



SPRINGWOOD

TOWN CENTRE
MASTERPLAN

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Masterplan Report

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SPRINGWOOD TOWN CENTRE MASTERPLAN

Prepared for Blue Mountains City Council by McGregor Coxall [Sydney]
with sub-consultant services provided by People Place and Partnership, Hill PDA, GTA Consultants & Parkland Planners.

Proj No: 442SU **Report Contact:** Michael Cowdy

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DISCLAIMER

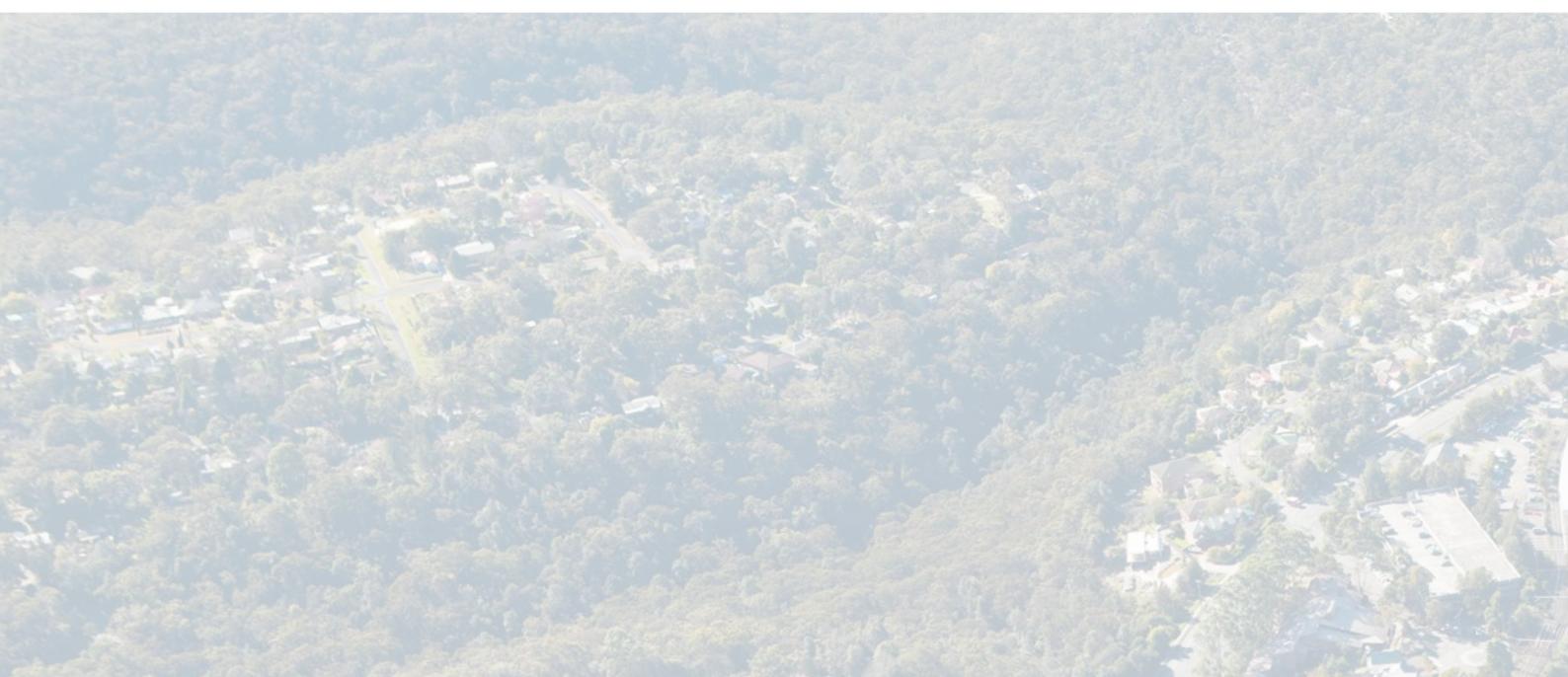
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1.0 Introduction

This section introduces the project background, the study area and the teams approach to ensuring an holistic and integrated solution to revitalising Springwood Town Centre.

1.0 Introduction

1.1 BACKGROUND

The initial Springwood Town Centre Masterplan was prepared by consultants for Council during 1993 to 1995. It was adopted by Council in 1996 and has been the driving strategic document for the development of Springwood since that time. It contains recommendations in relation to the urban framework, including economic vitality and streetscaping works. Many of the recommendations of the study have been implemented and a number remain outstanding with some of these being no longer relevant due to changing circumstances.

It is timely to review masterplanning for the Town Centre in light of the time elapsed and the range of matters currently impacting the Town Centre. The masterplan will provide guidance for the development and management of the public domain council assets, and to inform development controls for public and private development in Springwood Town Centre. The purpose of the Springwood Town Centre Masterplan (STCM) is to present a high quality vision and strategy to guide the future form of Springwood's Town Centre supported by strong community consultation and associated specialist studies.

The key objectives of the Blue Mountains City Council are to:

- To provide the community of Springwood and the City of Blue Mountains with a plan to maintain a vibrant and commercially viable Town Centre;
- To produce a workable accessibility, traffic and car parking strategy;
- To provide for an effective range of open spaces to cater to community needs;
- To guide future land use and development within Springwood Town Centre to maximise public benefit, realise optimal land use and support the ongoing economic vitality of the Town Centre;
- To guide the continued maintenance and renewal of key public domain assets and physical infrastructure.

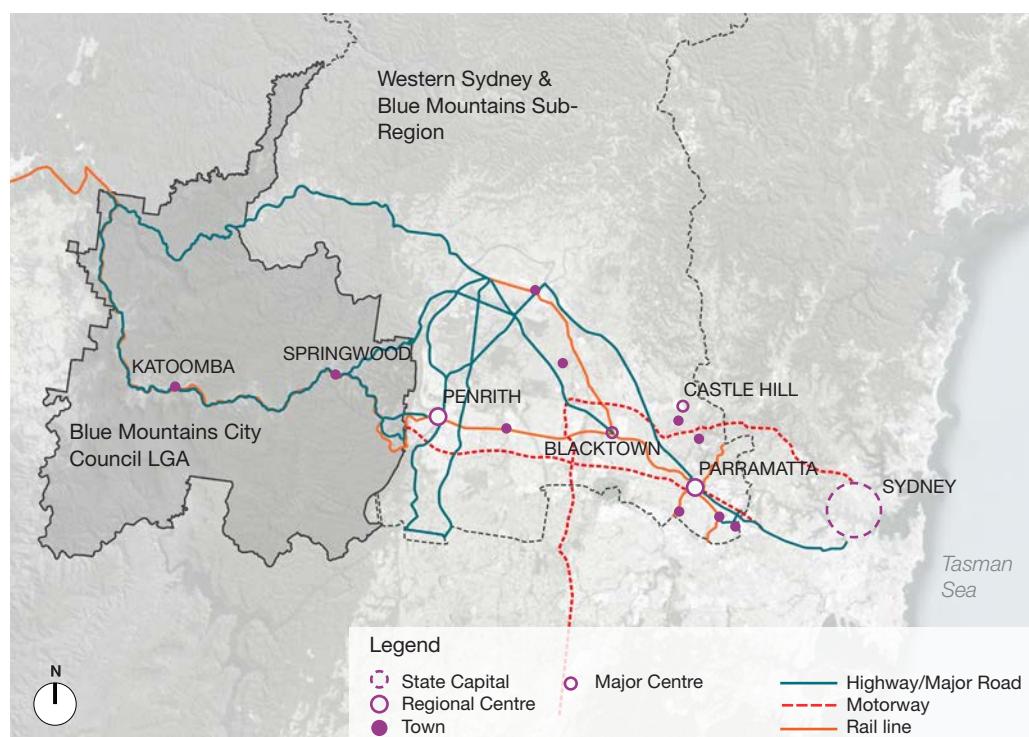


Figure 1.01 - Location Plan

1.2 THE STUDY AREA

Springwood Town Centre is located to the south of the Great Western Highway, 30km east of Katoomba and 17km west of Penrith City. Springwood is classed as one of the two district centres in the Blue Mountains, the nearest towns are Valley Heights and Faulconbridge each within a 2km range to the East and West respectively. Springwood is located within the Blue Mountains City Council and is one of the few towns in the Local Government Area [LGA] with a centre located off the Great Western Highway.

Springwood can be accessed by rail and road. The Blue Mountains rail line runs through the Town Centre and the Great Western Highway runs one block to the north. The Springwood Town Centre study area is defined by Hawkesbury Road & Macquarie Road to the east and Ferguson Road & Homedale Street to the west, The Great Western Highway to the north and Springwood Avenue to the south.

Key Spaces that form crucial components to the masterplan are Macquarie Road, a collection of pocket parks, Springwood Railway Station, A multi-storey car park, Springwood Avenue, Greenway Lane, northern & southern car parks. This study area will be considered in an holistic manner that utilises the expertise of McGregor Coxall's multi-disciplinary project team.

1.3 REPORT STRUCTURE

The Springwood Town Centre Masterplan integrates the understanding of five professional disciplines, 40 background studies, multiple community and stakeholder workshops and 300 million years of Springwood's history establishing an adaptable framework for the Town Centre's future. The following sections form the structure of the Draft Masterplan Report.

- Section 2.0 explains the Place Vitality Criteria that underpin the masterplan process.
- Section 3.0 responds to the Issues Analysis Report and provides a vision and place principles that inform the future direction of the Masterplan.
- Section 4.0 integrates the community's comments into a series of Town Centre strategies for Springwood Town Centre.
- Section 5.0 provides a series of short and long term delivery priorities that were developed and workshopped with the council and community.
- Section 6.0 identifies three investigation sites to test the proposed Town Centre strategies and delivery priorities.
- Appendix A provides a summary of the Town Centre study area.



Figure 1.02 - Springwood Town Centre Study Area

1.4 PROJECT METHODOLOGY

The Springwood Town Centre Masterplan has been prepared through a five phase process comprising;

Phase 01: Issues Analysis

The purpose of this stage is to listen to the community and stakeholders to understand the opportunities, challenges and big ideas for Springwood Town Centre. The site analysis findings from this stage establish a platform in understanding the Town Centre and inform the development of phase 02's Vision and Place Principles. Key outputs in this stage are;

- Historical Evolution of Springwood;
- Contextual Positioning;
- Place Vitality Analysis;

Phase 02: Vision and Place Principles

The vision and place principles form the foundation for the Town Centre strategies moving forward. Key outputs in this stage are;

- Project Vision
- Place Principles
- Comments & Feedback

Phase 03: Strategy Development

Town Centre strategies and actions will be prepared that respond to the phase 01 and 02 outputs. The proposed strategies aim to reposition the Town Centre in an holistic manner, that seamlessly integrates the social, economic and environmental processes together. Key outputs in this stage are;

- Town Centre Strategies
- Key Actions
- Draft Masterplan Strategies Report

Phase 04: Draft Masterplan

The conclusions from phase 03 will be refined and developed into delivery priorities and identified investigation site concepts within the Town Centre. Key outputs in this stage are;

- Delivery Priorities
- Investigation Site Identification
- Investigation Site Concepts

Phase 05: Final Masterplan

The masterplan initiatives tested in phase 04 will be further refined ahead of the masterplan exhibition. Key outputs in this stage are;

- Draft Masterplan
- Public Exhibition
- Final Masterplan

1.5 PROJECT TEAM

McGregor Coxall leading a multi-disciplinary team were engaged by Blue Mountains City Council to develop a masterplan for Springwood Town Centre. Working with the community and collaborating with council, stakeholders and Bounce Group. The roles of each McGregor Coxall team member is outlined below.

McGregor Coxall

Urban Design, Landscape Architecture & Project Management
<http://mcgregorcoxall.com/>

People Place & Partnership

Community Engagement and Place Making
<http://ppandp.com.au/>

Parkland Planners

Recreation Planner
<http://www.parklandplanners.com.au/>

Hill PDA

Land Economics and Planning
<http://www.hillpda.com.au/>

GTA Consultants

Sustainable Transport
<http://www.gta.com.au/>

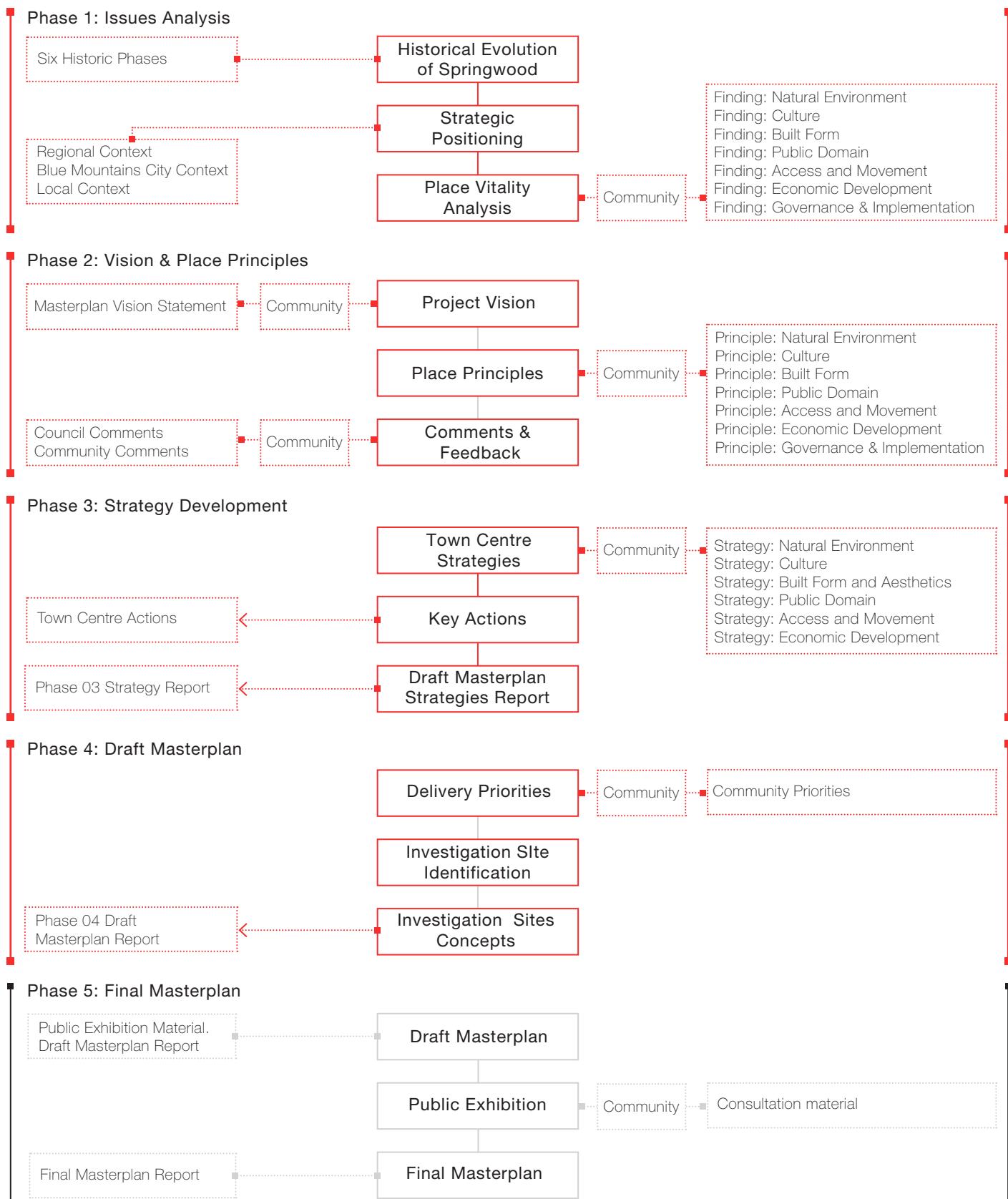


Figure 1.03 - Project Approach Diagram





2.0 Place Vitality Criteria

This section provides a simple explanation of the Place Vitality Criteria that underpin the holistic masterplanning approach applied to Springwood Town Centre.

2.0 Place Vitality Criteria

2.1 PLACE VITALITY CRITERIA

The traditional masterplanning approaches that characterise modern society have resulted in masterplans that are over-determined, rigid and by their very nature lack the ability to change and adapt over time. They are planners constructs that offer a sense of permanence and are frequently driven by finance rather than real place-making that build on a local community's needs.

However, as varying social, economic and environmental factors become ever present the static planning processes embedded within western culture are exposed. We deceive ourselves in believing that the world is permanent. In reality, the only certainty is that everything changes. This acceptance of change has led to the emergence of more informal planning processes that embrace the transitory nature of our centres.

The McGregor Coxall team has developed a Town Centre revitalisation approach that intrinsically integrates both masterplanning and placemaking together. Crucial to this approach is that masterplanning strategies show a commitment to establishing flexible and changeable solutions to people's needs.

To ensure a well considered and holistic masterplanning process, six Town Centre vitality criteria have been identified. At the core of the vitality criteria is the community and the crucial role they play in informing the strategies, actions, future governance and future implementation of the masterplan.

Community

Town centres have always been about much more than shopping. Retail is an important part of the Town Centre mix, but people also come for many other reasons, such as to visit cafés, restaurants, pubs, galleries, museums, cinemas, parks, hairdressers, beauty parlours, doctors and dentists, libraries, banks, solicitors, and estate agents. The Town Centre can provide a setting for shared experiences, and be a focal point of local identity, community pride, and common heritage and values.

Main streets and Town Centres that are fit for the 21st century need to be multi-functional social centres, not simply competitors for stretched consumers. They must offer irresistible opportunities and experiences that do not exist elsewhere, are rooted in the interests and needs of local people, and will meet the demands of a rapidly changing world.

We believe that at the heart of any response to the challenges facing our Town Centres must be a recognition of the uniqueness of place and that these unique places are created and shaped by people who use them.

That is why the community form a central component to the project process. Their views, perspectives and values ensure the development of a Town Centre masterplan that is both responsive and flexible to accommodate their

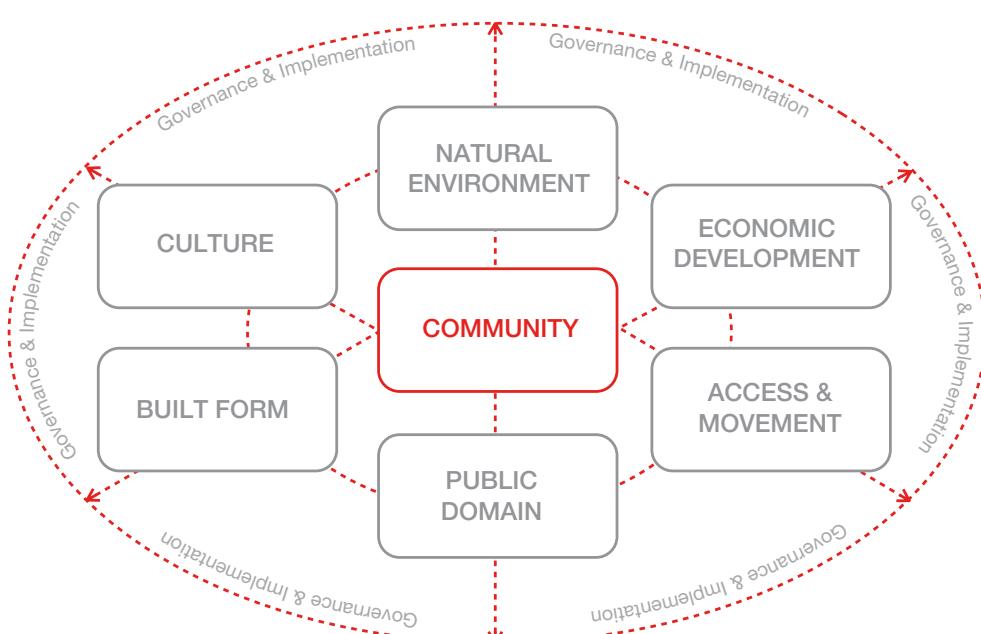


Figure 2.01 - Place Vitality Criteria Diagram

Natural Environment

Essential to any vital Town Centre is the balance between hard and soft landscape, ensuring a symbiotic relationship between the urban and natural environment. As Town Centres expand, natural habitats are enveloped by the urban environment, altering the natural ecosystems and bringing the urban environment into direct contact with the natural environment. Key points to consider when evaluating and strategising 'Natural Environment' are as follows

- Natural Hazards;
- Nature and Biodiversity;
- Street Trees and Planting;
- Topography and Views.

Culture

The cultural uniqueness of a centre comes from the very community that inhabit it. Typically it's the spontaneous outcomes and the diverse demographic that foster cultural richness in Town Centres. As it's through a Town Centre's community that the cultural values, unique features and history can be interwoven into a Town Centre, creating the 'spirit of a place'. Key points to consider when evaluating and strategising 'Culture' are as follows;

- Events and Festivals;
- Public Art and Performance;
- Community Facilities;
- Heritage.



Community

Built Form

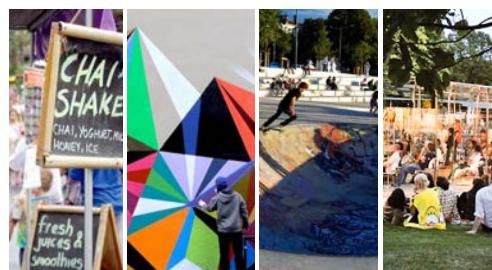
The built form of a Town Centre is rooted in its urban structure, quality of architecture and the nuances of building height, style, texture and colour. Successful Town Centres ensure that the built form offers a sense of arrival and enclosure to a collective entity or place. Good built form also forms a physical extension to the public domain. Key points to consider when evaluating and strategising 'Built Form and Aesthetics' are as follows;

- Town Centre Arrival;
- Building Heights;
- Town Centre Character;
- Architecture.

Public Domain

A quality public domain beyond providing an aesthetic component for Town Centres, can support a legible, safe and well connected network of streets and public spaces. It is important that a Town Centre's public domain responds to the local user requirements establishing a responsive Town Centre environment. Key points to consider when evaluating and strategising 'Public Domain' are as follows;

- Open Space Network;
- Safe and Unsafe Zones;
- Streetscape Elements;
- Streetscape Materials.



Culture



Natural Environment



Built Form

Access & Movement

Motorised vehicles form a dominant characteristic in many Town Centre's today. However, the most vital Town Centres reconcile the dominance of the vehicle by prioritising pedestrians, cyclists and modes of public transport. Emphasising walking, cycling and public transport as a viable mode of transportation will improve health and lead towards a more sustainable Town Centre. Key points to consider when evaluating and strategising 'Access and Movement' are as follows

- Street Hierarchy and Traffic Volume;
- Access and Parking;
- Pedestrian and Cycle Network;
- Design for access and mobility;
- Public Transport Network.

Economic Development

Successful Town Centres typically have animation, vitality, and an urban 'buzz'. To create this vitality and vibrancy a diverse array of uses should be accommodated that cater for all user groups. This variety of uses within a Town Centre reinforces a multifunctional centre and ensures Town Centre's are economically resilient to market changes. Key points to consider when evaluating and strategising 'Economic Development' are as follows;

- Market Economics;
- Economic Heart and Mix;
- Land Uses;
- Employment.



Public Domain



Governance & Implementation

Governance has become a hot topic over the last decade as evidence mounts on the critical role it plays in determining the delivery of widespread plans, policies and projects. There is a growing consensus that good governance is perhaps the single most important factor in any projects ultimate delivery.

For good governance to exist in both theory and practice, the community must be empowered to participate in meaningful ways and decision-making processes. Crucial to this, is engaging the community so that we begin to empower them from the outset as well as take the opportunity to up-skill the community on key issues and capture some of the local champions of the project along the way.

In developing a strong governance framework for the delivery of the Masterplan the overall goal is to form a strong, effective and representative group that will manage the implementation of the Masterplan in a professional and coordinated way. Along side establishing an ongoing governance management group it is equally important that a set of Critical success Factors (CSFs) are created. Key points to consider when evaluating and strategising 'Governance and Implementation' are as follows;

- Planning Controls;
- Landownerships;
- Governance and Funding;
- Community aspirations and needs.



Economic Development



Access & Movement



Governance & Implementation

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WHAT'S

YOUR

CLOSE TO THE HILL
• Building more houses
around YARD business
• More green areas
• More local business
• More local food
• More local art

OPEN TO THE HILL
• More local business
• More local food
• More local art

BETTER BUSINESS
• More local business
• More local food
• More local art

CREATE BETTER
COMMUNITIES
• More local business
• More local food
• More local art

✓More street art
• Improves & increases
talking points on
business & people of
interest

Improve access
from the highway
• Policy

Keep buildings
original to the
surrounding nature
Keep old village
signage & add new
of the environment
naturally

Close the main
street to traffic
• Improve bypass
road around Springfield
• Improve Springfield

• More local business
• More local food
• More local art

• More local business
• More local food
• More local art

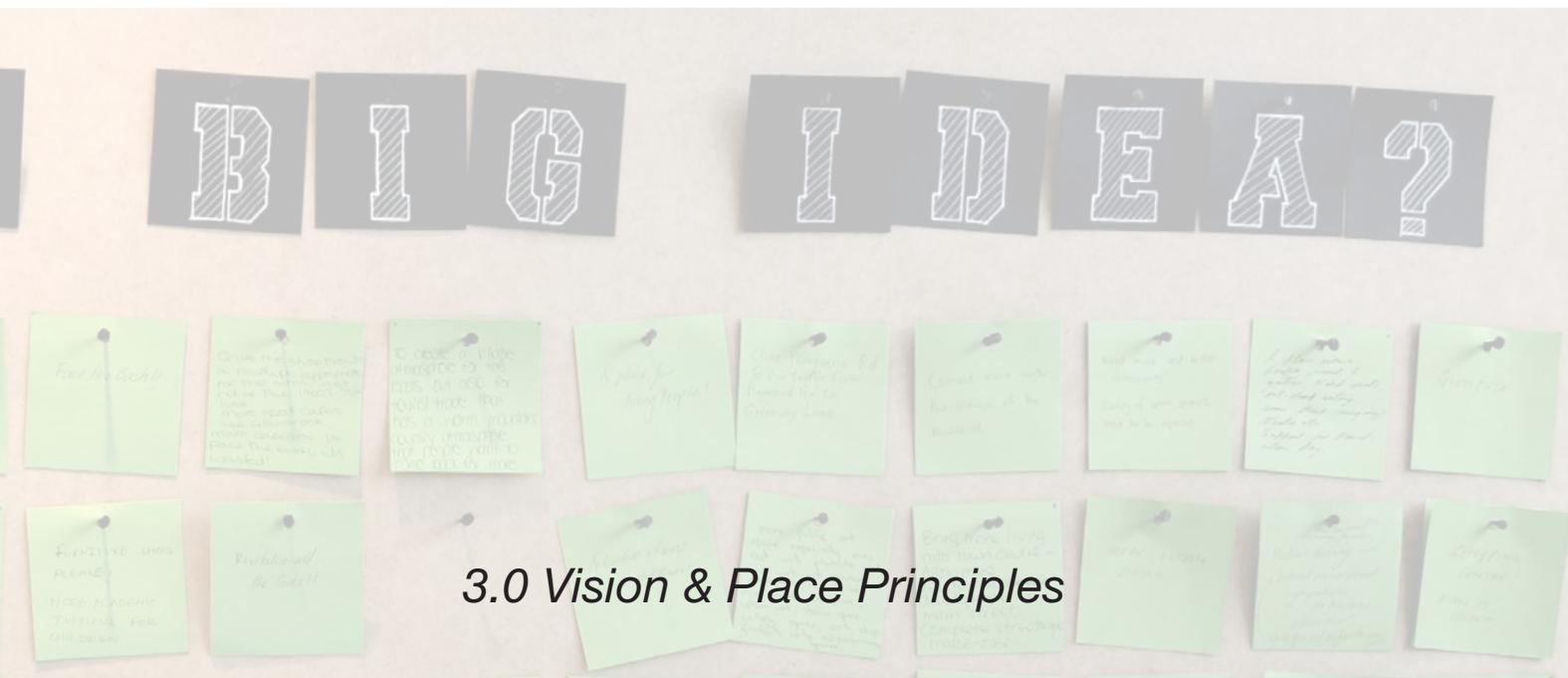
GET RID OF GARBAGE
• GET PARKS AND
LITTLE PARKS AND
MORE TRAFFIC CAMS
TO GET MORE PEOPLE
INTO TOWN

A new street design
with wider streets and
more crossings &
increasing places (cafes)
to historic yet modern
look that will
contain specific
recreational & support
the local culture.

• Improve local businesses
• More local food
• More local art

• Improve local businesses
• More local food
• More local art

Close the main
street to traffic
• Improve bypass
road around Springfield
• Improve Springfield



3.0 Vision & Place Principles

The vision and place principles form the foundation of the masterplan. They integrate the analysis and community findings discussed in Phase 01: Issues Analysis Report and form the fundamental tests for success and a shared understanding to what the masterplan should achieve.

3.0 Vision & Place Principles

3.1 VISION STATEMENT

The project vision forms the foundation of a masterplan. It summarises the aspirations and objectives for the masterplan area and presents a shared understanding of what it should achieve. It embodies what the community values most

and drives what the future will look like. A shared understanding helps to establish a common ground from which to move forward.

*“A vibrant Town Centre
that reflects Springwood’s
welcoming community
atmosphere and
celebrates its natural
bushland setting of the
Lower Blue Mountains.”*

The development of the vision statement has been informed by the community values and what the community perceive as unique about Springwood Town Centre. The words captured

by the engagement highlight the surrounding natural environment and welcoming community atmosphere that make Springwood Town Centre unique.

WELCOME | ATMOSPHERE | COMMUNITY | VILLAGE | TOWN |
SHOPS | CHURCH | MACQUARIE ROAD | BUSHLAND SETTING
| NATURAL | MOUNTAINS | CULTURE | STRONG | SPIRIT |
PARKS | HERITAGE | BUILDINGS | VIEW | FEEL | CHARACTER |
LIFESTYLE | HISTORY | FRIENDLY | SHOPS | UNIQUE | **WELCOME**
| ATMOSPHERE | COMMUNITY | VILLAGE | TOWN | SHOPS |
CHURCH | MACQUARIE ROAD | BUSHLAND SETTING | NATURAL
| MOUNTAINS | CULTURE | STRONG | SPIRIT | PARKS | HERITAGE
| BUILDINGS | VIEW | FEEL | CHARACTER | LIFESTYLE | HISTORY
| FRIENDLY | SHOPS | UNIQUE | WELCOME | ATMOSPHERE |
COMMUNITY | VILLAGE | TOWN | SHOPS | CHURCH | MACQUARIE
ROAD | BUSHLAND SETTING | NATURAL | MOUNTAINS |
CULTURE | STRONG | SPIRIT | PARKS | HERITAGE | BUILDINGS
| VIEW | FEEL | CHARACTER | LIFESTYLE | HISTORY | FRIENDLY
| SHOPS | UNIQUE | WELCOME | ATMOSPHERE | COMMUNITY
| VILLAGE | TOWN | SHOPS | CHURCH | MACQUARIE ROAD
| BUSHLAND SETTING | **NATURAL** | MOUNTAINS | CULTURE
| STRONG | SPIRIT | PARKS | HERITAGE | BUILDINGS | VIEW
| FEEL | CHARACTER | LIFESTYLE | HISTORY | FRIENDLY |
SHOPS | UNIQUE | WELCOME | **ATMOSPHERE** | COMMUNITY
| VILLAGE | **TOWN** | SHOPS | CHURCH | MACQUARIE ROAD
| BUSHLAND SETTING | NATURAL | MOUNTAINS | CULTURE
| STRONG | SPIRIT | PARKS | HERITAGE | BUILDINGS | VIEW

Figure 3.01 - Community words describing Springwood Town Centre

3.2 PLACE PRINCIPLES

The 'Place Principles' were developed based on all the learnings and community feedback provided in Phase 01: Issues Analysis report. They respond to the Place Vitality Criteria and form the fundamental

'tests for success' for the masterplan and reflect the future directions the masterplan should pursue.

Natural Environment Place Principle

A physical and visual connection between Springwood Town Centre and its surrounding natural environment.

Culture Place Principle

Preserve Springwood's heritage and support a broad range of community facilities, art and activities for all users.

Built Form Place Principle

A welcoming arrival and fine grain town character that engages with the surrounding bush.

Public Domain Place Principle

An enhanced and activated network of parks that encourage social interaction, recreation opportunities and linkages to adjoining areas.

Access and Movement Place Principle

A managed and connected transport system that facilitates a people friendly atmosphere, and is designed for access and mobility.

Economic Development Place Principle

A vibrant local economy that responds to the diverse needs of the growing Springwood community.

Governance and Implementation Place Principle

A community owned masterplan that initiates positive change.

Figure 3.02 - Springwood Town Centre Place Principles







4.0 Town Centre Strategies

The aim of this chapter is to integrate the community's comments into a series of Town Centre strategies for Springwood Town Centre that respond to the Issues Analysis, Vision and Place Principles. Each Town Centre strategy section is supported by a summary on 'What We Heard' from the community followed by four sub-strategies, which aim to guide the future direction of the Town Centre. The six Town Centre strategies are:

1. Natural Environment Strategy.
2. Culture Strategy.
3. Built Form Strategy
4. Public Domain Strategy.
5. Access and Movement Strategy.
6. Economic Development Strategy.

4.0 Town Centre Strategies

4.1 NATURAL ENVIRONMENT STRATEGY

What We Heard

Overview of Engagement Period 01

People highly value the relationship between Springwood Town Centre and its natural setting. We had 47 natural environment comments which indicated people would like to see:

- Better management of the bushland setting.
- Improved quality of landscaping in the Town Centre.
- Embrace views across the bush.

The project team identified that a critical component to the natural environment strategy was understanding the community's preferred response in responding to the natural context.

Purpose of Engagement Period 02

The engagement purpose was to identify the community's preferred approach to visually and physically reconnecting the Town Centre to the surrounding bushland. The engagement technique used to empower the community was as follows:

- Natural Environment Mapping Exercise.

This exercise allowed the team to confirm the Phase 01 Issues Analysis findings and Phase 02 Place Principle for Natural Environment and seek the preferred strategic direction for natural environment.

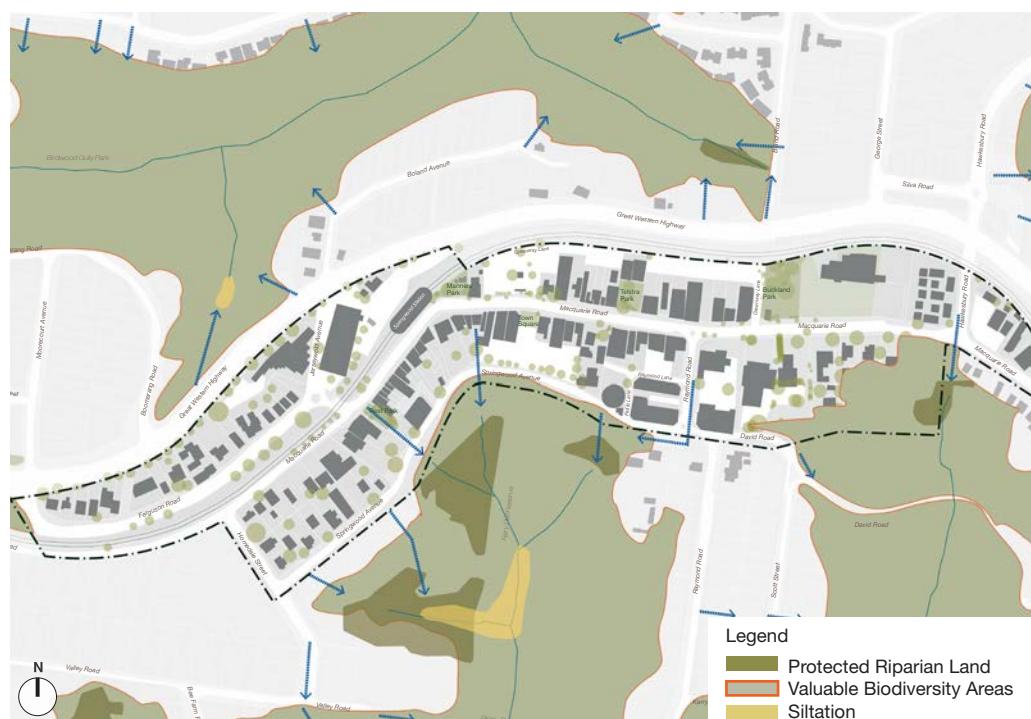


Figure 4.01 - Natural Environment Mapping Exercise

NATURAL ENVIRONMENT MAPPING EXERCISE

To assist in the natural environment engagement process an A1 map and marker pens was used to allow the community to demonstrate their future natural environment priorities for Springwood Town Centre. The community were asked two key questions to assist in the mapping exercise. These questions were as follows;

- Question 1: How and where would you enhance the physical links to the

surrounding bush?

- Question 2: How and where would you enhance the visual links to the surrounding bush?

This process allowed the council and consultant team to identify a preferred direction for locating physical links to the surrounding bushland.

Natural Environment Key Findings

The community highlighted a need to improve the Town Centre's relationship with the natural environment. Key comments to be considered are:

- Views to the south from the ridge line are of a high quality, however access needs to be improved;
- Some WSUD (rain garden) for runoff into Fairy Dell Reserve with sand filters, however this is undersize, this strategy is working well just not big enough;
- Connection to the natural environment can start at the Train Station;

- Bring Indigenous species into town.
- Indigenous land needs to be acknowledged in the town and the past acknowledge through something physical;
- Need to investigate how the natural is linked with Town Centre e.g crossing the highway.

All suggestions raised at the Community Engagement Period 02 have informed the development of the Natural Environment sub-strategies contained on pages 22-25.



The community collaborating to provide solutions to the natural environment.



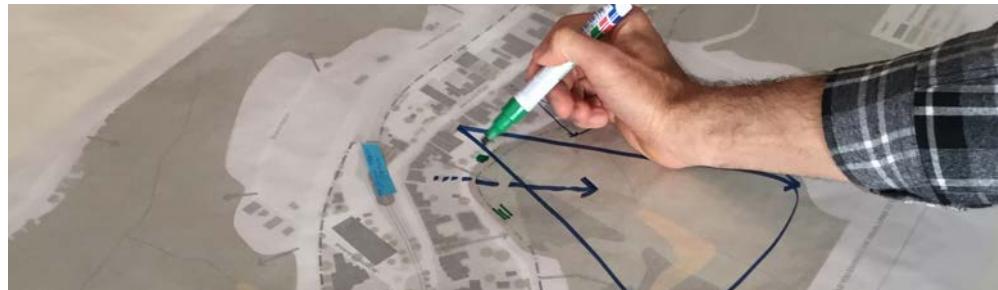
Discussion ensured a collaborative response.



Ideas were drawn on tracing paper.



Groups were established to ensure a balanced understanding for each criteria.



Treat water along the northern and southern edge creating a healthy relationship between the Town Centre and bush.

Sub-Strategy 01: A Healthy Drainage System

Springwood's natural setting and unique positioning along a ridge line results in stormwater draining into the surrounding bush, impacting water quality within the surrounding waterways. The management of water is essential to establishing a healthy drainage system within the Town Centre.

Suggested actions to guide future management of drainage in the centre are:

- Investigate appropriate drainage and WSUD initiatives, including the following:
 - Northern and Southern edges of the own Centre ensuring water is treated prior to entering the local reserves;
 - Northern edge of the Great Western Highway improving water run off into Birdwood Gully Reserve and Deanei Reserve;
 - Towards the southern edge of Springwood

Avenue improving water run off into Fairy Dell Reserve;

- Facilitate education opportunities within the community to allow greater awareness and understanding of the centre's relationship with the national park reserve.

Investigate potential for the Multi-storey Carpark to be utilised as water detention and treatment facility

Existing water detention and treatment pool.

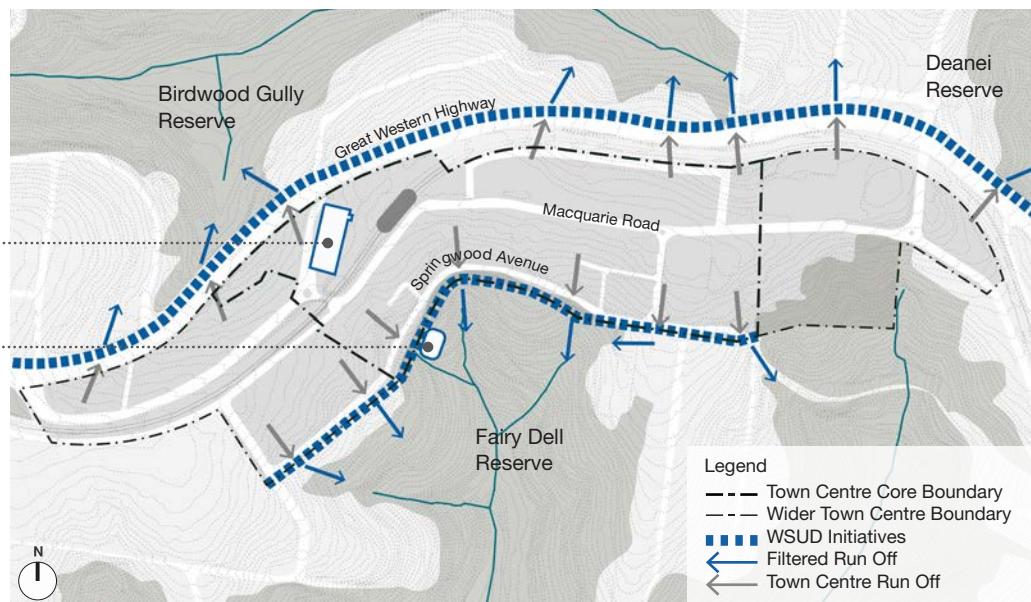


Figure 4.02 - A Healthy Drainage System



Native Rain Gardens treat water



Permeable surfaces



Green Streets

Sub-Strategy 02: Naturally Connected Centre

Springwood Town Centre currently divides the bushland to the North and South. Planting a range of vegetated corridors at specific locations in the Town Centre would aid in the re-connection of the Town Centre to its surroundings.

Suggested actions to guide biodiversity in the centre are:

- Introduce a biodiverse link through increased flora and fauna planting between Fairy Dell Reserve, Birdwood Gully Reserve and Deanei Reserve;
- Establish a vegetated corridor to run from Fairy Dell Reserve West along Springwood Avenue;
- Encourage planting through the site currently known as Rest Park, under the rail underpass and along Jerseywold Avenue;

- Investigate opportunities to establish a biodiverse link over the Great Western Highway, such as a green pedestrian bridge;
- Introduce biodiverse interventions along the southern edge of Springwood Avenue connecting Fairy Dell Reserve to the eastern bushland accessible via David road;
- Strengthen the biodiverse planting opportunities between Deanei Reserve and the vegetated land located at the intersection between Macquarie and Hawkesbury Road.

Planting should align with the BMCC Tree Masterplan and ensure bush fire safety is maintained to current standards.

Establish a biodiverse link between Birdwood Gully and Fairy Dell Reserve.

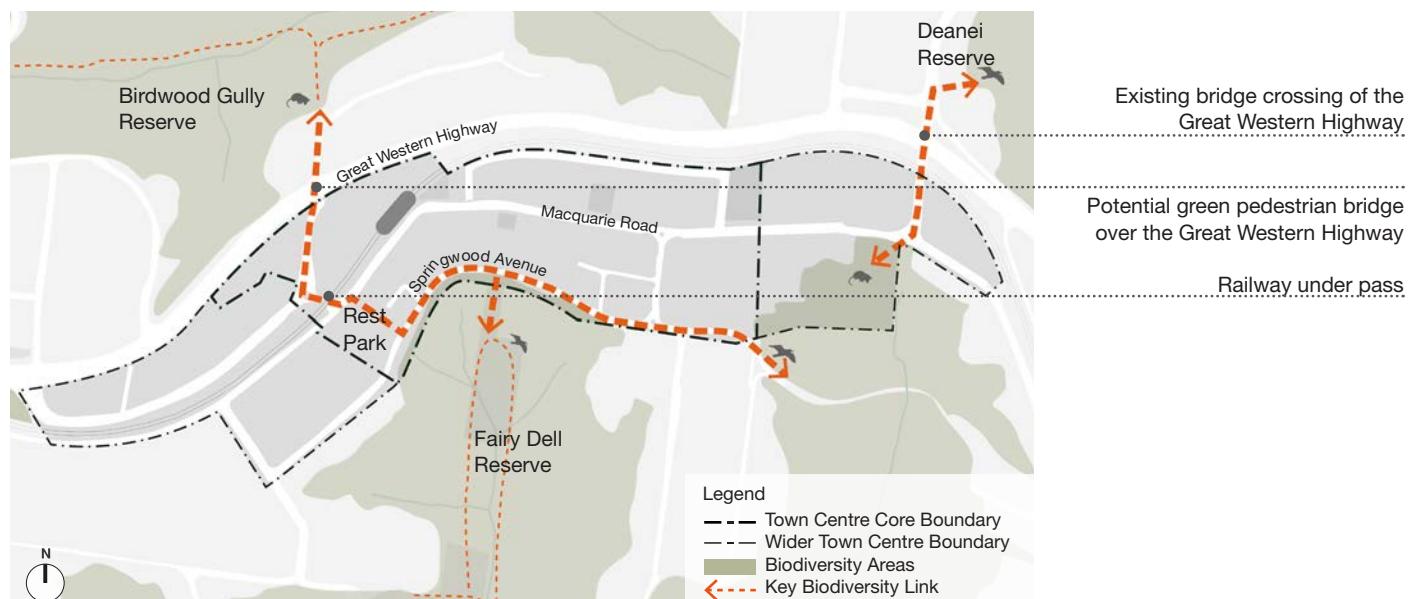


Figure 4.03 - A Naturally Connected Centre



Street tree networks



Biodiversity links



Native wildlife habitats

Establish a street tree hierarchy that enhances the natural character and setting of the Town Centre.

Sub-Strategy 03: A Strengthened Tree Network

BMCC has prepared a Street Tree Masterplan that supports appropriate planting within Springwood Town Centre. Below is an extract from the Street Tree Masterplan.

"Springwood is one of the larger towns in the Mountains. The commercial centre is located off the highway, but the entry from the transport corridor is possible at three places – these nodes are worthy of landmark planting. Both Jacaranda and Brushbox, common at Springwood, self sow and are considered local weeds, so are not recommended for new plantings. The relatively recent planting of Lagerstroemia indica – Crepe Myrtle – have been particularly successful. These could be planted in Moorcourt Avenue to continue the successful plantings in Charles Street. Springwood Avenue, Churchill Street and Plateau Road are major local roads worthy of tree plantings." [Street Tree Masterplan, March 2012, BMCC]

Suggested actions to guide trees and planting in the centre are:

- Biodiversity links support a diverse network of street trees that will contribute to biodiversity and habitat within the Town Centre;
- Maintain and reinforce the existing Main Street tree avenue through exotic planting themes in particular along Macquarie Road and Ferguson Road;
- Locally indigenous species – selected for performance as street trees along the Great Western Highway;
- Support native tree planting along Greenway Lane, Raymond Road and the newly established Town Square link;
- Encourage plant species along Springwood Avenue, Rest Park, Jerseywold Avenue and Hawkesbury Road.

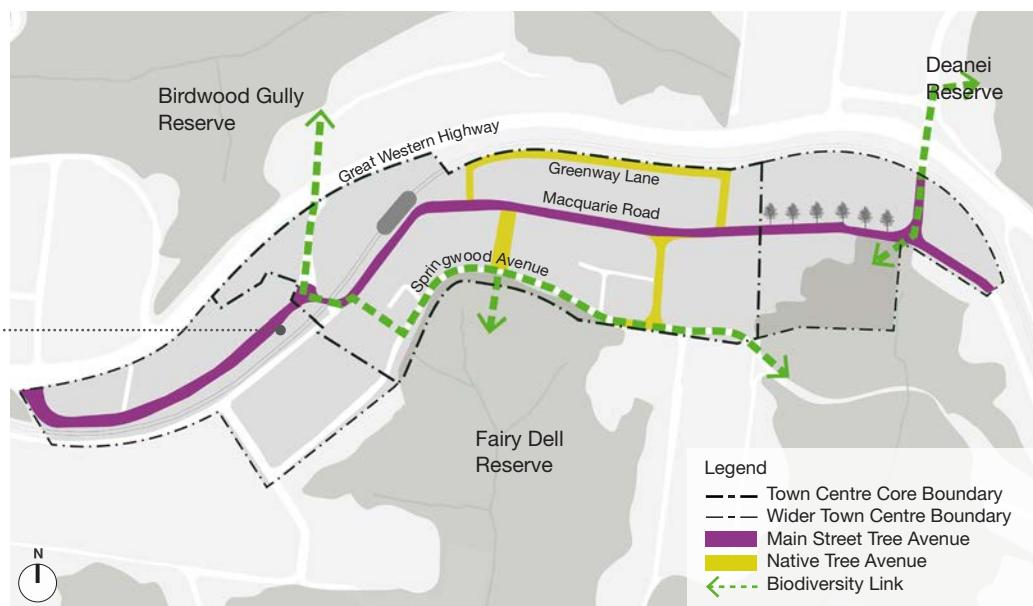
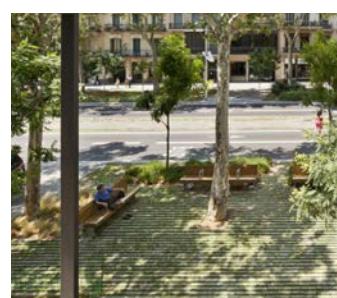


Figure 4.04 - A Strengthened Tree Network



Significant tree avenue



Recreation spaces combined with habitat



Mixed planting increases biodiversity

Sub-Strategy 04: A Centre That Celebrates The Bush

Views are vitally important in connecting the Town Centre to its surroundings and key spaces within it. Macquarie Road's revealing streetscape experience and the Town Square and The HUB's views to the bush ensure some good quality views already exist within the Town Centre. However arrival views and the centre's visual connection to the bush need to be improved to fully utilise one of the town's great assets.

Suggested actions to guide view corridors in the centre are:

- Improve the visual relationship between Macquarie Road and the bush by enhancing mid block views and maintaining primary view points such as the Town Square clear from obstruction;
- Maintain and enhance Springwood Town Centre's iconic views to the Blue Plateau;

- Enhance entry arrival points into the Town Centre core through improved building facades, a quality public domain and street tree canopy;
- Encourage utilisation of under valued views from the roof top of the commuter carpark;
- Ensure that new or adapted built form provides visual access to the bush. The Hub is an example of a new building that provides visual access to the bush.

Strengthen key visual links from the town to the bush.

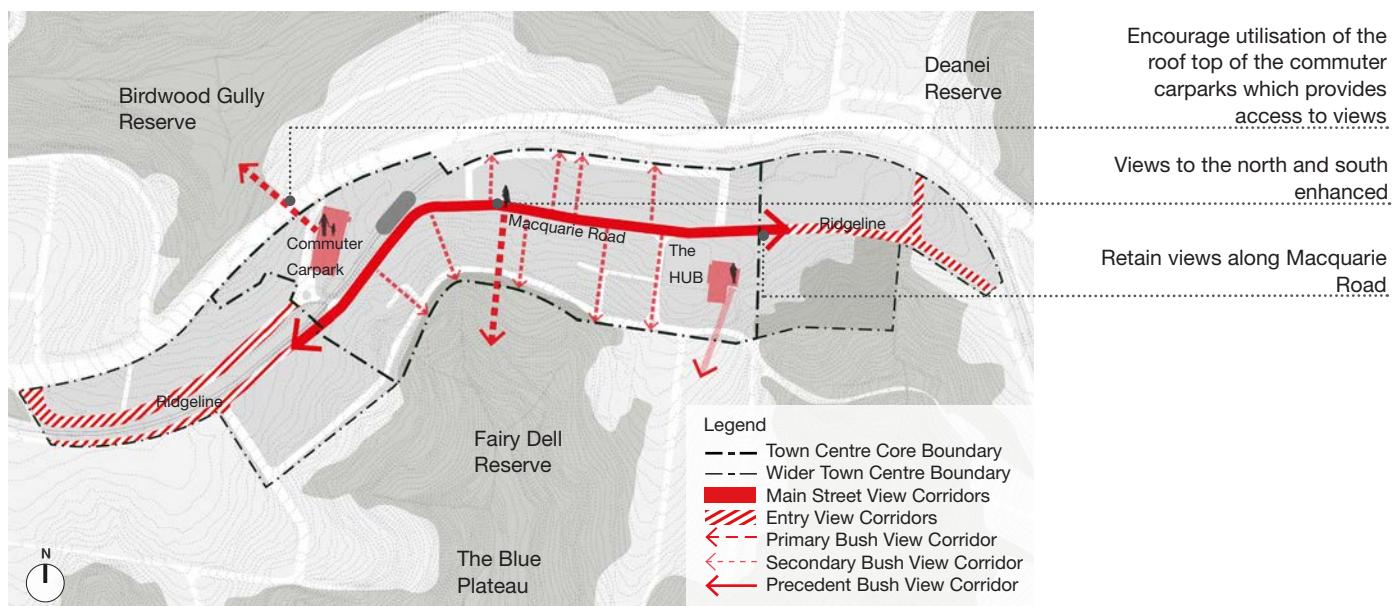


Figure 4.05 - A Centre that Celebrates the Bush



Maximise views across the southern car park



Maintain clear views along Macquarie Road



Strengthen laneway views

4.2 CULTURE STRATEGY

What We Heard

Overview of Engagement Period 01

We had 139 culture related comments indicating a desire to enhance Springwood's cultural and community focus through:

- More events, markets & street festivals.
- Incorporating art and sculpture into the centre.
- More youth facilities needed.
- Recognising heritage as an important part of the Town Centre's character.

The project team identified that a critical component to the culture strategy was to identify an appropriate response to events, art, performance, community facilities and heritage.

Purpose of Engagement Period 02

The engagement purpose was to understand what expressions of culture the community envisions in Springwood and where this should be located. The engagement technique used to empower the community was a:

- Culture Ideas Board.

This exercise allowed the team to confirm the Phase 01 Issues Analysis findings and Phase 02 Place Principle for Culture and seek the preferred strategic direction for Culture.

HERITAGE	How and where would you like the town to engage with heritage?
EVENTS & FESTIVALS	What type of events and festivals do you want to see in the Town Centre and where?
PUBLIC ART & PERFORMANCE	What type of public art and performance do you want to see in the Town Centre and where?
CULTURAL & COMMUNITY FACILITIES	What type of cultural and community facilities do you want to see in the Town Centre and where?

Figure 4.05 - Culture Ideas Board

CULTURE IDEAS BOARD	
<p>Through an A1 board and sticky notes the community were asked four key questions relating to events, art, performance, community facilities and heritage in the Town Centre. These questions were as follows;</p> <ul style="list-style-type: none"> - Heritage: How and where would you like the town to engage with heritage? - Events and Festivals: What type of events & festivals do you want to see in the Town Centre & where? 	<ul style="list-style-type: none"> - Public Art and Performance: What type of public art & performance do you want to see in the Town Centre & where? - Cultural and Community Facilities: What type of events & festivals do you want to see in the Town Centre & where? <p>This process allowed the council and consultant team to identify a preferred direction as to what type of art and activities should be incorporated into the centre and where they should be located.</p>

Culture Key Findings

Culture is highly valued by the local community. Comments include:

- There are aspirations and desire for more outdoor events and activities;
- Events and festivals should be family friendly.
- People have expressed the desire to see more art within and around the Town Centre;
- Whilst people recognise that there is a lively busking scene in Springwood Town Centre they would like to also see this extend further throughout Macquarie Road towards The Blue Mountains Theatre and Community Hub (The Hub);

- Consideration should be given to monthly markets held in town;
- There was a lot of feedback about the need to provide activities for youth within the Town Centre with the focus being on active leisure and recreation that is easily and freely accessible;
- Heritage should be promoted and protected with interpretation through signage, walks and events encouraged throughout the centre.

All suggestions raised at the Community Engagement Period 02 have informed the development of the culture sub-strategies contained on pages 28-31.



Colour coded sticky notes were used to place ideas.



The session allowed people to put their ideas down in their own time.



Discussion assisted people in putting ideas down.



Ideas were collated.



Utilise and enhance the network of public spaces along Macquarie Road to support event locations throughout the Town Centre.

Sub-Strategy 01: A Flexible Event Spine

Macquarie Road's positioning away from the Great Western Highway affords the Town Centre a unique opportunity to flexibly use the road corridor in a variety of ways.

By establishing a flexible network of spaces different types and scales of events can be provided for, which cater to all cultures and age groups. The event spaces are categorised into primary and secondary.

Primary event spaces include; Utilisation of the commuter carpark, retention and extension of Town Square as a cultural event space as well as embracing the forecourt space at the Hub.

Secondary event spaces include; the southern extension to Town Square, inclusion of Manners Park and establishing Buckland Park as an extension to the Hub.

Suggested actions to guide event zones in the centre are:

- Bring events and activities into non-traditional spaces such as car-parks and laneways to rethink how these spaces can be used in both the short and long term;
- Connect key spaces via street based events such as Macquarie Road to bring activity to the heart of the town and increase event capacity;
- Allow for events to grow flexibly in a diverse range of spaces, with a smooth, and simple approvals process accessible to a wide range of cultural and age groups;
- Connect with out of town events by offering a shuttle bus service.

The Hub introduced to the event network including markets, events and festivals.

Only 40% of the Commuter carpark is utilised on the weekend while 60% remains vacant.

Town Square is retained and extended as a cultural event space

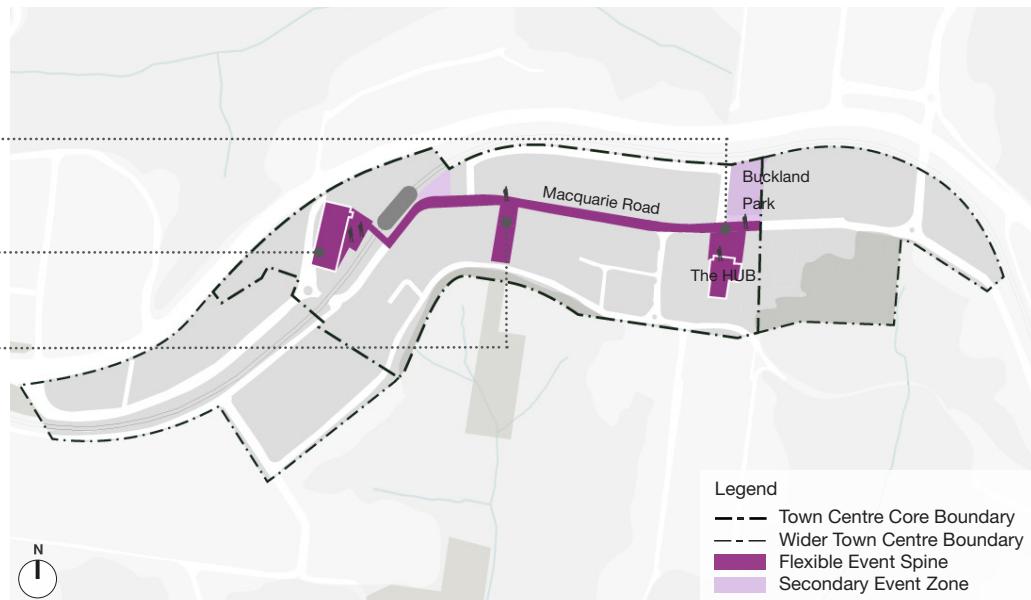


Figure 4.06 - A Flexible Event Spine



Streets that support festivals and events



Flexible public spaces to hold events



Performance spaces supported

Sub-Strategy 02: A Creative Centre

Springwood needs to actively play a greater role in engaging the artistic community in the activation and beautification of its village environment. It is essential that policy actively works to support creativity throughout the centre and fosters the community in utilising the Town Centre.

Suggested actions to guide public art and performance in the centre are:

- Work with building owners, business owners, government agencies & key cultural institutions to encourage both spontaneous and planned public art and performances through strategies and incentives;
- Allow for public art programs which are accessible to a variety of ages and cultures to create a town which visually reflects its community;
- Work with businesses and community facility owners/ managers to encourage

cultural development and creative skills development. This can be achieved by supporting, providing access to tools, programs and in kind aid such that the community can make greater use of the centre;

- Ongoing investigation of planning policy to support community art and performance in the centre.

Enhance opportunities for art and performance within the Town Centre to reflect Springwood's creative community.



Figure 4.07 - A Creative Centre

Strengthen the Hub's role as a cultural heart through facility consolidation and utilisation of Buckland Park.

Sub-Strategy 03: A Cultural Centre For All Ages

It is important that the cultural and community facilities in Springwood work together to provide a diverse range of offerings and spaces. They should be welcoming to all and cater for the community in terms of age, interest and social variety. Establishing a concentration of community uses within the Hub ensures a community focal point, more regular usage of the facility, greater space activation and a varied demographic.

Suggested actions to guide community facilities in the centre are:

- Ensure a diverse range of facilities are available for the needs of Springwood and the wider communities such that it can fulfil its role as a district centre in the Blue Mountains;
- Reinforce the role of the Hub and adjoining buildings;

- Utilise Buckland Park as an extension to the Community Hub through supporting cultural expression, education and play. Examples include outdoor libraries, cultural events, and temporary play facilities;
- Consult with the Aboriginal community about how to acknowledge and represent Aboriginal culture (one suggestion is to investigate longer term opportunities to locate an Environment and Aboriginal Centre north of Fairy Dell Reserve).
- Consult with young people and local youth services to determine what youth want and how to accommodate their needs in the Town Centre.

Long term Environment and Aboriginal Cultural Centre

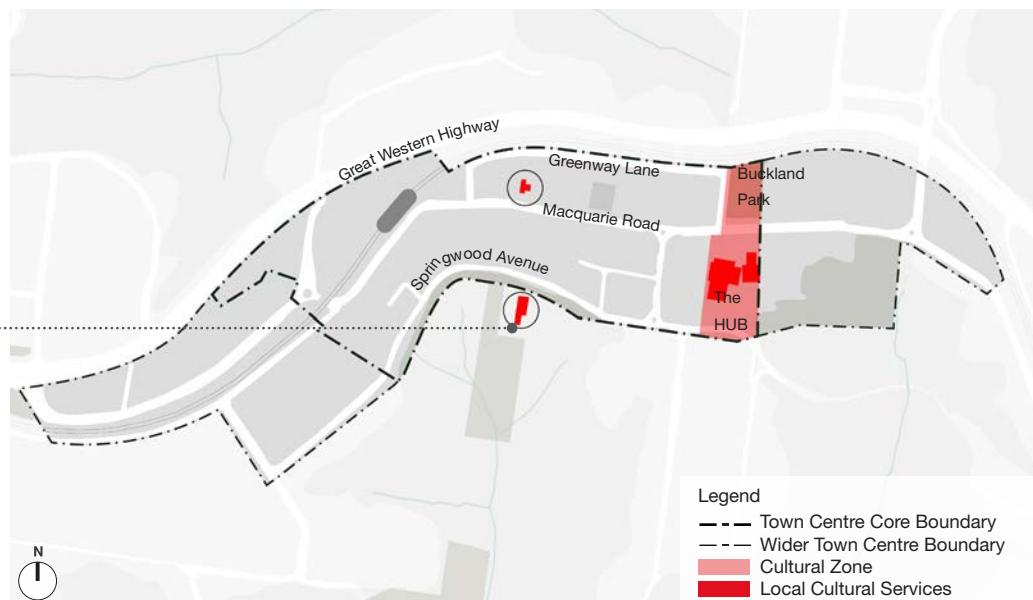


Figure 4.08 - A Cultural Centre for all Ages



The Hub a cultural heart



Cultural expression in Buckland Park



Local cultural services

Sub-Strategy 04: A Historically Respectful Centre

Springwood has a unique history that reflects both Aboriginal and non-Aboriginal Heritage within the Blue Mountains. There is a notional heritage heart surrounding the Springwood Railway Station, providing opportunities to interpret Aboriginal and European heritage. In this area there is the opportunity to express historical origins, recognise the traditional owners of the land and interpret the surrounding bushland environment.

The North-South and East-West axis of the town provides an important opportunity for Springwood to reflect its Aboriginal and European history.

Suggested actions to guide heritage in the centre are:

- Support European and Aboriginal heritage interpretation along the key Town Centre streets and local bushland walks;
- Maintain Macquarie Road's European

heritage significance through interpretation, art and information signage.

- Support connections to Aboriginal heritage between Fairy Dell Reserve and Birdwood Reserve through interpretation, art and information signage;
- Retain, enhance and encourage the adaptive reuse of heritage buildings and conservation areas in the centre;
- Establish the towns notional heritage heart between the Railway Station and Town Square through integrating Aboriginal and European interpretive way finding and information;
- Introduce WIFI and heritage information signage throughout the Town Centre to inform the local and visiting population.

Create a historical heart that links Springwood's European and natural Indigenous heritage.

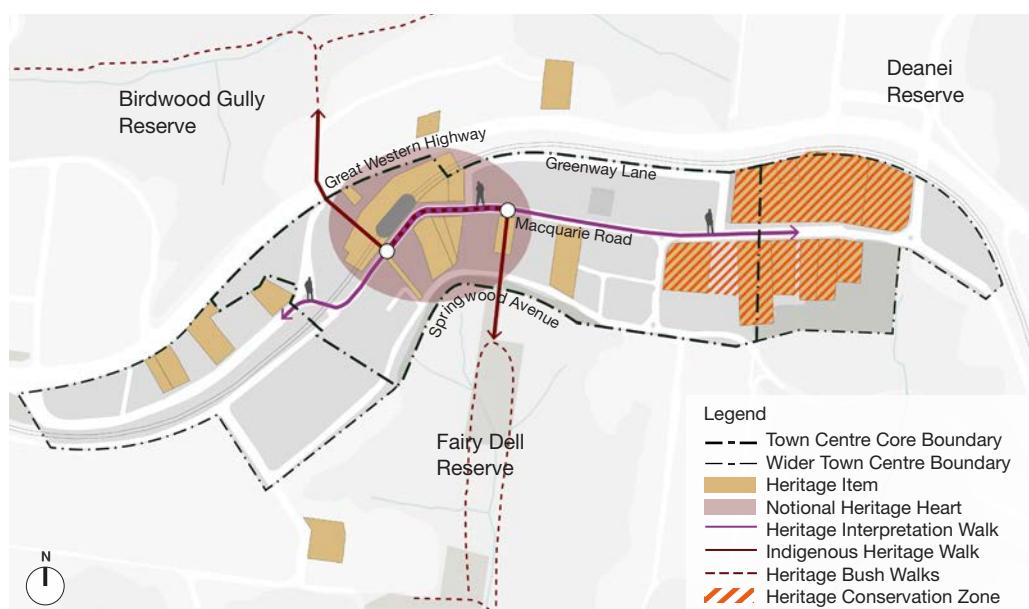


Figure 4.09 - A Historically Respectful Centre



WIFI and apps can tell a story



Indigenous interpretation located in centre



Interpretive signage to support heritage walk

4.3 BUILT FORM STRATEGY

What We Heard

Overview of Engagement Period 01

Built form received 95 community comments which highlighted the following key findings:

- Transform the eastern gateway
- Encourage low rise architecture that supports the emerging cafe and restaurant culture.
- Enhance overall architectural quality, look and feel.
- Architecture that faces the bush.

The project team identified that a critical component to the Built Form strategy was understanding the community's preferred response to development character.

Purpose of Engagement Period 02

The engagement purpose was to understand what the community is thinking and what their preferences are in terms of character, architecture, height and density. The engagement technique used was a:

- Built Form Mood Board.

This exercise allowed the team to confirm the Phase 01 Issues Analysis findings and Phase 02 Place Principle for Built Form and seek the preferred strategic direction for Built Form.



Figure 4.10 - Built Form Mood Board

BUILT FORM MOOD BOARD

The community were provided with a series of Built Form mood boards that illustrated the potential built form character of the Town Centre. Red and green sticky dots were provided so the community could highlight what they liked and disliked. Each group then discussed why they liked and disliked some of the images.

- Question 1 : What Images do you like and why?

- Question 2 : What Images don't you like and why?

This process allowed the council and consultant team to gain an understanding of what the community expect from built form scale and character in the centre.

Built Form Key Findings

Beautification of buildings was seen as an important way of improving the feel of the Town Centre. Key considerations are:

- Like lots of greenery on and around buildings and facades;
- Tended towards colourful buildings with varied roof lines and formal variation;
- Liked buildings that worked with the topography well and clearly utilised the upper floors of buildings;
- Liked very open frontage onto the street & the use of lanes as well as the sides of

buildings.

All suggestions raised at the Community Engagement Period 02 have informed the development of the Built Form sub-strategies contained on pages 34-37.



Discussion assisted the community in confirming their choice



Red and green dots were used.



Points were noted for further clarity on thoughts



A3 sheets allowed people to look at different images.



Improve Springwood's sense of arrival through built form and public domain enhancements.

Sub-Strategy 01: A Welcoming Town Arrival

Springwood Town Centre is located off the Great Western Highway. The Town Centre can be entered from the Highway at three locations and from surrounding areas by car or through the bush on foot. A strong sense of arrival communicates the essence of a place, giving us our first impression of a town.

Suggested actions to guide village arrival relate to primary, secondary and pedestrian entry treatments. These actions are:

- Support iconic art and enhancement of the building frontages at key arrival points to strengthen the sense of arrival for visitors by rail, bicycle or foot;
- Primary entry arrival treatments relate to the Commuter Car Park, Railway Station, Raymond Road and Springwood Avenue and Macquarie Road arrival zone;
- Revitalise the Commuter Car Park facade and public domain to improve the western Town Centre arrival;

- Enhance the building facades or redevelop corner buildings on Raymond Road and Springwood Avenue intersection;
- Retain the eastern arrival experience along Macquarie Road;
- Improve the secondary arrival treatments along Ferguson Road, Macquarie Road and Homedale Street;
- Enhance the building facades on the Hawkesbury and Macquarie Road intersection to create a Town Centre arrival threshold from the East;
- Create an active arrival zone edge to the Town Centre along Ferguson Road;
- Improve the north and south pedestrian arrival experience through improved built form and public domain upgrades.

Macquarie Road east arrival zone

Commuter arrival zone

Raymond Road and Springwood Avenue arrival zone

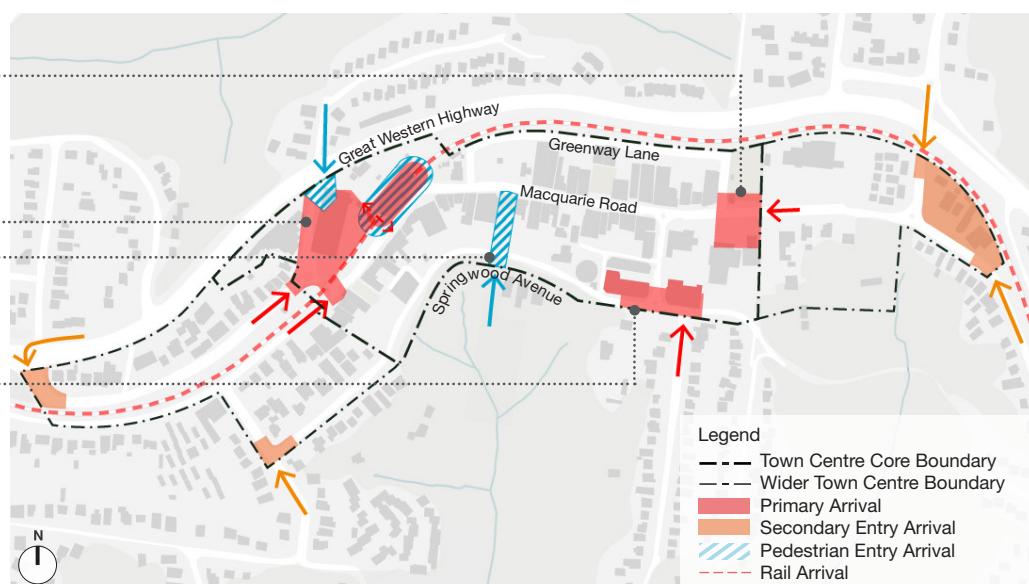


Figure 4.11 - A Welcoming Town Arrival



Landmark architectural features



Improved commuter arrival zone



Pedestrian entry arrival

Sub-Strategy 02: An Increased Building Height Response

A good level of street enclosure is important as it defines how comfortable we feel in urban spaces. Enclosure is impacted by three components; street width, the height of adjacent buildings and the view along the street. Two buildings of the same height with different responses to variation and frontage can either add to or detract from the desired village character. Therefore to minimise big bulk buildings, achieve appropriate enclosure and ensure streets are consistent with Springwood's village character, height should reinforce street variety, rhythm and definition.

Suggested actions to guide building heights in the centre are:

- Investigate planning controls to better utilise the topography by increasing building heights, whilst minimising overshadowing;
- Consider implementing a design/public benefit bonus scheme, whereby maximum heights and FSR can only be achieved if high quality design standards are met and there is clear public benefit.

- Investigate 3 to 4 storey building heights along Macquarie Road to attract a greater critical mass and density of uses. This ensures that future growth is accommodated within the Town Centre core, limiting any potential for Town Centre sprawl;
- Investigate 4 to 5 storey building heights along Springwood Avenue, with upper storey setbacks to reduce impact at street level. This ensures best use of the topography to maintain views while using parcels of land to their potential;
- Investigate an increase in Floor Space Ratio [FSR] within the Town Centre to 2:1. An increase in FSR will ensure future buildings efficiently utilise land, minimising dead and under-utilised space that currently characterise the Town Centre;
- Minimise big bulk development and large under-utilised spaces between buildings for consistent active street frontage;
- Encourage future buildings in the wider Town Centre to fulfil a 2-3 storey building height, where appropriate.

Promote an increased building height response that appropriately addresses the context and sloping topography.

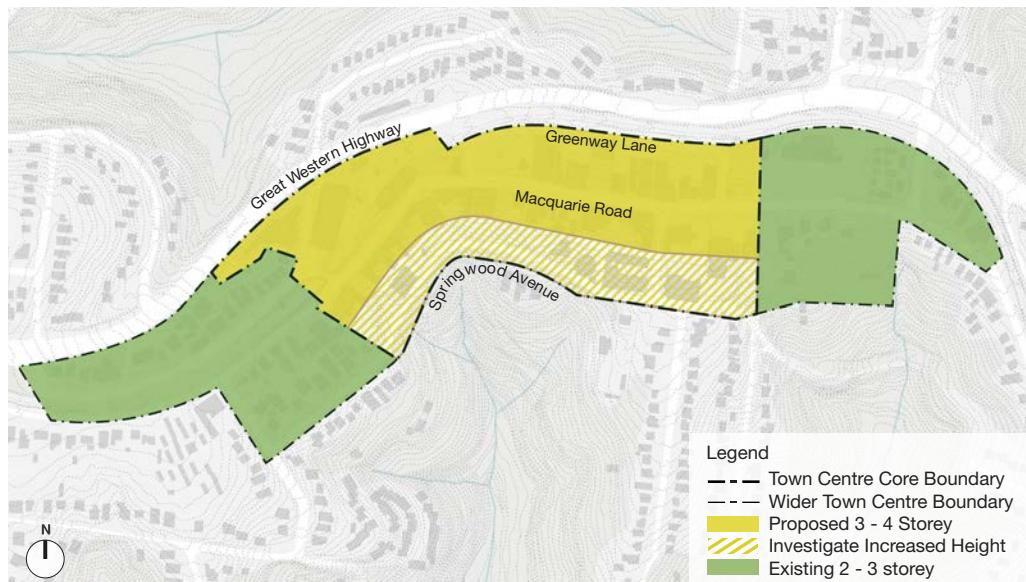


Figure 4.12 - An Increased Building Height Response



Roof articulation varies street frontages



Sensitive building height zone



Buildings responding to slope

Ensure future built form responds to the fine grain Town Centre character.

Sub-Strategy 03: A Fine Grain Character

Springwood Town Centre is defined by its village feel and heritage buildings. There are however, large sections of back of house land, undeveloped sites and large amounts of surface car parking. For future revitalisation of these spaces it is essential the built form embraces and enhances the village character of Springwood through fine grain responses.

With a review of development controls, parcels of land can be encouraged to adopt fine grain responses and built form which is sympathetic to the surrounding town character without losing building footprint or height.

Suggested actions to guide character in the centre are:

- Encourage formal building variation through
 1. Varied roof lines and heights;
 2. Varied facade articulation;

3. Varied material definition;

- Encourage small, narrow and compact shop fronts reinforcing a fine grain character;
- Encourage relief in frontages through varied setbacks;
- Minimise building bulk focus on the front of properties by encouraging dual aspect built form that fronts onto lanes;
- Review planning controls such as LEP Floor Space Ratio requirements and DCP requirements to ensure fine grain development is viable;
- Ensure heritage items are retained and maintained as historical features within the town centre.

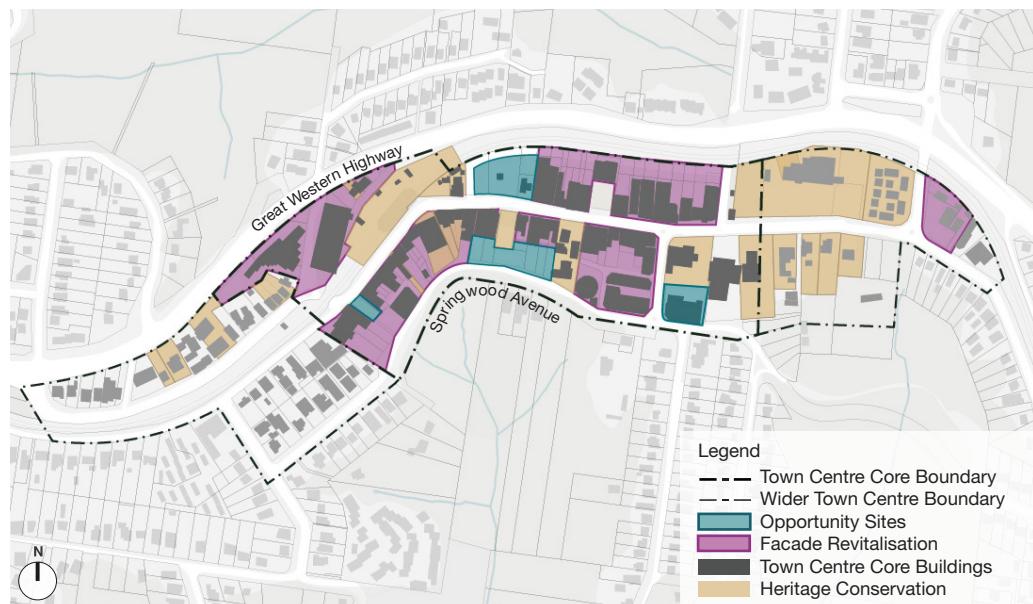


Figure 4.13 - A Fine Grain Character



Fine grain building beautification



Opportunity sites for a variety of uses



Heritage conservation

Sub-Strategy 04: Engage The Bushland Setting and Climate

Springwood Town Centre is uniquely positioned along a ridge line that affords the centre views towards the Blue Mountains National Park. However, the majority of Springwoods' buildings fail to engage and embrace the bushland setting.

Suggested actions to guide bushland setting and climate appropriate architecture and good quality built form in the centre are:

- Building heights should appropriately respond to the topography through stepping down the slope;
- Existing buildings that turn their back on the natural setting should be encouraged to provide an outlook to the bush;
- Existing view corridors should be preserved and enhanced through removal of bins and fences;
- Dual aspect and narrow plan buildings

should be encouraged to allow solar access, air flow across internal spaces and clear view corridors;

- Ensure optimal solar orientation allowing for effective solar control of internal spaces and to reduce summer heat load on elevations.

Encourage existing and future built form to address the bushland setting.

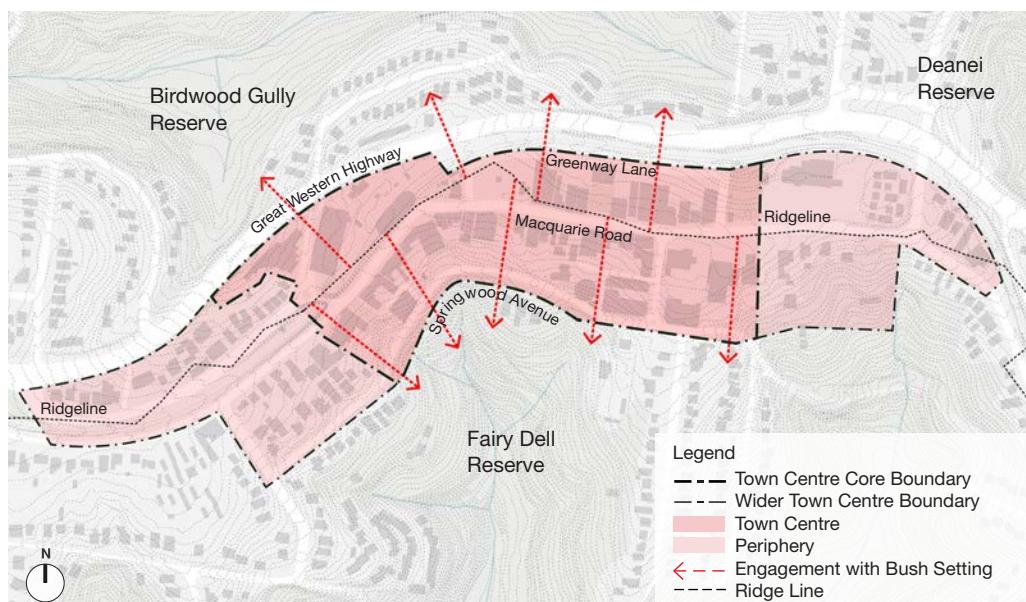


Figure 4.14 - Engage the Bushland Setting



Dual Aspect Spaces



Stepping down the sloping topography



Engaging the surrounding bush

4.4 PUBLIC DOMAIN STRATEGY

What We Heard

Overview of Engagement Period 01

The public domain had 118 comments that were diverse and highlighted the following key issues:

- Improve public parks and connections to local areas.
- The underpass is dangerous and not welcoming.
- Infrastructure that complements buildings, parks, facilities.

The project team identified that a critical component to the public domain strategy was understanding what use and function should be accommodated within the existing open spaces located in the centre.

Purpose of Engagement Period 02

The engagement purpose was to identify how the community would like their open space and to identify the potential location of additional uses. The engagement technique used to empower the community was an:

- Open Space Ideas Board.

This exercise allowed the team to confirm the Phase 01 Issues Analysis findings and Phase 02 Place Principle for Public Domain and seek the preferred strategic direction for Public Domain.

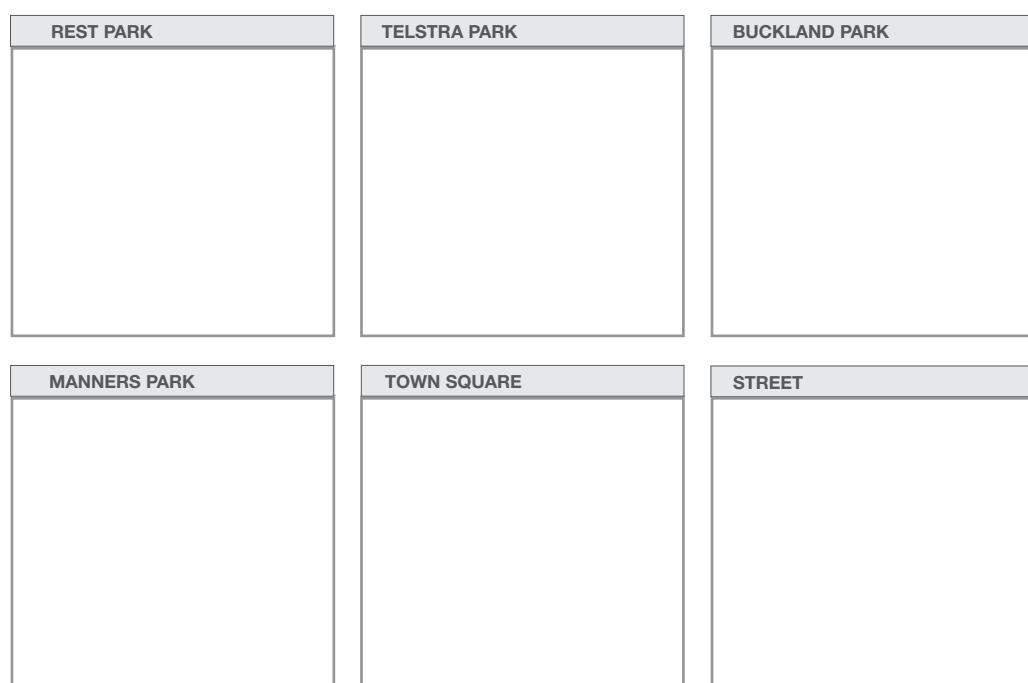


Figure 4.15 - Open Space Ideas Board

OPEN SPACE IDEAS BOARD

To assist in the public domain engagement process an A1 board was prepared noting the six key spaces within the town centre. The intention was for the community to identify preferred uses for each space to assist the consultant team in strategising the open space network. Two questions asked were:

- Question 1: How would you like to use the parks in Springwood/ what uses should

each park have?

- Question 2: How would you change each park?

This process allowed the council and consultant team to identify a preferred direction as to how to revitalise the existing open space network and potential uses for each space.

Public Domain Key Findings

A total of 146 individual comments were received regarding the open spaces within Springwood Town Centre. Rest Park and the Streets themselves received the most comments (33) closely followed by the town square (28). The comments help provide guidance on how people would like to see, use and experience the open spaces in the future. Key learnings were:

- Rest Park needs major improvements and may be best as an alternate use;
- Telstra Park and Manners Park could accommodate a play area and improved furniture;

- Macquarie Road should have more seating, increased footpath widths, accommodate larger trees and more planting;
- Town Square should be larger, accommodate dining and be an improved performance space;
- Buckland Park should be more inviting and connect to the Community Hub.

All suggestions raised at the Community Engagement Period 02 have informed the development of the public domain sub-strategies contained on pages 40-43.



Ideas were placed on an A1 board.



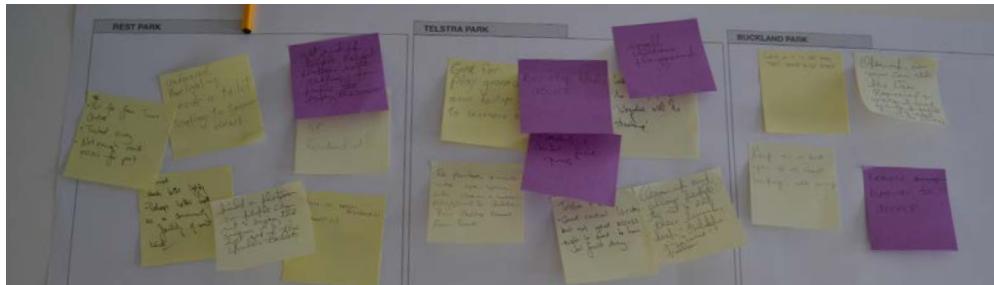
Yellow and purple sticky notes were used for ideas.



Group discussion assisted in ideas development.



People could look at the variety of ideas written down.



Unify the open space network through an activated network of parks that link to the national park setting.

Sub-Strategy 01: A Unified Open Space Network

Springwood Town Centre is characterised by a collection of pocket parks that are in varying condition. An important aim for open space is to unify the network and ensure parks have a complementary use in supporting the needs of the community. Importantly the open space network should strengthen Macquarie Road's role in linking the commuter car park, the Community Hub, Fairy Dell Reserve and Birdwood Gully Reserve together.

Suggested actions to guide the open space network in the centre are:

- Establish a small park area for temporary uses alongside the commuter carpark to strengthen the town centre's relationship with the commuter car park and Birdwood Gully Reserve;
- Remove Rest Park from the open space network. However, retain a pedestrian link between Macquarie Road and Springwood Lane;

- Ensure accessible and un-interrupted open space entry points along Macquarie Road through reducing street clutter.
- Establish a unique use for each open space such as;
 - Manners Park as a picnic and resting park;
 - Town Square retaining its role as the civic focal point, in the long-term being expanded to create a 'central park' for Springwood with views to Fairy Dell Reserve and a children's playground;
 - Buckland Park as a cultural space that supports the Community Hub;
 - The Community Hub space as a flexible zone for play, markets, events and passive recreation;
 - Telstra Park (currently only leased by Council): Long term removal from park network in favour of the establishment of a larger central park at the town square.

Railway Park: Establish pop up park for temporary uses.

Rest park: removed from the open space network

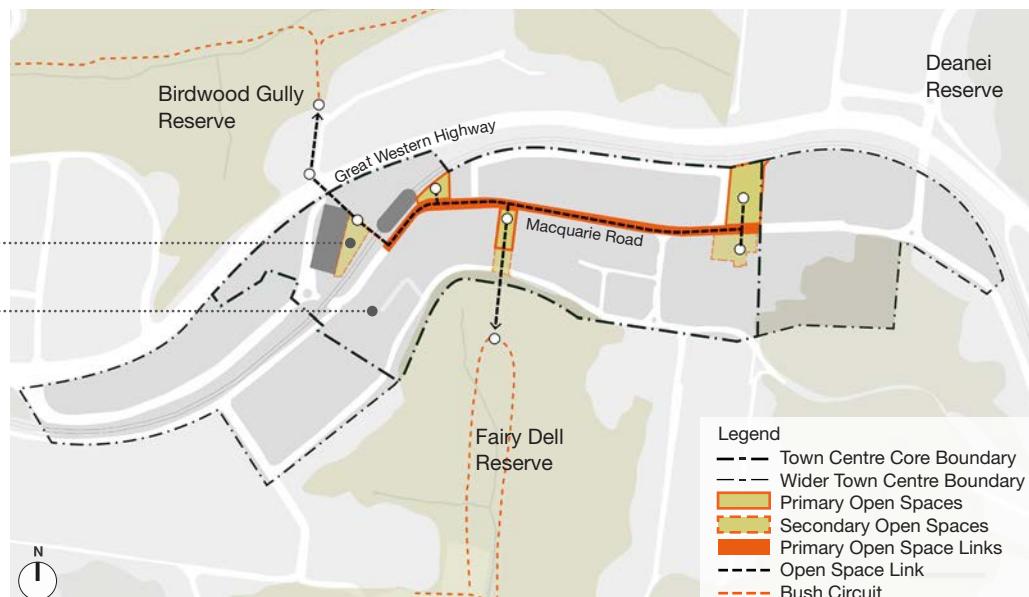


Figure 4.16 - A Unified Open Space Network



Ensuring a space for play



Manners park a passive recreational space



Buckland park a cultural extension to the HUB

Sub-Strategy 02: A Safe And Friendly Centre

The perception of safety is critical to a Town Centre. Safety is created by activity and having 'eyes on the street'. The current situation in the Town Centre sees many back of house areas, particularly along the rears of properties along Macquarie Road, which create unsafe environments. A number of factors go into making these areas safe, and creating a friendly town centre.

Suggested actions to guide safety in the centre are:

- Zone 1- Multi-storey carpark activated through opportunity for temporary activation e.g temporary stalls, events etc;
 - Zone 2 - Back of house environments activated through improving rear of building surveillance and access e.g laneways, retail etc;
 - Encourage night time activation in the Town Centre, particularly by businesses. It is crucial to safety after dark that businesses operating during the evening and night are encouraged;
- Utilise Crime Prevention Through Environmental Design [CPTED] principles;
 - Increased surveillance;
 - Controlling access;
 - Territorial Reinforcement;
 - Space Management.
 - Investigate increased lighting in areas where lighting is poor.
 - Assessment of the public toilets in the Town Centre and improve where appropriate.

Improve surveillance, access control, space management and territorial reinforcement.

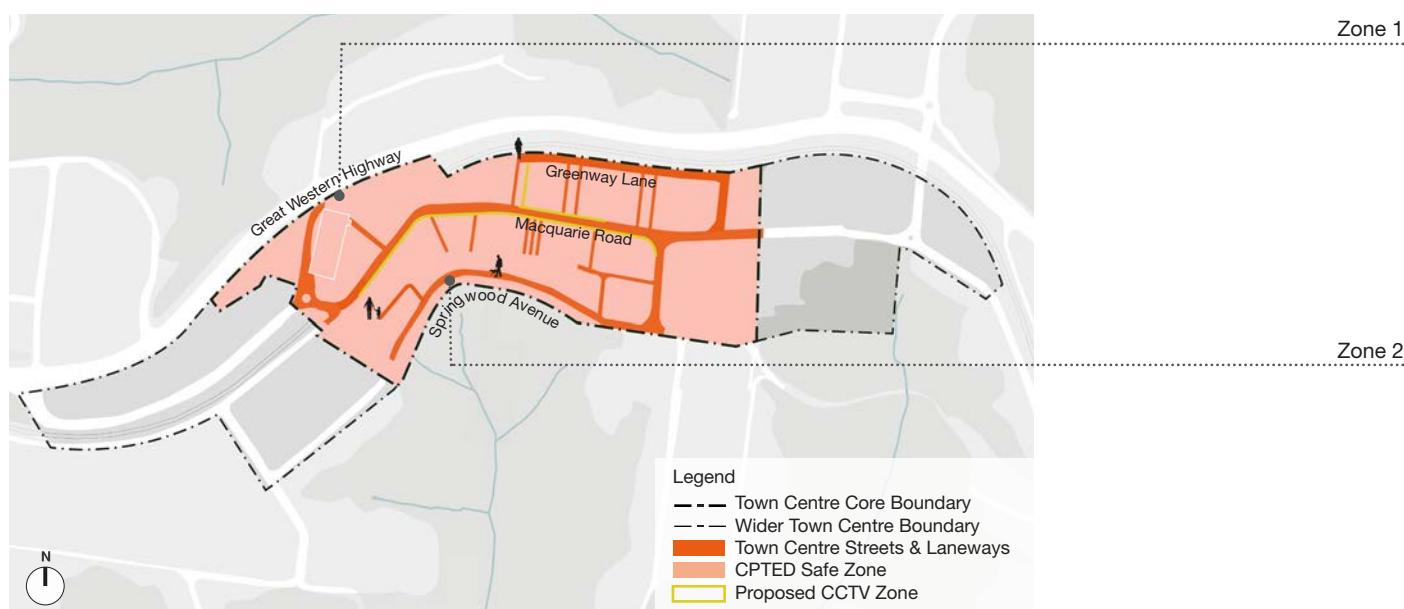


Figure 4.17 - A Safe and Friendly Centre



Active laneways improve passive surveillance



Low planting maintains sight lines



Good passive surveillance

Establish a simple collection of street elements that are appropriately placed within the Town Centre.

Sub-Strategy 03: A Simple Set Of Street Elements

A considered approach to the location of street elements and furniture within the Town Centre will contribute to an overall sense of order and coherence. The focusing of street elements in appropriate locations will de-clutter footpaths and improve pedestrian access and movement.

Suggested actions to guide street elements in the centre are:

- Respect heritage and features of area;
- Ensure not to clutter access into shops, crossings and open spaces;
- Position street elements that encourage an uninterrupted flow of pedestrian movement along the streetscape;
- Ensure street elements balance a high quality aesthetic feel and function with low maintenance;
- Introduce a sympathetic colour palette

that relates to the BMCC public domain guidelines, and the heritage and character of Springwood Town Centre;

- A more detailed response for streetscape elements will be developed in Phase 04.

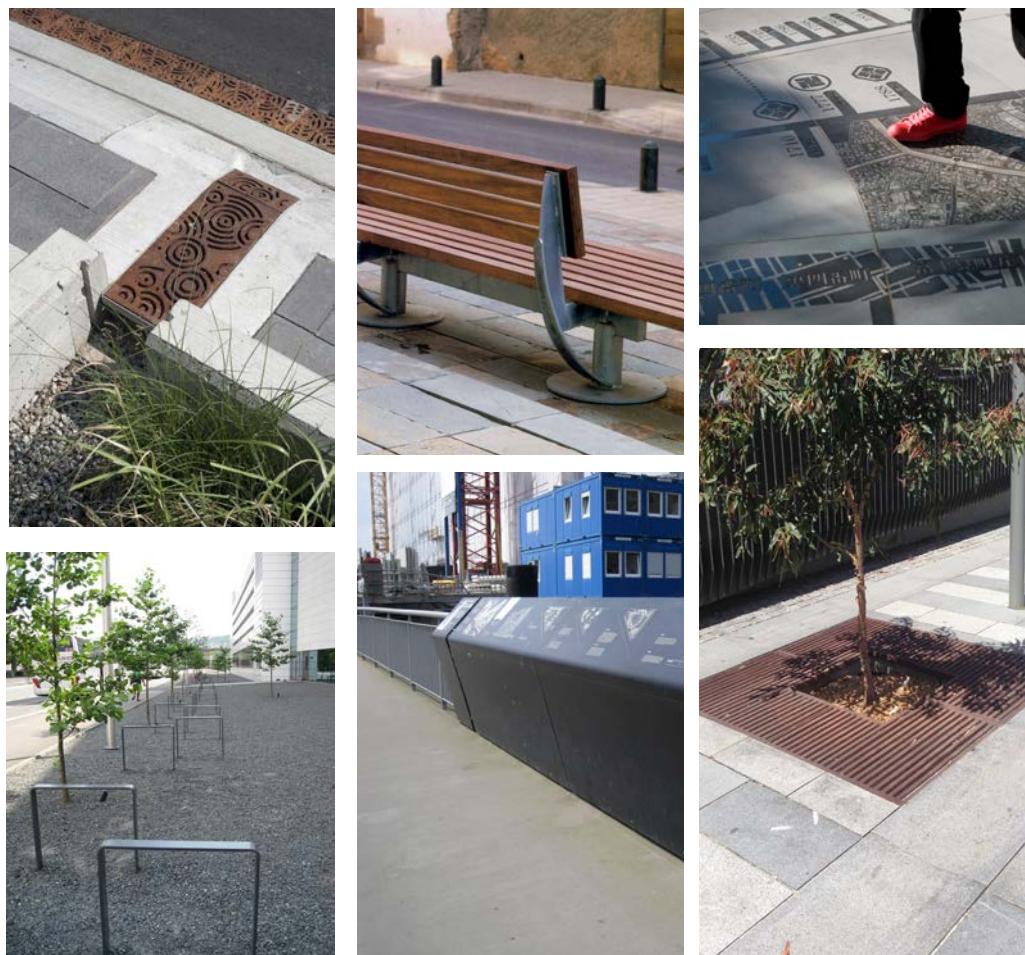


Figure 4.18 - A Simple Set of Street Elements

Sub-Strategy 04: A Sympathetic Street Materials Palette

As with street elements and furniture, a considered approach to the palette of streetscape materials will help create a coherence and hierarchy within the town centre.

Suggested actions to guide street materials in the centre are:

- Respect existing heritage and embrace opportunities to sympathetically interpret the centre's history within the street materials;
- Ensure the street materials maintain access and mobility for all town centre users;
- Communicate changes in zone of public domain through different street materials;
- Ensure street materials balance a high quality aesthetic feel and function with low maintenance;
- Introduce a sympathetic colour palette that relates to the BMCC public domain

guidelines, and the heritage and character of Springwood Town Centre;

- A more detailed response for streetscape materials will be developed in Phase 04.

Propose a materials palette that supports a variety of uses and respects the centre's 'village' character.



Figure 4.19 - A Sympathetic Street Material Palette

4.5 ACCESS AND MOVEMENT STRATEGY

What We Heard

Overview of Engagement Period 01

115 access and movement comments received indicated the community would like to see:

- Current traffic conditions need to change.
- Limit accessibility for vehicles for a more pedestrian friendly environment.
- Easy access to Station.
- Safe bike paths.

The project team identified that a critical component to the access and movement strategy was understanding the community's preferred response to car parking, traffic, pedestrian and cycle movement.

Purpose of Engagement Period 02

The engagement purpose was to look at the potential to use existing parking spaces for increased street activity and identify how and where pedestrian/vehicle/cycle facilities can be enhanced or created. The engagement technique used to empower the community was a:

- Access and Movement Mapping Exercise.

This exercise allowed the team to confirm the Phase 01 Issues Analysis findings and Phase 02 Place Principle for Access and Movement and seek the preferred strategic direction for Access and Movement.

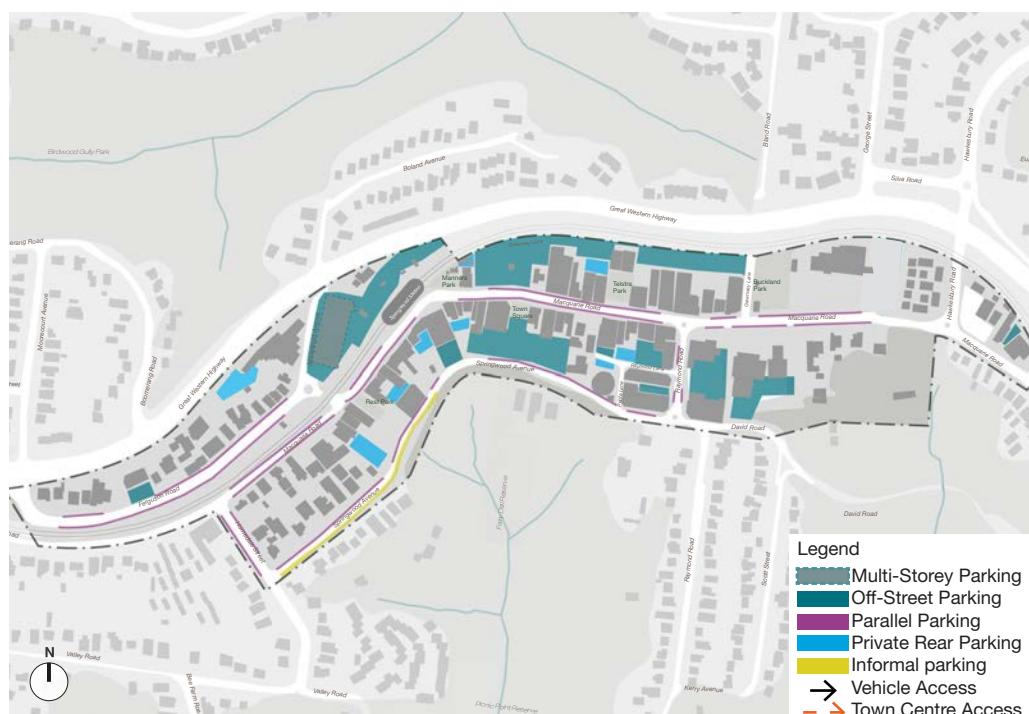


Figure 4.20 - Access and Movement Mapping Exercise

ACCESS AND MOVEMENT MAPPING EXERCISE

To assist in the access and movement engagement process an A1 map was prepared that highlighted the existing access and movement network [figure 6.01]. Key questions asked were;

- Question 1: Where do you park and why?
- Question 2: If we could consider taking away some car spaces where could this be done?
- Question 3: How do we address vehicle

movement & accessibility?

- Question 4: How do we address pedestrian accessibility?
- Question 5: How do we address cycle accessibility?

This process allowed the council and consultant team to identify a preferred approach to the potential reduction of parking and understand how the community thinks in terms of movement and accessibility for all users.

Access and Movement Key Findings

Access and movement is one of the more contentious aspects of the town centre. Things we learnt were:

- Movement system - explore if one way system is feasible;
 - Improve wayfinding to avoid repeating loops;
 - Investigate reduced car parking along Macquarie Road;
 - Improve accessibility/pedestrian/cycle environment to and along the main street;
 - Multi-storey carpark to be activated.

greening the building considering sustainable reuse of water, as well as improving the look and feel generally;

- Access is difficult for people living with disability, prams and the elderly - this needs to be improved.

All suggestions raised at the Community Engagement Period 02 have informed the development of the Access and Movement sub-strategies contained on pages 46-49.



Local community identifying parking locations.



Discussions about relocating parking from the heart.



Comments raised by the community on access and movement.



Discussion on possible locations for public transport.



Introduce a managed transport system through selected traffic calming measures.

Sub-Strategy 01: A Managed Movement System

Springwood Town Centre is characterised by the historically significant Macquarie Road and its unique positioning off the Great Western Highway. In recent years poor signage, inefficient traffic intersections and a vehicle - pedestrian conflict system has contributed to traffic congestion within the town centre. A key aim is to establish a better managed movement system that facilitates a more people friendly town centre atmosphere.

Suggested actions to manage traffic in the centre are:

- Investigate further traffic calming measures within the Town Centre to support a more pedestrian friendly street environment;
- Undertake traffic modelling and consider impact interventions will have on traffic and pedestrian movement in the Town Centre and on connected streets;
- Investigate opportunities to manage traffic and encourage an improved public domain

through interventions such as;

- A traffic light system at Hawkesbury Road and Macquarie Road intersection to reduce congestion and improve traffic flow;
- Roundabouts (such as at the Macquarie Road and Greenway Lane intersection [west]);
- Ensuring Greenway Lane and Springwood Avenue can safely accommodate a two way lane in conjunction with development that could occur there;
- A one way route along Macquarie Road between Greenway Lane and Raymond Road intersection;
- Remove the roundabout at Raymond Road and Macquarie Road to manage traffic flow towards Springwood Avenue.
- Long term potential to widen the underpass and establish a roundabout to the south of the underpass to reduce traffic conflicts.

Widening for semi trailer access

Proposed round about

Medium to long term;
Potential roundabout on
Macquarie Road and widening
upgrade to railway underpass
[more detailed investigation study
required]

Remove round about and change
priority

Traffic lights at intersection [more
detailed investigation study
required]

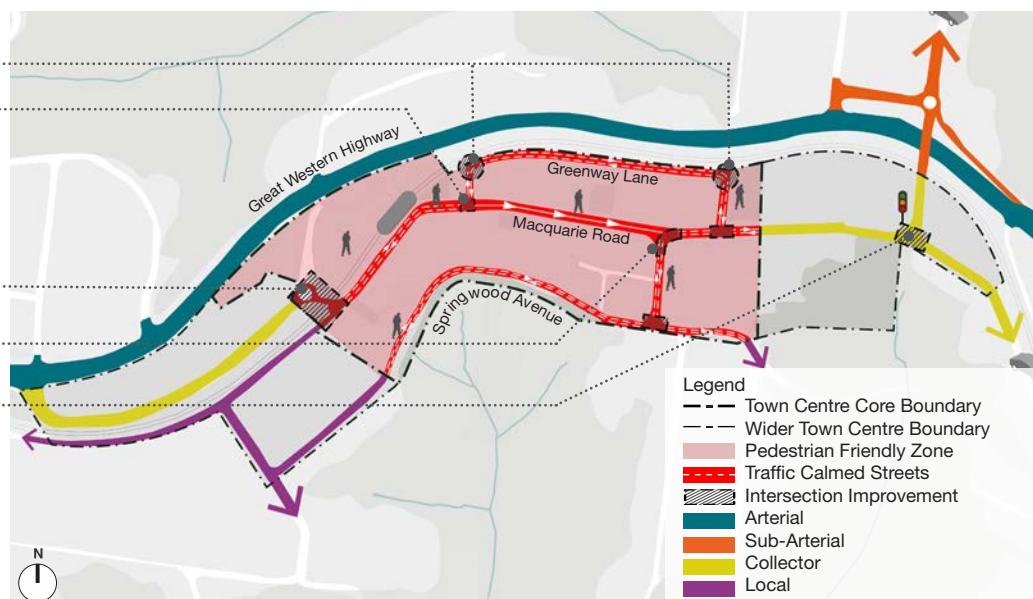


Figure 4.21 - A Managed Movement System



Traffic calmed streets



Intersection improvements



Pedestrian friendly zone

Sub-Strategy 02: An Integrated Car Park Offering

The Phase 01 Issues Analysis identified that Springwood Town Centre has sufficient car parking capacity and areas of under utilised parking. Often many parking spaces are available but due to poor signage and wayfinding they remain vacant while pressure is placed upon those in direct sight. This causes other issues such as traffic congestion along Macquarie Road.

Suggested actions to guide access and parking in the centre are:

- Investigate opportunities for car parking integrated with improved public domain and built form opportunities on the Southern and Northern Carparks (refer to section 6.0);
- Investigate ways to optimise parking around the commuter carpark and along Greenway Lane that improve functionality and appearance;
- Selected and flexible on-street car parking

removal along Macquarie Road relative to adjoining uses [e.g adjacent to some cafes];

- Assess opportunities for flexible car parking in the commuter carpark enhancing opportunities for alternate uses such as markets, events and use by shoppers/ visitors.
- Implementation of peripheral car parking signage – to provide effective directions for visiting traffic;
- Review existing provision of disability access for parking spaces;
- Install Town Centre signage close to car park entries to efficiently direct cars to available spaces and improve wayfinding to manage traffic circulation.

Improve, optimise and integrate car parking within the town centre core to improve traffic management.

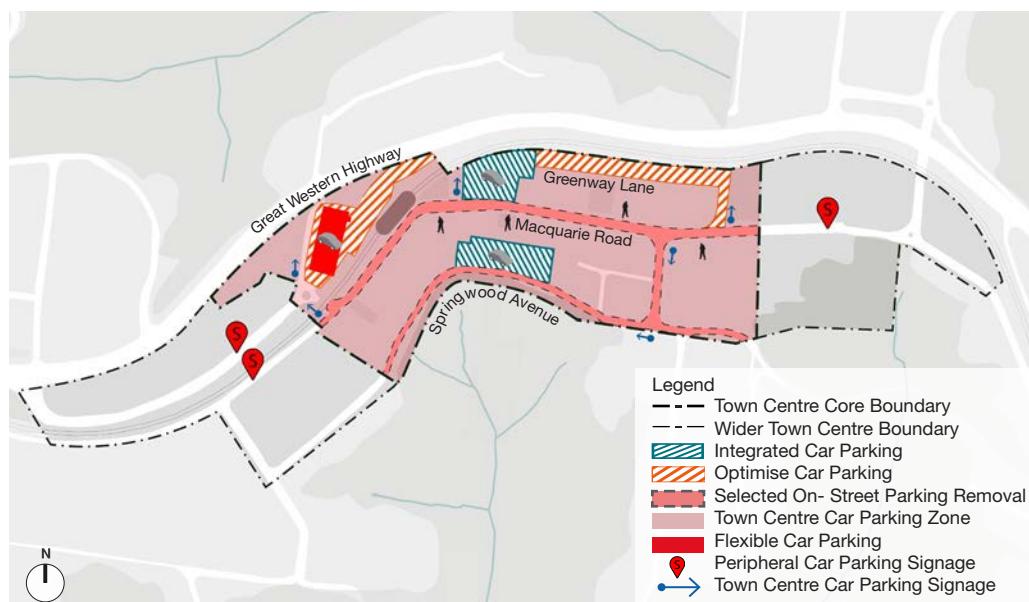


Figure 4.22 - An Integrated Car Park Offering



A flexible car park for other town centre uses



A natural multi-storey Car 'PARK' facility



Car 'PARK' reduction measures

Strengthen the public transport network through better utilisation of adjoining streets.

Sub-Strategy 03: A Connected Public Transport Network

Springwood is well positioned as a public transport hub with a historic railway station at its core and a range of bus services that connect with the wider catchment area. This public transport system should be co-ordinated with the initiatives proposed in the traffic management strategy.

Suggested actions to guide public transport in the centre are:

- Investigate opportunities for Greenway Lane to accommodate buses, in conjunction with future development opportunities;
- Investigate longer term opportunities to direct some public transport and bus stops along Springwood Avenue in conjunction with increased activity that may occur;
- Consider relocating Telstra park bus stop moving it towards Raymond Road;
- Maintain bus interface along railway station;

- Consider the railway station and the Bus interchange as a Transport hub that is a quality district facility;
- Improve the existing bus network through an increase in bus frequency encouraging greater community use of the bus system;
- Undertake an audit of any impediments to public transport access for people living with a disability, the elderly and prams.

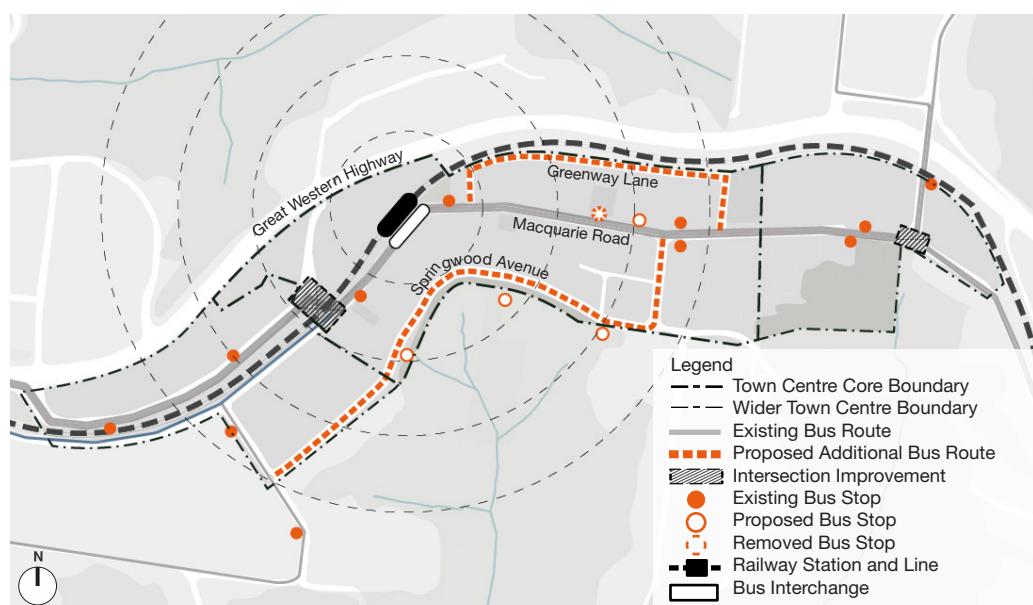


Figure 4.23 - A Connected Public Transport Network



Encourage the use of the railway line and station



Increased frequency of buses



Retain the town centre's bus interchange

Sub-Strategy 04: A People Friendly Centre

Accessibility for all has been identified as a key concern for many town centre users. With a high proportion of elderly and an aging population this will become an increasing concern.

Macquarie Road (although a Main Street) tends to be characterised with traffic congestion, detracting from the welcoming town centre environment.

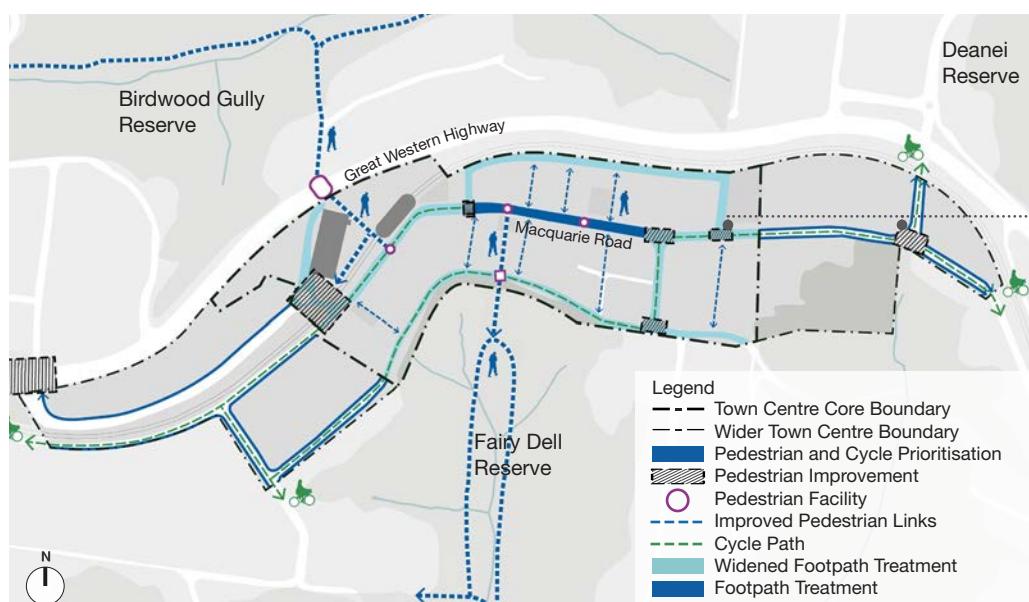
The future of Springwood should be prioritised for pedestrians and other users as they are the key component of a vital town centre.

Suggested actions to guide pedestrian and cycle movement in the centre are:

- Consider widening footpaths in the town centre to facilitate an improved public domain and more space for pedestrians;
- Ensure all intersections appropriately support pedestrian access for all users and are designed for access and mobility;

- Strengthen the north to south links between the Town Centre, Fairy Dell Reserve and Birdwood Gully Reserve through the following:
 - A pedestrian footbridge across the Great Western Highway;
 - Design for access and mobility compliant pedestrian link across the southern car park and commuter car park.
 - Mid block lane way links that support a more permeable pedestrian network within the town centre;
 - Pedestrian and cycle prioritisation along Macquarie Road between Greenway Lane and Raymond Road;
 - Consider a designated cycle path network along key roads such as Macquarie Road, Springwood Avenue and Hawkesbury Road.

Support a more pedestrian and cyclist friendly Town Centre through expanded footpaths, friendly cycle routes and improved pedestrian links.



Suggested pedestrian refuge at the Greenway Lane [West] and Hawkesbury Road intersections.

Figure 4.24 - A People Friendly Centre



Pedestrian and Cycle prioritisation



Wide pedestrian crossings



Dedicated cycle lanes improve cycling opportunities

4.6 ECONOMIC DEVELOPMENT STRATEGY

What We Heard

Overview of Engagement Period 01

95 community comments relating to economic development indicated the following:

- Retain and encourage small boutique stores and cafes.
- Allow more residential opportunities and development in the town centre.
- Limit large shopping centres.
- Create vibrant side streets and laneways.

The project team identified that a critical component to the Economic Development Strategy was seeking direction on the appropriate land use and future development opportunities in the centre.

Purpose of Engagement Period 02

The engagement purpose was to identify opportunity sites and understand where the community see potential future developments and use in the Town Centre in terms of residential, commercial and retail uses. The engagement technique used to empower the community was a:

- Economic Development Mapping Exercise.

This exercise allowed the team to confirm the Phase 01 Issues Analysis findings and Phase 02 Place Principle for Economic Development and seek the preferred strategic direction for Economic Development.

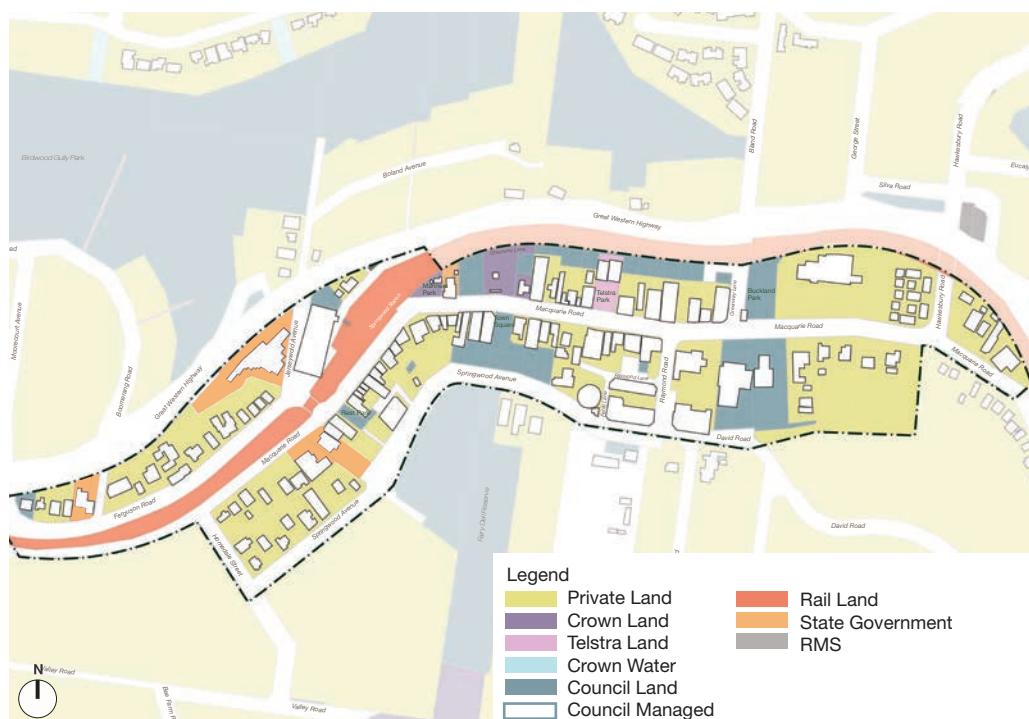


Figure 4.25 - Economic Development Mapping Exercise

ECONOMIC DEVELOPMENT MAPPING EXERCISE

To assist in the Economic Development engagement process an A1 land ownerships map was used to allow the local community to identify appropriate land use and future development opportunities in the centre. Key questions asked were;

- Question 1: Where can you see opportunities for additional residential in the town centre?

- Question 2: Where can you see opportunities for additional retail in the town centre?
- Question 3: Where can you see opportunities for additional commercial in the town centre?
- Question 4: If the town centre was to get a supermarket where would you put it?

Economic Development Key Findings

Participants were able to recognise the need to activate the rears of the town centre properties and how residential should be incorporated into the town centre. Key things learnt are:

- More residential in the centre with a particular look into shop top housing;
- Look into how additional residential would assist in activating nighttime economy;
- Active laneway links to backs of property and laneway development;
- Residential, backs of properties and rear streets;

- Some participants noted the potential for a larger supermarket that should consider the following guidance:
 - Has to engage with the street;
 - Potential at northern carpark and adjoining land;
 - Located near town square.

All suggestions raised at the Community Engagement Period 02 have informed the development of the Economic Development sub-strategies contained on pages 52-55.



Workshop drawings.



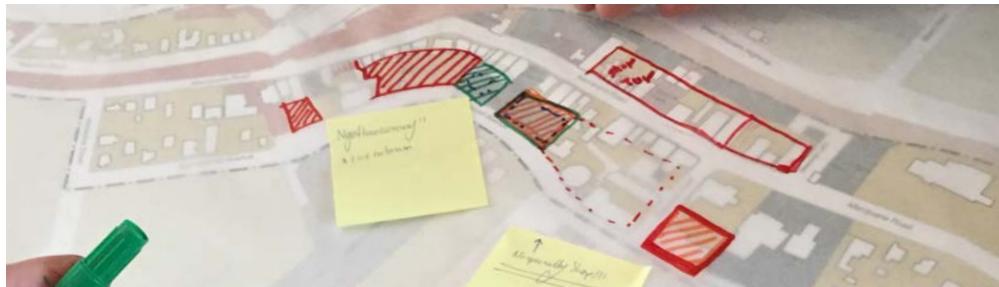
Community discussion on key sites.



All maps were collated to inform the strategies.



Key sites and ideas were marked up on plans.



Increase local economics within the Town Centre through targeted development and renewal opportunities.

Sub-Strategy 01: A Centre For Local Opportunity

Springwood Town Centre has the potential to improve economic opportunity without detracting from the Centre's heritage and character. Springwood Town Centre has been assessed in terms of investigation sites, development sites, renewal sites and upgrade sites.

Investigation site

Sites that have been nominated for further investigation have been highlighted due to their potential role to achieve a public benefit, improve identity and influence future built form. These sites are:

1. Commuter Car Park
2. Northern Car Park and adjoining land
3. Southern Car Park

Potential Investigation Sites

These sites have been identified because of their significance and location within the Town Centre and the potential to support increased

consolidation of development to support the centre. Developing these sites will require a combination of public and private sector investment. These sites include:

4. Rest Park
5. IGA

Renewal Site

These sites which are broader and encompass privately owned properties can be enhanced and potentially accommodate additional buildings.

Upgrade Sites

These areas have been identified as upgrade sites as they are under council ownership and can achieve public benefit from usable open space and public facilities. These sites are:

6. Manners Park
7. Town Square
8. Buckland Park

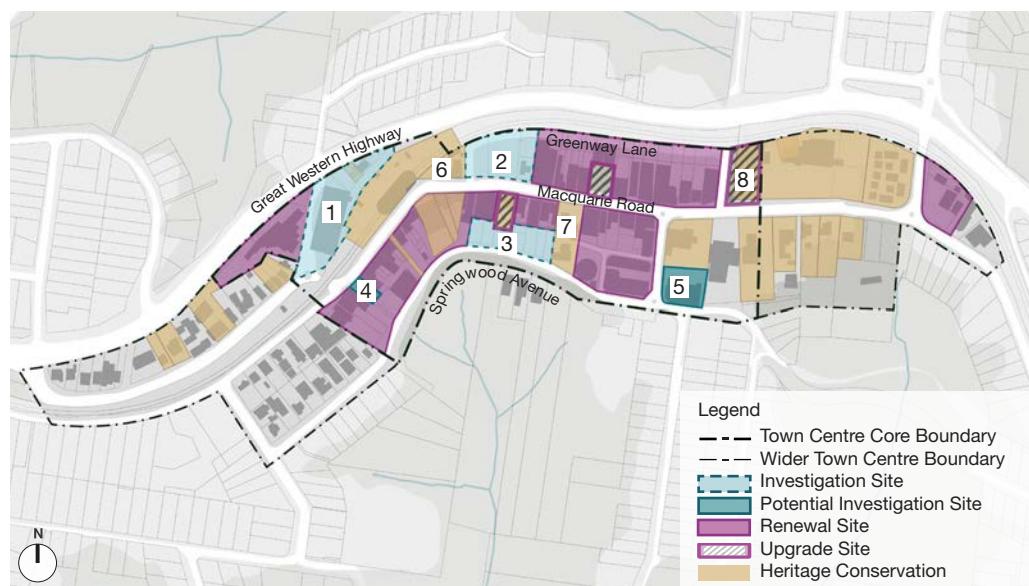


Figure 4.26 - A Centre for Local Opportunity



Investigation site - Northern Car Park



Investigation site - Multi-storey Carpark



Investigation site - Southern Car Park

Sub-Strategy 02: A Local Living Centre

Springwood Town Centre's core could offer a diversity of retail, commercial and residential uses. While peripheral areas could accommodate local services and a mix of residential living opportunities.

Suggested actions to guide a local living centre are:

1. Support a diversity of local land uses such as retail and commercial services [including but not limited to cafe's / restaurants, shops, incubator businesses, offices, community facilities, temporary stalls, markets etc] within the core of the town such as:

- Focus a vibrant array of Town Centre uses such as cafe's, restaurants, shops, commercial premises and local services along Macquarie Road, Springwood Avenue and Greenway Lane;
- Ensure a critical mass of economic activity within the Town Centre core through rezoning.

Note: to include residential within the Town Centre.

- Encourage residential uses above ground floor where appropriate, e.g. along Springwood Avenue.

2. Ensure the wider Town Centre context retains its role in accommodating residential uses with potential supporting services, such as commercial and hotels. Key points to note are:

- Future development in this zone should aim to increase the centre's residential offering through housing, where appropriate and with regard to heritage conservation areas;
- Some local commercial (for example professional offices) and hotel services could be located in this zone as they offer an important employment base for the Blue Mountains.

Encourage greater live work opportunities to support the growing population in the region.

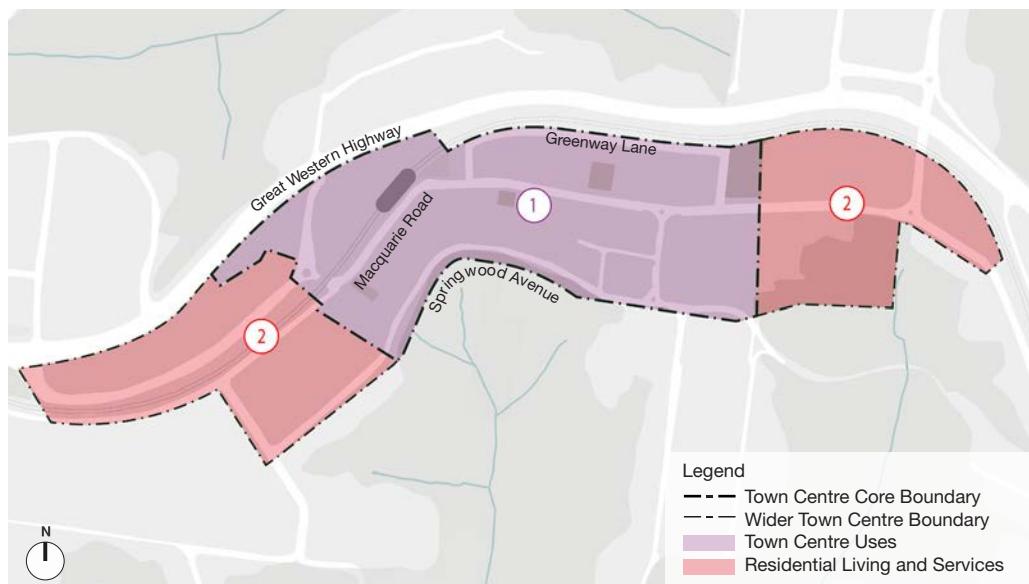


Figure 4.27 - A Local Living Centre



Town centre



A diverse and active town centre heart dining



Encourage residential

Activate Springwood Town Centre's under-utilised laneways and spaces.

Sub-Strategy 03: An Activated Town Centre

Springwood Town Centre is already characterised by active retail frontage along Macquarie Road. However, it's the under utilised spaces, parks and laneways that offer the greatest potential in unlocking the Town Centre for local business and enterprise. These spaces are vital in connecting the Town Centre's streets as well as providing more intimate surroundings for small scale business and activities.

Activation of the Town Centre's under-utilised spaces can be generated in myriad ways and can be done cheaply and effectively if targeted in the right places and spaces.

Suggested actions to guide activation in the centre are:

- Develop a program for laneway and side street activation;
- Encourage day and night time uses to ensure diversity and regular street activation.

Macquarie Road has the dominant level of activation while its lanes, rears and parallel streets remain under-utilised:

- Support active frontages along key streets including Greenway Lane and Springwood Avenue;
- Encourage active north to south links including The Town Square, Rest Park and mid-block links (laneways);
- Activate the eastern edge of the multi-storey carpark through temporary uses such as pop up businesses, ensuring an improved active role in the Town Centre;
- Side-of-Building activation along the edges of parks such as Town Square.

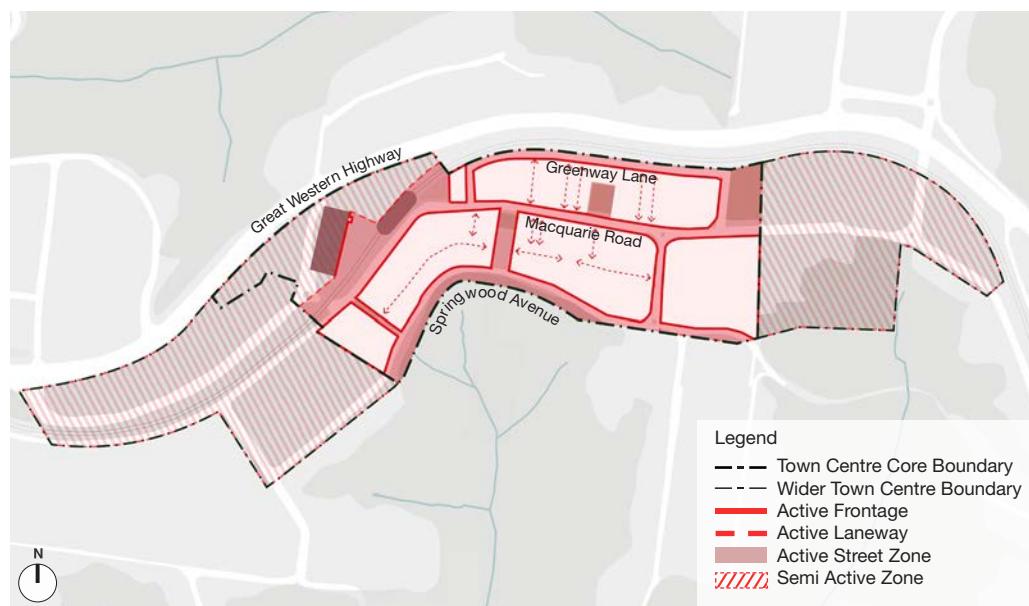
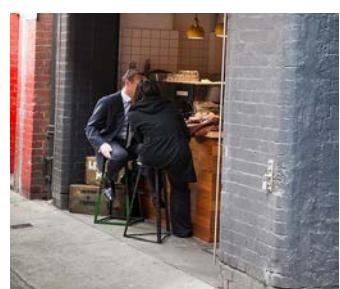


Figure 4.28 - An Activated Centre



Hole in the walls offer quirky activity points



Laneway activation through alfresco dining



Low cost structures activate disused spaces

Sub-Strategy 04: A Strengthened Town Heart

Springwoods' town heart is currently focused inwards towards Macquarie Road making it one dimensional. The re-imagining of Springwood Avenue, Greenway Lane and the multi-storey Carpark as essential Town Centre streets is key to unlocking the expansion of the Town Centre heart to the north and south.

In order for this to be successful existing and future buildings should utilise and activate the existing network of streets, car parks and laneways.

Suggested actions to guide expansion of the town heart in the centre are:

- Activate Springwood Avenue, Greenway Lane and the multi-storey Carpark through both temporary and permanent land uses;
- Support pop up and event activation in the Town Centre expansion zone to start the re-imagining of the under-utilised spaces;
- Investigate adaptive reuse of the rears of

buildings to better address and activate the adjacent street network.

Please refer to 'An Activated Town Centre' [p54] for further information in improving the usage of under-utilised land.

Strengthen the town heart through addressing Springwood Avenue and the Multi-storey car park.

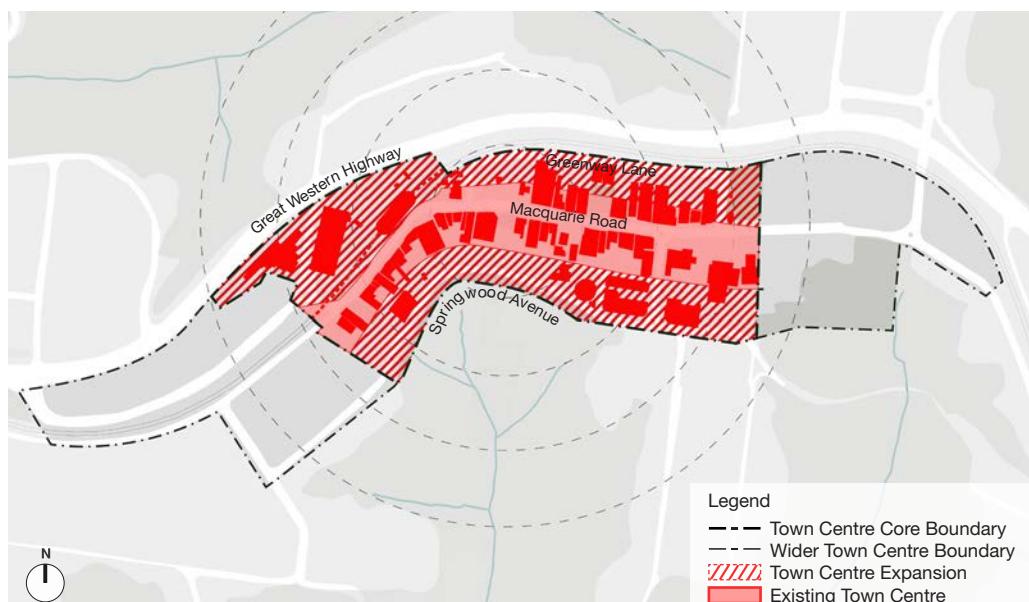


Figure 4.29 - A Strengthened Town Heart



Active walkable networks of streets encourages shopping



Activate store fronts which address the street



Temporary services can actively use under utilised space





5.0 Place Criteria Guidance

The aim of this chapter is to confirm the key priorities in delivering the strategies proposed in 4.0 Town Centre Strategies. The consultant team drafted up a series of Place Guidance Actions for each criteria that aimed to engage the community and determine their preferred short and long term priorities.

5.0 Place Criteria Guidance

5.1 INTRODUCTION

This section identifies a series of delivery priorities to assist council in implementing the Town Centre strategies. Key objectives of this section are as follows:

- To develop a series of simple and easy to understand delivery guidelines that relate to the Place Vitality Criteria and sensitively inform future development in the Town Centre.
- To ensure delivery guidelines comprise both short and long term actions that can be implemented within a 1 - 20 year period.
- To integrate community and council comments into the development of the delivery guidance.
- To allow the community to categorise delivery priorities into short and long term periods.

The Delivery priorities have been broken down into Delivery Guidance and Community Priorities based on comments received during Community Engagement Period 04.

Guidance

A series of guidelines were developed to assist in delivering the Town Centre strategies. Each guideline responds to the Place Vitality Criteria. Four guidelines have been developed for each place vitality criteria with some guidelines being low cost and some being high cost. The guidelines were used to engage the community and gain an understanding on their priority works.

Community Responses

The community were presented the draft delivery guidelines for each Place Vitality Criteria at Community Engagement Period 04.

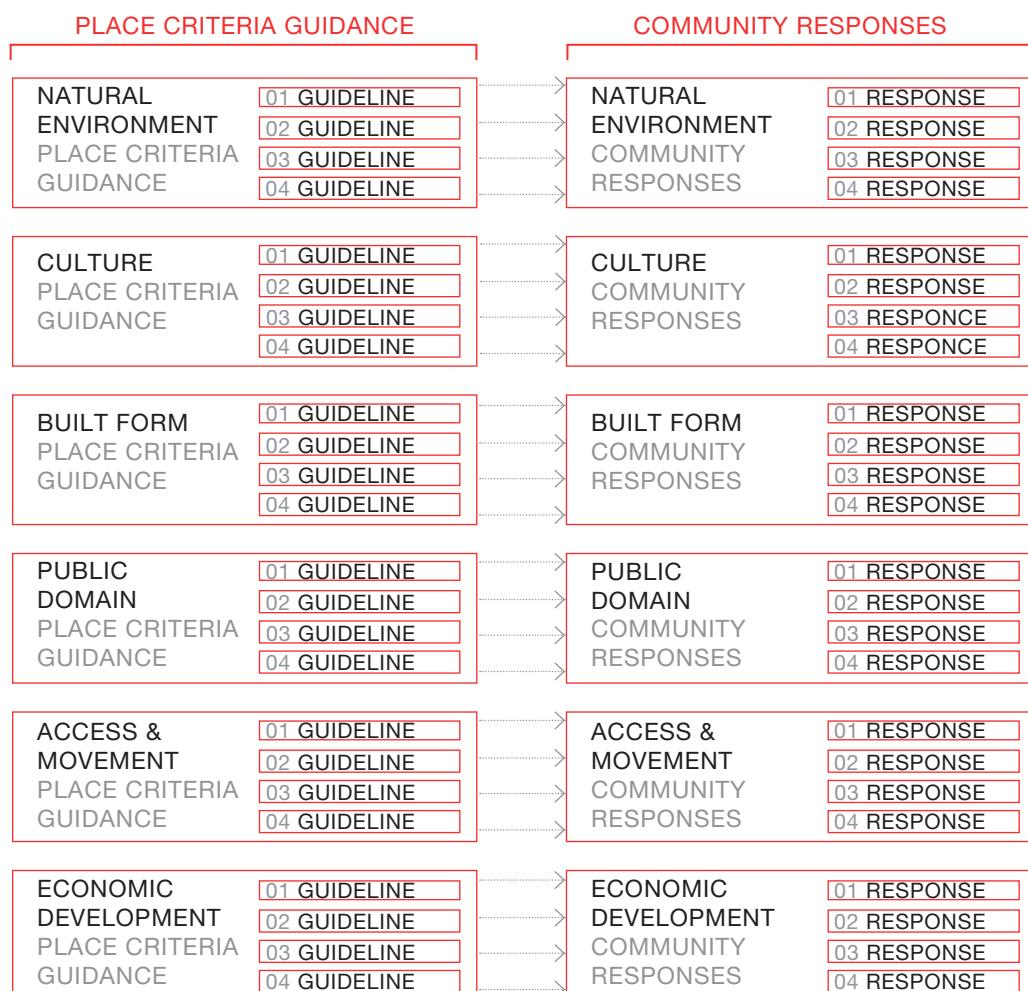


Figure 5.01 - Place Criteria Guidance Process

Following McGregor Coxall's presentation the community participants were broken down into six focus groups. Each focus group evaluated the delivery guidelines based on the following three questions;

1. Do you agree or disagree with the guideline?
2. Do you have any additional comments to add to the guideline?
3. Is the guideline a short term or long term priority?

It is the integration of both the 'Guidance' and 'Community Responses' that comprise this section.

Note: Short term priority was determined as 2016 - 2021. Long term priority was determined as 2022 - 2035.



Community Engagement Period 03: Presentation



Community Engagement Period 03: Group Discussion



Community Engagement Period 03: Group Discussions



Community Engagement Period 03: Priority Comments



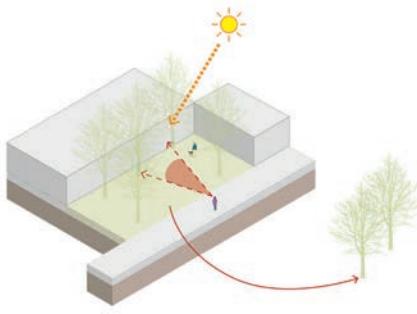
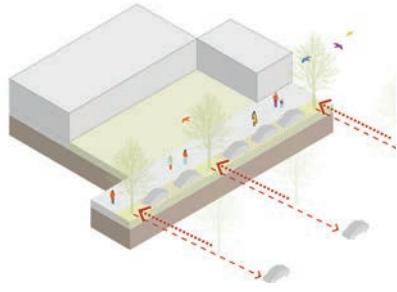
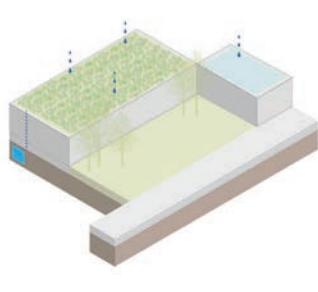
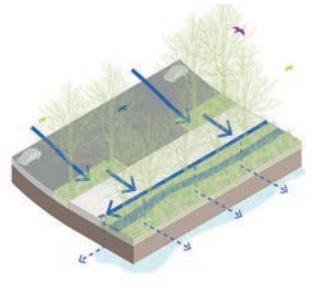
Town Centre Walk: Southern Car Park and Town Square



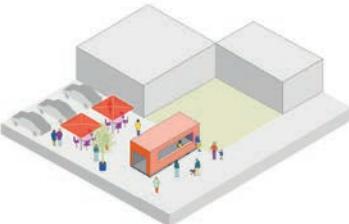
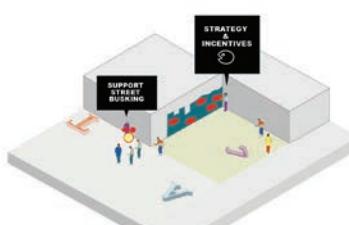
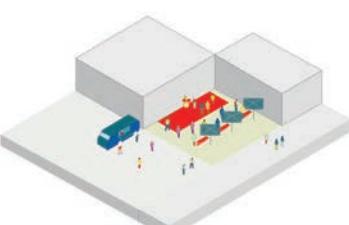
Town Centre Walk: Telstra Park discussion point

Figure 5.02 - Community Engagement Period 03

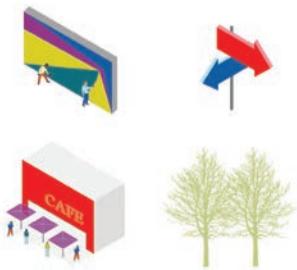
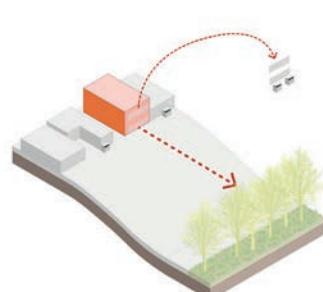
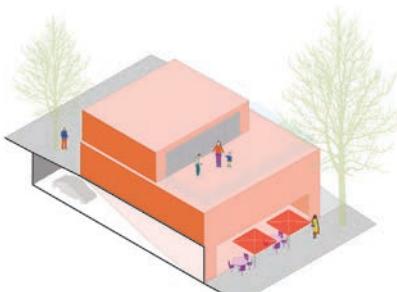
5.2 NATURAL ENVIRONMENT PLACE CRITERIA GUIDANCE

Guidance	Community Responses
Guideline 01: Remove Visual Blockages <p>Actions noted for Guideline 01 are as follows;</p> <ul style="list-style-type: none"> – Remove poorly located trees and planting to establish clear uninterrupted sight lines. – Prune trees where appropriate to increase solar access. 	Short Term Priority <p>The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term = 9 of the focus groups [FG], Long Term = 0 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – In principle okay but need landscape assessment. – Replacement based on community interest. – Increase solar access to Telstra Park, Rest Park and Franklin's car park (Northern Carpark).
Guideline 02: Soften the hard landscape <p>Actions noted for Guideline 02 are as follows;</p> <ul style="list-style-type: none"> – Introduce permeable surfaces where appropriate to increase infiltration within the Town Centre. – Where appropriate establish trees and pits between parking spaces to soften the Town Centre streets. 	Short & Long Term Priority <p>The community were split in prioritising this delivery guidance as both a short term and long term priority [Short Term = 5 FG, Long Term = 5 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – Needs to be linked in with other short term projects within the public domain. – To some degree there is agreement that certain areas should be landscaped.
Guideline 03: Environmental improvements to existing / future buildings <p>Actions noted for Guideline 03 are as follows;</p> <ul style="list-style-type: none"> – Buildings to support water storage, water re-use capabilities and solar panels. – WSUD initiatives integrated into the existing and future built form. 	Long Term Priority <p>The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 2 FG, Long Term = 8 FG]. Key community comments noted;</p> <ul style="list-style-type: none"> – Concern about cost to landlords. – Add this principle into the LEP for future developments. – Consider rewards for developers using solar and water reuse. – Incorporate solar panels and water tanks for public buildings.
Guideline 04: Implement stormwater treatment initiatives <p>Actions noted for Guideline 04 are as follows;</p> <ul style="list-style-type: none"> – Treat stormwater water run off at the bottom of a slope. – Utilise detention and infiltration to clean water prior to entering existing water sources. 	Long Term Priority <p>The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 2 FG, Long Term = 8 FG]. No specific comments were received.</p>

5.3 CULTURE PLACE CRITERIA GUIDANCE

Guidance	Community Responses
Guideline 01: Event use of car parks <p>Actions noted for Guideline 01 are as follows;</p> <ul style="list-style-type: none"> – Temporarily utilise zones of car parking for events and performance spaces. – Ensure the identified zones are located close to public spaces and Macquarie Road. 	Short Term Priority <p>The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term =9 FG, Long Term = 0 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – Reduce redtape – Expressions of interest from the market – Consider impact on business already in the Town Centre
Guideline 02: Heritage signage and interpretation <p>Actions noted for Guideline 02 are as follows;</p> <ul style="list-style-type: none"> – Locate heritage signage and interpretation along key streets and public spaces to educate people on Springwood's Aboriginal and European Heritage. 	Short Term Priority <p>The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term =9 FG, Long Term = 0 FG]. Key comments noted were;</p> <ul style="list-style-type: none"> – Maintenance is important for the delivery of this action – Exploring more than signs for interpretation – Need to have Springwood design community buying into the process
Guideline 03: Interpret public art and performance <p>Actions noted for Guideline 03 are as follows;</p> <ul style="list-style-type: none"> – Community and Council initiatives to encourage more art and busking throughout the Town Centre. – Support public art on buildings and in public spaces. 	Short Term Priority <p>The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term =9 FG, Long Term = 1 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – This action should evolve naturally over time. – Art should be sensitive to place and well considered. – Festival of busking invite known performers to the area. – Art should be linked to heritage
Guideline 04: Event activation of public spaces <p>Actions noted for Guideline 04 are as follows;</p> <ul style="list-style-type: none"> – Activate the public spaces with events and performances establishing an extension to the event network. – Support temporary activation in public spaces through play and youth initiatives. 	Short Term Priority <p>The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term =7 FG, Long Term = 1 FG]. Key comments noted were;</p> <ul style="list-style-type: none"> – Needs to relate to car parking. – Fix public space to promote activation. – There are no existing facilities to support any large events such as toilets, power, shade, water etc.

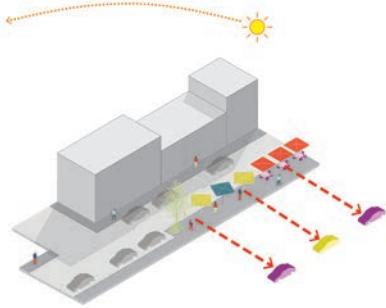
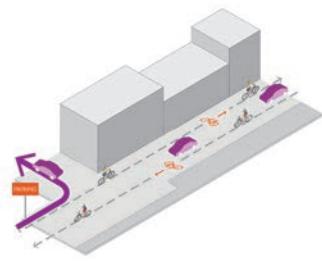
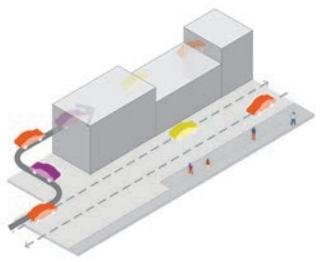
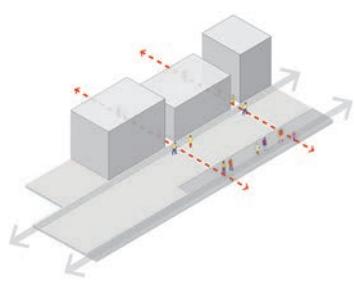
5.4 BUILT FORM PLACE CRITERIA GUIDANCE

Guidance	Community Responses
Guideline 01: Improve Town Centre arrival <p>Actions noted for Guideline 01 are as follows;</p> <ul style="list-style-type: none"> - Murals, wayfinding and street trees to reinforce arrival experience. - Activate and animate ground floors to provide a sense of arrival. 	Short Term Priority <p>The majority of the groups identified this delivery guidance as a short term priority [Short Term = 6 FG, Long Term = 3 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> - Mural's should be used for arrival points. - We should consider activating all of the Town Centre not just ground floors.
Guideline 02: Facade beautification and rejuvenation <p>Actions noted for Guideline 02 are as follows;</p> <ul style="list-style-type: none"> - Encourage facades to be more open, inviting and respectful of heritage. - Ensure a lively, varied sequence of ground floor facades establishing a greater experience for people. 	Short Term Priority <p>The majority of the community identified this delivery guidance as a short term priority [Short Term = 7 FG, Long Term = 2 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> - Ensure public versus private is considered. - Consider how incentives such as rates and tax relief as well as grants and joint ventures with Council could assist to move this action to reality.
Guideline 03: Open up to the bush <p>Actions noted for Guideline 03 are as follows;</p> <ul style="list-style-type: none"> - Open the rears of buildings to face the bush. - Support dual aspect buildings that maximise sunlight and encourage views towards the bush. 	Long Term Priority <p>The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 2 FG, Long Term = 6 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> - Implementation may be difficult due to existing buildings. - New buildings. DA requirements are problematic.
Guideline 04: Buildings respond to topography <p>Actions noted for Guideline 04 are as follows;</p> <ul style="list-style-type: none"> - Built form to step down the topography ensuring high quality rear and front access. - Upper floors to step back to reduce building height impact along street frontages. 	Long Term Priority <p>The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 2 FG, Long Term = 6 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> - Redevelopment potential can be difficult in the DA process to achieve this. - 3 to 4 storey allowance needs to step back to ensure sun to coffee shops etc on Macquarie Road.

5.5 PUBLIC DOMAIN PLACE CRITERIA GUIDANCE

Guidance	Community Responses
Guideline 01: Remove street and public space clutter Actions noted for Guideline 01 are as follows; <ul style="list-style-type: none"> Selective removal of street elements that interrupt access into the Town Centre parks. Elements includes, bushes, trees, fences, bins, bus shelters, benches and walls. 	Short Term Priority The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term = 9 FG, Long Term = 0 FG]. Key community comments noted were; <ul style="list-style-type: none"> Bus stop parking opposite station causes very bad pollution and does not invite customers for business Telstra Park bus stop in front of the park is in the way Move bins to allow access to rear of shops.
Guideline 02: Upgrade the public spaces Actions noted for Guideline 02 are as follows; <ul style="list-style-type: none"> Public spaces and parks to be upgraded with new seating, landscaping, park amenities and capability to cater for events and performance. Levels to accommodate easy access in and out of the public space. 	Short Term Priority The majority of the community identified this delivery guidance as a short term priority [Short Term = 8 FG, Long Term = 3 FG]. Key community comments noted were; <ul style="list-style-type: none"> Manners Park, Buckland Park and Town Square all require upgrading. Change fences to green walls. Look at solar lighting.
Guideline 03: Activate the public space edges Actions noted for Guideline 03 are as follows; <ul style="list-style-type: none"> Adjacent buildings to face and activate public spaces improving safety within the public space. Outdoor seating to utilise the edges of the public space ensuring regular use. 	Long Term Priority The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 1 FG, Long Term = 9 FG]. Key community comments noted were; <ul style="list-style-type: none"> Especially future development. Ensure that there is no clutter. Include temporary activation. Child play elements should be introduced.
Guideline 04: Connect the public spaces Actions noted for Guideline 04 are as follows; <ul style="list-style-type: none"> Improve linkages between the public spaces through public domain and planting treatments. Locate clear signage, wayfinding and information for each public space. 	Long Term Priority The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 3 FG, Long Term = 6 FG]. Key community comments noted were; <ul style="list-style-type: none"> Improve visibility of current wayfinding points currently in place. Street tree master plan and public domain manual is needed.

5.6 ACCESS AND MOVEMENT PLACE CRITERIA GUIDANCE

Guidance	Community Responses
Guideline 01: Selected on-street car parking removal Actions noted for Guideline 01 are as follows; <ul style="list-style-type: none"> – Selective removal of on-street car parking based on proximity to adjacent cafe / restaurant uses and solar access. – Utilise selected car parking spaces for alfresco dining, widened footpaths and increased seating. 	 <p>Short Term Priority The majority of the community identified this delivery guidance as a short term priority [Short Term = 7 FG, Long Term = 2 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – Consider changing parking times to encourage regular turnover. – Consider large truck access at different times of the day. – Need to ensure that there is an emphasis on disability spaces and how to access.
Guideline 02: Improve signage and wayfinding Actions noted for Guideline 02 are as follows; <ul style="list-style-type: none"> – Locate signage at key locations to improve wayfinding to Town Centre car parks. – Locate cycle markings on the road to support cycling through the Town Centre. 	 <p>Short Term Priority The community unanimously highlighted that this delivery guidance should be a short term priority [Short Term = 9 FG, Long Term = 0 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – Signs need to be added to entries to the village. – Ensure any wayfinding signage takes regard to overall centre image and character and the development of appropriate guidelines something like an overall signage strategy.
Guideline 03: Redirect traffic flow around the centre Actions noted for Guideline 03 are as follows; <ul style="list-style-type: none"> – Redirect traffic flow to the rears of properties for part of Macquarie Road. – Reduce road width and increase footpath width on the Mainstreet. 	 <p>Short & Long Term Priority The community were split in prioritising this delivery guidance as both a short term and long term priority [Short Term = 4 FG, Long Term = 5 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – Need to consider traffic calming. – Topography to be considered for paths of travel. – Ensure that any redirection of traffic maintains a two way link through the centre.
Guideline 04: Establish north to south pedestrian links Actions noted for Guideline 04 are as follows; <ul style="list-style-type: none"> – Support north to south pedestrian links connecting the Town Centre's east to west streets together. – Ensure north to south links are designed for access and mobility compliant where possible. 	 <p>Short Term Priority The majority of the community identified this delivery guidance as a short term priority [Short Term = 7 FG, Long Term = 2 FG]. Key community comments noted were;</p> <ul style="list-style-type: none"> – Link Macquarie Road to Springwood Avenue as well as Macquarie Road to Greenway Lane especially if Rest Park is to be closed. – Some are already available. How to link these into Town Centre network and further upgrade.

5.7 ECONOMIC DEVELOPMENT PLACE CRITERIA GUIDANCE

Guidance	Community Responses
Guideline 01: Temporary activation of under-utilised space	Short Term Priority
Actions noted for Guideline 01 are as follows; <ul style="list-style-type: none"> – Flexible use of vacant shops and public spaces catering for occasional markets and businesses. – Temporary pilot activation during different periods of the week to test economic potential. 	The majority of the community identified this delivery guidance as a short term priority [Short Term = 6 FG, Long Term = 2 FG]. Key community comments noted were; <ul style="list-style-type: none"> – Car park needs retrofit and respect of indigenous history. – Need to ensure that any short-term operators are selling good quality products. – Considered impact on existing businesses in the Town Centre.
Guideline 02: Establish mid-block laneway links	Short & Long Term Priority
Actions noted for Guideline 02 are as follows; <ul style="list-style-type: none"> – Remove dead ends and blockages [fencing, bins, walls] within arcades /passageways / laneways to establish mid-block connections. 	The community were split in prioritising this delivery guidance as both a short term and long term priority [Short Term = 5 FG, Long Term = 4 FG]. Key community comments noted were; <ul style="list-style-type: none"> – Build on pubs with wine bars pop-ups and innovative events. – Topography gradients are issue for both sides right-of-way over parking areas also needs to be considered in the DA process.
Guideline 03: Rear of building activation	Long Term Priority
Actions noted for Guideline 03 are as follows; <ul style="list-style-type: none"> – Activate the rear of buildings to support additional land uses within the Town Centre. – Ensure a diverse mix of uses that support day and night time activation. 	The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 2 FG, Long Term = 7 FG]. Key community comments noted were; <ul style="list-style-type: none"> – Would need to address lighting and security for arcades and pedestrian through links. – Southside lends itself to this but means it also would be difficult to deliver.
Guideline 04: Support a diverse mix of uses	Long Term Priority
Actions noted for Guideline 04 are as follows; <ul style="list-style-type: none"> – Develop the rear of buildings to better utilise space within the Town Centre. – Support ground level retail uses with upper floor commercial / residential uses. 	The community were clear in prioritising this delivery guidance as a long term priority [Short Term = 2 FG, Long Term = 7 FG]. Key community comments noted were; <ul style="list-style-type: none"> – Encourage current owners with a reward or incentive. – Make element easier through council support. – Residential development would work on Springwood Avenue.





6.0 Investigation Sites

Three investigation sites were identified and design concepts developed to test the proposed Town Centre strategies and delivery guidance. Each design concept was developed based on achieving optimum option for highest and best use of land within the Town Centre.

6.0 Investigation Sites

6.1 THREE INVESTIGATION SITES

To test the proposed Town Centre strategies and guidance, three investigation sites have been identified. The three investigation sites demonstrate the future potential to sensitively revitalise Springwood Town Centre and demonstrate each site's potential. The three investigation sites are as follows;

- 1. Investigation Site 1: Commuter Car Park**
site: Including the multi-storey car park and land south west of the railway station.
- 2. Investigation Site 2: Northern Car Park and Adjoining Land:** including the northern car park and existing Early Childhood Centre located west of the existing IGA.
- 3. Investigation Site 3: Southern Car Park:** including the southern car park located south of Town Square.



Figure 6.01 - Investigation Sites



1. Commuter Car Park



2. Northern Car Park and Adjacent Land



4. Southern Car Park

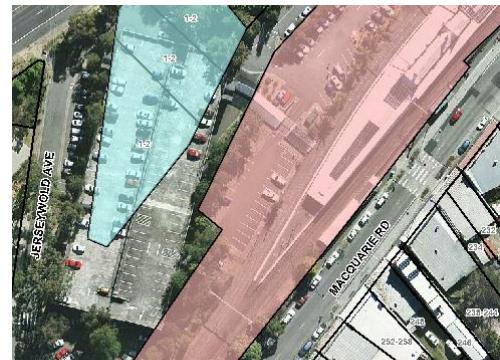
Commuter Car Park

Located on the western edge of Springwood Town Centre. The Commuter Car Park's unattractive form provides an un-welcoming arrival experience that fails to respect Springwood's character. Being

under council ownership the site offers the potential to demonstrate how flexible programming, facade enhancements and temporary activation can improve Springwood's western arrival.



Figure 6.02 - Commuter Car Park



Legend
— Investigation Site
— BMCC Operational Land
— Rail Corp

Northern Car Park and Adjacent Land

The Northern Car Park and adjacent land located north of Macquarie Road contains surface level car parking and the Early Childhood Centre. Under both crown and council land ownership

the investigation site provides an opportunity to redevelop / relocate the Early Childhood Centre, widen Greenway Lane and establish flexible use of the surface level car park.

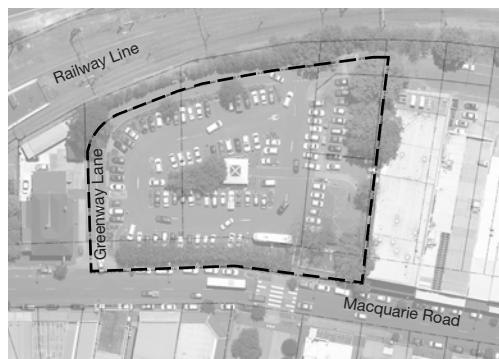


Figure 6.03 - Northern Car Park and Adjacent Land



Legend
— Investigation Site
— BMCC Operational Land
— Crown Land
— Rail Corp

Southern Car Park

The Southern Car Park located south of Macquarie Road is characterised by surface level car parking, rear of buildings and close proximity to Fairy Dell Reserve. Under Council land ownership,

the investigation site provides an opportunity to address Springwood Avenue, connect Town Square to the bush and demonstrate how existing and future built form should be dual aspect.



Figure 6.04 - Southern Car Park



Legend
— Investigation Site
— BMCC Community Land
— BMCC Operational Land

6.2 COMMUTER CAR PARK

Design Statement

The commuter car park should be re-imagined as a multi-functional car parking facility that enhances Springwood Town Centre's western arrival experience.

Through facade treatments that integrate nature and art and flexible activation of the ground plain and upper deck, the multi-storey car park can be enhanced into a welcoming and active extension to Springwood Town Centre.

Design Ideas

1. Pilot Activation Zone

A temporary cafe [e.g coffee cart] and seating could be located on the eastern edge of the surface level car park or in the public space below this. Responding to peak hour commuter travel in the morning and evening, the temporary uses can encourage greater activation of the railway entry / exit, changing the perception of the commuter car park.



A natural Multi-Storey Car 'PARK' facility



Temporary activation during peak travel periods



Upper deck for community initiatives or events



Balanced planting to improve visual experience



Public art for immediate facade improvements

3. Flexible Upper Deck Zone

The multi-storey car park at weekends is underutilised with only 40% usage. To maximise its usage during weekend, flexible programming could be established on the upper deck accommodating community initiatives or events.

4. Reduced Tree Canopy and Planting

To reduce overshadowing of the footpath, existing trees should be pruned to ensure visible access to the surface level car park. In addition colourful indigenous planting should be located alongside the footpath to improve the pedestrian entry / exit experience.

5. Public Domain Improvements

Town Centre public domain treatments should be implemented within and around the multi-storey car park. This ensures the car park is perceived as part of the Town Centre footpath system.



Figure 6.05 - Possible Site Plan: Commuter Car Park

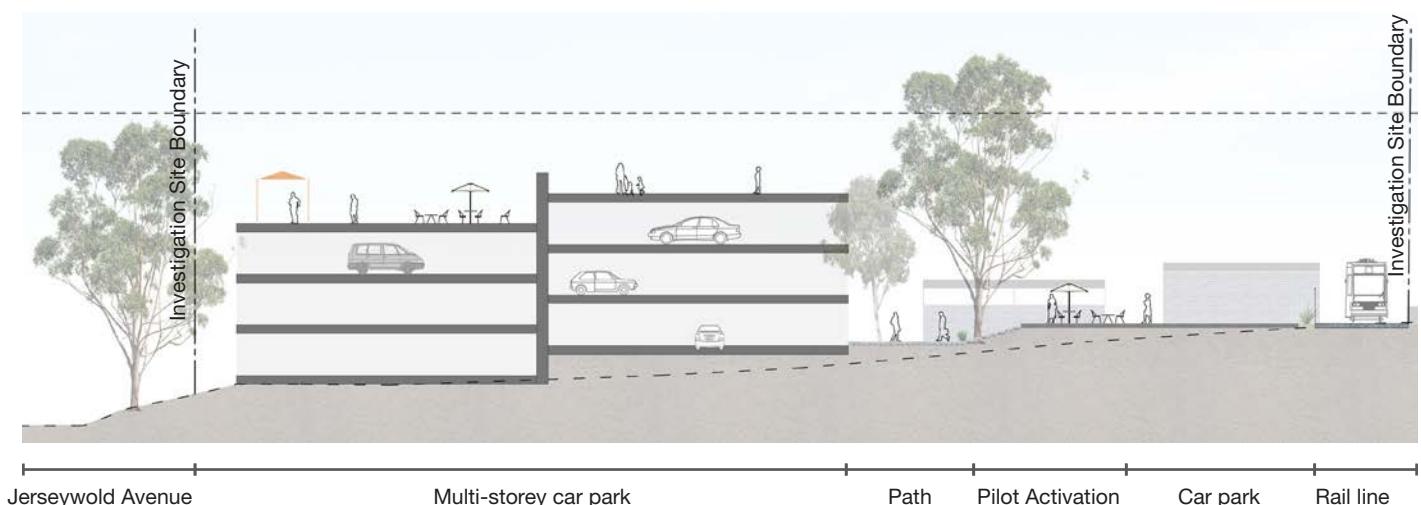


Figure 6.06 - Possible Section AA: Commuter Car Park



Figure 6.07 - Artists Impression: Commuter Car Park



Figure 6.08 - Existing view of the Commuter Car Park

1. Reduce tree canopy to improve visual experience and support clear views to the temporary park.
2. Facade improvements to the multi-storey car park through greening and public art. Internal lighting and pedestrian accessibility within the car park improved.
3. Temporary cafes and park to change the perception of the commuter car park. Potential use during Monday to Friday morning and evening rush hour.
4. Remove street clutter and enhanced external and internal pedestrian links to and from the multi-storey car park.
5. Flexible programming on the upper deck of the multi-storey car park to accommodate recreation and play for youth.

6.2 NORTHERN CAR PARK

Design Statement

The Northern Car Park and adjacent land could be enhanced through a new mixed use development, widened Greenway Lane and reorganised surface car park.

The new mixed use development could cater for retail, commercial and residential uses that actively engage with Macquarie Road, Greenway Lane and the Northern Car Park.

Greenway Lane could be widened to reduce traffic flow along Macquarie Road. The Northern Car Park could retain its capability to flexibly support markets, events and temporary interventions.

Design Ideas

1. Mixed Use Development

Council together with NSW Health to investigate alternative locations for the Early Childhood Centre. Long-term, the current building could be demolished to allow for a new mixed use development, supporting active ground floor retail/commercial uses with upper floor commercial/residential. Active uses could engage with Macquarie Road and Greenway Lane. The existing children's play area could be relocated- ideally into the proposed 'Central Park' adjacent Town Square

2. Temporary Space

The existing parking spaces that cater for the Red Cross Blood Van should also support temporary interventions and movable seating. This temporary space could be made accessible through new stairs and the existing ramp ensuring a seamless link to the pedestrian crossing and Town Square.

3. Greenway Lane Widening

Greenway Lane could be widened to better support larger volumes of cars and delivery vehicles and reduce the priority of vehicular travel along Macquarie Road.

4. Service Access and Basement Car Park

Mixed use development could be serviced via Greenway Lane. A basement car park could be incorporated into the development to ensure no nett loss of parking.

5. Re-organised and Improved Car Park

Through integrating the outdoor toilet facility into the mixed use development a more efficient car park design could be established, perhaps with permeable parking surfaces. The car park could retain its role as a flexible space that has the capability to cater for Town Centre markets and events.



Temporary interventions activate parking



Flexible event zone



New mixed use development



Rear of building activation



Greenway Lane widened



Enhanced car park with permeable surfaces



Figure 6.09 - Possible Site Plan: Northern Car Park and Adjacent Land

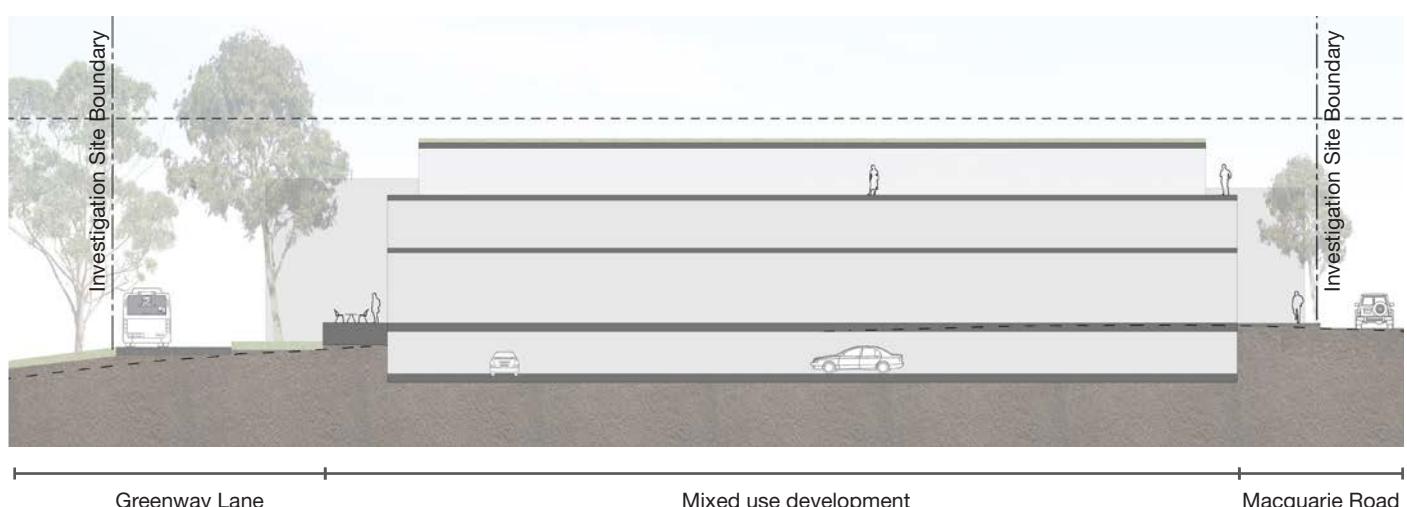


Figure 6.10 - Possible Section BB: Northern Car Park and Adjacent Land



Figure 6.11 - Artists Impression: Northern Car Park and Adjacent Land



Figure 6.12 - Existing view of the Northern Car Park

1. Demolish and relocate the Early Childhood Centre building to a suitable location and develop a new mixed use building. Crown land issue to be resolved.
2. Flexible car parking zone for events and markets. This location supports activation along Macquarie Road. Long term potential for a small public space.
3. Step back from the main street reducing over shadowing.
4. Easy access to the car park that forms a public domain link with Town Square and the adjacent pedestrian crossing.
5. Facade rejuvenation of existing buildings to improve the mainstreet character.
6. Possible rear of building activation alongside access to basement car parking.

6.3 SOUTHERN CAR PARK

Design Statement

The Southern Car Park could be developed into an accessible terraced walk, public space and a mixed use development that exemplifies the benefits of facing the bush.

A new mixed use development could respond to the sloping topography ensuring both front and rear building activation as well as clear uninterrupted upper floor views to the bush.

Centrally located within the site could be a new Central Park public space that integrates access compliant terracing, al fresco dining and movable furniture. Importantly the proposed public space could form a seamless link to Town Square, Fairy Dell Reserve and the eastern portion of the southern car park.

Design Ideas

1. Macquarie Road Terrace

Macquarie Road terrace could form a visible and physical extension to Town Square ensuring compliant access [mobility impaired, elderly prams] for all users. The grassy terraces should have the capability to accommodate passive seating allowing the community to view the bush.

2. Public Laneway and Space

A public laneway and space could be located along the east to west axis encouraging existing and future buildings to address the space. Catering for alfresco dining and movable furniture the space could also have the capability to support Town Centre events and festivals.

3. Mixed Use Development

A new mixed use development with basement car park could sensitively respond to the sloping topography ensuring activation towards its front and rear. The upper floors could accommodate residential uses that embrace the views towards the bush.

4. Springwood Terrace

Springwood Terrace has the potential to be an accessible terrace linking to Fairy Dell Reserve. Alternatively it has the capability to accommodate low scale mixed use buildings for retail, commercial, residential or community use and car parking.

5. Improved Car Park

The eastern portion of the southern car park could be retained and improved through accommodating permeable surfaces such as high resistant grass within each parking space, or developed as per point 4 above.



Accessible terraces utilising the steep slope



Rear building activation with al fresco dining



Movable furniture enables flexible use of space



New mixed use development



Future building maintaining views to the bush



Enhanced car park with permeable surfaces



Figure 6.13 - Possible Site Plan: Southern Car Park

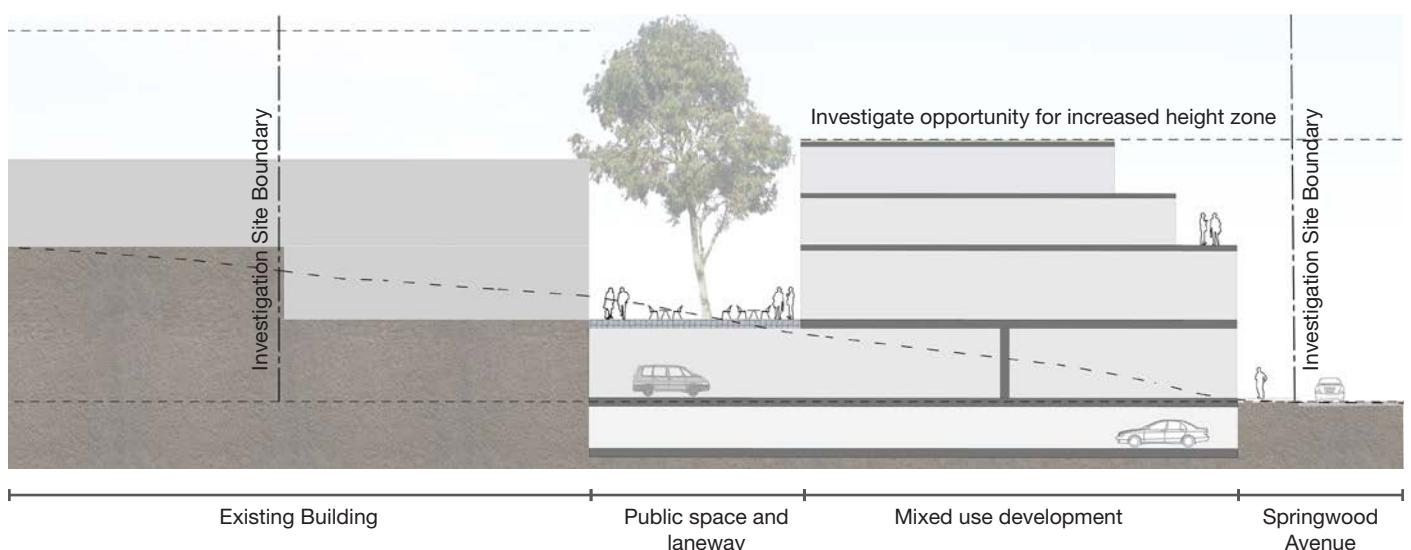


Figure 6.14 - Possible Section CC: Southern Car Park



Figure 6.15 - Artists Impression: Southern Car Park



Figure 6.16 - Existing view of the Southern Car Park

1. Future mixed use development that maximises views to the bush and solar access.
2. Rear of building activation to animate the new public space extension to Town Square.
3. A level public space is established with al fresco dining opportunities made available.
4. Pedestrian terracing for passive recreation and maximising views and links towards Fairy Dell Reserve.
5. Accessible ramps ensuring equitable access for all users [mobility, elderly, prams etc].
6. Facade rejuvenation of existing buildings to face and address the public space.





Appendix A: Town Centre Study Area

This section provides a detailed plan of the study area, including key spaces, streets and building form.

Appendix A: Town Centre Study Area

THE STUDY AREA

The Springwood Town Centre study area is defined by Hawkesbury Road & Macquarie Road to the east and Ferguson Road & Homedale Street to the west, the Great Western Highway to the north and Springwood Avenue to the south. Key Spaces that form crucial components to the Masterplan are Macquarie Road , Springwood parks, Springwood Railway Station, A multi-storey car park, Springwood Avenue, Greenway Lane, Northern & Southern Car Parks.



Figure A.01 - Springwood Town Centre Study Area





 MCGREGOR
COXALL

