



BOWRAL TOWN CENTRE MASTER PLAN

ENGAGEMENT OUTCOMES REPORT

Final Report
Prepared by Studio GL for Wingecarribee Shire Council
July 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.

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Engagement Outcomes Report

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1-1 Engagement Plan

Approach to Engagement

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

Engagement Objectives

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

The community engagement program will consider the following objectives:

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

Stakeholders

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

The stakeholder groups are likely to involve:

Internal Stakeholders:

- Strategic Outcomes
- Economic Development
- Assets
- Environment and Sustainability
- Community Engagement
- Development Assessment
- Development Engineers

External Stakeholders:

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

Community Engagement Outcomes

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

1-1 Engagement Plan

Managing content for media

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

Community Engagement Schedule

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

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

Round 1 - Place Check

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

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

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

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

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

1-1 Engagement Plan

Round 2 - Master Plan



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

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

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

The events for this round could include:

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

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

First Nations Engagement

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

Principles

Respect

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

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

First Nations Agency

Acknowledge the rights of self determination and First Nations control

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

Communication, consultation, negotiation and consent

Develop effective, ongoing, professional relationships

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

Interpretation, integrity and authenticity

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

- Be authentic
- Consider representations
- Seek permissions

Secrecy and confidentiality

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

- Respect confidentiality

Attribution and copyright

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

- Acknowledge sources

Benefit sharing and reciprocity

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

- Make a difference
- Giving back

Continuing Cultures

Advocate for First Nations futures and successes

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

Recognition and protection

Ensure respect and protection of First Nations rights

- Agreements and acknowledgements

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

1-2 Round 1 - Engagement Overview

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

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

Council Staff Workshop

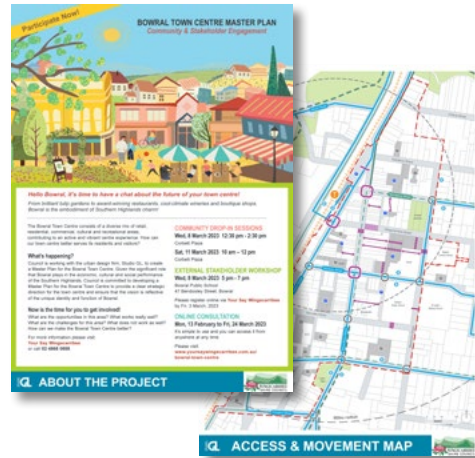
Round 1 of the engagement started with a workshop with Council staff to get an understanding of the key concerns and ideas for the centre. It was attended by nine Council staff members.

Community Drop-in Session

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

External Stakeholder Workshop

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



Youth & Children Consultation

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

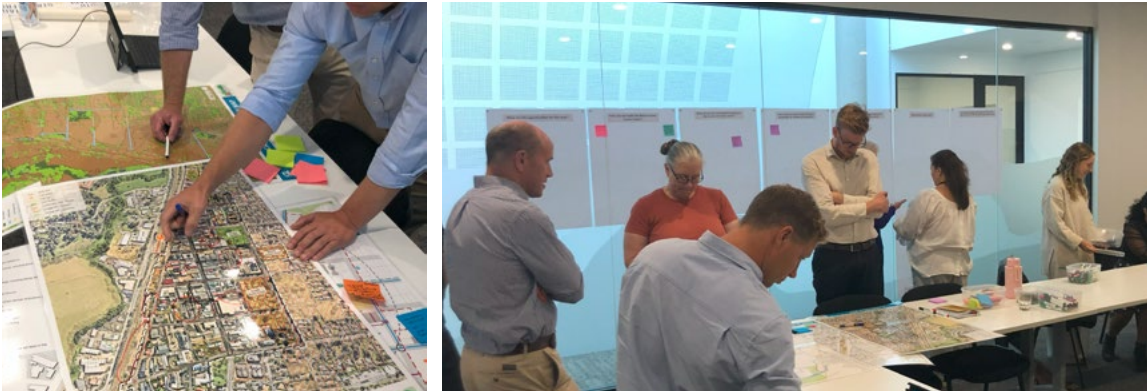
Online Consultation

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

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

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

1-3 Round 1 - Feedback from Council



Strengths

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

Issues

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

1-3 Round 1 - Feedback from Council

Key Ideas & Opportunities

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

1-4 Round 1 - Feedback from Community

Key Strengths

Bong Bong St is considered the heart of the centre; other key areas are Corbett Plaza, Corbett Gardens, the library, High Street arcade
The centre is a local and regional tourist attraction - most people visit for its rural charm, cafés, shopping, dining, local businesses & services
Reliable and frequent train access from Sydney makes Bowral attractive to visitors
Views of the hills and the paddocks are a key part of Bowral's charm
With a few improvements, Bowral can be a walkable town, friendly to seniors and kids, with interesting shops, cafés, parks & outdoor dining
Residents and visitors love the heritage/rural/country town feel of the centre
The High Street Arcade is a great space and connector - need more of these through-block connections
The library and the civic precinct are well-loved - improved connectivity to Bong Bong St would help
The commercial area allocated within the centre is mostly adequate
The food precinct at Banyette St / Dirty Janes area works really well; another good food area is The Mill
Parking is an issue on the main street, but there are plenty of car parking areas accessible from the side streets
Watching street life from an outdoor café is a key thing to do for visitors from busy cities, and the town centre is well-placed to provide that
There is an annual Tulip Festival which has always been part of the towns identity



1-4 Round 1 - Feedback from Community

Key Issues

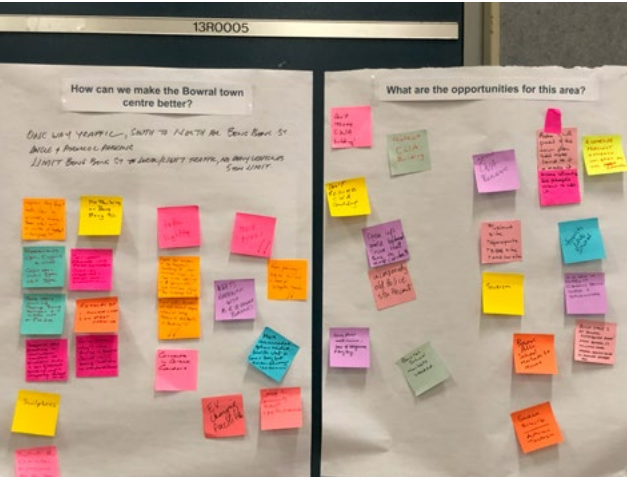
Parking: Lack of accessible parking is a key issue, Station St car parking is too far for seniors, Aldi carpark is difficult to access, consider parking options, buildouts at intersections	Uninspiring gateways into the city
Bong Bong St: traffic & congestion, speed too high for safety of seniors, large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



Key Ideas & Opportunities

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

1-4 Round 1 - Feedback from Community



Key Ideas & Opportunities (contd.)

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

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

Consistent colour palette for shopfronts and signage

Consider master plans for Moss Vale and Mittagong too

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

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

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

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

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

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

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

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

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

Need an info centre in the town centre

Considered locations for structured parking within the town centre

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

Vision for Bowral

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

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

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

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

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

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

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

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

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

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

Continuous and inviting cycleways throughout the town centre

Roundabouts that are inviting with planting not concrete

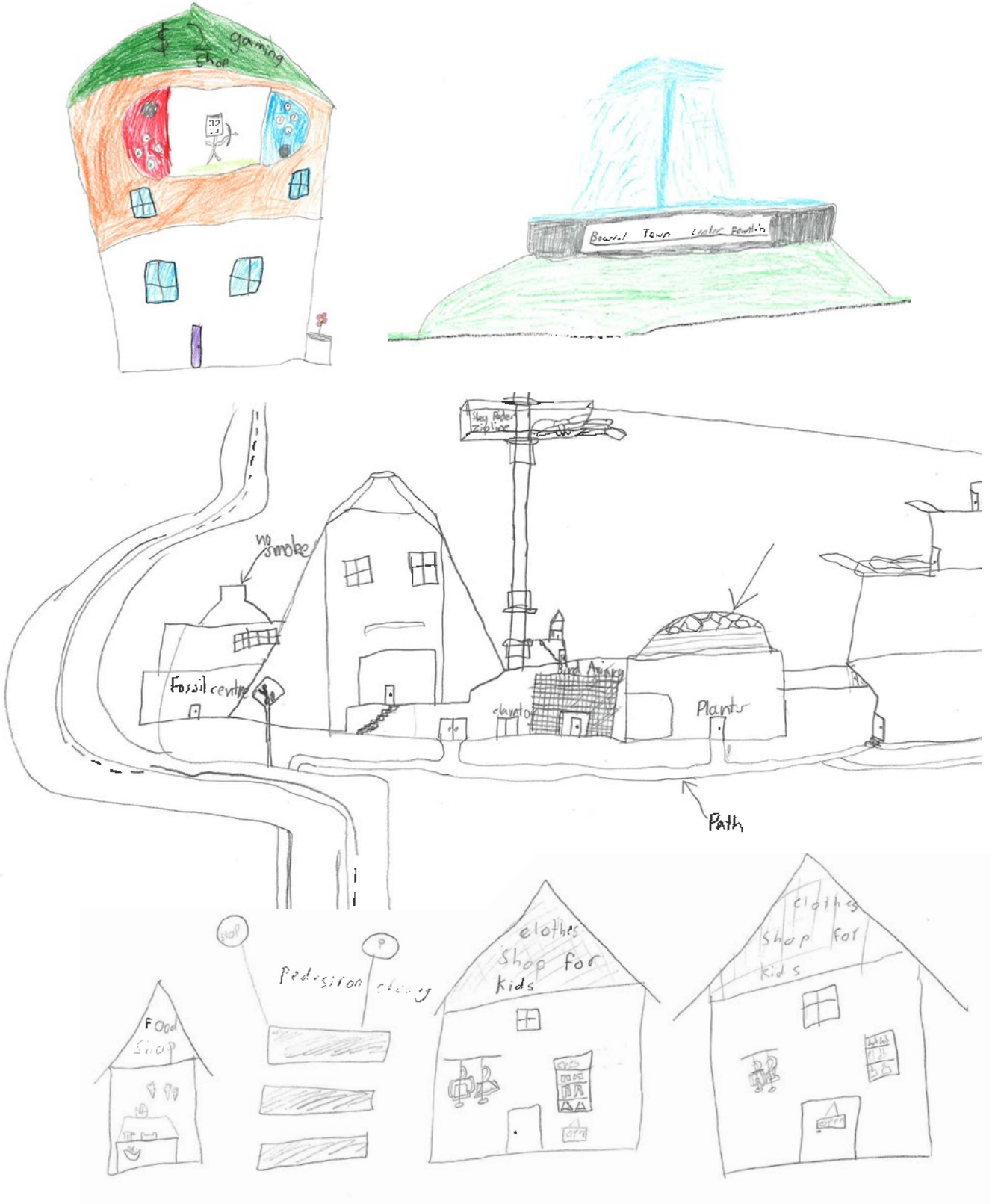
Consistent colour palette for buildings to give a unified look to the centre

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

Limit building heights to prevent overshadowing on streets

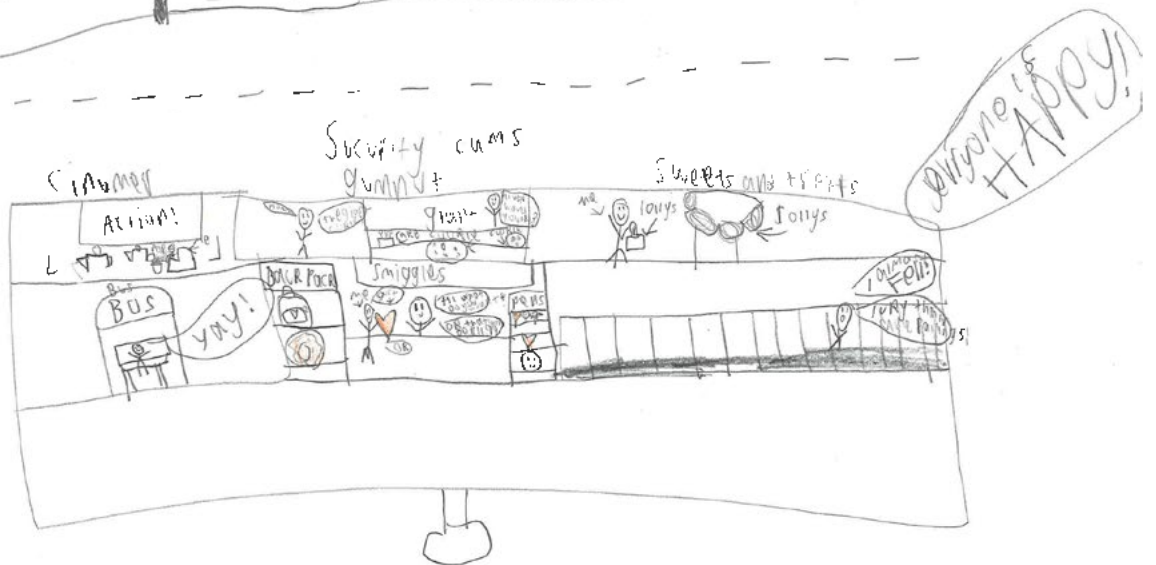
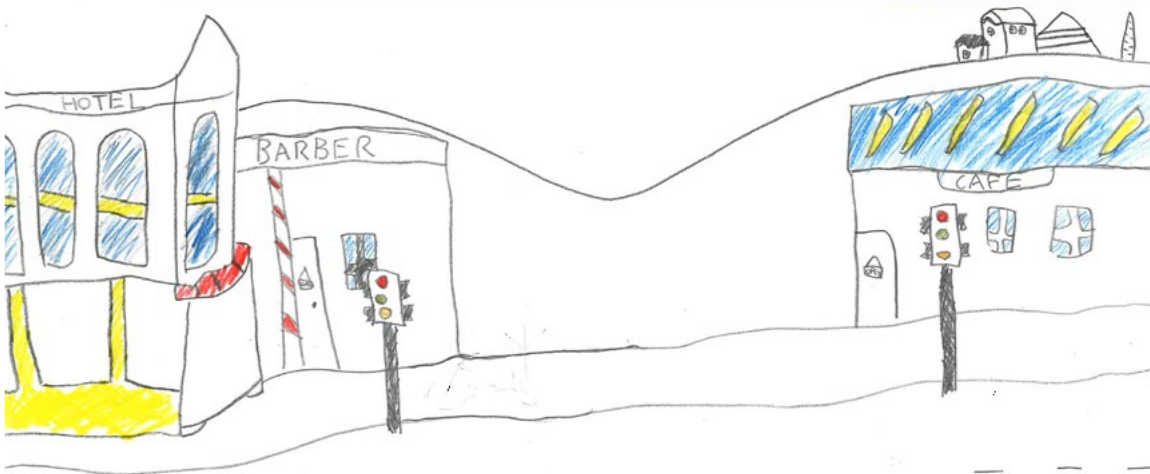
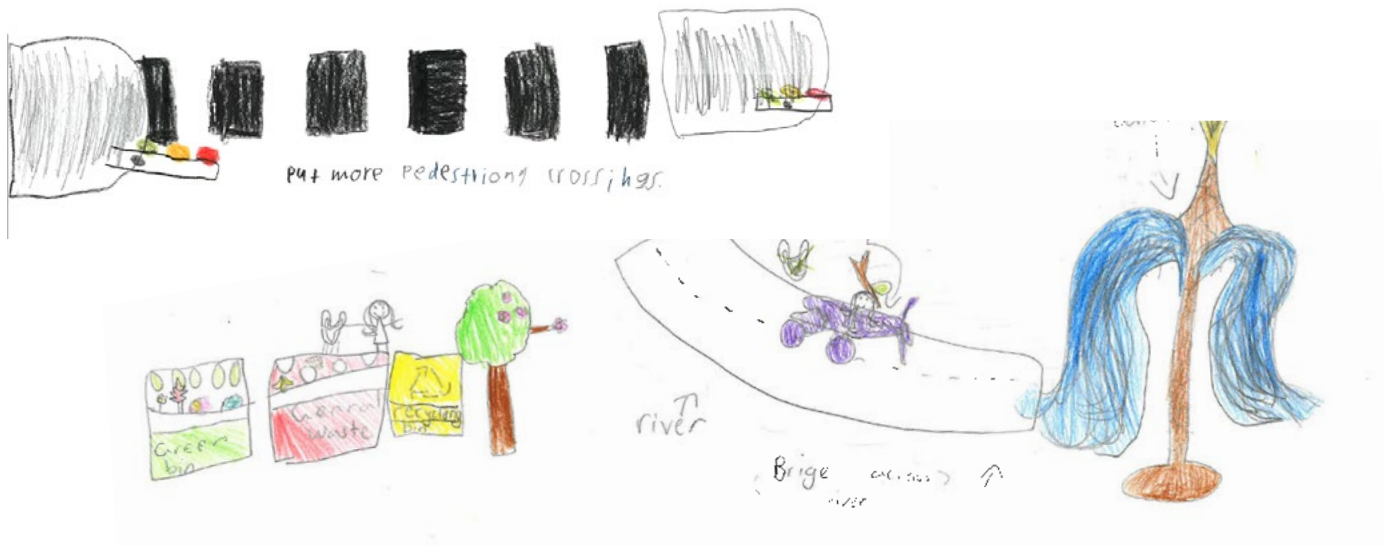


1-4 Round 1 - Feedback from Community



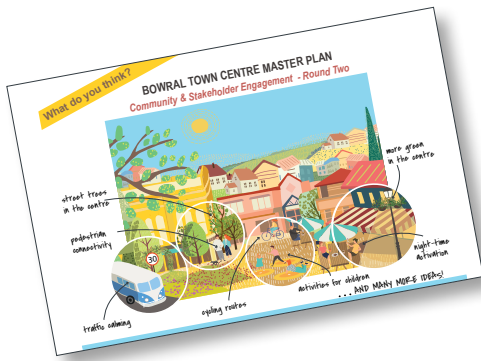
Sketches received as responses from Bowral Public School (source: Wingecarribee Shire Council)

Engagement Outcomes Report



Sketches received as responses from Bowral Public School (source: Wingecarribee Shire Council)

1-5 Round 2 - Engagement Overview



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

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

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

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

Ideas most liked by the community

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

Ideas most disliked by the community

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

1-6 Round 2 - Feedback from Council

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

1-6 Round 2 - Feedback from Council

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

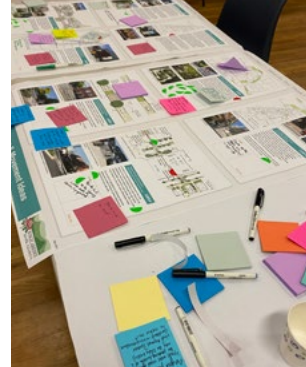
Engagement Outcomes Report

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

1-7 Round 2 - Feedback from Community

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

Engagement Outcomes Report



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

1-7 Round 2 - Feedback from Community



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

Engagement Outcomes Report

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

1-7 Round 2 - Feedback from Community

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

Engagement Outcomes Report

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

1-7 Round 2 - Feedback from Community

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

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

1-8 Community Vision and Priorities

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

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

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

Urban Design Principles



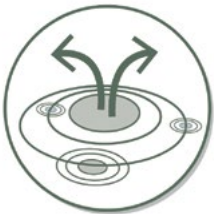
01 Celebrate Local Identity & Diverse Community



02 Encourage Green & Sustainable Public Domain



03 Improve Permeability & Connectivity



04 Strengthen Economy & Opportunities



05 Enhance Vibrancy & Attractiveness



06 Promote Safety & Comfort

1-9 Urban Design Principles

01



Celebrate Local Identity & Diverse Community

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

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

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

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

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

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

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

Increase opportunities for participation from the Southern Highlands artists community.

02



Encourage Green & Sustainable Public Domain

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

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

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

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

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

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

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

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

03



Improve Permeability & Connectivity

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

Provide improved footpaths & pedestrian links throughout the centre.

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

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

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

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

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

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

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

04



Strengthen Economy & Opportunities

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

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

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

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

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

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

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

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

05



Enhance Vibrancy & Attractiveness

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

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

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

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

Introduce activities and incidental play options for kids and teens.

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

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

Incorporate creative opportunities for lighting within the centre.

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

06



Promote Safety & Comfort

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

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

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

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

Consider the functionality when selecting materials used for street furniture.

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

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

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

1-10 Future First Nations Consultation

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

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

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

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

Sensing *Start with Country* (project formation)

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

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

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

Shaping *Designing with Country* (project delivery)

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

Caring for Country (project maintenance)

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

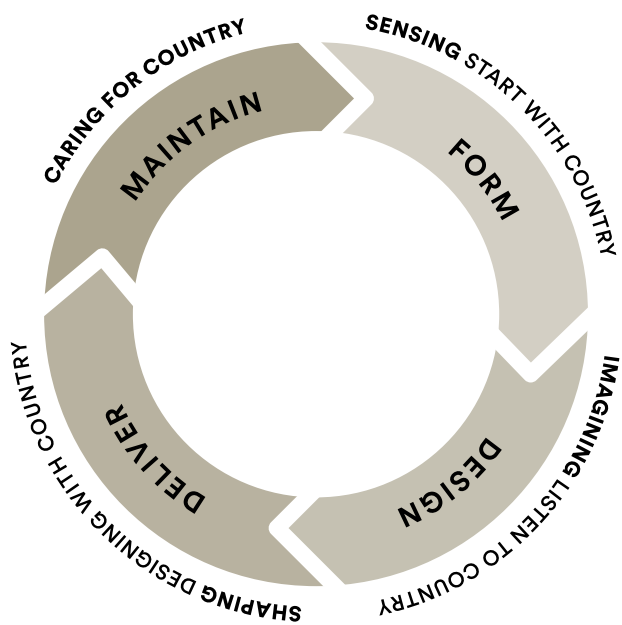


Figure 2 Project lifecycle (source: Connecting with Country Framework, GANSW)



1-10 Future First Nations Consultation



Bowral – means ‘large’ or ‘high’ in the local language.

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

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

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

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

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

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

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

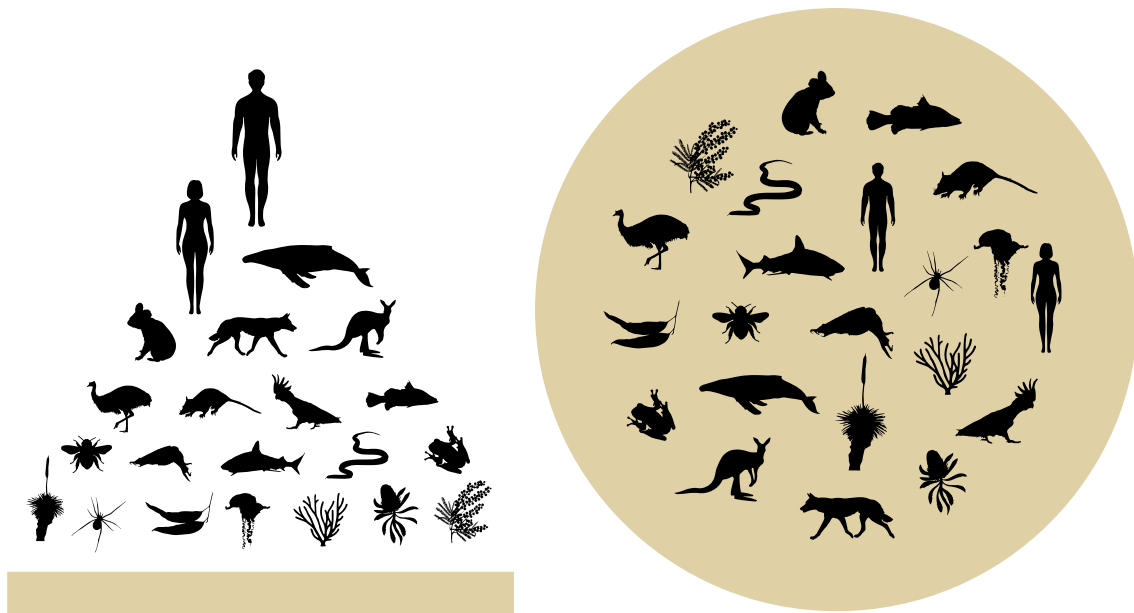


Figure 3 Human-centred vs Country-centred design (source: Connecting with Country Framework, GANSW)

1-11 Round 3 - Public Exhibition Overview



The Draft Bowral Town Centre Master Plan was on exhibition for eight (8) weeks from Monday, 22nd January to Sunday, 17th March 2024. To encourage participation, the Master Plan was shared with the community on a variety of platforms; in-person drop-in sessions, workshop presentation, market stalls, online surveys and interactive online maps. Physical copies of the Master Plan were made available at Bowral, Mittagong and Moss Vale Library, Council's Civic Centre and Mobile Library and were available online via the project page on Participate Wingecarribee. The community was also encouraged to send in written submissions.

Following is a schedule of events where the Master Plan was presented to the community.

This section also includes a summary of the feedback that was received from all the engagement activities within the duration of the public exhibition, along with responses to select feedback, comments and ideas. This summary records ideas most repeated throughout the public exhibition period, along with new ideas and issues not previously discussed during the Master Plan process. These comments are included in tables in the following pages.

Engagement Outcomes Report

Consultation type	Where	When	Additional Information
Bowral Markets Stall	Bowral Markets	10/02/2024 8am – 1pm	Council attended the Bowral Markets to promote the exhibition of the Draft Master Plan and seek feedback from the local community. Approximately 20 comments were recorded.
Drop-In Session	Henrietta Rose Room (16 – 24 Bendooley St)	15/02/2024 5:30 to 7:30pm	A community drop-in session was held to gather the community's feedback on initiatives. This was achieved through a 'dotmocracy' activity using green dots (for initiatives that were liked) and red dots (for initiatives that were disliked). Approximately 55 green dots, 20 red dots and 32 comments were received.
Community Reference Panel	Civic Centre Moss Vale	22/02/2024	The Draft Master Plan was presented to a Joint Community Reference Panel, which combines the four Reference Panels (Climate Change and Environment; Community; Sport Recreation and Leisure; Economy.) Purpose of the four community panels is help shape Council's strategic direction. At the joint panel session a 'dotmocracy' activity was conducted, and approximately 68 green dots, 29 red dots and 68 comments were received.
Online Survey	Participate Wingecarribee Project Page	Public Exhibition Period (22/1/24 – 17/03/24)	An online survey was posted on Participate Wingecarribee that included questions on all ideas shared in the Draft Master Plan and 71 submissions were received.
Interactive Map	Participate Wingecarribee Project Page	Public Exhibition Period (22/1/24 – 17/03/24)	An Interactive Map was created on Participate Wingecarribee, which allowed participants to offer place-based comments of what they like or dislike within the town centre, as well as share ideas for improving the centre. A total of 93 submissions were received during the public exhibition period.
Share Your Thoughts	Participate Wingecarribee Project Page	Public Exhibition Period (22/1/24 – 17/03/24)	The Share Your Thoughts feature enabled the participants to provide a short response in 100 words or less in regards to a specific theme or the overall Draft Master Plan and it received 40 contributions.
Written Submissions	Participate Wingecarribee Project Page/ Emails	Public Exhibition Period (22/1/24 – 17/03/24)	Community Members were also invited to email detailed responses to the Draft Master Plan and a total of 16 written submissions were received during the exhibition period.

1-11 Round 3 - Public Exhibition Overview

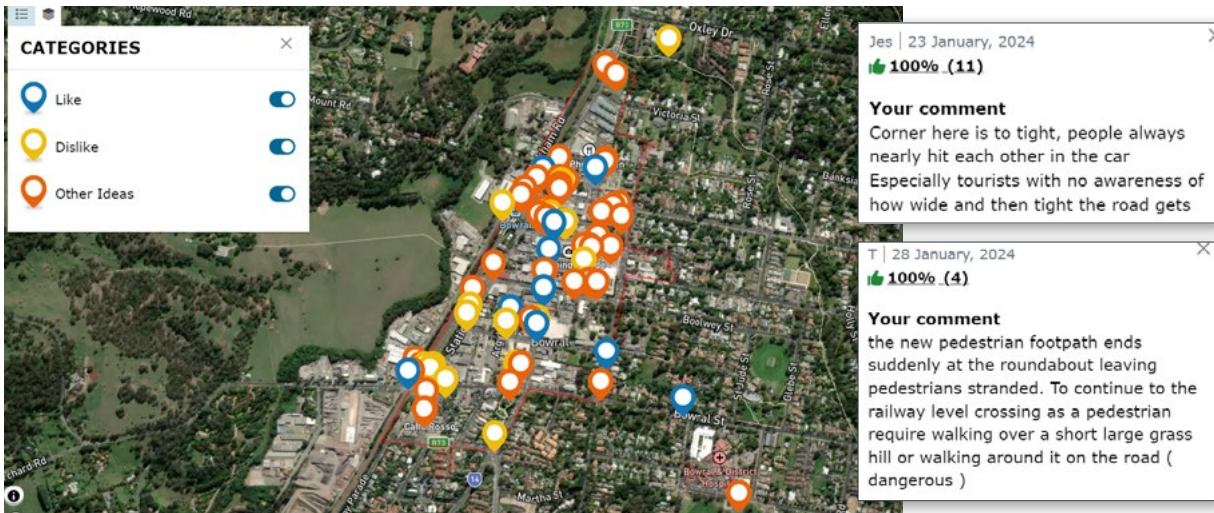


Figure 4 Social Pinpoint Map with comments (source: participatewingecarribee.wsc.nsw.gov.au)

Key Themes for Feedback on Draft Master Plan

Overall Feedback – In general, the comments were supportive of the Master Plan. A number of ideas and comments reiterated what is already included in the Master Plan, or point to issues already addressed in the Master Plan

Bowral's Identity – A number of comments are interested in retaining Bowral's identity as a rural town with a country charm, while others express a keen desire to take Bowral in a more modern and contemporary direction.

Preservation of Heritage Character – A number of comments reiterated the need to preserve, restore and maintain the heritage buildings, while adding new development that complements the existing built form character of the centre.

Future Built Form – There were a number of comments regarding the future built form of Bowral Town Centre. There seems to be a difference of opinion for preferred building height in the town centre. While half of the comments support building four storeys or higher, the other half support restricting the building height to three storeys. A few comments express concerns over the vacant sites and buildings in state of disrepair throughout the centre.

Pedestrian Safety – Some comments expressed concerns over safety at intersections within the centre, mainly intersections at Station Street and Bong Bong Street. A number of comments were in favour of introducing scramble crossing at the intersection of Bong Bong Street and Boolwey Street.

Bong Bong Street Future Character – Few comments were in favour of closing Bong Bong St to pedestrianise it or interested in making it a one-way loop with Station Street serving as the street in the other direction.

Wingecarribee Street West – A number of comments suggested pedestrianisation of Wingecarribee Street West to extend the pedestrian spine to the train station, while a few are worried about the effects of losing parking and loading dock access on businesses. However, there was strong opposition to proposed updates to the street in the Draft Master Plan.

Residential Development – Overall, there is support for adding more residential development within the centre to create more options while improving evening activation and vibrancy.

First Nations Input – Lack of First Nations input in the report was noted in a few comments.

1-12 Round 3 - Public Exhibition Feedback

Public Domain and Spaces - Feedback on the Bowral Town Centre Draft Master Plan	
Comment	Response to the comment
This was the initiative most supported by the community - 68% of the participants agree that the ideas will make a difference to the centre. Most liked ideas: Street trees (PS03), and Corbett Plaza to Corbett Gardens (PS01)	Noted
Blocking pedestrian access with other amenities on footpath is a key concern	Diagram (Fig 15) amended to illustrate that zones are distinct, to avoid impeding pedestrians
Prioritising greenery and pedestrian access & connectivity is important	Noted
Pedestrianising Bong Bong St either fully or partially.	Additional information included (p63) of this document 'Bong Bong Street Response', to illustrate the options considered and the reasons for the preferred option, which involves a slow speed two-way environment along Bong Bong St. This information is provided in response to feedback received.
Consider the installation of retractable/removable bollards in areas which can allow/deny access to cars at different hours/days of the a week according to use of the space	Amendment to the MP, to identify removable / retractable bollards as an option for Night time Precincts (p74)
There are 12 seating spots in Bong Bong Street with a few more in Corbett plaza. Most of these could use a freshen-up. The focus should be on suitable pedestrian activity and accessibility. Side streets are under utilised for seats and bins, and the current locations for both should be reviewed	PS05 amended to reference maintenance and upgrade of existing street amenities
The ability for hosting outdoor events are limited to a few months of the year. Bowral being a cold climate with a lot of rainfall, running events have become very expensive. Events could be planned to coincide with times of the year which businesses are quiet, providing a benefit to all during quieter periods	Noted, this is a management issue
For garbage and recycle bin decorations, Option 1a is supported	Noted
Corbett Plaza to Corbett Gardens extension	
Preserve all the trees in Corbett Plaza; they contribute to the overall feel and character	Noted

1-12 Round 3 - Public Exhibition Feedback

Corbett Plaza could be improved by reducing the number of trees to provide seating areas and encourage alfresco dining, especially in the evenings	Noted
The existing loading dock adjacent to Corbett Plaza is important to the viability and ongoing operation of Springetts Arcade, which is over 90% occupied. The proposed additional planting areas in Corbett Plaza will reduce the much-needed short-term parking in this section of Wingecarribee Street. Also any modifications need to consider vehicular access into Lamond Lane.	Figure 12 has been amended to remove the kerbing and tree adjacent to the loading dock. Any design of this area is to consider the functioning of the loading dock
Upgrade the public toilets in Corbett Gardens and increase the number of disabled cubicles. Also make the signage more visible.	Noted
Raise the garden beds for sight-impaired and disabled people; include interactive gardens with sensory planting	Noted
Corbett Plaza needs a covered all weather outdoor facility for cafes	Noted, no change proposed, but this may be considered when a detailed design is developed
Pedestrian crossing needed on Bowral St connecting Maynard Gardens to town centre	A pedestrian refuge exists at this location; PS07 to be amended to propose installation of protection bars on this refuge
Banyette Square	
Proposed Banyette Square is too far from the main activity centre in the north. Bowral is too small to support two such centres; there are insufficient commercial developments here now and no room to add more	Noted, no change. The proposal for Banyette Square is a long term strategy, suited to the future growth of the town
Support the development of Banyette Square; a great idea	
Banyette Square proposal gets rid of parking, adding to the inconvenience of many workers and locals shopping in the area. The centre is regional and not as heavily populated as some of the proposed case studies, so access to this area would be mostly via a car.	

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Very supportive of Banyette Square, and interested in making it a short-term project. The idea works well with another proposal for a long-term lease of the Council owned car park to develop a building that includes retail, offices, food and beverage and a 500 seat theatre. Set back from the street, the area in front of the building is an open plaza area equal approximately to the size of Corbett Plaza. The upper levels are further set back for solar access with a canopy area providing shade, while the parking below doubles the number of current parking spaces.	Noted
Street trees	
Strongly opposed to any changes to trees on Station St especially the northern gateway - the Camelias and the Pin Oaks are very important to the community	Figures 7, 10 and 58 amended to remove proposed new street trees on train station side of Station St. Additional reference to significance of Camellias and Pin Oaks added to BF01, to acknowledge the importance of landscape elements as items of heritage importance for consideration when assessing development.
Adding trees to Bong Bong Street and subsequent side streets creates many potential issues: maintenance costs, issues with tree roots and access, loss of accessible parking spaces for the elderly, lack of solar access leading to higher cost of heating for outdoor heating for businesses.	Noted, no change, majority of the feedback from the community was in favour of planting more street trees within the centre
Street trees are a great idea; consider deciduous trees and shade trees, but only where there is no obstruction of pedestrian access.	Text added to PS03 to reference the Street Tree Master Plan and Council's requirements when installing new street trees
Planting of new street trees along Bong Bong Street is not supported – adds to clutter and potential hazard for pedestrians	Noted, no change, majority of the feedback from the community was in favour of planting more street trees within the centre. Street trees to be in accordance with Street Tree Master Plan, to ensure suitable species are proposed.
Wingecarribee St West	
Strongly oppose changing the direction of Wingecarribee Street as that would redirect traffic on to Bong Bong St, where the intent is to reduce vehicular traffic	Master Plan amended, existing one way flow on Wingecarribee St will not be altered
Pedestrianise Wingecarribee St to improve access to the station and continue the mall from Corbett Gardens and Plaza towards the train station	
Support updates to Wingecarribee St	

1-12 Round 3 - Public Exhibition Feedback

<p>This section of Wingecarribee Street would work better as extension to the grand pedestrian space as it provides a vital pedestrian link between the railway station and Bong Bong Street. There are no loading docks immediately off this street and servicing can be accommodated with controlled access outside times of peak pedestrian movement. Pedestrianising the western end of Wingecarribee Street will encourage traffic to use Station Street and help the objective of limiting through traffic in Bong Bong Street.</p>	<p>Master Plan amended, existing one way flow on Wingecarribee St will not be altered</p>
<p>The proposal to direct traffic heading east over the railway bridge into Wingecarribee Street and then into Bong Bong Street is counter intuitive and an inappropriate response to the concept of Station Street being the through traffic route.</p>	
<p>For Wingecarribee St changes, the removal of loading zone is a significant restriction of businesses</p>	<p>Master Plan amended, but changes to Wingecarribee St will retain a Loading Zone</p>
<p>Informal pedestrian crossings are dangerous for pedestrians, therefore, a single more substantial and raised pedestrian pathway is recommended to slow down traffic and enhance visibility. The crossing should align halfway between the High Street walkway and the entrance to Springetts Arcade.</p>	<p>Noted, no change, a raised pedestrian crossing is already proposed in the Master Plan</p>
<p>Move the power lines along Mittagong Road south of Evans Lane underground, allowing the street trees to reach their full potential</p>	<p>'Noted. Feedback has been forwarded to Council for consideration.</p>
<p>Public Domain and Spaces - New Ideas / Issues not previously discussed in the Master Plan process</p>	
<p>Need a location for an iconic clock tower - potential options are Corbett Plaza, Corbett Gardens, or Pedestrianised Wingecarribee St</p>	<p>Noted, no location proposed at this time</p>
<p>The small public space (diagonally across from the school on Boolwey St) south of the roundabout needs an upgrade. Although not in the centre of the town, it is a node for locals who walk between supermarket, chemists and school.</p>	<p>Master Plan amended, 'PS10 - Upgrade of existing spaces' added</p>
<p>An upgrade for Lions Park is much needed; it needs a playground for children and toilet facilities</p>	<p>Master Plan amended, 'PS10 - Upgrade of existing spaces' added</p>

Engagement Outcomes Report

Tree planting and bioswales along Merrigang street are recommended	Noted, for future consideration by Council
Add more sustainability initiatives within the centre - like composting bins, etc	Noted, no change, this is outside the scope of the Master Plan
Consider blocking off Boolwey St, to make another plaza parallel to Corbett Plaza	Noted, no change
The Loseby Park half court needs a complete upgrade.	Noted, no change
Adding beach volleyball courts at Bowral Pool would add value to the area	Noted, no change proposed as outside study area
Install wind breakers to stop westerlies	Noted
The Rhyme time at the library is very well-attended (sometimes around 70 people); it could be a good place for play-based furniture	PS04 amended to include reference to play equipment in Civic Precinct upgrade
Concerned about the initiative to plant additional trees along Station Street between Wingecarribee Street and Bundaroo Street. The existing "Avenue of Pin Oaks and the Heritage Camellias in Trachyte Garden Beds" is listed by the National Trust. Following wide community agitation, this area was recently significantly restored and rejuvenated.	Noted, Figure 7, 10 and 59 amended
Surfaces need to be permeable, especially around street trees, for better stormwater management	Amended text added to PS03 to reference permeable surfaces, especially around street trees
Eco-crete (a Boral, carbon neutral product) could be considered for paved areas, like in Banyette Square	Noted, no change, this is a detailed design consideration
Turn Coles carpark into a wetland's environment	Noted, no change, this is not considered a feasible option
Consider laneway activation off Bundaroo Street with to activate night-time economy in the area. Additional active spaces and street furniture improvement are needed near Stafford Cottage and Bowral Library.	The Master Plan currently proposes improvements to the Civic Precinct, which encompasses Stafford Cottage and Bowral Library, refer to A02

1-12 Round 3 - Public Exhibition Feedback

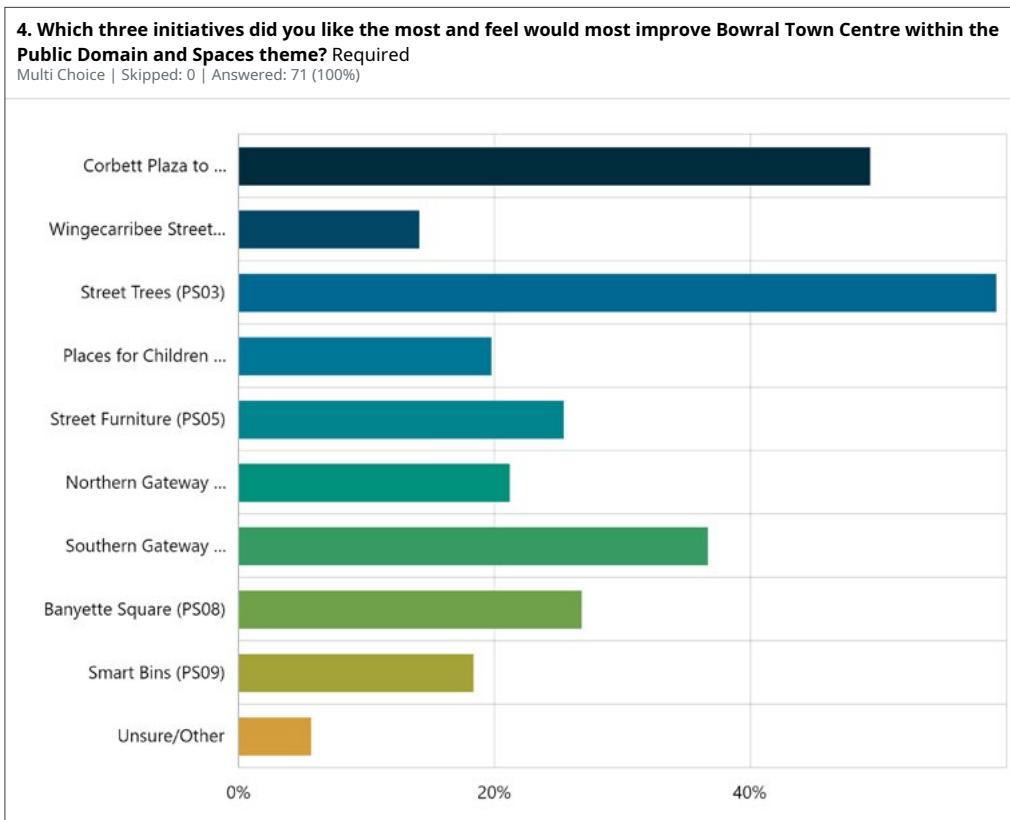
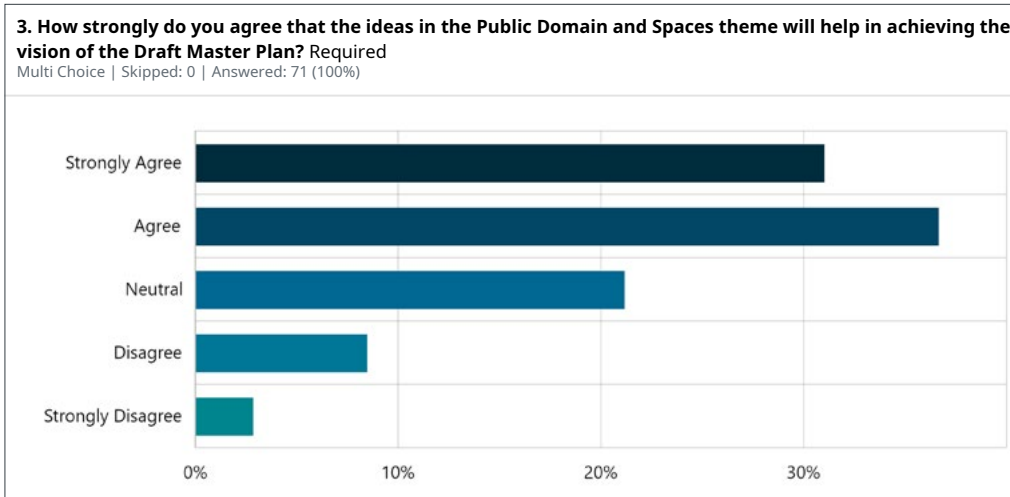


Figure 5 Summary of survey responses for ideas within the Public Domain and Spaces theme (source: Wingecarribee Shire Council)

Engagement Outcomes Report

Built Form and Heritage - Feedback on the Bowral Town Centre Draft Master Plan	
Comment	Response to the comment
54% of the participants agree that the ideas in this category will make a difference to the centre. Most liked ideas: Heritage and Character Buildings (BF01), Facades and Shopfronts/Materials (BF02), Ground Floor Activation (BF03), Building Heights (BF04)	Noted
Limit building heights to three storeys	Noted, no change proposed to recommended building heights
Increasing the building heights to four storeys would work well in the centre	
Generally supportive of residential in the town centre, including shop-top housing	Noted
It is important to retain, maintain and restore the heritage and contributing façades in Bowral Town Centre (multiple comments) so the overall character and charm of the centre is retained	Noted
The vacant sites and rundown buildings in the centre need attention	Noted
Support demolition of existing buildings where needed, in order to build new construction for commercial/business use	Noted
SEPP 65 is not mentioned in the Report, but has major ramifications for the design of buildings with apartments above shops	Noted, amended text in BF04. Also note: SEPP 65 has been incorporated into Chapter 4 of the Housing SEPP. The provisions of this SEPP are applicable if the development is at least 3 storeys, and contains a minimum of 4 dwellings.
Façades and Shopfronts	
Consider rethinking the proposed colour palette; it's dated. Consider a minimal colour palette like the tonal charcoal/ greys of The Grand Bong Bong	A Bowral specific colour palette has been provided in BF02. The previous palette was indicative only, as the recommendation is that a palette be created for Bowral.
The statement "Currently there are only a few heritage listed buildings within the Bowral Town Centre" (page 40) is disrespectful of the 15 LEP Heritage-listed properties in the "Study Area" as defined by Figure 3, and ignores a few others within the Study Area	Text has been rephrased (p48) to identify heritage items, but also identify the risk facing character buildings that are not afforded the protection of heritage provisions
Building Heights	
The recommendation to increase height from 10 metres to 12 metres ignores the existing 12.5 metre height limit in the centre of the blocks between Bong Bong St and Bendooley St. The 12m height should be increased to 12.5m to create uniformity of development potential throughout the "K" height limit area, i.e. change height limit for area "K" to "M".	Noted, no change, 12m is considered suitable for this area, and allows for 3 storeys with appropriate floor to floor heights, as per Figure 33-34. An additional section "Floor Space Ration Response' has been added to this report (p64) to explain the rationale behind the recommendations.

1-12 Round 3 - Public Exhibition Feedback

<p>Floor Space Ratios (FSR) have been ignored in this draft Plan. The proposed increased building height limit to 12 metres is not matched by increase in the FSR of the affected properties, making their potential future redevelopment or modification of limited or no value to their owners. Site amalgamations have also not been addressed in the draft Master Plan.</p>	<p>Master Plan amended, additional text relating to FSR included in BF04. Additional explanation is provided in 1-16 Floor Space Ratio Response. Amalgamation was not a consideration for this study.</p>
<p>Many of the examples of desirable urban form in the Master Plan are suburban streets in Sydney, and Bowral is a country town. While 2 storeys is an accepted height along the central part of Bong Bong Street, an increase in building height to 3 storeys may not be, even with a setback of 4.5m in the central area and at the gateways, as it could destroy the desirable country town character. There are plenty of other opportunities for redevelopment to 3 or more storeys within the town centre in less prominent locations.</p>	<p>Noted, no change. A range of precedents were used to inform the Master Plan and the precedents included were considered to be appropriate to convey the proposed idea.</p>
<p>Preserving views of the hills surrounding Bowral needs consideration, especially when it comes to new DAs being lodged with Council. Limiting the height of buildings on sites at the end of a street could help in preserving view corridors in the centre, especially along Boolewy Street, through the site, and towards Oxleys Hill to the west.</p>	<p>Text added to p24, recommending that identified view corridors be considered in the assessment of any future built form</p>
<p>Street Frontage Wall Heights</p>	
<p>Wall heights in the Town Centre should recognise the heights of existing significant buildings and not be established as an arbitrary limit. By nominating a maximum height, many existing buildings (including some Heritage-listed buildings) would become non-compliant. The maximum street front wall height in a Bong Bong Street block between cross streets should be prescribed as “not more than” or “average between” existing significant buildings, rather than a blanket 9m.</p>	<p>Master Plan text amended, additional heritage and character building information provided on p53</p>
<p>In the diagram of the four storey (15m) high building, the top floor level of 11.1m with a 12 m high front wall would not comply with the National Construction Code, which requires a balustrade height from the finished floor to be a minimum of 1 metre</p>	<p>Noted, no change, National Construction Code. considerations are addressed at building approval stage</p>

Built Form and Heritage - New Ideas / Issues not previously discussed in the Master Plan process	
Consider a low-level mix of residential and parklands on the lot north of Victoria St as a gateway into Bowral	Noted, no change to the planning controls is proposed for this area due to flooding and heritage constraints
As per the 2014 Heritage Action Plan, a standalone Main Street Heritage Study is recommended	Noted, no change. Initiative BF01 recommends the identification of Heritage and Character buildings and the development of guidelines to support suitable new development
Consider doing a character study and an investigation of buildings of interest from an historical perspective	
The pool at Bowral Swimming Centre needs to be refurbished and moved to Mittagong as an indoor/ outdoor pool with longer hours of operation. The current hours of operation do not work well for all residents.	Noted, no change, this facility is outside the study area, but this comment has been brought to Council's attention

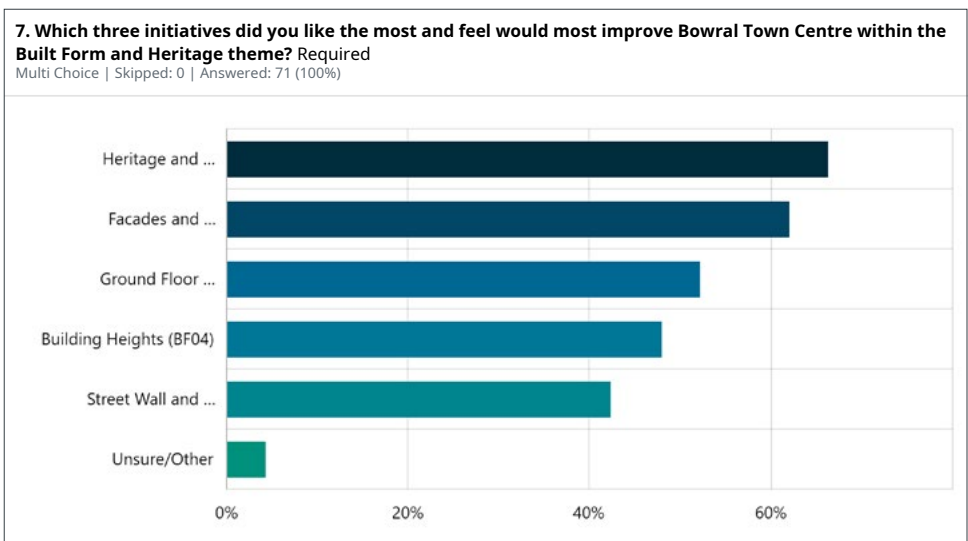
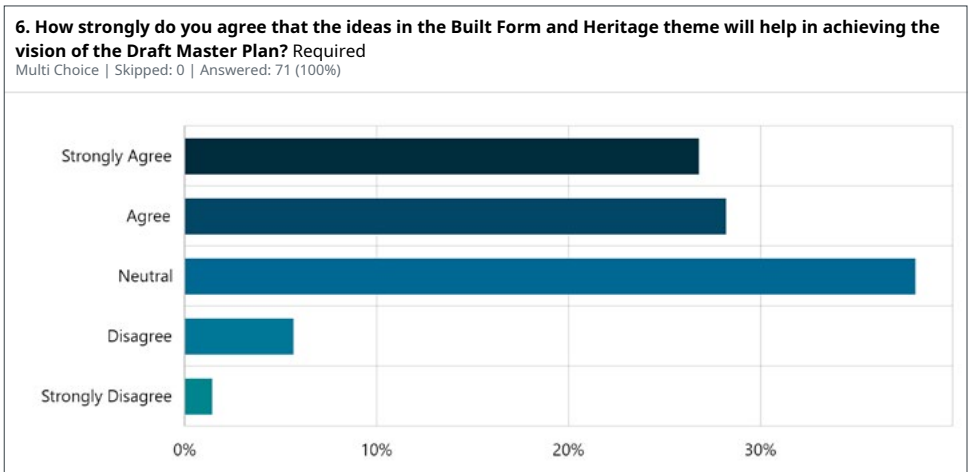


Figure 6 Summary of survey responses for ideas within the Built Form and Heritage theme (source: Wingecarribee Shire Council)

1-12 Round 3 - Public Exhibition Feedback

Access and Movement - Feedback on the Bowral Town Centre Draft Master Plan	
Comment	Response to the comment
55% of the participants agree that the ideas in this category will make a difference to the centre. Most liked ideas: Car Parking (AM04), Vehicular Movement (AM02), Green Links and Orbital (AM01), Low Speed Environment (AM03)	Noted.
Consider a scramble crossing at the intersection of Bong Bong Bong St and Boolwey St	Noted, no change proposed as a scramble crossing provides diagonal access, but at the expense of delayed pedestrian travel along Bong Bong St.
Consider an extension to Merrigang St carparking; the draft Master Plan shows an arrow in the location but no further information	Location of arrow amended in Fig 35 to correctly identify Council laneway access, no proposed carpark extension, current informal parking is on private land.
Pedestrianise Bong Bong Street	Noted. Additional information included (p59) of this document 'Bong Bong Street Response', to illustrate the options considered and the reasons for the preferred option.
Low-speed environment is an excellent idea, especially if it is also possible to impose load limit for vehicles on Bong Bong St	Noted, this road is controlled by Transport for NSW, who are proposing the slow speed changes.
Vehicular movement - Station St	
The proposal to 'green' Station Street by adding trees would conflict with its role as the main vehicle route through Bowral	Noted, no change. A majority of the submissions received during the exhibition were in favour of greening the centre, and is consistent with the intent of the Master Plan.
Station Street is the desired vehicular traffic through route with signage that encourages vehicles to use it as a bypass to Bong Bong Street. For it to work as an effective bypass, the southern extension to Station Street needs to be in place, for which land is already reserved. This extension will allow heavy traffic between Moss Vale and Mittagong to bypass Bong Bong Street and the Kangaloon Road roundabout.	Noted, no change to Master Plan
The draft Plan misses the re-classification of Bong Bong Street to Station Street by constructing the missing part of the originally planned Stage 2 of the Bowral Distributor Road (Station Street extension) between Bowral Street and Links Road, which would reduce through traffic in Bong Bong Street.	No change to Master Plan, change of classification of Bong Bong St is outside the scope of the Master Plan

Wingecarribee St - Bong Bong St intersection	
Redirecting traffic from Station St to Bong Bong St from Wingecarribee St is counter-intuitive to reducing vehicular traffic on Bong Bong St and will create a significant backlog into Wingecarribee St. Also, a the car turning south will be turning directly into a pedestrian crossing, causing further delays.	Master Plan amended, existing one way flow on Wingecarribee St will not be altered
Opposed to the idea of allowing traffic to drive from the bridge crossing over the railway line to Bong Bong St along Wingecarribee St as this will not only be a pedestrian hazard, it will also channel more traffic into Bong Bong St causing more congestion and greater risk for pedestrians.	Master Plan amended, existing one way flow on Wingecarribee St will not be altered
Consider a multi-directional pedestrian crossing at the Wingecarribee Street/Bong Bong Street Intersection so it improves the linkage along Wingecarribee Street through to Corbett Plaza and Corbett Gardens	Noted, no change proposed as a scramble crossing provides diagonal access, but at the expense of delayed pedestrian travel along Bong Bong St
Cycling	
A bikepath and e-transport on Bong Bong Street could be dangerous as it puts cyclists on the limited footpath space and on the inside of parked vehicles. An East-West cycling link on Wingecarribee Street can connect across the town centre to Corbett Gardens, the Library, and the emerging cultural precinct of Bendooley Street, the schools and train station.	Noted, no change to Master Plan, which does not support cycling on the footpath, but proposes cycling on the road, in line with the slower speed environment
Bike racks should be provided in back streets and carparks	Text amended (AM01) to recommend the provision of bike racks across the centre
Provide bicycle parking facility at the train station	No change to the Master Plan. Transport for NSW is responsible for operation of services at Bowral Station. The Master Plan recommends end of trip facilities that would include bicycle parking, however this would need to be actioned by Transport for NSW
Wayfinding	
Wayfinding is just as important for locals who may have a cognitive impairment (approx. 1200 people living with Dementia within the LGA)	Master Plan amended. AM05 amended to include requirement for detailed signage design to consider all community needs, including those with dementia or visual impairments/low vision.
Interesting and interpretive historical signage - as in the Rocks would help keep our stories alive and invigorate the town centre	Noted, no change required

1-12 Round 3 - Public Exhibition Feedback

<p>Towns like Tanunda in South Australia are a good example to show how signage can celebrate milestones and historical associations. Footpath areas and public spaces provide opportunities for signage in Bowral. There may also be opportunities in carparks for signage that celebrates Bowral's history and heritage.</p>	<p>Noted, no change, amended wayfinding and signage is already included in the Master Plan, refer AM05</p>
<p>Carparking</p>	
<p>Removing carparking from the main street takes away customers and opportunities from businesses</p>	<p>Noted, no change to Master Plan. The removal of a small number of parking spaces, to significantly improve the amenity of the centre is considered appropriate. Improved amenity across the centre is of benefit to businesses.</p>
<p>Removing car spaces closer to businesses is detrimental to elderly, a large group in Bowral. They need safe and easy access from parking to businesses/ destinations</p>	
<p>Suggestion to add timed parking along Bowral Street between Bong Bong St and Station St. Currently with untimed parking on Bowral St cars regularly park there all day, limiting the options for visitors.</p>	<p>Additional text added to AM04, referencing the Wingecarribee Integrated Transport Strategy that is under development, and future parking management</p>
<p>The proposed southern pedestrian crossing treatment is outside the Bowral and District Art Society and a kerb blister would remove a much used loading zone. Consider another treatment of the street to improve safety at the crossing</p>	<p>Noted, diagram (Figure 49) amended to retain loading zone</p>
<p>Access and Movement - New Ideas / Issues not previously discussed in the Master Plan process</p>	
<p>Install parking meters in Council parking areas</p>	<p>Noted, no change to Master Plan</p>
<p>Replace pedestrian crossing on Bong Bong St North (near Corbett Plaza) with traffic lights to prevent trickle of pedestrians</p>	<p>Noted, no change to Master Plan, intent is for Bong Bong St to be pedestrian priority. Bong Bong Street Response' on page 63 of this report.</p>
<p>The recommendation for a second railway bridge needs more clarity in the master plan</p>	<p>Noted</p>
<p>Traffic lights or a roundabout needed at the intersection of the railway overpass and Kirkham Rd. Currently there is a lack of visibility when coming from the south along Kirkham Rd, making turning right on the bridge extremely difficult. As a result traffic backs up on the street.</p>	<p>Noted, no change to Master Plan, outside study area</p>
<p>Alternate multi-storey carpark location suggested at Bowral Station</p>	<p>Noted, no change to Master Plan, any multi-storey car parking adjacent to Bowral Station would impact the heritage value, and would be within the view corridors of main cross streets</p>
<p>Multi-storey carparking at the Station, where the station could retain its heritage exterior but be modern inside with shops above and a car park as part of the suggested walkway.</p>	

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Banyette St and Station St intersection to be reviewed; turning right from stop sign on Banyette on to Station Street causes issues	Noted, no changes to Master Plan. Transport for NSW is proposing reducing speed along Bong Bong St, and their modelling has not indicated any traffic congestion concerns that require amendment.
The narrow corner in the Coles parking lot at the southern end is a tight corner. Traffic flow issues in the parking lot. Can the Coles carpark be made into a one way access carpark?	Noted. Feedback has been forwarded to Council for consideration.
The new pedestrian footpath on west side of Station St ends abruptly, leaving the pedestrian stranded at the Bowral St intersection. To continue to the railway level crossing, one has to walk on a large grasshill or walk around it on the road, which can be dangerous.	Noted, the intersection of Bowral St and Station Street has been identified as an intersection in need for improvement (Fig 35).
A traffic calming measure is needed at the intersection of Bowral St and Station St; speeding cars coming south disregard traffic from Bowral St	
Consider making Bong Bong Street one way going south, with parking and local traffic using the left two lanes to access, the right hand two lanes should be for through southbound traffic	Noted. Additional information included (p63) of this document 'Bong Bong Street Response', to illustrate the options considered and the reasons for the preferred option, which involves a slow speed two-way environment along Bong Bong St. This information is provided in response to feedback received.
Consider making Station Street one way going north to work with the potentially southbound Bong Bong St	Noted, no change to Master Plan. Traffic flow is to be retained two-way along Bong Bong St. Station St to remain two-way.
There are safety issues regarding the new pedestrian footpath on west side of Station St as it ends abruptly, making it dangerous for pedestrians who want to cross the railway track	Noted, no change proposed. Comments have been forwarded to Council for consideration.
The roundabout at the intersection of Moss Vale Rd, Funston St and Kangaloon Rd is dangerous for pedestrians - needs safe pedestrian crossing	Noted, no change to Master Plan, this is outside the study area
Need traffic calming/speed changes coming into Bowral from the North. Speeding traffic makes it dangerous for pedestrians and cyclists in/out of Victoria St.	Noted
Bong Bong St and Merrigang St. intersection needs to be resolved. Traffic trying to turn right on Bong Bong St from Merrigang St is constantly backed up and in need of a solution.	Noted, no change to Master Plan. Changes to this intersection would require further investigation to be undertaken by Transport for NSW.

1-12 Round 3 - Public Exhibition Feedback

<p>Boolwey and Station St intersection is dangerous - Consider making it a left only from Boolwey St</p>	<p>Noted, no change to Master Plan. Changes to this intersection would require more detailed modelling and further investigation by Council.</p>
<p>Another pedestrian crossing needed mid-block on Station Street between Bowral St and Funstun St, so the pedestrians coming from Railway Parade to Harris Farm shops can cross safely.</p>	<p>Pedestrian refuge to be indicated on Station St, at the Funston St intersection</p>
<p>Cars leaving the vet or Harris Farm on Station St have near misses from cars parked along Station St or the speeding drivers. Suggest removing one or two parking spots at key locations to improve visibility and safety.</p>	<p>Noted, no change to Master Plan. Existing 'No Stopping' zones are present to either side of the exit from the Vet and Harris Farm, onto Station St.</p>
<p>The entry and exit from Bowral St to Harris Farm is dangerous. The narrow street should be one-way and the exit should be past the shops on to Station St</p>	<p>Noted, no change to Master Plan, existing layout has been approved by Council</p>
<p>Roundabout at Bowral/Bendooley is not very visible to traffic coming from the east</p>	<p>Noted, no change to Master Plan. Changes to this intersection would require more detailed modelling and further investigation by Council.</p>
<p>The end of Wingecarribee St near the railway bridge, could be closed to traffic except taxis, making a single lane road going north forming an 'extension' of Corbett plaza with outdoor seating etc.</p>	<p>Master Plan amended, Wingecarribee to remain one way, in current direction. Some changes made to footpath and parking arrangement. Loading zone relocated.</p>
<p>The intersection of Bowral St and Station St is dangerous with added hazards of restricted visibility coming from the east on Bowral St and excessive speed when coming from the south on Station St.</p>	<p>Noted, no change to Master Plan. Changes to this intersection would require more detailed modelling and further investigation by Council.</p>
<p>A crossing should be explored from Bowral Train Station to the Memorial Gardens as there is no current safe option and removal of parking along Banyette Street will increase use of northern parking spaces.</p>	<p>Noted, no change to Master Plan. There is a signalised pedestrian crossing at the northern end near the Memorial Gardens and at the southern end at Wingecarribee St, there is no appropriate location for an additional crossing or refuge.</p>
<p>Can the text that refers to the removal of painted car spaces please be removed from MP.</p>	<p>Noted, text relating to removal of painted spaces removed.</p>
<p>Explore initiative that encourages EV charging stations in the town centre. Consider Station Street carpark as a possible location for EV charging stations.</p>	<p>Master Plan amended, refer to AM04, to identify Station Street carpark as an option for the installation of EV charging as per EV Charger Feasibility Study.</p>
<p>Outside the site area</p>	
<p>Fix the road surface on Bowral St; the high-traffic road serves two hospitals and the vehicles need to zig zag to avoid potholes.</p>	<p>Noted, no change to Master Plan. This is outside the scope of this study.</p>
<p>Consider parking at the Bowral Swimming Centre</p>	<p>Noted, no change to Master Plan. This is outside the scope of this study.</p>

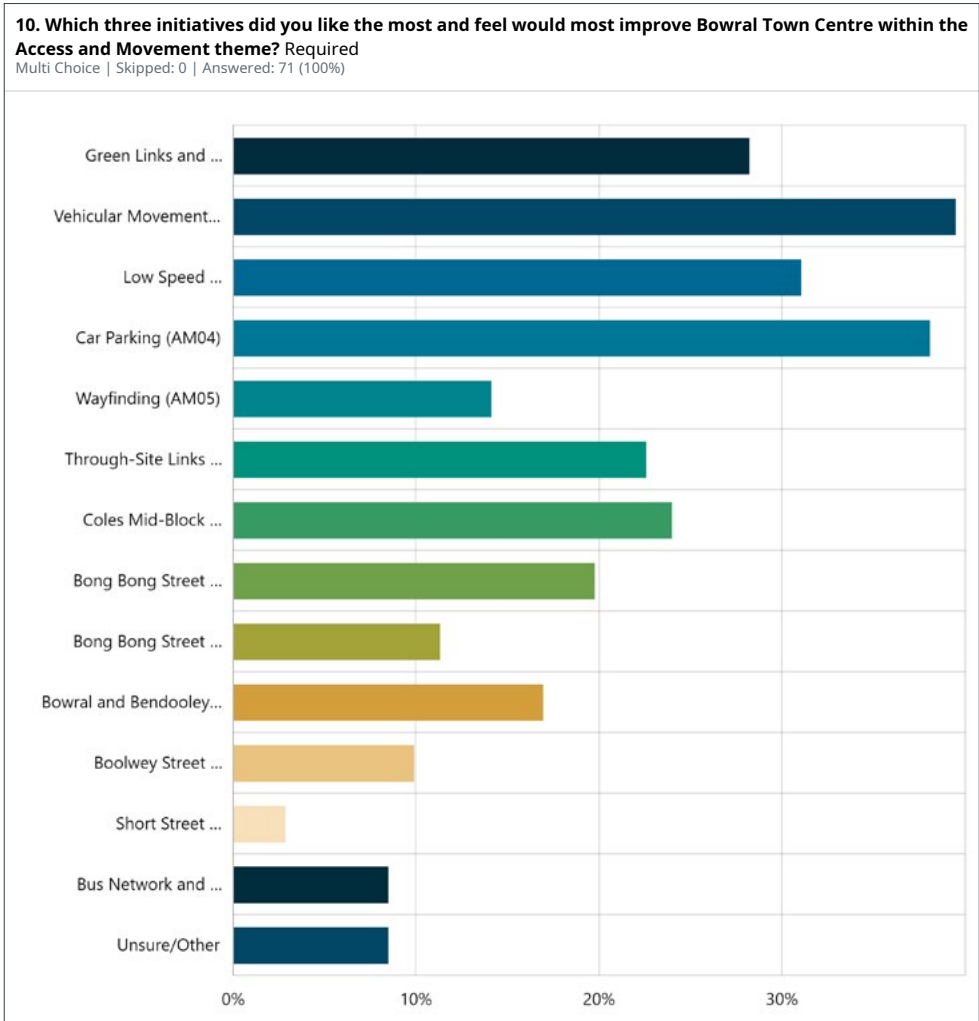
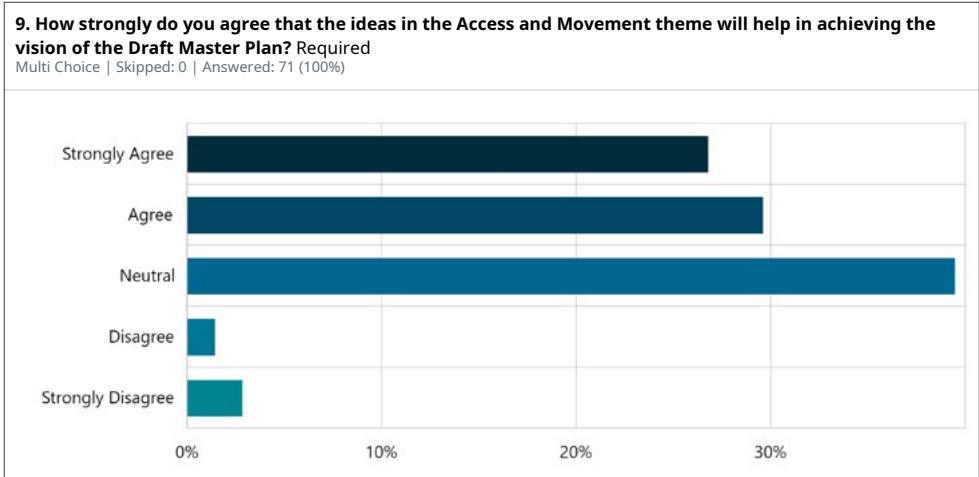


Figure 7 Summary of survey responses for ideas within the Access and Movement theme (source: Wingecarribee Shire Council)

1-12 Round 3 - Public Exhibition Feedback

Activation and Placemaking - Feedback on the Bowral Town Centre Draft Master Plan	
Comment	Response to the comment
55% of the participants agree that the ideas will make a difference to the centre. Most liked ideas Evening Activation (A04), Civic Precinct (A02), Temporary Activation (A01)	Noted
There is little mention of the many retail, café and bar locations that are not on Bong Bong Street. Food truck driven activation of the Northern Gateway is not respectful of the War Memorial Park and should have been given more thoughtful and sensitive consideration.	Noted, no change to Master Plan. The Master Plan identifies a number of areas of activation off Bong Bong St, and the provision of evening activation zones is indicative only and would be subject to Council approval.
Bins and Street Furnishings Should Match Bong Bong Street's Heritage Character	Noted
Unsure about the proposal for streets around the northern gateway to function as pop-up food truck eat street venues. The road network here is complex, and the area is not friendly for pedestrians, causing issues if both pedestrian and vehicle traffic movements increase.	Noted, no change to Master Plan. Any road closures for activation would be temporary, and would be subject to Council approval.
Activation and Placemaking - New Ideas / Issues not previously discussed in the Master Plan process	
Consider installing harmonised musical instruments in parks that can be played across the town centre would be amazing there	Noted, no change to Master Plan. Musical instruments are highlighted in PS04.
Consider winter-focused events to bring vitality	Noted
Station St car park could be used it as nighttime entertainment venue for Food Truck Fridays, etc, when surrounding businesses are closed.	Noted. Master Plan amended to include this as an option (refer to A01)
Opportunity for markets to be held in Station Street carpark for local producers e.g. a Crop Swap concept	Noted. Master Plan amended to include markets as an Activation option (refer to A01).
Indigenous public art should be included in proposed art installations for better understanding	Noted. First Nations art works have been identified as a potential theme for Public Art across the centre p80.
Activations and event locations should be located in spaces for year round use, considering wind and heat	Noted

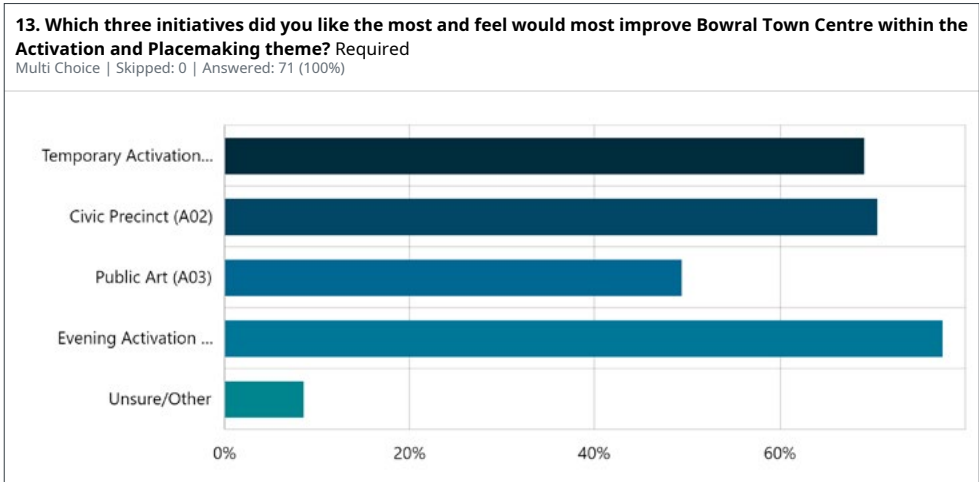
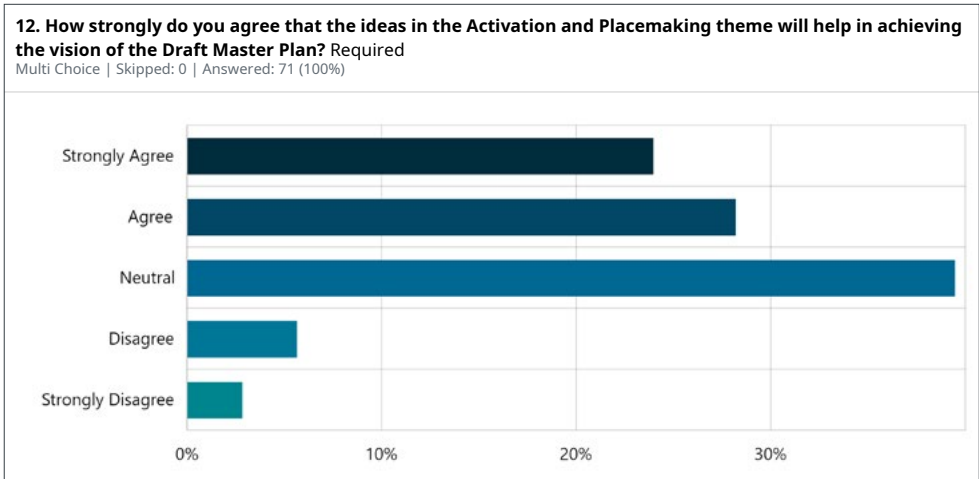


Figure 8 Summary of survey responses for ideas within the Activation and Placemaking theme (source: Wingecarribee Shire Council)

1-12 Round 3 - Public Exhibition Feedback

Master Plan Document - General Feedback	
Comment	Response to the comment
The Master Plan document is complex and relies on information in the Supportive Information document. Given its complexity and size, it would be helpful to have had an executive summary.	Master Plan amended, Executive Summary provided
Consider including an explanation of the study area boundary. The Master Plan may have reached different conclusions had the boundary of the Study Area been different.	Noted. While while the Master Plan was set by a boundary, it also took into consideration the impact of neighbouring areas that influence the town centre
The format of the draft Plan varies too much from macro to micro, e.g. street modifications in broad scale, interspersed with details of play space equipment, street furniture and footpath zones	Noted, this is the nature of a Master Plan, it considers issues and ideas from Micro to Macro scale
The statement "the success of a town centre relies on the safe and efficient movement of pedestrians" is a generalisation	Noted
The industrial area over the railway line seems to have been excluded from the study area; is it possible to make some mention of this area in the text?	Text has been amended. Despite being outside the study area, the industrial land was identified as an area of influence to the Town Centre p8
Include all key terms of significance directly adjacent to the study area. e.g Pool, Cherry tree walk, Glebe Park, hospitals, Bradman Oval and Industrial zone over the railway line, Bowral Art Gallery	Noted, additional items of significance have been identified in Figure 4, 7, 26, 35, 51 and 59
The Master Plan does not give them impression that the Consultants understand or appreciate Bowral's character. It may also have reached different conclusions had the Consultants taken on board the input provided by locals at workshops. Input from the Parks and Gardens staff of the Council and local historians e.g. the Berrima District and Family History Historical Society, would have improved its factual accuracy.	Noted, the Master Plan has been informed by community and stakeholder consultation
A few discrepancies and labelling errors have been spotted on the maps in the Draft Master Plan.	Noted, amended where identified

1-13 Round 3 - Drop-In Consultation Session

A drop-in session was held on the 15th February 2024 to gather the community's feedback on the initiatives presented in the Draft Bowral Town Centre Master Plan. This was achieved through a 'dotmocracy' activity using green dots (for initiatives that were liked) and red dots (for initiatives that were disliked). Approximately 55 green dots, 20 red dots and 32 comments were received and summarised below.

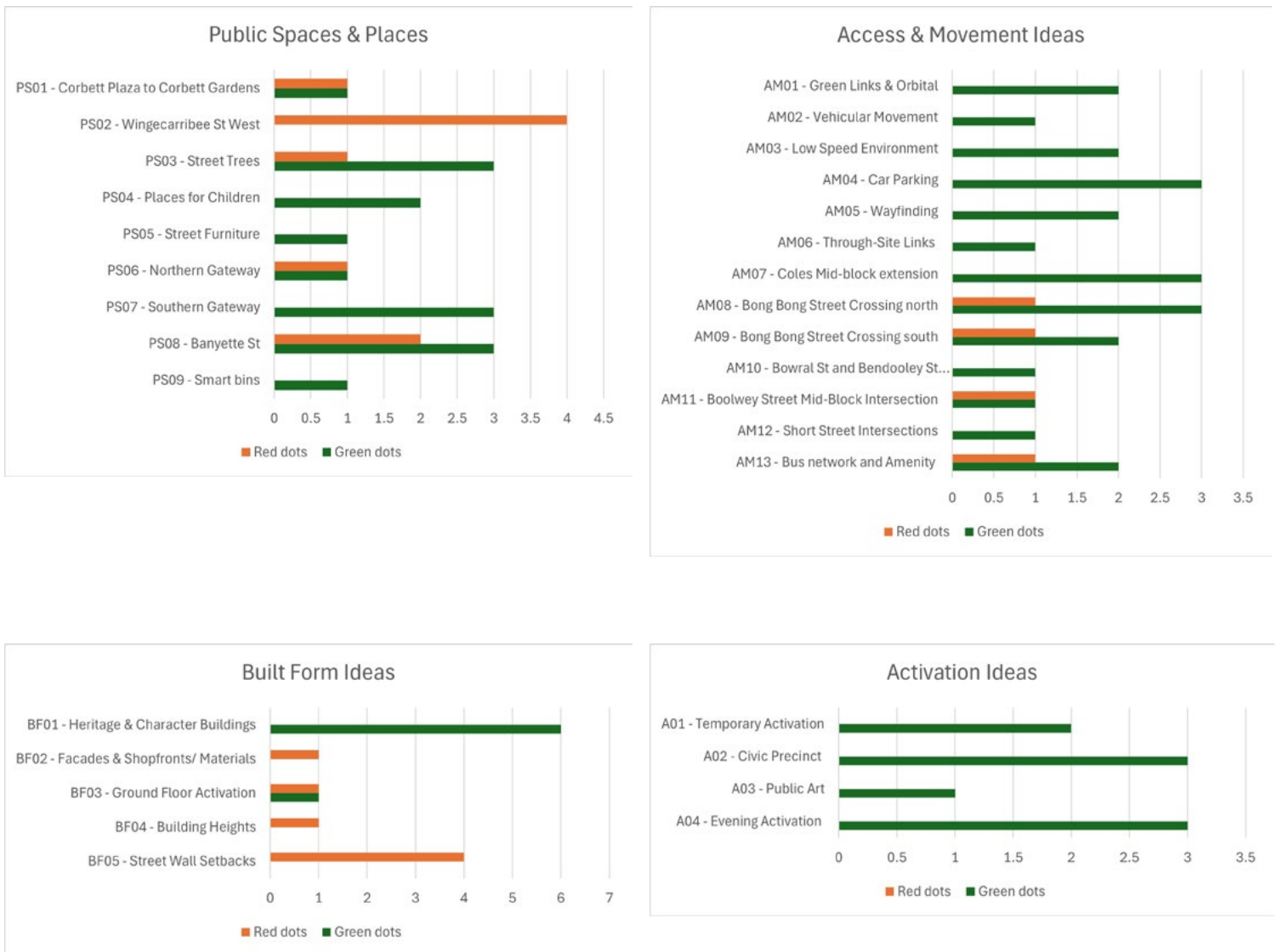


Figure 9 Summary of responses from Drop-In Consultation Session (source: Wingecarribee Shire Council)

1-14 Round 3 - Community Reference Panel Consultation Session

On the 22nd of February 2024, The Draft Master Plan was presented to a Joint Community Reference Panel, combining the four Reference Panels (Climate Change and Environment; Community; Sport Recreation and Leisure; Economy). At the joint panel session a 'dotmocracy' activity was conducted using green dots (for initiatives that were liked) and red dots (for initiatives that were disliked). Approximately 68 green dots, 29 red dots and 68 comments were received and summarised below.



Figure 10 Summary of responses from Community Reference Panel Consultation Session (source: Wingecarribee Shire Council)

1-15 Bong Bong Street Response

Bong Bong Street is the main street within the Bowral Town Centre. Running north south, this road is a State classified road, controlled by Transport for NSW. Currently Bong Bong Street provides two way traffic for the entire length from Bundaroo Street and the intersection with Station Street in the north, to Bowral Street in the south. Parallel parking is available on both sides. There are a range of opportunities for pedestrians to cross, including two signalised intersections, two roundabouts and one pedestrian crossing, near the popular Corbett Plaza.

During the three (3) rounds of community engagement, a number of options were raised by the community for amendments to the operation of this prominent road. These included the following:

- Two way – current operation
- Two way – reduced speed operation
- One way – North direction
- One way – South direction
- Pedestrianised – part
- Pedestrianised - entire

Concurrent with the Town Centre Study, Transport for NSW (TfNSW) carried out consultation on the option of reducing the speed limit along Bong Bong Street, in order to support a pedestrian friendly town centre.

Consideration was given to all the options proposed, and the preferred option was to recommend a slow speed environment in the draft Master Plan, in line with the final TfNSW proposal. This retains two way traffic along this road but reduces the speed.

The preferred option is considered to balance the needs of the centre, and businesses within the centre, with the needs of pedestrians and cyclists. The nature of Bong Bong Street, and how it is interconnected with surrounding streets, is not conducive to removing traffic, or re-routing it. The options whereby traffic is reduced to one lane, or removed entirely, were considered potentially detrimental to the businesses impacted by the loss of passing trade.

The use of Station Street and Bowral or Funston Street as a by-pass previously not supported, due in part to the impact on the existing, well established Camelias and Pin Oaks adjacent to the Train Station. Long term informal by-pass options may be developed in the future, especially if additional railway line crossings are developed, but this is outside the scope of this report. Without this route, traffic needs to remain on Bong Bong Street, in order to efficiently access the various businesses and destinations within the centre.

Concerns were also raised that reducing or removing traffic may impact safety within the centre, especially at night, due to reduced surveillance.

Further to the idea of one way traffic, are also the findings that vehicle movements increase significantly in one way systems, as cars and trucks move around the centre to gain access to their destinations.



1-16 Floor Space Ratio Response

A number of submissions were received, questioning the reason why the Master Plan does not propose increased Floor Space Ratio (FSR), in areas where increased heights are suggested. This section has been added to explain the rationale behind the recommendations.

The combination of maximum building height and maximum floor space ratio (FSR) creates the primary building envelopes in a town centre, providing certainty about the acceptable bulk and scale of new development. In the Bowral Town Centre different maximum heights and FSRs have been allocated to different locations within the same land use zone. The core of the centre has a FSR of 1.5:1 while sites on the edges of the centre have a FSR of 1:1.

One consideration when setting a FSR is that different building uses can generate different building envelopes. For example, a supermarket can almost achieve a FSR of 1:1 within one storey of height as the internal space doesn't need setbacks for light or ventilation while a shoptop development, which requires setbacks to provide light, ventilation and privacy, typically needs at least 3 storeys to achieve the same FSR. This means more height is needed to achieve the same FSR for buildings with ground level retail and upper level residential uses, than for a building with ground floor retail with upper level commercial or retail uses.

The Master Plan recommends increasing maximum heights to improve the alignment between the current maximum FSRs and the likely desired building types. An increase in the current FSRs is not proposed as it would require increased maximum building heights, for example an FSR of 2:1 would typically need a maximum building height of 21m (i.e. approximately 6 storeys).

Within the Bowral Town Centre four different building envelopes are proposed, that suit different building uses and are likely to encourage different types of buildings in different locations:

- Areas with a maximum FSR of 1:1 and a maximum building height of 9m can accommodate a mix of shoptop housing and retail and commercial uses up to 2 storeys in height. This building envelope is more suited to buildings with a higher proportion of retail and commercial uses.
- Areas with a maximum FSR of 1:1 and a maximum building height of 12m or 12.5m can accommodate a mix of shoptop housing and retail and commercial uses up to 3 storeys in height.
- Areas with a maximum FSR of 1.5:1 and a maximum building height of 12m or 12.5m are more suited to buildings with a higher proportion of retail and commercial uses. This building envelope occurs primarily along Bong Bong Street and for the block between Boolwey Street and Wingecarribee Street on the western side of Bong Bong Street.
- Areas with a maximum FSR of 1.5:1 and a maximum building height of 15m can accommodate a mix of shoptop housing and retail and commercial uses up to 4 storeys in height.

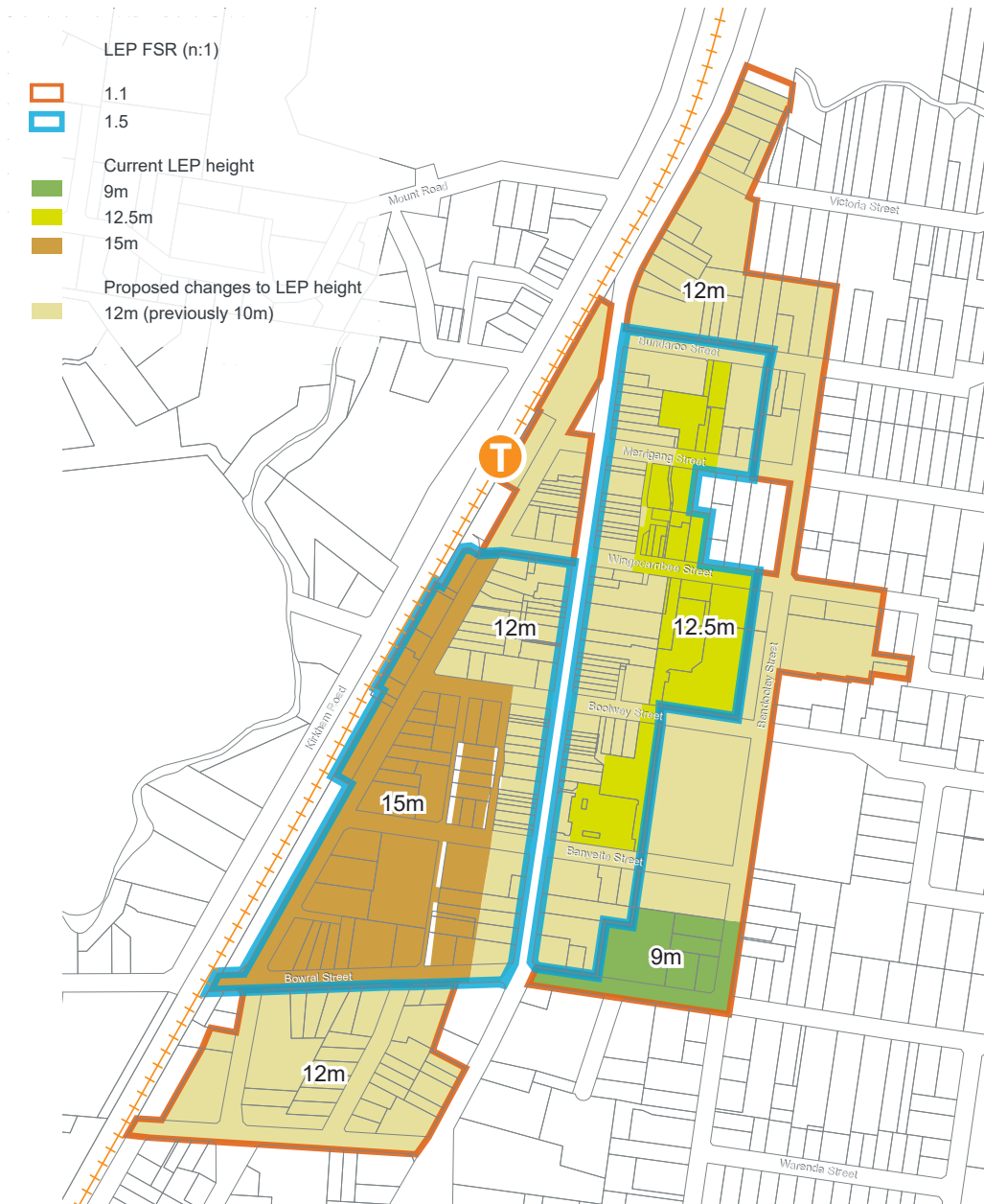


Figure 11 Maximum FSR and building height controls comparison



