



SNOWY MONARO
REGIONAL COUNCIL

ATTACHMENTS TO REPORTS

(Under Separate Cover)

Part 1 of 3

Ordinary Council Meeting

14 December 2017

**ATTACHMENTS TO REPORTS
FOR
ORDINARY COUNCIL MEETING
THURSDAY 14 DECEMBER 2017**

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Bombala Main Street Overview

Volume 1

Introduction and Inventory of buildings on the South-East
side of Maybe St

Prepared by Pip Giovanelli for Snowy-Monaro Regional Council
December 2016

Introduction

Structure of this report

The report is in two volumes to assist with managing its file size. Volume 1 (this volume) includes a brief introduction followed by the inventory analysis of each building on the south-east side of Maybe Street (from north to south). Volume 2 looks at buildings on the north-west side of Maybe St plus those in Forbes and Caveat streets that are within the study area.

Purpose of this overview

The draft Strategic Masterplan for the Bombala Town Centre by Scape Design has identified potential modifications to heavy vehicle routes through and around the town, improved pedestrian networks and areas where precincts could be upgraded. However there has not been a major study of the commercial area's built fabric for many years, if at all. This current study was undertaken to provide an overview of the building fabric in the main street area of Bombala to assist an understanding of the built asset in 2016 and to assist staff and consultants in their further planning for the area.

The overview provides external images of buildings, identifies any obvious building work that may be required, and provides some very basic commentary on the place. It is by no means comprehensive and is not intended to be. However this overview has highlighted the rich resource that Bombala has in its main street commercial buildings and the strong streetscape character that they engender. It is clear that sympathetic restoration of the buildings will further enhance the town's character and provide it with a distinctive and marketable image. Sympathetic restoration will not only create local jobs and promote tourism, but is likely to contribute to a sense of civic pride within the community.

The town's interest in its built history is apparent by the number of historic photos displayed in various shopfronts in Maybe Street and some of those photos have shed light on the historic appearance of buildings in this overview.

A more detailed understanding of each building's history can be gained by undertaking a Community Based Heritage Study. A greater insight into the main street, its detailed urban landscape design and its social function, can be achieved through the mechanism of a Main Street Heritage Study and it is hoped that both these more detailed studies can be achieved in the near future.

Authorship

The overview was conducted by Mr Pip Giovanelli who has been the heritage advisor to Comma-Monaro Shire Council for several years.

Methodology

The town was inspected on 6 December 2016 in the company of Penny White and Chris Lawley, both planners from the amalgamated councils

Limitations

It was not possible within the limited resources available to conduct a detailed historical analysis of each building. However it has become evident that the evolution of many of the buildings has been complex and in several instances dates well back into the 19th century.

Location

The study area is within the red rectangle shown below.



Observations from the overview

The main street area contains a rich and diverse collection of buildings. Only one or two detract from the streetscape and a number have very good or exceptional character. In several buildings there have been small modifications that weaken the building's presentation, and which if rectified would make a big difference to its appearance. If these series of minor upgrades were done across the whole of the main street area there would be a very dramatic improvement in the visual character and cohesiveness of the commercial centre.

Just as the front elevations of the buildings create a strong character impact on Maybe Street, so the rich complexity of forms evident behind the façade is also distinctive and intriguing. Because of this the rear elevations of some buildings have been included in the photographic record. The draft Strategic Plan identifies both sides of Therry Street as suitable for future upgrade, and this could be done in a manner that works with, rather than denies the so called "back of house" part of commercial buildings. Development in laneways and at the rear of buildings has become standard in many towns and cities in Australia and throughout the world. The proposed linkage between the Globe Hotel and the Butcher's shop through to Therry Street has potential to create excellent and exciting opportunities in the future.

In country towns it is not uncommon to see multiple examples of a particular builders work. In Bombala this can be seen in the use of a "Tyrolean" type of wall render, sometimes in

combination with a hipped and tiled roof. . Such new and restored buildings provide insight into local commercial and social life at particular times of the town's growth

It is tempting to take a blanket approach to the town's upgrade however this overview demonstrates that each building has a distinctive historic and architectural past, and it is usually the case that a building looks its best when restoration and painting are informed by its appearance and detail at the time of its former architectural glory. Restoration does not necessarily imply greater cost, but often requires a degree of thought and understanding if a quality outcome is to be achieved. There is a lot of rich architectural detail in Bombala's buildings and it would be a great pity if this was inadvertently lost.

Awnings

Many of the awnings over the footpath are suspended by steel rods from the parapets of the building. A number of the awnings and associated downpipes are leaking which is not only unsightly but can lead to failure of the lining on the underside, rusting of the awning structure and subsequent weakening of its structural integrity. Awnings with obvious problems need to be repaired and other awnings checked on a periodic basis.

It is common practice to fix signage to the face of awnings however there is a tendency in Bombala for the sign to be higher than the fascia. This not only compromises the appearance of the building, but can lead to progressively larger and larger signs to the detriment of the street's historic architectural character. Signs should sit between the upper and lower structural rib or approximately 50mm in from the edge.

Where awnings spread across several shops, it is desirable for the background colour of the awning fascia to be consistent across the whole building.

Disabled access

Many shops lack equitable or compliant access from the footpath and this obviously creates barriers for people with disabilities or those who would benefit from ramped access. This subject could be addressed as part of a Main Street study.

Signage

The quantity, size and appearance of signage and advertising on buildings can detract from the overall appreciation of a historic street, which in turn could diminish its tourist appeal. Because of this it is important to ensure that signage is adequate but not excessive, and that the same signage guidelines apply to all businesses. Signage guidelines can be more fully explored through the Main Street study or as part of the Development Control Plan (DCP) process.

Inventory Volume 1

South-east side of Maybe Street from Forbes to Caveat

Name	Bombala Hotel
Street address	102 Maybe Street
Lot and DP	557/21/851074
Age and style	corner section 1920s/30s, rear outbuildings 19 th C

Description

A two storey building that addresses the corner and includes a suspended awning. There are slight deco or 1920s treatments in the pointed window arches and wall tiling around the former bar area. Timber framed windows to ground and upper floor and terra cotta tiles to the roof. A hipped roof Georgian building faces Forbes Street, behind which is a two-storey weatherboard building.

Condition & Integrity

The hotel no longer functions and the buildings would benefit from painting and some level of maintenance. Use of the site goes back to the 19th century and some of the rear buildings appear to have particular historic significance.

Opportunities / other comment

The corner building occupies a commanding position and has great potential to make a major contribution to the streetscape and would respond well to cleaning and painting. The rear building should be conserved and possibly adapted with input from council's heritage advisor.



The Bombala Hotel addresses the intersection

Bombala Main Street Overview -Vol 1 -Introduction and south east side of Maybe St

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Historic tiles. Note poor condition of awning



Historic Georgian style buildings at rear of hotel facing Forbes Street

Name	Westpac Bank
Street address	104 Maybe Street
Lot and DP	558/1/203434
Age and style	circa 1960 simple utilitarian style

Description

This is a 1960s building with 'modernist' aspirations evident in the brick massing, asymmetry, recessed front wall and 'floating' roof form.

Condition & Integrity

The building appears basically sound and much as it was constructed other than for the disabled access ramp.

Opportunities / other comment

The flag pole could be painted.



Front elevation 2016



Front elevation circa 1970

Name	Local Land Services (Rural Lands Protection Board)
Street address	106 Maybe Street
Lot and DP	559 – 1/218282
Age and style	Utilitarian c 1980?

Description

This is a cement block infill building probably from the late 20th C. In the historic photo of the Westpac Bank previous page it can be seen that the site was still a car lot in the late 1960s or 70s.

Condition & Integrity

The building appears to be sound and probably much the same as when it was built.

Opportunities / other comment

Its appearance could be improved by the addition of awnings to the windows and door. The steps and ramp would benefit from repainting. Colour scheme could be modified.



Front elevation 2016

Name	Tooralie
Street address	108 Maybe Street
Lot and DP	561- 1/159105
Age and style	early 20 th C façade with older section at rear

Description

Rendered and painted brick façade with stepped parapet and suspended awning. Two doors and windows either side of the centreline. An additional wing on the south side has no awning and is a 19th century building evident from the style of the side window and the earlier form of brickwork.

Condition & Integrity

The building is in fair condition but in need of paint. A damp patch on the side wall is damaging the brickwork.

Opportunities / other comment

Refresh with paint,
Improve windows and make doors more attractive,
Correct damp problem on side wall.



Front elevation 2016. Note shallow stepped parapet evident elsewhere in in the town





South side elevation



Damp problem on side wall. Note also the period winhdow

Name	Garden Gadget Gallery
Street address	112 Maybe Street
Parcel- Lot/DP	562 – 2/159105
Age and style	open garden area

Description

An attractive space with a see-through control gate at the street frontage.

Condition & Integrity

Good

Opportunities / other comment

Avoid bagging or painting the exposed brick wall



Street entry

Name	Solicitors
Street address	114 Maybe Street
Lot and DP	563 – 1798777/
Age and style	late 19 th C

Description

An attractive brick building with rendered façade, stepped parapet and bull-nosed verandah.

Condition & Integrity

Condition is generally good although painting needs to be cleaned or refreshed. The verandah awning is relatively new and may have replaced a previous structure – need to check historic photos. There is some rising damp on the wall facing the garden centre. The exposed brick wall is very attractive and should not be bagged, rendered or painted.

Opportunities / other comment

Treat rising damp and lost mortar in brickwork at ground level (use lime mortar only)

Do not paint side wall brickwork

Repaint loose and flaking paint on front elevation,

Repaint vertical boards at verandah roof.

Remove the lichen from bull-nosed verandah roof.

Refresh the 'solicitor' sign,

Timber posts could be painted



Front elevation



Note damp at lower portion of wall

Name	Bombala Times and Linga Longa	
Street address	116 Maybe Street	
Parcel Lot and DP	1004203	1/995793
Age and style	Circa 1920-30 – Art Deco	

Description

Rendered and stepped parapet with suspended awing. Shopfronts at street level include strong Art Deco detailing to the former Bombala Times with modified shopfronts to the café and former Accountant's office

Condition & Integrity

Condition appears to be OK. Integrity of the Bombala Times section is very high and should be retained and conserved. Installation of the shopfront in the café section resulted in loss of original detailing. The window to the former accountant's office is not consistent with Art Deco detailing and may indicate the building façade was modified long ago. The Art Deco crest at the centre of the parapet ridge has been removed or painted over.

Opportunities / other comment

Reinstate crest at the top of parapet

Repaint parapet and emphasise raised render

Repaint face of awing

Retain all historic detailing and glass associated with Bombala Times shopfront

Unify consistency of detailing across front eg café blackboard to go above or below top edge of tiles (but not across), column between cafe and accountants to be tiled to match elsewhere, tiles below café shopfront to be repaired.



Central crest has been removed or painted over



Name	Maybe Decore
Street address	122 Maybe Street
Parcel / Lot & DP	568 / A156440
Age and style	Circa 1940-50 post war austerity

Description

Exposed brick facade with stepped parapet, four timber windows with rendered sill and head projecting off wall, suspended awning, large shopfront and door not symmetrical. Side walls in cement block

Condition & Integrity

Condition seems to be good and integrity high

Opportunities / other comment

Repaint awning and parapet windows. Gently clean efflorescence from bricks below the damp proof course. Consider adding lights to the underside of awning to project light back onto the brick wall and door.



Note cement bricks on side wall

Name	Bombala Fabrics
Street address	124 Maybe Street
Parcel/Lot & DP	569 B/156440
Age and style	20 th C infill

Description

An infill wall of fibre cement sheet that has been painted pink.

Condition & Integrity

The façade is in poor condition with poor flashing above the windows and peeling paint over the whole surface. It would be interesting to look at historic photos to see if there was a previous building on this site, or even if it still exists behind the current wall.

Opportunities / other comment

At a minimum the façade should be painted and architraves added to the window and door. A small awning could also improve appearance.



Name	Maybe Furniture
Street address	126 Maybe Street
Parcel/Lot and DP	1000960 – 2/1067856, 1000959 – 1/1067856
Age and style	1889 - 1935

Description

A rendered and painted parapet with horizontal storm moulds, cornicing and projecting semi-circular features that carry the dates of 1889 and 1935. There is a suspended awning over the double shopfront although there is a door (recessed) to only one side. The tiled surrounds to the shopfronts have been painted pink, and in the process some decorative tiles have also been painted over. The original window surrounds are in place but have also been overpainted. Check to see if they are timber or bronze.

Condition & Integrity

This potentially attractive front elevation needs work. The renderings are in poor condition and need cement patch repair, the underside of the awning is sagging and the window surrounds need restorations

Opportunities / other comment

Repair renderings on parapet, repair upper and lower sides of the awning, strip paint off decorative tiles and window mullions and repaint walls to a more sympathetic colour scheme.



Central stores in the 1940s





Repair rendering



Repair awning



Strip paint off decorative tiles and repaint elsewhere



Strip or repaint window mullions and make good to entry

Name	Foodworks
Street address	128 Maybe Street
Parcel - Lot & DP	570 – 1/547956
Age and style	C 1930s Art Deco

Description

This building had a very dramatic façade which is still largely intact above and including the awning.

Condition & Integrity

Generally the façade appears in very good condition and relatively high integrity. The extent of change to the shopfront is not clear and may be relatively minor, although there would have been the ability to get vehicles in and out of the showroom presumably through the front.

Opportunities / other comment

Control signage on masonry parapet so that the architecture remains the primary element.
Use font (Bombala Supermarket) to match historic font in the 1940s image,
Change fluorescent tubes to reflect period lights,
Paint the elevation to reflect the traditional styling
Paint shopfront,
Control advertising at ground level
Repair awning and downpipe leaks.



1940s



2016



Note Art Deco ceiling awning



Repair leaking awning and downpipe

Name	Bombala Sports and Outdoors (aka Massage Shop)
Street address	134 Maybe Street
Parcel - Lot and DP	573 – 3/457956
Age and style	1915 – 1940 Inter-war

Description

The building has a rendered brick parapet with simple details and a suspended awning. The shopfront has been panelled in timber.

Condition & Integrity

The parapet looks original as does the awning, however the signage panel is higher than the face of the awning. The timber panelling seems slightly incongruous in this situation and needs refreshing. It would be interesting to see what the shop was like originally.

Opportunities / other comment

Awning signage to fit within the edges of the awning,
Check awning roof and downpipes for leaks,
Make good to stains on the timber panelling,
Check to see if the original shopfront lies buried beneath the timber,
Upgrade the under-awning lighting.



Note staining adjacent to downpipe

Name	Workways (formerly 'Robbo's)
Street address	137 Maybe Street
Parcel-Lot and DP	437- B/164387
Age and style	Mid 20 th C -

Description

A two-storey rendered brick building with hipped terra cotta tiled roof and two pairs of double-hung timber sash windows in the upper floor facing the street. The awning is suspended and the shopfront has been tiled with large liver-red tiles around a brown and black anodized aluminium door and window surround. The shopfront is much newer than the rest of the building.

The render is in good condition and of a style found on many buildings in Bombala, suggesting there were one or two renderers particularly adept at this style, which might be termed a form of 'Tyrolean' render finish.

Condition & Integrity

The awning and downpipes are leaking badly and need attention, and the eaves lining is decaying and coming away from the building.

Opportunities / other comment

Repair leaking awning and downpipes,
repair decaying eaves and
refresh the paintwork as appropriate.

The signage should be reduced to fit within the frame of the suspended awning.





Leaking awning



Deteriorating eaves

Name	Hair on Main
Street address	140 Maybe Street
Parcel-Lot & DP	577 – 2/164034
Age and style	circa 1970's commercial

Description

A single-storey modern shop with olive green klip-lock roof and glazed anodised-aluminium shopfront over two thirds of the building. The other third is solid brick and was once clad with decorative stone tiles. The stone tiles have been removed from the section facing the street, although most of those on the return are intact. The street-facing wall is now painted black.

Condition & Integrity

Apart from the missing tiles the building is in good condition and integrity.

Opportunities / other comment

Repair the missing tiles.

Remove the projecting signage pole which is now redundant.

The wall could be retiled.



Note missing tiles on wall

Name **Vacant land**
Street address
Lot and DP

Description

This small portion of land sits between 'Hair on Main' and Stewart Lee and Co Rural Marketing. It is currently grassed with part of a single-storey galvanised building across the back.

The side wall of Hair on Main is blank and in good condition whereas the Stewart Lee wall sits on a stone foundation and includes two windows. It has been suggested that public toilets could be located on the allotment, which seems entirely appropriate. The toilets could back onto the Hair on Main wall, leaving the Stewart Lee wall unencumbered. Access could be landscaped and controlled similar to Garden Gadget Gallery.



Vacant land suitable for public toilets

Name	Stewart Lee & Co Rural Marketing
Street address	142 Maybe Street
Parcel - Lot and DP	579
Age and style	Circa 1900 – some art deco detailing in facade render

Description

Bagged or rendered brick parapet with some simple art deco style renderings, suspended awning and symmetrical shopfront.

Condition & Integrity

The building is in very good condition and appears to have high integrity although it is possible it dates from around 1900 and was later remodelled. Refer to historic photos if available.

Opportunities / other comment

The building is a good example of its type, with successful colour scheme and restrained use of signage.



Front elevation



Note the decorative rendering on the face and top edge of parapet.



Note the traditional wall vent and stone footings

Name	Garage
Street address	(part of RSL Club land?)
Lot and DP	
Age and style	1920 - 30

Description

A cement-block building with rendered front. Timber fascias and eaves and period timber Bifold doors with gazing typical of the period. Double hung timber sash windows to the side.

Condition & Integrity

Barge capping is missing and the building needs a coat of paint, but otherwise this is a good building with most of its original form and fabric intact. Note the rendering is typical of that on many of the town's buildings.

Opportunities / other comment

Repair damaged trim and repaint to traditional colour scheme



Note damaged barge cap at the fascia.

Name **RSL Club (former shire offices)**
Street address
Lot and DP
Age and style Circa 1940s

Description

A generously proportioned symmetrical two-storied building with hipped tiled roof. Central entry with enclosed verandah above, with two sets of double hung timber sash windows to either side. Wall rendering in the local 'Tyrolean' style with expressed horizontal banding. The building is now used as part of the Bombala RSL club but was formerly the shire offices and previously the Commercial Hotel before extensive remodelling. The building has construction details similar to Workways and the former Bombala Hotel on the corner of Forbes and Maybe streets. Ridge capping suggests this building once had in internal roof valley which helps to confirm its origin as the 19thC Commercial Hotel.

Condition & Integrity

Condition is generally good although on close inspection repairs are required to rendering and soffits, and repainting needed to windows.

Opportunities / other comment

Undertake minor repairs and painting
Upgrade entry light over central door
Research its history



Lost rendering



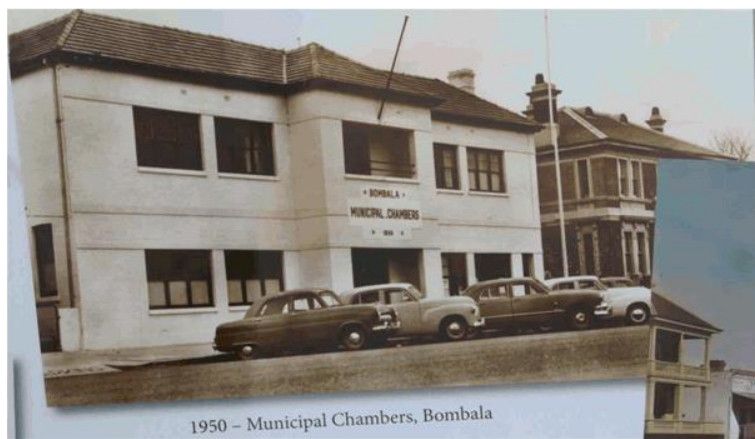
Paint fascias and repair soffits



Paint windows



Replace with traditional light



Name **Bombala RSL**
Street address 148 Maybe Street
Parcel, Lot & DP
Age and style

Description

A Victorian Georgian styled building constructed from brick. It was the Bank of NSW in the 1900's. Central arched entry has been filled in. Note that the current colour scheme is almost the opposite of its original tones of dark brick.

Condition & Integrity

Generally very good condition and reasonable integrity notwithstanding the entry infill and repainting.

Opportunities / other comment:

Minor repairs to paint and timber work.

The colour tones could be reversed to be more in keeping with the original building, although this would be a low priority within the context of the whole street and would only be considered if a complete repainting of the whole building was being undertaken.

Reinstatement of a period fence would further strengthen its historic character.



2016



circa 1900



Rear structures viewed from Caveat Street

Name	Vacant Store
Street address	158 Maybe Street
Parcel, Lot & DP	583 – 3/621725
Age and style	Spanish Mission style – possibly 1930's

Description

This is a single-storey brick building with a high Spanish Mission style parapet that wraps around the corner. Typical features include the bank of semi-circular terra cotta tiles and the arched windows and doorways. The style was popular in the 1920s and 30s and examples can also be seen in Queanbeyan and other country towns. It is interesting that there are several examples of the type in Bombala. Although the corner shopfront has been modernised the building retains a good address to the intersection and complements the other buildings on this corner.

Condition & Integrity

Condition is generally good although some hairline cracks can be seen in the wall, as can some structural plates. It would be interesting to see photos of the original corner details

Opportunities / other comment

Review the original corner details and investigate possibility of restoration.



2016

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Bombala Main Street Overview

Volume 2

Inventory of buildings on the North-West side of Maybe St and part of Forbes and Caveat streets

Prepared by Pip Giovanelli for Snowy-Monaro Regional Council
December 2016

Name **NAB bank**

Street address

Parcel, Lot & DP

Age and style

Description

A mid to late Victorian building, probably dating from around 1880-90. The National Bank is listed on the BLEP 2012 heritage schedule (Item 14)

Condition & Integrity

The building appears to be in excellent condition, the exterior fully restored and sympathetically painted. Integrity appears to be very high.

Opportunities / other comment

The bank occupies a prominent location in the town and because of its scale, condition, age and high aesthetic value would meet the threshold for entry in the heritage schedule.



NAB bank – east elevation



Corner view

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	National Parks and Wildlife Service
Street address	153 Maybe Street
Parcel, Lot & DP	433- 2/202684
Age and style	

Description

A one and a half storey weatherboard building with second storey in attic with dormer windows plus awning supported on posts over the footpath.

Condition & Integrity

The building is in excellent condition. The weatherboard section is probably from the late 19th century and the shopfront from about the 1920's. The shopfront retains some excellent detailing including bronze window frames, marble stall boards and black and white door entry tiles. It is rare that such quality finishes have survived. It would be interesting to know the original colour scheme. Brick bases of verandah pillars may date from mid 20thC.

Opportunities / other comment

Record the history of the building



The historic photo indicates the building was once an auctioneer's shop

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	Landmark
Street address	151 Maybe Street
Parcel, Lot & DP	434- 1/202684
Age and style	possibly dates from 1920s as there are some art deco details still evident

Description

Rendered parapet with suspended awning. The rendered detail in the corners of the parapet are similar to those on Stewart Lee's real estate agency over the road and suggest a similar time of construction. The shopfront has been altered however the north doorway retains obvious art deco details in the chrome window framing.

Condition & Integrity

The shopfront appears to be well maintained and condition is good however the modifications to the street front indicate that there has been considerable change over time.

Opportunities / other comment

Highlight the render details on the parapet,
Express the original edge of the verandah awning
Retain art deco details and tessellated tiles at north entry doorway.



Art deco style window trim, and tessellated tiles to entry.



Former landmark building with striped verandah posts.

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	Champion Shoes
Street address	145 Maybe Street
Parcel, Lot & DP	436- 1/711009
Age and style	late 20 th century

Description

Large windows with painted tiles on shopfront, with striped timber panelling up to the awning. The awning comprises heavily ribbed metal profile suspended from the ribbed metal parapet. Side walls are fibro.

Condition & Integrity

The condition appears to be good and it is difficult to know if it is the first building on the site.

Opportunities / other comment

Continue to maintain in good condition.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	Bombala Post Office
Street address	143 Maybe Street
Parcel, Lot & DP	437-81/772099
Age and style	c1910 – Federation Style

Description

This is a classic federation period brick building with corrugated iron roof

Condition & Integrity

The building retains almost all its period details and is a very good example of its type. The planter box, light pole and seat are not original to this site.

Opportunities / other comment

Continue to maintain in good condition.



Street view



Rear view of PO



Telstra Building

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	Robbos
Street address	137 Maybe Street
Parcel, Lot & DP	437 – B/1643487
Age and style	The building has Spanish Mission style details suggesting it could be from the 1920's or 1930s

Description

The building includes two shops namely Robbos and Cosmo café and has tiled shopfronts at ground level, a lightweight suspended awning and decorative parapet with Spanish Mission capping. There are also hooded windows and decorative tiles on the tall parapet

Condition & Integrity

Condition is generally good and most of the Robbo's shopfront has exceptional integrity. The right-hand entry adjacent to Cosmo Café has been modified and repaired in brick and new materials and unfortunately has lost integrity in part. Over all the excellent condition of wall tiles, shopfront glazing, rebated entry, original doors and decorative glazing combine to give a very good example of Inter War shopfront design.

Opportunities / other comment

The main opportunity is to restore the modified doorway to original condition.



Name	Cosmo Cafe
Street address	135 Maybe Street
Parcel, Lot & DP	439- A/164387
Age and style	

Description

The Cosmo Café straddles two buildings, namely part of the larger Spanish Mission structure and part of an infill section next to the newsagency. The entry to Cosmo had been modernised with aluminium doors and the wall tiles painted black. The infill section has fibro cladding above a large picture window.

Condition & Integrity

Condition is good however as noted above there has been modification to the shopfront. Note that there is what appears to be efflorescence to the wall tiles below the parapet

Opportunities / other comment

The modifications to the historic shopfront provide an opportunity to reinstate the larger building's historic character.



Note efflorescence on tiles on upper parapet



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Note the modification to the doorways and painted tiles beneath the right hand window.



Cosmo extends across to the newsagency



Rear view of building

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	Bombala Newsagency
Street address	129 Maybe Street
Parcel, Lot & DP	1001173 – 62/806024
Age and style	circa 1920 Interwar

Description

A bold arched parapet with brick edging and roughcast render infill that has been painted in two shades of blue. Above the butchers the arch has been reversed as a smaller swept parapet. The awning is suspended above a traditional shop entry.

Condition & Integrity

The condition is excellent and the integrity is good, although the building is unlikely to have been painted blue to its present extent. The shopfront is a successful reconstruction.

Opportunities / other comment

The colour scheme could be more traditional.

The vertical timber panelling is probably not original and could be reversed if desired.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Globe hotel on the left. Red brick wall is rear of the Bombala newsagency

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

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Name	Butchers
Street address	129 Maybe Street
Parcel, Lot & DP	1001173 – 62/806024
Age and style	circa 1920 Interwar

Description

An extension and integral part of the newsagency building. Mock shutters have been added to the sides of the windows and colour extended around the corner.

Condition & Integrity

Condition appears good although rising damp can be seen at the end of the side wall.

Opportunities / other comment

The building is fine as it is, but alternatively could be restored to more original condition. Damp brickwork at the rear of the building should be rectified.



Note damp brickwork at rear of side wall



Original details and colour scheme could be reinstated.

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

13

Name	The Globe Hotel
Street address	127 Maybe Street
Parcel, Lot & DP	446 – 1/745842
Age and style	1920 - 30 – Interwar facade

Description

A two-storey masonry building with Inter-War bungalow details evident in the central gable and window glazing. Black aluminium windows and doors have been added to ground floor façade. Signage panels on awning are wider than the fascia edge.

Condition & Integrity

Building needs minor repairs and repainting, including repairs to underside of suspended awning. There has been change to the building over the years although most obvious change to the current building appears to be the introduction of the black aluminium windows and doors to the street frontage.

Opportunities / other comment

Control signage. Reduce number of projecting signs and the height of awning fascia signs so that they fit within the fascia frame.

Repaint to existing colour scheme.

Upgrade landscaping at rear of hotel



Signage

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

14



Original tile details



Rear of Globe Hotel provides opportunity for enhanced landscaping

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

15

Name **Bombala Pharmacy**
Street address 121 Maybe
Parcel, Lot & DP 447 – 1/734233
Age and style

Description

A wide double-fronted building with very high parapets that are similar to one another but not exactly the same. Window proportions also vary and it would be very useful to look at historic photographs to understand the building's evolution.

Suspended awning with modernised shopfronts below.

Condition & Integrity

Condition appears good. Integrity unclear as that may have been considerable change over time

Opportunities / other comment

Avoid painting original brickwork on side walls, control signage, upgrade lighting on underside of awning, review historic photos to understand previous front of building.

Provide disabled access to shops.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

16



Age of the upper storey behind IGA is not clear from this photo



Rear of pharmacy – top storey section is pre or circa 1900. Rear addition is from 20th century

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

17

Name	Bakery
Street address	111Maybe Street
Parcel, Lot & DP	450- 2/159772
Age and style	Spanish mission style from circa 1930

Description

Two-storey building with rendered and painted façade, Spanish mission style detailing at roofline, three banks of timber framed casement windows in elevation, suspended awning. Original shopfronts in good condition with rebated entries, original fine glazing bars and attractive leadlight above. Original awning with pressed metal lining to underside and two of three original lights. Walls at ground level have been bagged.

Condition & Integrity

Good condition and high integrity. The building retains all three shop fronts in relatively original condition. The wall surface between shopfronts may have been modified.

Opportunities / other comment

Remove coca cola sign from left hand window to reinstate consistency across the three shopfronts, reinstate missing awning light. Review the limewash treatment to ground floor walls and consider reinstating the original finish.

This is a very good building that would be good to restore to original condition.

Don't paint the Spanish parapet tiles



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

18



Original light and awning lining



Rusting at edge of awning

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

19

Name	Lou Lou's and craft shop
Street address	107 Maybe Street
Parcel, Lot & DP	451- 1/152357
Age and style	Interwar shopfront with modern green tiles

Description

A single storey building with simple stepped parapet and suspended awning. The two shopfronts are both in good condition and have 'deco' style chrome glazing bars, rebated entries and modern green wall tiles. Side walls made from cement bricks and parapet render uses local style of 'Tyrolean' finish.

Condition & Integrity

The green tiles appear to be new but fit well with the chrome glazing bars

Opportunities / other comment

Check for rusting at edge of awning, apply new varnish to doors, polish chrome glazing bars, refresh or clean parapet wall.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

20

Name	former Lou Lou's and former Bombala Library
Street address	105 and 103 Maybe Street
Parcel, Lot & DP	542-2/218382 and 453- 1/218382
Age and style	probably late Victorian with Inter-war shopfronts

Description

Rendered and painted brick building with hipped corrugated iron roof, suspended awning and inter war style shops. European style decoration to upper windows. One shopfront has been reclad with red colorbond mini-orb.

Condition & Integrity

The building is in fair condition but needs refreshing including new paint to previously painted surfaces. Integrity is mixed as the building appears to have undergone several make-overs. The shopfronts generally have high integrity other than for the new mini-orb cladding.

Opportunities / other comment

Ideally both sides of this building would be unified – ie made to look the same, and if the tiles beneath the mini-orb are still in place, then the mini-orb could be removed and the tiles re-exposed. Glazing bars, specialty glass, tiles etc should all be restored and cleaned. The upper windows could retain their decorative additions but should be painted the same colour. Alternatively the false shutters could be removed.

Reinstate traditional under-awning lighting



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

21



View from rear

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

22

Name	Spoljaric's Furniture (former) (previously Permewan Wright Limited
Street address	101 Maybe Street
Parcel, Lot & DP	1001174 – 3/1155110
Age and style	Permewan Wright phase probably dates from the 1930's – Spoljaric modification probably 1960-70

Description

Black wall tiles with aqua detail, modern aluminium shopfront glazing, heavy set fascia and tall parapet clad in horizontal fibro boards.

Condition & Integrity

Condition and integrity is poor, however most wall tiles remain in place and the form and proportion of the shopfront is original as can be seen in comparison with the historic photo of Permewan's. It is unclear how much of the original shopfront remains beneath the cladding

Opportunities / other comment

At the time of this study the local IGA was considering moving into the building and it is unclear of the modifications proposed. There would be good argument to reinstate the original as this would reinforce Bombala's strong historic character.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

23



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

24

Name	Imperial Hotel
Street address	Cnr of Maybe St and Forbes St
Parcel, Lot & DP	1001175- 1/1070627
Age and style	Late Victorian – circa 1890?

Description

Listed on heritage schedule (Item 12)

This is a large two-storey Victorian style hotel with an encircling verandah suspended on timber posts.

Condition & Integrity

As the 1890 photo shows, the building has undergone a fair degree of change since its initial construction. It is now in poor condition that has been made worse by the recent car damage to the verandah in which several posts were knocked out. The exterior needs extensive repainting in addition to repairs to the verandah posts.

Opportunities / other comment

This iconic building is strategically located at the entry to the main street and needs to be restored. Given the building's size, the amount of work required and the current condition of the local economy, it may be appropriate to consider adaptive reuse of some or all of the building.



December 2016



C. R. Schofield 1890

16.1 Imperial Hotel, corner of Forbes and Maybe Streets, Bombala

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

25



1890 "Imperial Group of Gentry"



Elevation from Maybe Street

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

26

Name	Landcare
Street address	93 (or 71 – 73) Maybe Street
Parcel, Lot & DP	
Age and style	

Description

A single storey group of three shops one of which has very attractive blue tiles. The building is just visible in the back of the 1890s photo of the Imperial Hotel as a group of terraces opening directly to the street. Conversion to shops may have occurred in the first decade or so of the 20th century.

Condition & Integrity

Condition is good and although the building has undergone some change it still makes a very strong contribution to the town's historic character.

Opportunities / other comment

Retain the historic blue tiles, period windows and shopfronts. Repaint mid-section of fascia. Exercise caution when introducing signage so that the appearance of the building is not compromised.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

27



The current awning was once supported on posts

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

28

Name	former Bombala Butchery and fresh produce
Street address	91 Or 69 Maybe Street
Parcel, Lot & DP	
Age and style	Circa 1915 Inter-war shopfront

Description

The building may have been built as a butcher shop as the tiles, which are now painted black, retain the outline image of cow, sheep and pig. The parapet indicates the business was established in 1927 and the building could date from that time as well.

Condition & Integrity

Apart from painting the tiles, and minor infill beneath one window, the form of the building appears original and in good condition

Opportunities / other comment

This is a very well composed structure. The current colour scheme works well, however it is tempting to remove the paint from tiles to reveal the animals, if not the whole pattern.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

29



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

30

Name	Collectables gallery (former)
Street address	89? Maybe Street
Parcel, Lot & DP	
Age and style	circa 1900 Federation shopfront

Description

A Federation period (1890 – 1915) shopfront with central door, timber-framed windows, rough-cast render and decorative parapet.

Condition & Integrity

Good condition and high integrity. Original windows, doors, architraves, detail at top of parapet

Opportunities / other comment

This is a delightful example of a period shop and makes a very good contribution to historic streetscape character.

Avoid painting the render, touch painting to timber work. There is the opportunity to reinstate a traditional fascia to the awning, although this is a low priority.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

31

Name **Olympia Café (Bitz and Pizzas)**
Street address Forbes Street
Parcel, Lot & DP
Age and style

Description

A two-storey weatherboard and fibro building with gabled corrugated iron roof. Recessed café entry at ground floor.

Condition & Integrity

The building, particularly side elevations, is in need of paint. The historic photo indicates there was once an arch over the entry, as well additional decorative details in the highlights over the main shop windows. The upper central window space appears to have been open in the 1940s photo.

Opportunities / other comment

Reinstate the arch over the entry and repaint the building.



2016



1940s

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

32



Arch has been removed from the entry



Rear view showing theatre on left and café on right

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

33

Name	Olympia Theatre
Street address	76 Forbes Street
Parcel, Lot & DP	1001147-1/1155110
Age and style	1920s

Description

The Olympia Theatre façade is listed on the LEP heritage schedule (Item 16)

An iconic façade at the northern gateway entry to Bombala's commercial area. Façade in pressed metal with weatherboards to side and rear.

Condition & Integrity

Detail of façade remains intact, but condition of side and rear is deteriorating. Generally however the integrity is good even though there have been various colour schemes.

Opportunities / other comment

Ensure that all pressed metal is securely fixed and trim is in good condition. Also restore ticket entry. Repaint to match the original colour scheme reflecting tones from the 1948 image. Restore the entire building as resources permit.



2016



J. Grothe 1914-18

13.5 Men of the AIF marshalling for overseas duty, Bombala

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

34



Undated photo sourced from the internet possibly circa 1990



Rear view 2016. The whole form of the building needs to be recognised as part of its significance, not just the front façade.

Caveat Street



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

36

Name	Dwelling
Street address	85 Caveat Street
Parcel, Lot & DP	
Age and style	Mid 20 th C

Description

A fibro clad cottage with hipped corrugated iron roof. Verandah appears to have been enclosed to provide a front room. Fibro garage matches the dwelling.

Condition & Integrity

Good

Opportunities / other comment

Represents mid-20thC development in the town. Garden contributes to streetscape.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

37

Name **Brick worker's cottage**
Street address 87 Caveat
Parcel, Lot & DP
Age and style Circa 1890 – late Victorian

Description

A delightful 19th century cottage with steeply pitched corrugated iron gabled roof, chimney in end wall and multi-paned timber windows. Historic character is reinforced by garden and traditional style picket

Condition & Integrity

Generally good condition with high integrity

Opportunities / other comment

Remove plant from chimney and repair render at its base,
Resecure loose iron on verandah roof,
Continue to maintain in good condition.



Chimney in need of attention



Therry St side boundary of brick cottage

Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

38

Name **Storm water drain**
Street address north side of Caveat Street
Parcel, Lot & DP
Age and style

Description

A deep stone-lined storm water drain running the full length of Caveat Street, with timber post and rail fence to both sides. This is a dominant element in the streetscape that contributes to the town's character.

Condition & Integrity

Condition seems good, age has not been established. Timber needs repainting. Note that bottom rail has been removed

Opportunities / other comment

Continue to maintain as a fenced open drain and paint the timber to maintain its life.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

39

Name **Victorian style dwelling with dormer windows**
Street address Caveat St
Parcel, Lot & DP
Age and style

Description

A two-storey building with dormer windows and attic in roof. Gable facing road and smaller swept verandah over entry. It is not clear if this is a new building or one that has been extensively restored.

Condition & Integrity

Condition is very good.

Opportunities / other comment

The building contributes to Bombala's historic character.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

40

Name **Mid-20th century cottage**
Street address 96 Caveat Street
Parcel, Lot & DP
Age and style

Description

Probably built in the 1930s or 40s. It has been fully renovated and demonstrates mid-20th century development in the town.

Condition

Excellent condition

Opportunities / other comment

House and garden make a good contribution to the streetscape.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

41

Name **Mid-20th century cottage**
Street address 98 Caveat Street
Parcel, Lot & DP
Age and style

Description

A fibro clad timber framed cottage with hipped roof extending over the verandah.

Condition

Good condition, large aluminium windows, hedge behind front fence

Opportunities / other comment

Demonstrates mid-20th century development in the town



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

42

Name **Mid 20th C cottage**
Street address 100 Caveat St
Parcel, Lot & DP
Age and style

Description

Very similar in form to No 98 caveat and presumably built by the same person at same time.

Condition & Integrity

Good condition. Fibro has been clad with weatherboards, and windows are not as large as those at No 98. Front garden is minimal.

Opportunities / other comment

Demonstrates mid-20th century development in the town. There is an opportunity to enhance the front and side garden.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

43

Name **The White House**
Street address 102 Caveat Street
Parcel, Lot & DP
Age and style

Description

The White House is listed in Bombala LEP 2012 heritage schedule as *House, Item 11*. The house is a single-storey brick building with towers on the two front corners, and a skillion verandah in between. This unusual 19th century building may have been constructed in stages and is a significant component of Bombala's historic buildings. It is prominently located at the end of Therry Street.

Condition

Appears good

Opportunities / other comment

Research the building's history and continue to manage it in good condition.



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

44

Name **Bombala Cycles and Chainsaws**
Street address Caveat Street
Parcel, Lot & DP
Age and style

Description

A modern commercial building

Condition

Very good

Opportunities / other comment

The building is not of historic significance



Bombala Main Street overview - Vol 2 -North West side of Maybe St + part Forbes and Caveat Sts

45

Name **Bombala Pool rear fence**
Street address Therry Street
Parcel, Lot & DP
Age and style

Description

An opaque fence with vines

Condition

Good

Opportunities / other comment

Plant additional vines to fill in the gaps



Bombala Main Street Building Survey

NAB Bank

Maybe Street

Description

A mid to late Victorian building, probably dating from the 1870's. The National Bank is listed on the BLEP 2012 heritage schedule (Item 14)

Page | 1

Condition & Integrity

The building appears to be in excellent condition, the exterior fully restored and sympathetically painted. Integrity appears to be very high.

Opportunities / other comment

The bank occupies a prominent location in the town and has commanding scale, excellent condition as well as historic and aesthetic value. It is a landmark building in the main street.

Colour scheme

The colour scheme is highly satisfactory.

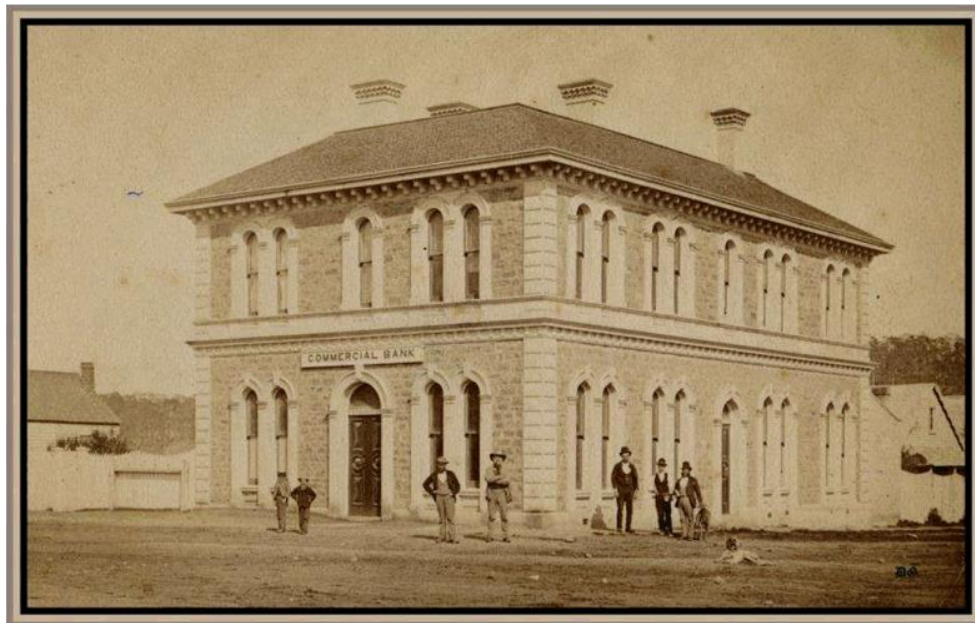


NAB Bank 2016 – east elevation



Corner view

Bombala Main Street Building Survey



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1876 – Commercial Bank



1972

Bombala Main Street Building Survey

National Parks and Wildlife Service

153 Maybe Street

Parcel, Lot & DP 433- 2/202684

Description

A one and a half storey weatherboard building with second storey in attic. Dormer windows plus awning supported on posts over the footpath.

Page | 1

Condition & Integrity

The building is in very good condition. The weatherboard section is probably from the late 19th century and the shopfront from about the 1920's. The shopfront retains some excellent detailing including bronze window frames, marble stall boards and black and white door entry tiles. It is rare that such quality finishes have survived. Brick bases of verandah pillars may date from mid 20thC.

Opportunities / other comment

Record the history of the building. There are some useful historic photographs available.

Colour scheme

The present colour scheme is in good condition and not inconsistent with that evident in the tinted historic photo. No change recommended at present.



2016



Bombala Main Street Building Survey



Page | 2

1949 - The historic photo indicates the building was once an auctioneer's shop



As Goodman Stores and tobacconist, before the verandah was enhanced to its current state.

Bombala Main Street Building Survey

Landmark

151 Maybe Street

Parcel, Lot & DP 434- 1/202684

Age and style

Description

The building possibly dates from 1920s as there are some art deco details still evident on the parapet which is rendered with a suspended awning. The rendered detail in the corners of the parapet are similar to those on Stewart Lee's real estate agency over the road and suggest a similar time of construction. The shopfront has been altered however the north doorway retains obvious art deco details in the chrome window framing.

Page | 1

Condition & Integrity

The shopfront appears to be well maintained and condition is good however the modifications to the street front indicate that there has been considerable change over time.

Opportunities / other comment

Highlight the render details on the parapet,

Express the original edge of the verandah awning.

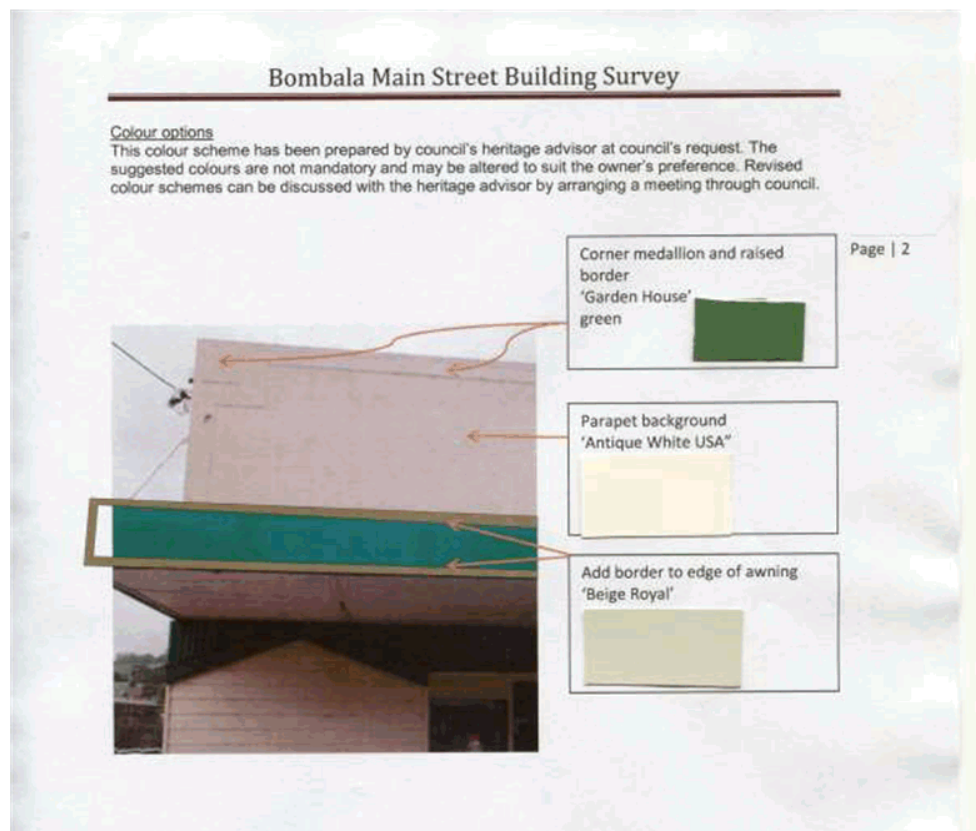
Retain art deco details and tessellated tiles at north entry doorway.

Enhance parapet details as shown below



Art deco style window trim, and tessellated tiles to entry.

Bombala Main Street Building Survey



Bombala Main Street Building Survey

Champion Shoes

145 Maybe Street

Parcel, Lot & DP 436- 1/711009

Age and style late 20th century

Description

Large windows with painted tiles on shopfront, along with striped timber panelling up to the awning. The awning comprises heavily ribbed metal profile suspended from the ribbed metal parapet. Side walls are fibre cement sheeting.

Page | 1

Condition & Integrity

The condition appears to be good and it is difficult to know from the outside if it is a substantial modification or a full replacement of the previous building that was on the site.

Opportunities / other comment

Continue to maintain in good condition.



2016



1949 - Champion shoes occupies the site of the former hairdresser, tobacconists, newsagent

Bombala Main Street Building Survey

Bombala Main Street Building Survey

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.



Page | 2

Parapet and upper parapet return on side wall	'Deep Bamboo' (Dulux Exterior Inspirations (2011) Page 8)	
Parapet border, awning support rods, awning edge and underside of awning	'Lexicon half' Dulux Whites page 1	
Panelling above doors and windows all the same colour	'Medlar' in full gloss (Exterior Inspirations Page 10)	
Walls below panelling and Sided walls	'Linseed' (Exterior Inspirations Page 9)	

Bombala Main Street Building Survey

Cosmo Cafe

135 Maybe Street

Parcel, Lot & DP

439- A/164387

Description

The Cosmo Café straddles two buildings, namely part of the larger Spanish Mission structure and part of an infill section next to the newsagency. The entry to Cosmo had been modernised with aluminium doors and the wall tiles painted black. The infill section has fibre cement cladding above a large picture window.

Page | 3

Condition & Integrity

Condition is good however as noted above there has been modification to the shopfront. Note that there is what appears to be efflorescence to the wall tiles above the window hoods.

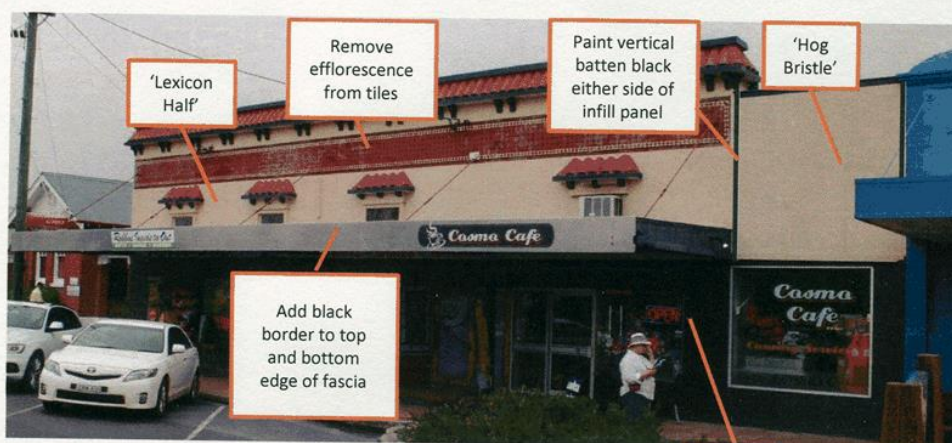
Opportunities / other comment

The modifications to the historic shopfront provide an opportunity to reinstate the larger building's historic character.

Colour

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

The infill panel between Robbo's and the newsagency should be painted a different colour or distinguished from Robbo's façade by painting the vertical batten between the two structures



Note efflorescence on tiles on upper parapet

Lexicon Half	
Hog Bristle	

Bombala Main Street Building Survey

Robbos

137 Maybe Street

Parcel, Lot & DP

437 – B/1643487

Age and style

The building has Spanish Mission style details suggesting it could be from the 1920's or 1930s

Description

Page | 1

The building includes two shops namely Robbos and Cosmo Café and has tiled shopfronts at ground level, a lightweight suspended awning and decorative parapet with Spanish Mission capping. There are also hooded windows and decorative tiles on the tall parapet

Condition & Integrity

Condition is generally good and most of the Robbo's shopfront has exceptional integrity. The right-hand entry adjacent to Cosmo Café has been modified and repaired in brick and new materials and unfortunately has lost integrity in part. Overall the excellent condition of wall tiles, shopfront glazing, rebated entry, original doors and decorative glazing combine to give a very good example of Inter-War shopfront design.

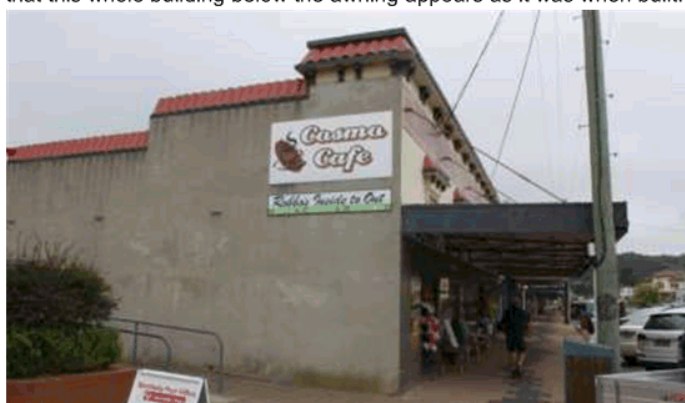
Opportunities / other comment

The main opportunity is to restore the modified doorway to original condition.

Colour scheme

Spanish Mission buildings typically had whitewashed walls with terra cotta features such as the half round roof tiles used on this parapet. All the features of this building including the band of terra cotta wall tiles across the front above the window hoods appear in historic photos and are assumed to be original. An earlier photo of the post office shows the half round roof tiles painted grey and they have been repainted to represent terra cotta at a more recent stage. This is consistent with the tint colours that can be seen in the 1949 photo. These colours are appropriate and there is no need to alter them. The unpainted cement rendered wall could be painted 'Antique White USA' if desired to replicate limewash and provide a freshness to the streetscape. The front wall could also be painted Antique White USA. Parapet brackets should remain Charcoal or 'Dark Drab'. The awning fascia at front ideally would be the same depth as the sides and could remain pale grey, however a border at top and bottom edge of fascia could be picked out in Dark Drab to provide a more attractive period contrast.

The painted tiles in front of the Cosmo part of this building should be stripped back to the original so that this whole building below the awning appears as it was when built.



Bombala Main Street Building Survey



1949 tinted photo

Page | 2



Period window glazing, lead lighting, wall tiling and rebated entry combine to make the integrity of this shopfront very high and worthy of retention.

Bombala Main Street Building Survey

Bombala Main Street Building Survey

Cosmo Cafe

135 Maybe Street
Parcel, Lot & DP 439- A/164387

Description

The Cosmo Café straddles two buildings, namely part of the larger Spanish Mission structure and part of an infill section next to the newsagency. The entry to Cosmo had been modernised with aluminium doors and the wall tiles painted black. The infill section has fibre cement cladding above a large picture window.

Page | 3

Condition & Integrity

Condition is good however as noted above there has been modification to the shopfront. Note that there is what appears to be efflorescence to the wall tiles above the window hoods.

Opportunities / other comment

The modifications to the historic shopfront provide an opportunity to reinstate the larger building's historic character.

Colour

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

The infill panel between Robbo's and the newsagency should be painted a different colour or distinguished from Robbo's façade by painting the vertical batten between the two structures



Note efflorescence on tiles on upper parapet

Lexicon Hall	
Hog Bristle	

Bombala Main Street Building Survey



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Note gap between buildings prior to infill



Note the modification to the doorways and painted tiles beneath the right hand window.



Rear view of building

Bombala Main Street Building Survey

Bombala Newsagency

129 Maybe Street

Parcel, Lot & DP 1001173 – 62/806024

Age and style circa 1920 Interwar

Description

A bold arched parapet with brick edging and roughcast render infill that has been painted in two shades of blue. Above the butcher's the arch has been reversed as a smaller swept parapet. The awning is suspended above a traditional shop entry.

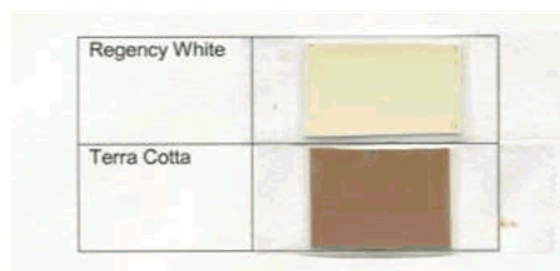
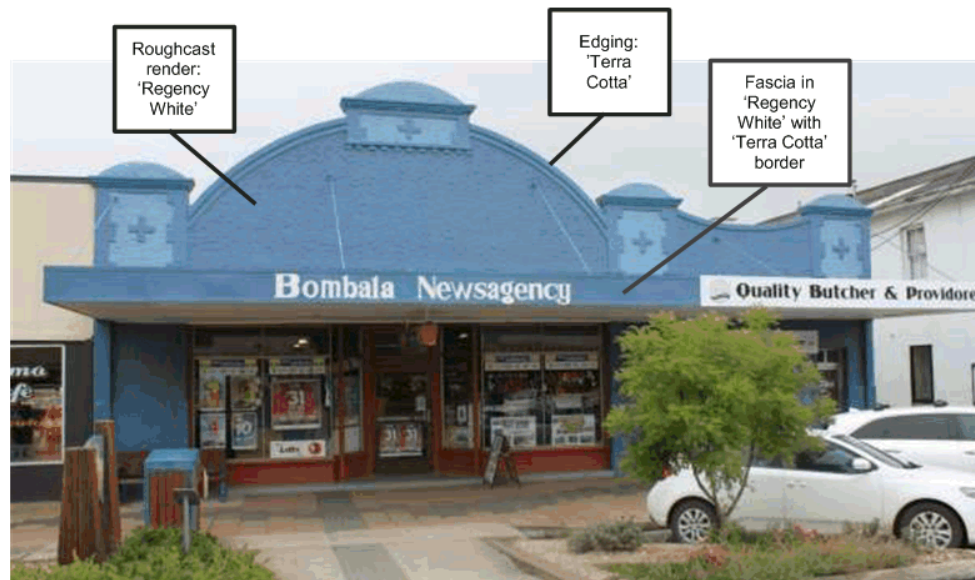
Page | 1

Condition & Integrity

The condition is excellent and the integrity is good, although historic photos suggest a different colour scheme.

Opportunities / other comment

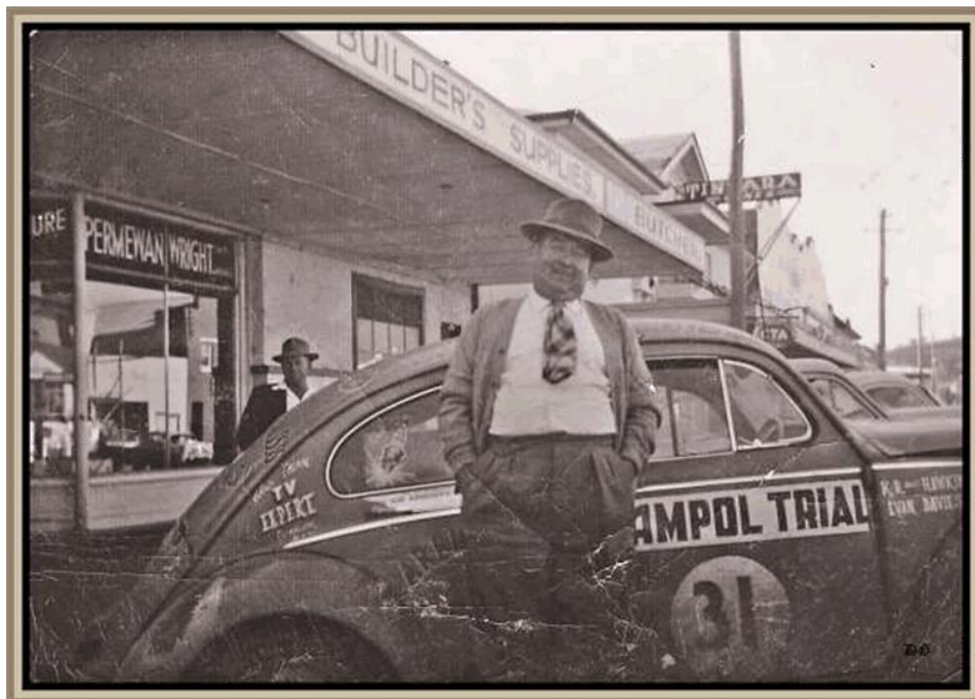
When repainting is warranted the building could be returned to replicate its original colour scheme or similar as suggested below:



Bombala Main Street Building Survey



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1950's Shopfront of Permewan's (now Newsagency) on left. Note the vertical wall panelling (partly visible behind the rear man) was a light shade with a dark top edge

Bombala Main Street Building Survey



Page | 3

Globe hotel on the left. Red brick wall is rear of the Bombala newsagency.



1940's

Bombala Main Street Building Survey

Butchers

129 Maybe Street

Parcel, Lot & DP 1001173 – 62/806024

Age and style circa 1920 Interwar

Description

An extension and integral part of the newsagency building. Mock shutters have been added to the sides of the windows and colour extended around the corner.

Page | 4

Condition & Integrity

Condition appears good although rising damp can be seen at the end of the side wall.

Opportunities / other comment

The building is fine as it is, but alternatively could be restored to more original condition by removing the shutters and painting to a more traditional colour scheme.

Damp brickwork at the rear of the building should be rectified.



Note damp brickwork at rear of side wall



Original details and colour scheme could be reinstated.

Bombala Main Street Building Survey

The Globe Hotel

127 Maybe Street
Parcel, Lot & DP 446 – 1/745842
Age and style 1920 - 30 – Interwar facade

Description

A two-storey masonry building with Inter-War bungalow details evident in the central gable and window glazing. Black aluminium windows and doors have been added to the ground floor façade. Signage panels on awning are wider than the fascia edge.

Page | 1

Condition & Integrity






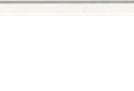
Building needs minor repairs and repainting, including repairs to underside of suspended awning. There has been change to the building over the years although most obvious change to the current building appears to be the introduction of the black aluminium windows and doors to the street frontage.

Opportunities / other comment

- Control signage. Reduce number of projecting signs and the height of awning fascia signs so that they fit within the fascia frame.
- Repaint to existing colour scheme.
- Upgrade landscaping at rear of hotel.

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Walls and Awning fascia	'Natural White' Dulux	
Green band on wall: 1at top and 2 at bottom of windows, fascias, barge boards, gutters and awning support rods, window box brackets and details on chimney top	Brunswick Green Dulux	
Awning fascia border	Brunswick Green (reduce height of Tooheys sign to fit within the border)	
Underside of awning	Natural white	
Roughcast wall below awning	Hog Bristle	
Rendered architrave around black doors	Warm Grey	

Bombala Main Street Building Survey



Page | 2



Late 1920s – early 30s – start of renovations. There is little if any evidence of the original façade in the current building.

Bombala Main Street Building Survey



Page | 3

Original tile details



Rear of Globe Hotel provides opportunity for enhanced landscaping

Bombala Main Street Building Survey

Bombala Pharmacy, Bi-Rite and IGA

121 Maybe

Parcel, Lot & DP 447 – 1/734233

Description

A wide double-fronted building with very high parapets that are similar to one another but not exactly the same. Window proportions also vary. There is a suspended awning with modernised shopfronts below.

There are three components to the façade: The IGA section was built first, in front of Goldberg's shop and decorated with a curved parapet. The Pharmacy side was originally a two-storey Victorian building that had its verandah removed and the parapet extended upwards to appear similar to its neighbour. The space between the two buildings was filled in and given a smaller curved parapet to provide consistency across the whole façade.

Condition & Integrity

Condition appears good. Integrity is unclear as there has been considerable change over time.

Opportunities / other comment

- Avoid painting original brickwork on side walls,
- Manage wall signage so that it is suitably placed on the parapet and consistent in its application to the awning fascia,
- Upgrade lighting on underside of awning,
- Provide disabled access to shops,
- Review historic photos to understand previous front of building.

Colour

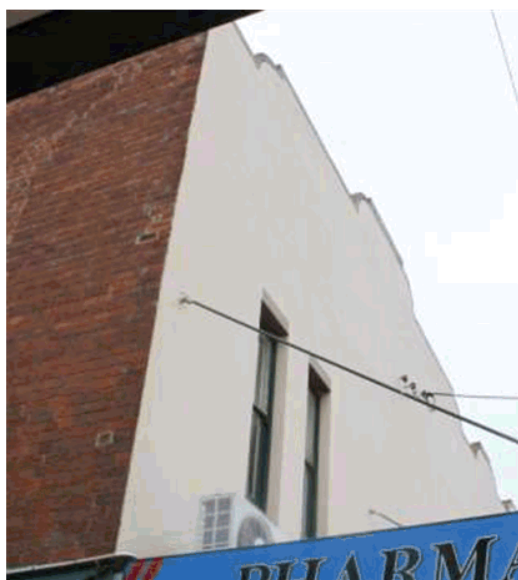
The strategy is to paint the façade in a way that illustrates its evolution and improves its visual proportions



Bombala Main Street Building Survey



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Evidence of the former verandah and removed brick coursing is visible on the front elevation above the windows.



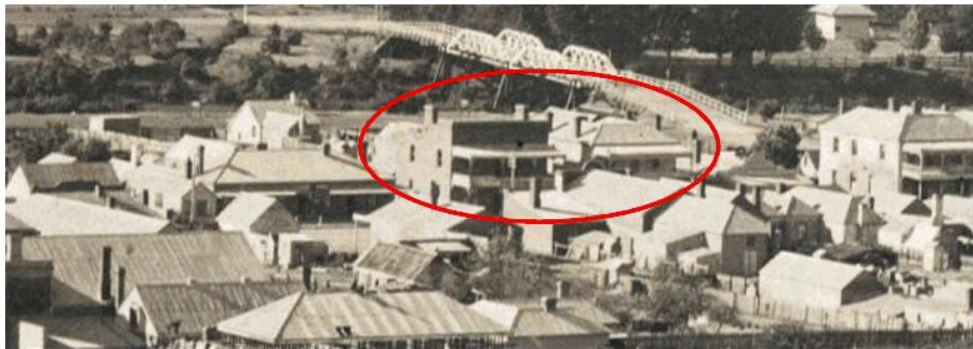
Rear of pharmacy – top storey section is pre or circa 1900. Rear addition is from 20th century

Bombala Main Street Building Survey



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Pharmacy building on the left with IGA on right – before both buildings were joined and the facades modified. The front elevation of Goldberg Bros was rebuilt further forward and higher than at present to become the IGA elevation.



1911 The two buildings before the parapets were modified and joined



By 1949 the IGA parapet had been modified to include the present curved top edge although the Pharmacy building still had a flat parapet and the buildings had presumably not been joined.

Bombala Main Street Building Survey

Bombala Main Street Building Survey



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Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

The scheme introduces painted panels onto the façade to highlight the three development phases

Walls	Green Ash Half (very pale mist green) Dulux Series 2 Fandek	
Outer border (200 wide for large frame, 150 wide for middle frame and 100 wide for top frames) and parapet cap Inner border(50 mm wide)	Knapsack (olive) Dulux Series 2 Fandek	
	Georgian brick (red)	
Wall inside panel	Buff II (pale driftwood) Dulux Series 2 Fandek	
Awning fascia border	Knapsack	
Awning fascia body	Buff II	
Under awning	Barrister White	

Bombala Main Street Building Survey

Bakery

111 Maybe Street
Parcel, Lot & DP 450- 2/159772
Age and style Spanish mission style from circa 1930

Description

The Bakery is a two-storey building with rendered and painted façade, Spanish mission style detailing at the roofline and three sets of timber-framed casement windows in the elevation above a suspended awning. Original shopfronts are in good condition with rebated entries, original fine glazing bars and attractive leadlight above. The awning is original with a pressed-metal lining to its underside and two of three original lights. Walls at ground level have been 'bagged' with render.

Page | 1

Condition & Integrity

Good condition and high integrity. The building retains all three shop fronts in relatively original condition. The wall surface between shopfronts may have been modified.

Opportunities / other comment

Remove 'coca cola' sign from left-hand window to reinstate consistency across the three shopfronts, reinstate missing awning light. Review the limewash treatment to ground floor walls and consider reinstating the original finish. This is a very good building that would be good to restore to original condition. Don't paint the Spanish parapet tiles as they are original and in good condition.

Colour






The scheme is satisfactory but could be modified if desired.



Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Bombala Main Street Building Survey

Walls	Mexican Retreat (red/brown) Dulux Selections	
Windows and Soffit	Raw Cotton (beige/off white) Fandek	
Gutters Fascia and Brackets	Estate (Charcoal) Selections	
Under awning	Raw Cotton half Fandek	
Shopfront wall	Smooth beech (light caramel) Fandek	

Page | 2



1940s The building appears to be painted off-white in this tinted photo from the 1940s



Original shopfront glazing should be retained.

Bombala Main Street Building Survey



Original light and awning lining



Rusting at edge of awning to be repaired

Bombala Main Street Building Survey

Lou Lou's and craft shop

107 Maybe Street

Parcel, Lot & DP 451- 1/152357

Age and style Interwar shopfront with modern green tiles

Description

A single storey building with simple stepped parapet and suspended awning. The two shopfronts are both in good condition and have 'deco' style chrome glazing bars, rebated entries and modern green wall tiles. Side walls made from cement bricks and parapet render uses local style of 'Tyrolean' finish.

Page | 1

Condition & Integrity

The green tiles appear to be new but fit well with the chrome glazing bars.

Opportunities / other comment

Check for rusting at edge of awning, apply new varnish to doors, polish chrome glazing bars, refresh or clean parapet wall.

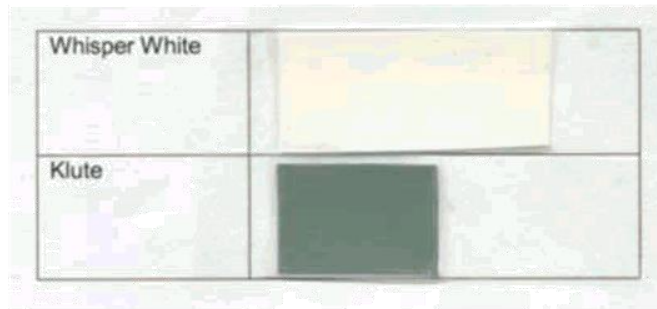
Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

The proposed strategy for this building is to refresh the parapet wall and body of awning fascia by painting to a stronger white such as 'Whisper White'. Pick up on the chrome window trim and more modern appearance of the shopfront by repainting the top edge plus awning, suspension rods and border of awning fascia in 'Klute' (a mid grey).



Bombala Main Street Building Survey



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Bombala Main Street Building Survey

Former Lou Lou's and former Bombala Library

105 and 103 Maybe Street

Parcel, Lot & DP 542-2/218382 and 453- 1/218382

Age and style probably late Victorian with Inter-war shopfronts

Description

Rendered and painted brick building with hipped corrugated iron roof, suspended awning and Inter-War style shops. European style decoration to upper windows. One shopfront has been reclad with red colorbond mini-orb.

Page | 1

Condition & Integrity

The building is in fair condition but needs refreshing including new paint to previously painted surfaces. Integrity is mixed as the building has undergone several 'make-overs'. The shopfronts generally have high integrity to the 1920s phase other than for the new mini-orb cladding.

Opportunities / other comment





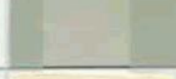

Ideally both sides of this building above the awning would be unified – ie made to look the same, and if the tiles beneath the mini-orb are still in place then the mini-orb could be removed and the tiles re-exposed and ground level. Glazing bars, specialty glass, tiles etc should all be restored and cleaned. If the decorative additions to the upper windows are to be retained they should be painted the same colour. Alternatively the false shutters could be removed. The traditional under-awning lighting could be reinstated.



Colour scheme

The following colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Bombala Main Street Building Survey

Rendered walls above awning	Cashew crush (warm beige) Fandeck	
Gutters and fascias	Monument (dark charcoal)	
Window frames	Kingston (mid grey) Fandeck	
Window Sashes	Curd Quarter (pale yellow) Or similar to the lettering on the awning fascia. Fandeck	
Roof	Cashew crush SHALE GREY.	
Ceiling under awning	Half Raw Cotton	

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Mini-orb has been fixed over the former shopfront surface. This could be removed and the former tiled shopfront reinstated.

Bombala Main Street Building Survey

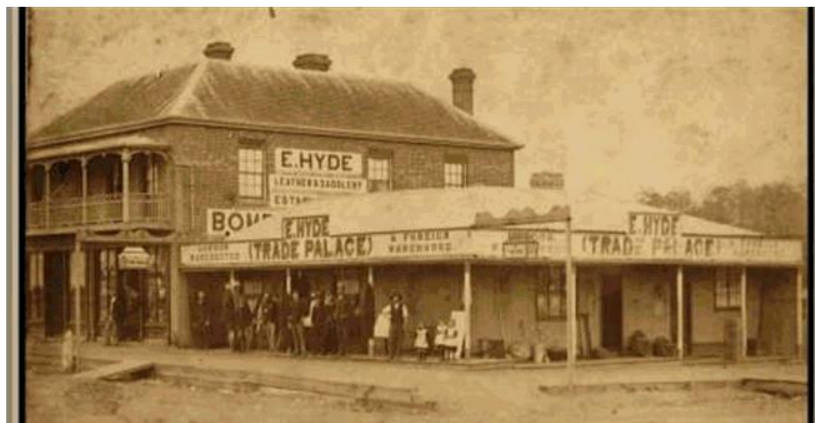


Page | 3

Original tiles to right hand shopfront should be retained and glazing bars cleaned.



1876 E Hyde Saddlery and boot store, N Marienthal Watchmaker

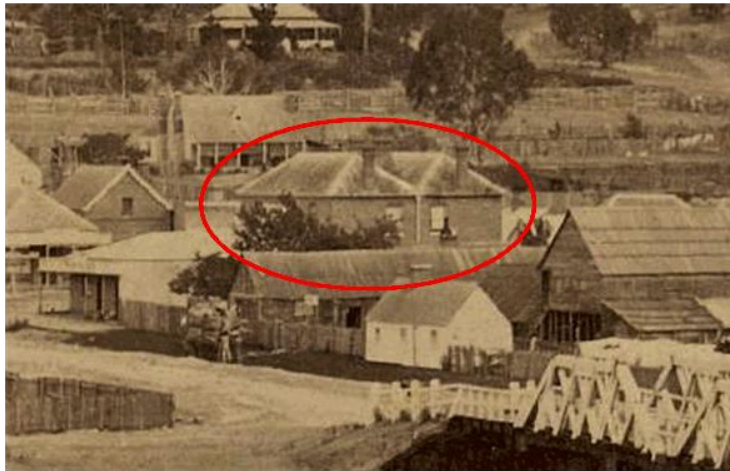


1885. The Trade Palace is where Spoldaric's is/was

Bombala Main Street Building Survey



2016 back of Lou Lou's



1885 part of historic panorama showing the back of Lou Lou's

Bombala Main Street Building Survey

Imperial Hotel

Cnr of Maybe St and Forbes St

Parcel, Lot & DP 1001175- 1/1070627

Age and style Late Victorian – circa 1890?

Description

Listed on the LEP Heritage Schedule as Item 12.

Page | 1

This is a large two-storey Victorian style hotel with an encircling verandah suspended on timber posts.

Condition & Integrity

As the 1890 photo shows, the building has undergone a fair degree of change since its initial construction. It is now in poor condition that has been made worse by the recent (2016) car damage to the verandah in which several posts were knocked out. The exterior needs extensive repainting in addition to repairs to the verandah posts.

Opportunities / other comment

Strategically located at the entry to the main street, the Imperial is an iconic building that requires major restoration. Given the building's size, the amount of work involved it may be appropriate to consider adaptive reuse of some or all of the structure.



December 2016










C. R. Schofield 1890

16.1 Imperial Hotel, corner of Forbes and Maybe Streets, Bombala

Bombala Main Street Building Survey

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Walls	Ecu (off white) Dulux selections		Page
Columns either side of door	Stone		
Window sills, Window frames, base of columns, horizontal plinth at ground	Jasper		
Window sashes	Classic cream		
Verandah posts, fascia and cast iron brackets	Paperbark		
Arris on posts, collars and border on fascia, Verandah railing, gutter	Jasper		
Verandah cast iron	Evening Haze		

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1890 "Imperial Group of Gentry"



Corner entry 2016

Bombala Main Street Building Survey



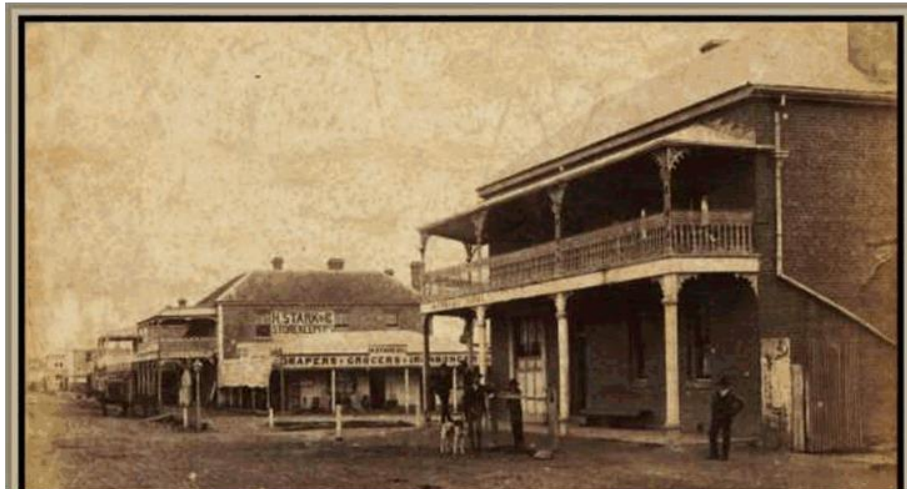
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Note that the cast iron brackets are clearly visible in the historic image



2016 Elevation from Maybe Street

Bombala Main Street Building Survey



1895 Imperial hotel on right



1940s

Bombala Main Street Building Survey

Landcare

93 (or 71 – 73) Maybe Street

Description

A single-storey group of three shops one of which has very attractive blue tiles. The building is just visible in the back of the 1890s photo of the Imperial Hotel as a group of terraces opening directly to the street. Conversion to shops may have occurred in the first decade or so of the 20th century.

Page | 1

Condition & Integrity

Condition is good and although the building has undergone some change it still makes a very strong contribution to the town's historic character.

Opportunities / other comment

Retain the historic blue tiles, period windows and shopfronts. Repaint mid-section of fascia that has rusted. Other colours could remain as they are at present. Exercise caution when introducing signage so that the appearance of the building is not compromised. Add 'scalloped' valance to fascia as can be seen in the 1910 photo below. Consider removing the upstand on the roof as it detracts from the historic form of the building.



1910 EJ Groves - Is this the same building?

Bombala Main Street Building Survey



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1940s CO Kimber's Newsagency – tinted photo?



2016 – Left hand end of building. An alternative colour scheme could use similar colours to the right hand end tiles up to dado level, with matching white above so there is unity across the width of the building.

Bombala Main Street Building Survey



Right hand end of building with blue tiles up to dado height



Attractive and historic tile detail



The current awning was once supported on posts

Bombala Main Street Building Survey

Former Bombala Butchery and fresh produce

Maybe Street

Circa 1915 Inter-war shopfront

Description

The building may have been built as a butcher shop as the tiles, which are now painted black, retain the outline image of cow, sheep and pig. The parapet indicates the business was established in 1927 and the building could date from that time as well.

Page | 1

Condition & Integrity

Apart from painting the tiles, and minor infill beneath one window, the form of the building appears original and in good condition.

Opportunities / other comment

This is a very well composed structure. The current colour scheme works well, however it is tempting to remove the paint from tiles to reveal the animals, if not the whole pattern.



2016



1440's tinted photo - detail

Bombala Main Street Building Survey



Carefully remove paint from animal tiles



Bombala Main Street Building Survey

Collectables Gallery (former)

Maybe Street

Age and style circa 1900 Federation shopfront

Description

A Federation period (1890 – 1915) shopfront with central door, timber-framed windows, rough-cast render and decorative parapet.

Page | 1

Condition & Integrity

Good condition and high integrity. Original windows, doors, architraves and detail at top of parapet.

Opportunities / other comment

This is a delightful example of a period shop and makes a very good contribution to historic streetscape character.

Avoid painting the render. Re-touch painting to timber work with existing colour. There is the opportunity to reinstate a traditional fascia to the awning, although this is a low priority.



2016



1940s

Bombala Main Street Building Survey

Olympia Café (Bitz and Pizzas)

Forbes Street

Description

A two-storey weatherboard and fibre cement building with gabled corrugated iron roof. There is a recessed café entry at the ground floor.

Page | 1

Condition & Integrity





The building, particularly side elevations, is in need of paint. The historic photo indicates there was once an arch over the entry, as well additional decorative details in the highlights over the main shop windows. The upper central window space appears to have been open in the 1940s photo.

Opportunities / other comment

Reinstate the arch over the entry and repaint the building. Expose the leadlight above the shop windows if it is still in-tact.

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Side Weatherboards at ground level;	Paperbark (Dulux 'Selections' colour chart)	
Cover battens on fibro	Arava (Dulux Exterior Inspirations chart, page 8)	
Barge board and Beam under the café sign	LOFT	
Fibro flat sheet	Ecu Quarter (off white)	
Other trim around shop window; window sash	Ecu Quarter	
Entry doors, Window frames and sashes	Paperbark	
Barge brackets and rafter ends	Ecu quarter	

Bombala Main Street Building Survey



2016



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1940s

Bombala Main Street Building Survey



2016 Arch has been removed from the entry

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2016 Rear view showing theatre on left and café on right

Bombala Main Street Building Survey

Olympia Theatre

76 Forbes Street

Parcel, Lot & DP 1001147-1/1155110

Age and style 1920s

Description

The Olympia Theatre façade is listed on the LEP heritage schedule (Item 16) and is an iconic façade at the northern gateway entry to Bombala's commercial area. The façade is clad in pressed metal and the side and rear in weatherboards.

Page | 1

Condition & Integrity






Detail of façade remains intact, but condition of side and rear is deteriorating. Generally however the integrity is good even though there have been various colour schemes.

Opportunities / other comment

Ensure that all pressed metal is securely fixed and trim is in good condition. Also restore ticket entry. Repaint to match the original colour scheme reflecting tones from the 1914 image. Restore the entire building as resources permit as the sides and raised rear section are all part of the building's significance.

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Quoins and stone	Pale Stone (Dulux 'colour solutions')	
Vent, panels either side of vent, windows either side of door	Regency white	
Brick panelling	Georgian Brick	
Cornice capping at top edge of façade	Brown BROWN STONE	
Weatherboard Walls	Brownstone	

Bombala Main Street Building Survey



2016

Page | 2



circa 1990 - Undated photo sourced from the internet



J. Grothe 1914-18

13.5 Men of the AIF marshalling for overseas duty, Bombala

Bombala Main Street Building Survey



1940s

Page | 3



Rear view 2016. The whole form of the building needs to be recognised as part of its significance, not just the front façade

Bombala Main Street Building Survey

Bombala Hotel

102 Maybe Street

Lot and DP

557/21/851074

Age and style

corner section 1938, rear outbuildings 19th C

Description

A two-storey building that addresses the corner and includes a suspended awning. There are slight art-deco treatments in the pointed window arches and wall tiling around the corner. Windows to ground and upper floor are timber-framed and roof tiles are terra cotta. A hip-roofed Georgian building faces Forbes Street, behind which is a two-storey weatherboard building.

Page | 1

Condition & Integrity

The hotel no longer functions and the buildings would benefit from painting and some level of maintenance. Use of the site goes back to the 19th century and some of the rear buildings appear to have particular historic significance.

Opportunities / other comment

The corner building occupies a commanding position, has great potential to make a major contribution to the streetscape and would respond well to cleaning and painting. The rear building should be conserved and possibly adapted with input from council's heritage advisor.

Colour

It seems the building is largely as it was when modernised and repainted circa 1938. Based on the photo below, changes since 1938 include painting the brick wall below the windows in Maybe St the same colour as the upper wall and repainting the awning to remove former signage. It is recommended that the existing colour scheme be retained.



The Bombala Hotel addresses the intersection



This 1940 photo shows that little has changed since then, other than the brickwork beneath the windows in Maybe Street having been painted to match the wall colour.

Bombala Main Street Building Survey



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2016. The 1938 wall tiles are largely intact. Note poor condition of awning which will need to be repaired before being repainted. The brick wall below windows was initially darker presumably natural red brick or stained with red oxide.



Historic Georgian style buildings still survive at rear of hotel facing Forbes Street. The appearance of the roller door could be improved by painting.
The Georgian buildings could be repainted in colours that are similar to the existing, ie Tuscany Pink walls and 'Headland' roof.

Bombala Main Street Building Survey



1895 – Australian Arms Hotel

Page | 3

Kerr's Hotel Bombala
Maybe Street, BOMBALA, N.S.W.



Newly Rebuilt, Kerr's Hotel is Modern in Every Respect, and is Tastefully Furnished.
Hot and Cold Running Water in Bedrooms.
Unlimited Bath and Shower Facilities. Internal and External Sewerage. Electric Light.

Excellent Cuisine
11 SEPARATE LOCK-UP GARAGES

Registered N.R.M.A. and C.T.A. House
Moderate Tariff

R. J. KERR, Proprietor.
Phone; Bombala 15. 106

1938, shortly after the building was re-built.

Bombala Main Street Building Survey

Westpac Bank

104 Maybe Street

Lot and DP

558/1/203434

Age and style

circa 1960 simple utilitarian style

Description

This is a 1960s building with 'modernist' aspirations evident in the brick massing, asymmetry, recessed front wall and 'floating' roof form.

Page | 1

Condition & Integrity

The building appears basically sound and similar to when it was constructed, other than for the disabled access ramp and signage.

Opportunities / other comment

The flag pole could be re-painted white.

Colour

A close investigation of the woodwork would need to be undertaken to determine if it was painted a different colour in the past.



Front elevation 2016



Front elevation circa 1970

Bombala Main Street Building Survey

Local Land Services (Rural Lands Protection Board)

106 Maybe Street

Lot and DP

559 – 1/218282

Age and style

Utilitarian c 1980?

Description

This is a cement block infill building probably from the late 20thC. In the late 1960s or 70s the site was still a car lot.

Page | 1

Condition & Integrity

The building appears to be sound and probably much the same as when it was built.

Opportunities / other comment

Its appearance could be improved by the addition of awnings to the windows and door. The steps and ramp would benefit from repainting. This is a non-descript building with no obvious heritage or aesthetic value. The proposed painting strategy is to strengthen the horizontal banding across the parapet and to enhance windows and doors by outlining them with painted architraves.

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.





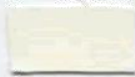
Front elevation 2016

Bombala Main Street Building Survey



Proposed indicative colour scheme

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Horizontal banding	Sea Bed (Aqua) refer to Dulux 'Selections' colour palette	
Horizontal band, architraves and base line	Night sky (black)	
Wall	Grey Pebble quarter	
Signage panel	Corporate colours set within the narrow 'Night Sky' border. Width of sign panel to match outer width of windows	

Bombala Main Street Building Survey

Tooralie

108 Maybe Street

561- 1/159105

Age and style early 20th C façade with older section at rear

Description

Rendered and painted brick façade with stepped parapet and suspended awning. Two doors and windows either side of the centreline. An additional wing on the south side has no awning and is a 19th century building evident from the style of the side window and the earlier form of brickwork.

Page | 1

The building initially had a flat parapet that projected forward slightly. Brickwork was exposed and there was a rebated signage panel above the awning which in turn was suspended on posts with decorative cast iron brackets. Window and door arrangements seem to have been the same as they are now, but with period details including timber frames and sashes.

Condition & Integrity

The building is in fair condition but in need of paint. A damp patch on the side wall is damaging the brickwork.

Opportunities / other comment

Refresh with paint,

Improve windows and make doors more attractive,

Correct damp problem on side wall.

Colour scheme

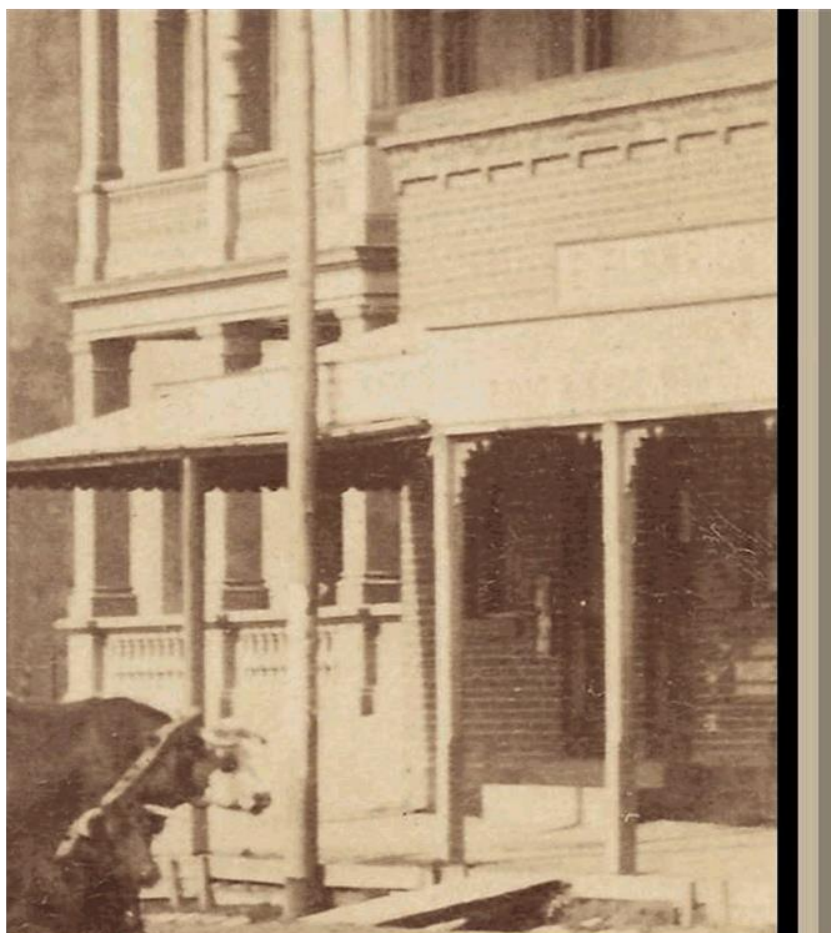
This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

The colour strategy is to emphasise the difference between the two buildings through the use of colour and detail. The left hand building should be lighter in tone with a signage panel in the centre of the upper parapet. The right hand building to be darker with an emphasis on window and door heads and sills, plus visual strengthening to the upper parapet line.



Front elevation 2016. Note shallow stepped parapet also evident elsewhere in the town

Bombala Main Street Building Survey



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1915 with historic buildings visible behind the horse. The left hand of the two buildings has been painted

Bombala Main Street Building Survey



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Painted wall on left hand side but Right hand side shop still with exposed brick, and arches over door and window. Window was much smaller than at present



1940s. As Herbert's fruit shop with both walls painted

Bombala Main Street Building Survey



2016 North side elevation



2016 South side elevation



Damp problem on side wall. Note also the surviving period window

Bombala Main Street Building Survey



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Proposed colour scheme

see Dulux *Traditional Colour Solutions* colour chart.




Parapet and wall below awning	Portland Stone'	
Border to top of parapet and edge of fascia	Axe Handle'	
Grey border to parapet and signage panel	Slate	
Fascia and signage panel	Lime White'	

Bombala Main Street Building Survey



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Right hand side – indicative colour scheme

Wall	Dune	
Highlights below parapet and around window and door	China White	
Parapet cap	Axe Handle	

Name	Garden Gadget Gallery
Street address	112 Maybe Street
Parcel- Lot/DP	562 – 2/159105
Age and style	open garden area

Description

An attractive space with a see-through control gate at the street frontage.

Condition & Integrity

Good

Opportunities / other comment

Avoid bagging or painting the exposed brick wall



Street entry

Bombala Main Street Building Survey

Solicitors

114 Maybe Street
Lot and DP 563 – 1798777/
Age and style late 19thC

Description

An attractive brick building with rendered façade, stepped parapet and bull-nosed verandah.

Page | 1

Condition & Integrity

Condition is generally good although painting needs to be cleaned or refreshed. The verandah awning is relatively new and has replaced a previous structure – see historic photos. There is some rising damp on the wall facing the garden centre. The exposed brick wall is very attractive and should not be bagged, rendered or painted.

Opportunities / other comment

Treat rising damp and lost mortar in brickwork at ground level (use lime mortar only)

Do not paint side wall brickwork

Repaint loose and flaking paint on front elevation,

Repaint vertical boards at verandah roof.




Remove the lichen from bull-nosed verandah roof.

Refresh the 'solicitor' sign,

Timber posts could be painted

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Colour chart: Dulux Traditional Colour Solutions		
Wall and parapet	'Stoneware' (pale tan)	
Parapet outline and crest	'Rose Beige' (pale brown grey)	
Striped verandah end	Stoneware and Rose Beige alternate	
Window and door trim	Regency White	
Verandah fascia and posts	'Rose Beige' (pale brown grey)	*

Bombala Main Street Building Survey

Page | 2

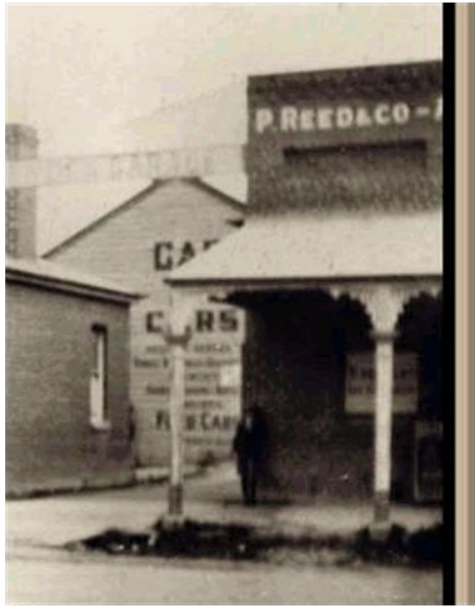


Front elevation 2016



Note damp at lower portion of wall

Bombala Main Street Building Survey



1915

Page | 3



1940s – tinted photo

Bombala Main Street Building Survey

Bombala Times and Linga Longa

116 Maybe Street

Parcel Lot and DP 1004203 1/995793

Age and style Circa 1920-30 – Art Deco

Page | 1

Description

Rendered and stepped parapet with suspended awning. Shopfronts at street level include strong Art Deco detailing to the former Bombala Times with modified shopfronts to the café and former Accountant's office

Condition & Integrity

Condition appears to be OK. Integrity of the Bombala Times section is very high and should be retained and conserved. Installation of the shopfront in the café section resulted in loss of original detailing. The window to the former accountant's office is not consistent with Art Deco detailing and may indicate the building façade was modified long ago. The Art Deco crest at the centre of the parapet ridge has been removed or painted over.

Opportunities / other comment

Reinstate crest at the top of parapet

Repaint parapet and emphasise raised render

Repaint face of awning

Retain all historic detailing and glass associated with Bombala Times shopfront

Unify consistency of detailing across front eg café blackboard to go above or below top edge of tiles (but not across), column between cafe and accountants to be tiled to match elsewhere, tiles below café shopfront to be repaired.



Colour scheme

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Bombala Main Street Building Survey

Parapet Wall	'Natural white'	
Parapet trim	Lined white	
Parapet crest and Awning support rods	Monument	
Repaint "CAFE" sign in centre of parapet		

Page | 2



2016



Bombala Main Street Building Survey



Page | 3



Detail of window on right hand side

Bombala Main Street Building Survey



Bombala Main Street Building Survey

Maybe Decore

122 Maybe Street

Parcel / Lot & DP 568 / A156440

Age and style Circa 1940-50 post war austerity

Description

Exposed brick facade with stepped parapet, four timber windows with rendered sill and head projecting off wall, suspended awning, large shopfront window and door not symmetrical. Side walls in cement block.

Condition & Integrity

Condition seems to be good and integrity high. Windows in parapet may have always been white and if so should remain that colour. They could be a softer white if desired, such as 'Hog Bristle quarter' or 'Sandy Day Half'.

Opportunities / other comment

Repaint awning.

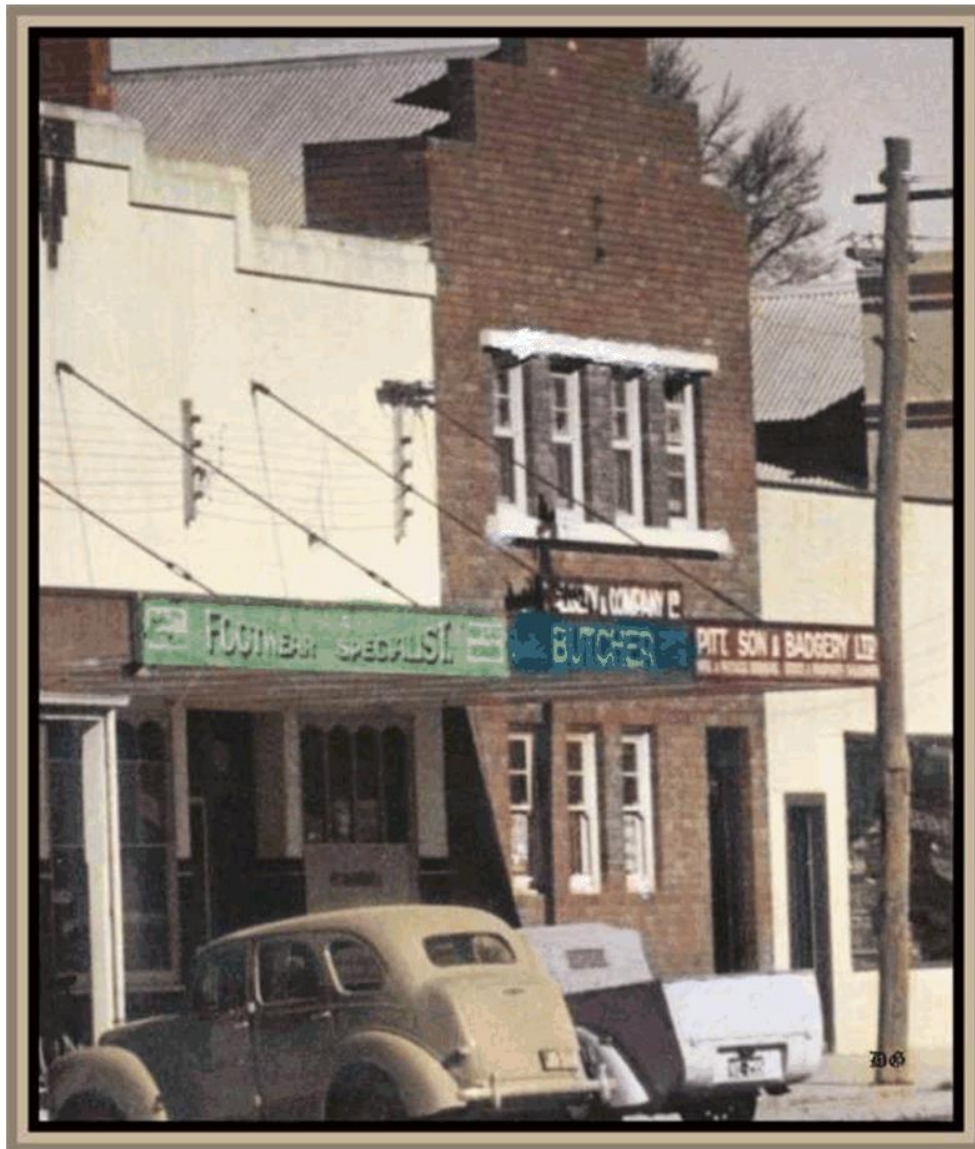
Gently clean efflorescence from bricks below the damp proof course.

Consider adding lights to the underside of awning to project light back onto the brick wall and door.



Note cement bricks on side wall

Bombala Main Street Building Survey



Bombala Main Street Building Survey

Bombala Fabrics

124 Maybe Street
Parcel/Lot & DP 569 B/156440
Age and style mid 20thC infill

Description

An infill wall of fibre cement sheet that has been painted pink.

Page | 1

Condition & Integrity

The façade is in poor condition with poor flashing above the windows and peeling paint over the whole surface. Historic photos indicate it was constructed in the 1940s

Opportunities / other comment

At a minimum the façade should be painted and architraves added to the window and door. A small awning could also improve appearance.

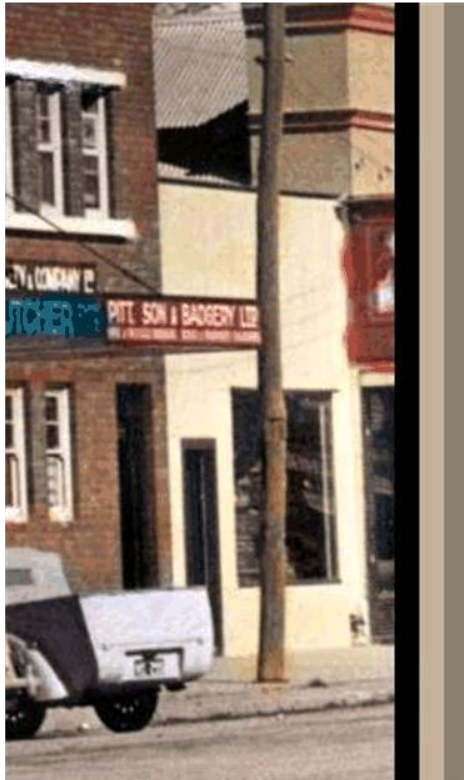


Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Flat sheet	'Serena Quarter' (very pale green) Dulux fandeck World of Colour Series 2 Page 88	
Door trim, window trim and top of parapet -	Off white	
Base of wall	Namadgi	

Bombala Main Street Building Survey



Tinted photo from late 1940s

Bombala Main Street Building Survey

Maybe Furniture

126 Maybe Street

Parcel/Lot and DP 1000960 – 2/1067856, 1000959 – 1/1067856

Age and style 1889 - 1935

Page | 1

Description

A rendered and painted parapet with horizontal storm moulds, cornicing and projecting semi-circular features that carry the dates of 1889 and 1935. A suspended awning spans the double shopfront which has a recessed door to one side. The tiled surrounds to the shopfronts have been painted pink, and in the process some decorative tiles have also been painted over. The original window surrounds have also been painted. Check to see if they are timber or bronze.

Condition & Integrity

This potentially attractive front elevation needs work. The renderings are in poor condition and need cement-patch repairs, the underside of the awning is sagging and the window surrounds need restoration.

Opportunities / other comment




- Repair renderings on parapet,
- repair upper and lower sides of the awning,
- strip paint off decorative tiles and window mullions and
- repaint walls to a more sympathetic colour scheme.



Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Bombala Main Street Building Survey

Dulux 'Selections' colour chart		
Upper edge of parapet and horizontal bands	'Patio Charm'	
Inner portion of semicircles and parapet flat wall	Beige Calm (warm grey)	
Awning Fascia	Beige Calm with white on the edge border	
Under awning	Natural white	
Lower wall	Beige Calm. Expose decorative tiles	
Trim around window and door	Lexicon Half "	

Page

Page | 2



Central stores in the 1940s



Repair rendering before painting

Bombala Main Street Building Survey



Repair awning underside



Strip paint off decorative tiles and repaint elsewhere



Strip or repaint window mullions and make good to entry

Bombala Main Street Building Survey

Foodworks

128 Maybe Street
Parcel - Lot & DP 570 – 1/547956
Age and style C 1930s Art Deco

Description

This building has a dramatic art deco façade which is largely intact above and including the awning.

Page | 1

Condition & Integrity




The façade appears to be in very good condition and has high integrity. The extent of change to the shopfront is not clear and may be relatively minor, although there would have been the ability to get vehicles in and out of the showroom presumably through the front..

Opportunities / other comment

Control signage on masonry parapet so that the architecture remains the primary element. Use font to match historic font in the 1940s image,
Change fluorescent tubes to period style lights,
Paint the elevation to reflect the traditional styling
Paint shopfront,
Control advertising at ground level
Repair awning and downpipe leaks.

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Main parapet wall	Raw Cotton Quarter	
Parapet verticals and horizontal fins	Blind Date	
Fascia	Arava (pale brown) Exterior Inspirations Page 8	
Horizontals on Fascia	Blind Date	

Bombala Main Street Building Survey



Page | 2

2016



1940's



Font style from original facade

Bombala Main Street Building Survey



Page | 3

Note Art Deco ceiling awning



Repair leaking awning and downpipe

Bombala Main Street Building Survey

Bombala Sports and Outdoors (aka Massage Shop)

134 Maybe Street

Parcel - Lot and DP 573 – 3/457956

Age and style 1915 – 1940 Inter-war

Description

The building has a rendered brick parapet with simple details and a suspended awning. The shopfront has been panelled in timber.

Page | 1

Condition & Integrity

The parapet looks original as does the awning, however the signage panel is higher than the face of the awning. The timber panelling seems slightly incongruous in this situation and needs refreshing. It would be interesting to see what the shop was like originally.

Opportunities / other comment

Awning signage to fit within the edges of the awning,
Check awning roof and downpipes for leaks,
Make good to stains on the timber panelling,
Check to see if the original shopfront lies buried beneath the timber,
Upgrade the under-awning lighting.



Note staining adjacent to downpipe

Bombala Main Street Building Survey

Workways (formerly 'Robbo's')

137 Maybe Street

Parcel-Lot and DP 437- B/164387

Age and style Mid 20th C -

Description

A two-storey rendered brick building with hipped terra cotta tiled roof and two pairs of double-hung timber sash windows in the upper floor facing the street. The awning is suspended and the shopfront has been tiled with large liver-red tiles around a brown and black anodized aluminium door and window surround. The shopfront is much newer than the rest of the building.

Page | 1

The wall render is in good condition and of a style found on many buildings in Bombala, suggesting there were one or two renderers particularly adept at this style, which might be termed a form of 'Tyrolean' render finish.

Condition & Integrity

The awning and downpipes are leaking badly and need attention, and the eaves lining is decaying and coming away from the building.

Opportunities / other comment

- Repair leaking awning and downpipes.
- Repair decaying eaves and
- Refresh the paintwork as appropriate. Existing colours are satisfactory.
- The signage should be reduced to fit within the frame of the suspended awning.



2016

Bombala Main Street Building Survey



Side elevation showing "Tyrolean" style wall render



Leaking awning needs repair



Deteriorating eaves also in need of repair

Bombala Main Street Building Survey

Hair on Main

140 Maybe Street

Parcel-Lot & DP

577 – 2/164034

Age and style

circa 1970's commercial

Description

A single-storey modern shop with pale olive green clip-lock roof and glazed anodised-aluminium shopfront over two thirds of the building. The other third is solid brick of which some at least has been clad with decorative stone tiles. There may also have been stone tiles on the section facing the street that have been removed, although most of those on the return are intact. The street-facing wall is now painted black.

Page | 1

Condition & Integrity

Apart from the missing tiles the building is in good condition and integrity.

Opportunities / other comment

- Repair the missing tiles.
- Remove the projecting signage pole which is now redundant.
- The grey wall could be retiled or repainted as the current dark grey is too severe for the main street and the building.

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Change wall colour to Carmen Miranda.



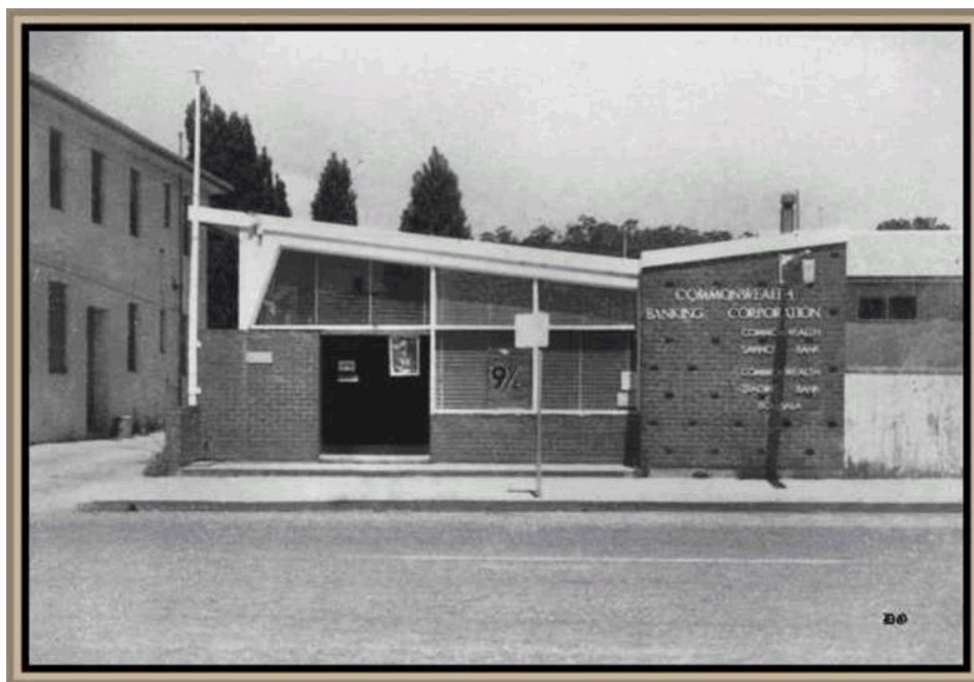
2016

Bombala Main Street Building Survey



Note missing tiles on wall

Page | 2



1973 The building appears to have been extensively modified or completely rebuilt.

Bombala Main Street Building Survey

Stewart Lee & Co Rural Marketing

142 Maybe Street

Parcel - Lot and DP 579

Age and style Circa 1900 – some art deco detailing in facade render

Description

Bagged or rendered brick parapet with some simple art deco style renderings, suspended awning and symmetrical shopfront. Page | 1

Condition & Integrity

The building is in very good condition and appears to have high integrity although it is possible it dates from around 1900 and was later remodelled. Refer to historic photos if available.

Opportunities / other comment

The building is a good example of its type, with successful colour scheme and restrained use of signage.



Front elevation 2016



Note the decorative rendering on the face and top edge of parapet.



Note the traditional wall vent and stone footings.

Bombala Main Street Building Survey

Garage

(part of RSL Club land?)

Lot and DP

Age and style 1920 - 30

Description

A cement-block building with rendered front. Timber fascia and eaves and period timber bi-fold doors with gazing typical of the period. Double hung timber sash windows to the side.

Page | 1

Condition & Integrity


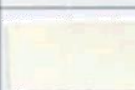
Barge capping is missing and the building needs a coat of paint, but otherwise this is a good building with most of its original form and fabric intact. Note the rendering is typical of that on many of the town's buildings.

Opportunities / other comment

Repair damaged trim and repaint to traditional colour scheme

Colour scheme

This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Doors, fascias, bargeboards	Brunswick Green (Selections chart)	
Walls	Natural White	



2016

Bombala Main Street Building Survey



Note damaged barge cap at the fascia.

Bombala Main Street Building Survey

RSL Club (former Shire Offices)

Description

A generously proportioned symmetrical two-storied building with hipped tiled roof. Central entry with enclosed verandah above, with two sets of double hung timber sash windows to either side. Wall rendering in the local 'Tyrolean' style with expressed horizontal banding. The building is now used as part of the Bombala RSL club but was formerly the shire offices and previously the Commercial Hotel before extensive remodelling. The building has construction details similar to Workways and the former Bombala Hotel on the corner of Forbes and Maybe streets. Ridge capping suggests this building once had in internal roof valley which helps to confirm its origin as the 19thC Commercial Hotel.

Page | 1

Condition & Integrity

Condition is generally good although on close inspection repairs are required to rendering and soffits, and repainting needed to windows.

Opportunities / other comment

- Undertake minor repairs and painting
- Upgrade entry light over central door



2016








1950s

Bombala Main Street Building Survey

Colour scheme

The proposed colour scheme draws on tones from the 1950s image. The scheme has been prepared by council's heritage advisor at council's request and the suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

Page | 2

Walls	Pipeclay	
Window frames, sashes, railings and bargeboard	Deep bronze green	
Window sills and horizontal proud render	Grey Pebble Quarter	
Central signage panel	Natural white	
Rendered skirting at ground level	Klute	



Lost rendering to be repaired – 2016



Fascia and soffits to be repaired and painted - 2016

Bombala Main Street Building Survey



Paint windows

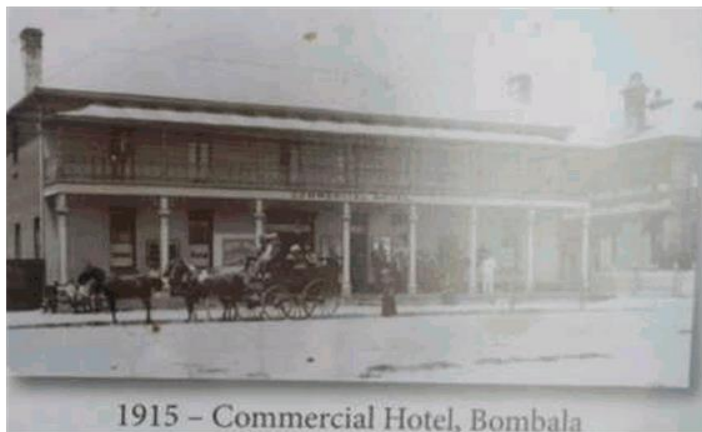


Replace with traditional styled light



1872 - Commercial Hotel (R.S.L Club Is now on this Corner)

Bombala Main Street Building Survey



1915



1920's



Late 1960's Optometrist in right hand side of building.

Bombala Main Street Building Survey

Bombala RSL

148 Maybe Street

Description

A Victorian Georgian styled building constructed from brick. It was the Bank of NSW in the 1900's. The central arched entry has been filled in. Note that the current colour scheme is almost the opposite of its original tones of dark brick.

Page | 1

Condition & Integrity

Generally very good condition and reasonable integrity notwithstanding the entry infill and repainting.

Opportunities / other comment:

- Minor repairs to paint and timber work.
- The colour tones could be reversed to be more in keeping with the original building, although this would be a low priority within the context of the whole street and would only be considered if a complete repainting of the whole building was being undertaken.
- Reinstatement of a period fence would further strengthen its historic character.



2016

Bombala Main Street Building Survey

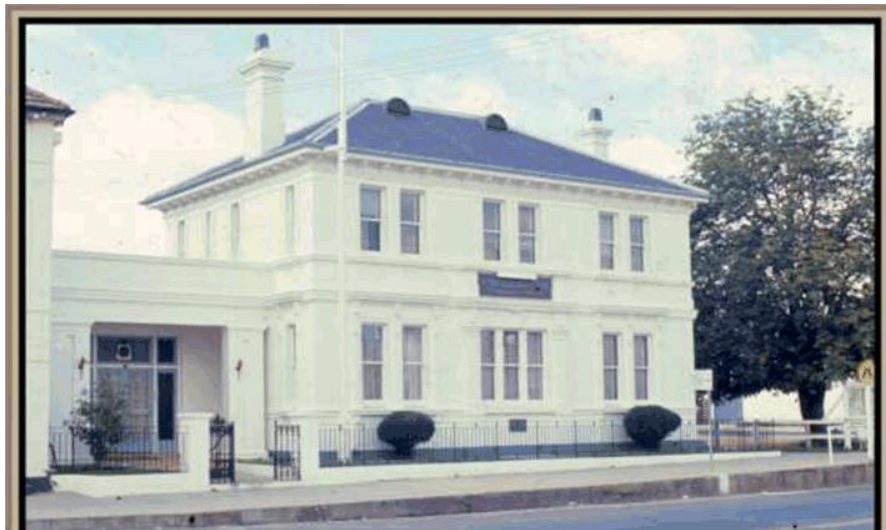


2016

Page | 2



Rear structures viewed from Caveat Street



1972

Bombala Main Street Building Survey



Circa 1920– 1930

Page | 3



1915

Bombala Main Street Building Survey

Vacant Store

158 Maybe Street

Parcel, Lot & DP

Age and style

583 – 3/621725

Spanish Mission style – possibly 1930's

Description

This is a single-storey brick building with a high Spanish Mission style parapet that wraps around the corner. Typical features include the bank of semi-circular terra cotta tiles and the arched windows and doorways. The style was popular in the 1920s and 30s and examples can also be seen in Queanbeyan and other country towns. It is interesting that there are several examples of the type in Bombala. Although the corner shopfront has been modernised the building retains a good address to the intersection and complements the other buildings on this corner.

Page | 1

Condition & Integrity

Condition is generally good although some hairline cracks can be seen in the wall. It would be interesting to see photos of the original corner details

Opportunities / other comment

Review the original corner details and investigate possibility of restoration.



2016





Colour scheme

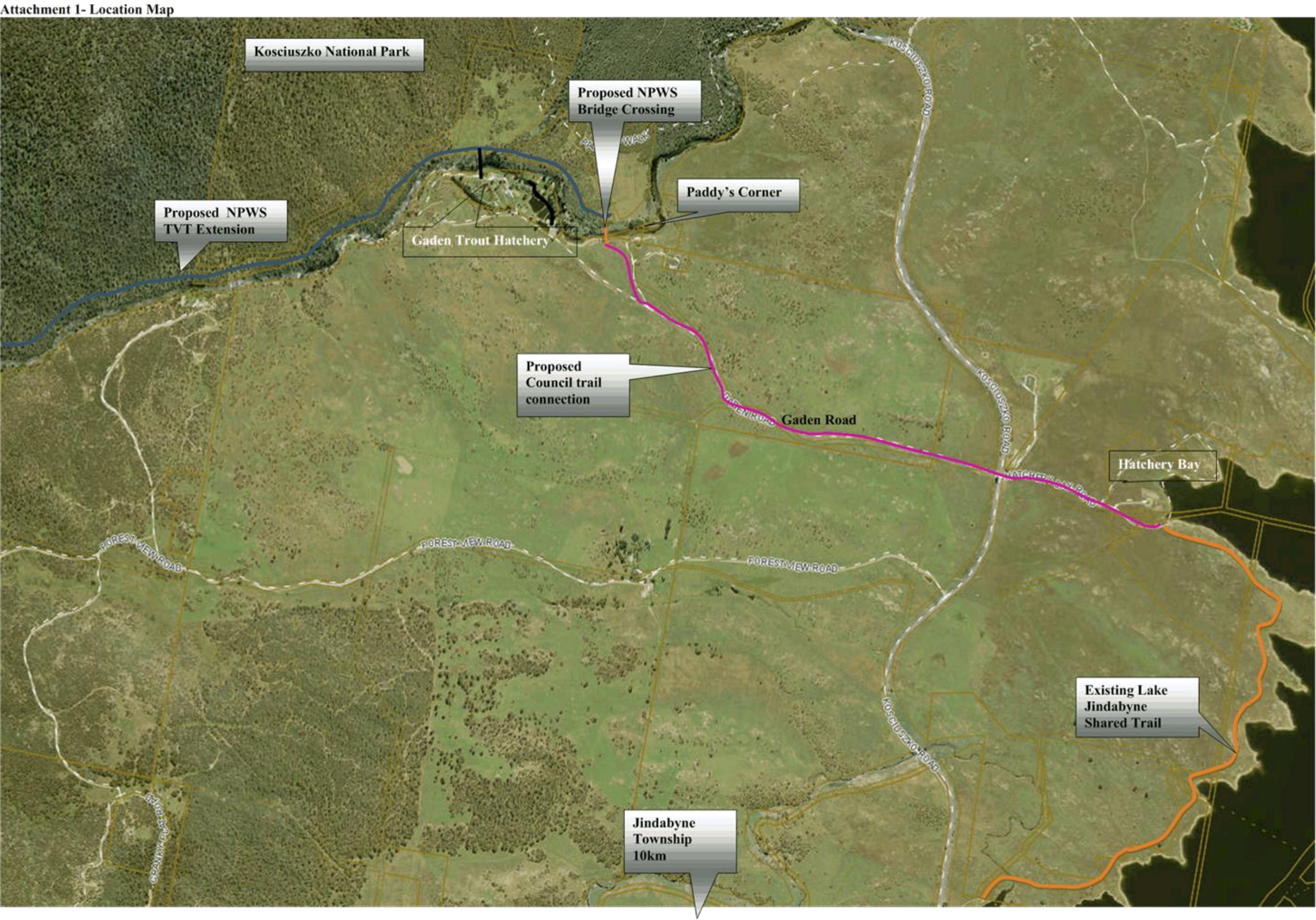
This colour scheme has been prepared by council's heritage advisor at council's request. The suggested colours are not mandatory and may be altered to suit the owner's preference. Revised colour schemes can be discussed with the heritage advisor by arranging a meeting through council.

The existing terra cotta colour is appropriate for the wall (an alternative for a Spanish Mission building is for a full white as a whitewash). Alternative wall colours could include 'Cinnamon Sand' (Fandek page 146) or 'Rattan' or 'Pale Terracotta' (both in the Selections chart). The current colour is close to Pale Terracotta

Fascia Boards under tiles and support brackets – 'Jasper'

Do not paint half-round tiles.

Cinnamon Sand	
Rattan	
Pale Terracotta	
Jasper	



December 2016

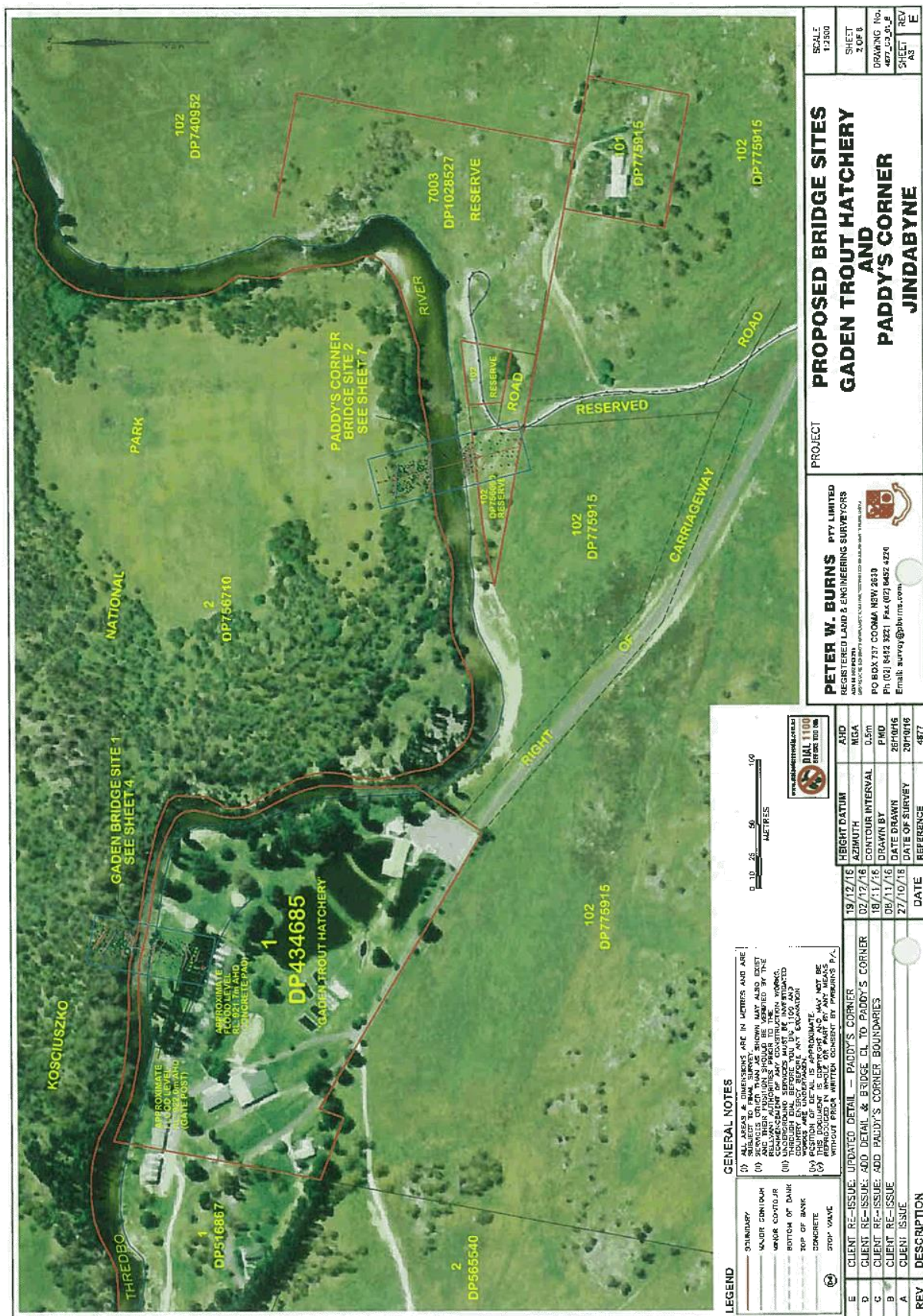


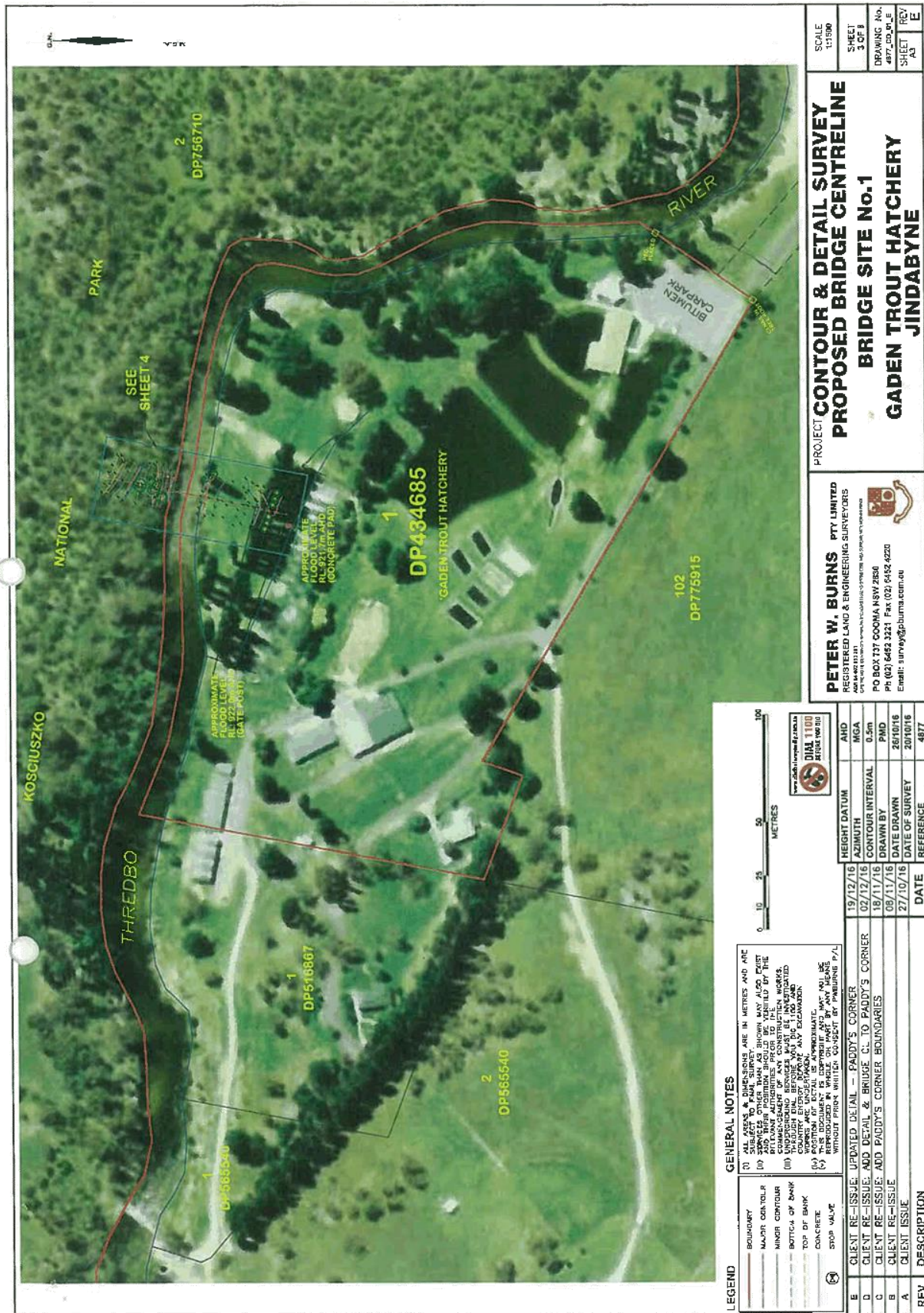
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SHEET 3	PROPOSED SITE 1 (Gaden Trout Hatchery)
SHEET 4	PROPOSED BRIDGE SITE 1 DETAIL
SHEET 5	CENTRELINE LONG SECTION
SHEET 6	PROPOSED SITE 2 (Paddy's Corner)
SHEET 7	PROPOSED BRIDGE SITE 2 DETAIL
SHEET 8	CENTRELINE LONG SECTION

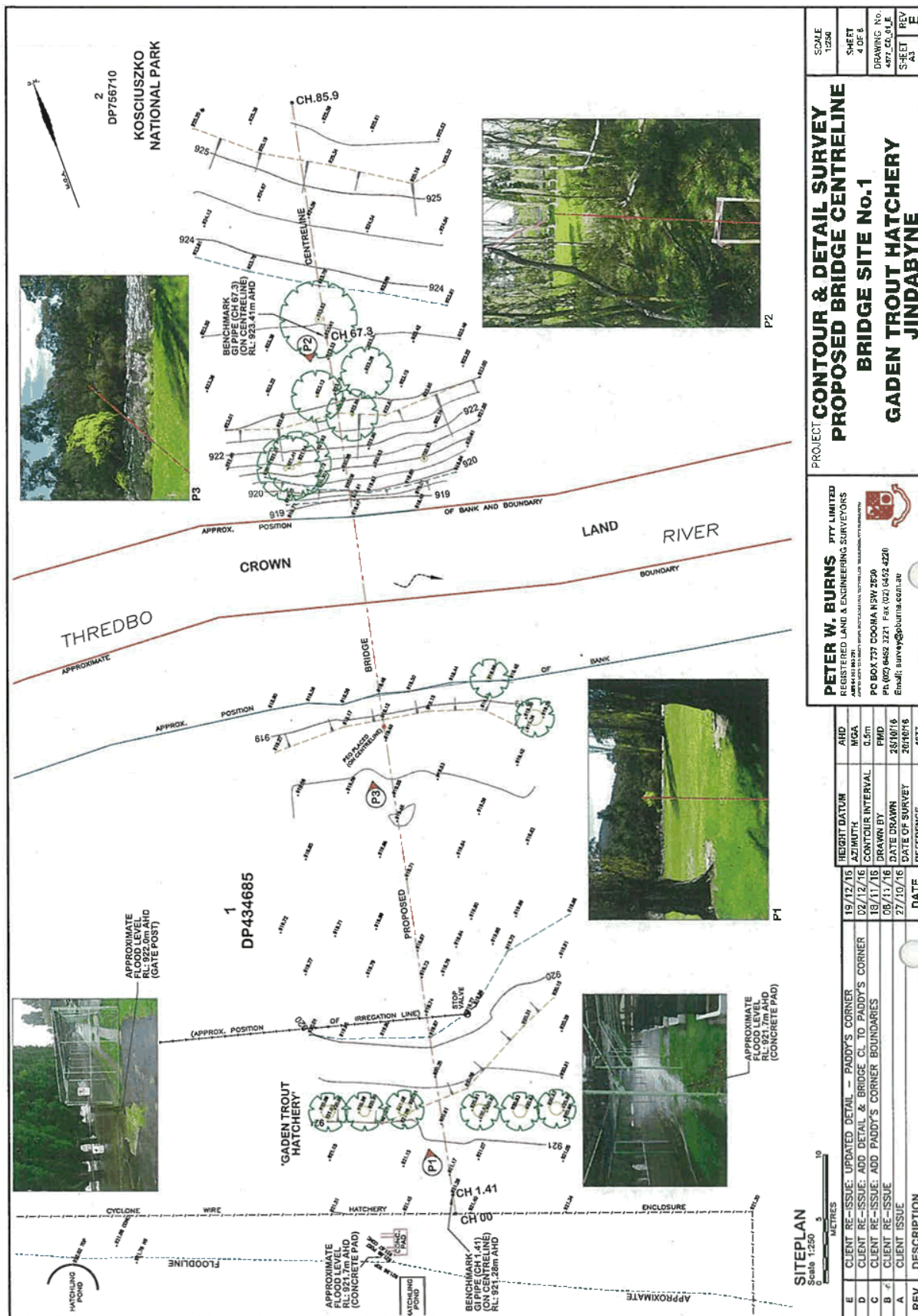
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B	CLIENT RE-ISSUE	18/11/16	DATE DRAWN	26/10/16
C	CLIENT RE-ISSUE: ADD PADDY'S CORNER BOUNDARIES	06/11/16	DRAWN BY	PMD
D	CLIENT RE-ISSUE: ADD DETAIL & BRIDGE CL TO PADDY'S CORNER	02/12/16	CONTOUR INTERVAL	0.5m
E	CLIENT RE-ISSUE: UPDATED DETAIL — PADDY'S CORNER	19/12/16	HEIGHT DATUM	AHD

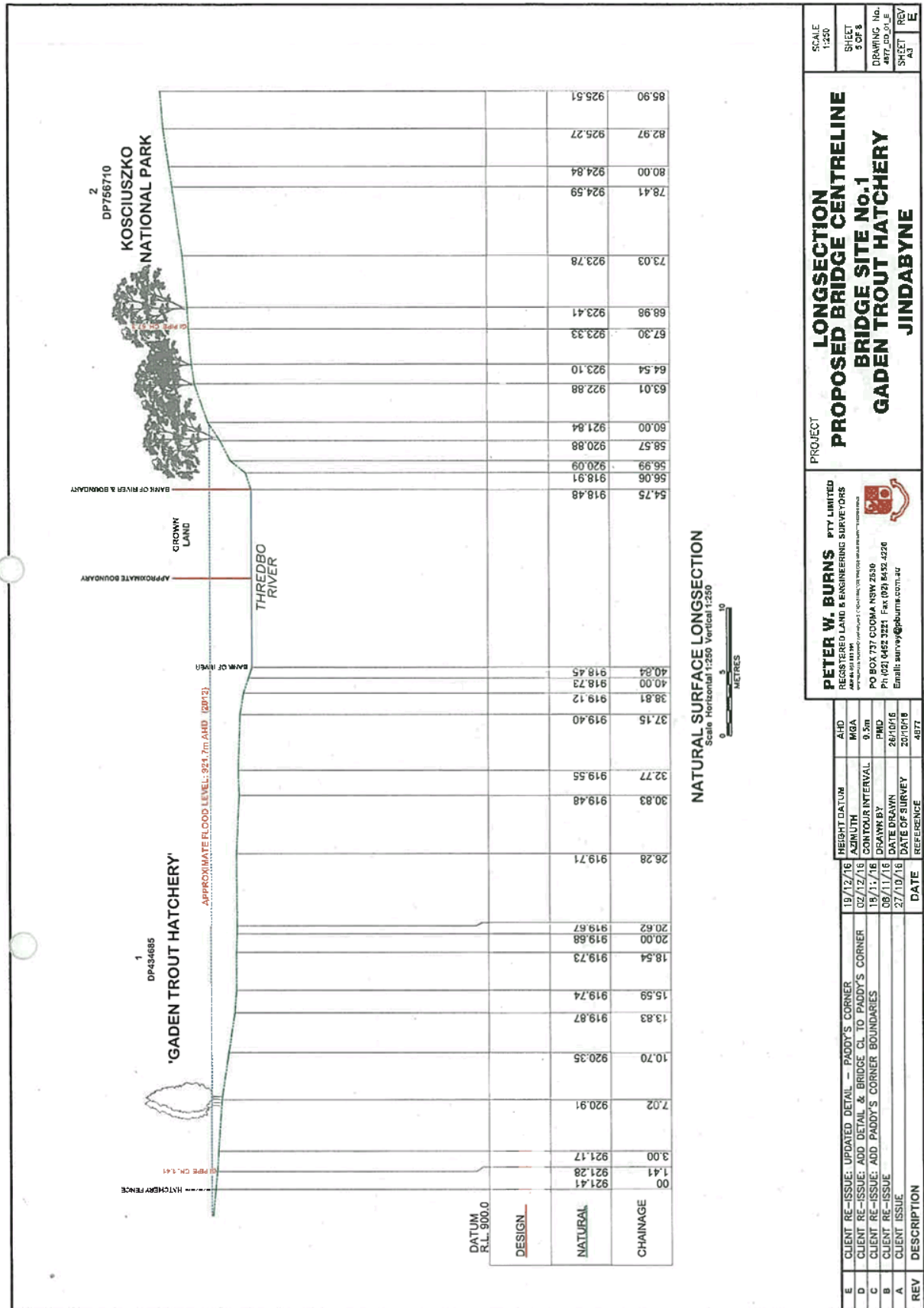
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PROJECT	PROPOSED BRIDGE SITES			
	GADEN TROUT HATCHERY			
	AND PADDY'S CORNER			
	THREDBO RIVER, JINDABYNE			
	SCALE N/A	SHEET 1 OF 8	DRAWING No. 4877.C00.91.5	
		SHEET	REV	

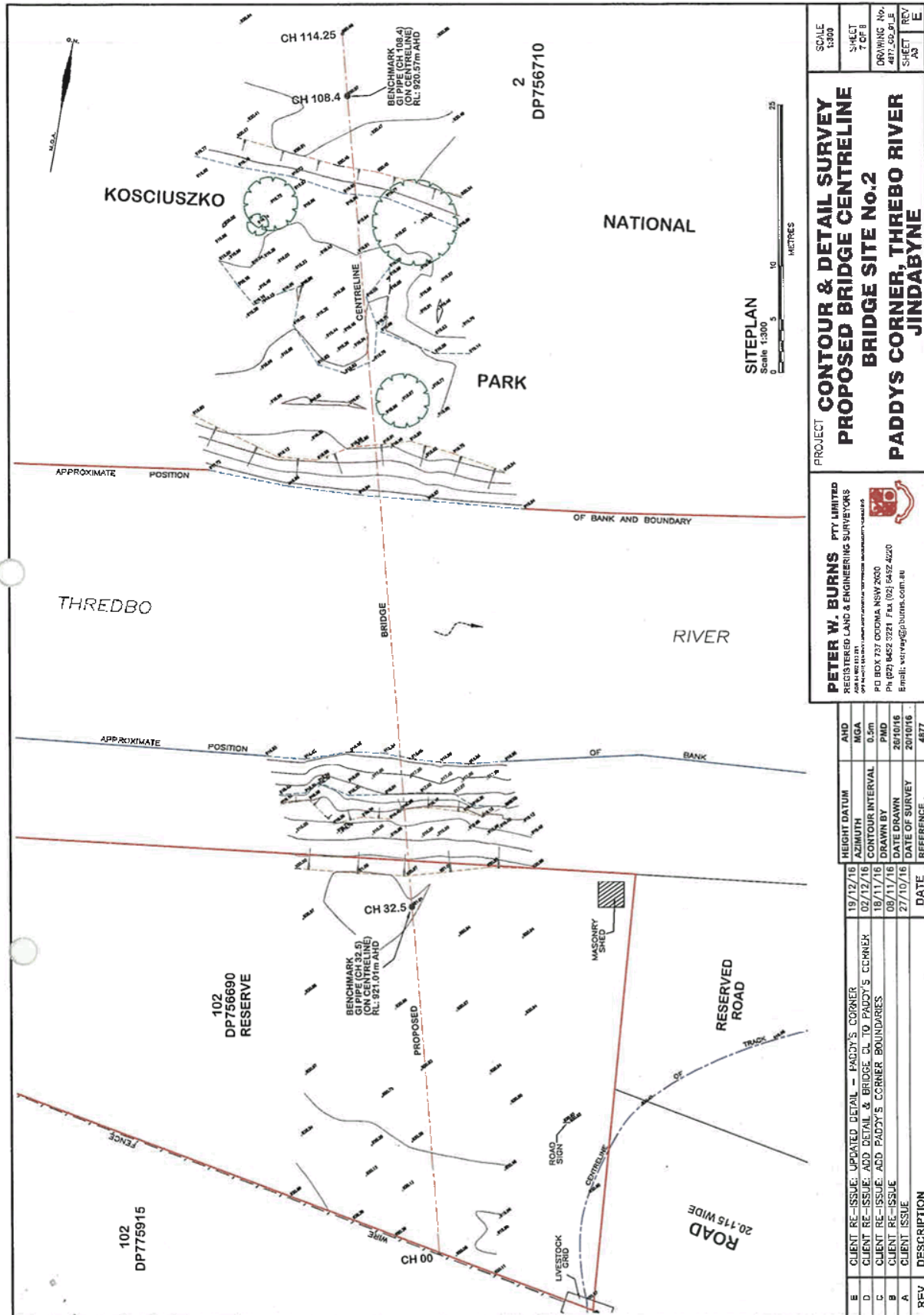


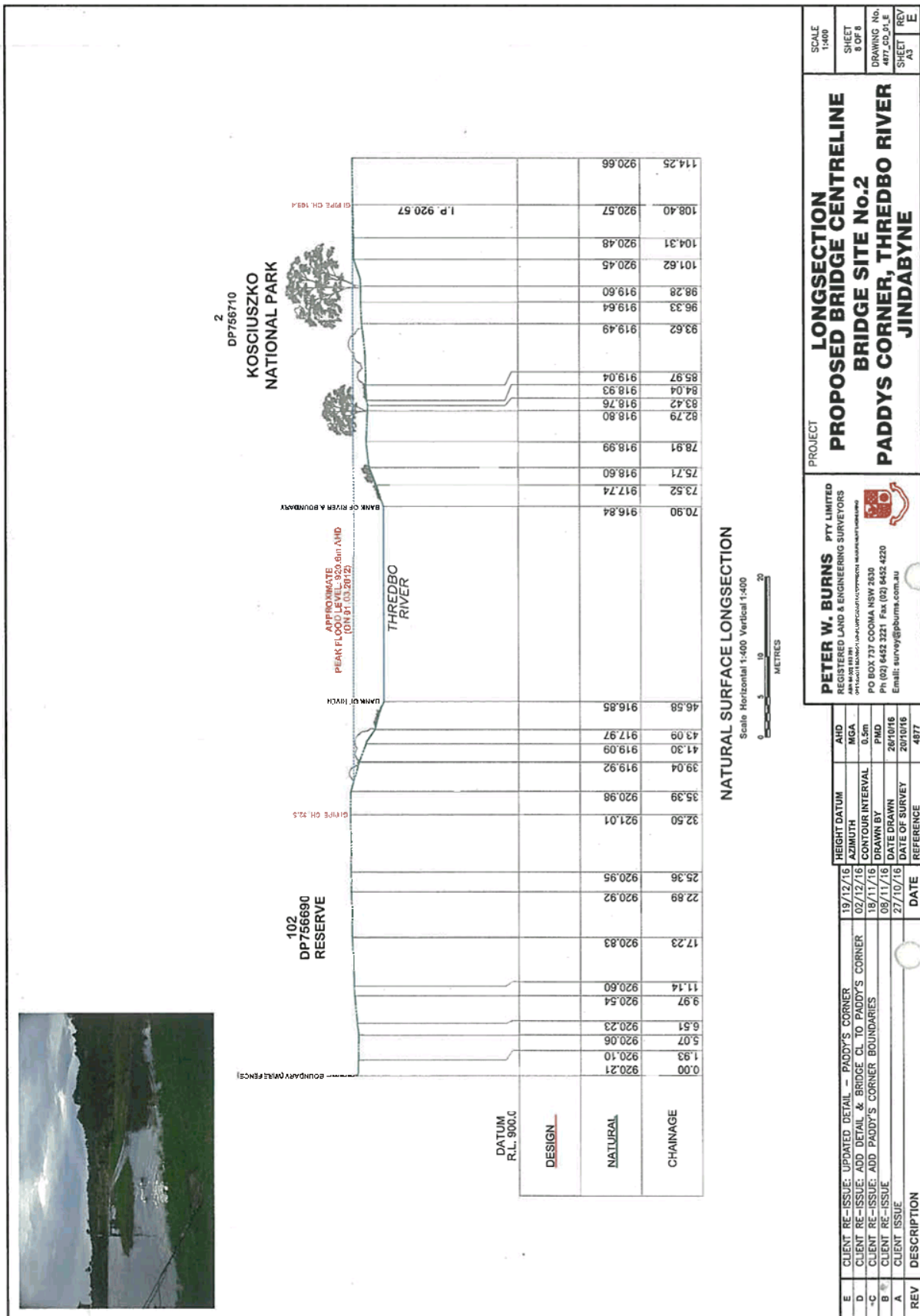












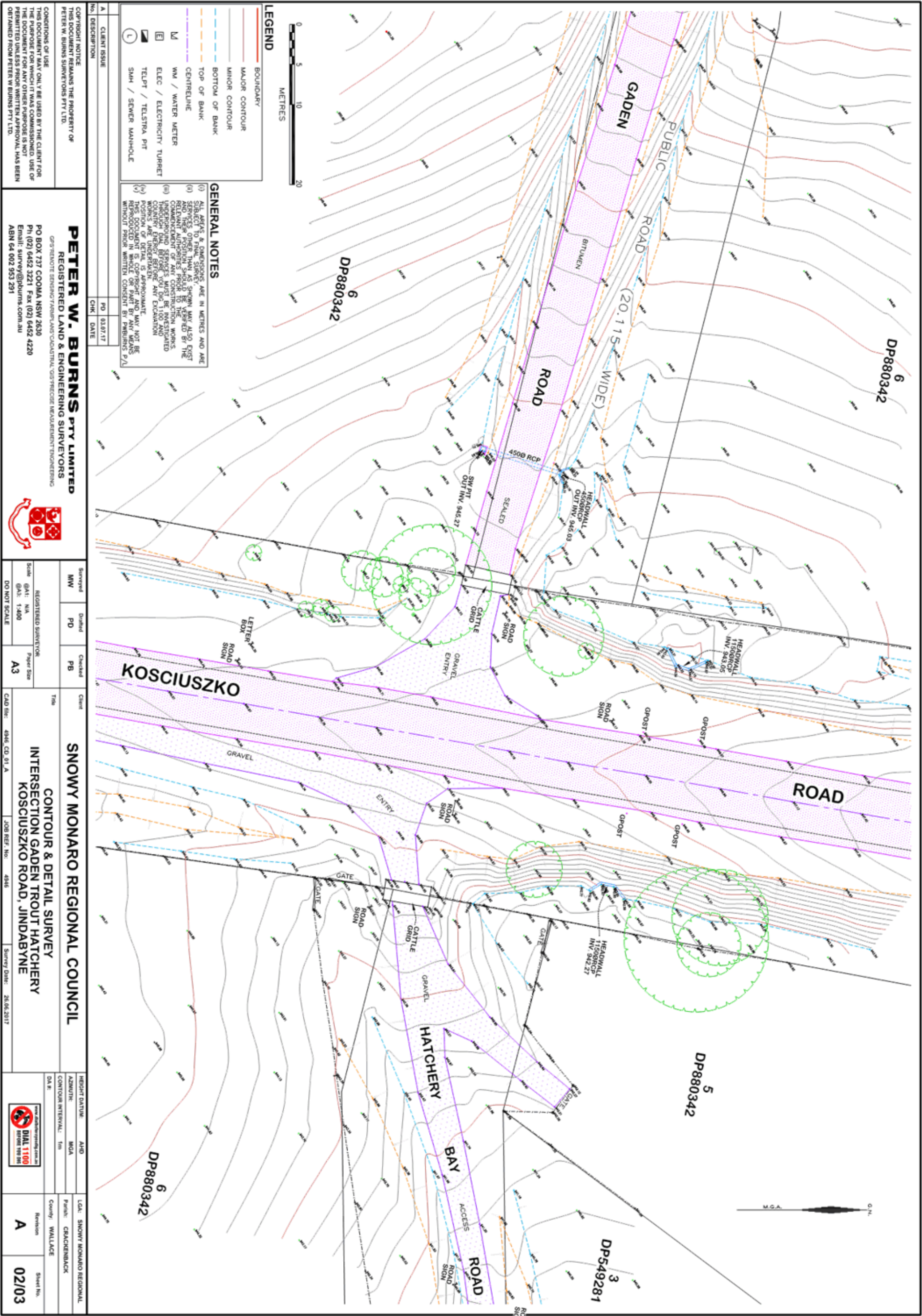
CONTOUR AND DETAIL SURVEY
GADEN TROUT HATCHERY
KOSCIOUSZKO ROAD, JINDABYNE
THRU REDBO VALLEY TRACK
PROPOSED ROAD CROSSING SITE
June 2017

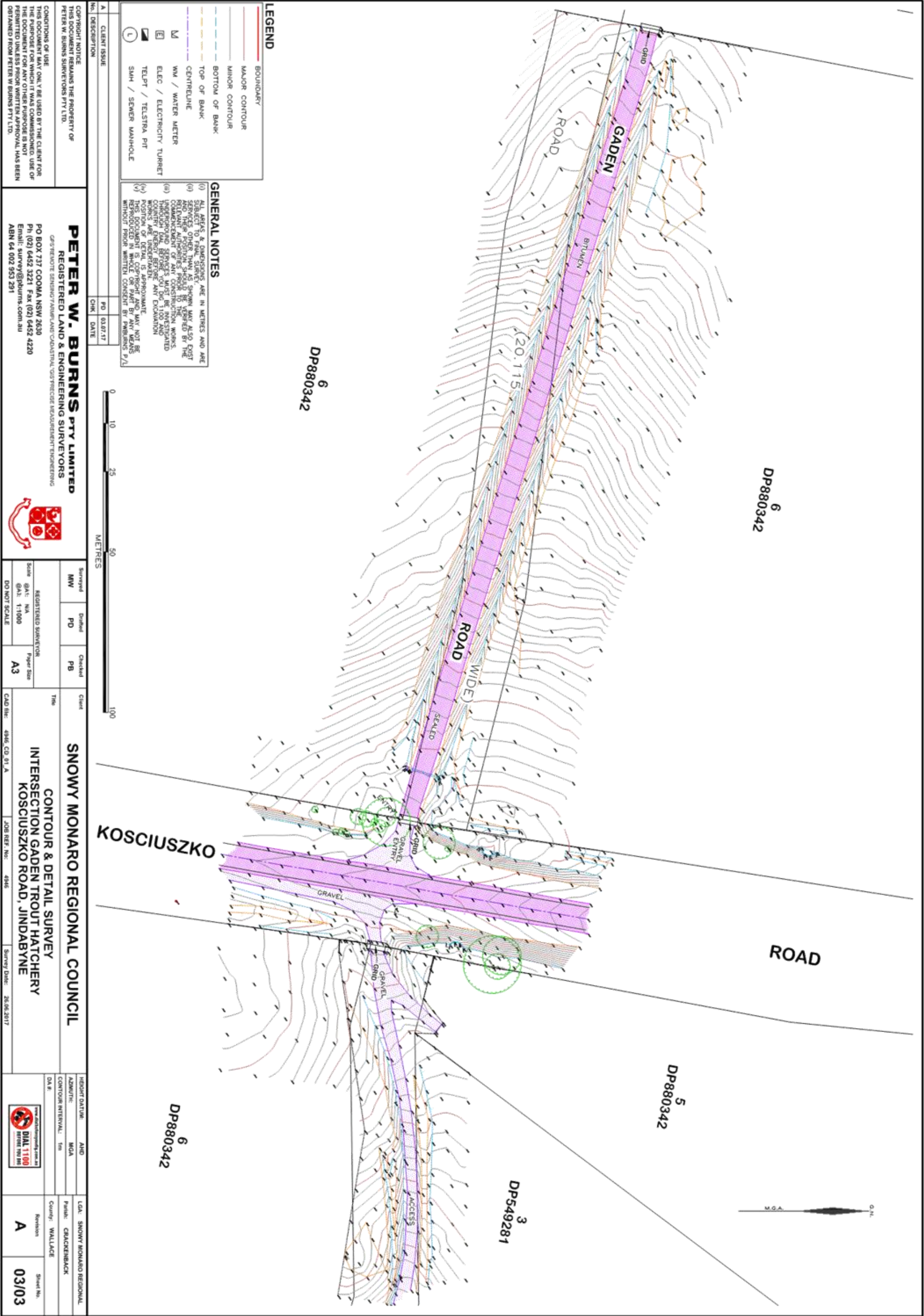


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No.	CLIENT ISSUE	PD	CHK	DATE
1		PD 06/07/17		

PETER W. BURNS PTY LIMITED REGISTERED LAND & ENGINEERING SURVEYORS GPO BOX 737 COOMA NSW 2630 Ph: (02) 6452 3221 Fax: (02) 6452 4220 Email: survey@pwburns.com.au ABN 64 002 953 291		SNOWY MONARO REGIONAL COUNCIL CONTOUR & DETAIL SURVEY INTERSECTION GADEN TROUT HATCHERY KOSCIOUSZKO ROAD, JINDABYNE		JOB REF. No: 4946 Survey Date: 26.06.2017	
Scale: 1:1000 @A3: NTS DO NOT SCALE		Title: INTERSECTION GADEN TROUT HATCHERY KOSCIOUSZKO ROAD, JINDABYNE		Job Ref. No: 4946	
Surveyed: MW		Drawn: PD		Checked: PB	
Client: SNOWY MONARO REGIONAL COUNCIL		Title: INTERSECTION GADEN TROUT HATCHERY KOSCIOUSZKO ROAD, JINDABYNE		Job Ref. No: 4946	
Height Datum: AHD		MGA		LGA: SNOWY MONARO REGIONAL	
Contour Interval: 1m		County: WALLACE		Revision: A	
Sheet No: 01/03					







Snowy Monaro Regional Council

Thredbo Valley Track Options Study for Kosciuszko Road crossing

June 2017

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WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Executive summary

Snowy Monaro Regional Council is investigating the connection of the Thredbo Valley Track which is being developed by National Parks and Wildlife Service to the Lake Jindabyne Shared Trail to link the trails to provide a continuous trail from Thredbo through to Jindabyne. The resulting trail is expected to be a significant drawcard for cyclists to the Snowy Mountains and would also be useful for walkers on shorter segments.

This report addresses options for safely linking a shared trail across Kosciuszko Road near the intersection of Gaden Road and Hatchery Bay Road.

The available options are to bridge over Kosciuszko Road, to cross at road level or to provide an underpass.

The report includes indicative costings for these options, prepared without detailed design to inform the selection of the preferred approach.

In summary, the bridge option is expensive and would be less effective in providing for users. There are significant safety concerns with a crossing at road level. An underpass provides the best level of service to users and the safest option, however still requires significant funding.

From available data, it appears that the crossing facilities can be sited with existing road reserves, however this needs to be confirmed by survey before proceeding further.

Council needs to implement any works for crossing Kosciuszko Road in a manner that avoids creating additional hazards to all road users, including bicycles, walkers and vehicular traffic in all weather conditions. While a crossing at road level is the least expensive option, it would create additional hazards that would be avoided with an underpass arrangement.

This report is subject to, and must be read in conjunction with, the limitations set out in section 1.3 and the assumptions and qualifications contained throughout the Report.

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Appendices

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August 2015
- Appendix B – Advice from RMS
- Appendix C – Indicative costings

1. Introduction

1.1 Background and context

The National Parks and Wildlife Service (NPWS) has developed the Thredbo Valley Track linking between Thredbo Village and Bullocks Flat as a popular mountain biking and walking trail. Current usage figures provided by NPWS indicate 24,000 users per annum, with usage expected to increase from there.

NPWS is currently working on a proposal and environmental assessment to extend the Thredbo Valley Track from Lake Crackenback Resort to the Thredbo Valley Picnic Area on Kosciuszko Road. Snowy Monaro Regional Council (SMRC) is also progressing with plans to extend the Lake Jindabyne Shared Trail to Hatchery Bay Picnic area.

Council is looking to link these two trails via Gaden Trout Hatchery to complete the link from Thredbo to Jindabyne.

The complete interlinking shared trail will meet the criteria for 'Epic Trail' status under the International Mountain Bike Association Trail awards. If successful this award would draw international attention as a major tourist attraction. The connection between the trails would provide an iconic journey of more than 70kms. This has great potential to becoming one of Australia's premier mountain bike tracks.

Council is driving the process to connect the Thredbo Valley Track extension over the Thredbo River at the Gaden Trout Hatchery Picnic Area and the appropriate trail facilities to link between the Gaden Trout Hatchery and the Hatchery Bay Picnic area.

The link between Gaden Trout Hatchery and Hatchery Bay crosses Kosciuszko Road either at the intersection of Gaden Road and Hatchery Bay Road, or adjacent to this intersection.

Council has engaged GHD to review the available options for a safe crossing arrangement at Kosciuszko Road. This report addresses the available options and indicative costs.

1.2 Purpose of this report

This report has been prepared to outline the options available for appropriate facilities for bicycles and walkers crossing Kosciuszko Road as part of the proposed track linking between the Thredbo Valley Track and the Lake Jindabyne Shared Trail.

This report addresses relevant considerations and provides high level, indicative estimates to inform Council's decision-making for this project.

1.3 Scope and limitations

This report: has been prepared by GHD for Snowy Monaro Regional Council and may only be used and relied on by Snowy Monaro Regional Council for the purpose agreed between GHD and the Snowy Monaro Regional Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Snowy Monaro Regional Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation

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to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section 1.4. of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared the preliminary cost estimate set out in section Appendix C of this report ("Cost Estimate") using information reasonably available to the GHD employee(s) who prepared this report; and based on assumptions and judgments made by GHD.

The Cost Estimate has been prepared for the purpose of options assessment and must not be used for any other purpose.

The Cost Estimate is a preliminary estimate only. Actual prices, costs and other variables may be different to those used to prepare the Cost Estimate and may change. Unless as otherwise specified in this report, no detailed quotation has been obtained for actions identified in this report. GHD does not represent, warrant or guarantee that the [works/project] can or will be undertaken at a cost which is the same or less than the Cost Estimate.

Where estimates of potential costs are provided with an indicated level of confidence, notwithstanding the conservatism of the level of confidence selected as the planning level, there remains a chance that the cost will be greater than the planning estimate, and any funding would not be adequate. The confidence level considered to be most appropriate for planning purposes will vary depending on the conservatism of the user and the nature of the project. The user should therefore select appropriate confidence levels to suit their particular risk profile.

1.4 Assumptions

The existing road boundaries and property boundaries shown in figures within this report are as presented in the NSW Spatial Information Exchange website www.six.nsw.gov.au. The precise location of road and property boundaries should be confirmed by appropriate detailed site survey.

2. Key considerations

The key considerations for the crossing of Kosciuszko Road are the following:

2.1 Expected users

The proposed crossing of Kosciuszko Road is part of a proposed link between the Thredbo Valley Track and the Lake Jindabyne Shared Trail. As outlined above, this Thredbo Valley Track is being extended along the Thredbo River downstream from Bullocks Flat to the Thredbo River Picnic Area at Kosciuszko Road. It is planning to link this track by a bridge across Thredbo River to the Gaden Trout Hatchery. Similarly, Council is extending the Lake Jindabyne Shared Trail along the western side of Lake Jindabyne as far as the picnic area at Hatchery Bay.

This report does not address the provision of a shared trail between the picnic area at Hatchery Bay and the Gaden Trout Hatchery. Gaden Road and Hatchery Bay Road are existing minor roads, with relatively low traffic. The existing roadways are suitable for use for bicycle traffic, perhaps with some vehicle speed control measures added. When funding permits, the provision of a shared path to accommodate walkers as well as bicycles would improve safety and attractiveness for both classes of user.

This report assumes that both bicycle traffic and walkers will utilise whatever facility is provided for crossing Kosciuszko Road. This report addresses only that crossing and associated approach works.

2.2 Road traffic along Kosciuszko Road

Traffic on Kosciuszko Road operates in a 100 km/h speed environment. The traffic comprises a mix of tourist traffic and local traffic, with a proportion of heavy vehicles servicing the various tourist and accommodation facilities within the Kosciuszko National Park.

Average annual daily traffic numbers in Kosciuszko Road for a site 2.6 kilometres north of Hatchery Bay Road are available from the RMS website over the years 2008 to 2014, but not later. For the years 2012 to 2014, the average annual daily traffic was 1822 vehicles per day. In the peak winter months, the average monthly daily traffic is typically 2.5 times the annual figure. The typical daily traffic in non-winter months over 2012 to 2014 was 822 vehicles per day. (Refer <http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html?redirected#/?z=13&yr=2014&lat=-36.37678733981237&lon=148.6479595987548&id=08098&df=0&tb=0>)

With promotion of year-round tourism to Kosciuszko Road, planning should allow for growth in the average daily traffic above this level. For non-winter periods, it would be appropriate to allow for an average daily traffic along Kosciuszko Road, in the order of 1,000 vehicles per day.

Most traffic passing the intersection of Gaden Road and Hatchery Bay road is operating at high speed, close to the signposted speed limit, with some traffic exceeding the limit.

At the posted speed limit of 100 km/h a driver only has vision of the crossing point on at the existing intersection for approximately 8 seconds. At an average speed of 10 km/h a bicycle takes approximately 4 seconds to cross the carriageway of Kosciuszko Road. At 5 km/h (e.g. from a standing start) a bicycle takes approximately 8 seconds to cross the carriageway.

2.3 Road traffic on Gaden Road and Hatchery Bay Road

Vehicular traffic on Gaden Road and Hatchery Bay Road is operating at lower speeds than Kosciuszko Road, due to narrower road pavement, presence of livestock and because the road

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serves as local access to recreational facilities, rather than as a main transport corridor. There is good sight distance along the whole length of these roads in both directions.

In this lower speed environment, it can be workable for bicycle traffic to share the roadways with vehicular traffic. This may require some control measures to control vehicle speeds, especially to minimise conflicts on the narrow carriageways.

2.4 Potential conflict points

There is an existing potential for vehicular traffic along Kosciuszko Road to conflict with traffic turning into or out of Gaden Road and Hatchery Bay Road.

Bicycle traffic crossing Kosciuszko Road must negotiate the through traffic and the turning traffic, with potential for conflicts with through traffic and turning traffic.

It is preferable to separate bicycle and pedestrian traffic from motor vehicle traffic as far as possible, especially in a high speed environment.

2.5 Sight distance

A critical consideration for the design of road systems is to ensure that the drivers of vehicles entering the main roadway at intersections have sufficient vision of approaching traffic to inform their decision to proceed into the intersection. Similarly, that drivers moving along the through road can see entering vehicles with sufficient time to take action to avoid a collision if necessary.

The Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections sets out the required Safe Intersection Sight Distance for various design speeds.

It is observed that the existing intersection of Hatchery Bay Road and Gaden Road approximately conforms to the minimum Safe Intersection Sight Distance standards for the 100 km/h operating speed. Sight distance to the north of this intersection is constrained by a curve in the road alignment and a cutting. Sight distance to the south of the intersection is constrained by a crest.

There is no pressing need to improve the available sight distance at this intersection for use by motor vehicles.

The available sight distance at this intersection does not prevent bicycle traffic and pedestrians from crossing Kosciuszko Road with due care.

2.6 Path gradients

The longitudinal gradient along Gaden Road and Hatchery Bay Road is approximately 6% or 1 in 16 (based on available contour maps). The landform slopes from west to east, falling towards Lake Jindabyne.

Bicycle traffic crossing Kosciuszko Road, either on the existing roads or on a dedicated path is influenced by this gradient. It should be expected that bicycles travelling eastwards (downhill) will be moving faster than bicycles travelling westbound (uphill).

For bicycles travelling eastwards, there is a need to bring bicycles to a stop before crossing Kosciuszko Road, to allow riders to judge suitable gaps in the traffic. The road cutting to the south of the intersection and the poplar trees restrict riders' vision of approaching traffic.

For bicycles travelling westbound, the uphill grade will assist riders to stop before crossing, but will slow their acceleration across Kosciuszko Road.

2.7 Land matters

Gaden Road and Hatchery Bay Road approximately follow the surveyed alignment of public road reserves, however the existing road formations in use extend outside the boundaries of the road reserve and appear to encroach onto the adjacent properties. In practice, it is expected that traffic will continue to use the current road formations.

Where new construction is considered for either roadworks or for bicycle facilities, Council should avoid further encroachments onto private land, and either ensure that new works are located within the existing road boundaries or that Council acquires suitable land or easements to contain the works.

The extract below from maps.six.nsw.gov.au shows that the road formations for Gaden Road and Hatchery Bay Road are located to the south of the road reserve, leaving potential for dedicated bicycle facilities to be located on the northern side of the existing intersection, within the road reserve. The boundary alignments shown in the image below should be confirmed by site survey before committing to specific design arrangements.



Figure 1 Road reserve boundaries

2.8 Adjacent properties

It appears that the properties adjoining Gaden Road and Hatchery Bay Road are used for livestock, at least on occasions. Both these roads incorporate cattle grids to prevent stock wandering onto Kosciuszko Road.

The design of any bicycle facilities must consider suitable means to control livestock, to allow bicycles to pass without permitting livestock to escape.

The existing cattle grids in Gaden Road and Hatchery Bay Road are not completely impassable for bicycle traffic, but do constitute a hazard to bicycle traffic.

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2.9 Seasonal bicycle usage patterns

The numbers of potential users of the track linking the Thredbo Valley Track to the Lake Jindabyne Shared Trail is unknown, but expected to grow over time. The provision of a good standard of facilities can be expected to contribute to a growth in user numbers. This report has not assumed any particular usage numbers.

Bicycle usage of the proposed works to connect the Thredbo Valley Track to the Lake Jindabyne Shared Trail is expected to be seasonal. The Thredbo Valley Track is closed to bicycle traffic during winter months to avoid damage to the track in wet conditions.

The low usage months coincide with the peak months for vehicular traffic along Kosciuszko Road.

The design traffic on Kosciuszko Road to be considered for a crossing between Gaden Road and Hatchery Bay Road is lower than the peak winter traffic, in the order of 1,000 vehicles per day.

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3. Crossing Options

At its simplest level, the options for a track crossing can only be over Kosciuszko Road, under Kosciuszko Road or crossing Kosciuszko Road at road level.

3.1 Overhead crossing

One option for separating bicycle traffic from conflicts with vehicle traffic on Kosciuszko Road is to erect a shared pathway bridge over Kosciuszko Road.

Any bridge over the road necessarily requires not only the span across Kosciuszko Road, but also approach ramps, which ideally should satisfy the maximum gradient for disabled access.

The length of these approach ramps therefore becomes quite significant and difficult to achieve, considering the overall gradient of approximately 6% or 1 in 16 along Gaden Road and Hatchery Bay Road.

The relationship of Kosciuszko Road to the surrounding terrain favours the location of a bridge to the south of the existing intersection, where the road formation is in a shallow cutting. The road formation on the northern side of the intersection is on a fill embankment, which would increase the effective height of any bridge structure, and length of approach ramps.

A bridge could be located approximately 100 metres south of the intersection where the road cutting is at its deepest. Refer to photo below. This would minimise the length of elevated approach ramps, but not eliminate these, especially on the eastern side of Kosciuszko Road.



Figure 2 Kosciuszko Road, looking south from Gaden Road

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The length of bridge in this location would be approximately 25 metres, to allow for the road formation and maintaining clear zones adjoining the road formation.

Approach ramps should be contained within the Kosciuszko Road reserve.



Figure 3 Suggested bridge location and approach ramps

This bridge location should minimise the interference with the available sight distance at the Gaden Road and Hatchery Bay Road intersection. Support piers for a bridge closer to the intersection should be set at least 5 metres back from the edge of the carriageway to avoid compromising the minimum required sight distance.

One important consideration for a bridge over Kosciuszko Road is to maintain access for over-dimension vehicles conveying large loads to the ski resorts at Perisher Valley, Guthega and Charlotte Pass and for the Snowy Hydro infrastructure including the Jindabyne Pumping Station and the Guthega Power Station. There is no alternative access for significantly large loads. At present there are no physical restrictions on the height of loads along Kosciuszko Road. Minimum clearance dimensions for a bridge over Kosciuszko Road would need to be determined in consultation with Roads and Maritime Services, Snowy Hydro Limited and the resort operators. This report does not make any recommendation of minimum clearance under a bridge.

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Another significant question in regard to the provision of a bridge is whether cyclists will actually use it. While the road intersections remain open to vehicular traffic, the direct line of travel for cyclists remains straight across the road, with the associated hazards from the high speed traffic on Kosciuszko Road. The diversion from this direct route via ramps to a bridge may be less attractive than the direct route, such that cyclists assume the risk of the direct crossing. The climb up the ramps onto the bridge may also be less attractive than the direct route.

3.2 Crossing at road level

The Austroads Guides to Road Design, publication Cycling Aspects of Austroads Guides and RMS NSW Bicycle Guidelines provide a wealth of information about the appropriate provision of safe infrastructure for cycling, mostly in urban areas and in lower road speed environments.

Section 7.6 of Cycling Aspects of Austroads Guides identifies that:

“One or more of the following facilities can assist cyclists in crossing roads:

- grade separation
- a signalised crossing with bicycle detection and lights
- median refuge
- road narrowing of excessively wide roads whilst also providing for cyclist needs along the road
- on-road lanes or off-road path connections to nearby traffic signals, to be supplemented with bicycle detection and lanterns
- a crossing that gives priority for cyclists in accordance with road rules. “

It is significant that only the grade separation option (over or under the road) is suitable in a high speed environment such as Kosciuszko Road with its 100 km/h speed environment.

3.2.1 Signalised crossing.

As the path crossing is located adjacent to the road intersections for Gaden Road and Hatchery Bay Road, any provision of traffic signals would necessarily be configured firstly as a road intersection, possibly with supplementary pedestrian crossings to accommodate cyclists and walkers.

It is most unlikely that Roads and Maritime Services would accept traffic signals in this location, especially when there are other alternatives. This setting does not meet the warrants for the provision of traffic signals.

Traffic signals are not typically used outside urban settings, and can increase hazards with the risks of rear-end collisions of high speed traffic into traffic stopped at the signals and poor compliance due to driver inattention or wilful disregard.

3.2.2 Median Refuge

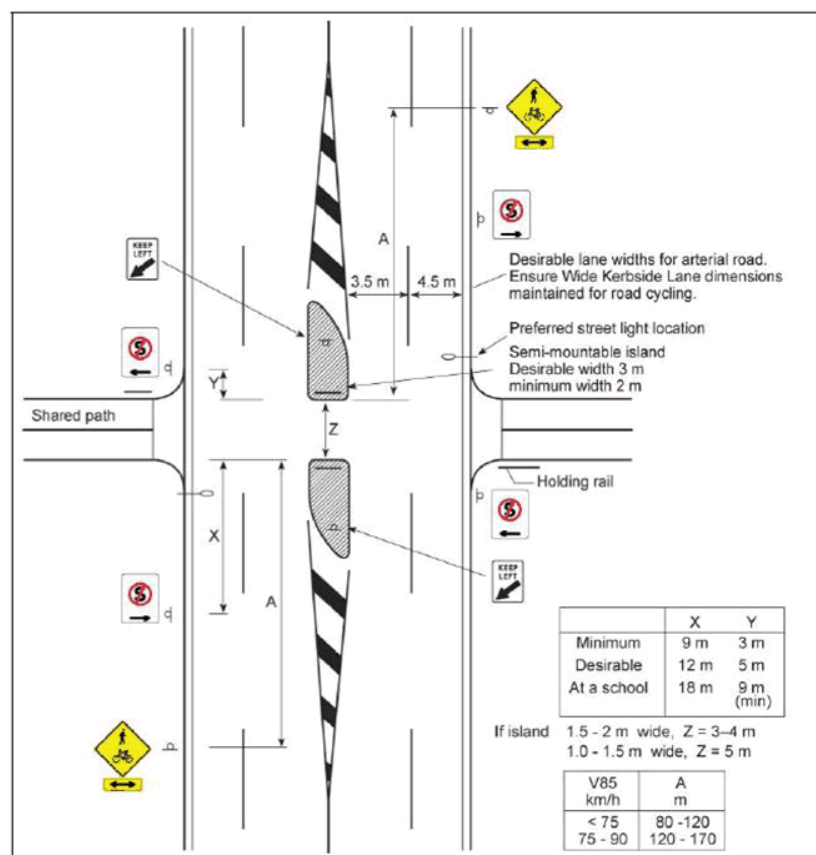
Median refuges can provide value for crossing busy roads, where the acceptance of gaps in the traffic can be tackled as separate stages for each direction of traffic.

Median islands are usually formed with raised concrete above the road pavement, with associated signage and pavement markings.

The Austroads Guide to Road Design Part 4: Intersections and Crossings – General (2009) Section 9.2.3 provides recommended configuration for a refuge suitable for traffic volumes

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greater than 3000 vehicle per day. Lower traffic volumes do not generally require refuge median islands. See figure 4 below.



Note: Where required tactile ground surface indicators should be provided on paths and ramps in accordance with AS 1428.4 and jurisdictional guidelines.
Source: Based on AS 1742.10.

Figure 9.2: Example of a cyclist and pedestrian refuge at a mid-block location

Figure 4 Typical median refuge

Median refuges are generally not suitable for locations adjacent to intersections because the refuge median can obstruct the turning path for vehicles. It is not appropriate for vehicles to be turning across the painted median tapers to access Gaden Road and Hatchery Bay Road.

The length of painted median tapers at both sides of the refuge island shown in figure XXX is 120 to 170 metres for design speeds of 75 to 90 km/h. No dimensions are provided for design speed of 100 km/h. The width of the median tapers must be allowed for in the widening of the carriageway to maintain minimum lane widths. Additional pavement work would be required for both Gaden Road and Hatchery Bay Road to meet the minimum standards for BAR/BAL intersection treatments.

There is a significant safety concern with cyclists and pedestrians waiting in the median refuge island before completing the road crossing. These vulnerable users are waiting in close proximity to high speed vehicles, where an errant vehicle straying onto the refuge median could directly impact them with fatal consequences.

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A central median refuge island could also be a hazard to road users, being an obstacle in the centre of the road that if impacted, could cause a loss of control of the vehicle and potential crash.

The hazard posed by a raised median island in Kosciuszko Road is compounded in snowy conditions which occur multiple times each winter. Under snowy conditions, the visual contrast between the island and its signage against the roadway can be completely neutralised. When combined with the reduction in driver vision in falling snow, it is likely that a barely visible median island would be hit by vehicles travelling along Kosciuszko Road. The pavement markings associated with a median island would also be invisible when covered by snow. The island would also complicate snow clearing work.

3.2.3 Marked crossing treatments

Austroads Guide to Road Design Part 4: Intersections and Crossings – General (2009) Section 8.2.3 advises that Pedestrian zebra type crossing are only suitable for use in low speed environments (50 km/h or less). A marked pedestrian type crossing is therefore not suitable for the high speed environment on Kosciuszko Road.

3.2.4 Minimal treatments

There is nothing preventing bicycles from using the existing intersection for crossing Kosciuszko Road using the existing roadways. The responsibility rests with the cyclists to do so in safety.

Minor incremental improvements could be made by providing warning signage to highlight to traffic on Kosciuszko Road that bicycles cross at the Gaden Road and Hatchery Bay intersection, such as the standard yellow warning sign W6-7



Figure 5 Bicycle Crossing sign

It could also be helpful to provide rest rails for cyclists waiting to cross Kosciuszko Road similar to the detail below from the ACT Government standard drawings for urban infrastructure works. These rest rails should be set back approximately 5 metres from the edge line in Kosciuszko

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60.3 OD x 2.3mm THICK GRADE 350 CONTINUOUS GALVANISED PIPE RAIL

RED TAPE

R250 TYP.

1000

300 DIA. x 600mm DEEP 20 MPa CONCRETE FOOTING

1400 DESIRABLE 600 MINIMUM

APPLY 100mm DEEP BAND OF WHITE TAPE ABOVE 275mm DEEP BAND OF RED TAPE. APPLY 100mm DEEP BAND OF WHITE TAPE BELOW RED TAPE. TAPE IS TO BE APPLIED TO FULL PIPE CIRCUMFERENCE AND IS TO HAVE CLASS 1 REFLECTIVITY

PROVIDE APPROVED SIGN SOCKET SYSTEM WHERE RAIL WITHIN INTERSECTION AREA OR REFUGE ISLAND

A reduction in the vehicle speeds on Kosciuszko Road would potentially assist drivers to avoid potential impacts with pedestrians and reduce the severity of any impacts. Any change in speed limit on this section of Kosciuszko Road will require approval by RMS. It is unlikely that RMS would approve an isolated reduction in speed limit without other factors also reinforcing the speed reduction. Without other factors reinforcing the reduced speed limit, it is likely that there would be poor driver conformance to the reduced speed limit.

The cattle grids in both Gaden Road and Hatchery Bay Road present a hazard for bicycles and pedestrian users. The bypass gate adjoining the grid in Hatchery Bay Road is not suitable for use by cyclists and pedestrians. There does not appear to be a bypass gate at the grid in Gaden Road. Refer photos in figures 7 and 8.

In promoting this crossing as part of the cycle track linking the Thredbo Valley Track to Jindabyne the hazards posed by these cattle grids should be addressed by provision of suitable bypass gates and possibly by suitable grid for bicycle use. See discussion below about suitable arrangements for controlling livestock.

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Figure 7 Cattle grid in Hatchery Bay Road



Figure 8 Cattle grid in Gaden Road

3.3 Crossing underneath Kosciuszko Road

The other approach to crossing Kosciuszko Road is to provide an underpass beneath the carriageway, separating cyclists and walkers completely from interactions with vehicular traffic.

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To the north of the Gaden Road/Hatchery Bay Road intersection, the road formation of Kosciuszko Road is supported on a fill embankment approximately 3 to 4 metres above the base of a broad gully. A substantial pipe culvert (approximately 1.2 m diameter) conveys stormwater under Kosciuszko Road.

There is the opportunity to provide a concrete box culvert type underpass crossing beneath the roadway approximately 20 metres north of the existing roadways. From the aerial photograph in Figure 1, there appears to be the opportunity for the approaches to the underpass to be fully contained within the existing road reserves, without property acquisitions. This should be confirmed by detailed site survey.

An underpass could be constructed using precast concrete box culvert sections, broadly similar to the underpass across Snowy River Way connecting between the northern and southern parts of The Station resort. See figures 9 and 10 below.

The recommended minimum size (Austroads) for a bicycle underpass is 2.5 metres high by 2.5 metres wide. In practice, underpasses are frequently constructed using 2.4 metre high box culvert units. 2.7 metre and 3.0 metre high culvert units are also available if additional headroom is desired.



Figure 9 Underpass at The Station Resort on Snowy River Way

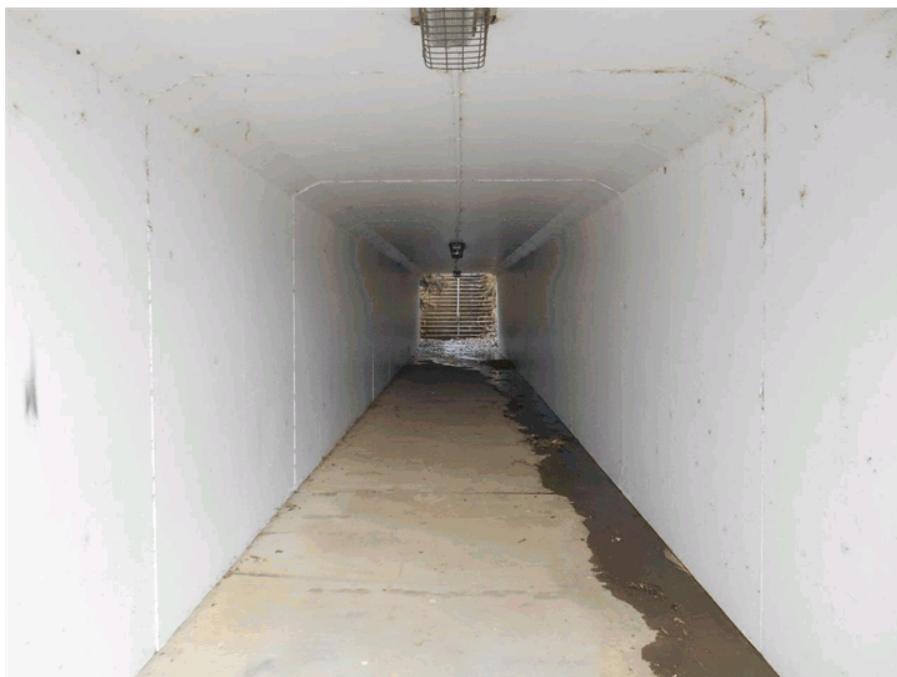


Figure 10 Interval view of underpass

The required length for an underpass structure must be sufficient to extend past the road shoulders on both sides of the road. It would be ideal for the ends of an underpass to extend outside the desired clear zone adjoining the roadway.

For the 100 km/h speed environment on Kosciuszko Road, the preferred clear zone width is approximately 12 metres from the edges of the travel lanes. This distance extends past the outer edge of the existing road formation, and a more practical approach will be to extent the ends of the underpass to the outer edges of the road formation, and to provide suitable barriers to deflect errant vehicles away from the ends of the underpass. This approach indicates that the underpass itself would be approximately 24 metres long, with headwall structures and protection fencing. This is similar to the configuration of the underpass at The Station resort.

One advantage of a crossing under Kosciuszko Road is that the approach paths can follow the prevailing grade of the surrounding terrain, allowing easier climbing grades for westbound traffic.

It will be necessary to incorporate suitable measures at the underpass to prevent livestock from passing across Kosciuszko Road between adjacent properties. See discussion below about suitable arrangements for controlling livestock. While a single site to control livestock movements would be sufficient to stop livestock from crossing between properties, it may be necessary to provide livestock controls on both ends of the underpass to avoid livestock "camping" in the underpass in bad weather and at night.

The existing floor level of the underpass can be above the level of the exiting drainage culvert located further north, so that routine stormwater flows will not pass through the underpass. Depending on final design levels, it is possible that some excess flows may pass through the underpass in very large storm events. It can be expected that there will be minimal usage of the cycle track during the peak of storm events, nonetheless, some waning signage may be appropriate.

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In urban settings, underpass structure require lighting, connected to street lighting system to deter antisocial behaviour and vandalism. The location of this crossing, remote from urban areas reduces the need for internal lighting of this underpass. It would be feasible to provide lighting if deemed necessary, powered from photovoltaic panels and battery system.

The construction of an underpass can be programmed to proceed in stages that allow a single lane of Kosciuszko Road to remain open to traffic at all times, using temporary traffic signal controls. This allows the works to proceed with minimal disruption to through traffic.

The alignment of the path east of Kosciuszko Road crosses the driveway access to the property shown a Jumbalang (3 Hatchery Bay Road). The design details will need to address how the path crosses the driveway access into this property, perhaps by provision of a paved surface for the crossing. There is adequate sight distance for the traffic using the driveway to cross the pathway at low speed and with care.

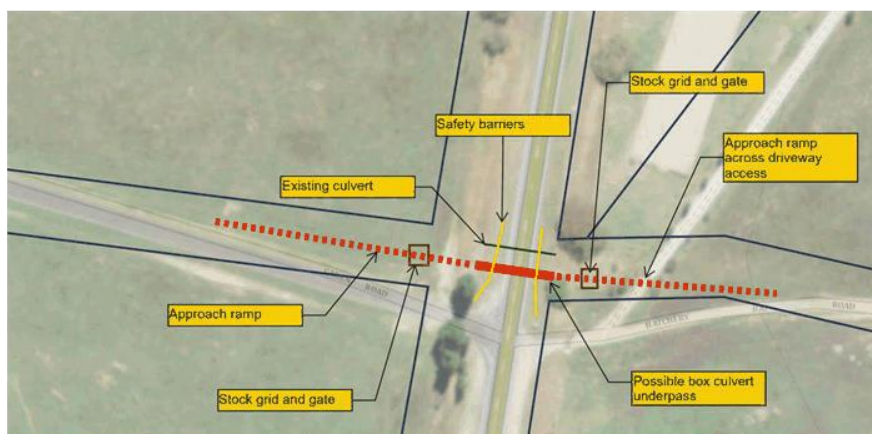


Figure 11 Suggested underpass arrangement



Figure 12 View of eastern end of underpass location

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Figure 13 View of western end of underpass location

3.4 Livestock control

It is necessary that the provision of a crossing facility for bicycles and walkers across Kosciuszko Road does not compromise the integrity of fencing of the adjacent properties and hinder the management of livestock.

Existing cattle grids in Gaden Road and Hatchery Bay Road control livestock to prevent them from straying across Kosciuszko Road. These grids are effective in catering for vehicular traffic but present hazards to cyclists and pedestrians. Bicycle wheels may slip on the steel grate, and tubes may be pinched and punctured while crossing.

Options for controlling stock, while permitting bicycles and pedestrians to pass, include systems of gates and stock grids with suitable bar sizing and spacing that suits bicycle wheels.

Examples of gates (United Kingdom) (www.cyclestreets.net) are shown in figures 14 and 15.



<https://www.cyclestreets.net/location/53441/cyclestreets53441-size1800.jpg>

Figure 14 Example of double gate stock barrier

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<https://www.cyclestreets.net/location/58237/cyclestreets58237-size1800.jpg>

Figure 15 Example of stock grid with gate for pedestrians

The design of stock grids should allow a straight path for bicycles through the grids, to avoid the skid hazards associated with sharp turns at the ends of a grids and should also include a bypass gate to suit walkers, and especially walkers with strollers.

It is reported in UK that galvanised threaded rod can be a suitable material for the bars of grids, with significantly reduced slip hazard compared with plain steel bars or rails.

3.5 Approvals

Any works in the vicinity of the carriageway of Kosciuszko Road will require the approval of Roads and Maritime Services as the appropriate Roads Authority.

All works within the road reserves of Gaden Road and Hatchery Bay Road will require approval by Council as the appropriate roads authority.

Council will need to make a determination whether a development approval is required under part 4 of the Environmental Planning and Assessment Act or whether Council would assess the environmental impact of the proposed track and associated works under Part 5 of that Act.

In either case, a shared pathway could be considered as ancillary to the existing road network and would be likely to have minimal environmental impact.

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4. Indicative costings

The following indicative costings are only a high level estimate, prepared in advance of any detailed design work. These estimates include an allowance for survey and design and are based on indicative unit rates only. They assume widths of 2.5 m for the main structures, which is the minimum required width. Austroads recommends 3.5 m for recreational shared paths.

These indicative costings make no allowance for acquisition of land from adjoining properties to contain path works, on the assumption that space is available within the existing road reserves.

The indicative costs (incl GST) are as follows:

Overhead crossing	\$981,750 – say \$982,000
Minimal option	\$64,680 – say \$65,000
Underpass	\$247,940 – say \$248,000

5. Conclusions

5.1 Overview

This report provides a high level review of the alternatives for providing a crossing point for bicyclists and walkers across Kosciuszko Road near the junction with Gaden Road and Hatchery Bay Road, the relative considerations are outlined in Table 1 below:

Table 1 Summary of options

Options	Key issues
Bridge	High cost Located away from direct desire line to suit road cutting Likely to be under-utilised Would restrict over-size loads along Kosciuszko Road
Crossings at road level	
• Traffic signals	Unsuitable in 100 km/h speed zone Would have to control side roads as well as path Expensive installation and ongoing operation Does not meet warrants for signals
• Median Refuge	Unsuitable in 100 km/h speed zone Leaves users exposed to potential traffic impact while waiting in middle of road Potential hazard to road users – high speed impact Conflicts with turning paths for road intersection Conflicts with snow clearing operations – infrequent Poor visibility in snow conditions
• Marked pedestrian crossing	Unsuitable in 100 km/h speed zone Bicycles not permitted to ride on pedestrian crossing – cyclists are unlikely to walk across crossing Poor visibility in snow conditions
• Minimal treatments	Lowest costs Exposes users to hazards Leaves users responsible for their own safety
Underpass	Safest option Significant cost Separates road traffic from path users Requires measures to control livestock movements Internal lighting required

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The most functional option for crossing Kosciuszko Road is a box culvert type underpass, broadly similar to the existing underpass under Snowy River Way at The Station Resort.

It is important for Council to undertake detailed survey of the site and to confirm the location of road reserve boundaries to determine whether there is a need for any property acquisitions.

5.2 Potential liabilities

Council should consider its exposure to liabilities arising from providing a track facility and inviting public use. If a user is injured or, in extreme cases, dies while using the facility provided for crossing Kosciuszko Road, the injured party may seek to recover compensation for their loss on the basis that Council has been negligent due to some deficiency in the facility provided.

There are some risks associated with all of the options to provide a facility for cyclists and pedestrians to cross Kosciuszko Road. Anything that Council does involves some risks.

Council draws some liability onto itself in promoting the use of Gaden Road and Hatchery Bay Road to link between the Thredbo Valley Track and the Lake Jindabyne Shared Trail, especially if Council does not provide an appropriate facility for users to cross the obvious hazard posed by high speed traffic on Kosciuszko Road.

Should an incident arise, Council can mount a defence by demonstrating that it has assessed the risks and carefully implemented appropriate responses to the risks, within the limits of the reasonably available budgets.

The option that minimises Council's liability is the provision of an underpass, with due care exercised in the design and construction to minimise residual risks, and appropriate maintenance. This coincides with good practice in providing the most useful facility for this crossing.

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Appendices

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Appendix A – Shared Trail Proposal – Gaden Bridge Link – Report to SRSC Meeting 25 August 2015

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

Record No: ED/15/34467

Responsible Officer:	Director Community & Environmental Services
Author:	Environment and Recreation Coordinator
Key Direction:	5. Enhancing Our Healthy, Active Lifestyle
Delivery Plan Strategy:	DP5.3 Provide a well-connected and sustainable network of shared paths and trails throughout the Shire.
Operational Plan Action:	OP5.5 Advocate for increased funding to continue the expansion and enhancement of trail networks across the Shire.
Attachments:	1. Attachment 1 Map of interlinking shared trail Thredbo to Jindabyne 2. Attachment 2 shared Use Data- Lake Jindabyne Shared Trail and Thredbo Valley Track
Cost Centre	0820 – Strategic Planning
Project	
Further Operational Plan Actions:	

EXECUTIVE SUMMARY

This report provides an update on shared trails in addition to expanding on the opportunity to connect the Thredbo Valley Track to the Lake Jindabyne Shared Trail via Gaden Trout Hatchery.

As the region gains a strong reputation as a mountain bike destination, there is strong support among the community and key players to develop a product to increase visitation outside the winter months. An interlinking trail from Thredbo to Jindabyne is gaining momentum as key players are planning an integrated approach to bring this amazing world class product to reality.

National Parks and Wildlife Service (NPWS) are currently working on a proposal and environmental assessment to extend the Thredbo Valley Track from Lake Crackenback Resort to the Thredbo Valley Picnic Area on Kosciusko Road. Council are also progressing with plans to extend the Lake Jindabyne Shared Trail to Hatchery Bay Picnic area. Linking the two via Gaden Trout Hatchery will complete the link from Thredbo to Jindabyne (Attachment 1 Interlinking Trail map - Thredbo to Jindabyne).

The complete interlinking shared trail will meet the criteria for 'Epic Trail' status under the International Mountain Bike Association Trail awards. If successful the award would draw international attention as a major tourist attraction.

Council have been approached to take leadership of the process to connect the Thredbo Valley Track extension over the Thredbo River at the Gaden Trout Hatchery Picnic Area. The connection between the trails would provide an iconic journey of more than 70kms. This has great potential to becoming one of Australia's premier mountain bike tracks. Providing planning, lease or ownership arrangements are agreed to, it is anticipated that this part of the shared trial would be included in a grant funding application. The following report conveys a number of scenarios for involvement in the Gaden Bridge link for Council to consider.

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

The following officer's recommendation is submitted for Council's consideration.

OFFICER'S RECOMMENDATION

That Council

- A. Receive and note the report regarding the Shared Trail Network
- B. Agree to continue negotiation with the key stakeholders for a shared arrangement on ownership of the Gaden bridge
- C. Agree to continue to communicate with NSW Fisheries and NPWS on ownership arrangements for the bridge and associated issues with increased pressure on infrastructure at Gaden Picnic Area
- D. Continue to advocate through the Local Member, John Barilaro for regional support on the project

BACKGROUND

At the DOC meeting held 10 March 2015 Council were updated on a number of issues related to our shared trails. This included;

- **The economic benefits of mountain bike tourism**

The economic benefit of providing mountain biking infrastructure is clearly evident from a variety of communities around the world. Communities around New Zealand and Canada are recording between \$8 - \$10 Million dollars per year from mountain bike related expenditure.

- **The forming of a multi-stakeholder group (Snowies MTB Destination Group)**

The group includes a member from National Parks and Wildlife, Thredbo, Perisher, Tourism NSW, Crackenback Resort, Bungarra, and Jindabyne Mountain Bike club. The group meets monthly and has been working to ensure coordination continues among the key players on a range of issues and potential opportunities.

- **Outcomes from the 2014 Mountain bike summit hosted by Mt Buller**

The summit will be an annual event hosted by Mt Buller. The 2014 summit brought together a number of national and international experts to present on topics that were of most interest and relevance to the mountain bike industry.

- **Jindabyne Trail Stewardship**

A non-profit community group specifically focused on assisting Council and other land managers with trail maintenance. Council's Strategic Planning Unit are currently working on a Memorandum of Understanding and a trail maintenance plan with the Jindabyne Trail stewardship. This will ensure the partnership with Council is organised and correct work health and safety requirements are followed for any activity on Council managed trails.

- **International Mountain Bike Association**

IMBA is a non-profit association encouraging low impact riding, volunteer trail work participation, advocacy and innovative trail management solutions. Once a year the association recognises outstanding mountain bike trails and locations with the IMBA model trail awards. The Snowies MTB Destination Group plans to nomination our area for 'Ride Centre' and 'Epic Trail' status. Both awards will bring international recognition to our area.

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

The purpose of this report is to further update Council on the progress of our lake Jindabyne Shared trail extension and specifically the opportunity to connect the Thredbo Valley Track to the Lake Jindabyne Shared Trail via Gaden Trout Hatchery.

Shared Trail Vision for the Snowy Mountains

The region is gaining a strong reputation as a major destination for mountain biking. There is an estimated \$10 million being invested in current capital works for shared trails (*Snowy Mountains Tourism Inc 2013*).

Whilst key players are currently investing their own funding into shared trail planning and implementation, there is a shared vision to develop a product that would be a world class experience. This product would include linking shared trails between the top of Kosciusko along the Thredbo Valley Track to Jindabyne. The interlinking trails will be a spectacular and iconic track attracting significant visitation among mountain bikers, fishermen, hikers and runners. The full trail would also meet the criteria for 'Epic Trail' status under the International Mountain Bike Association trail awards.

Current Status for the Interlinking Trail Network

- **Thredbo Valley Track**

Currently the Thredbo Valley Track (TVT) has been completed from Thredbo to Lake Crackenback resort. The 17km shared track has been a huge success, trail use data devices have recorded a total of 8, 783 riders/walkers between October 2014 and January 2015. An average of 225 riders/walkers per day were recorded over the Christmas holiday period (Attachment 2 Thredbo Valley Track Use Data).

National Parks and Wildlife Service (NPWS) are currently working on a planning proposal and environmental assessment to extend the TVT from Lake Crackenback Resort to either Gaden Trout Hatchery or the Thredbo Valley Picnic Area on Kosciusko Road (Attachment 1-Map showing full shared trail completed and proposed from Thredbo to Jindabyne). The track extension will depend on the possibility of a bridge across the Thredbo River at Gaden Trout Hatchery verses upgrading the lower section of the Palaibo walking track to the Thredbo Picnic Area to a shared use.

- **Thredbo**

Thredbo are well underway with the implementation of their Mountain Bike Concept Plan with an addition of 20 km of new trail set to open this summer. Thredbo are currently awaiting approval to construct the 'All Mountain Trail' from the top of the Kosciusko chair lift to the start of the Thredbo Valley Track. The 11km addition will encompass the magnificent alpine environment and will again add to the overall product linking all the way along the Thredbo Valley River and Lake Jindabyne.

- **Lake Jindabyne Shared Trail**

As Council are aware planning works are well underway for the Lake Jindabyne Shared Trail extension from Curiosity Rocks to the Hatchery Bay Picnic Area. An Aboriginal Cultural Heritage Assessment Report is near completion. This will form part of the Statement of Environmental Effects required for Development Application. The addition will complement the existing shared trail to Tyrolean Village which has been extremely popular.

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

Connecting the Lake Jindabyne Shared Trail with Thredbo Valley Track

As mentioned earlier, Council's Strategic Planning Unit is leading the Snowies Mountain Bike Destination Group. The purpose of bringing the stakeholders together is to ensure coordination on a number of potential opportunities. Linking the trail network from Thredbo to Jindabyne is one major opportunity to create a major attraction and therefore a significant increase in visitation to the Snowy Mountains outside the winter period.

Council have been approached to take leadership of the process to connect the Thredbo Valley Track extension over the Thredbo River at the Gaden Trout Hatchery Picnic Area. A basic concept plan and design has been complete for bridge options connecting the Gaden Picnic Area and Thredbo Valley Track. Two potential options include a timber decked suspension bridge at an estimated cost of \$50 000 and also a fibreglass deck bridge (similar to existing bridges on Mill Creek and TVT) at an approximate costs of \$250 000. The more expensive option will have less ongoing maintenance costs and greater life expectancy. Providing planning, lease or ownership arrangements are agreed to, it is anticipated that this part of the shared trial would be included in a grant funding application.

Communication with NPWS and Fisheries has taken place. The outcome of the discussion have been summarised below.

NPWS- Thredbo Valley Track

- NPWS have invested approximately **\$6 million** to the current track completed from Thredbo to Crackenback Resort. The extension to the Thredbo Valley Picnic area is estimated to be **\$1.7 million** to construct.
- There are currently 5 major bridge crossing on the Thredbo Valley Track (similar to the fibreglass deck bridge design option for Gaden). There will be a significant number of platform infrastructure to allow for creek and tributary crossing for the proposed extension.
- Long term maintenance of existing major bridge infrastructure will require full inspection every 5 years at a cost of approximately **\$12,000** for all 5 major bridge crossings.
- The benefit of including a crossing to the Gaden Picnic area will reduce the cost of construction between Gaden and the Thredbo Picnic Area via the Palaibo Walking track. It will also reduce the potential impact to increased visitation to the Thredbo Valley Picnic area which currently has limited parking and facilities. The bridge crossing will also add value to the overall product for all key players including users of the Lake Jindabyne Shared Trail.
- NPWS already have a significant cost to complete the extension along with the long term maintenance of the current 17km and proposed addition of 18km
- NPWS have indicated that they would not want to take ownership of the bridge at the Gaden Picnic Area but would be prepared to enter an arrangement for a lease in which the footings of the bridge located within NPWS land could become under Council management.

Fisheries- Gaden Picnic Area

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

- Fisheries have provided in-principle support for a trail and bridge crossing at the Picnic Area
- Fisheries are not currently in a position to set-up a commercial arrangement or additional resources and funding to support the new infrastructure and potential increase in visitation to the site.
- Therefore the trail and bridge infrastructure at the picnic ground would also need to become under the management and ownership of Council or NPWS with a lease arrangement if the project were to proceed
- Fisheries are also concerned that they may not have the funding and resources to maintain the infrastructure at the picnic ground if visitation were to significantly increase. This includes potential up-grade to public toilet septic system, and waste collection.
- Fisheries suggested that if permission was granted for the trail and bridge to be constructed that they would need some assurance for funding assistance to support potential costs to infrastructure up-grade if an issue was to eventuate from a significant increase in use of the site.

Both parties support the final link connecting the Lake Jindabyne Shared Trail, however, neither NSW Fisheries nor NPWS want ownership of the bridge. Therefore Council has been approached on the possibility of the bridge becoming a community asset to enable the full scope of the project to be complete.

Long term costs

The estimated long term cost involved in managing the bridge crossing at Gaden are as follows;

- Approximately \$2,400 every 5 years for inspection (Depending on construction type)
- Major maintenance works (i.e., decking replacement) depending on level of use, bridge type and materials used. Fibre decking will last more than 20 years whilst steel elements should not require upgrade from approximately 50 years onward.

Benefits

The benefits of including a bridge crossing at Gaden Trout Hatchery includes;

1. An interlinking trail from Jindabyne to the Thredbo Valley Track via Gaden will add credibility to the overall product. Historically trails that link to towns are the most successful and highly used.
2. The completion of the full link will increase the chances of 'Epic Trail' status from International Mountain Bike association. This would create interest world wide and therefore increased visitation.
3. An entry point to the Thredbo Valley Track from Gaden Picnic area will decrease pressure on parking issues at Thredbo Valley Picnic Area, and Hatchery Bay.
4. Trail users will have more options to the length and level of difficulty of their trip. A connection to Jindabyne Township will be convenient for riders to not have to organise a vehicle shuttle
5. Access at this location will also attract fishermen, hikers and runners

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

6. Interlinking trails will be a spectacular journey and an amazing product for mountain bike tourism. This will lead to the Snowy Mountain economy receiving a resilient year round economy

Options

The following scenarios provide options for a way forward;

1. Do Nothing

Due to other priorities Council is not in a position to acquire a new asset and does not agree to continue providing resources to planning.

2. Council agrees in-principle to take ownership of the Gaden Bridge providing appropriate lease arrangement and construction costs were successful

Support for ownership will allow further discussion and planning to continue specifically to further ownership arrangements and negotiation of details with NSW Fisheries.

3. Council does wish to take full ownership of the Gaden Bridge but maybe open to a shared arrangement with other land owners.

Council is not in a position to afford a new asset at this point in time, however support the project and will continue to provide resources to planning and negotiation in the future to secure shared ownership and long term maintenance of the bridge crossing with other land holders. This includes further discussion with NSW Fisheries on issues surrounding increased usage of the Gaden Picnic Area and appropriate sharing arrangements.

QUADRUPLE BOTTOM LINE REPORTING

1. Social

The social impact of shared trails will be positive as it encourages a healthy and active lifestyle in the community. The development of shared trails and events will provide the opportunity for SRSC to connect with the community and form partnerships with key interest groups and stakeholders.

2. Environmental

International Mountain Bike Association trail standards have been implemented to reduce environmental impact and maintenance costs

3. Economic

The proposed plans for further development of shared use trails will help increase tourism during the summer months and create sustainable cycling businesses in the region. This would also increase demand for accommodation, retail and other recreational business. The recent development of the shared trail stewardship will help to ensure Council can maintain and plan for further development of shared trails with limited resources and funding.

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13.1 SHARED TRAIL PROPOSAL- GADEN BRIDGE LINK

4. Civic Leadership

Council, by leading and participating in the development and maintenance of shared trails, is pursuing key priorities identified by the community in the Community Strategic Plan.

Council have been updated on issues and progress related to shared trial development. The latest report to Council DOC meeting held 15 March 2015 outlined details on shared trial extension to Hatchery Bay and trial maintenance planning.

Council is also showing leadership through a partnership approach with other key stakeholders including the Jindabyne Cycling Club and Jindabyne Trial Stewardship.

Appendix B – Advice from RMS

Copy of email advice to Council dated 19 December 2016

From: BORGER Benjamin J [<mailto:Benjamin.BORGER@rms.nsw.gov.au>]

Sent: Monday, 19 December 2016 2:18 PM

To: Alannah Dickeson

Subject: RE: Thredbo Valley Track link to Hatchery Bay via Kosciusko rd

Hi Alannah,

For safety reasons, RMS consider a formalised crossing point at this location to be undesirable and would not support formalising a crossing facility at the intersection of Kosciusko Road, Gaden Road, Hatchery Bay Road, Jindabyne.

As it appears Council is not proposing to modify the existing arrangements at the intersection. Therefore if Council would still like to go ahead with the proposal to formalise a route which uses the existing road environment, RMS offers the following advice to consider in regards to using this intersection as a crossing point:

1. The site is within a 100km/h speed zone. Undesirable for pedestrians and cyclists to cross a high speed road.
2. Drivers will not be expecting pedestrians and cyclists crossing the road within the subject road environment.
3. There is no protection from errant vehicles for pedestrians and cyclists who are waiting to cross the road.
4. Stopping Sight Distance may not be available for drivers approaching the crossing point.
5. The roadway is unlit. Pedestrians and cyclists may be difficult to see during times of poor light.
6. Sight distance for pedestrians/cyclists to vehicles should be considered.

Please let me know if you wish to discuss.

Thanks,

Ben Borger
Traffic Engineering Officer
Network NSW | Journey Management
T 02 4221 2770 M 0408 064 433
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 4 90 Crown Street Wollongong NSW 2500

From: Alannah Dickeson [<mailto:Alannah.Dickeson@snowymonaro.nsw.gov.au>]

Sent: Wednesday, 14 December 2016 12:03 PM

To: BORGER Benjamin J

Subject: Thredbo Valley Track link to Hatchery Bay via Kosciusko rd

Hi Ben

Here is a more detailed background;

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- National parks are extending the Thredbo Valley Track to the Gaden Trout Hatchery Picnic Area. The trail is completed from Thredbo to Lake Crackenback Resort.
- NPWS have approval to extend to the trail to Gaden Trout Hatchery however have only completed the first 4km. It is likely to be complete in the next 2 years unless extra funding is committed.
- Snowy Monaro Regional Council have extended the Lake Jindabyne Community Trail from Curiosity Rocks around to Hatchery Bay Picnic area
- There is a shared vision among regional stakeholders (Thredbo, NPWS, SMRC, Lake Crackenback, Community groups) to eventually have a continual link from the Top of Kosci Chair (Eagles Nest Thredbo) all the way to Jindabyne. The interlinking trail network has the potential to be a major tourism asset for our area and would meet 'Epic Trail' status under the international Mountain Bike Association awards.
- Now that the proposal for NPWS to bring their trail to Gaden is looking more realistic SMRC want to look at options to connect this to our Lake Jindabyne trail using existing public roads
- Therefore we need to look at the risks involved in crossing the Kosciusko highway and what our options might be to provide safe access for walkers and riders.

As mentioned on the phone earlier there are no existing trails. As the Thredbo Valley Track gets closer to Gaden we will have an issue with trail users potentially wanting to complete the full link to Jindabyne. Therefore we want to seriously look at options before this becomes reality. All agencies will also eventually want to advertise to trial users they can ride from Thredbo to Jindabyne (or sections).

Please give me a call if you need to discuss further or would like me to meet you for a site visit sometime. The only reason I have not pursued the road crossing is because we were uncertain on the success of the NPWS track making it to Gaden. However this is looking more likely so we need to look at the road crossing.

Regards
Alannah

Alannah Dickeson
Recreation & Environmental Coordinator



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Appendix C – Indicative costings

Kosciuszko Road Shared Path Crossing - Indicative costings					
Bridge option	Length	Width	Area	Unit rates	Costs
Bridge	25	2.5	62.5	3000	187,500
Elevated Ramp	75	2.5	187.5	2000	375,000
Ramp on ground	125	2.5	312.5	80	25,000
Stock grids and gates					10,000
Survey					20,000
Traffic control					20,000
Subtotal					637,500
Planning and Design				10%	63,750
Contingency				30%	191,250
Total excl GST					892,500
Total incl GST					981,750
Minimal option					
Signs			4	1000	4,000
Cycle rest rails			2	500	1,000
Path on ground	60	2.5	150	100	15,000
Stock grids and gates					12,000
Survey					5,000
Traffic control					5,000
Subtotal					42,000
Planning and Design				10%	4,200
Contingency				30%	12,600
Total excl GST					58,800
Total incl GST					64,680
Underpass option					
Box culvert underpass	24	2.4		4000	96,000
Ramp on ground	60	2.5	150	100	15,000
Stock grids and gates					10,000
Survey					10,000
Traffic control					30,000
Subtotal					161,000
Planning and Design				10%	16,100
Contingency				30%	48,300
Total excl GST					225,400
Total incl GST					247,940

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2316066-

42265/<https://projects.ghd.com/oc/Canberra/thredbovalleytrack/Delivery/Documents/2316066-REP-Kosciuszko Road Crossing options.docx>

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	J Wearne	S Ferguson	SF*	J Wearne	JW*	27/6/17

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