Hassell

MAIN STREET MASTER PLAN

016785
Brewarrina Precinct Master Plan

Prepared for
Brewarrina Shire Council

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We acknowledge the Ngemba people and surrounding Communities as the original Custodians of this land, waters and communities and pay our respects to Elders past and present. We express our gratitude to Elders and Knowledge Holders whose wisdom, activism and knowledges have kept culture alive in this place. We recognise our responsibility as the current caretakers of the built environment to respect both this Country and those who belong to this Country.

Pawaan (Barwon/Darling River)

Baiame's Ngunnhu [fish traps], Ngemba Country, Brewarrina NSW (Hassell)

Contents

Acknowledgment of Country

Our Sydney studio is located on Gadigal and Gadigalleon Country. We acknowledge and respect the Gadi People as the original Custodians of the land upon which we work. We honour their Elders past and present whose knowledge and wisdom has, and will, ensure the continuation of cultures and traditional practices.

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Document Control

Rev	Date	Approved By	Description
01	11.09.2023	Jason Cuffe	Main Street Master Plan Report
02	18.09.2023	Jason Cuffe	Main Street Master Plan Report

1. Executive Summary 4-9
2. Main Street Master Plan 10-39

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A PLACE FOR ME
A PLACE FOR BRE

MAIN STREET

This document establishes a clear framework for the transformation of Bathurst Street from a 'highway corridor' into a 'vibrant street', prioritising pedestrians, improving safety and increasing tree canopy cover.

Document purpose

This document has been prepared as a concept design master plan report to assist Brewarrina Shire Council with transforming Bathurst Street into a vibrant town centre.

Hassell has prepared the contents of this report in consultation with Brewarrina Shire Council and their relevant internal and external stakeholders.

The information, diagrams and reference imagery have been developed in response to existing site conditions to assist with the development of a concept design for the main street and its adjacent interfaces.

This document is to be read in conjunction with the Brewarrina Place Framework.

Precinct positioning

The project seeks to create a vibrant and inviting streetscape that connects to Brewarrina's deep history, supports local businesses, and enhances the quality of life and experience for residents and visitors. The improvements to Main Street will prioritise pedestrian-friendly design elements, such as footpath upgrades, trees, shade and street furniture, to encourage social interaction and create a welcoming public realm. The Master Plan identifies broader opportunities for intervention and interpretation that reflect the town's Indigenous and local heritage and celebrate its cultural diversity.

As outlined in Brewarrina Shire Council's Community Strategic Plan 2026, the Council is committed to improving its main street as part of its Social, Economic, Infrastructure and Environmental Strategies identified within the Plan.

The upgrade of Main Street forms an integral part of this Plan and the Council's vision for the future of Brewarrina, its community, businesses, visitors and the environment.

Project Objectives

The overall project objectives for the Main Street Master Plan, include:

- → Redefine the streetscape and enhance the public amenity to provide a safe, attractive and comfortable pedestrian environment.
- → Increase tree canopy cover and urban greening to provide natural shade and cooling.
- → Introduce a range of locally and regionally native plants to enhance biodiversity and habitat.
- → Promote active transport (e.g. walking & cycling) to become a safe, convenient and enjoyable experience for people of all ages.
- → Create 'places for people' that offer moments to dwell, rest and gather.
- → Incorporate opportunities for activation and events.
- → Enhance the connectivity, permeability and accessibility of the wider street network.

Ngemba Ngurra

Baiame's Ngunnhu fishing traps

Paawan / Barwon River

Brewarrina Weir

WEIR PARK

ABORIGINAL CULTURAL MUSEUM

MEMORIAL PARK

RAILWAY STATION

Kamilaroi Hwy

Kamilaroi Hwy/Bathurst Street

Bathurst Street

Darling Street

Doyle Street

Sandon Street

Young Street

Bourke Street

Belmore Street

Tarrion Street

Wilson Street

Church Street

Bokhara Street

Naveena Street

0 50 100 200 400m

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SCOPE

Project site

Bathurst Street runs east to west along Brewarrina's town centre grid. A typical regional street with a wide road corridor and long, uninterrupted sightlines, the street supports various community services, shopfronts, places of worship, residential dwellings, public open space and recreational facilities. Several north-south streets intersect along the corridor, including:

- → Darling Street
- → Sandon Street
- → Young Street
- → Belmore Street
- → Tarrion Street
- → Bokhara Street

In addition, several driveway entries provide access to residential dwellings, local businesses and community services.

Bathurst Street doubles as both the main street of Brewarrina and part of the Kamilaroi Highway. The Kamilaroi Highway is a 605km state highway in the northwestern region of NSW, which provides the primary connection for light and heavy vehicles from the west (Bourke) to the east (Walgett and Narrabri).

Generally, Bathurst Street is a walkable street, at approximately 730m in length and predominately flat. However, it has minimal tree canopy cover or other forms of shelter, planting or seating to provide shade, cooling and comfort for pedestrians. The Council and community have also identified a need to improve accessibility, activation and safety.

VISION

The Main Street Master Plan will transform a highway corridor into a vibrant street of community, connection and cohesion. It will provide multiple benefits for the local community and elevate the identity of Brewarrina as a destination for visitors and tourists.

Three clear drivers have been established to guide the development of the Main Street Master Plan. These drivers have been distilled from site analysis, consultation with Council and engagement with the community and stakeholders.

Public spaces and greening

Public spaces and greening are interventions that identify the potential for the enhancement of existing spaces and streets, including:

- → Increased tree canopy and vegetation; and
- → New and enhanced public open spaces

Connections and streets

Connections and streets are interventions that explore how new and existing connections can support the range of functions within Brewarrina, including:

- → Connections between key sites
- → Supporting pedestrian and cycle movement

Special places and experiences

Special places and experiences are interventions that explore the opportunity for expanded cultural and place-centred offerings within Brewarrina, including:

- → Important places for community
- → Key memorial and ceremonial sites
- → Key historic sites

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DESIGN PRINCIPLES

The design principles inform our strategic direction throughout the development of Main Street

The key messages consistently heard within the community and stakeholder engagements have been refined and distilled into five principles. These principles frame and guide the future projects of Brewarrina, including Main Street.

The principles are essential to the future design and delivery of the Main Street, such as the town's relationship to water, people and place identity, public space amenity, and ongoing integration of social sustainability practices.

These focus areas also include enhancing the cultural bonds for local First Nations peoples, residents and visitors through improved connections to the landscape and significant regional sites.

The design principles are as follows:

1. Value and protect water and the diverse systems it supports
2. Celebrate identity heritages and histories place
3. Provide new ways of moving and connecting
4. Priorities public spaces and public uses
5. Create opportunities to work with community

1. Value and protect water and the diverse systems it supports

Bre' is shaped by the rise and fall of water since time immemorial, where the sweet waters have sustained life, cultures, place and peoples.

Support and enhance the network of cultural, environmental, and social systems connected to water.

2. Celebrate identity, heritages and histories of place

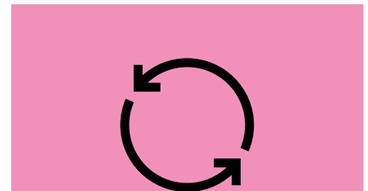
Celebrate this richly complex and layered place by prioritising cultures, identities, histories and stories that have made this distinct place.

3. Provide new ways of moving and connecting

Through incorporating sustainable and resilient infrastructure, create new and enhance existing connections - big and small - for community, locals, and visitors to connect to significant ecological, cultural and urban sites.

4. Prioritise public spaces and public uses

A welcoming place for deep time that supports communities and visitors in a unique setting. Prioritise these spaces and uses supporting an array of activities enabling both locals, and visitors alike, to engage and participate.



5. Create opportunities to work with community

A place shaped by inclusion, participation, and self-determination. Through engagement and participation, nurture, share and learn values that enhance the place, ecology, and people of Bre'.

STRUCTURE

To understand the make-up of the main street options, the Master Plan applies names to the various parts (zones) of the main street, Bathurst Street.

The Pedestrian Zone is an area, typically to the back of kerb, provided for pedestrian access and movement. Its width can vary depending on the street type, arrangement and space. The Pedestrian Zone, typically within the verge, is provided for accessible pedestrian travel. Its width will vary depending on the street type and available space. It must be clear of obstacles, including street furniture, street trees, outdoor dining, driveway ramping and waste collection.

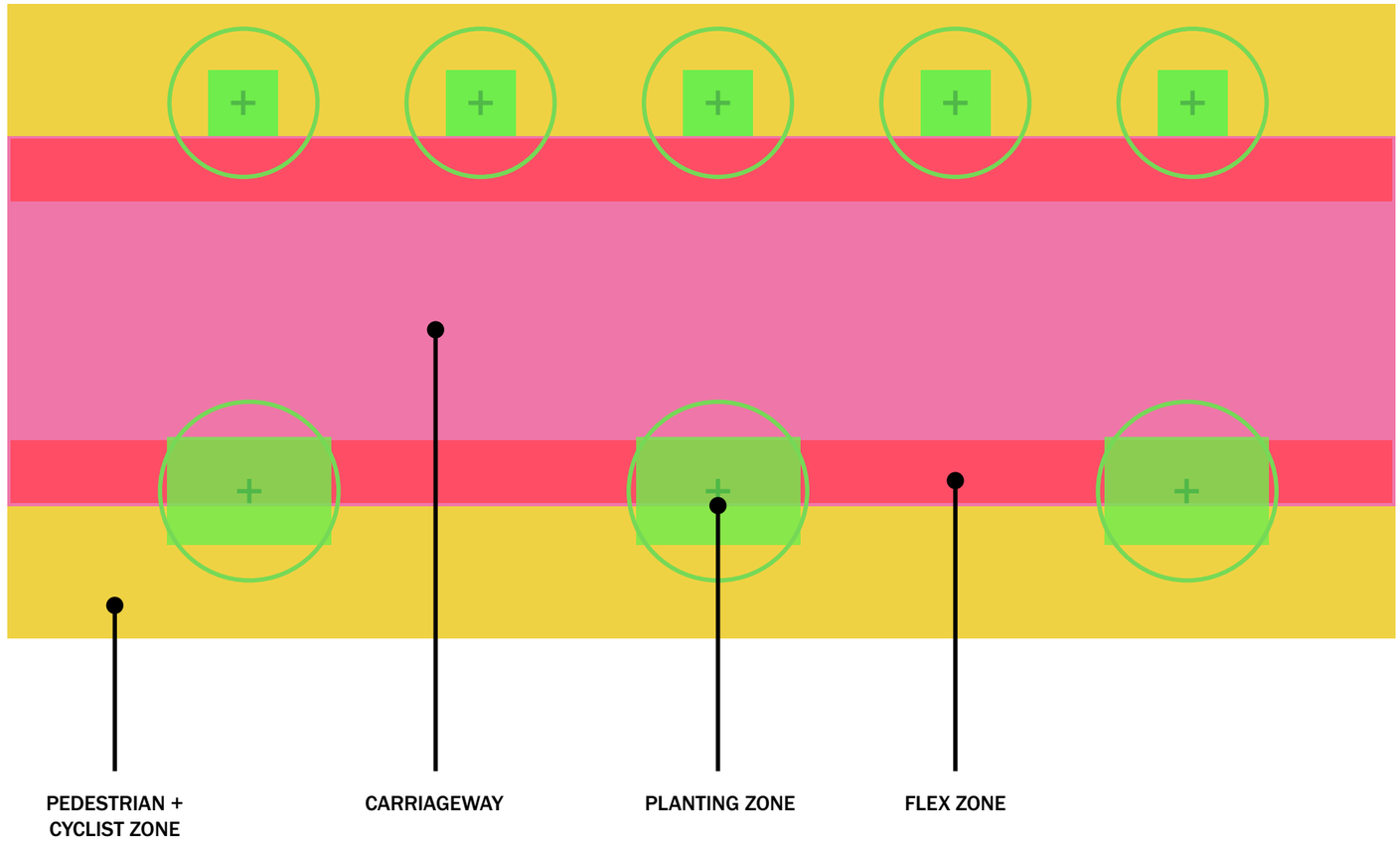
The Cyclist Zone, designed for safe bike travel, can be combined with the Pedestrian Zone as a shared user path or form a separated bike lane.

The Carriageway is the part of the street dedicated to vehicular transport, including motor vehicles, public transport, and cyclists where appropriate.

The Planting Zone is the part of the street designed for street tree and understorey planting. It also includes grass verges and median planting.

The Flex Zone, as the name suggests, is a flexible area that provides for a range of uses depending on the street type, location and role within the broader street network. The Flex Zone can include:

- Landscape treatments such as street trees, understorey planting, rain gardens and swales.
- Street furniture and fixtures, including seats, bins, bike parking and lightpoles
- Outdoor dining
- On-street vehicle parking
- Traffic calming kerb extensions



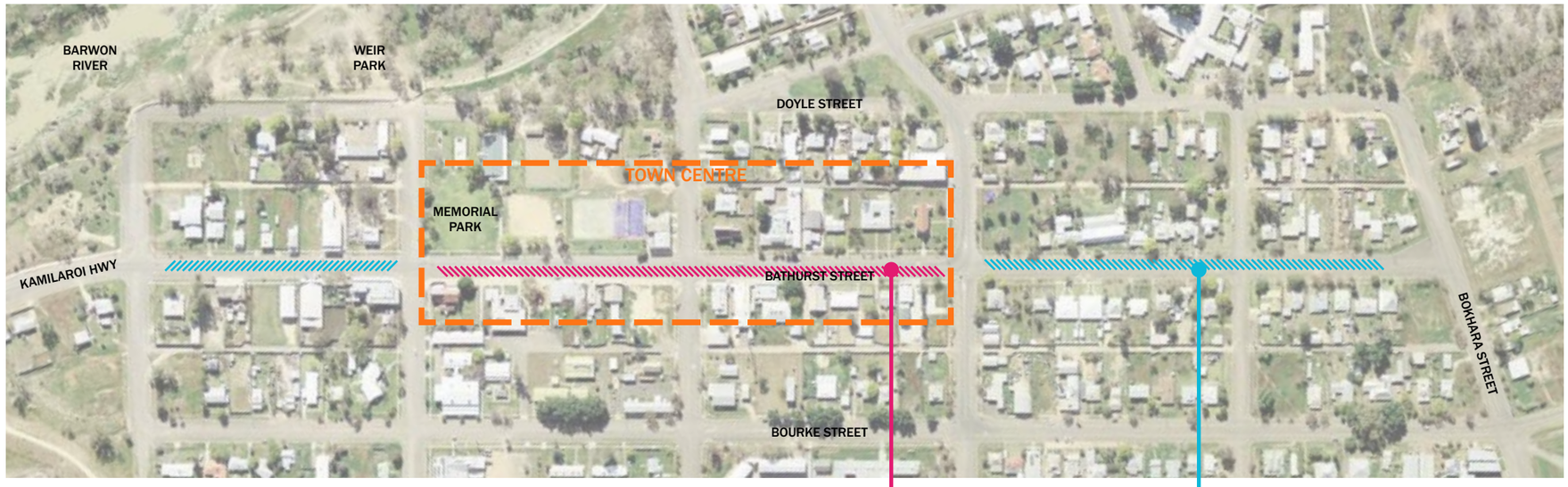
APPROACH

Staggered Treatment

This approach to Bathurst Street's structure proposes a staggered treatment for its five block span. This treatment utlises both planted median positions, alternating between the two to signal the arrival into town and town centre.

The approach shows a central planted median at either end of Bathurst Street that shifts to the south in the town centre.

Example of a planted median with street trees, separated travel lane and on-street parking within flex zone. Lonsdale Street, Dandenong, VIC. Photo: John Gollings



PLANTED MEDIAN TO SOUTH OF CARRIAGEWAY IN TOWN CENTRE

PLANTED MEDIAN - SOUTH

PLANTED MEDIAN - MIDDLE

EAST + WEST BLOCK ARRANGEMENT

Central Median

This option positions the planted median with streets trees in the centre of the street. This positioning creates a sense of arrival and presence to the street while calming heavy vehicle traffic. Parking is organised with angled parking to the south and wide parallel parking to the north.

PLANTING ZONE
PEDESTRIAN + CYCLIST ZONE
FLEX ZONE
CARRIAGEWAY

STROLL THROUGH TOWN

SHADE THE STREET

COLOUR + SCENT

STAY A WHILE + CHECK OUT THE TOWN

CRUISE THROUGH

SHADE THE STREET

WELCOME TO BRE

SENSE OF PLACE

CRUISE THROUGH

PULL UP + PARK

SIT IN THE SHADE

MEET A FRIEND

WATCH THE WORLD GO BY

GRAB A COFFEE + THE PAPER

PICK UP GROCERIES

VISIT THE BANK

TOWN CENTRE ARRANGEMENT

Southern Median

This option positions the planted median with streets trees to the southern side of the street. This positioning provides additional shade to the north-facing retail frontages and separates the carriageway from the southern kerbside parking and dedicated travel lane. Wide parallel parking is provided on the north side for heavy vehicles.

PLANTING ZONE

PEDESTRIAN + CYCLIST ZONE

FLEX ZONE

CARRIAGEWAY

STROLL THROUGH TOWN

SHADE THE STREET

COLOUR + SCENT

STAY A WHILE + CHECK OUT THE TOWN

CRUISE THROUGH

SHADE THE STREET

PULL UP + PARK

SIT IN THE SHADE

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PROPOSAL - PLAN

NOTE: Refer to subsequent pages for detailed study of the proposed Main Street concept design focussed on the town centre (between Sandston Street and Young Street)

PROPOSAL - PLAN (CONTINUED)

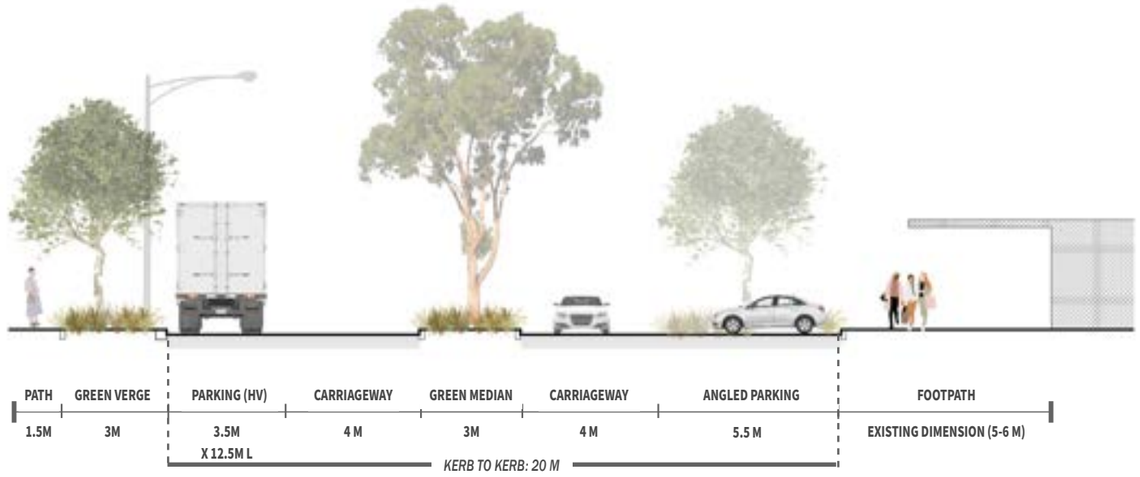
NOTE: Refer to subsequent pages for detailed study of the proposed Main Street concept design focussed on the town centre (between Sandston Street and Young Street)

TRAFFIC + PARKING

Preliminary traffic advice

JMT Consulting provided traffic advice to Hassell to support the development of the Main Street Master Plan. Hassell requested JMT provide advice in relation to a number of aspects of the scheme, specifically street sections, road alignment options, parking space dimensions and vehicle paths of travel. A summary of the key inputs provided which have informed the design prepared by Hassell are noted below:

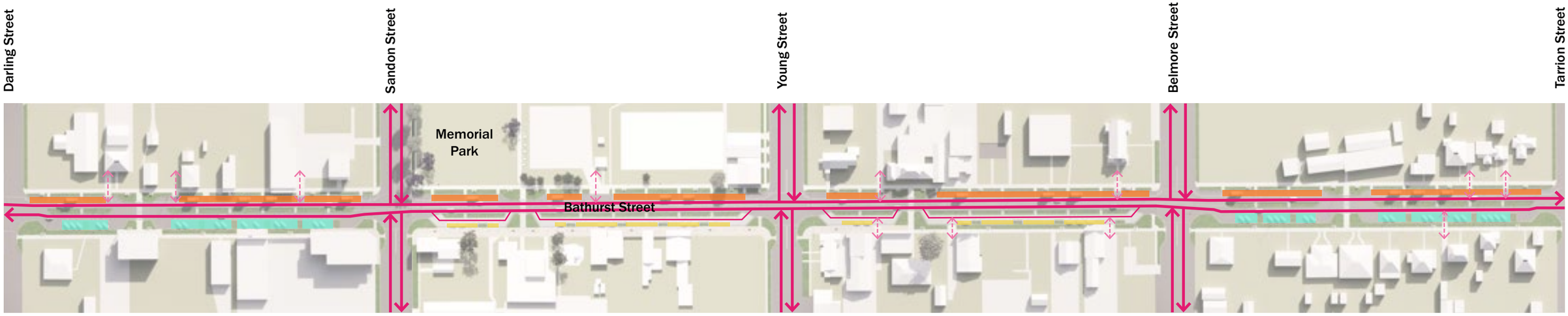
- → On-street car parking spaces should have a minimum width of 2.5m and length of 6.1m. End parking bays (adjacent to landscaping features) should be at least 6.3m long to allow for suitable manoeuvrability for vehicles.
- → The entry and exit to the slow lane should be 'calmed' via the use of an altered pavement surface treatment (e.g. cobbles, Ecotrihex) to signify the slow lane entry/exit point and distinguish this from the main roadway.
- → The exit of the slow lane and transition back to the main roadway should be designed to allow for cars to stop at close to a right angle, reinforced through a stop sign and line-marking. This arrangement will facilitate adequate driver sight lines to view oncoming traffic on the main roadway.
- → The design should, as much as possible, limit the extent of horizontal deflection for vehicles travelling on the main roadway and specifically through the transition zone from the central median section through to the southern median section. The preferred design option allows for the opportunity to maintain the vehicle path of travel in the eastbound direction through this transition zone, while in the westbound direction a minor (and compliant) horizontal deflection is required for vehicles travelling between the southern median section and central median section.
- → The design maintains the ability for all vehicle turning movements to occur through intersections, including in the transition zone from the central median section through to the southern median section.
- → Street sections proposed for the design are in accordance with relevant standards and guidelines, including:



CENTRAL MEDIAN

SOUTHERN MEDIAN

MAIN STREET TRAFFIC + PARKING



Heavy vehicle-width parallel parking spaces

Standard-width parallel parking spaces

Angled parking spaces

Travel lane

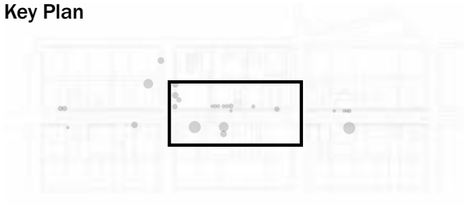
Parking slow lane

Driveway and vehicle crossover

NOTE: Refer to subsequent pages for detailed study of the proposed Main Street concept design focussed on the town centre (between Sandston Street and Young Street)

TOWN CENTRE TRAFFIC + PARKING

Key Plan



Heavy vehicle-width parallel parking spaces

Standard-width parallel parking spaces

Angled parking spaces

Travel lane

Parking slow lane

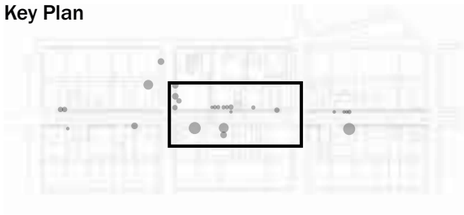
Driveway and vehicle crossover

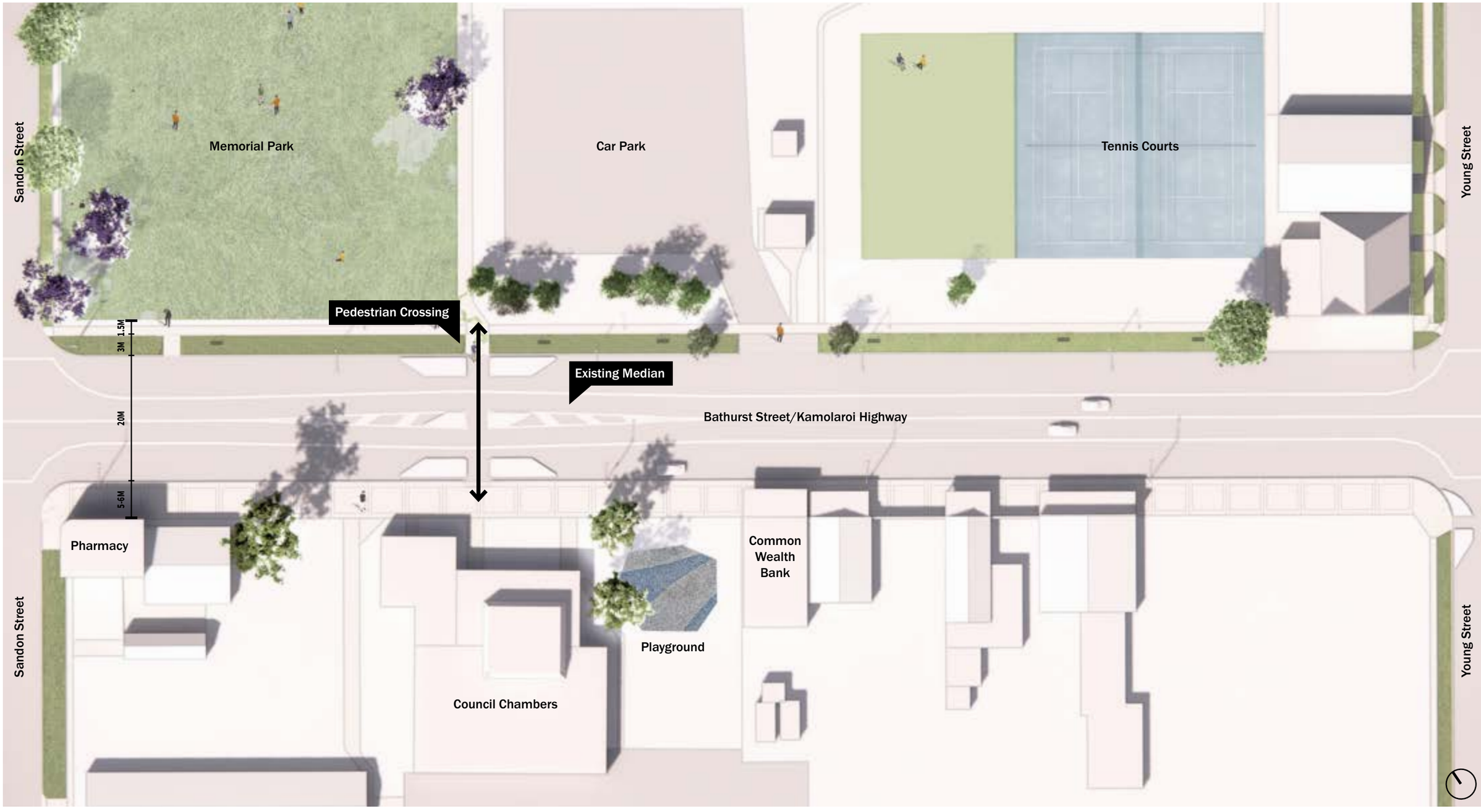
PROPOSAL - WEST FROM DARLING ST

Key Plan

EXISTING - TOWN CENTRE PLAN

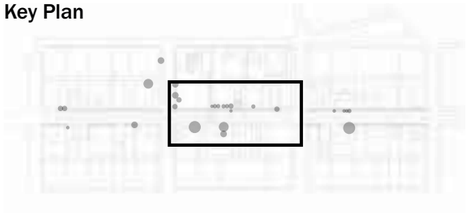
Key Plan





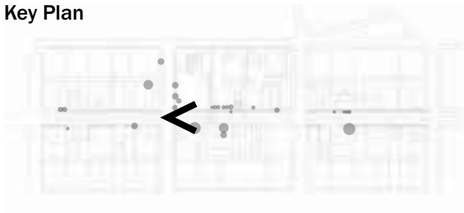
PROPOSAL - TOWN CENTRE PLAN

Key Plan



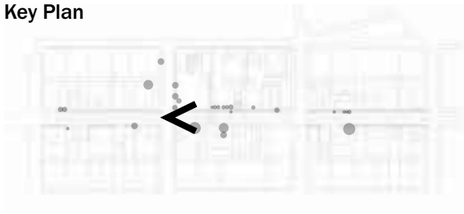
EXISTING - TOWN CENTRE AERIAL

Key Plan



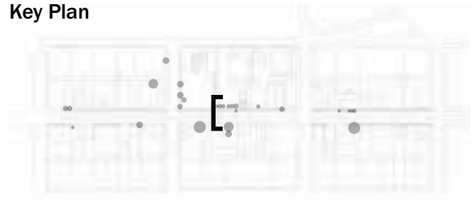
PROPOSAL - TOWN CENTRE AERIAL

Key Plan



EXISTING - TOWN CENTRE SECTION

Key Plan

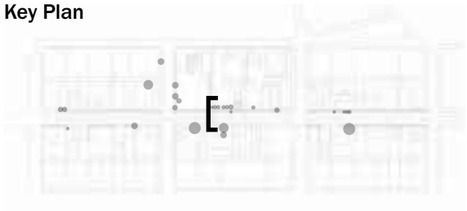


MEMORIAL PARK | CONCRETE FOOTPATH WITH GRASS VERGE | ASPHALT CARRIAGEWAY (KERB TO KERB: 20M) | BRICK PAVED FOOTPATH | SERVICE NSW AGENCY

FOOTPATH	GRASS VERGE	PARKING	TRAVEL LANES (WITH/ WITHOUT MEDIAN)	PARKING	PATH
1.5M	3M	6 M	8M	6 M	5-6M

PROPOSAL - TOWN CENTRE SECTION

Key Plan



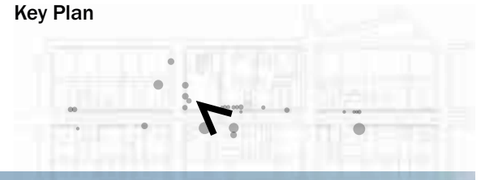
MEMORIAL PARK	CONCRETE FOOTPATH WITH PLANTED VERGE	ASPHALT CARRIAGEWAY (KERB TO KERB: 20M)					PRECAST UNIT PAVED FOOTPATH	SERVICE NSW AGENCY
	FOOTPATH	PLANTED VERGE	PARKING (HV)	TRAVEL LANES (WITH CENTRAL/SOUTHERN MEDIAN)	PLANTED MEDIAN	SLOW LANE	PARALLEL PARKING	PATH
	1.5M	3M	3.5M	8M	2.5M	3.5M	2.5M	5-6M

PROPOSAL - TOWN CENTRE VIEW 1

Key Plan

PROPOSAL - TOWN CENTRE VIEW 2

Key Plan



PROPOSAL - TOWN CENTRE AERIAL

LANDSCAPE CHARACTER

A vibrant streetscape

The main street will comprise a diversity of shape, colour and texture through a range of different plant, leaf and flower types.

The inclusion of edible, medicinal and culturally significant plants will be explored with the local community. These species provide educational opportunities and strengthen Bre's town centre to the surrounding landscape.

Diverse median planting and street trees (Malop Street Green Spine, Geelong VIC)

Diverse median planting and street trees (Malop Street Green Spine, Geelong VIC)

Tall Eucalyptus trees to provide shade and cooling while avoiding passing heavy vehicle traffic (Wolseley Grove, Sydney NSW)

Tall Eucalyptus trees in median

Deciduous trees to provide summer shade and winter sun

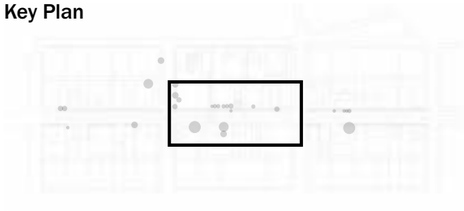
Natural stone elements

Colour and texture to streetscape planting

Edible planting (Warrigal Greens)

MAIN STREET STRUCTURE

Key Plan



The Pedestrian Zone, typically within the verge, is provided for accessible pedestrian travel. Its width will vary depending on the street type and available space. It must be clear of obstacles, including street furniture, street trees, outdoor dining, driveway ramping and waste collection.

The Carriageway is the part of the street dedicated to vehicular transport, including motor vehicles, public transport, and cyclists.

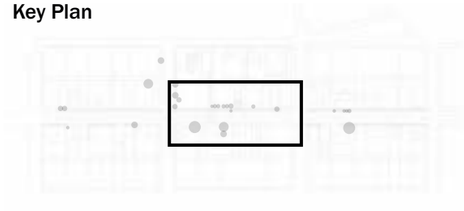
The Planting Zone is the part of the street designed for street tree and understorey planting. It also includes grass verges and median planting.

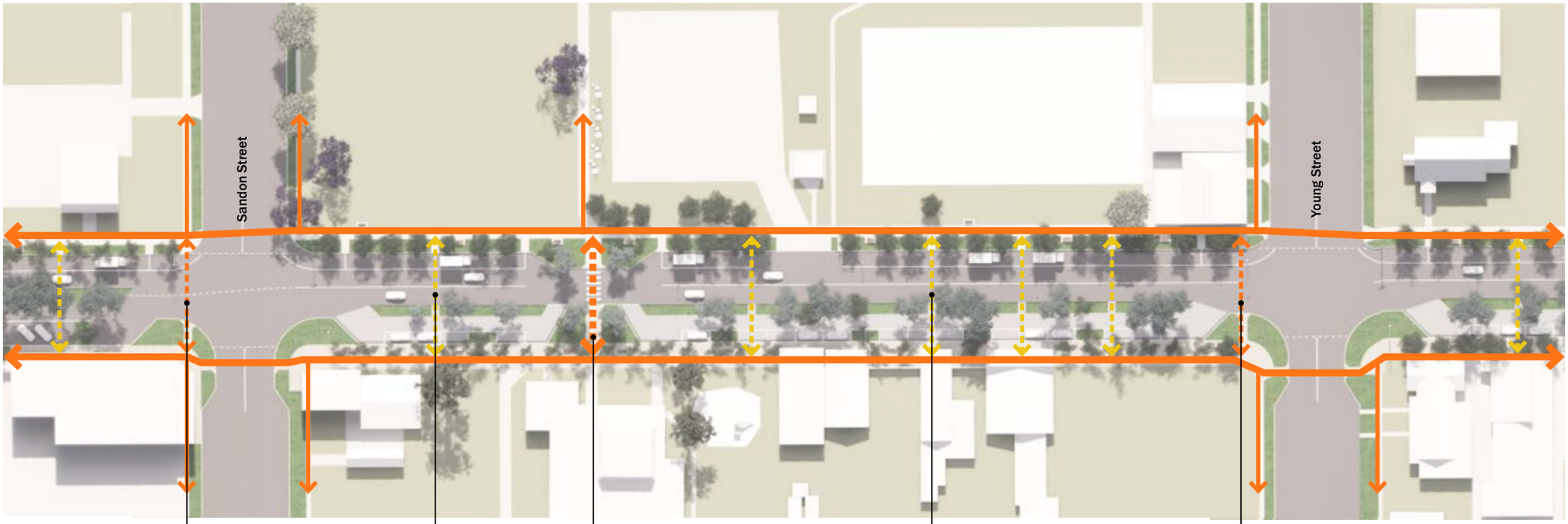
The Flex Zone, as the name suggests, is a flexible area that provides for a range of uses depending on the street type, location and role within the broader street network. The Flex Zone can include:

- Landscape treatments such as street trees, understorey planting, rain gardens and swales.
- Street furniture and fixtures, including seats, bins, bike parking and lightpoles
- Outdoor dining
- On-street vehicle parking
- Traffic calming kerb extensions

PEDESTRIAN MOVEMENT

Key Plan





Pedestrian movement

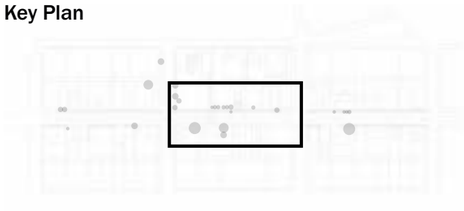
Zebra crossing

End block crossing

Informal mid block crossing

STREET TREES

Key Plan



Large street tree
e.g. *Corymbia citriodora* (Lemon Scented Gum) or *Corymbia maculata* (Spotted Gum)

Large feature tree
e.g. *Eucalyptus sideroxylon 'Rosea'* (Red Flowering Ironbark) or *Eucalyptus melliodora* (Yellow Box)

Large street tree
e.g. *Corymbia maculata* (Spotted Gum) or *Corymbia citriodora* (Lemon Scented Gum)

Medium street tree
e.g. *Lagerstroemia indica sp.* (Crepe Myrtle) or *Callistemon viminalis* (Weeping Bottlebrush)

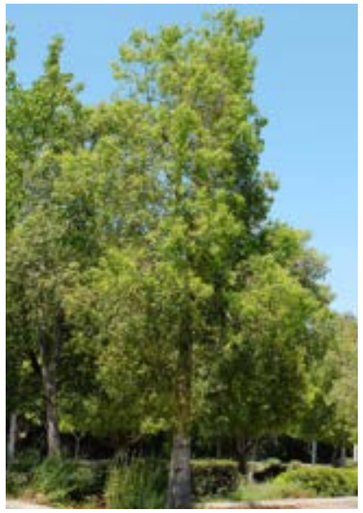
Medium street tree
e.g. *Melaleuca linariifolia* (Snow In Summer) or *Geijera parviflora* (Native Willow)

Medium feature tree
e.g. *Brachychiton rupestris* (Bottle Tree) or *Flindersia maculosa* (Leopardwood)

PLANTING PALETTE

Species selection

The following plant species represent a collection of regionally native and climate resilient trees, shrubs, grasses and groundcovers for potential planting in Bathurst Street. All species are commercially available and can be grown to the desired sizes for the project. Street trees will require procurement and contract growing to ensure they reach the specified size before installation. The Master Plan proposes a predominately indigenous planting palette to represent the local landscape character and distinguish Brewarrina from other regional towns dominated by exotic species.


Brachychiton populneus (Kurrajong)

Atriplex nummularia (Old Man Saltbush)

Brachychiton rupestris (Bottle Tree)

Senna artemisioides (Feathery Cassia)

Austrodanthonia caespitosa (Wallaby Grass)

Callistemon viminalis (Weeping Bottlebrush)

Disphyma crassifolium (Karkalla)

Eremophila maculata (Spotted Emu Bush)

Corymbia citriodora (Lemon Scented Gum)

Corymbia maculata (Spotted Gum)

Enchylaena tomentosa (Ruby Saltbush)

Eucalyptus melliodora (Yellow Box)

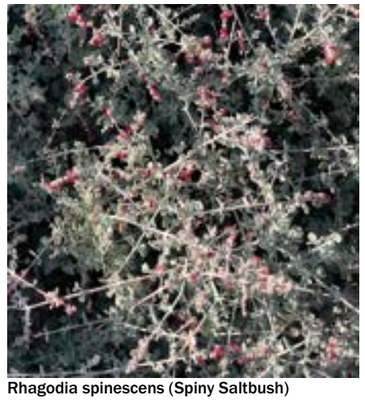
Lagerstroemia indica (Crepe Myrtle)

Flindersia maculosa (Leopardwood)

Geijera parviflora (Native Willow)

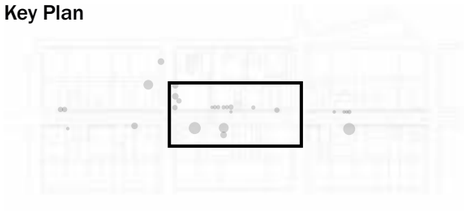
Melaleuca linariifolia (Snow in Summer)

Eucalyptus sideroxylon 'Rosea' (Red Ironbark)


Rhagodia spinescens (Spiny Saltbush)

PAVING TREATMENTS

Key Plan



Precast concrete pavers

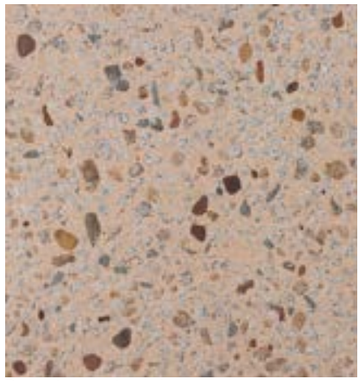
Insitu concrete footpath

Ecotrihex permeable paving

MATERIALS + FINISHES PALETTE

Capturing place and Country

Materials, finishes and furniture will draw inspiration from the colours, textures and character of the local landscape while providing a robust and functional suite of urban elements. These elements will be durable, sustainable and low maintenance. The flexibility of the precast concrete paving provides opportunities for interpretation through oxide and aggregate selection as well as engraving. Public art has the potential to tell stories of Country and Brewarrina while serving functional requirements too.

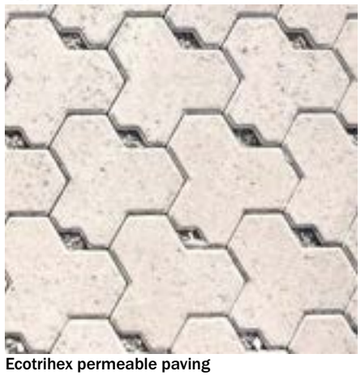

Precast concrete paving

Ochre pits on the banks of the Barwon River

Natural colours and tones that reflect the local geology and riverine landscape

Interpretation in paving

Colours and textures of the Barwon River's stone banks at Baiame's Ngunnhu


Ecotrihex permeable paving

Precast concrete paving

Bench seats with aluminium woodgrain battens

High quality paving and streetscape

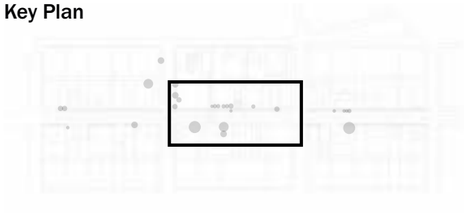
Various paving treatments, including cobbles, to indicate shared zones and pedestrian crossings

Public art by local artists

Regionally sourced stone for landscape features, walling, edging and informal seating

ACTIVATION + EVENTS

Key Plan



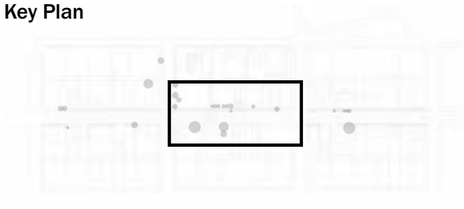
Slow lane closure for events and markets

Footpath activation through street furniture and shade trees, interpretation in paving and public art

Pedestrian nodes

STREET LIGHTING

Key Plan



- Existing street light
- Proposed street light
- Furniture lighting
- Proposed post light

NOTE: Existing lighting shown indicatively. Detailed survey required. Proposed lighting subject to future design development.

ACTIVATION + EVENTS

A place to gather, celebrate and pay respect

The upgrade to main street presents the opportunity to facilitate and support day-to-day pedestrian activation and programmed community events. Pedestrian activation is accommodated through the inclusion of street furniture such as bench seating and face-to-face seating to encourage social interactions. The introduction of the slow lane has the potential to be closed to traffic and used for community events such as market stalls and cultural celebrations and commemorations.

Temporary lane closure to provide space for markets and cultural acitivities

XX

XX

Seating under shade trees to dwell and hang out

Temporary lane closure for outdoor dining

Social seating

STREET LIGHTING

Bringing light and life to the street

With the proposed increase to pedestrian amenity and activation, main street can also be a safe and inviting place at night through a considered lighting strategy.

Building on the existing street lights, the introduction of additional street lights, including footpath pole-top lights, street furniture lighting and interpretive lighting, would help support a safe pedestrian environment and potential nighttime economy.

Town centre lighting for pedestrians and vehicles

Interpretive lighting that changes with the seasons

Pole-top footpath lights co-located with seating

Footpath and carriageway lighting

Integrated furniture lighting

SCAN ME TO SEE MAIN STREET

WEST -
Darling St to Sandon St

TOWN CENTRE -
Sandon St to Y St

TOWN CENTRE -
Young St to Belmore St