



## Bong Bong Common Masterplan

May 2019

Contents	Page
Introduction	03
Location Plan	04
Landscape Masterplan	05
Masterplan 1 of 2 - Northern Precinct	06
Masterplan 2 of 2 - Southern & Eastern Precinct	07
Northern Entry Plan	08
Eastern Entry Plan	09
Obelisk Setting	10
Staging Plan	11
Visual Identity	12
Place-based Forms	13
Signage Rationale	15
Schematic Map	16
Sign Family	17
Sign Location Plan 1	18
Sign Location Plan 2	19

## Introduction

Wingecarribee Shire Council, with the support of the Bong Bong Common Management Committee, seeks to develop a comprehensive Masterplan for the Bong Bong Common in Moss Vale.

With the recent purchase of a portion of land directly to the east of Moss Vale Road, all of the key areas of the first European settlement in the Southern Highlands are now in the ownership of Council.

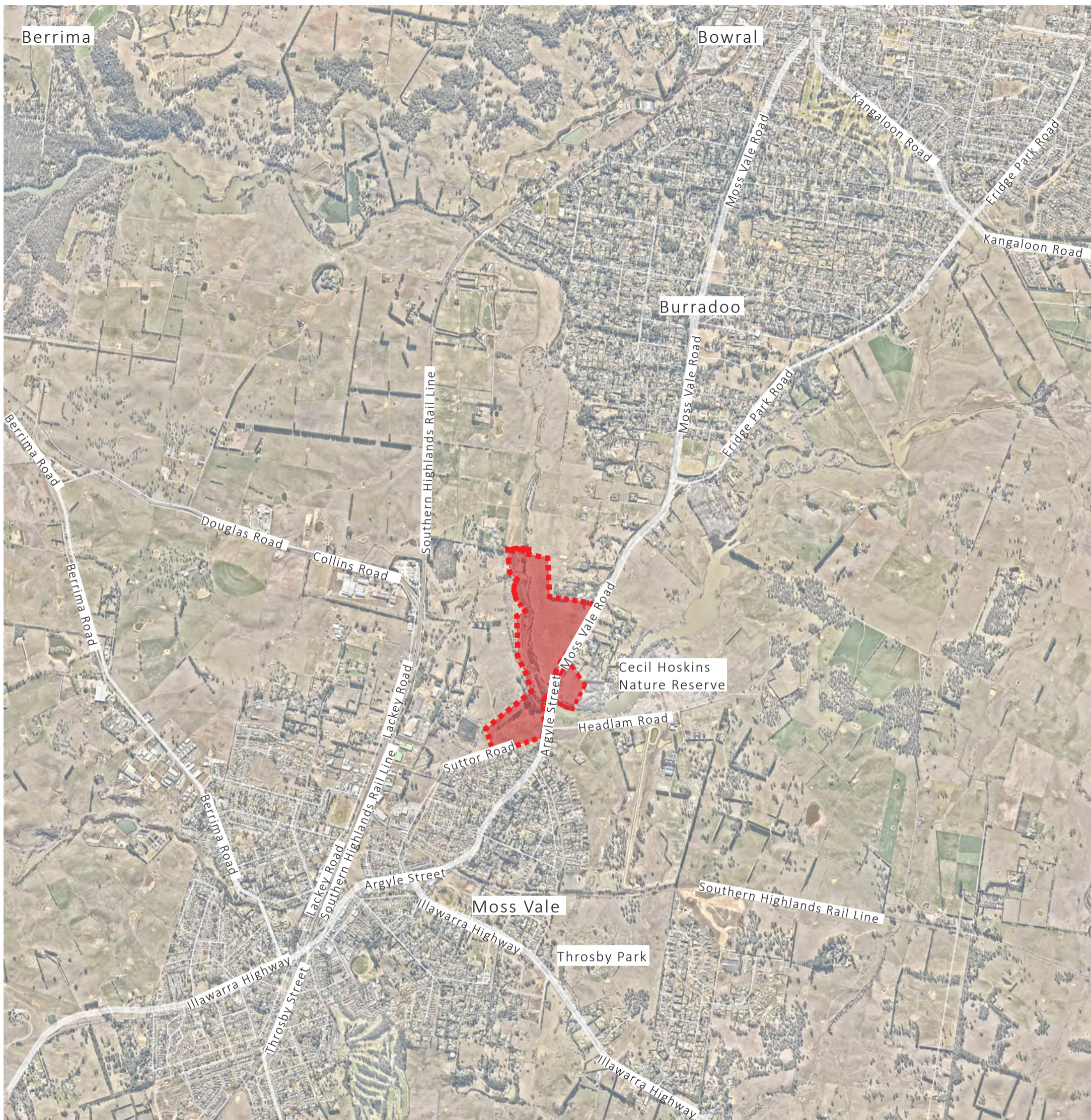
The principle aim of the proposed Masterplan is to sensitively improve the Common in order to protect the archaeological remnants of the historic settlement sites, while improving access and providing interpretive information for visitors.

The Masterplan has been developed with three stages in mind, being:

- Stage 1 – Short Term Priority
- Stage 2 – Medium Term Aspirational
- Stage 3 – Long Term Aspirational

Masterplans are visionary and intended to explore the possibilities of sites in order to develop and protect them in the most appropriate manner for each particular location.

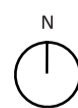
The Bong Bong Common Masterplan indicates short, medium and long term projects, some of which are aspirational and subject to available funding, environmental impacts, legislative requirements and community feedback.



**LEGEND**

 Bong Bong Common

Scale 1:30000 @ A3



**1 Entry Gates and Fencing**

- Entry gates with post and rail fence to be retained at the northern entry.
- Consideration for similar detail at new eastern precinct vehicle entry.
- For long boundaries, use timber post and smooth-wire fencing (not barbed wire).

**2 Pedestrian Entries**

- New pedestrian paths from the south and the east to better connect the Common from Moss Vale.
- Separating pedestrian arrival from car arrivals generally.

**3 Vehicle Access**

- Control vehicles entering the Common with bollards and gates.
- **3A.** Upgrade of existing parking adjacent to the eastern precinct.
- **3B.** Consider new car park with access via Suttor Road, adjacent to the proposed roundabout with small amenities building.
- **3C.** Aero Club north entry for arrival with disability parking behind the clubhouse.

**4 Pedestrian Access to the River**

- New concrete shared path on the west side of the river following the Old Argyle Road alignment.
- New decomposed granite paths linking existing shared path with river viewing areas on the east side.

**5 Pedestrian Bridge Across the River**

- New pedestrian bridge connecting the new shared path on the west side of the river with the existing shared path on the east side.

**6 Seating and Passive Recreation**

- Seating, picnic settings, possible shade structures at key vistas along the riverbank and overlooking the common.

**7 Buildings and Structures**

- Refurbish Aero Club building and fit-out for visitor arrival experience.
- Hubs for orientation, tours, and exhibitions at the Aero Club building and adjacent to the carpark within the eastern precinct.
- New amenities close to Aero Club building.

**8 Interpretation and Archaeology**

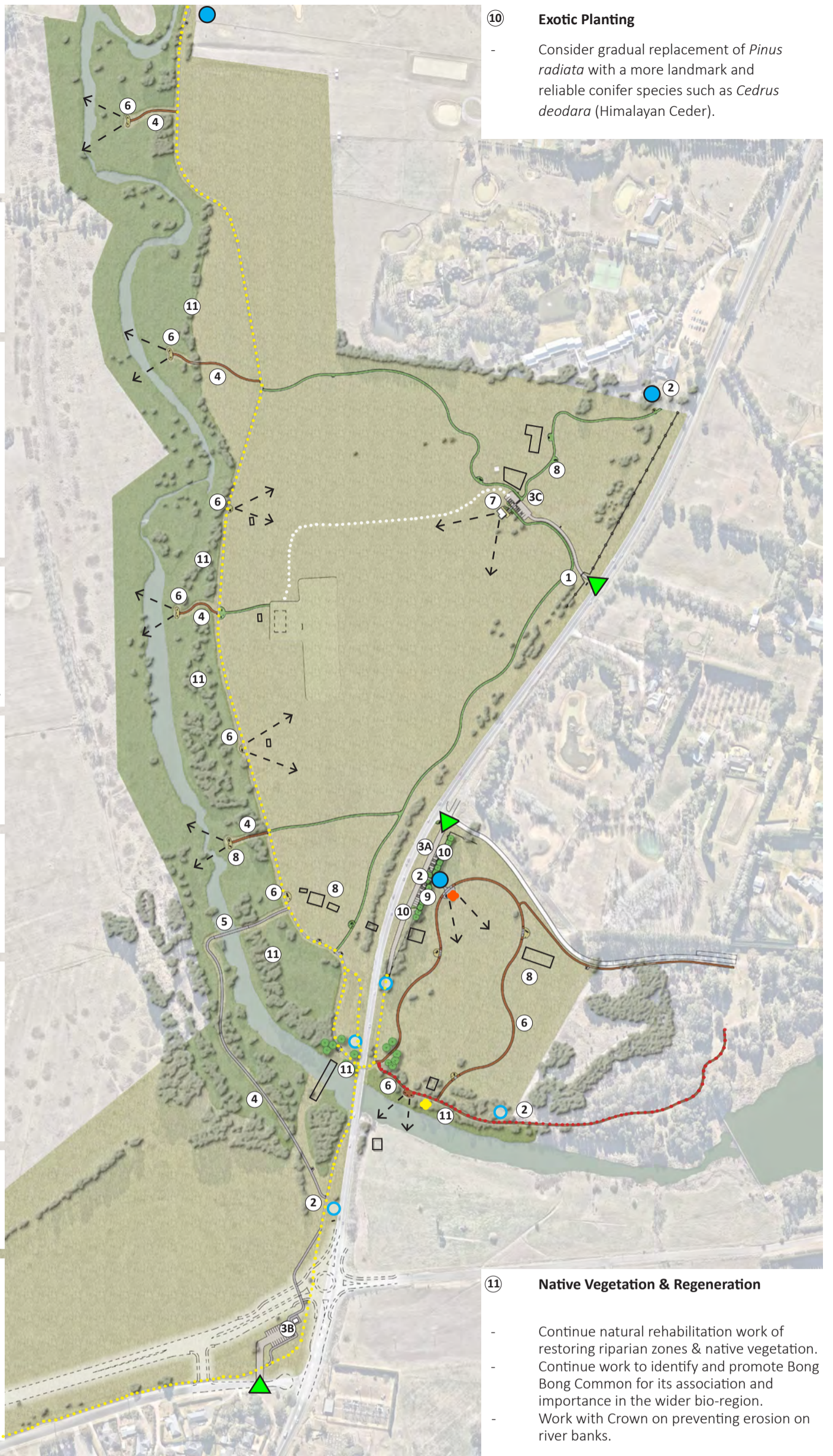
- Interpretation of archaeology- Bong Bong township, the Causeway and Bowmans Inn

**9 Obelisk and Plaques**

- Relocate closer to the footprint of the former Barracks and new pedestrian entry point from the new carpark on the eastern land parcel.
- Create a setting with signage, seating and two *Tristaniopsis laurina* (Water Gum) to emulate the former setting of pine trees.

**10 Exotic Planting**

- Consider gradual replacement of *Pinus radiata* with a more landmark and reliable conifer species such as *Cedrus deodara* (Himalayan Cedar).



**11 Native Vegetation & Regeneration**

- Continue natural rehabilitation work of restoring riparian zones & native vegetation.
- Continue work to identify and promote Bong Bong Common for its association and importance in the wider bio-region.
- Work with Crown on preventing erosion on river banks.

**LEGEND**

**Entries**

- ▲ Main Vehicle Entry
- Main Pedestrian Entry
- Minor Pedestrian Entry

**Paths**

- Existing Concrete Shared Paths
- Existing Vehicle Access to Model Airfield
- Existing Decomposed Granite Paths
- New Concrete Shared Paths
- New Decomposed Granite Paths
- New Mown Tracks

**Structures**

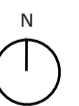
- Historical Sites
- Obelisk Relocation
- Water Pump
- New Carparking Areas
- Key vistas
- Timber Post & Rail Fences

- Existing Model Airfield Fence

**Landscape**

- Open Grass Areas
- Riparian Zones
- New Tree Planting

Scale 1:5000 @ A3





Key Plan Not to Scale

**LEGEND**  
Paths

- Existing Concrete Paths
- Existing Vehicle Access to Model Airfield
- Existing Decomposed Granite Paths
- New Concrete Paths
- New Decomposed Granite Paths
- New Mown Tracks

**Structures**

- Aero Club Building
- Aero Club Field & Shelter
- Maintenance Shed
- Historical Sites
- New Carparking Areas
- Timber Post & Rail Fences

**Signage**

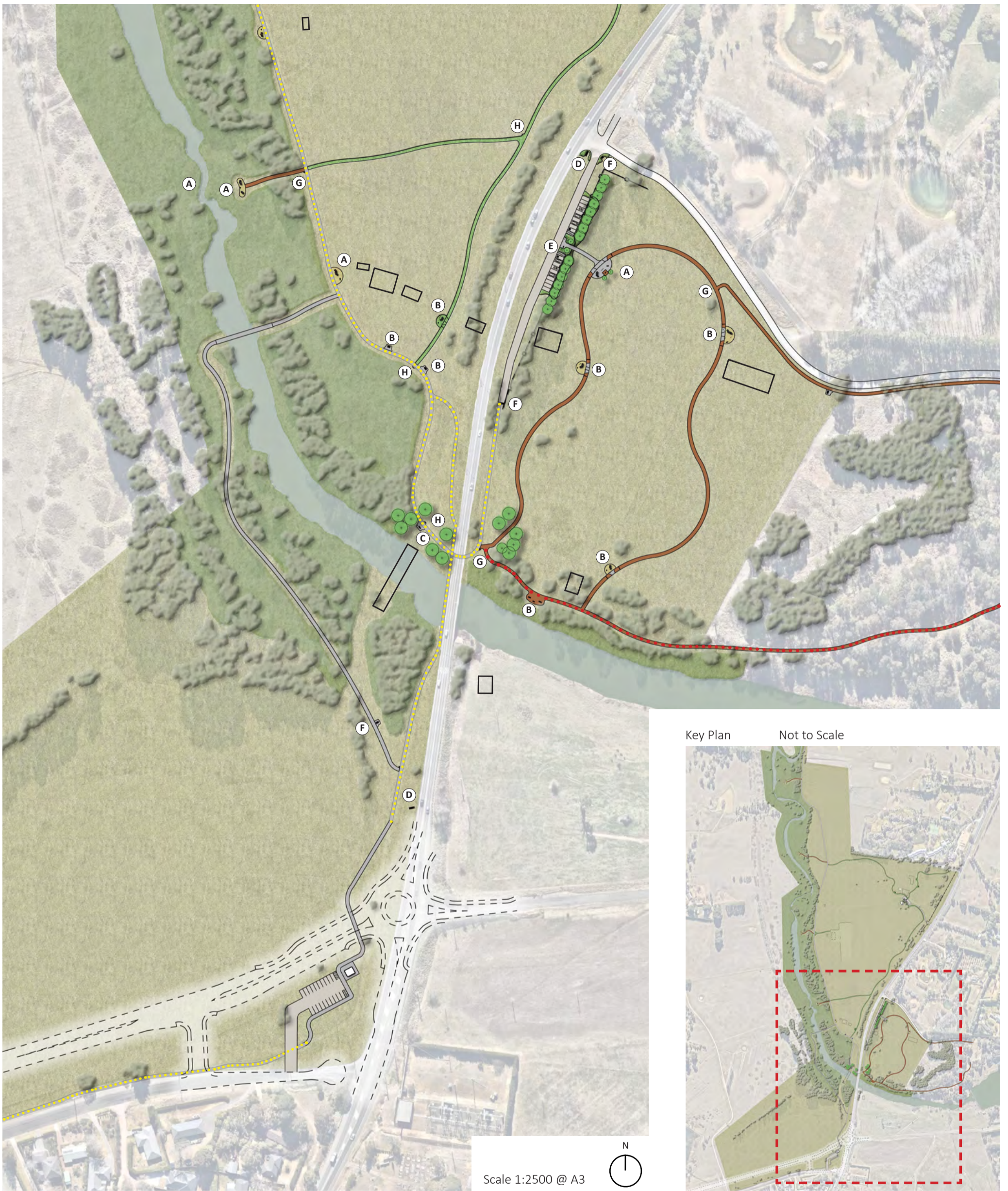
- Major Interpretation Settings
- Medium Interpretation Settings
- Small scale Interpretation Settings
- Major Entry Signs
- Trail Head Signs
- Secondary Entry Signs
- Large Directional Totem
- Medium Directional Totem

**Landscape**

- Open Grass Areas
- Riparian Zones
- New Tree Planting

Scale 1:2500 @ A3





**LEGEND**  
Paths

- Existing Concrete Paths
- Existing Vehicle Access to Model Airfield
- Existing Decomposed Granite Paths
- New Concrete Paths
- New Decomposed Granite Paths
- New Mown Tracks

**Structures**

- Proposed Amenities Building
- Historical Sites
- New Carparking Areas
- Timber Post & Rail Fences

**Signage**

- (A) Major Interpretation Settings
- (B) Medium Interpretation Settings
- (C) Small scale Interpretation Settings
- (D) Major Entry Signs
- (E) Trail Head Signs
- (F) Secondary Entry Signs

(G) Large Directional Totem

- (H) Medium Directional Totem

**Landscape**

- Open Grass Areas
- Riparian Zones
- New Tree Planting



Scale 1:500 @ A3



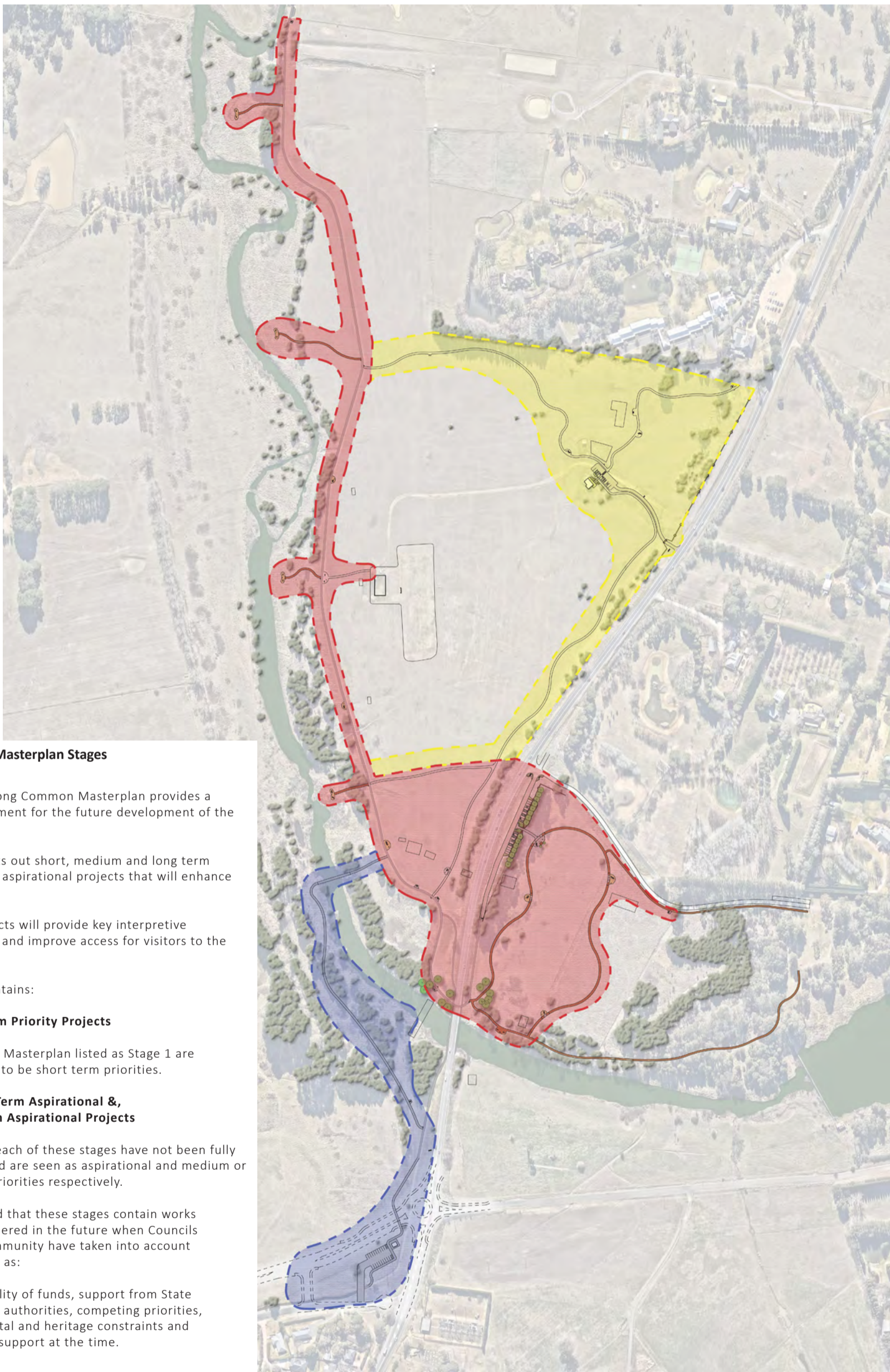




Scale 1:500 @ A3







**Definitions of the Masterplan Stages**

- The Bong Bong Common Masterplan provides a vision statement for the future development of the Common.
- The Plan sets out short, medium and long term priority and aspirational projects that will enhance the site.
- These projects will provide key interpretive information and improve access for visitors to the Common.

The Masterplan contains:

**Stage 1 - Short Term Priority Projects**

- Items in the Masterplan listed as Stage 1 are determined to be short term priorities.

**Stage 2 - Medium Term Aspirational & Stage 3 - Long Term Aspirational Projects**

- Projects in each of these stages have not been fully explored and are seen as aspirational and medium or long term priorities respectively.
- It is stressed that these stages contain works to be considered in the future when Councils and the community have taken into account factors such as:
- The availability of funds, support from State government authorities, competing priorities, environmental and heritage constraints and community support at the time.

**LEGEND**

**Stage 1 - Short Term Priority**

- Eastern Precinct with extension to the western Archaeology Precinct and River.

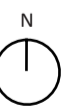
**Stage 2 - Medium Term Aspirational**

- Suttor Road Entry, western shared path & pedestrian bridge.

**Stage 3 - Long Term Aspirational**

- Northern Entry & Car Park.

Scale 1:5000 @ A3



## AN APPROACH TO VISUAL IDENTITY

A CRUCIAL ELEMENT IN DEVELOPING  
AN ENGAGING PLACE

### BONG BONG COMMON WORDMARK

There are a number of opinions as to origin of the name 'Bong Bong'. Whilst the truth is obscured by time, the name has a strongly onomatopoeic feel and a sense of physical movement about it.

In order to capture the energy of the name within its historical context we have used a strong serif font which is customised to evoke this kinetic spirit.

The font Enigma 2 is the starting point for a 'Wordmark' for Bong Bong Common. The heavy weight allows for legibility at small sizes.

**Bong  
Bong  
Common**



## SEEKING A PLACE-BASED FORM TO INFORM GRAPHICS AND STRUCTURES

RELEVANT, ECONOMICAL, FLEXIBLE

In terms of physical remnants, the Common provides little tangible references to its interesting past.

In wandering the Common, the most recognisable, and probably most 'valuable' element from the past is the Causeway.

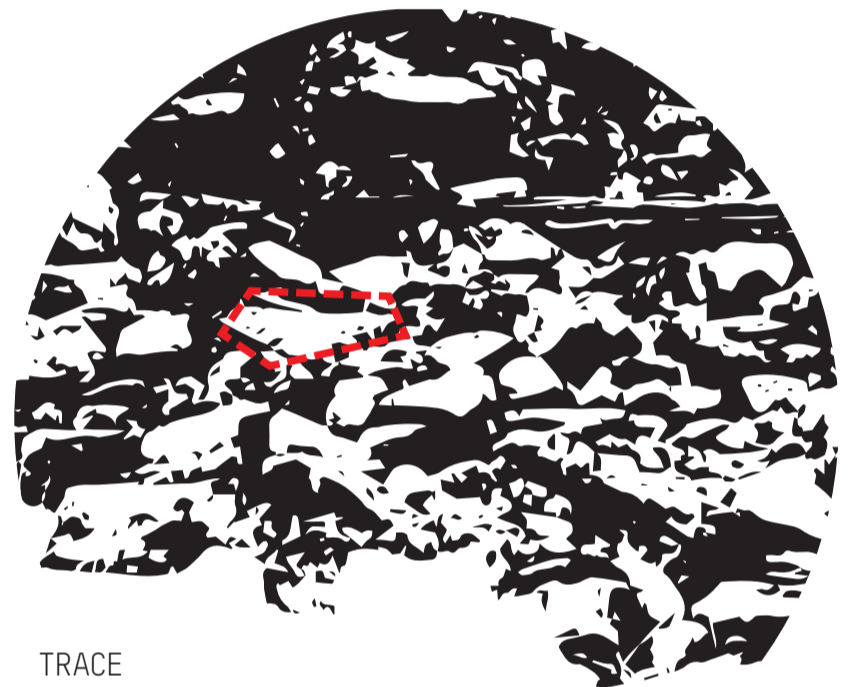
By selecting and stylising one of the forms discovered in the Causeway, we have isolated a graphic shape that may be used to subtly enliven both signage and physical installations by exploring the notion of 'packing and stacking' to create textures and a stable and useful surface.

The resulting system is proposed to be created from a single precast element which can be utilised in as seating, a plinth, a table – it can be grouped to form a low-level, place-specific bench; sunk into the earth to create a lower plinth or inverted to increase the possibilities for interesting arrangements.

The images below explain the steps taken to get to the form.



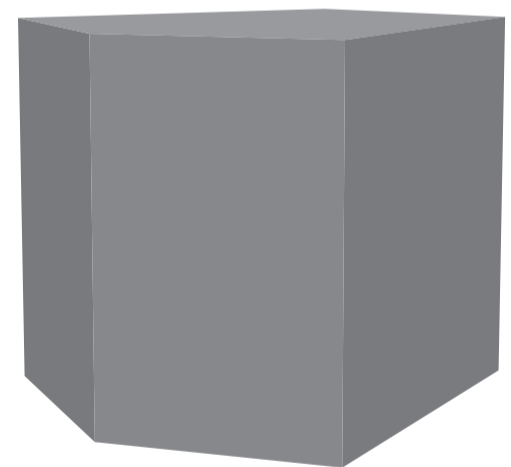
PHOTOGRAPH



TRACE



STYLISE

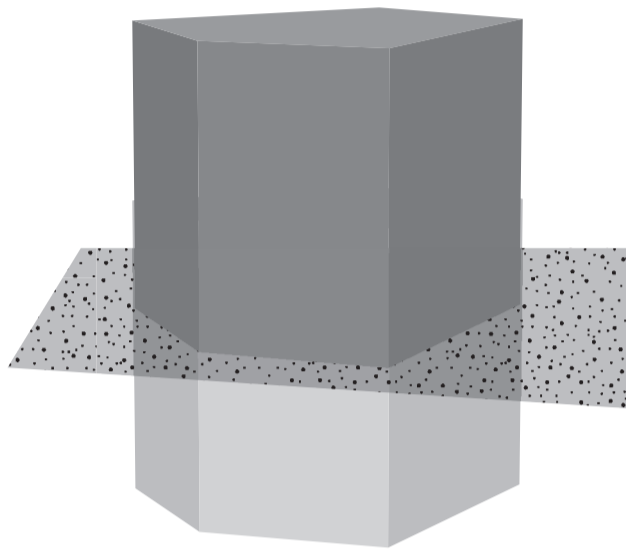


EXTRUDE

## SEEKING A PLACE-BASED FORM TO INFORM GRAPHICS AND STRUCTURES

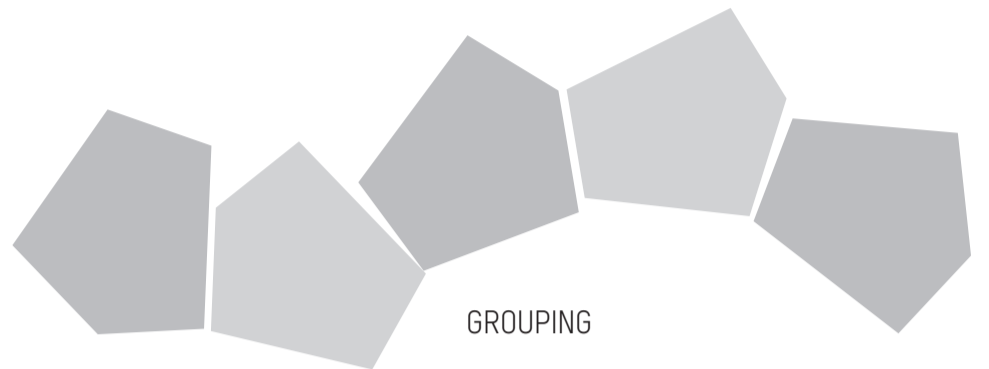
RELEVANT, ECONOMICAL, FLEXIBLE

THE MOCKUPS BELOW EXPLAIN THE CONCEPT FOR STRUCTURES WITHIN THE INTERPRETIVE SETTINGS

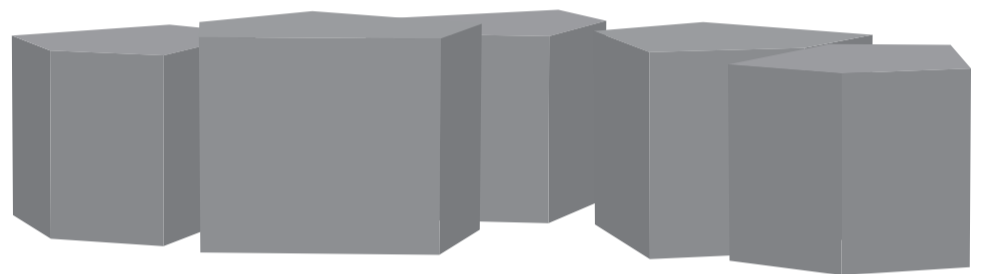


FULL STRUCTURE SHOWING SIMPLE INSERTION INTO THE GROUND.

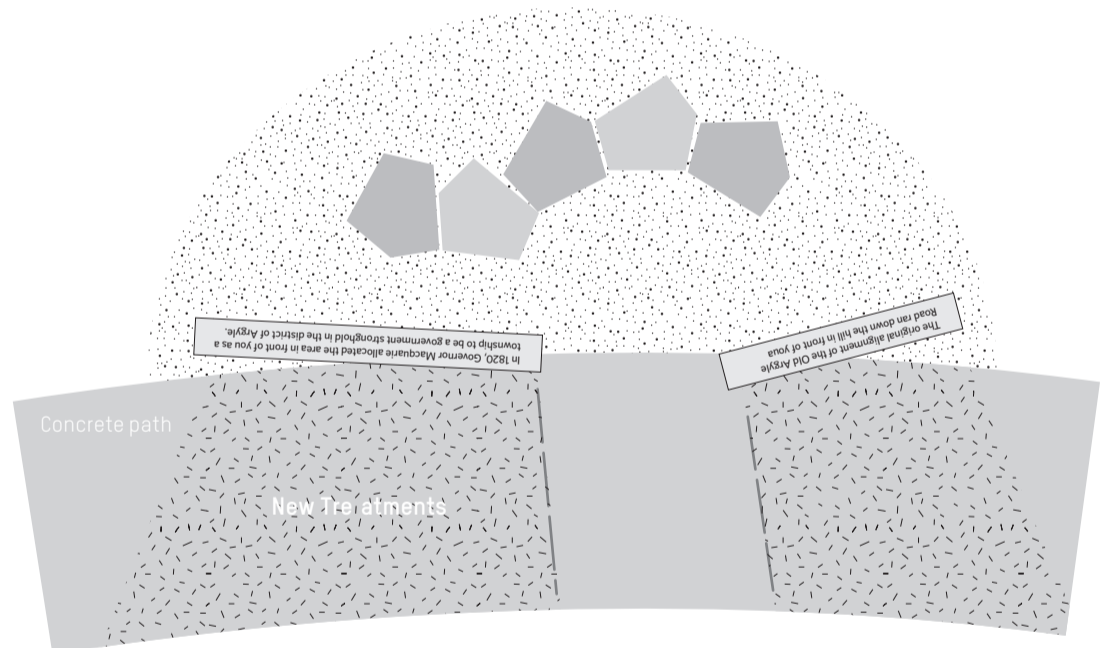
FORMS MAY BE INSERTED TO DIFFERENT DEPTHS TO CREATE A VARIATION IN HEIGHTS ACROSS A CLUSTER.



GROUPING



GROUPED SEATING

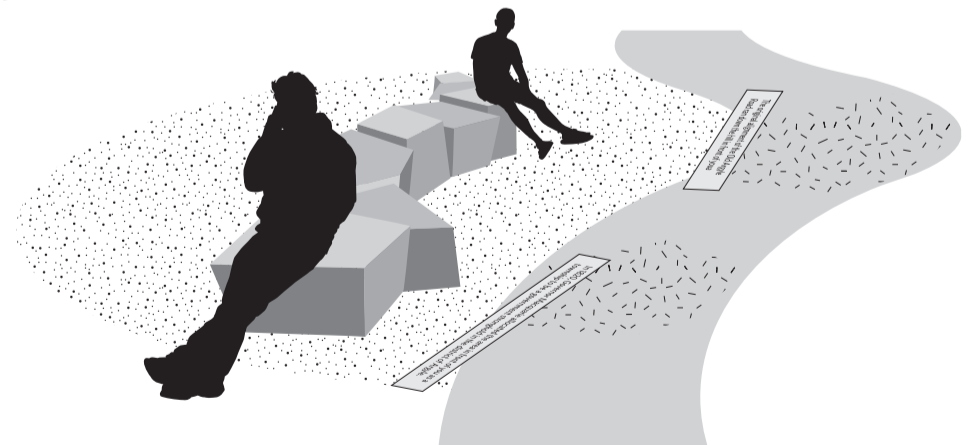


Concrete path

In 1820 Governor Macquarie allocated the area in front of you as a township to be a government stronghold in the district of Argyll.

The original alignment of the Old Argyll Road ran down the hill in front of you.

New Treatments



INTERPRETIVE SETTING

## SIGNAGE RATIONALE: BONG BONG COMMON

THE PRINCIPLE AIM OF THE MASTER PLAN IS TO SENSITIVELY ENHANCE THE COMMON IN ORDER TO PROTECT THE ARCHAEOLOGICAL REMNANTS OF THE HISTORIC SETTLEMENT SITES, WHILE IMPROVING ACCESS AND PROVIDING INTERPRETIVE INFORMATION FOR VISITORS

This signage strategy addresses the needs of all users to the Bong Bong Common. Both first time visitors, frequent visitors and those on foot, bicycle or with disabilities (where feasible) should be equally well informed to ensure their visits are effective and enjoyable within the sectors.

Apart from local residents who are expected to use the facility frequently, visitors will come from NSW, interstate and even overseas to experience the Common. Four main types of user groups are expected to make up the majority of all people using the The Common:

- » Walkers, runners and cyclists
  - » Tourists (local, regional, interstate, international)
  - » Recreational users
  - » Health and fitness enthusiasts
- All of these user groups may include people with disabilities.

### WHAT IS WAYFINDING?

Wayfinding is a spatial problem solving process.

The 'problem' is finding a way from a place to one or more destinations, and perhaps back to the original place.

It implies recognising that there IS a problem, and involves searching, decision-making and motion.

Wayfinding helps users become orientated in architectural, urban and regional space by building internal 'cognitive maps' by which they can navigate to destinations that might otherwise not be visited.

At Bong Bong Common, visitors need to know what is important about the 'place'; what they will find if they commit to taking a walk, how far they'll have to go to see something, how long it might take to get there and back to their car, how difficult the walk might be, whether there are various alternative tracks to consider and so on.

Helping people get orientated to their surroundings enables them to start enjoying themselves because increased legibility translates directly into increased satisfaction with their experience of a 'place'... in this case the Southern Highlands/ Bong Bong Common.

In essence every journey involves three activities:

- » Seeking information about the journey
- » Deciding which route to take for the journey
- » Moving through space to reach the desired goal.

## CREATING USEFUL MAPS

Maps are small, edited abstractions of the real world; the purpose of the map, and its intended audience, determines what is included and what is edited out. Too much information can be as confusing as too little.

**PORTABLE MAPS** are used both 'off-location' as a tool for planning a journey, and carried to assist in finding the way to, and around, the destination. The convention on portable maps is to orient them so that UP is NORTH, DOWN is SOUTH. This is because the designer can never know the physical context in which they will be read.

**MAPS ON SIGNS** are most frequently of the 'You-Are-Here' (YAH) type and are placed within the environment they depict. Because these maps are static and location-specific, the physical location of both the map and the user can be indicated on the map itself, establishing the user's precise location in space.

Maps on signs are mostly installed vertically, and orientated so that they face the user when approached along a specified path.

In order to give the map user confidence that they understand where they are with respect to their surroundings, it is necessary to orientate the map to their position and field of view; this is called 'map-to-ground' or 'forward-up-alignment'.

On finding the YAH indicator, the user simply looks to the landscape to identify various landmarks that cognitively confirm their location.

## MAPPING BONG BONG COMMON

The maps developed for Bong Bong Common are of two types:

- » Large scale map which is geographically correct and incorporates a full description of the site in cartographic terms
- » Small scale schematic map which reduces the site to simple linework for legibility at small scale – an example of a schematic map for Bong Bong Common is included on the next page.

## SCHEMATIC MAP

WAYFINDING CONVENTION – MAP TO GROUND



SCHEMATIC MAP AT ACTUAL SIZE FOR  
THE MULTIPURPOSE TOTEM DIRECTIONAL  
SIGN TYPES C, G AND H



## SIGN FAMILY

MINIMAL, MULTIPURPOSE, EFFECTIVE

The family of signs developed for Bong Bong Common is intentionally minimal.

The flat and open nature of the site demands that signage be kept low and discreet so that it does not become too visually dominant.

- » The largest signs in the family, Sign Types D and E, are to be utilised at primary entry points and Trail Heads, whilst the Sign Type F is used for locations where a smaller sign is appropriate, but the content demands a vertical surface
- » Sign Types C, G and H are based on a 150 x 150 x 4mm galvanised steel SHS. Digital print vinyl graphics, wrapped around sign totem, and include painted, low sheen anti graffiti coating
- » The family of Totem signs (C, G and H) come in three sizes to accommodate the various signage requirements across the site. Whilst their purpose is primarily directional, they will also be used as small scale totems in a number of locations where interpretation is minor
- » Sign Types A and B are dedicated to interpreting the site and have a maximum height of 800mm and 550mm respectively. These signs sit low to the ground to provide an uninterrupted view of the feature being interpreted, and to allow the visitor to sit whilst considering the vista
- » Sign Type J is the most flexible as it features soft ground treatments such as decomposed granite, combined with concrete treatments to the paths and in-ground interpretation where appropriate.

## BONG BONG PLACE GRAPHIC

A SENSE OF PLACE

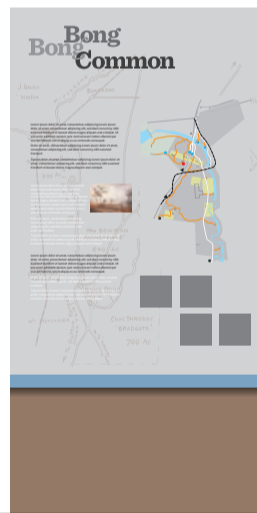
In order to provide a meaningful textural element on the ID1 Sign Type, the main area of archaeological interest has been rendered as a stylised map and used as a subtle background.

As a direct reference to First European Settlement heritage, the existing livery blue has been incorporated into the signage as a consistent element throughout the Sign Family.

The Bong Bong Place Graphic is rendered in this colour – Dulux reference 'Blue Ridge'.



**SIGN TYPE D**  
MAJOR ENTRY



**SIGN TYPE E**  
TRAIL HEAD



**SIGN TYPE F**  
SECONDARY ENTRY



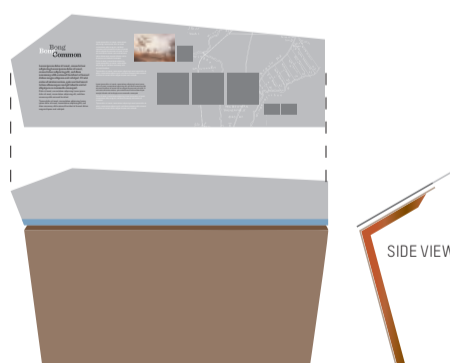
**SIGN TYPE G**  
LARGE  
DIRECTIONAL  
TOTEM



**SIGN TYPE H**  
MEDIUM  
DIRECTIONAL  
TOTEM



**SIGN TYPE C**  
SMALL SCALE  
INTERPRETATION/  
DIRECTIONAL  
TOTEM



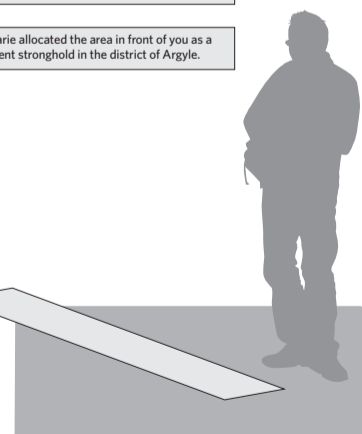
**SIGN TYPE A**  
MAJOR  
INTERPRETATION



**SIGN TYPE B**  
MEDIUM  
INTERPRETATION

The original alignment of the Old Argyle Road ran down the hill in front of you.















In 1820, Governor Macquarie allocated the area in front of you as a township to be a government stronghold in the district of Argyle.

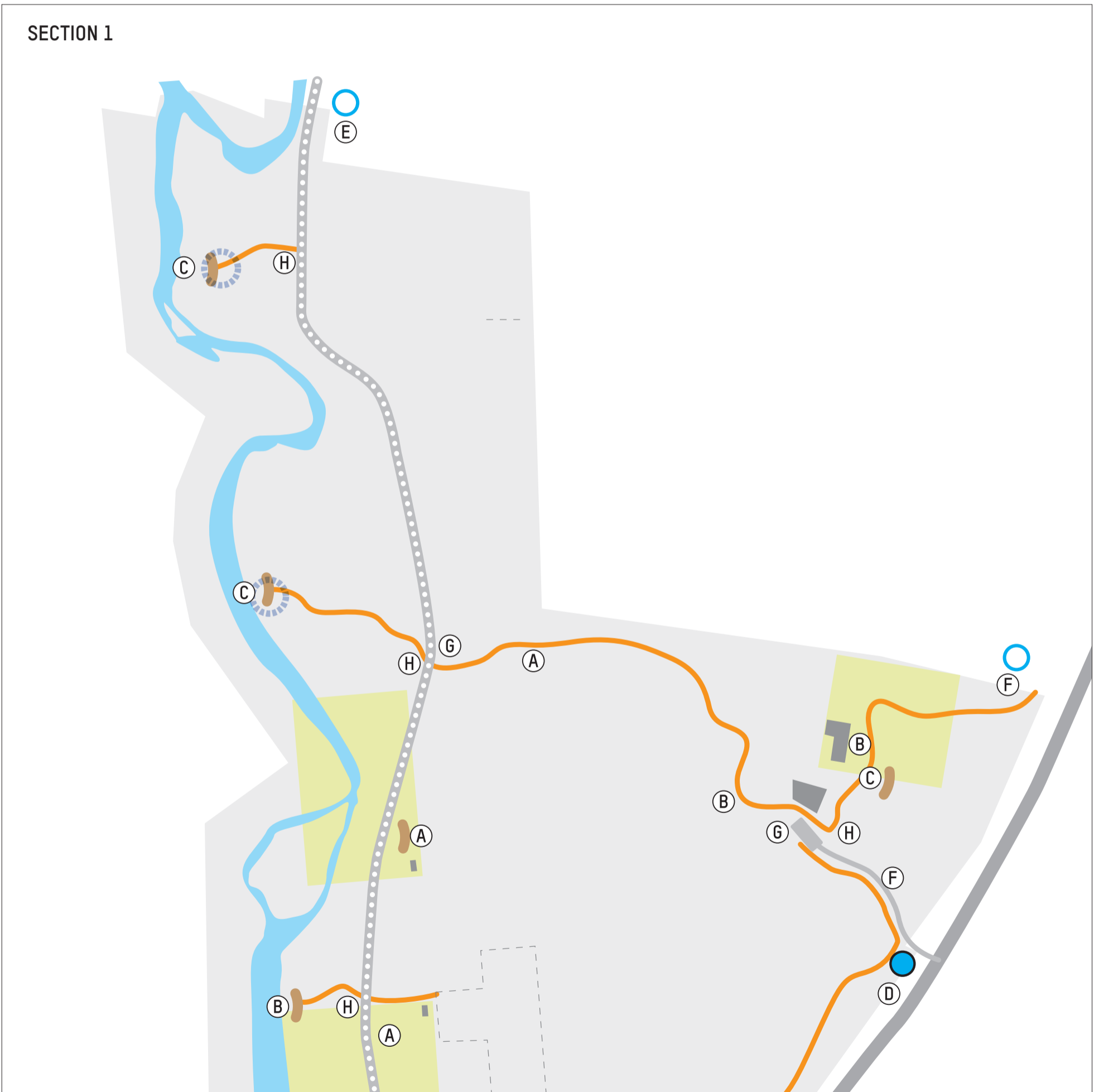
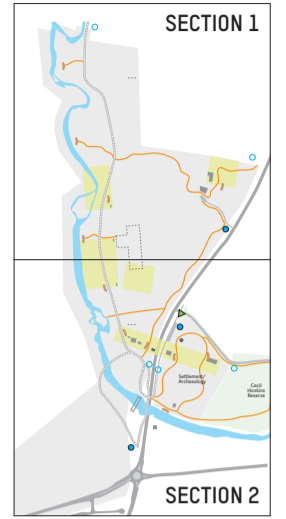


**SIGN TYPE J**  
GROUND PLANE  
TBC

# SIGN LOCATION PLAN















## NORTHERN PRECINCT

-  MAIN ENTRY POINT
-  SECONDARY ENTRY POINT
-  VEHICULAR ENTRY
-  BREAK OUT
-  GROUND PLANE TREATMENT
-  MAJOR INTERPRETATION
-  MEDIUM INTERPRETATION
-  SMALL SCALE INTERPRETATION/DIRECTIONAL TOTEM
-  MAJOR ENTRY
-  TRAIL HEAD
-  SECONDARY ENTRY
-  LARGE DIRECTIONAL TOTEM
-  MEDIUM DIRECTIONAL TOTEM
-  GROUND PLANE



# SIGN LOCATION PLAN

## SOUTHERN PRECINCT

- |                                                                                    |                        |                                                                                     |                                              |
|------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------|----------------------------------------------|
|  | MAIN ENTRY POINT       |  | MAJOR INTERPRETATION                         |
|  | SECONDARY ENTRY POINT  |  | MEDIUM INTERPRETATION                        |
|  | VEHICULAR ENTRY        |  | SMALL SCALE INTERPRETATION/DIRECTIONAL TOTEM |
|  | BREAK OUT              |  | MAJOR ENTRY                                  |
|  | GROUND PLANE TREATMENT |  | TRAIL HEAD                                   |
|                                                                                    |                        |  | SECONDARY ENTRY                              |
|                                                                                    |                        |  | LARGE DIRECTIONAL TOTEM                      |
|                                                                                    |                        |  | MEDIUM DIRECTIONAL TOTEM                     |
|                                                                                    |                        |  | GROUND PLANE                                 |

