrix

| Code | Initiative                              | Type of action(s)  | Recommended action(s)  |
|------|---|--|--|
| AM06 | Through-Site Links                      | <input type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Improved east-west links within the Centre. Consideration to links through new developments, i.e. BBQ Galore site. Consideration to new north-south link into Council car park on Merrigang St.  |
| AM07 | Coles Mid-block Extension               | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies                       | Enhanced link from Bong Bong St, through High Street and Spingett's Arcades, across car park adjacent to Coles, then to Civic Precinct on Bendooley St.  |
| AM08 | Bong Bong Street Crossing North         | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Improved raised pedestrian crossing at Wingecarabee and Bong Bong Street intersection, as proposed by Transport for NSW. Remove parking on Bong Bong Street adjacent to Corbett Plaza and replace with vegetation.                                       |
| AM09 | Bong Bong Street Crossing South         | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Improved pedestrian crossing at Bowral and Bong Bong St intersection roundabout. Provision of pedestrian refuges and reduced width through use of kerb modifications.  |
| AM10 | Bowral St and Bendooley St Intersection | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Improved pedestrian crossing at Bowral and Bendooley St intersection roundabout. Provision of pedestrian refuges and reduced width through use of kerb modifications.  |
| AM11 | Boolwey St Mid-block Intersection       | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies            | Improved pedestrian crossing at Boolwey St, mid block at major car park entries roundabout. Provision of pedestrian refuges and reduced width through use of kerb modifications.   |
| AM12 | Short Street Intersections              | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies                       | Encourage slower speed traffic, through kerb modifications at corners along Short St.  |
| AM13 | Bus Network and Amenity                 | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input checked="" type="checkbox"/> Further studies | Provision of improved amenity at bus stops, including shelters and improved seating. Improved bus network, including additional services. Consideration of a Community Rider service (mini-bus) operating on a loop, providing hop on/ hop off services. |
| A01  | Temporary Activation                    | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Temporary activation of spaces across the town and Bong Bong Street. Enhance eating destinations, via the use of activation strategies.  |
| A02  | Civic Precinct                          | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies                       | Activation of shared courtyard adjacent to existing community facilities. Upgrade of facilities.   |
| A03  | Public Art                              | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input checked="" type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies | Cohesive strategy to incorporate Public Art into the public domain, across the centre.   |
| A04  | Evening Activation                      | <input checked="" type="checkbox"/> Placemaking infrastructure<br><input checked="" type="checkbox"/> Council policy/ program<br><input type="checkbox"/> LEP/ DCP amendments<br><input type="checkbox"/> Further studies            | Identify evening activation areas, and support evening use with improved lighting and surveillance.  |

## 04 Implementation

|  | Quick Win | Priority/ impact | Cost (est.) | Timeframe  | Responsibility  | Notes  |
|--|-----------|------------------|-------------|--|---|--|
|  |           | Medium           | \$          | Medium to Long term, depending on development timeframes | Council, land owners  | Engagement with impacted land owners, to ensure benefits and offsets are understood.   |
|  | ✓         | Medium           | \$          | Short term   | Council, relevant land owners   | Engagement with impacted land owners and tenants, to ensure benefits and impacts are understood.   |
|  | ✓         | High             | \$          | Short term, related to TfNSW timeframe                   | TfNSW   | Currently part of TfNSW proposal for upgrade / modifications to Bong Bong St, to support reduced speed limit.  |
|  |           | Medium           | \$          | Medium term  | Council, TfNSW  |  |
|  |           | Medium           | \$          | Medium term  | Council   | Beneficial for students accessing primary and high schools.  |
|  |           | Low              | \$          | Medium term  | Council   |  |
|  |           | Low              | \$          | Medium term  | Council   |  |
|  |           | Low              | \$\$        | Medium to Long term                                      | Council, TfNSW  | Locality wide strategy required to improve bus services.   |
|  | ✓         | Medium           | \$          | Short term   | Council, local food truck operators, local food outlets                     | The intent is to expand the offering, not adversely impact those venues currently operating, this will require consideration for appropriate trucks etc. |
|  |           | <b>Priority</b>  | \$\$\$      | Medium to Long term, can be staged                       | Council, Library Services, Health Services, Art Gallery, Community Services | Activation of this precinct will encourage and support the community facilities currently operating here, and possibly support new community services.   |
|  |           | High             | \$\$        | Short term   | Council, local Arts Community   | A cohesive and coherent art strategy is essential to avoid an ad hoc response.   |
|  | ✓         | Medium           | \$          | Short term   | Council, local food and beverage outlets                                    | Targeted intervention, with due consideration for venues and events that are currently operating in this area.   |

