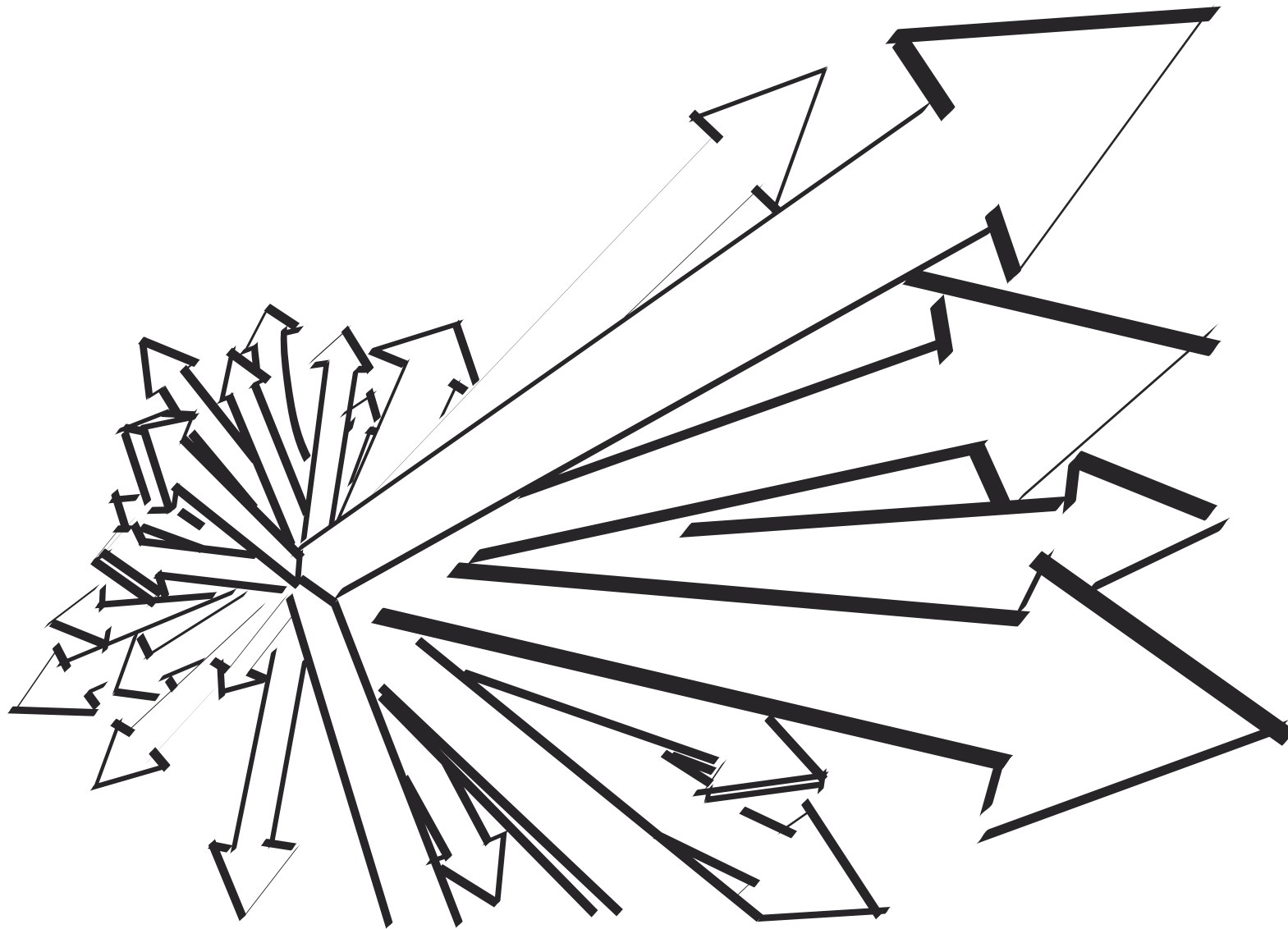


Mittagong Analysis Masterplan & Catalyst Activation Opportunities

“Community atmosphere..... let’s Celebrate Mittagong”

Wingecarribee Shire Council Community Forum Mittagong comment February 2013



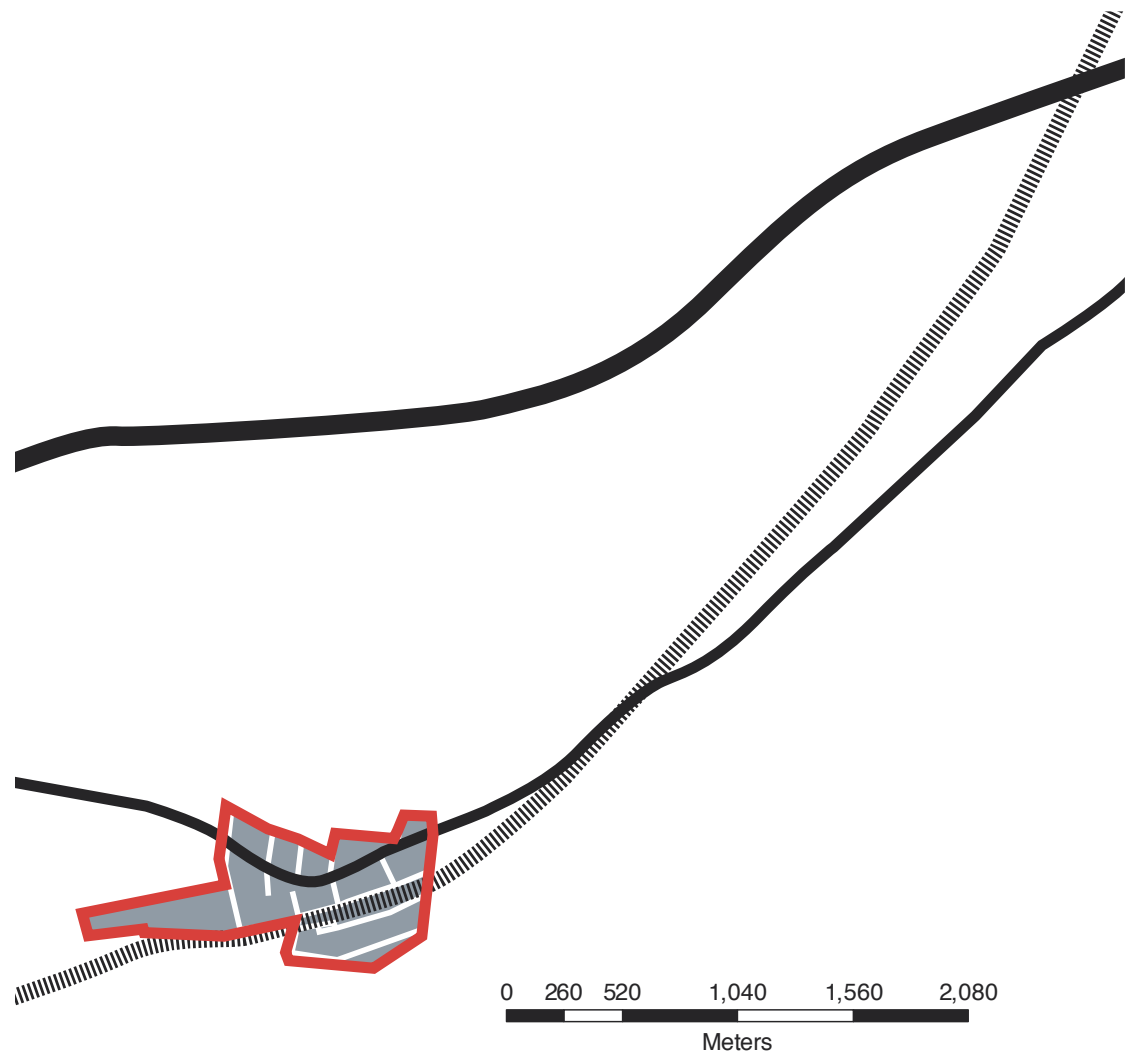
Introduction

Incorporating input from earlier studies, community meetings, interviews and forums, this section identifies the Masterplan observations and analysis ideas and initiatives.

Catalyst

Opportunities for Catalyst Projects have been identified, as a focus to support translation of the masterplan. These project opportunities are illustrated through a series of plans and urban design principles providing support for the development of more detailed informal design briefs and implementation strategies.

draft 130904-a



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Mittagong

Key Gateway centre to the region, it represents the primary northern arrival precinct, and entry to some of the regions significant natural environment attractions.

Introduction

Mittagong is located at the northern entry point to the Southern Highlands, it Th main street is divided at a point that is identifiable by the historic architecture of the “Playhouse” building and a memorial as a focal point of reference, is presence reinforces its strong sense of history with a main street that is visually intact as a remnant of its historic development. The commercial and retail hub is dominated by food outlets and a number of antique/ old wares stores.

Larger block retail is located in a complex that is within 1 km of the town centre core, however it is operates independently and has little physical relationship with the town centre operation.

Mittagong is adjacent to access points for nature walks, it has the capacity to become a dominant “Gateway” service town for natural attractions and as a visitor /tourist hub.

Objective

Mittagong provides a key supportive role as a Gateway Town Centre within the Southern Highlands, it is of value that this role safari is enhanced and promoted.

Principles

- Primary Tourist destination service centre
- Provide a clear defined physical area where:
 - Safe pedestrian environment.
 - Principal commercial and retail area
 - Premier evening and nighttime activity
 - Key transport/transit hub
- Protect and enhance the Rural/Urban feel through the enhancement of views and physical connection to the rural interface.
- Provide and environment that retains a strong connection to the sense of place and identity established with its connection to open space and nature.
- Be a centre of Craft and antiques / old wares.

Mittagong-Analysis

draft 130904-a

Mittagong-Analysis



Mittagong Study Area

The extent of the study area shown is bounded by the rail line to the south, the, former Hume Highway alignment bisects the town centre east west. Bowral Road forms a truncated road junction, resulting in a dispersed urban form, that retains its historic relationship with the rail station.

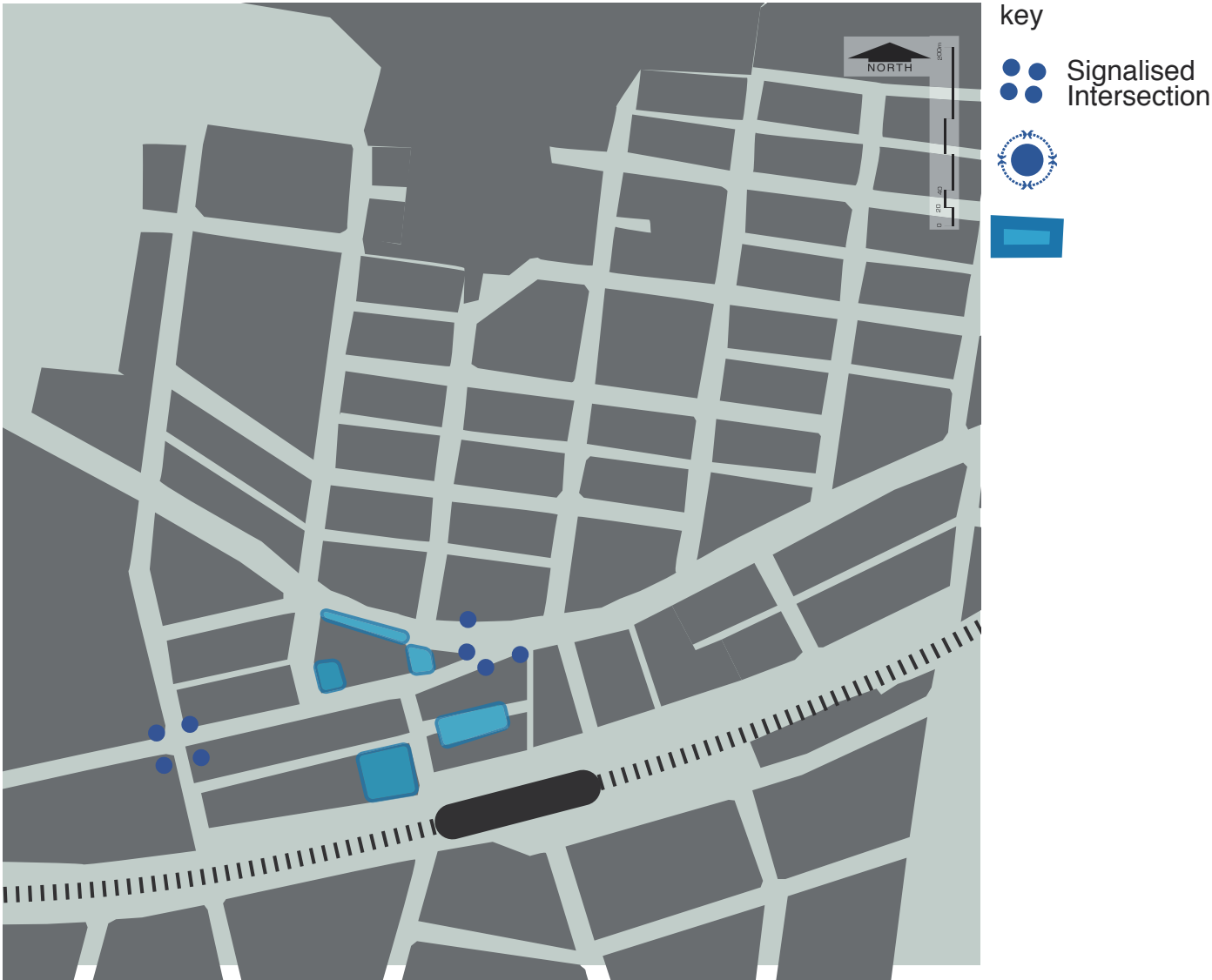
Land subdivision to the north of this defined historic core provided residential development associated with the Fitzroy Iron Works,

The presence of the rail line is forms as a major physical barrier, commercial and retail outlets that have required larger premises have relocated from the Town Centre core area and are generally locate din the Mittagong Marketplace that contains discount department stores and a supermarket.

Many operators of outlets in the Mittagong Marketplace voiced a desire to see this development as an integrated element of the Mittagong Town Centre.

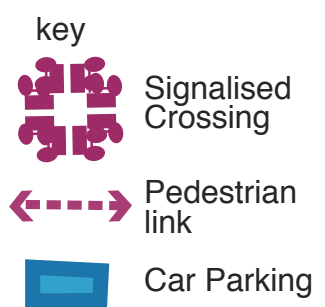
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Mittagong-Analysis



Existing Traffic Conditions and Parking

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Existing Mobility and Circulation

draft 130904-a

Mittagong-Analysis



Spatial Character and Building Form Development

Historic development originated along the alignment of the highway that truncated in the centre of town. Mittagong provided the first railway siding on the Southern Highlands, original as a terminal and then as a through line to Bowral and Moss Vale.

The Fitzroy Ironworks provided a major land subdivision to the north of the town centre, the formally laid out streets were centred around Alexandra Gardens, and adjacent to the large nature reserves to the north.

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Susceptibility to Change

Susceptibility to Change is used to broadly indicate the likelihood that an area will change in the near future. Change can include new development on previously undeveloped land, redevelopment, change of use, or intensification of use.

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Mittagong-Analysis



key
Town Centre
“Gateway”
and threshold

Edges and Thresholds

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- key
- Retail Commercial
 - Residential
 -

Urban Character

Mittagong-Analysis

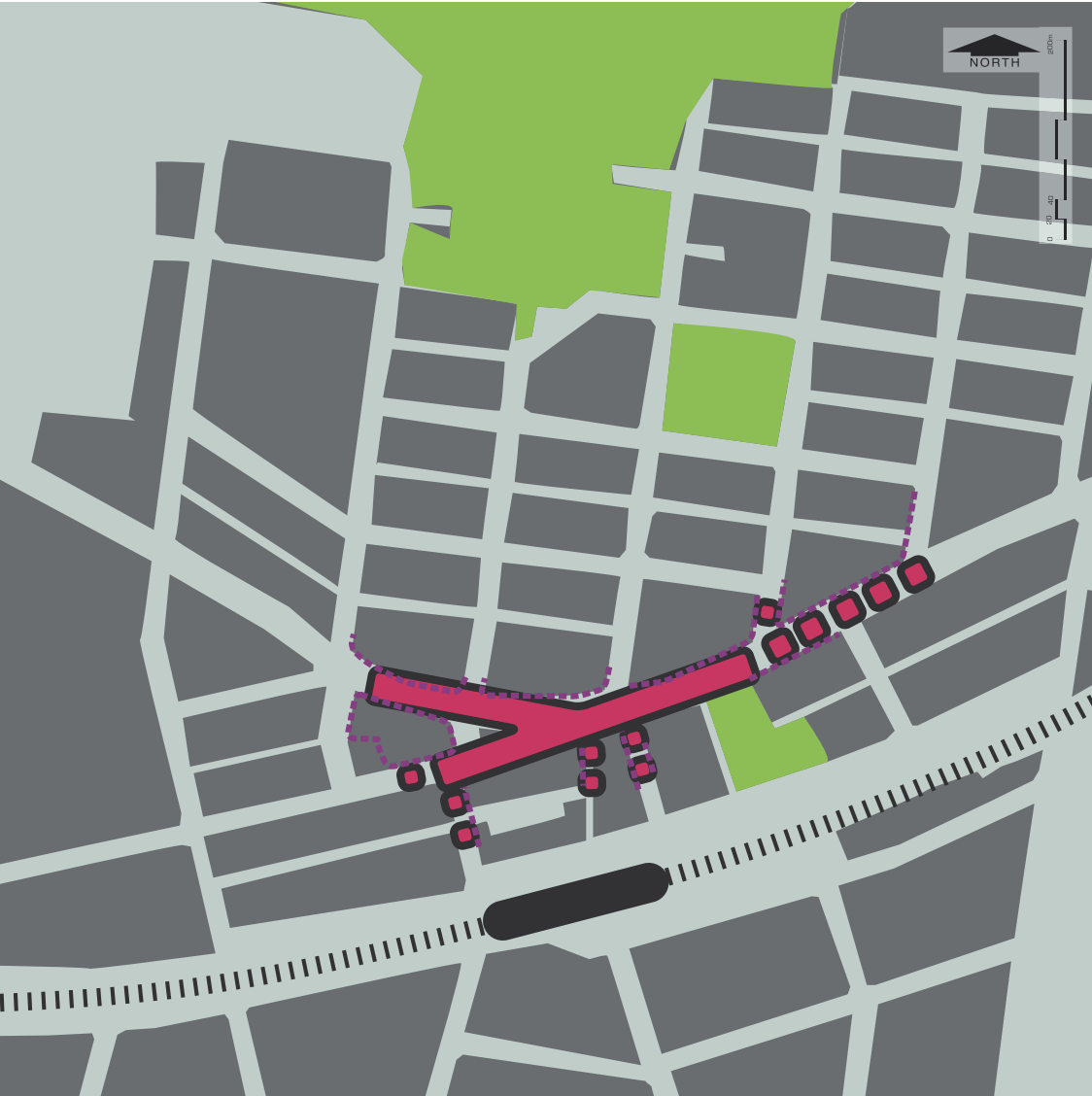


- key
- 200m walk radius
 - signalised crossing
 - pedestrian link
 - primary link
 - secondary link

Accessibility

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Mittagong-Analysis



key

- Activated frontage
- Active street

Activity

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mittagong-town centre extent





Entry



StreetScape



Activate Core

Civic Presence



Secondary Streets



Transport Integration





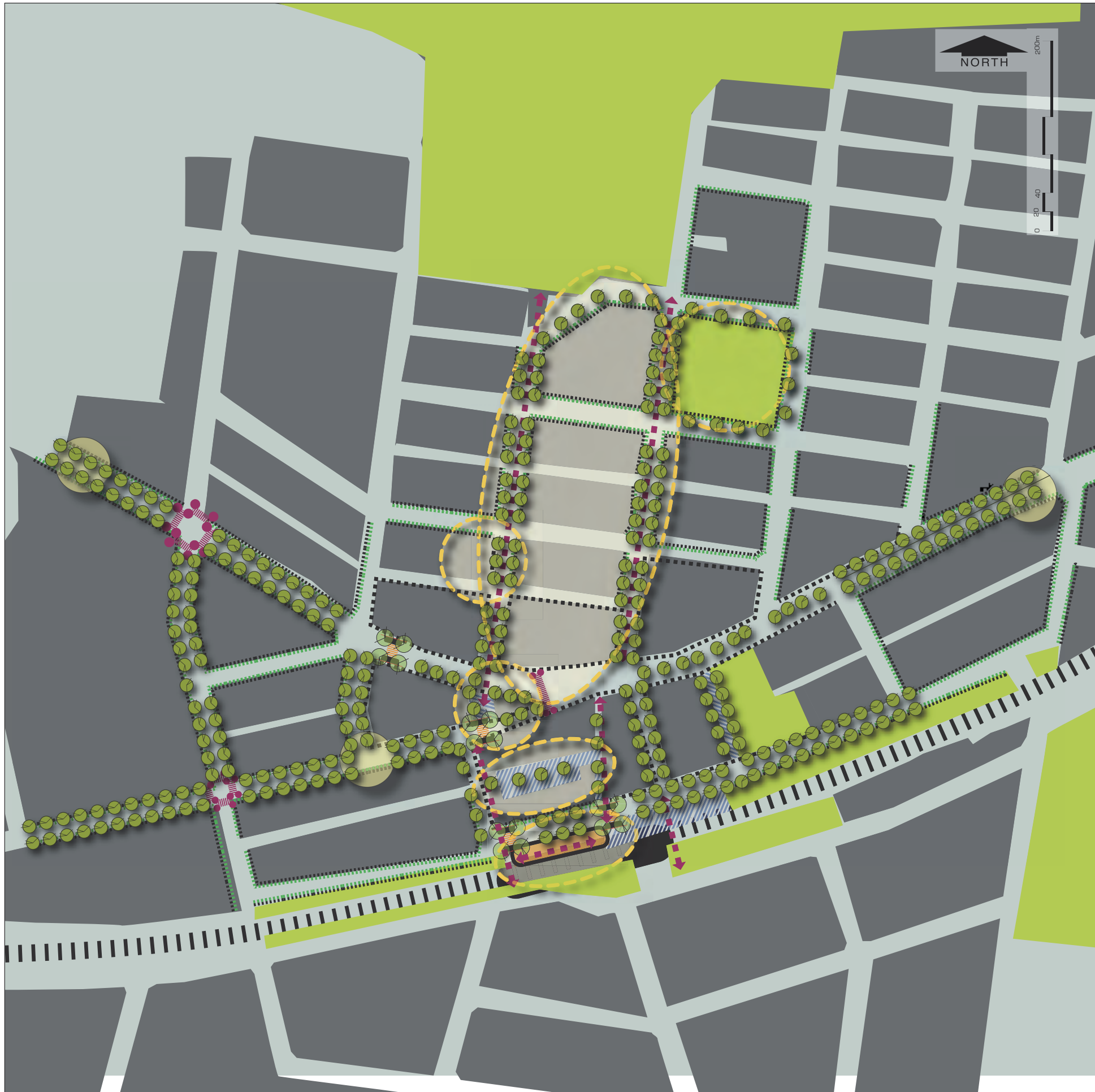
Mobility & Secondary Access



Open Space



Encourage Accessibility



key

The plan opposite demonstrates the high level guidelines that are to be delivered through a series of catalyst projects over time. It is proposed that this document provides a guide that may be adapted to suit any given circumstances.

- Potential Catalys site
- Public Park or plaza
- Shared Zone/Pedestrian Only Street (or possible temporary treatment)
- Transit Hub (Bus Train)
- Public Car Parking - Structured
- Public Car Parking - At Grade (Flexible use Activity Space)
- Dominant Built Form Articulation
- Active Frontage at Ground Level
- Integrated footpath pavement (kerb to property)
- Integrated footpath pavement (Grass verge to kerb)
- Car Parking Access
- Gateway
- Signalised intersection/ pedestrian crossing
- Pedestrian only link
- Street Tree Planting
- Kerb extension and pedestrian crossing

Concept work only, subject to feasibility, future studies and traffic arrangements.



draft 130904-a

Masterplan

“calm the traffic and make it better for the pedestrian”



Introduction

This section identifies Masterplan ideas and initiatives.

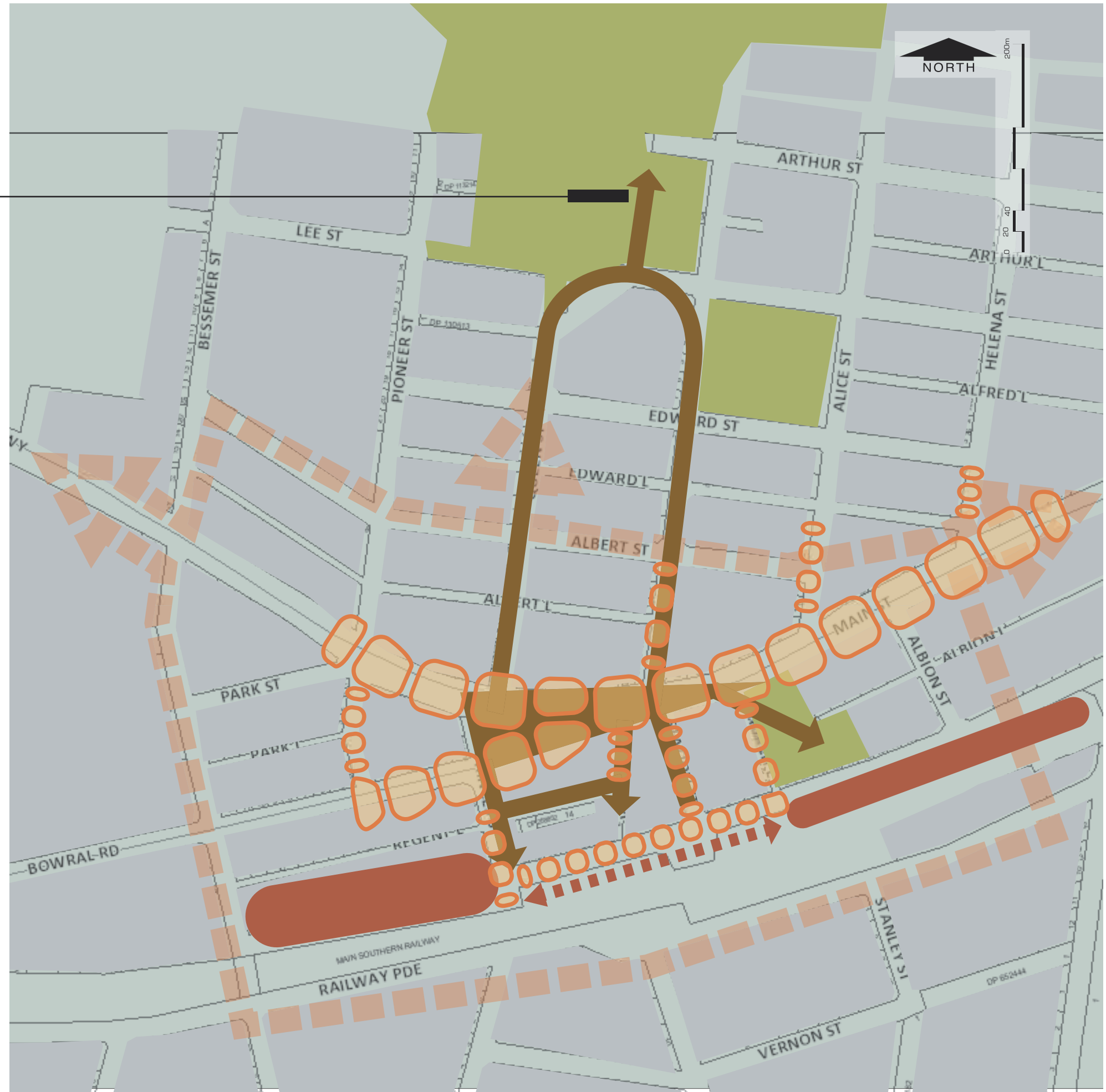
Catalyst

Opportunities for Catalyst Projects have been identified, as a focus to support translation of the masterplan.

These project opportunities are illustrated through a series of plans and urban design principles providing that assist in the development of more details informal design briefs and implementation strategies. Masterplan

Key Elements

Connection to Lake
Alexandra and Mount
Alexandra Reserve



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Core Activation

Main Street Activation



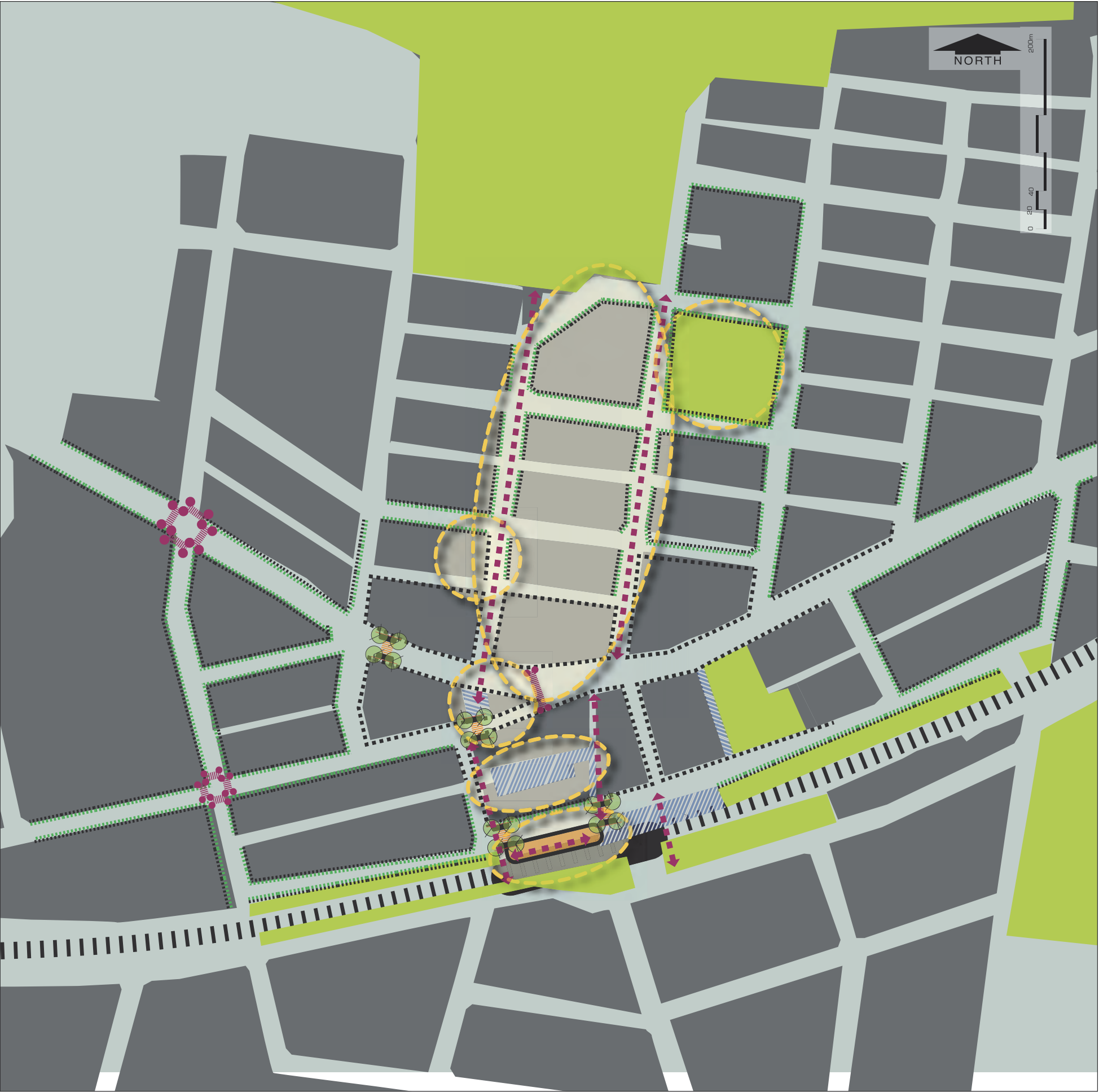
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Integrated Activation

draft 130904-3



key

The plan opposite demonstrates the high level guidelines that are to be delivered through a series of catalyst projects over time. It is proposed that this document provides a guide that may be adapted to suit any given circumstances.

- Potential Catalys site
- Public Park or plaza
- Shared Zone/Pedestrian Only Street (or possible temporary treatment)
- Transit Hub (Bus Train)
- Public Car Parking - Structured
- Public Car Parking - At Grade (Flexible use Activity Space)
- Dominant Built Form Articulation
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- Car Parking Access
- Gateway
- Signalised intersection/ pedestrian crossing
- Pedestrian only link
- Street Tree Planting
- Kerb extension and pedestrian crossing

Concept work only, subject to feasibility, future studies and traffic arrangements.

Pedestrian Activation

“well laid out, easy access off street parking spaces and enhancing pedestrian connectivity to the town centre “
(Bowral Parking, Traffic and Transport Strategy-March 2012)

This plan shows pedestrian connectivity and possible provision of a structured street based footpath treatment , augmented with shared pedestrian/ traffic spaces that may offer flexible use during festivals and events.

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Catalyst Opportunities

Catalyst developments will set a benchmark for future developments in the centre, particularly in terms of design character, sustainability and civic space



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Core-Existing



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Core Activation-Opportunity



draft 130904-a



Core Activation Analysis

draft 130904-a

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