



BOWRAL TOWN CENTRE MASTER PLAN SUPPORTING EVIDENCE

Final

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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Supporting Evidence

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Chapter 1

Study Area Analysis

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1-1 Overview

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

Topography and Landform

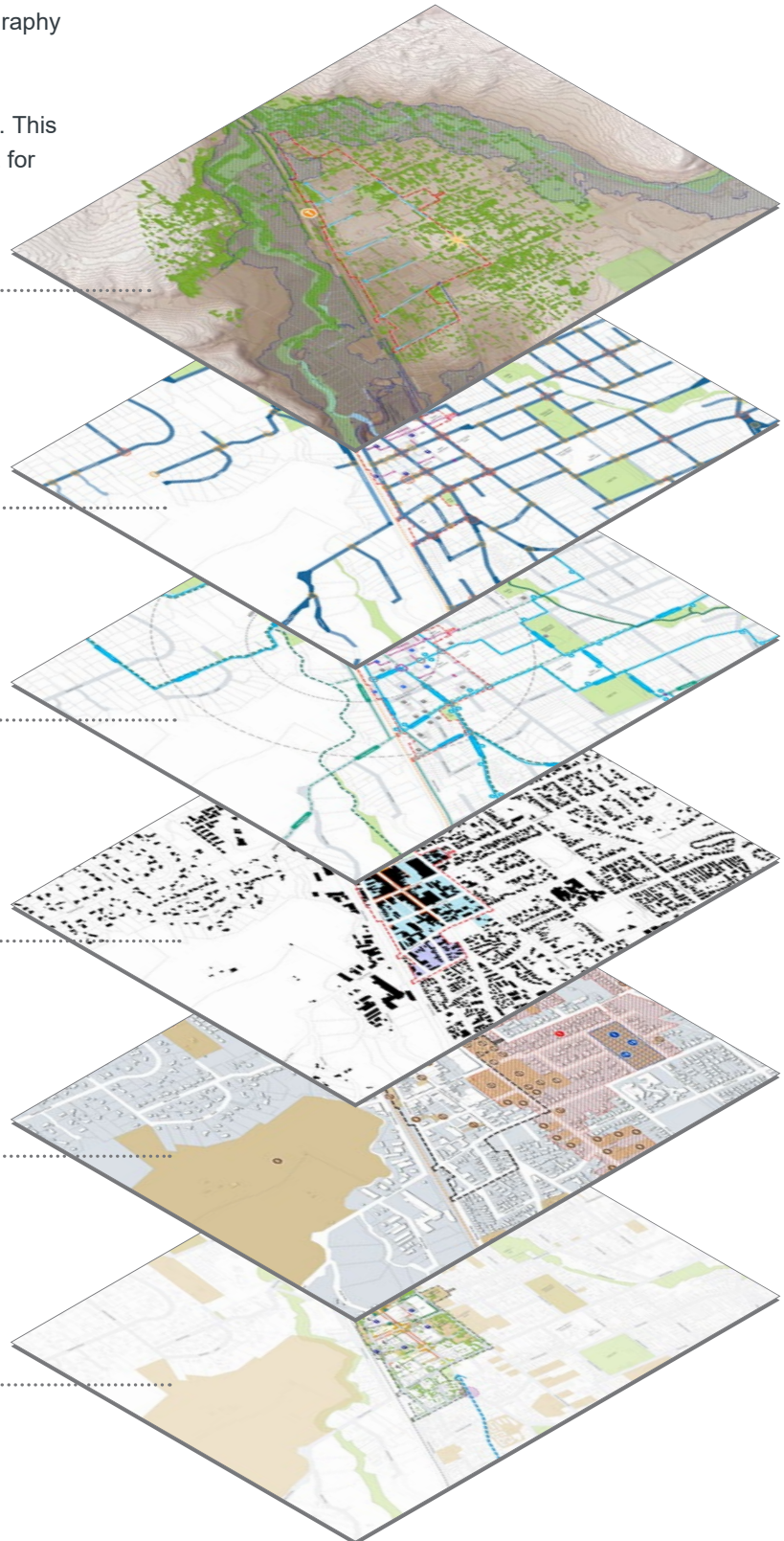
Access and Movement

Walkability and Active Transport

Built form

Heritage

Placemaking



1-2 Study Area



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



Corbett Gardens is an important open space in Bowral.



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

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

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

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

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

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

01 Study Area Analysis



Figure 2 Bowral Town Centre study area map



1-3 Topography and Landform



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



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



No street trees are found along Bong Bong Street.

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

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

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

Summary points

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

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

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

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

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

01 Study Area Analysis

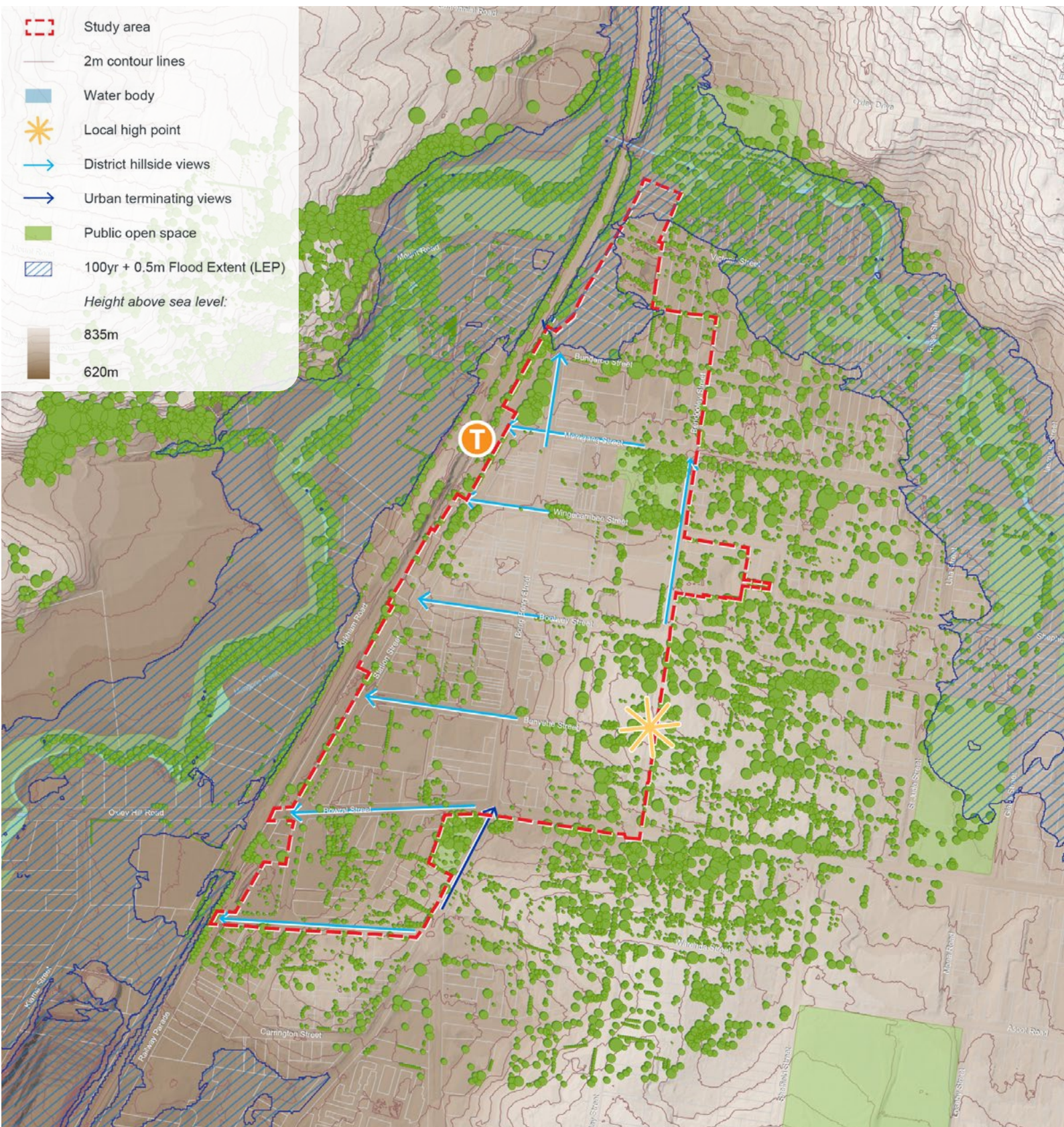


Figure 3 Bowral landform and topography map



1-4 Access and Movement



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



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



Lots in the commercial and retail core are relatively narrow.

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

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

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

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

Summary points

Bong Bong Street is the main street in Bowral.

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

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

01 Study Area Analysis

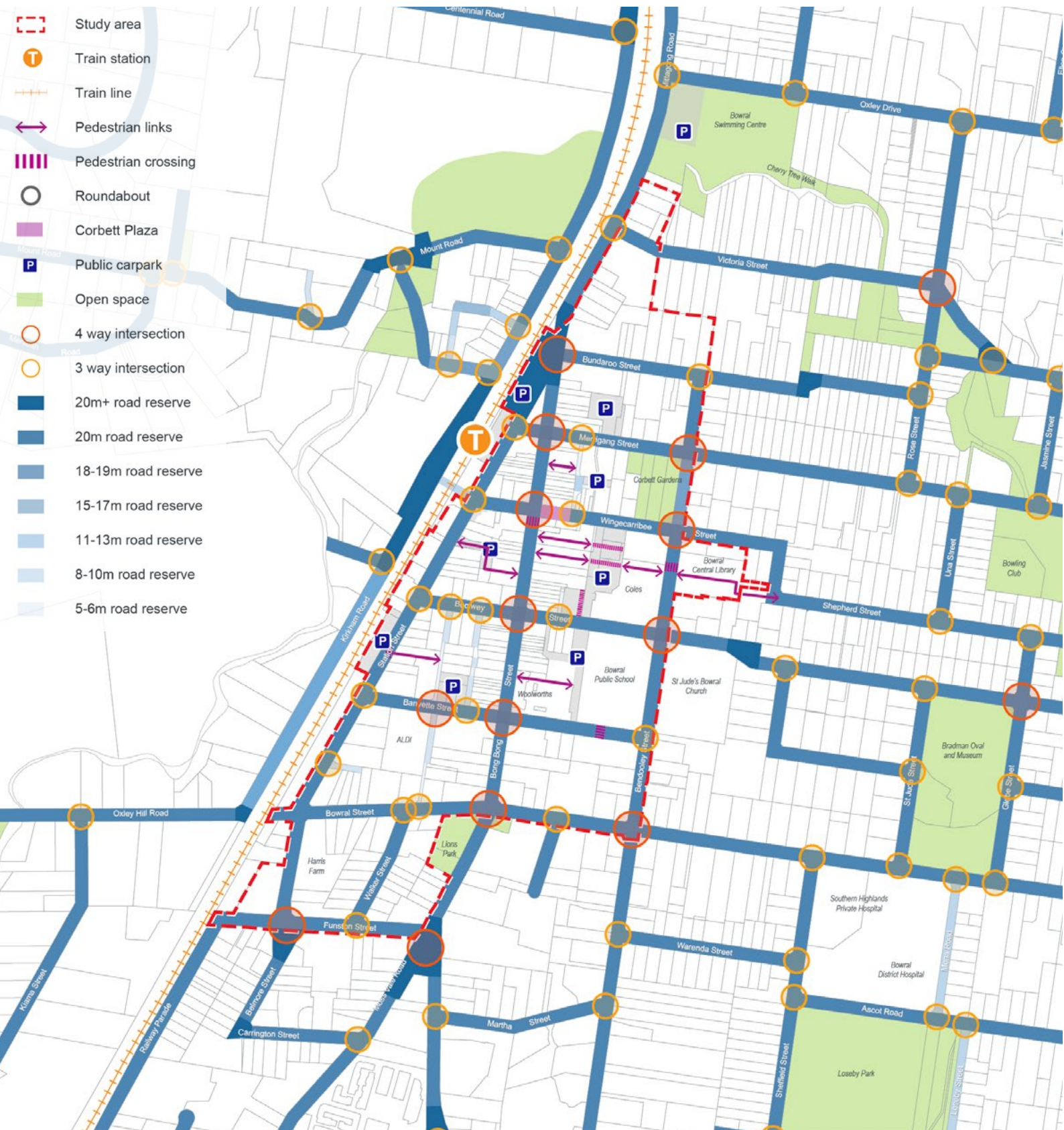


Figure 4 Bowral Access and Movement Map



1-5 Walkability & Active Transport



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



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



Buses connect Bowral to Mittagong and Moss Vale.

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

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

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

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

Summary points

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

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

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

01 Study Area Analysis

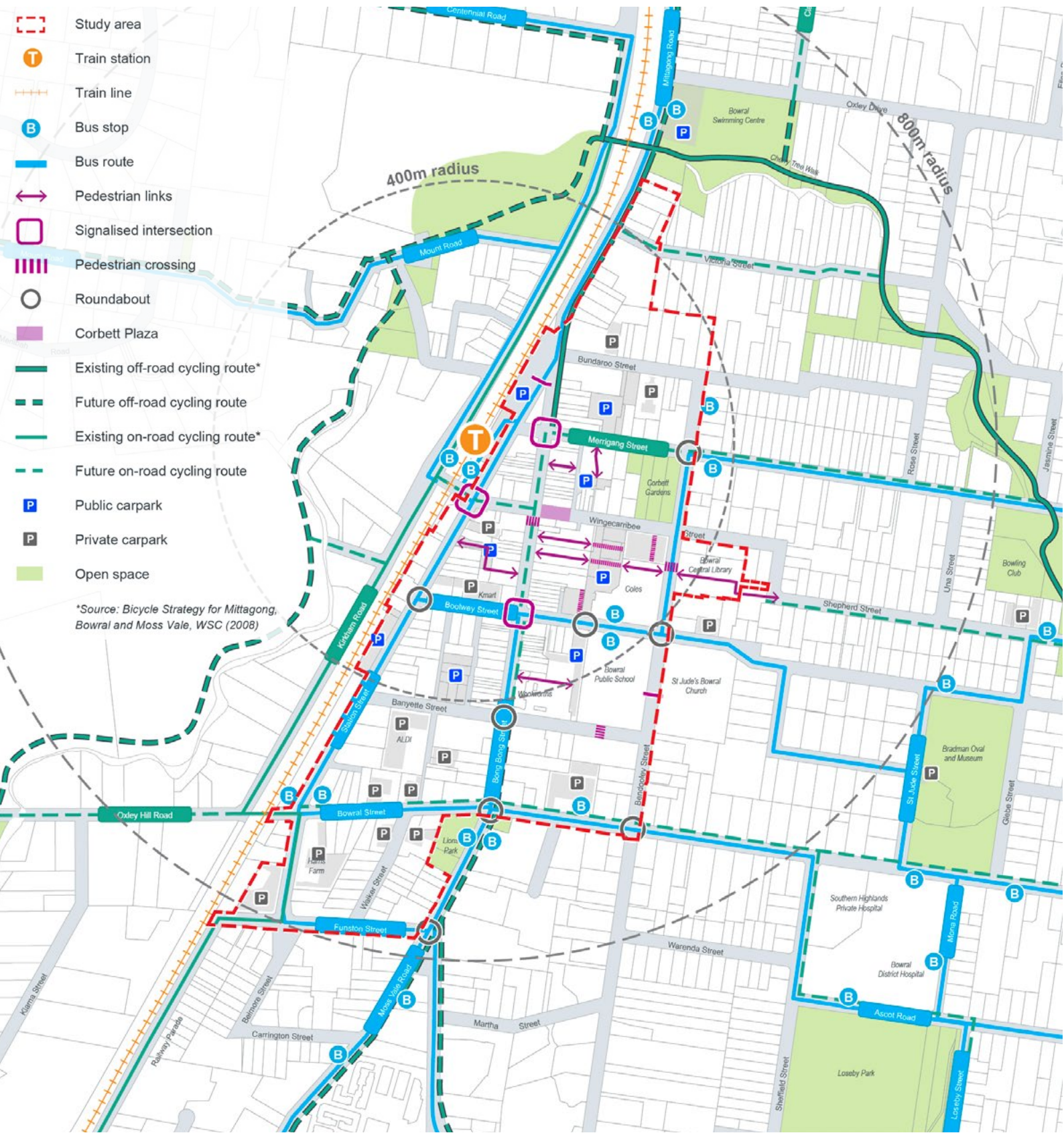


Figure 5 Bowral Walkability & Active Transport Map



1-6 Built Form

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

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

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

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

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

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

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

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

Summary points

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

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

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

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



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

01 Study Area Analysis



Figure 6 Bowral Built Form Map

1-6 Built Form

Bong Bong Street Elevations

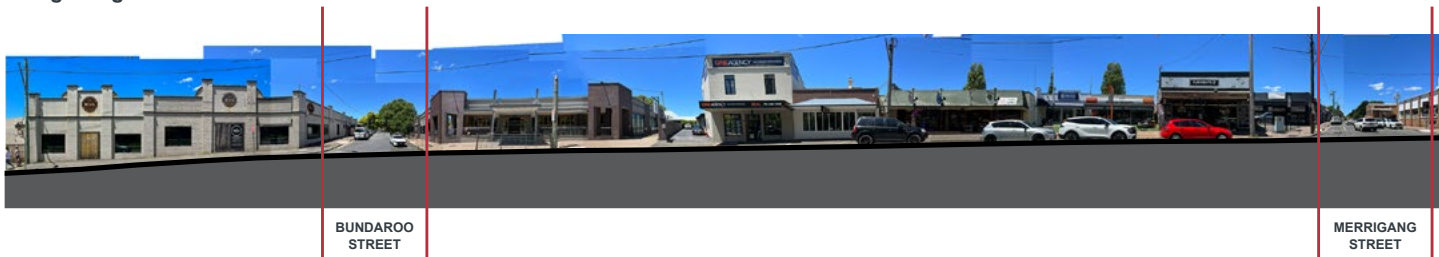
Bong Bong Street - Western side



Bong Bong Street - Western side (cont.)



Bong Bong Street - Eastern side



Bong Bong Street - Eastern side (cont.)



01 Study Area Analysis



1-7 Placemaking



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



District views to the surrounding hillside, looking west.



Bowral Train Station, looking west.

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

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

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

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

Summary points

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

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

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

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

01 Study Area Analysis



Figure 7 Bowral Placemaking Map



1-8 Heritage

● Local Heritage ● State Heritage

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

01 Study Area Analysis

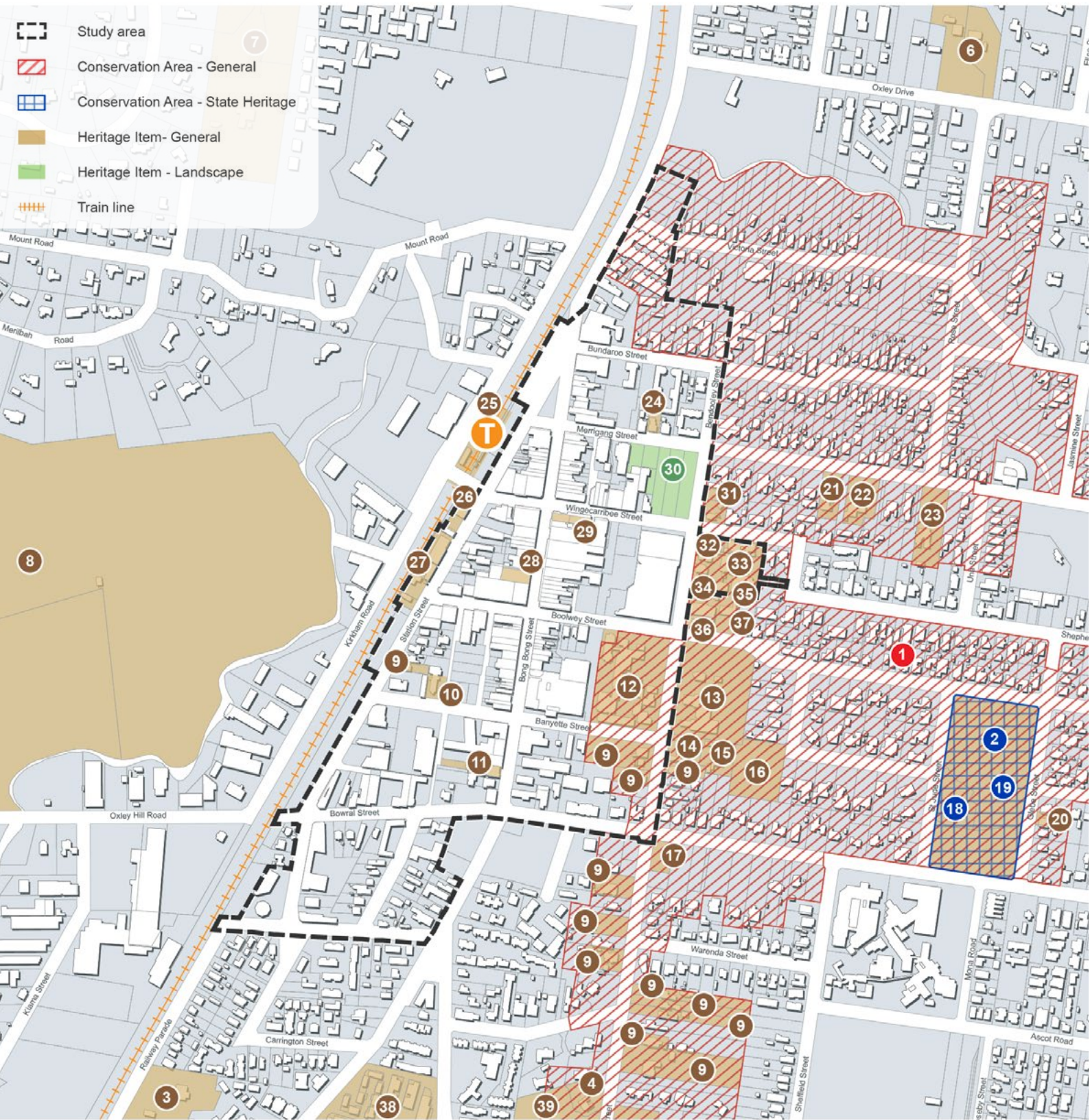


Figure 8 Bowral Heritage Map



1-9 Key Heritage Items



Former Roman Catholic Church, 6-6A Banyette St

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



Bowral Public School, 47 Bendooley St

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

(source: NSW State Archives)



Stafford Cottage, 22 Bendooley St

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



Former Bowral Court House, including fence, 14 Bendooley St

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



Commonwealth Bank, 294 Bong Bong St

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

(source: Berrima District Historical & Family History Society)



(source: NSW State Archives)

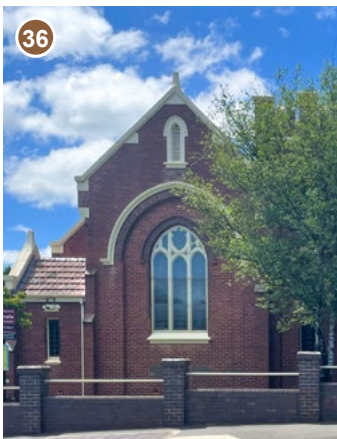
Bowral Railway Station, Station St

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



Corbett Gardens, 21 Merrigang Street

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



Bowral Uniting Church, Bendooley St

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



Empire Cinemas, 327 Bong Bong St

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



Town Hall, 16 Bendooley St

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

1-10 Constraints

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

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



Traffic congestion along Bong Bong Street



Cluttered footpath along Bong Bong Street

1-11 Opportunities

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

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

01 Study Area Analysis

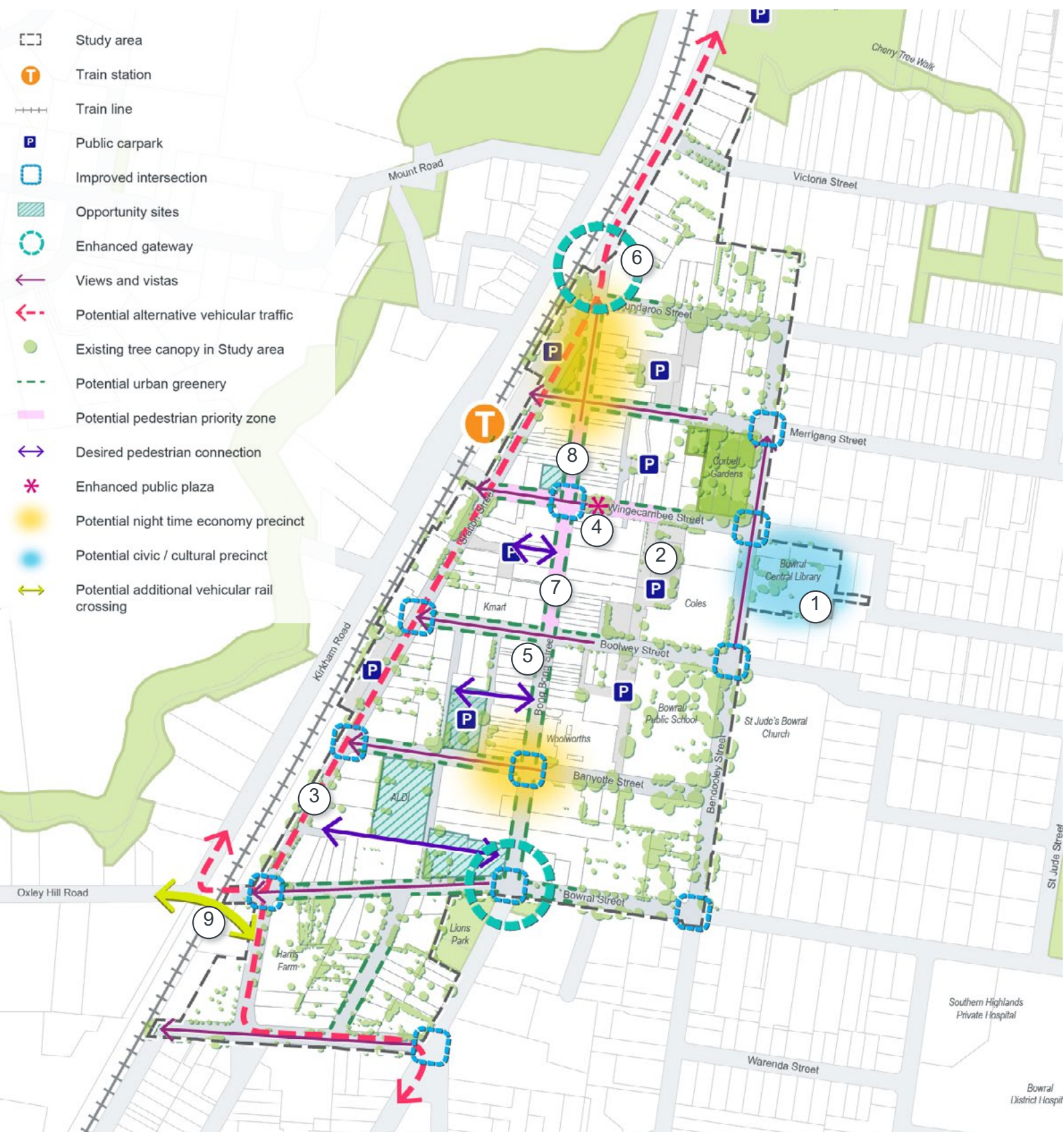


Figure 10 Opportunities Map

1-12 Photographic Study



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



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



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

01 Study Area Analysis



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



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



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

1-12 Photographic Study



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



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



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

01 Study Area Analysis



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



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



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

1-13 Movement and Place Analysis

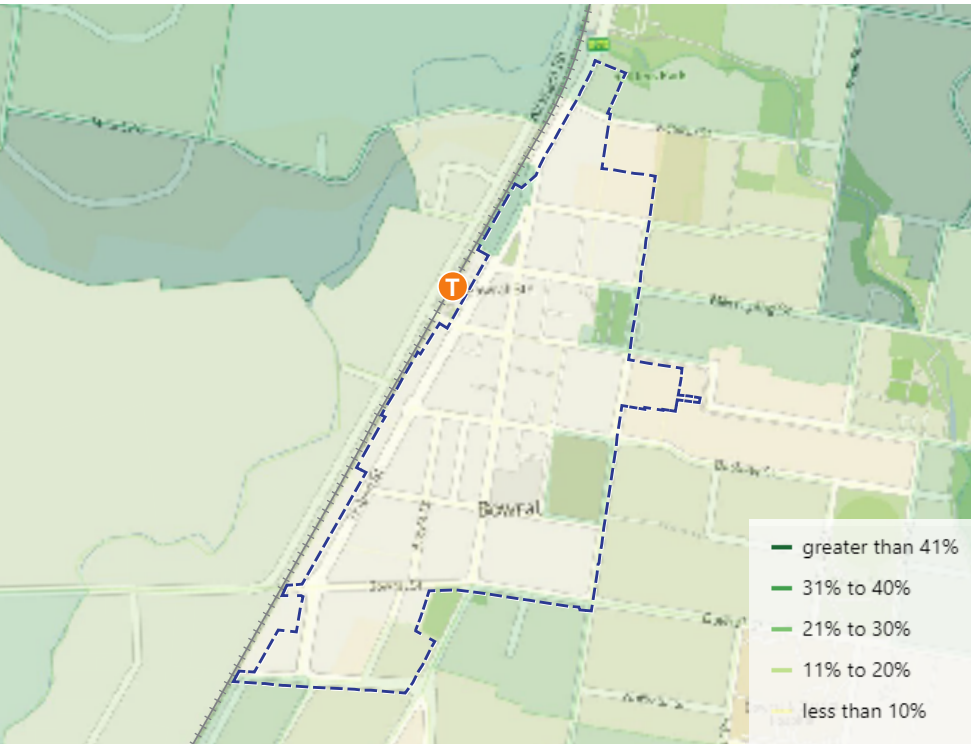
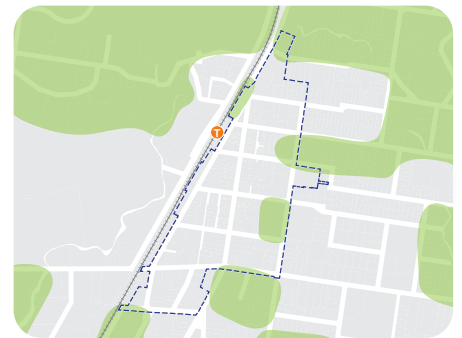


Figure 11 Existing percentage of tree cover (source: *movementandplace.nsw.gov.au*)

Tree Canopy

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



High tree canopy areas

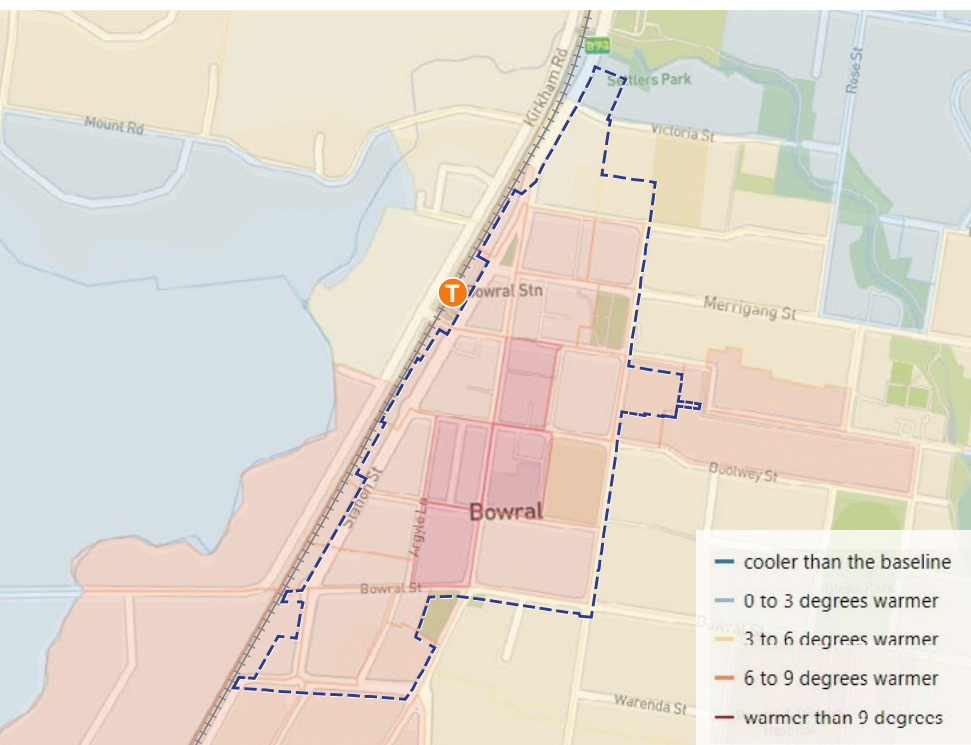
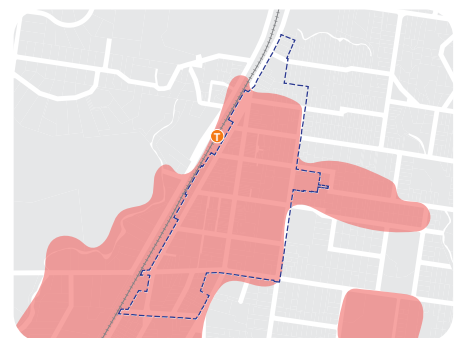


Figure 12 Existing urban heat (source: *movementandplace.nsw.gov.au*)

Urban Heat

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



Areas that are 6+ degrees warmer.

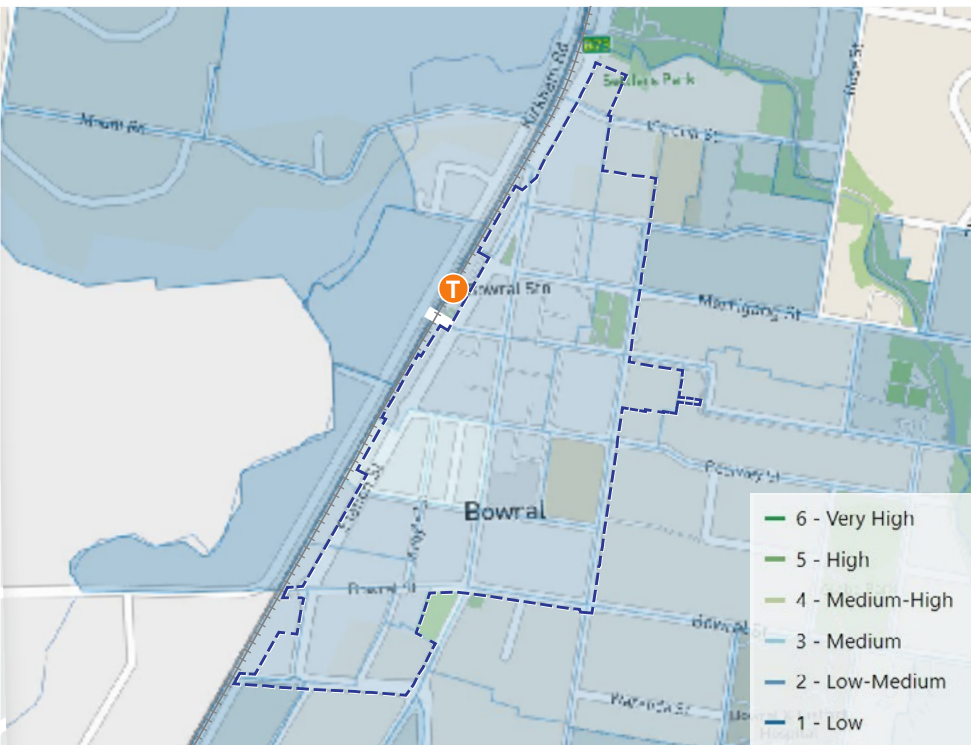
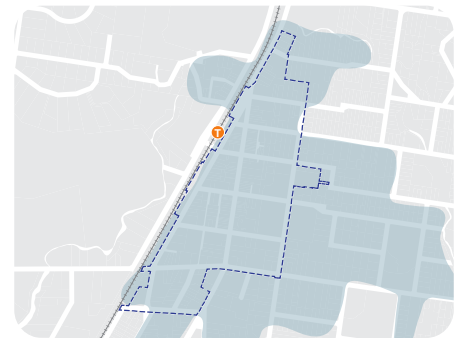


Figure 13 Existing levels of Public Transport Accessibility (source: movementandplace.nsw.gov.au)

Public Transport Accessibility

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



Medium and low-medium public transport accessibility areas

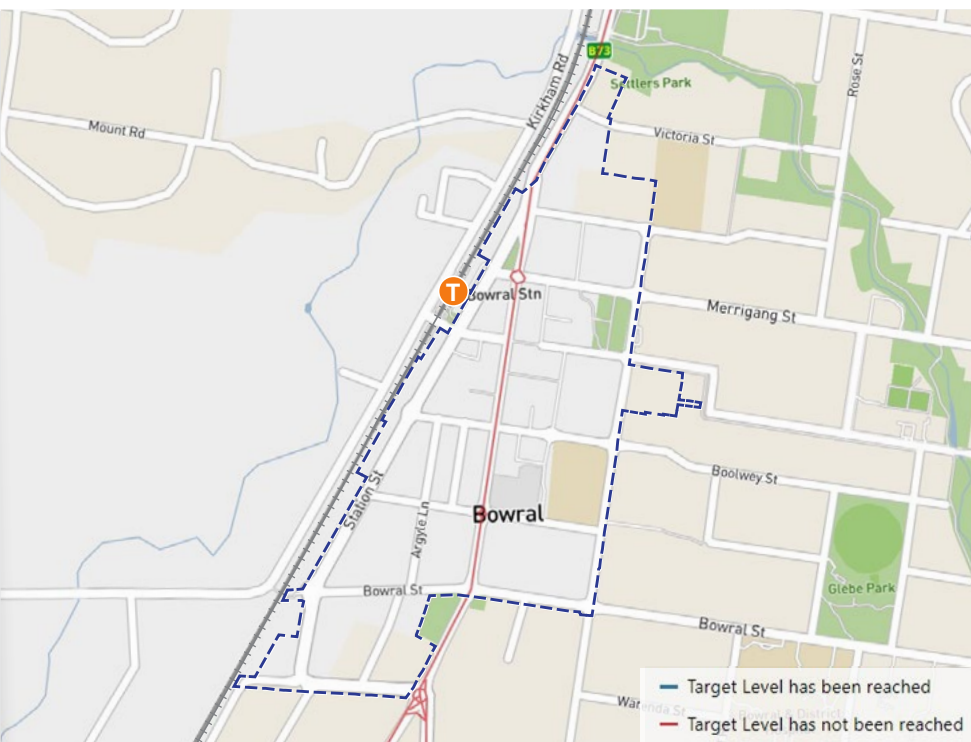
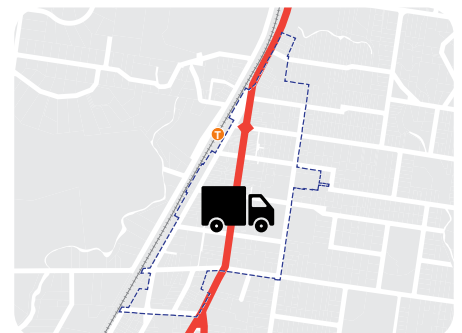


Figure 14 Existing freight access with a measure of their target level (source: movementandplace.nsw.gov.au)

Freight Network Access

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



Freight route through the precinct

1-13 Movement and Place Analysis

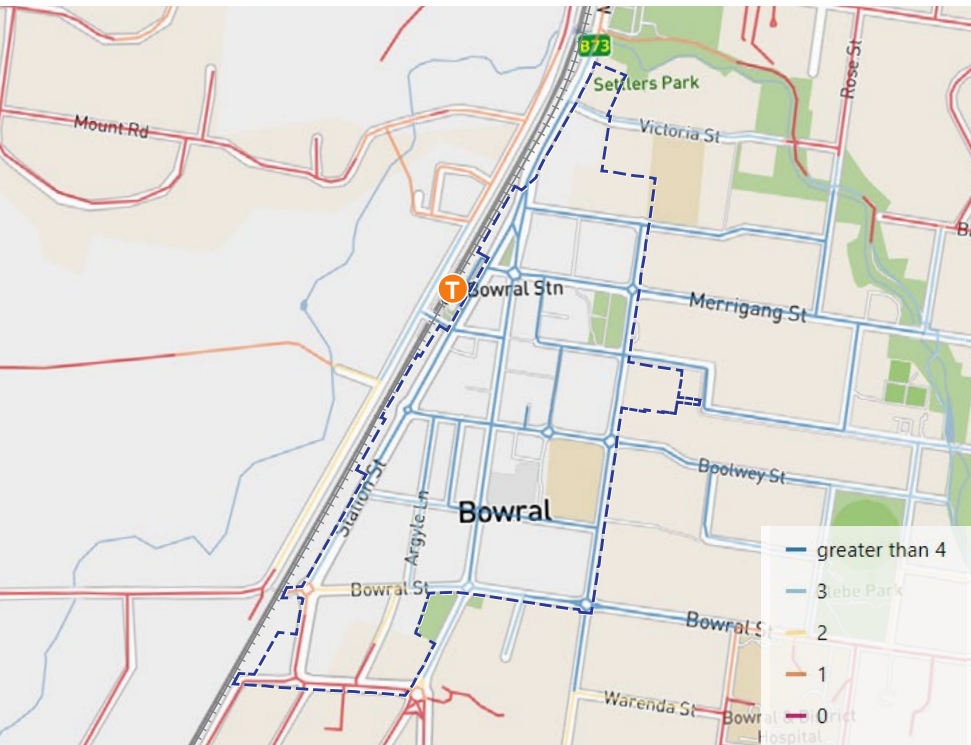


Figure 15 Existing number of local living needs (source: movementandplace.nsw.gov.au)

No. of Local Living Needs

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



Areas with no access to local living needs

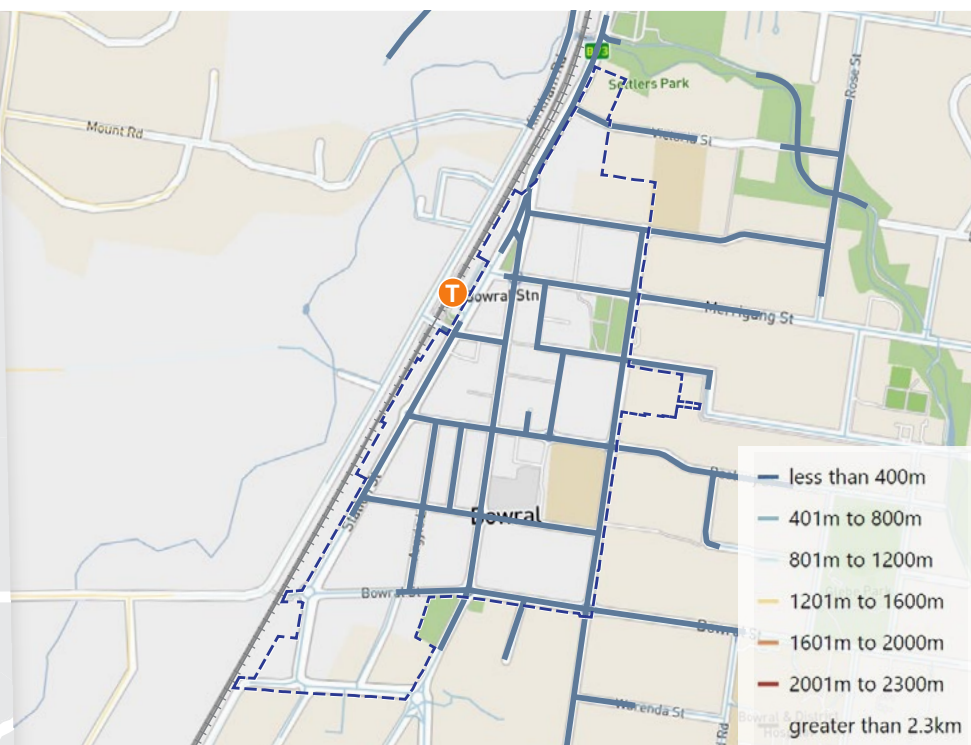
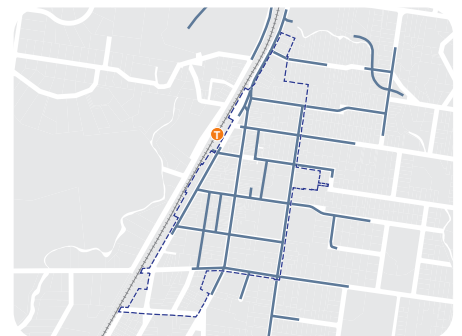


Figure 16 Existing levels of pedestrian accessibility to primary schools (source: movementandplace.nsw.gov.au)

Walkable access to primary schools

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



Less than 400m to primary schools

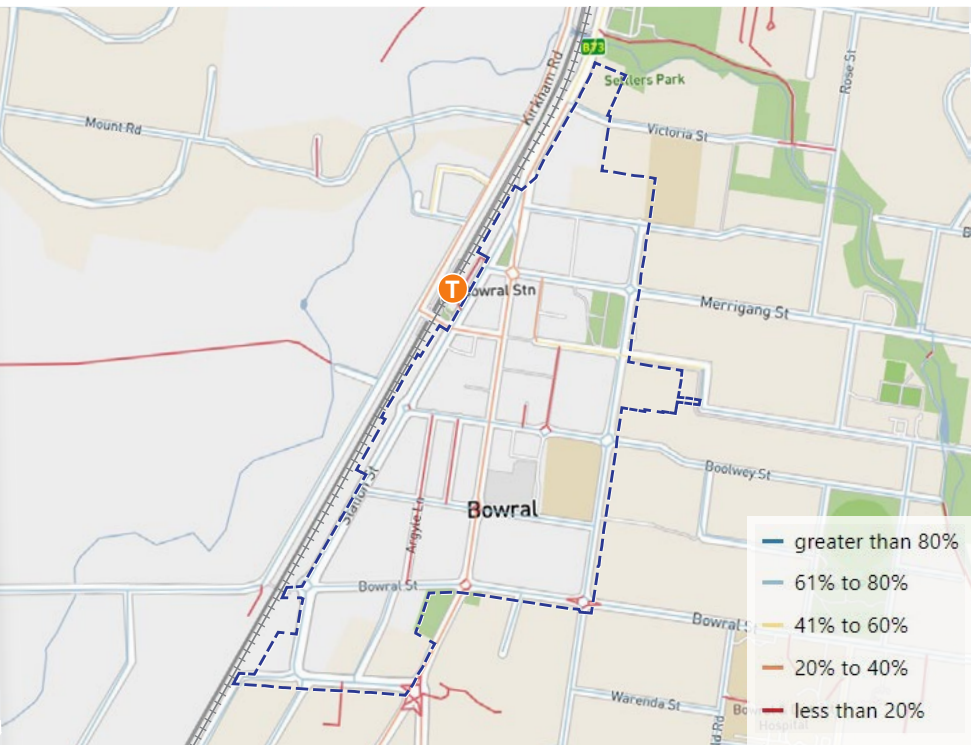


Figure 17 Existing allocation of road corridor for pedestrian activities (source: movementandplace.nsw.gov.au)

Percentage of pedestrian space allocation

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



Road corridors with low pedestrian space allocation

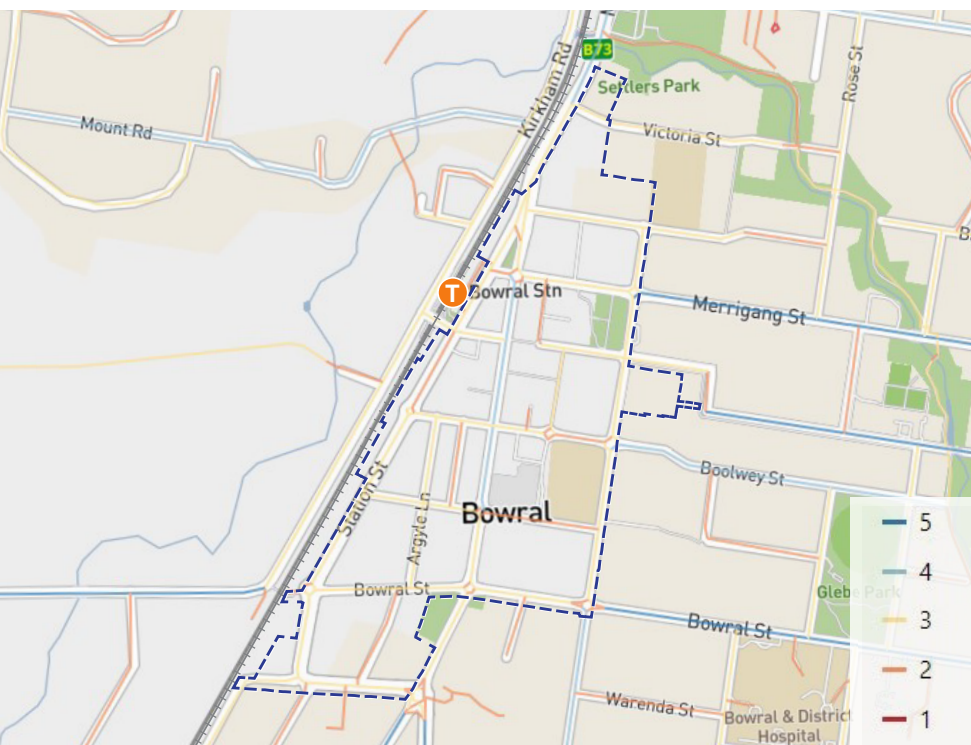
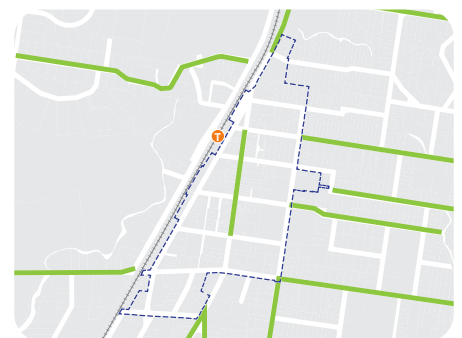


Figure 18 Existing levels of street legibility (source: movementandplace.nsw.gov.au)

Street legibility level

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



Streets with high legibility



Chapter 2

Strategic Context

- 2-1 Overview
- 2-2 Policy review

2-1 Overview

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

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

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

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

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



2-2 Policy review

Draft South East and Tablelands Regional Plan 2041

Author: NSW Department of Planning & Environment (2022)



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

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

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

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

Four priorities have been identified for the strategic cluster:

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

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

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

Summary points

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

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

Improve opportunities for walking and cycling in centres.

Wingecarribee Regional Economic Development Strategy

Author: Wingecarribee Shire Council (2018)



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

"The Strategy aims to:

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

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

institutions.

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

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

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

Summary points

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

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

2-2 Policy review

Wingecarribee Local Environmental Plan

Author: Wingecarribee Shire Council (2010)

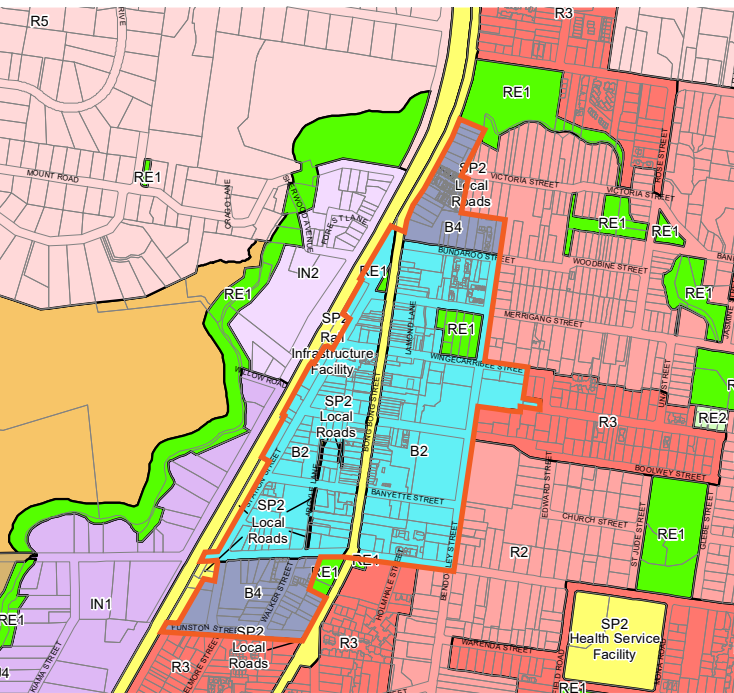


Figure 19 Land use zoning plan with study area boundary

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

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

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

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

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

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

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

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

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

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

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

02 Strategic Context

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

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

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

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

Summary points

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

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

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

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

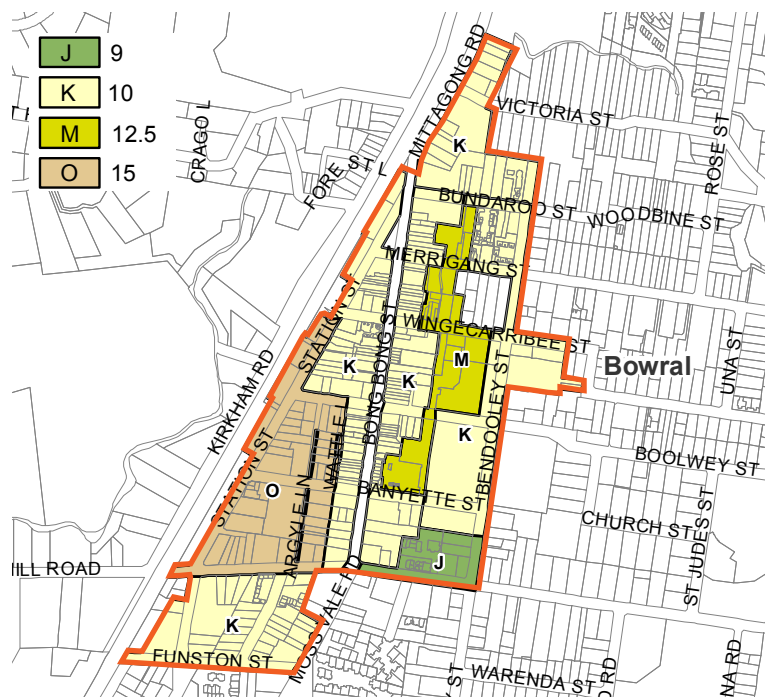


Figure 20 Maximum height of buildings with study area boundary

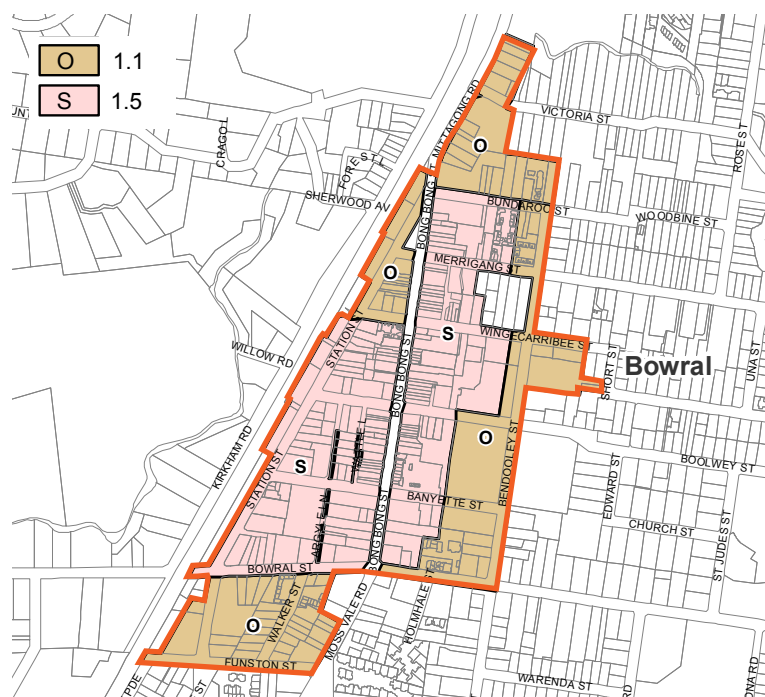


Figure 21 Floor space ratio (density) with study area boundary

2-2 Policy review

Wingecarribee 2040 LSPS

Author: Wingecarribee Shire Council (2020)



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

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

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

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

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

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

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

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

Summary points

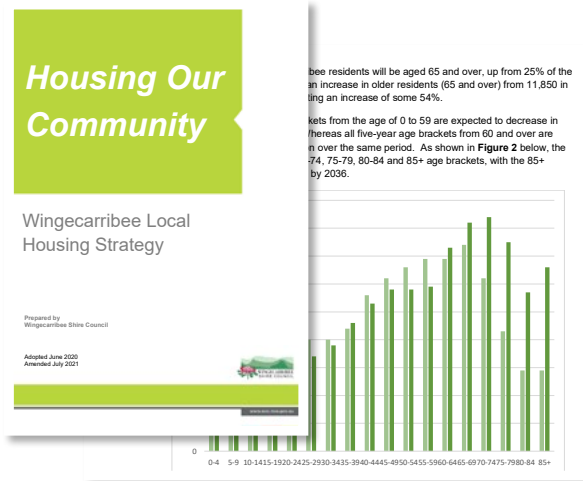
Emissions are to be reduced through actions such as making centres more walkable, encouraging active transport and car sharing.

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

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

Wingecarribee Local Housing Strategy

Author: Wingecarribee Shire Council (2020)



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

"The Strategy aims to:

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

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

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

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

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

Summary points

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

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

2-2 Policy review

Wingecarribee 2041 Community Strategic Plan

Author: Wingecarribee Shire Council (Apr 2023)



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

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

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

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

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

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

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

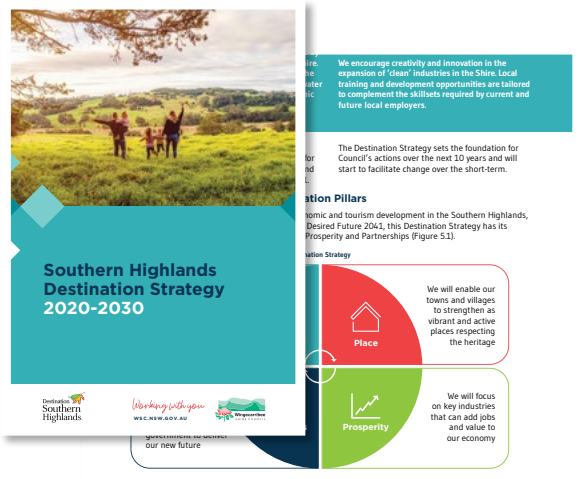
Summary points

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

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

Southern Highlands Destination Strategy 2020-2030

Author: Wingecarribee Shire Council (Nov 2020)



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

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

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

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

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

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

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

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

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

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

Summary points

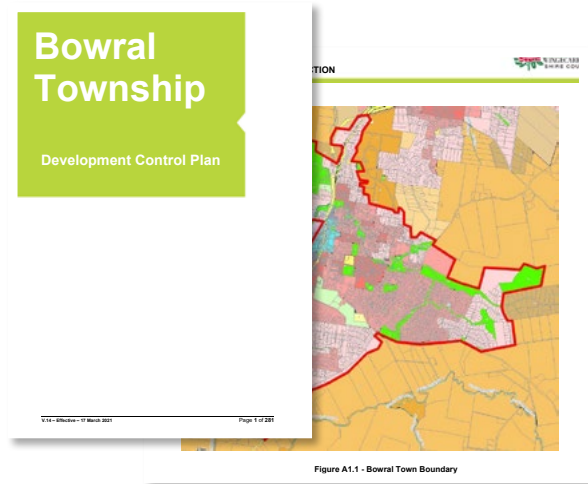
The Southern Highlands is to attract more residents and jobs to the area, whilst also focusing on local training.

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

2-2 Policy review

Wingecarribee Development Control Plan (DCP) 2010

Author: Wingecarribee Shire Council (Mar 2021)



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

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

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

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

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

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

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

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

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

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

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

Medium Density Development

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

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

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

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

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

2-2 Policy review

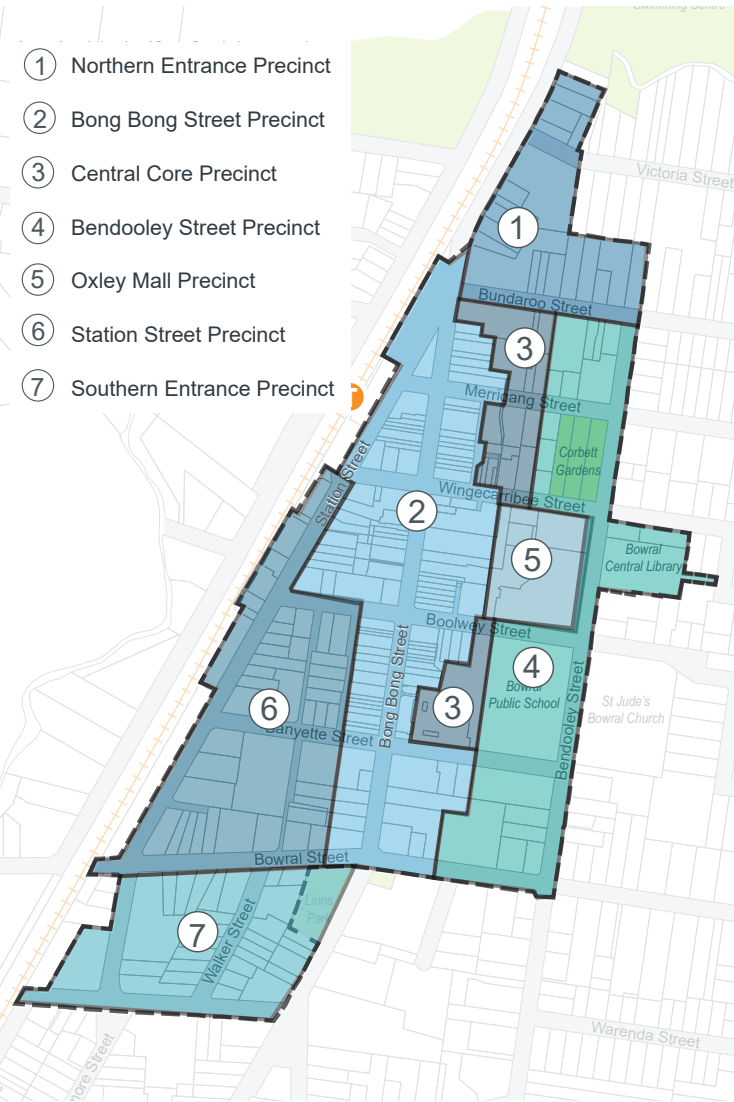


Figure 22 DCP Business Precincts

Business Precincts

The DCP identifies seven business precincts:

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

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

① Northern Entrance Precinct

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

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

Opportunities for site amalgamation should be considered.

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

② Bong Bong Street Precinct

Bong Bong Street is the retail spine of the centre.

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

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

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

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

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

3 Central Core Precinct

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

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

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

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

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

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

4 Bendooley Street Precinct

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

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

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

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

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

5 Oxley Mall Precinct

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

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

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

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

6 Station Street Precinct

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

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

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

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

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

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

7 Southern Entrance Precinct

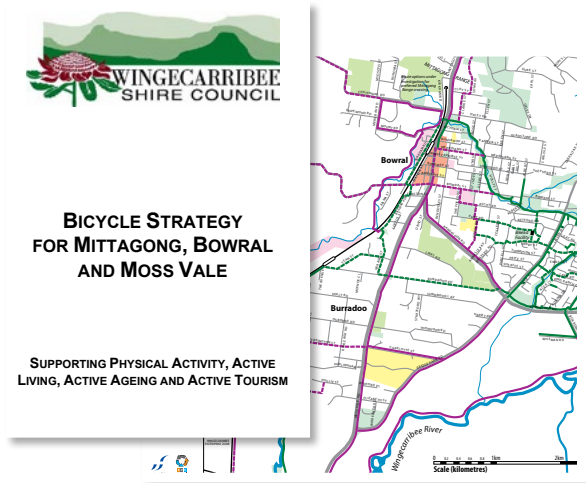
The precinct is subdivided into sub areas. A commercial sub area is located to the west adjacent to Station Street and the railway line, where retail development is preferred.

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

2-2 Policy review

Bicycle Strategy for Mittagong, Bowral, and Moss Vale

Author: Wingecarribee Shire Council (2008)



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

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

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

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

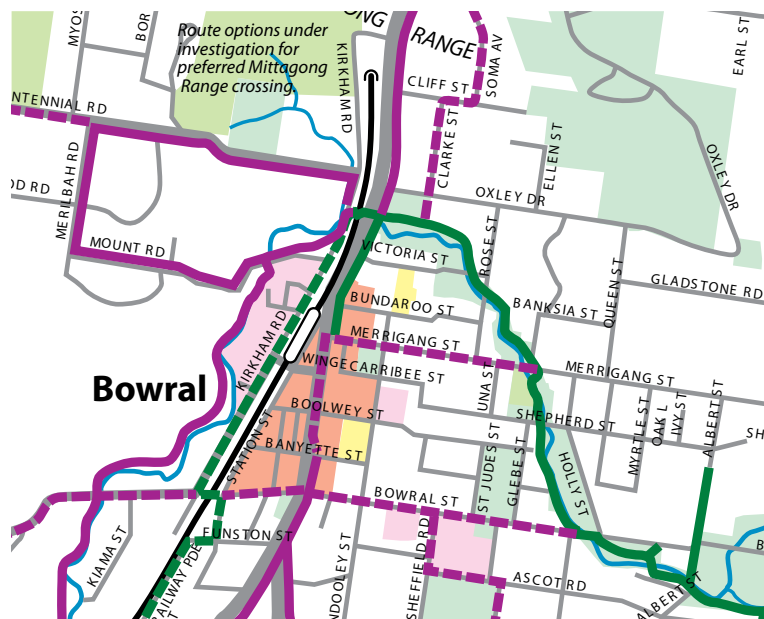
The implementation of the strategy within the three town centres is considered independently. For the Bowral Town Centre, the strategy suggests two existing roundabouts along Bong Bong Street to be replaced with traffic lights; 450m of shoulder lanes are to be implemented between Merrigang Street and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

Summary points

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

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

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



Bowral cycling strategy map (Wingecarribee Shire Council)

Bowral Town Centre Master Plan 2014

Author: Wingecarribee Shire Council (2014)



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

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

Summary point

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

Wingecarribee Street Tree Master Plan 2016

Author: Wingecarribee Shire Council (2016)



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

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

Summary point

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

