



Ordinary Meeting of Council

9 August 2023

**UNDER SEPARATE COVER
ATTACHMENTS**

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
ORDINARY MEETING OF COUNCIL**

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 9.1 CROWN ROAD MANAGEMENT POLICY

ATTACHMENT 1 REVIEWED CROWN ROAD MANAGEMENT POLICY



Crown Road Management Policy

Date policy was adopted:	
Resolution number:	
Next Policy review date:	
Reference number:	
Strategic Pillar	Infrastructure
Responsible Branch	Transport and Facilities

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Crown Road Management Policy

1 OUTCOMES

- 1.1 To provide a consistent approach to the management of Crown Roads within the QPRC local government area
- 1.2 To provide guidance to other sections of Government on Council involvement in Crown Roads.

2 POLICY

- 2.1 To establish Council's position on the transfer of Crown Roads, for the purpose of consultations with relevant Government departments in relation to proposed transfers of Crown Roads pursuant to section 152I of the *Roads Act 1993 (NSW)*.

3 SCOPE OF THE POLICY

- 3.1 This policy applies to all council officials who manage construction, maintenance and transfer enquiries emanating from development application and requests from the public.
- 3.2 This policy will be a guiding document for NSW Crown Lands

4 DEFINITIONS

- 4.1 *Council official* — includes Councillors, Council staff, administrators, Council committee members and delegates of Council.
- 4.2 *Crown Road* — means a road that is vested in the Crown which is owned and managed by the State Government.
- 4.3 *Public Road* — means a road that is vested in the Council which is owned and managed by the Council.
- 4.4 *Transfer* — means the administrative process to transfer a crown road to Council as a public road after which Council is the Roads Authority for that road.
- 4.5 *Roads Authority* — means a person or body that is, by or under the *Roads Act 1993*, declared to be a roads authority and, in relation to a particular public road, means the roads authority for that road.

5 LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

- 5.1 Roads Act 1993 (NSW)
- 5.2 QPRC Unsealed Road Grading Policy

6 CONTENT

- 6.1 Pursuant to section 152I of the Roads Act 1993 (NSW), a Crown Road may be transferred to Council without the consent of Council. It is the stated practice of the NSW Department of Planning, Industry and Environment to consult with Council before processing a Crown Road transfer.
- 6.2 For the purposes of consultation with relevant Government departments in relation to the proposed transfer of a Crown Road or Roads, Council will support to the transfer only if:
 - 6.2.1 Council resolved to transfer the road, or where Council would normally transfer the road as the result of an approved development using authority delegated to staff, and;
 - 6.2.2 It has been constructed to Councils minimum construction standard as detailed in the *Unsealed Road Grading Policy* or to a higher standard as

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Crown Road Management Policy

- determined by Council and;
- 6.2.3 The road will provide access to more than two dwellings where the dwellings are located on separate parcels of land.
- 6.3 Council will otherwise oppose the transfer of a Crown Road to Council.
- 6.4 When Council places a condition on a development consent to upgrade a Crown Road to a specified standard, Council staff may assess the construction work to ensure it meets the specified Council standard without Council being the road authority for that road.
- 6.5 Historic development consent conditions to transfer a Crown Road to Council will only be supported if all the conditions of 6.2 above have been met.
- 6.6 Where a Crown Road is transferred to Council, Council will categorise and maintain that road in accordance with its Unsealed Road Grading Policy as amended from time to time.

7 REVIEW

- 7.1 This policy will be reviewed every four years or earlier as necessary if:
- a) legislation requires it, or
 - b) Council's functions, structure or activities change

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 9.1 CROWN ROAD MANAGEMENT POLICY

ATTACHMENT 3 ADMINISTRATION OF CROWN ROADS POLICY -
DEPARTMENT OF PLANNING, INDUSTRY AND
ENVIRONMENT



Administration of Crown roads

POLICY NUMBER:	IND-O-250	VERSION:	2.0
AUTHORISED BY:	Executive Director Crown Lands	AUTHORISED DATE:	28/06/2018
ISSUED BY:	Department of Planning, Industry and Environment – Crown Lands	EFFECTIVE DATE:	01/07/2018
CATEGORY:	Operations & Industry	REVIEW DATE:	01/07/2021

Policy statement

This policy provides for how the NSW Department of Planning, Industry and Environment–Crown Lands (the department) will administer Crown roads in accordance with the *Roads Act 1993* (*Roads Act*).

Our approach to the administration of Crown roads provides clarity and confidence to stakeholders that they will receive consistent and transparent treatment. Crown road applications will be assessed to determine and administer the most suitable option for the future management of a Crown road, in accordance with the provisions of the *Roads Act 1993*.

Scope

The following functions under the *Roads Act* are within the scope of this policy:

1. Transfer of a Crown road to other roads authority (s.152I) – enables transfers to an appropriate roads authority to manage the public road network in the interest of landowners/occupiers, local communities and the public.
2. Crown road closures (s.37(1)) and Crown road sales and disposals (s.42 (1) and 152B) – specifies the circumstances where either closure and/or purchase of a Crown road may be appropriate.
3. Crown road works:
 - The Minister has powers as a roads authority to carry out road works (s. 71) – establishes the basis by which the department may authorise user/s to undertake road works on behalf of the Minister (s.253) to address their access needs.
 - Crown road repairs and maintenance (s.108 to 110) – specifies in what circumstances the department may give directions for repair and maintenance.
4. Regulating works and structures other than road works within the road corridor (s.138).
5. Authorising occupation of roads (s.152A).

Disaster repairs to Crown roads administered by the Roads and Maritime Services (RMS) under Natural Disaster Relief Scheme are outside the scope of this policy.

Requirements

1. Transfer of Crown roads

The Minister is authorised to transfer Crown roads to another roads authority. A Crown road cannot be transferred to RMS without its consent. Local councils can request the department's consideration to transfer a Crown road to council. The department may also give consideration to initiating the transfer of a Crown road to council.

Although a Crown road transfer to council does not require consent, the department will consult with the affected council before processing a Crown road transfer. Each proposed road transfer will be considered on a case by case basis.

Unless exceptional circumstances apply, the department will consider a Crown road to be suitable for transfer to another roads authority if it meets one or more of the following criteria:

- a. Council or RMS requests transfer of the Crown road, including for the purpose of s.44 of the *Roads Act*.
- b. The formed Crown road provides road access to urban or rural areas or provides access within country towns, villages, local communities and public areas.
- c. Road works on the Crown road are proposed by someone other than the department, and those works require development consent under the *Environmental Planning & Assessment Act 1979*.
- d. Development consent has been granted by a council that requires use of the Crown road to service a traffic generating development.
- e. The Crown road is required to be maintained to a standard specified as a condition of development consent. (*Notably, if standards were not specified, transfer may still be relevant on the basis that road works were not required as the Crown road already conformed to council's access standards to service the development.*)
- f. The Crown road was constructed, has or is being maintained by a council to facilitate access, as part of its local road network, which may include drainage structures such as a bridge or culverts.
- g. Construction or upgrade of the Crown road is required to meet standards required by a council.
- h. A council objects to the closure of the Crown road on the grounds the road is required for public access.

The department does not consider the following claims to be valid reasons for a council to decline a department initiated road transfer:

- a. Road condition – where council objects to the transfer on the basis that the road is in a state of disrepair or does not conform to council minimum standards.
- b. Financial implications – where council objects to transfer based on (potential) costs incurred. Local councils have the ability to levy funds through development contributions, rates and grants for road repair and maintenance.

2. Crown road sales and closures

The department may close a Crown road by publishing a notice in the NSW Government Gazette. When a Crown road closure is gazetted, the land remains vested in the Crown as Crown land. Any subsequent sale of the former road is processed under the *Crown Land Management Act 2016*.

Alternatively, the department may sell a Crown road without first closing it; generally this will be suitable for land holders with an interest in purchasing Crown roads which adjoin their property. If the department determines a Crown road is suitable for sale under this method, the road ceases to be a public road upon transfer to the purchaser. This policy provides guidance to determine whether a Crown road can be sold by transferring directly to the purchaser in accordance with the *Roads Act*, or if a road will need to be simply closed under that Act instead—so it can be sold in accordance to the *Crown Land Management Act 2016*.

Crown roads are not exclusively closed for the purpose of sale. Roads may be closed to vest in the Crown for the purpose of adding it to a Crown reserve, license or lease so that it can be used for other purposes. If a Crown road is identified as a hazard by the department, the department may decide closure of the road is required to remove the risk it poses to the public or the surrounding environment and remediate the issue.

2.1 Crown road closures (s.37(1))

It may be appropriate to close a Crown road if the road is not required for public access and one or more of the following circumstances apply:

- a. The road is to be added to a crown reserve or tenure to be used for other purposes
- b. Land within the road corridor is identified as suitable for sale under the *Crown Land Management Act 2016*

- c. Closure of the road is required to address a hazard identified by the department
- d. Closure of the road is required to address environmental or land management concerns identified by the department.

The department will consider a range of factors when determining a proposed road closure. Each of the following criteria must be fulfilled:

- a. The road is not required to be retained within the public road network
- b. Any landholders and government authorities reasonably known to have potential interests or access requirements have been consulted and their requirements addressed to the department's satisfaction within the time frame set by the department.

2.2 Crown road sale (s.152B)

The department will consider a range of factors when determining a proposed road sale. At a minimum, each of the following criteria must be fulfilled:

- a. The road is assessed as not required to be retained within the public road network
- b. Landholders and government authorities reasonably known to have potential interests or access requirements have been consulted and their requirements addressed to the department's satisfaction within the time frame set by the department.

2.3 Sale of land arising from the closure of a public road (s.42(1))

The Roads Act maintains that when a Crown road and an unconstructed council road are closed, the land ceases to be a road and becomes (or if it was a Crown road, remains) Crown land when it is closed. Once a road is closed, the department has to manage the land in accordance with the *Crown Land Management Act 2016*. This includes in relation to the sale of an unconstructed council road.

The proceeds from the sale of Crown land that was previously an unconstructed council road will go to the department. Councils should consult the department before proposing the closure of an unconstructed council road as the department's agreement is required for the road to be added to the Crown estate upon closure. This includes when the purpose of the road closure is to sell the closed road.

3. Works on Crown Roads

The department does not provide public road services such as road construction, maintenance or traffic management. This policy establishes the basis by which the road user/s may seek an approval from the department to undertake road works to address their access needs.

3.1 Authorised Crown road works (S. 71)

Applications to undertake authorised road works on a Crown road will be considered where the Crown road does not satisfy the criteria for road transfer. Road work proposals considered by the department generally relate to routine maintenance to conserve pre-existing access conditions, or to determine road works to establish access along a Crown road over the natural terrain.

Works on Crown roads are evaluated on the basis of whether it is feasible to undertake works in consideration of the potential impacts on the road reserve, adjoining lands and local environment.

The department cannot endorse the following:

- a. Road works outside Crown road corridors
- b. Works on Crown roads located on steep or highly erodible land, within protected riparian areas and susceptible to erosion, or land that is otherwise environmentally sensitive
- c. Construction of new structures such as pipe culverts, concrete causeways or bridges
- d. Construction, upgrade or maintenance of a Crown road to satisfy the gravel road or sealed standards of another roads authority.

3.2 Works directed by the department - repairs and maintenance

The department may direct a person to conduct repairs or maintenance on a Crown road that is not generally used for access by the public, if a hazard is identified by the department that to present an unacceptable and immediate risk to the road users and/or the environment.

- *s.108 – Direction to undertake works*

When the department considers the condition of a road presents a hazard, it may direct relevant landholder/s who benefit from use of the road, to repair or maintain the road – specifying the type of works and the time for completion. The costs for undertaking the works are to be paid by the person/s or party that the direction was issued to.

- *s.109 – Action to address noncompliance with s.108*

If a person does not comply with a direction to undertake works, the department may have the works completed and recover the costs from that person.

- *s.110 – Direction to contribute*

Where a Crown road provides access for a small number of landholders, and primarily only benefits those landholders, the department may direct those landholders to pay some or all of the costs of repair or maintenance works.

3.3 Works on Crown roads other than road works (S. 138)

Section 138 enables the department to issue permits to regulate various activities on Crown roads that are not directly related to the use of a Crown road for access. The department's consent is required for anyone to erect a structure or carry out a work on or over a Crown road. Sections 139 (conditions), 140 (revocation of consent) and 142 (maintenance of the structure) are also relevant to the department's consideration of an application under s.138 of the Act. There is an expectation that public authorities will consult the department prior to undertaking any works under s.138.

3.4 Authorised occupation of roads (S.152A)

The Minister may authorise certain activities or occupation on a Crown road such as grazing—where issue of an enclosure permit is not applicable), encroachments and other temporary uses of a Crown road by way of a licence granted under the *Crown Land Management Act 2016*, in accordance with section 152A of the *Roads Act*.

Guidelines

Administration of Crown Roads Guidelines is available to support this policy and other Crown roads administration matters.

Roles and responsibilities

- DPIE Crown Lands: Administration of Crown public roads including closure, sale, transfer and approving select road works applications – authorising activities and occupations.
- Local councils: Closure of council public roads.

Safety considerations

There are various Crown roads in NSW that have been established by use rather than construction—this means that they have not been formed to a specific road construction standard and are used as trails for access purposes. Users of Crown roads are encouraged to drive to conditions. Over time the intended use of a Crown road or land surrounding the road may change and the future management of the road may also need to change. This policy provides framework for the department to consider the most suitable option for the future management of Crown roads.

Delegations

Crown Lands Other (Minister) Instrument of Delegation 2018.

Definitions

- Carry out road work – includes carry out any activity in connection with the construction, erection, installation, maintenance, repair, removal or replacement of a road work
- Council – has the same meaning as defined in the *Local Government Act 1993*
- Formed Crown road – a Crown road that has been constructed in some way to be used as a road. Formed Crown roads form part of the constructed road networks that services urban or rural areas
- Person – for the purposes of this Policy is a landholder or road user
- Road corridor – the legally defined road corridor whether formed or not formed

- Road works – as defined in the *Roads Act* and includes any kind of work, building or structure such as a roadway, footway, bridge, tunnel, road-ferry, rest area, transit way station or service centre or rail infrastructure that is constructed, installed or relocated on or in the vicinity of a road for the purpose of facilitating the use of the road as a road, the regulation of traffic on the road or the carriage of utility services across the road – but does not include a traffic control facility
- Suitable for transfer – a Crown road which has been identified and assessed under the policy's key transfer principles as appropriate to transfer to local government
- Traffic generating development – any development that results in an increase in vehicular traffic on a Crown road

Legislation

- *Crown Land Management Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Roads Act 1993*
- *Roads Regulation 2008*
- *State Environmental Planning Policy (Infrastructure) 2007*

Related policies

- Sale of Crown Land Policy IND-O-251
- Sale or Lease of Crown land by Direct Negotiation Policy IND-O-182

Other related documents

- Crown Lands Circular 2011/51 Procedural Fairness.

Superseded documents

This policy replaces:

- Crown Lands Circular 2009/19 Dealing with Applications to Construct Crown roads.
- Office Practice Guidelines – Chapter 31 – Roads.
- Policy (POL005) Transfer of formed Crown roads to Local Government.

Revision history

Version	Date issued	Notes	By
1.0	01/07/2018	Developed to support the <i>Crown Land Management Act 2016</i> .	Alison Pepper, Director Tenure & Business Programs
2.0	22/02/2020	Policy updated to reflect machinery of government changes	Policy Team

Contact

DPIE – Crown Lands, 1300 886 235

QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 9.2 REVIEW QUEANBEYAN CAR PARKING STRATEGY

ATTACHMENT 1 CAR PARKING STRATEGY 2018-2028



QUEANBEYAN

Car Parking Strategy

2018–2028





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FOREWORD

2



Car parking in Queanbeyan's Morisset St.

Foreword

Council considered a draft Queanbeyan Car Parking Strategy at its meeting on 22 November 2017, resolving to defer its exhibition for community comment until it could be viewed in the context of the revision of the Queanbeyan CBD Masterplan. Retitled the 'Queanbeyan CBD Spatial Business Plan', the revised plan draws on the 2009 Masterplan, the 2017 CBD Transformation Strategy and Digital Economy and Smart Communities Strategy. Council has considered reports in the past year on the CBD transformation, most recently on the six stages of works proposed over the next decade. Those works comprise car parking, laneway connectors, public domain, cycle and pedestrian links and installation of smart city infrastructure such as CBD wifi, cctv, lighting, and parking, and electric vehicle charging.

Council resolved in part at that November 2017 meeting to:

- > include 'smart parking' principles and infrastructure in the design of redeveloped car parks.
- > include the smart parking and construction estimates of those car parks in revised development contribution plans and voluntary planning agreements, and car space leasing agreements.
- > consider in the revision of the Car Parking DCP, options to share car spaces for different uses outside core hours, mechanisms to free up high turnover public car spaces, and reduction of car space requirements for expansion of current developed uses or residential apartments close to public transport nodes

> consider commissioning reports on the:

- feasibility of aggregating car spaces into Morisset and Crawford car parks and subsequent offsets on demand for new commercial space/year
- impact of higher or lower s94 contributions in different development types
- impact of more timed parking on patronage and business
- likelihood of employees utilising untimed car parks on CBD perimeter

Since then, Council has also decided in March 2018 to commence a smart parking trial in the Morisset car park, installing smart parking and electroboards to guide the public to available car spaces in the Queanbeyan CBD, and to improve turnover of car spaces by increasing the surveillance of CBD car parks to ensure timed car spaces are not over-stayed.

Then, in considering the staging of the CBD transformation, Council also resolved at its May 2018 meeting to retain more at-grade car spaces at the Lowe car park and to seek expressions of interest, at the appropriate time, to construct and operate a multistorey parking facility in Morisset car park.



Executive Summary

Queanbeyan has a mix of on-street and off-street parking to support business, community and recreational purposes. A single car space may be used several times – either as a timed high-turnover space in premium locations; or as a retail/commercial use during business hours, then a recreational or entertainment use out of hours. Off-street car parks are provided by Council and the private sector – the larger examples surround supermarkets and malls. A survey has indicated though, the total off-street car spaces provided by the private sector are less than would be assessed under modern car parking codes. Yet the 2009 CBD Masterplan found the demand did not exceed supply. That's not unusual, as the city has been shaped over many years when car parking was not required, or concessions on parking may have been granted over other years to incentivise development and investment in the city.

The advent of Smart Cities, the ambitions of the CBD Transformation Strategy and the expectations of the Integrated Transport Strategy may change the traditional approach to provision and management of car parking. Much traffic congestion is subject to motorists circling the CBD seeking a car space for work or patronage in the lifestyle or retail precinct for example. With the introduction of wayfinding and parking apps and smart parking infrastructure, finding (by the motorist) and managing (by the Council) car spaces will become more efficient. Park and ride facilities, public transport to the CBD and untimed parking at car parks on the perimeter of the CBD, should give certainty to access of car spaces for employees and commuters, and improves the movement through the CBD.

That, in turn, relieves pressure on timed car parks, so they may be utilised by shoppers and patrons – who tend to use those spaces by no more than 3 hours, and wish to access and walk to retail shops and cafes.

And then, if some car parks were recycled into public domain such as green corridors and civic plazas; and those spaces were connected to other green spaces such as parks and the river by laneways to and through those car parks – the movement of people past business in different hours during the day and night, may activate different trading hours and patronage levels. Slowing down the signposted speeds in the CBD to 40kph encourages high pedestrian activity

areas (HPAA) improving safe pedestrian percolation between car parks, across streets and into business or place of employment. Preliminary findings from the 2018 Business and Retail Needs Survey has supported that notion.

The Queanbeyan Car Parking Strategy draws on recent plans to activate the CBD, and take advantage of the current economic climate by accessing grants and low interest loans to recycle and aggregate parking infrastructure. The key principles of the Plan (p21) are:

- Be a point of difference – country living/city benefits
- People access, not parking supply, drives business activity
- Prioritise short stay, high turnover parking over long stay, low turnover parking
- Parking must be smart and support overarching transport objectives

The key proposals (p23) are:

- Multistorey timed car parks in the Morisset and Crawford car parks
- Private basement timed parking associated with site redevelopments at Lowe and Rutledge car parks
- Utilising existing reserves car parking or new release areas as sites for park and ride untimed car park facilities
- Progressively extending smart parking infrastructure and wayfinding apps into the timed CBD car parks

The NSW Government recognises Queanbeyan as a regional city under the 'hub and spoke' approach to its Regional Transport Strategy. Integration of public domain and connecting to alternate and public transport links is supported. The opportunity to borrow in a low-interest fixed term environment with a government appetite to support transformation and infrastructure initiatives by grant, should not be overlooked.

The Queanbeyan CBD Transformation Strategy promoted the attraction of new residents and workers into the CBD as a key driver of economic activity. To assist that ambition, amendments may be needed to planning policies to incentivise those private investments. In addition, the rethinking and resurfacing of Monaro Street and reduction of speed limits to improve pedestrian movements in the CBD following construction of the Ellerton Drive Extension, is expected to increase the amenity of the CBD to workers and residents, and in turn patronage to CBD retail and service providers. The permeability of pedestrians between blocks and through corridors connecting green spaces and car parks, should also improve and subsequently increase the economic and recreational activation of the CBD.

Converting car parks into public domain, provides the opportunity for Monaro Street properties to open up a second frontage, potentially convert one building into two tenancies, and assist activating the CBD with a fresh mix of business.

To get those residents, workers and patrons into the CBD requires well-considered road and other (eg cycle, public transport) links into the centre being explored in the Integrated Transport Strategy, supported by an ease in identifying vehicle and bicycle parking and storage with smart parking technology. It also requires new residential and commercial developments providing appropriate car spaces on site, or aggregating by their development contributions into the decked or basement car parks proposed in the Car Parking Strategy.

The Strategy proposes to utilise a mix of debt, grants, development contributions and agreements, and property leasing (p26) to fund the redevelopment of some CBD car parks into secure, smart undercover parking and in other cases, convert part of the car parks into public domain or corridors connecting the CBD green spaces. The estimates of those works will be published in the Financial Plan and Development Contributions Plan.

Free timed and untimed public car parking continues to be supported in this Strategy.

The increased remote surveillance of timed car parks should be preceded by an education program, as the visual presence of parking rangers will reduce, and monitoring (and infringements) of overstay in timed car spaces will occur remotely using smart parking technology.

When the Ellerton Drive Extension is constructed, and motorist behaviours and counts entering the CBD are established, a review of car parking turnover of timed and untimed spaces should be undertaken.

The Queanbeyan River is the focal point of the CBD.



INTRODUCTION

6

Introduction

The Queanbeyan Car Parking Strategy 2018–2028 sets out a series of principles and opportunities for parking in the city and CBD. These findings broadly align with previous studies, including the 2009 CBD Masterplan, 2015 Cinema and Car Parking Strategy and 2017 QCBD Transformation Strategy. The draft Integrated Transport Strategy will also influence the final thinking on the Car Parking Strategy. The emphasis for the future of parking in QCBD should be to better utilise existing supply through applying a demand management approach while increasing public transport patronage; and repurpose car parking assets for public domain and commercial purposes, in line with the principles of the 2016 Property Strategy and the 2017 QCBD Transformation Strategy.

Figure 1 illustrates the CBD Council and private off-street Parking Areas.

Figure 1



Goals

The Queanbeyan Car Parking Strategy draws on and synthesises the ambitions of several previous strategies and plans:

- > 2009 CBD Masterplan
- > 2015 Cinema and Car Parking Strategy
- > 2017 QCBD Transformation Strategy

Their common goals form the basis of this updated Car Parking Strategy:

1. Provide an appropriate level of supply for both short and long stay parking; ideally within 400 metres of the CBD centre
2. Ensure off-street parking is concealed via active frontages, sub-grade, roof or higher level parking, in new or site redevelopments
3. Improve legibility for road users and pedestrians, weather protection, direct and convenient pedestrian linkages and overall appearance
4. Rationalise major entry and exit points to car parks.
5. Utilise public off-street car parking for park and ride and complementary retail or community uses
6. Utilise a single car space twice through business and out of hours uses



BACKGROUND

8

Background

A number of off-street car spaces are provided by Council and private interests to support business and community activity. The 2012 Queanbeyan DCP outlines the rates of car spaces required per m² of CBD development, and the contribution rates for spaces unable to be provided on site for developments (Extract: Attachment 1).

The table to the right calculates the theoretical total car parking required for each floor type based on Table 1 of clause 2.2.6 of Queanbeyan Development Control Plan 2012.

The Tables below summarise current supply and demand. Attachment 2 tabulates the public and private car spaces by Areas 1–9.

Public Administration Building	1 car park space per 100 m ² Office Space
Commercial premises	within the CBD – 1 car park space per 60 m ² of GFA
Retail (Shop)	within the CBD – 1 car park space per 60 m ² of GFA
Retail (other)	within the CBD – 1 car park space per 20 m ² of GFA (if total area>1,000m ²)

Table 1: Current car spaces current – off-street

	Council	Timed	Untimed	Disabled	Turnover %	Overstay %	PIN pa
Grade	1,084	384	700	35	NA	NA	320
Basement/undercroft	0						
Deck/Multistorey	0						

Table 2: Retail and commercial floor plate – supply (actual) v demand (car parking code)

Public				Council spaces	Private				Cont'n
Floorplate m ²	Code	Actual:		Actual: Grade	Floorplate m ²	Code	Actual: Grade	Actual: Basement	s94 \$/space
Public	39,569	416	160	1,183					
Commercial					57,820	964	360		\$10,490
Retail					85,510	3256	975	120	
TOTAL	39,569	416	160	1,183	143,330	4220	1,335	120	
Difference				+927				-2,765	

Table 3: Modelled CBD Vehicle Movements – pre and post EDE (2018 estimate)

	Monaro	Crawford	Lowe	Rutledge	Morisset
Pre-EDE	23,000	11,735	7,760	9,435	8,445
Post-EDE	19,600	8,925	7,590	6,855	8,915

Figure 2 illustrates the location of council and private car parks in QCBD and the number of spaces available. The table below summarises the council off-street car spaces.

Table 4

Area		TOTAL	Untimed	Timed					Designated parking		
				15m	1hr	2hr	3hr	Disabled	Motor bikes	Long Veh. >6m	Other users
1	Erin Street	85	65	20							
11	Aquatic Centre	77	53	21					3	5	
4	Collett Street	260	246	14					12		
2	Crawford Street	149	149								
5	Morisset Street	212	22	5	38	98	40	10	4	3	4
8	Lowe Street	172	52	5	108			7	5		
9	Rutledge Street	185	184	1					14		
7	Farrer Place	21		19					2	2	5
10	Show ground	22	22								
TOTAL		1183									

Figure 2



10

BACKGROUND

Council rangers regularly patrol public off-street car parks in Council and private ownership under public parking agreements, two-three times a week. A small number of infringements are issued (eg 160 notices in six months), as the patrols focus on the following offences:

- > Stand vehicle in area when area closed to the public
- > Stop in disabled parking area without current permit displayed
- > No stopping and no parking
- > Stop in loading zone
- > Stop on path/strip in built up area

As a consequence, the timed car parks are not adequately demand managed and may give the perception to patrons/customers there are insufficient public off-street car spaces as they may be occupied for longer periods by staff or other users. Table 2 suggests there is adequate public car parking provided by Council.

The 2017 QCBD Transformation Strategy reinforced the CBD precincts proposed in the 2009 Masterplan – Civic, Lifestyle, and Retail.

PRECINCT IDENTITY: RETAIL PRECINCT (SEE FIGURE 3, PAGE 11)

The Retail Precinct will be the compact business and commercial core of the CBD:

OUTCOME:

- > A commercial retail area that is thriving with increased retail spend
- > A strong retail identity
- > A retail experience and mix that provides for the needs and tastes of people attracted to the CBD
- > A commercial retail area that is accessible

PRECINCT IDENTITY: LIFESTYLE PRECINCT

The Lifestyle Precinct will attract and support new residents to the CBD with residential, dining and entertainment amenity and provide opportunity for a night time economy to develop.

OUTCOME:

- > A medium density precinct attractive to inner-city residential living
- > Supporting retail, food and beverage industry, reflecting the lifestyle character to the precinct
- > A range of experiences and mixed-use activities fostering resident engagement in the CBD

PRECINCT IDENTITY: CULTURAL/CIVIC PRECINCT

The Cultural/Civic Precinct includes the anchor buildings of The Q, Bicentennial Hall, Library and a number of heritage cottages.

Successful revitalisation requires attraction magnets for people to gather and activities to occur — all providing a point of difference and high value amenity

OUTCOME:

- > An active entertainment and cultural activity destination
- > Stimulating public spaces attracting pedestrians to gather
- > Supporting gallery, performance and conference activity



BACKGROUND

Figure 4
Parking Distribution

The off-street car parks are distributed around the CBD, with an average walking distance to the retail core of 350m. The QCBD 'perimeter' car parks are untimed and placed to accommodate employee parking:

- > 1 – Erin Street
- > 11 – Aquatic Centre
- > 7 – Farrer Place
- > 10 – Showground

The Collett Street car park (4) is the bus interchange site, placed to provide commuter parking.

Timed parking to improve carspace turnover and access to parking by patrons may be continued or expanded into:

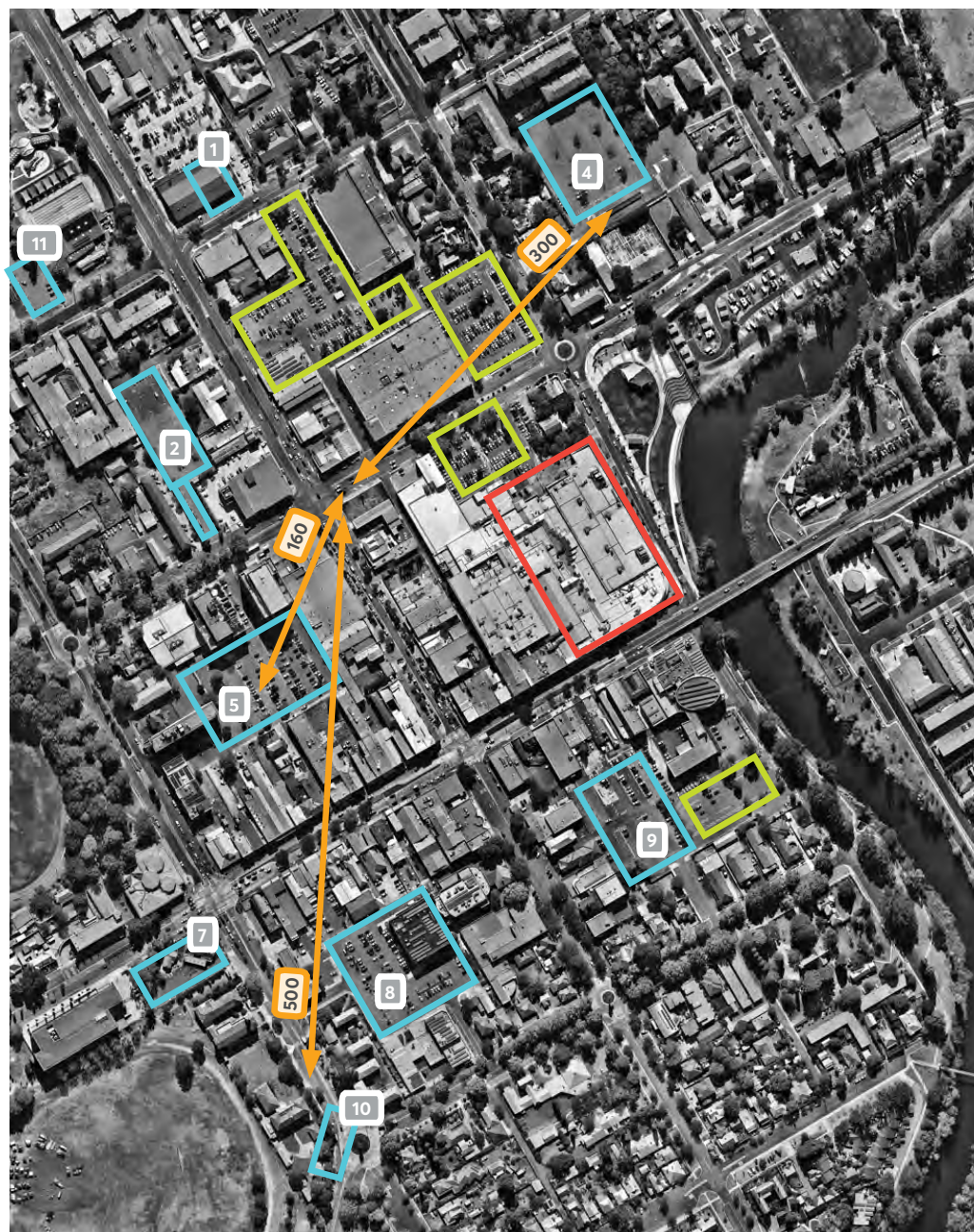
- > 2 – Crawford Street
- > 5 – Morisset Street
- > 8 – Lowe Street
- > 9 – Rutledge Street

Council Car park – Grade

Private Car park – Grade

**Private Car park –
Undercroft**

Walking Distance (m)





Parking demand is created by popular events at Queen Elizabeth II Park.

Strategic Context

Surface (grade) level car parking breaks up the urban environment, increases distances between shops and services, prevents integrated development and generally presents an unattractive landscape. It is not economically or practically feasible to continue to provide surface level car parks in the CBD.

Clearly, an alternative approach is required that meets the reasonable needs for additional car parking to service new development. A strategic multistorey or basement car park network combined with better management of all on and off-street parking should be considered to enhance the city's urban form and improve its viability.

The primary aim is to convert or recycle car park assets into public domain or augment other uses ancillary to the car park (eg park and ride, child care, mini-market). The following section summarises key findings, objectives and actions from adopted strategies, relating to parking and pedestrian movement.

2009 CBD MASTERPLAN

(From CBD masterplan Vol 2 p33)

Car parks currently take up a large area of prime land within the CBD rendering such land as unfriendly, harsh environments. It appears that the current supply of parking exceeds the demand for parking, with ample spare spaces generally available at any one time at certain locations within the CBD. This is demonstrated by the Collett Street car park on the eastern fringe of the CBD which has low utilisation rates.

This represents an opportunity to rationalise the supply of parking, although there appears to be a prevailing view that unlimited short and long term parking is vital to a successful, vibrant local economy. Inadequacies of the public car parks often include a lack of legibility for road users and pedestrians, weather protection, direct and convenient pedestrian linkages and overall appearance.

Long term parking areas (for commuters or long stay parking) should be clearly identified and located within less active areas of the CBD.

- > In any redevelopment of key CBD public car parks, public parking provision should generally be retained with convenient, active and direct pedestrian connections to the surrounding primary street network.
- > Wherever possible, major entry and exit points to car parks should be rationalised and occur on the periphery of the centre to discourage through vehicle movements.
- > Protect short-stay parking opportunities along Monaro Street, Crawford Street and other on-street locations

(From CBD masterplan Vol 2 p46)

KEY DESIGN OBJECTIVES

Permeability:

- > Improve access within the CBD by the provision of strategically placed mid-block site links.
- > Ensure any through site linkages have active frontages wherever possible.
- > Rationalise vehicular entries along primary street frontages. Where existing ensure minimise conflict through civic design.

Pedestrian:

- > Encourage the activation of streets and public spaces through pedestrian circulation at street level.
- > Maintain important views and vistas throughout the CBD.
- > Way finding signage at key points in the city to encourage pedestrian activity.
- > Improve access through the creation of sight lines between activity nodes within the CBD.

Parking:

- > Plan for an appropriate level of supply for both short and long stay parking within the CBD through a detailed investigation.
- > Ensure a component of short stay parking is retained along key main street locations and the primary street network.
- > Enhance the function, appearance and usability of the existing public car parks.
- > Ensure on-site parking does not dominate or present to the streetscape, rather it should be located below the development, or concealed via active frontages, sub-grade, roof or higher level parking.

2015 QUEANBEYAN CINEMA AND CAR PARKING STRATEGY

The car parking within the Morisset Precinct should be managed with preferential treatment to meet the needs of short stay visitors and customers to the precinct through provision of a balanced combination of two hour and one hour time restricted parking controls during commercial trading hours. It is noted that the effectiveness of these time restrictions will be enhanced by effective enforcement.

An important component of this strategic package of works is the provision of parking areas which are suitable to meet the all-day parking needs of businesses within the Monaro Street precinct and the Morisset Street car park area. They would strongly serve to promote and activate retail sites along Monaro Street and to further activate retail frontages addressing the car park itself.

A range of suitable long stay parking options are to be explored to allow the entire Morisset Street car park to be devoted entirely to the short stay retail/customer parking needs. Ideally, these long stay car parking areas should be within 400 metres of the location of employment and allow a safe path of travel at all times.

One location that has been identified for further investigation is at the rear of the showground along the Cooma Street frontage where there may be an opportunity to provide a more efficient formal layout of parking. This parking area is inefficient and is under 5 minutes walk from the proposed cinema site. Other opportunities for offsite all day parking to service the Morisset Street Precinct include the provision

of additional parking in a parking structure located on the Morisset Street North parking area owned by council.

The Strategy also included the following principles:

- > Activation of the rear of Monaro Street properties by improved design of the car parks and adopting Council's "active" frontage development guidelines to these new frontages facing these new car parks
- > Relocating all long stay (all day) parking away from these core shopper parking areas to open up parking for visitors and the community wishing to enjoy the life, shopping, entertainment, culture, community and business life in the city centre. Parallel with this relocation of all day parking out of the core area is the need to ensure approximately 200 short stay parking spaces are available in each of the core
- > Undertake the preparation of separate masterplans for the other two superblocks (car parks) ie the Q Car park + the Rutledge Street Car park

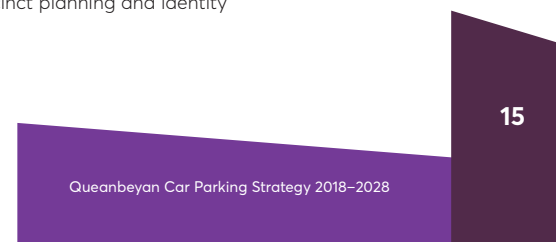
2017 QCBD TRANSFORMATION STRATEGY

Much of the CBD congestion emanates from drivers circulating in the CBD looking for parking spaces. Installation of 'smart parking' technology into car parks, vehicle count sensors into street lighting poles and use of parking apps could be explored to ease the congestion.

Many of Council's public car parks are fully occupied during business hours by employees and owners, limiting access by shoppers and visitors, then are left mostly vacant out of hours. Options to share car spaces for different uses outside core hours should be explored and mechanisms to free up high turnover public car spaces.

Parking must support the precincts and encourage more people to spend more time in the CBD.

Connections between precincts should be easy to encourage pedestrian and vehicle mobility. Parking provision should be considered in terms of the whole CBD requirements and its place in precinct planning and identity



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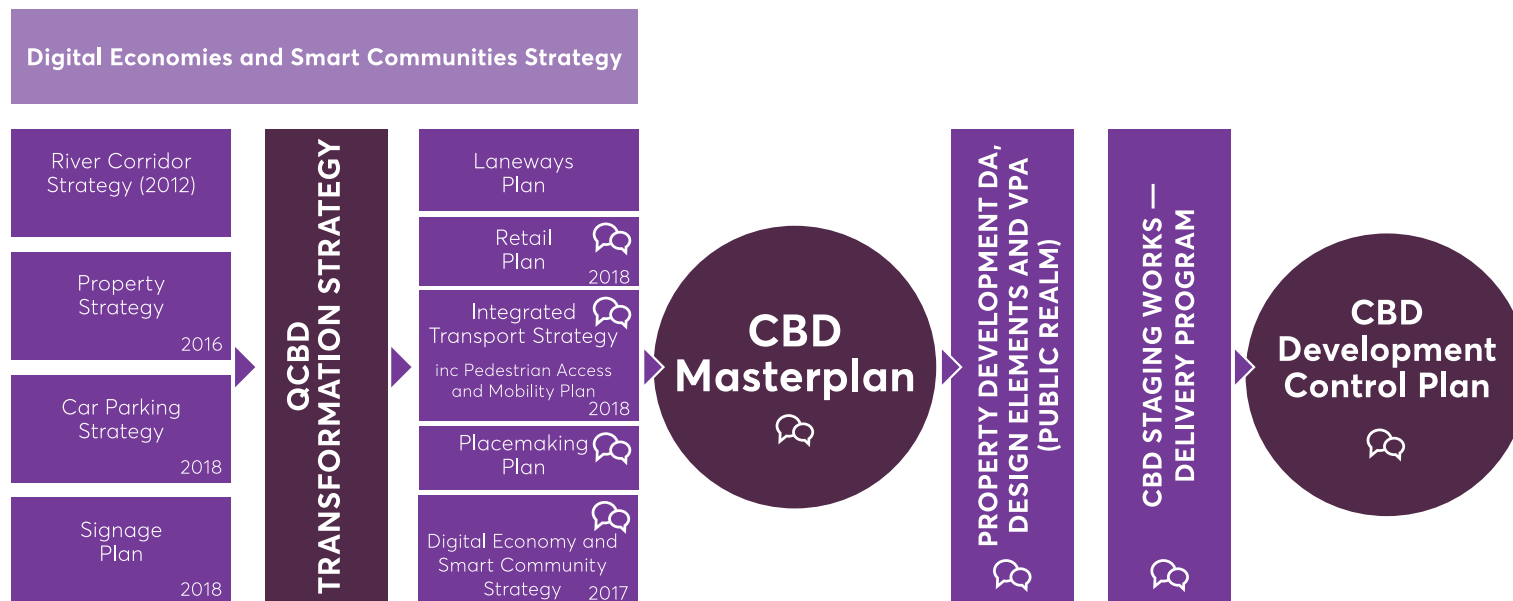
STRATEGIC CONTEXT

The following actions were recommended:

- > Implement options to utilise a single car space twice through business and out of hours uses
- > Explore options to utilise public off-street car parking for park and ride and complimentary retail or community uses
- > Revise parking requirements for expansion of existing buildings and uses
- > Consolidate public off-street parking into decks near retail core

- > Connect the car parks through pedestrian laneways
- > Timed parking in high demand areas to increase turnover
- > Explore employer lease parking options
- > Utilise traffic modelling post Ellerton Drive Extension construction to assess traffic volume and car parking demand

The relationship of the QCBD Transformation Strategy with the Car Parking Strategy is illustrated below:



2017 DIGITAL ECONOMY AND SMART COMMUNITY STRATEGY

Strengthening the economy and capitalising on new opportunities is a strong motivator. Key digital economy objectives included leveraging digital/remote/flexible working to reduce commuting, and catalyse city/town transformation; and using technology to streamline business with Council, including applications and regulatory requirements.

The actions to pursue include Smart Parking:

- > Examine smart parking solutions to make it easier to find a space, promote commercial turnover, and encourage activation

2018 INTEGRATED TRANSPORT STRATEGY

The renewal of the the CBD is fundamentally dependent upon the creation of a vibrant, attractive and safe public realm where walking and cycling are the preferred modes of transport. This requires the following key interventions

- > Pedestrian-based environment. Within the CBD, pedestrians should have absolute priority for movement along and across streets
- > Links between CBD attractors. All major land uses within the CBD should be effectively linked by high amenity, high priority pedestrian links. The quality and safety of these links is critical to supporting high levels of pedestrian activity in the centre, as many people will still choose to drive to the centre and should not be discouraged from doing so.

- > Improvements to the bus network so that it provides a higher frequency, legible service for residents to access the CBD throughout the day, evenings and weekends, including the aspects of accessibility and effective integration with land-use attractors in the CBD.
- > High standard of vehicle access to consolidated car parks, which service the central business area, noting that in most cases cars will have less priority than other modes of transport, but should still be afforded access.
- > End of trip facilities for bicycles (both recreational and commuter) will provide the right conditions to promote cycling as an attractive form of transport.
- > Ensure that existing and future ring roads operate to minimise through traffic in the CBD (maximise 'place' function of CBD transport networks).

Attachment 3 illustrates the proposed green corridors converted from off-street car parks, with proposed pedestrian linkages, and smart city initiatives.

SOUTH EAST AND TABLELANDS REGIONAL STRATEGY

The NSW Government released its Regional Strategy in mid-2017. It will guide the NSW Government's land-use planning priorities and decisions over the next 10 years but has applications beyond land-use planning matters. It is described as being "an overarching framework to guide more detailed land use plans, development proposals and infrastructure funding decisions". Its key directions include:

- > Leverage access to the global gateway of Canberra Airport
- > Enhance strategic transport links to support economic growth
- > Promote business activities in urban centres
- > Strengthen cross-border connectivity





NSW FUTURE TRANSPORT STRATEGY 2056

The Strategy proposes that the most effective way of providing better transport to more potential customers in regional NSW is through the development of a 'hub and spoke' network model radiating out from regional cities rather than a network just focused on Sydney. This will capitalise on the role that regional cities and centres play as hubs for employment and services such as retail, health, education and cultural activities. Initiatives for investigation include:

- > Creating places for people – support principles of centre development, amenity enhancements, transport network connectivity, time of day management, walking and opportunities to dwell in city centres to support local identity and placemaking
- > Local connectivity – improving local public transport, walking and cycling connectivity between railway station, airport, key land uses (health, education, retail, employment) and town centres
- > Movement corridors – planning, design and management of major roads to be sensitive to centres and surrounding land use and planning for future bypasses using the movement and place principles, with whole-of-government multi-modal road and corridor planning, including 'last mile' connectivity and freight access for industry

The Strategy also provides for initiatives that may reduce demand for car parking in regional cities such as Queanbeyan:

- > Alignment of fares in Regional NSW with those in metropolitan Sydney. This will increase equity between regions, improve social inclusion, and affordability which will encourage greater patronage of services
- > Integrate cycling and walking programs for regional cities and centres to complete missing links, create integrated transport networks and encourage sustainable travel
- > Introduce a service provider-neutral Transport Taxi Subsidy Scheme for people with disabilities across regional NSW
- > Establish public transport pricing and regulatory cross-border MoUs between State governments
- > Extension of interstate light rail systems to support population growth from Canberra to Queanbeyan

Influencers

Influencers on Queanbeyan's parking supply currently include:

- > Private vehicle is the preferred mode for transport. Average vehicle movements for households is 10 per day, including two movements for travel to work, of which 23,000 vehicles travel to or through the CBD for retail, work, education, recreation or professional services
- > Minimal CBD development necessitating new or upgraded car parking
- > Queanbeyan focused on provision of free parking as a point of difference to ACT, with some timed parking (on and off-street)
- > Parking policies being applied to the city have generally remained unchanged for many years and have focused on providing parking supply to meet unrestricted growth in demand
- > Differences in rear or front to kerb on-street parking between precincts
- > Proposals to establish a ring of 'park and ride' sites in Queanbeyan urban area
- > Prospect of a City Deal with ACT Government to integrate bus networks and ticketing across the border, including commuter routes
- > Discussions with government to trial a commuter rail service between Bungendore, HQJOQ, Queanbeyan and Kingston stations
- > Council's Property Strategy and Policy, promoting the recycling of assets (such as car parks) for commercial or community return such as public domain works.

The QCBD Transformation Strategy proposed a Parking Strategy will review the current parking regime, and local concerns that parking restriction and parking patrol times are affecting business opportunities and economic activity. The Strategy will explore options for employee and patron parking, free timed parking and dual use parking to support economic activity and the needs of visitors and shoppers. The Parking Strategy will work in unison with the objectives of the Property Strategy and Integrated Transport Strategy to deliver a holistic approach to people and traffic movements in the CBD transformation.

The 2012 QDCP and Contributions Plan understates and under-recovers the real costs of car parking spaces, with the level currently set at \$10.49k per space compared to a cost of \$25k for an at-grade car space. On this basis, it is less expensive for developers to contribute rather than provide their own commercial parking on site.

Residential redevelopments on CBD sites must provide car parking on site in accord with the car parking code, however it is proposed some smaller commercial car parking demand may be aggregated into a central car park such as Morisset Street, by acquisition of car spaces or contribution to that car park.



Behaviours

Queanbeyan has a mix of on-street and off-street parking to support business, community and recreational purposes. A single car space may be used several times – either as a timed high-turnover space in premium locations; or as a retail/commercial use during business hours, then a recreational or entertainment use out of hours. Perceptions of lack of availability of car spaces is often tempered by the 'same' or 'preferred' spot (ie in front of shop or place of employment) being available when required by an individual. Car park surveys indicate many vacant spaces are available for use in car parks during each business hour of the working week, and there is not an undersupply of spaces. That view was reinforced by the APP report and CBD Masterplan assessment.

The advent of Smart Cities, the ambitions of the CBD Transformation Strategy and the expectations of the Transport Strategy may change the traditional approach to provision and management of car parking. Much traffic congestion is subject to motorists circling the CBD seeking a car space for work or patronage in the lifestyle or retail precinct for example. With the introduction of wayfinding signage and parking apps, and smart parking infrastructure, finding (by the motorist) and managing (by the Council) sites will become more efficient, as the timed car spaces can be monitored remotely. Park and ride facilities, public transport to the CBD and untimed parking at car parks on the perimeter of the CBD, should give certainty to access of car spaces for employees and commuters, and improves their movement through the CBD. Attachment 3 illustrates examples of potential smart infrastructure.

That, in turn, relieves pressure on timed car parks, so they may be utilised by shoppers and patrons – who tend to use those spaces by no more than three hours, and wish to access and walk to retail shops and cafes. On-street parking will continue to be one hour or less, and physically patrolled.

To change perceptions and behaviours to park at CBD perimeter untimed car parks (for employees) and walk to place of employment; or park in a timed (and regulated) car park (for patrons) near the retail core; may be challenging and require the support of business – for example, CBD employees (including Council staff) should be encouraged to park at the perimeter car parks. Encouraging employees then to walk the 300–500m (refer Figure 4) to the retail core may also be a challenge.

The increased remote surveillance of timed car parks should be preceded by an education program, as the visual presence of parking rangers will reduce, and monitoring (and infringements) of overstay in timed car spaces will occur remotely using smart parking technology.

The proposed assignment of the Morisset, Crawford, Rutledge and Lowe sites as timed off-street car parks with smart parking facilities near the CBD retail and lifestyle precincts, supported by interactive street signboards advising the number of free spaces, together with the improvement to CBD amenity and slowing of CBD traffic speeds to 40kph, should improve safety and confidence for pedestrians to walks between the CBD blocks, car parks and businesses. Parking apps may also be acquired to enable motorists and visitors to identify parking sites preparing for their journey into the CBD.

As more residential accommodation is anticipated in the CBD, those patrons are more likely to use their own car spaces and walk to the main street and lifestyle precinct for example, minimising pressure on CBD off-street car parks. Aggregating off-street parking into the decked car parks in Morisset and Crawford Streets, relieves in part the assessed under-provision of car spaces (Table 2) in the retail and lifestyle precincts (refer Figure 2).

The security of undercover car parks and public domain should be considered to deter their use as 'overnight garages' or sleeping places.

Principles

The principles proposed to improve parking in Queanbeyan are:

1. Be a point of difference – country living/city benefits
 - a. Large car parks should be undercover, secure, smart spaces; enabling pedestrian connections and public domain
 - b. Use car spaces twice to benefit business and patrons (in and outside business hours)
 - c. Revise parking requirements for expansion of existing buildings and uses
 - d. Easy access to long vehicle parking and increased level of disabled parking
 - e. Consistency with rear or front to kerb on-street parking
2. People access, not parking supply, drives business activity
 - a. Good parking policy is about managing demand including untimed for employees, and timed spaces for patron turnover
 - b. Future increases in supply should be moderate and focused on customer and business needs
 - c. Turnover should be improved through progressive relocation of all day parking outwards from the centre
 - d. It is important to better utilise current supply
3. Prioritise short stay, high turnover parking over long stay, low turnover parking
 - a. Consolidate public off-street parking into decks near retail core
 - b. Utilise on-street parking for short stay use only
 - c. Explore options to utilise public off street car parking for park and ride, and complementary retail or community uses
 - d. Explore options to self-regulate via free period, then pay parking
 - e. Explore employer lease parking options
 - f. Introduce parking smarts
4. Parking must be smart and support overarching transport objectives
 - a. Promote use of public transport, or point-to-point services such as taxi/Uber, to CBD to reduce parking demand
 - b. Incentivise increased provision of parking by private sector operators
 - c. Intercept cars before entering city centre for parking
 - d. Introduce smart parking and apps
 - e. Consider in the revision of the Car parking DCP, options to share car spaces for different uses outside core hours, mechanisms to free up high turnover public car spaces, and reduction of car space requirements for expansion of current developed uses or residential apartments close to public transport nodes
 - f. Development contribution rates should reflect the real cost of providing car spaces, to discourage undersupply by private development



OPTIONS

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The Queanbeyan Showground.

Options

In broad terms, the Strategy proposes basement car parking in Lowe St (subject to private developments proceeding), and multistorey (decked) parking in Morisset and Crawford Streets. This causes aggregation of commercial parking at Morisset for nett spaces potentially lost from Rutledge/Lowe car park, to activate patronage/retail into the Monaro and Crawford Street precinct.

In line with the CBD Masterplan and Transformation Strategy, it is proposed the Queanbeyan Car Parking Strategy incorporate the following actions and upgrades for consideration in the Financial Plan:

1. Morisset Street car park – Area 5 (map 1): *Current 212; Potential ~500*

- > redevelopment into mixed use commercial development. This may include weekend markets and potential relocation of library to the commercial ground floor in longer term
- > 4–5 decks of car parking including provision for leased/purchased parking from other CBD sites; with wider spaces at grade
- > retain vehicular movement for loading and access to private car parking, with appropriate Level 1 height to enable movement of loading vehicles
- > shared public domain including piazza
- > vehicular access from Morisset Street; loading access onto Crawford Street (in longer term)
- > pedestrian connections from car park to Monaro, Crawford, Lowe and Morisset Streets
- > untimed car spaces on top deck
- > two hour timed parking for unleased spaces (business hours: 0830–1730).

2. Crawford Street car park – Area 2 (map 2): *Current 149; Potential ~220*

- > expansion to 2–3 decks, including provision for leased/purchased parking from adjacent redeveloped Crawford/Morisset Street sites
- > vehicular access from Morisset Street
- > untimed car spaces on top deck
- > three hour timed parking for unleased spaces (business hours: 0830–1730).

3. Lowe Street car park – Area 8 (map 3): *Current 172; Potential ~120*

- > vehicular access from Lowe Street for Monaro Street frontage properties
- > retention of some at grade car spaces behind The Q and along proposed service lanes exiting onto Lowe Street and Crawford Street
- > potential decked car park, and construction of basement car parking (subject to private developments proceeding on Rutledge Street frontage)
- > vehicular access from Rutledge Street
- > two hour timed parking (business hours: 0830–1730).

4. Rutledge Street car park – Area 9 (map 4): *Current 185; Potential ~100*

- > decked or basement car parking designed to enable shared space and continuation of a public domain 'civic square' from Lowe car park to River
- > service lane access from Crawford Street for Monaro Street frontage properties
- > vehicular access from Rutledge Street
- > three hour timed parking (business hours: 0830–1730).





5. Collett Street car park– Area 4 (map 5): *Current 260; Potential ~310*
 - > at grade car park, bus interchange and park'n'ride site
 - > long vehicle parking
 - > untimed employee, commuter and recreation parking.
6. Queanbeyan Showground (map 6): *Current 22; Potential ~30*
 - > overflow at-grade parking at eastern perimeter
 - > long vehicle and RV parking.
7. Park and Ride car parks (map 7):
 - > utilise existing or proposed public reserve car parks; negotiate car parks in new release areas; incentivise adjacent business shared space
 - > facilitate expanding and formalise car park near Queanbeyan rail station, should the commuter rail pilot progress to implementation
 - > untimed commuter and recreation parking.
8. Smart City (map 8):
 - > include 'smart parking' principles, apps and infrastructure in the design of redeveloped car parks, public domain and DCP.
9. VIC car park: *Current 21; Potential ~21*: 2 hour timed and long vehicle/RV parking.
10. Pedestrian connections:
 - > Acquire mid-block easements or corridors as pedestrian laneways connecting
 - Lowe and Morisset car parks;
 - Showground to Lowe and Rutledge car parks
 - Queanbeyan Town Park to Morisset and Riverside car parks
 - Rutledge and Riverside car parks.
11. Establish program to encourage employees (via Queanbeyan Business Chamber and QPRC staff) to park at CBD perimeter (eg bus interchange or Showground).

The Q is located in the Lowe car park area.

OPTIONS SUMMARY

Table 5

Area	Council Public Car parks	Current		Potential		Estimate#
		Timed	Untimed	Timed	Untimed	CSP*Unit rate
1	Erin Street	20	65		85	
11	Aquatic Centre	24	53	15	62	
4	Collett Street	14	246		310	50*25: \$0.125m
2	Crawford Street		149	100	120	100*35: \$3.5m
5	Morisset Street	190	22	400	100	400*35: \$14m
8	Lowe Street	118	54	60	60	120*40: \$4.8m
9	Rutledge Street	15	170	100		50*40: \$2m
7	Farrer Place	21		21		
10	Showground		22		30	
TOTALS		402	781	705	768	

based on ACT Cost of Building Work Determination 2015: BCA Class 7 rates of construction (excluding land) for new car spaces:

- > Basement car park: \$1350/m² (at 30m²/space), equates to \$40k/car space
- > Decked/Multistorey car park: \$1210/m² (at 30m²/space), equates to \$35k/car space
- > Ground car park: \$850/m² (at 30m²/space), equates to \$25k/car space



OPTIONS

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PARKING MANAGEMENT

Council employs four rangers whose responsibility (in part) includes managing the free Council car parks and private car parks under Local Parking Agreements. The patrols are undertaken on a frequency of 2–3 times per week, based on the level of service described in the adopted Service and Programs Framework.

Changes to frequency of patrols or extension to and policing of timed car parking, would be prefaced by a visible education/warning parking program.

Smart parking (sensor controlled parking and wayfinding) has been explored in conjunction with the 2017 Digital Economy and Smart Community Strategy and the lodgement for grants with the Federal Government. Smart parking enables better traffic flow, less congestion and maximum use of parking spaces.

Features may include:

- > Overhead guidance indicators for off-street parking that works with vehicle detection sensors to identify available spaces and then guides customers to them with large, clear, digital signage and LED lighting
- > In-ground vehicle detection sensor technology guides drivers to available spaces, improving traffic flow; facilitates simple, ticketless, barrier free payment systems; and provides information on overstays for infringement enforcement
- > SmartApps reduces driving around, looking for a space by finding the best available space for each driver and directing them to it, and identifies disabled, parent & child and other special spaces
- > Flexible Internet of Things building block that allows operators to deploy smart parking sensing, and a single 'street furniture' device installed throughout the city that can accommodate a wide range of additional services such as public broadband, safety video surveillance, air quality, lighting control, and more.





Many parks and recreational spaces are within close proximity of the Queanbeyan CBD.

Financial

Redeveloping existing at-grade car parks into decked or basement versions comes at a cost. The ACT Cost of Building Work Determination 2015: BCA Class 7 indicates the following rates of construction (excluding land):

- > **Basement car park:** \$1350/m² (at 30m²/space), equates to \$40k/car space
- > **Decked car park:** \$1210/m² (at 30m²/space), equates to \$35k/car space
- > **Ground car park:** \$850/m² (at 30m²/space), equates to \$25k/car space

In contrast, the former QCC s94 Contributions Plan levies a contribution of \$10,490/car space. An option is proposed to disclose the cost of construction benchmarked against the ACT Determination each year, and establish a policy position to discount the rate per car space to incentivise investment.

A basement car park can be constructed at a 60% premium to an at-grade car park (40% for multi-level), but opens the opportunity to repurpose the car spaces for other (commercial or public domain) uses.

A number of commercial operators offer financial models to introduce smart into CBD infrastructure, based around a smart lightpole, with modest capital outlay from councils. The smart includes lighting, parking, CCTV, Wi-Fi and other sensors.

Some regional centres have introduced paid parking schemes in an endeavour to optimise the availability and turnover of car parking, both on and off-street, particularly for short stay users. It is also a positive mechanism for optimising efficiency and effectiveness of parking restrictions, and can provide a catalyst for a shift toward greater public transport use. Ideally therefore, should it be contemplated in the future, the introduction of paid parking would be in combination with public transport improvements, which assists in moving people from peripheral car park locations to destinations within the CBD.

Should it be contemplated, it is recommended parking in timed car parks be free for the first period (ie 2 or 3 hours), then pay thereafter. This would discourage all-day and overnight parkers.

Proceeds from paid parking schemes are ring-fenced and used by some councils for maintenance and renewal of car parking, debt servicing for new or upgraded

car parks, or as contributions to CBD beautification and recycling of car park assets into public domain.

Similarly, other councils have moved all-day parking to more remote car parks at the edge of the city centre and introduced a shuttle bus. Accumulated funds are placed in a parking improvement fund and used to improve pedestrian, cyclist and parking facilities within the City Centre.

Improving access to and turnover of car spaces, together with shared or dual use car spaces, is expected to minimise demand for new spaces in the financial plan.

It is proposed to fund the redevelopment of the car parks outlined in **Options** above:

1. Revise car parking DCP to
 - a. Accommodate additional uses (eg administrative, public, recreation)
 - b. Recognise ACT benchmark cost of at-grade, deck and basement car spaces; and adjust s94 contributions by phasing to ~\$30k
 - c. Establish a policy position to discount the rate per car space to incentivise investment
2. Borrow for the design and construction of multistorey or basement car park at Lowe and Rutledge (*estimate \$7m*)
3. Borrow for the design and construction of multistorey car park at Morisset (*estimate \$14m*)
 - a. Offset debt servicing costs with lease of cold shell commercial plate at ground floor (*estimate \$60k*)
 - b. Lease some undercover car spaces (eg employers) (*estimate \$2k pa/csp*)
 - c. Collect and assign s94 development contributions for shortfall in private CBD commercial developments
 - d. Negotiate planning agreement (capital or recurrent contributions) with adjacent Monaro property owners for shared zone (public plaza, weekend/event parking), noting loading-only access to be retained

4. Borrow for the design and construction of multistorey car park at Crawford (estimate \$4m)
 - a. Negotiate planning agreement (capital or recurrent contributions) or joint venture with adjacent Crawford property owners to develop the car park or occupy spaces for their commercial redevelopments
 - b. Lease some undercover car spaces (eg employers) (estimate \$2k pa/csp)
5. Alternatively, seek EOI to construct and operate multistorey car park at Morisset and Crawford to commercial car park operators
6. Consider option for general rate special rate variation applied to Queanbeyan business category to offset car park debt servicing, and shortage of private car parking
7. Seek grants and joint procurement deals to offset cost of introduction of smart parking infrastructure and apps
8. Utilise smart parking apps to assist targeted patrols and reduce man-hour patrols
9. Borrow for the design and construction of park and ride car parks (estimate \$1.5m)
 - a. Supported by government grants
 - b. Supported by adjacent business sharing car spaces
 - c. Negotiate provision of park and ride car parks in new release areas in planning agreements
10. Accommodate surfacing/resurfacing at-grade car parks in asset works schedules
11. Recognise higher costs of car parks maintenance in asset management plans; and continue to use classifiers to monitor car park utilisation and turnover

FINANCIAL SUMMARY

Table 6

Council Public Car parks	Funding		Servicing pa*	Financing pa	
(~\$2017)	Debt (\$m)	Grant (\$m)	Debt (\$,000)	S94 (\$,000)	Lease (\$,000)
Collett Street/PnR – Area 4	2.5	1.5	183		
Crawford Street – Area 2	4.0		294	90	10
Morisset Street – Area 5	14.0		1,030	150	90
Lowe Street – Area 8	0		0		
Rutledge Street – Area 9	2.0		147		
Showgroundv					
TOTALS	27.75	1.5	~1,665	240	100
Increase csp	290				

*loan@4% fixed/20 yrs





Staging

The recycling of car spaces into public domain and corridors, and the construction of upgraded and additional undercover, secure and smart car parks should be staged over 10 years. Indicative periods for design, approvals and construction of car parks (as outlined in the QCBD Transformation stages) for inclusion in the financial plan are outlined below:

Stage 2 (2018–20) – Lowe car park (in conjunction with Council head office and smart hub, and adjacent redevelopment of cottages on Rutledge Street)

Stage 3 (2019–21) – Morisset car park

Stage 4 (2021–22) – Rutledge car park

Stage 5 (2020–23) – Monaro Street

Stage 6 (2023–25) – Crawford car park

Stage 7 (2020–28) – park and ride facilities

The sequencing of Stages may adjust pending grant or redevelopment opportunities on those sites.

Social and Economic Impact

While the Plan proposes creation of additional (25%) timed and untimed car spaces near the retail and lifestyle core and CBD perimeter respectively, and the conversion of some of the existing car spaces into new public domain to connect green spaces and create places for people to congregate and interact, the increase of car spaces will not fully offset the current (Code-based) shortfall. Parking surveys suggest the actual v perceived shortfall is different.

The Strategy is aimed at recycling assets into public domain, turning over high-demand spaces for patron use, connecting car parks by pedestrian corridors, and aggregating car spaces into more efficient, safe and smart facilities as decked or basement car parks. That aggregation into Morisset and Crawford car parks for example, places patrons at the centre of the retail and lifestyle core identified in the CBD Masterplan.

However, the feasibility of aggregating car spaces at a relatively high cost (ie as some car spaces are lost to public domain and replaced as decked or basement car spaces

at \$35k and \$40k respectively), should be assessed against the likely annual demand for new commercial space generated by new or redevelopments in the CBD.

Then, should the s94 contributions increase progressively from \$10k to \$30k for example, will that incentivise developers to provide commercial-based car spaces on their own sites rather than pay a contribution to a central CBD facility such as the Morisset or Crawford car parks, or dampen new investment interest? Council may choose to phase the increase or discount those contributions in certain development scenarios.

And finally, will the availability of additional (and more frequently turned over) car spaces in timed car parks increase patronage and business as expected. In part, business may need to modify business hours and their offer to accommodate returning commuters, shoppers or visitors to the CBD (Refer 2018 Business and Retail Needs Survey). Typically, the potential social and economic impact may be assessed during the construction and operational phases applying an assessment rating tool such as below:

Figure 5

Rating Level	Description
Significant Negative	Impacts with serious, long term and possibly irreversible effects leading to serious damage, degradation or deterioration of the environment. Requires a major re-scope of concept. design, location, justification, or requires major commitment to extensive management of strategies to mitigate the effect.
Moderate Negative	Impacts may be short, medium or long term in duration and most likely to respond to management actions.
Slight Negative	Impacts have minimal effect, could be short term, can be mitigated and would not cause substantial detrimental effects. May be confined to a small area.
Neutral	No discernible or predictable positive or negative impact.
Slight Positive	Impacts have minimal effect, could be short term. May be confined to a small area.
Moderate Positive	Impacts may be short, medium or long term in duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.
Significant Positive	Impacts resulting in substantial and long term improvements or enhancements to the existing environment.

Source: Adapted from the Strategic Merit Test, National Guidance for Transport System Management in Australia (2nd Edition)

SOCIAL AND ECONOMIC IMPACT

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From similar car parking and public domain works in large centres, the impacts (positive and negative) are typically:

- > The level of amenity in the CBD will be significantly enhanced through the proposed redevelopment
- > More people will be attracted to the CBD from within the local community and from further afield. By attracting more people, businesses located in the area around the developed public domain and secure car parking will benefit through increased trade
- > Additional visitation resulting from increased car parking provision, attendance at events held in the CBD, and visitors to the city for recreational (non-event) purposes will have significant benefits for local retailers
- > The key impacts on property owners are expected to be increases in the value of property
- > Increased pedestrian activity in the area in period of expected peak usage will lead to higher levels of passive surveillance, improving safety and security
- > The improved permeability through the CBD between car parks and green spaces will encourage passive transport
- > The proposed changes will allow a mix of uses and community space and would facilitate a higher level of social cohesion, community engagement and activity
- > During the construction phase of the proposed redevelopment, access to car parking will be restricted. This will have negative impact on businesses in the immediate area, including retailers adjoining the site, during this period
- > However, alternative car parking provision in the area is reported to be underutilised, and with the addition of temporary park on the site of the former administration building and with appropriate signage, the temporary impacts on local businesses can be mitigated to some extent;

- > The increased parking provision and increased vehicle traffic associated with the redevelopment is not expected to adversely affect surrounding intersections within the vicinity of the site
- > During the delivery stage, there may be potential for adverse impacts on amenity by way of noise, dust and construction related traffic. A detailed Construction Management Plan should be prepared to minimise and manage impacts
- > In order to avoid the public domain and timed car parks becoming a venue for anti-social activity, the design will need to provide measures to ensure the park environment is safe at all hours and for all users. These impacts can be managed by providing adequate lighting and implementing recommendations identified in the Safer by Design Report. The proposed smart infrastructure (lighting, CCTV) will assist.

Where the impacts are negative, they are generally constrained to the construction and implementation phase, or can be sufficiently mitigated through appropriate design and management measures.

Attachments

ATTACHMENT 1 – 2012 QUEANBEYAN DCP EXTRACT

Extract from amended Queanbeyan Development Control Plan 2012 2.2.6 Controls for Car Parking

Objectives

- 1) To ensure the appropriate number of car spaces is provided for the development types.
- 2) To ensure the appropriate design of car parking spaces and areas.

Controls

- a) Car parking is to be provided for all development in accordance with Table 1. An assessment will be undertaken of development types that are not explicitly listed.
- b) In finalising the parking numbers required the total number is to be rounded up to the next whole number.
- c) In addition to providing the number of required car parking spaces as detailed in Table 1, all car parking shall be designed in accordance with the Australian Standard AS 2890 Parking Facilities.
- d) All car parking shall include the provision of car parking for delivery and service vehicles in accordance with Australian Standard AS 2890.2 -2002 and car parking for persons with disabilities in accordance with the Australian Standard AS 2890.

Monaro St, Queanbeyan



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Queanbeyan Car Parking Strategy 2018–2028

ATTACHMENTS

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Table 7: Required Car Parking

Land use	Parking Requirement
Shops and commercial uses	
Bulky goods premises	3 car parks per 100 m ² of GFA.
Commercial premises	Within in the CBD – 1 space per 60m ² of GFA. Outside of the CBD – 1 space per 60m ² of GFA.
Food and drink premises (not including takeaway Food and drink premises)	Whichever is the greater of: 15 spaces per 100m ² GFA of restaurant, or 1 space per 3 seats.
Funeral Home	4 spaces per 100m ² of GFA plus 1 per 4 seats (chapel).
Office premises	1 space per 60m ² < 120m ² 1 space per 40m ² (120m ² to 1000m ²) 1 space per 20m ² >1000m ²
Public Administration Building	1 per 100m ² Office Area
Retail premises	1 space per 60m ² < 120m ² 1 space per 40m ² (120m ² to 1000m ²) 1 space per 20m ² >1000m ²
Shop	Within in the CBD – 1 space per 60m ² of GFA. Outside of the CBD – 1 space per 60m ² of GFA.
Service stations	Requirements are additive: 6 spaces per work bay 5 spaces per 100m ² of GFA (if restaurant is present, then greater of: 15 spaces per 100m ² of GFA, or 1 space per 3 seats.
Take-away food and drink premises	Within in the CBD – 1 space per 60m ² of GFA. Outside of the CBD – Developments with on-site seating: 12 spaces per 100m ² of GFA. Developments with on-site seating: 12 spaces per 100m ² of GFA plus greater of – 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal). Developments with on-site seating and drive through facilities: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars.

ATTACHMENT 2 – CAR SPACES BY AREA – QCBD

Theoretical Car Parking Requirements in Queanbeyan B3
Commercial Zone – September 2017 (based on the amendments
to Table 1 Clause 2.2.6 currently being exhibited)

Public Administration Building	1 car park space per 100 m ² Office Space
Commercial premises	within the CBD – 1 car park space per 60 m ² of GFA
Retail (Shop)	within the CBD – 1 car park space per 60 m ² of GFA
Retail (Shop)	within the CBD – 1 car park space per 20 m ² of GFA (if total area > 1,000m ²)

Figure 6



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ATTACHMENTS

Area 1 – Erin Street (north), Collett Street (east), Antill Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 1.	Actual Car Parking 3.				
				Off-Street Parking (Council and Hospital) at Grade 2.	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	13,622.00	136.22	248				
	Retail	710.00	11.83					
	Retail (>1000 m ²)	1,770.00	88.50			145		4
	Commercial	2,750.00	45.83			37		
TOTAL		18,852.00	282.39	248		182		4

1. Other land uses such as motels etc have been assessed as commercial.
2. Includes the Hospital and Ambulance car parks.
3. Actual car parking at grade doesn't include Council car parks at Q1 Aquatic (77 including 4 disabled).

Area 2 – Antill Street (north), Crawford Street (east), Morriset Street (south) and Lowe Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public			149				
	Retail	1,495.00	24.92			12		
	Retail (>1000 m ²)	1,531.00	76.55			41		
	Commercial	8,448.00	140.80			162		
TOTAL		11,474.00	242.27	149		215		

Area 3 – Antill Street (north), Collett Street (east), Morriset Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade 4	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public							
	Retail	2,030.00	33.83					
	Retail (>1000 m ²)	21,420.00	1,071.00			459		9
	Commercial	11,300.00	188.33			83		
TOTAL		34,750.00	1293.17			542		9

4. The medical centre has been assessed as Retail >1000m².

Area 4 – Antill Street (north), Carinya Street (west), Morriset Street (south) and Collett Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade 5.	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade 6.	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public			246	14			
	Retail							
	Commercial							
TOTAL				246	14			

5. Doesn't include the Riverside Car Park (7 at grade, 1 disabled).

6. Doesn't include the adjoining private car park (84 at grade, 4 disabled).

ATTACHMENTS

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Area 5 – Morisset Street (north), Crawford Street (east), Monaro Street (south) and Lowe Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 7.8.9.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	5,580.00	55.80	202	10			
	Retail	4,144.00	69.07			61		1
	Retail (>1000 m ²)	9,308.00	465.40			106		
	Commercial	14,899.00	248.32					
TOTAL		33,931.00	838.58	202	10	167		1

7. Hotels assessed as Retail >1000 m².

8. Motel assessed as Commercial.

9. Restaurant assessed as Retail.

Area 6 – Morisset Street (north), Collett Street (east), Monaro Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 10.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public							
	Retail	4,292.00	71.53					
	Retail (>1000 m ²)	19,883.00	994.15				120	
	Commercial	4,252.00	70.87					
TOTAL		28,427.00	1136.55				120	

10. Restaurants/Cafes assessed as Retail.

Area 7 –Farrer Place (north), Farrer Place (south)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public) Basement 11.	Off-Street Parking (Private) Disabled
	Public	10,960.00	109.60	23	2		160	
TOTAL		10,960.00	109.60	23	2		160	

11. This is car parking for the Government Service Centre and the Police Station and Courthouse.

Area 8 – Monaro Street (north), Crawford Street (east), Rutledge Street (south) and Lowe Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 12.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	9,407.00	94.07	153	8			
	Retail	2,671.00	44.52					
	Retail (>1000 m ²)	1,950.00	97.50					
	Commercial	9,446.00	157.43			55		
TOTAL		23,474.00	393.52	153	8	55		

12. Restaurants/Cafes assessed as Retail.

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ATTACHMENTS

Area 9 – Monaro Street (north), Collett Street (east), Rutledge Street (south) and Crawford Street (west)

Total Floor Area m ²	Land Use	Total Floor Area m ²	Theoretical Car Parking Required 13.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public and Private) Basement	Off-Street Parking (Private) Disabled
	Public	2,005.00	20.05	184	1			
	Retail	1,336.00	22.27					
	Retail (>1000 m ²)	3,700.00	185.00			128		9
	Commercial	6,725.00	112.08			22		1
TOTAL		13,766.00	339.40	184	1	150		10

13. Leagues Club assessed as Retail (>1000m²).

Total Overall Car Parking

Land Use	Total Floor Area m ²	Theoretical Car Parking Required	Actual Car Parking				
			Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public/Private) Basement	Off-Street Parking (Private) Disabled
Public	39,569	415.74	1,148	35	0	160	0
Retail	85,510	3,256.07	0	0	952	120	23
Commercial	57,820	963.67	0	0	359	0	1
TOTAL	182,899	4,635	1,148	35	1,311	280	24

Total Theoretical Car Parking required 4635

Totals for Retails combined.

ATTACHMENT 3 – PROPOSED CBD SMART INFRASTRUCTURE, GREEN CORRIDORS AND PEDESTRIAN LINKAGES



Summary of Master Plan Initiatives

This diagram summarises the suggested improvements to the public domain, open space and movement network that have evolved throughout the master planning process.

- 1 Strategic development sites (priority investigation areas for possible commercial or residential areas)
- 2 Town square opportunity
- 3 Increased pedestrian priority
- 4 New and improved parklands / edges
- 5 Gateway treatments
 - Primary
 - Secondary
- 6 Consolidate and strengthen civic precinct
- 7 Enhance north-south pedestrian connections
- 8 Enhance east-west pedestrian connections
- 9 Enhanced bus terminus
- 10 Traffic calming, activation, and streetscape enhancement – Crawford Street
- 11 Promotion of alternative route to Morisset and Crawford Street
- 12 Streetscape enhancement and activation – Monaro Street
- 13 Future development to address river setting
- 14 Potential locations for landmark buildings
- 15 Character Buildings / Sites (as identified via master plan process)
- 16 Maintain low-key scale, uses and character
- 17 Consolidate hotel/motel precinct uses
- 18 Retain residential uses, character and prevailing density
- CBD study boundary

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ATTACHMENTS

QCBD

Smart City – Car parks Public Domain and connections

Existing Car parks

Smart, Timed, Decked
Car park

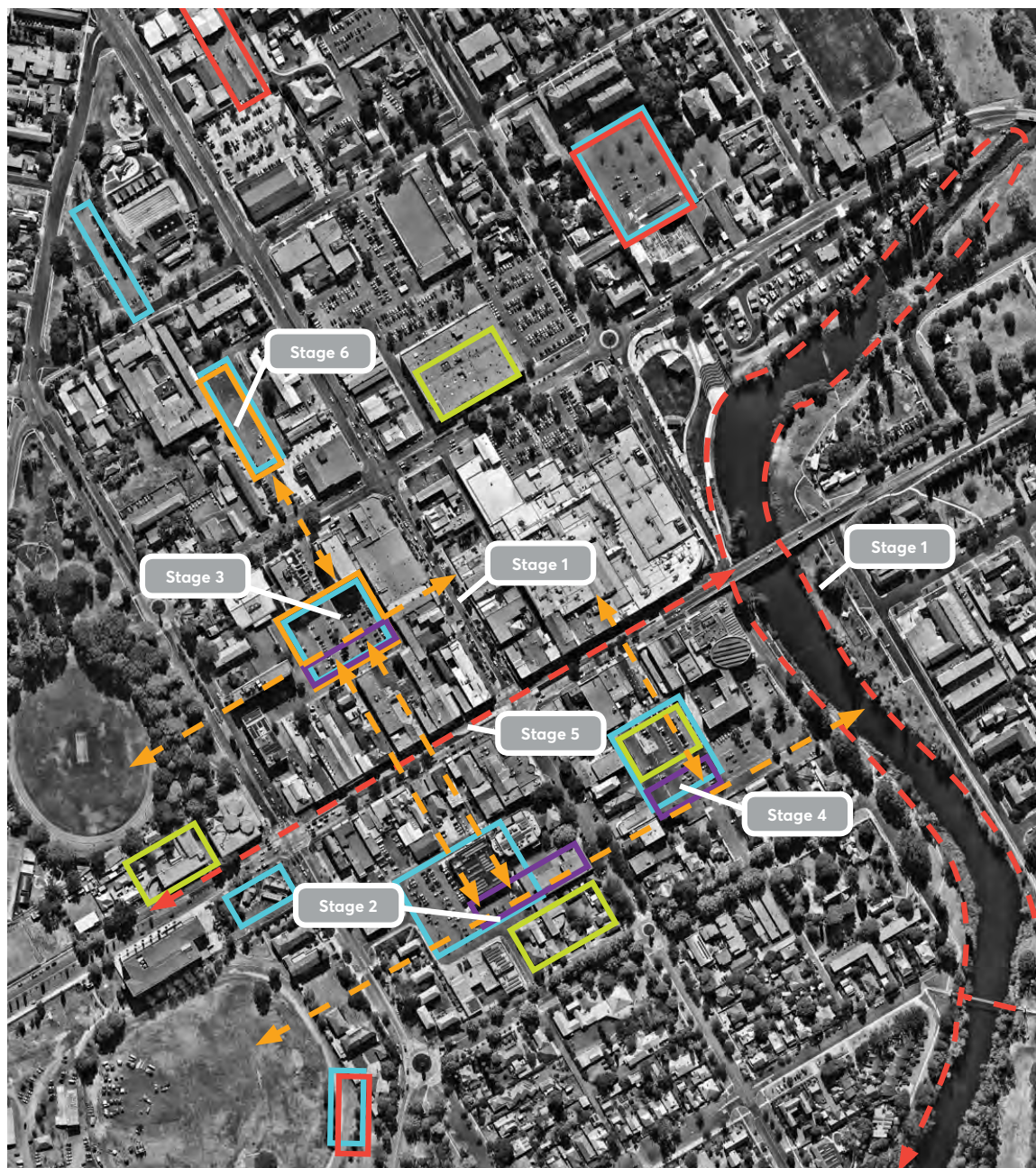
Untimed Grade Car park

Developments

Smart Domain

Pedestrian

Cycle/Path



SAMPLE SMART CBD INFRASTRUCTURE

<p> 1. IMPROVE LIVEABILITY</p> <p>a. SMART BUILDINGS: Buildings that adopt new technologies which allow them to be safer, more comfortable and productive for occupants and more operationally efficient for owners.</p> <p>b. SMART PRECINCTS: Data at your fingertips: precinct systems operate based on sensors and available data. Systems are interconnected and are data-driven to optimise experiences and enhance liveability.</p> 	<p> 2. SUPPORT LOCAL ECONOMIC GROWTH</p> <p>a. FIBRE OPTIC INTERNET: High speed internet connection enable businesses to better embrace e-commerce, and attract new digital-based businesses</p> <p>b. BUSINESS OPTIMISATION: Local restaurants and cafés can provide live information on seating capacity and optimise queues during peak periods, optimise queues during peak periods.</p> 	<p> 3. ENHANCE THE ENVIRONMENT</p> <p>a. ELECTRIC VEHICLE CHARGING: Reducing carbon emissions and expenditure on fossil fuels.</p> <p>b. ENVIRONMENTAL MANAGEMENT: Network of sensors to notify areas within precinct requiring attention. For example, soil moisture levels to trigger automated irrigation, noise level monitoring, etc.</p> <p>c. ENERGY MANAGEMENT: Live generation data to manage precinct energy demands. Energy storage systems activated during peak demand and low generation periods.</p> 	<p> 4. ENHANCE SAFETY AND SECURITY</p> <p>a. SMART LIGHTING: Autonomous, centralised, sensor-operated lighting that responds to changing lighting and environmental conditions</p> <p>b. CRIME PREVENTION: High definition CCTV recordings in private businesses can be transmitted to police in emergency events to enable faster response times. Safety and security features such as remote-activated bollards to prevent vehicle-related terrorism incidents.</p> 	<p> 5. IMPROVE CONNECTIVITY</p> <p>a. PUBLIC WI-FI: Enable high speed internet connection for the community</p> <p>b. ON-DEMAND TRANSPORT: Infrastructure to support digital interfaces for car/ride sharing and other on-demand transportation</p> <p>c. TRAFFIC OPTIMISATION: Smart traffic signals that respond to instantaneous traffic volumes.</p> <p>d. DIGITAL WAYFINDING: Wayfinding using a more effective way of locating and communicating information about Googong using digital technologies.</p> 	<p> 6. ENCOURAGE LEARNING</p> <p>a. DATA DASHBOARDS: Live feed exhibiting data to the public. Examples include live renewable energy generation, weather data, total energy consumption, etc.</p> <p>b. COMMUNITY LEARNING CENTRE: Encouragement of community spaces to facilitate education, community engagement and the exchange of ideas.</p> 	<p> 7. EMBRACE OUR CULTURE, HERITAGE AND SPORT</p> <p>a. DIGITAL ART: Interpretive art to make use of data to express, communicate and engage people's attention.</p> <p>b. AUGMENTED REALITY: Augmented reality (AR) enabled areas identifying points of cultural, creative or heritage significance that users can interface with on their smart phones</p> 
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ATTACHMENTS

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	<p>SMART PATHWAY LIGHTING</p> <ul style="list-style-type: none"> Sensors to activate lights to change from lower light levels to normal levels only when needed. <p>DIGITAL WAYFINDING</p> <ul style="list-style-type: none"> Interactive maps 	
	<p>FLOODLIGHT CONTROL</p> <ul style="list-style-type: none"> Rather than just having a simple on/off switch that turns on all the lights, a Smart Floodlight Controller gives full control to each user of the park of each light pole as well as a live indication of the cost associated with the use the lights. 	
	<p>DIGITAL WEATHER STATION</p> <ul style="list-style-type: none"> To provide information for efficient irrigation but also predict and warn residents of severe weather warnings specific to Googong. <p>SMART TOILET POD</p> <ul style="list-style-type: none"> Motion detector taps and soap dispensers, automatic sliding doors, programmable operational window. <p>SMART BBQS</p> <ul style="list-style-type: none"> Vandal proof switching off, Programmable operational window of the BBQs, detecting when a BBQ uses less power than normal indicating that one of the elements is faulty, detecting the usage pattern of a BBQ so that decisions can be made to potentially relocate the BBQ to a higher use area. Automatic sliding doors, programmable operational window. 	
	<p>ELECTRIC VEHICLE CHARGING POINTS</p> <ul style="list-style-type: none"> Could be completely installed or the infrastructure only ready for future installation by QPRC <p>SMART IRRIGATION CONTROL</p> <ul style="list-style-type: none"> To allow more efficient irrigation control <p>SMART BINS</p> <ul style="list-style-type: none"> Sensor bins to allow QPRC to remotely track when bins need emptying. Bigbelly Solar bins automatically compress litter to reduce frequency of emptying and could relay live information to QPRC. 	



Maps

(Illustrative only – Not to scale)

MAP 1 Morisset Street

Deck

Public domain/shared

Vehicular

Loading

Pedestrian

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Queanbeyan Car Parking Strategy 2018–2028

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MAPS

MAP 2 Crawford Street

Deck

Grade

Vehicular

Loading

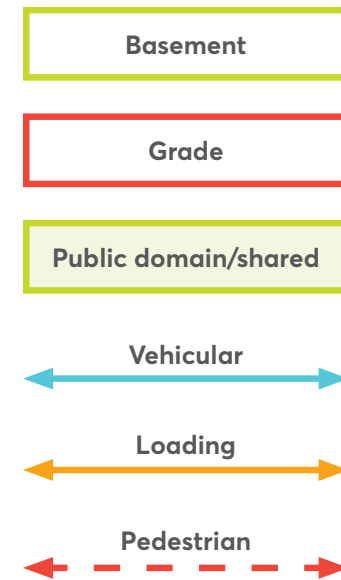
Pedestrian





MAP 3

Low Street



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MAPS

MAP 4 Rutledge Street

Basement

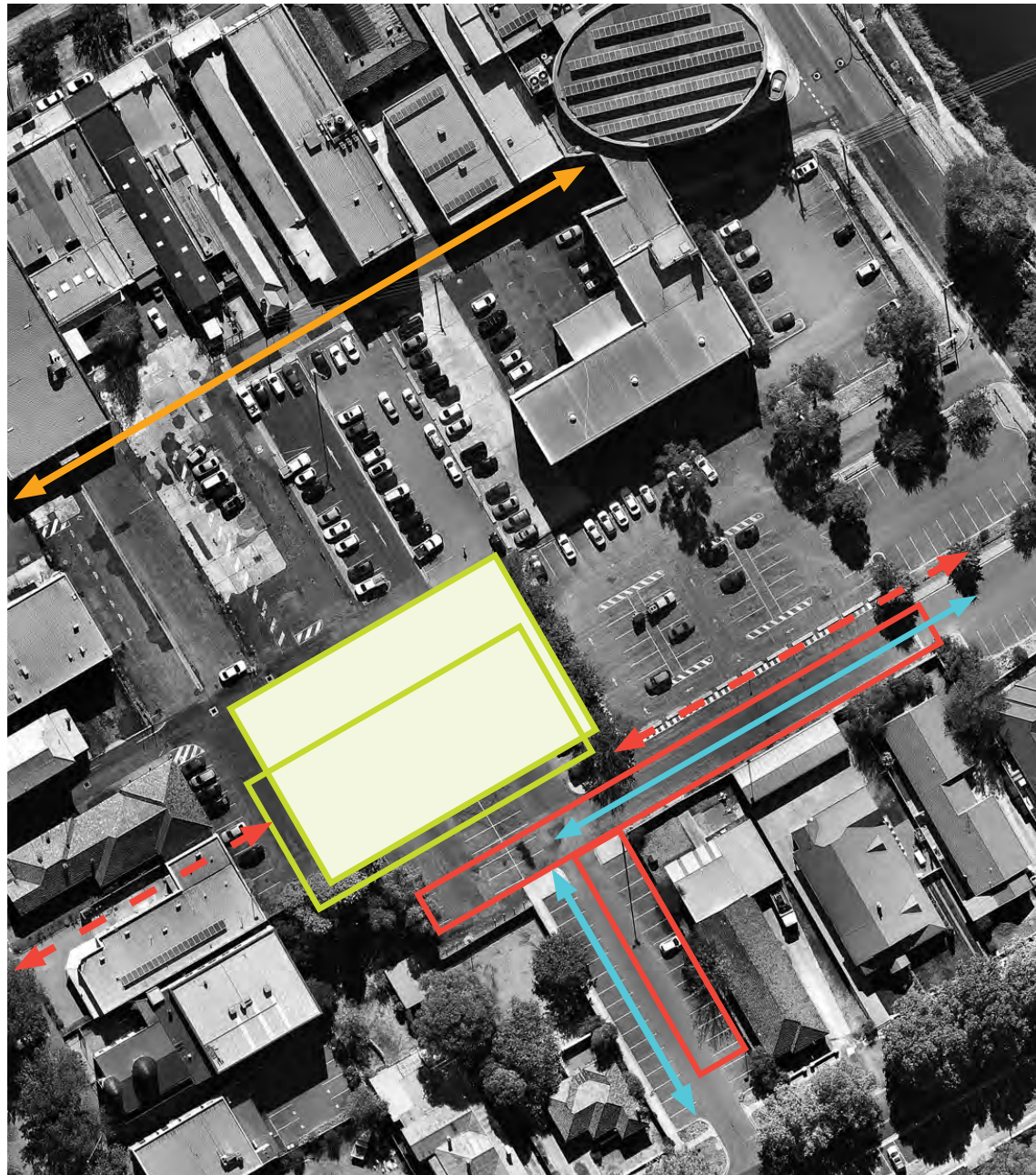
Grade

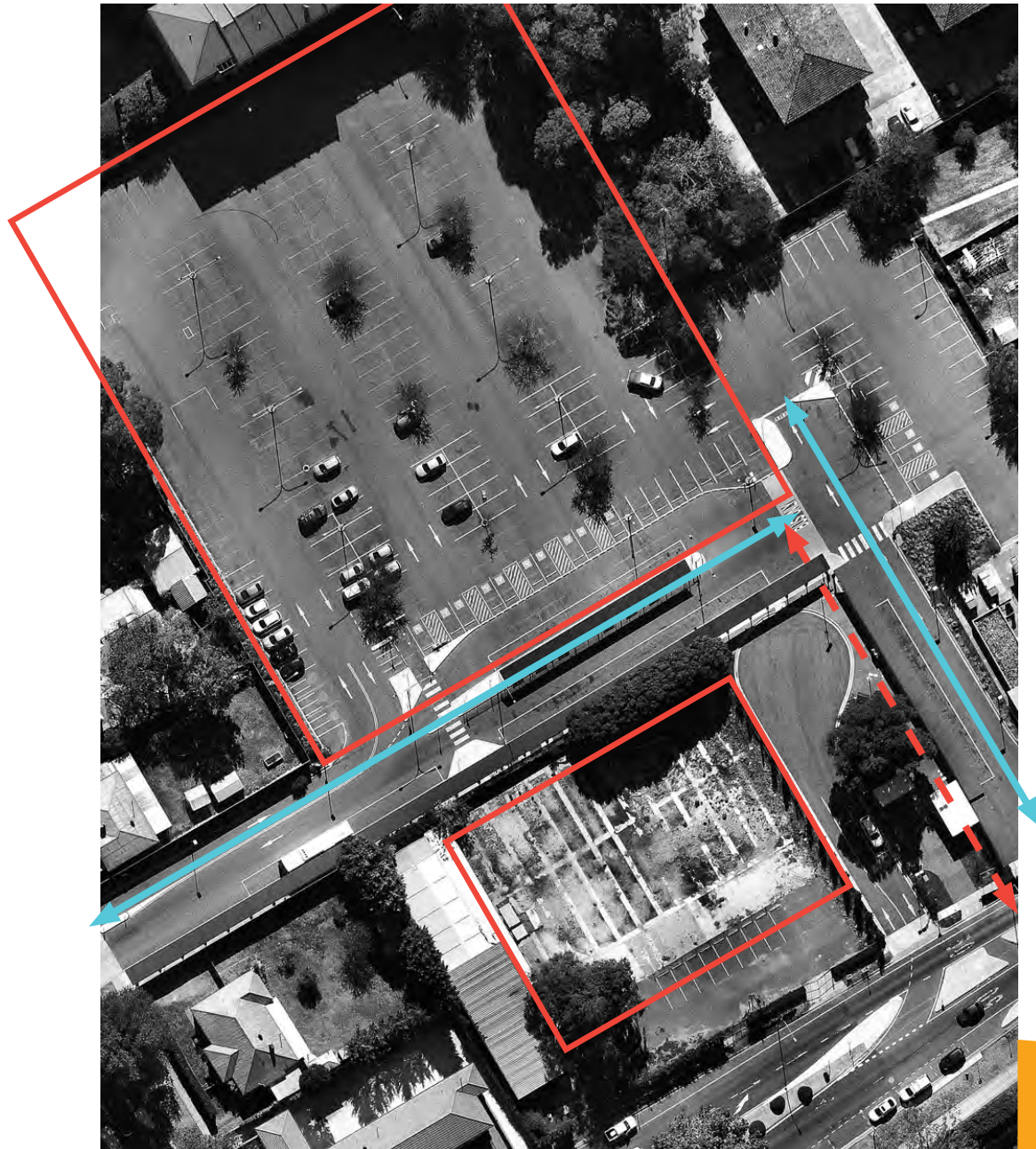
Public domain/shared

Vehicular

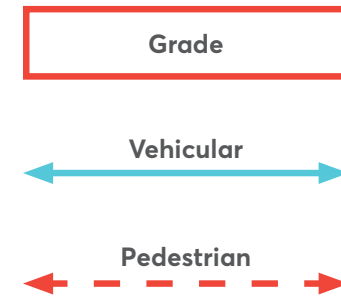
Loading

Pedestrian





MAP 5
Collett Street



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MAPS

MAP 6
Showground


Grade

Vehicular





MAP 7
Park and Ride

-  Council
-  Joint
-  Private
-  Existing
-  Intersection Improvements by 2019
-  Intersection Improvement by 2021
-  Intersection Improvements by 2026
- 2018 Ellerton Drive Extension
- 2031 Old Cooma Rd Stage 3
- 2019 Old Cooma Rd Stage 2
- Arterial Roads**
- New/Upgraded Roads**
- Railway Line**
- Potential Dunns Creek Rd**

MAPS

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MAP 8 Smart City – timed car parks



Smart Parking



Lighting



Wifi



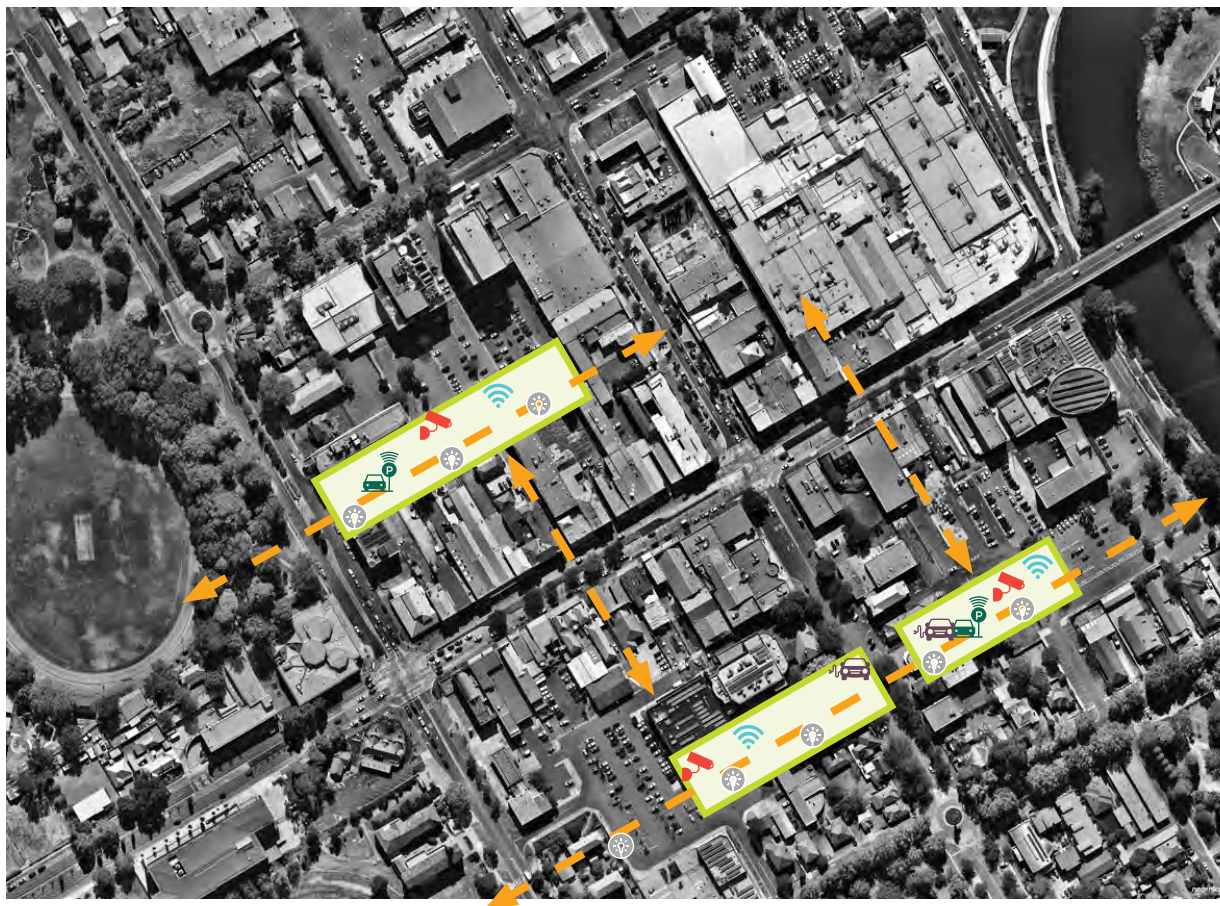
CCTV



Electric Vehicle
Charger (EVC)

Smart Technology

Pedestrian Linkages





Queen Elizabeth II Park.

Queanbeyan Car Parking Strategy 2018–2028

The graphic consists of three overlapping geometric shapes. A large orange rectangle occupies the top half of the page. Below it, a yellow trapezoid is positioned on the left side, extending from the orange rectangle. At the bottom, a red trapezoid is positioned, also on the left side, overlapping with the yellow shape. The right side of the page is mostly empty white space.

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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 11.1 QPRC HERITAGE ADVISORY COMMITTEE MINUTES - JULY
2023

ATTACHMENT 1 MINUTES OF QPRC HERITAGE ADVISORY COMMITTEE 13
JULY 2023



QPRC Heritage Advisory Committee Meeting Minutes

Date:	13 July 2023	Time:	4:30pm – 5:30pm	Venue:	Committee Meeting Room, 259 Crawford Street, Queanbeyan
Chairperson:	Cr Katrina Willis			Minutes:	Shannon Edwards (ECM 2130556)
Participants:	Cr Katrina Willis Margaret Tuckwell David Loft Hollie Gill Ann Rocca Jennifer Bird Andrew Riley Ruth Ormella Lorena Blacklock Pip Giovanelli Luceille Yeomans Shannon Edwards			Apologies: Lorba Drewry Sue Whelan OAM Absent: Nil	
Meeting Objective:	QPRC Heritage Advisory Committee Meeting				

Code of co-operation

1. We start on time and finish on time
2. We respect the Chair and direct all comments through the Chair
3. We all participate and contribute – everyone is given the opportunity to voice their opinions
4. We use improvement tools that enhance meeting efficiency and effectiveness
5. We actively listen to what others have to say, seeking first to understand, then to be understood
6. We follow up on the actions for which we are assigned responsibility and complete them on time
7. We give and receive open and honest feedback in a constructive manner
8. We use data to make decisions (whenever possible)

No.	Item	Details	Who	Notes
1	Apologies	Lorba Drewry, Sue Whelan OAM	Cr. Katrina Willis	The Committee accept Apologies from absent Committee members.

2	Declaration of Conflict of Interest	No conflicts of interest were declared for this meeting.	Committee	
3	Confirmation of Minutes from meeting held 08 June 2023	Recommendation (Riley / Loft) QPRC HAC 21/23 That the minutes of the meeting of 08 June 2023 be confirmed.	Committee	<i>Comment:</i> A Committee member noted that they were waiting for a response from QPRC historian, Brigid Whitbread, regarding the relocation of the Bungendore local history collection.
4	DA.2023.0273 – 119 Wallace Street, Braidwood	QPRC's Acting Coordinator of Development Assessment, Luceille Yeomans, briefed the Committee on the proposed development at 119 Wallace Street, Braidwood. The Committee will defer a recommendation to follow a site visit to be scheduled prior to the August meeting.	Luceille Yeomans	
5	DA.2023.0151 – 116 Monaro Street, Queanbeyan	Luceille Yeomans briefed the Committee on proposed signage at 116 Monaro Street, Queanbeyan. The Committee acknowledged that signage on main streets and above roofs is challenging. However, in discussion it was determined that the Committee considered the proposed signage inappropriate because of its large size and location. Recommendation (Rocca / Loft) QPRC HAC 22/23 The Committee does not support the proposed signage for the following reasons: 1. The Committee has concerns about the size and dimensions of	Luceille Yeomans	

		<p>the sign and its main street location.</p> <ol style="list-style-type: none"> 2. Reduction of signage in the main street should be encouraged. 3. The sign's placement is inappropriate, and it is not in sympathy with the streetscape. 4. The sign is not in line with SEPP 64 – <i>Advertisement</i>. 5. The Committee unanimously agreed that the sign was inappropriate given its size and placement and suggest that the owner be requested to remove it. 		
6	Proposed Amendments to the HAC Terms of Reference	<p>Ruth Ormella detailed proposed amendments to the Terms of Reference (ToR) which proposed:</p> <ul style="list-style-type: none"> • A move from monthly to 6-weekly meeting schedule, • A later start time for meetings. <p>The Committee considered the proposal and agreed to an update to the ToR to reflect a change to 6-weekly meetings. The start time will remain at 4:30pm (noting that some members will need to participate online depending on the location of the meeting).</p>	Ruth Ormella	<p><i>Question:</i> Is there another Committee looking at First Nations heritage matters?</p>
7	Update: Furlong House	<p>Further to a Committee request for an update from the property owner in relation to the status of Furlong House, Lorena Blacklock provided the following update following a conversation with the owner:</p> <ul style="list-style-type: none"> • Improvements are planned to be completed by the end of 2023. 	Lorena Blacklock	

		This matter was referred to the HAC via Notice of Motion 014 / 23 at the Ordinary Meeting of Council on 18 January 2023, no further action is required.		
8	Report: Signage in Braidwood	The Committee was provided with an update on the progress of a report into signage in Braidwood by Lorena Blacklock who noted that work with QPRC Compliance continues for signage in Braidwood. A report will be prepared detailing the options and signage controls for Braidwood signage.	Lorena Blacklock	
9	Update: Historic Sulky Relocation	Further to a request at the previous Committee meeting, Ruth Ormella confirmed for the Committee that the sulky is in temporary storage.	Ruth Ormella	
10	Update: Assistance with relocation of Local History Collection	The QPRC Historian, Brigid Whitbread, will update the Committee when there is confirmation of volunteer opportunities.	Lorena Blacklock	Committee to provide Abbie with contact details of volunteers.
11	Matters Arising	Nil		

No.	Actions and Agreements	Who	When	Completed
1	Staff to consider whether the Heritage Referral Flowchart should be added to Heritage information on the QPRC website.	David Carswell / Lorena Blacklock	2023	
2	Staff to prepare a report on current signage controls and how to promote signage that better aligns with the Braidwood DCP.	Enforcement Team / David Carswell / Lorena Blacklock	2023	
3	Staff to prepare a report on alternative options for recognising the conservation, adaptive re-use, and promotion of heritage in the LGA once details of future Council funding of grants and awards programs are confirmed.	Land-Use Planning Staff	August 2023	
4	The Director of Development and Environment and staff to examine how future use of Braidwood laneways by the general public can be secured.	Ruth Ormella / Staff	TBD	
5	RE DA.2023.0273 – 119 Wallace Street, Braidwood – Staff to confirm if this proposal required advertising. Site visit to be arranged prior to next meeting of HAC.	Lorena Blacklock / Abbie Grant	August 2023	



6	RE Committee Terms of Reference – Staff to report on external advice regarding QPRC's Committee's and First Nations heritage matters. The Director of Development and Environment to amend ToR to reflect new schedule and circulate as part of Minutes, along with revised meeting schedule.	Ruth Ormella / Abbie Grant	July 2023	
7	Updates to be provided to the Committee as available regarding the relocation of the Family and Local History Collection and volunteering opportunities.	Abbie Grant	Ongoing	

Next Meeting:	24 August 2023	Time:	4:30pm	Venue:	Braidwood RFS Meeting Room (N.B.: Site inspection at the Albion Hotel proposed ahead of the meeting)
Items for Next Meeting	TBD				



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 11.2 QPRC ENVIRONMENT AND SUSTAINABILITY ADVISORY
COMMITTEE MINUTES - APRIL 2023 AND JUNE 2023

ATTACHMENT 1 QPRC ENVIRONMENT AND SUSTAINABILITY ADVISORY
COMMITTEE - MINUTES 17 APRIL 2023



Agenda & Minutes

Date:	17/04/2023	Time:	5:00pm	Venue:	256 Crawford Street
Chairperson:	Cr Willis			Minutes:	Andrea Thompson
Participants:	Neville Plumb, Tom Baker, Mel Corey, Felicity Sturgiss, Darryl Crapp (via Teams), Tony Hill, Margaret Sewell, Carolyn Larcombe			Apologies:	Jagrit Bhusal, Ruth Ormella
Meeting Objective:					

Code of co-operation

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No.	Item	Details	Who	Notes
1	Acknowledgement of country		Cr Willis	
2	Welcome		Cr Willis	
3	Apologies	<ul style="list-style-type: none"> Jagrit Bhusal Ruth Ormella 	Cr Willis	
4	Declaration of interest	<ul style="list-style-type: none"> Nil 	Cr Willis	
5	Previous minutes	<ul style="list-style-type: none"> Minutes not confirmed – dispute regarding item 8 and feedback from Tony 	Cr Willis	<p>Tom:</p> <ul style="list-style-type: none"> - motion water extraction, does Googong pay? - To provide amendment via email tomorrow <p>Tony:</p> <ul style="list-style-type: none"> - 2 queries regarding roadside veg <p>Mel:</p> <ul style="list-style-type: none"> - Ruth to provide advice regarding progression of notice of motion

6	Action items from previous minutes	<ul style="list-style-type: none"> Meeting suspended from 5:23 – 5:25 for software update Item 3 – Felicity to set up a shared google mapping account. Neville to add already mapped areas to this. Can roadsides bordering nature reserves be incorporated into the reserves? Eg. Captains Flat Road and Environa Item 5 - has not be actioned – MC to do this Item 6 – Update made no progress on template. Likely restructure of Council Natural Landscapes team. 		<p>Item 3:</p> <ul style="list-style-type: none"> Concerns about road width, does not want roads to be discounted in policy re width. All roadside veg is important. <p>Tom: Nature reserves, can roadside be incorporated into them?</p> <ul style="list-style-type: none"> Neville & Tom: survey Captains Flat Road & Environa <p>Item 5 – Mel has not actioned. Tony concerned action item has not been completed.</p> <p>Item 6 – Update made no progress on template. Restructure of Council's internal operations should provide Catchment Management and resource management officers.</p>
7	Discussion Item – State of the Environment Reporting (MS)	<ul style="list-style-type: none"> State of the environment report not submitted since 2017-2021. Council aware that there may be change to reporting requirements, hence have not published another. Currently awaiting advice from state government. Environmental report is available in the public annual report. 	MS	<p>MS – happy with state of the environment reporting</p> <p>MC – to provide link to report</p> <p>file:///C:/Users/cormel/Downloads/State-of-the-Environment-Report-2017-2021%20(1).pdf</p> <p>file:///C:/Users/cormel/Downloads/Annual-Report-2021-22.pdf</p> <p>(Note: Environment and Sustainability starts on page 23 of the Annual Report)</p>
8	Discussion Item – Roadside vegetation management update (TH/NP/MC)		TH	<p>TH – 2 comments;</p> <ul style="list-style-type: none"> Documentation comprehensive, passed motion,

				<ul style="list-style-type: none"> - Include statement that roadside veg should be managed with ecological perspective - Concerns about extensive use of spraying, aware of cost and ease, possibility of raising notification system for where spraying is being used. For public information. - Concerns regarding impacts of spraying on ecological communities. <p>MC</p> <ul style="list-style-type: none"> - committee to make submission to policy - Waiting for feedback from transport section <p>CR W</p> <ul style="list-style-type: none"> - Too difficult to make submission as committee <p>MC</p> <ul style="list-style-type: none"> - Not ready to present to council <p>FS</p> <ul style="list-style-type: none"> - Respond individually - Resourcing - 1 page for roads staff to refer to <p>NP</p> <ul style="list-style-type: none"> - Short term funding - Time consuming - Stop light assessment <p>FS</p> <ul style="list-style-type: none"> - All roadside veg is a value - Further funding further education - Statement of principals <p>EJ joined meeting 5:40pm</p>
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				<p>MC</p> <ul style="list-style-type: none"> - Council can do a one drive account for a collaborative document <p>TH</p> <ul style="list-style-type: none"> - Road safety important. In context resource constrained, FS statement of principles important. <p>DC</p> <ul style="list-style-type: none"> - Happy to contribute to shared document <p>FS</p> <ul style="list-style-type: none"> - Happy to add to document <p>M</p> <ul style="list-style-type: none"> - Confirmed collaborative document to give feedback before going on exhibition <p>TH</p> <ul style="list-style-type: none"> - Concern about ESAC contribution being poorly reflected by consultation period <p>MC</p> <ul style="list-style-type: none"> - ESAC submission in 30 days? - Table revised document - ESAC only - Not public document yet - No submission timeframe currently. <p>CR W</p> <ul style="list-style-type: none"> - Committee to work on document over the next 6 weeks. Workshop at next meeting. - DC agree, FS agree, C agree, TH agree, M agree, TB agree to work on shared document. <p>TH</p> <ul style="list-style-type: none"> - Documented advice from ESAC to council. Keep in house. Then say to public that ESAC <p>FS</p>
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				<ul style="list-style-type: none"> - 2 documents of statement of principals and shared map
				AT
				<ul style="list-style-type: none"> - Organise shared drive
				TH
				<ul style="list-style-type: none"> - What documentation exists?
				MC
				<ul style="list-style-type: none"> - Provide documentation for ESAC to comment on - Turallo Creek restoration
				NP
				<ul style="list-style-type: none"> - Willow removal & native planting - Delayed due to covid and weather. - Removing log jams - Subject to ongoing funding from council
				TH
				<ul style="list-style-type: none"> - Access to documentation on plans of this programs?
				NP
				<ul style="list-style-type: none"> - Follow up
				TH
				<ul style="list-style-type: none"> - Funding?
				NP
				<ul style="list-style-type: none"> - Council funding - Is crown land but unsuccessful for grant funding
				TH
				<ul style="list-style-type: none"> - Request for project documentation re Turallo creek clearing project - Request for flood plain management strategy
				MC
				<ul style="list-style-type: none"> - Send link
				CL
				<ul style="list-style-type: none"> - Why was Turallo prioritised
				NP
				<ul style="list-style-type: none"> - Unknown

9

Discussion Item –
Bungendore Floodplain
Management Strategy (TH)

TH



				<ul style="list-style-type: none"> - Former Palerang Council <p>CR W</p> <ul style="list-style-type: none"> - 3 major towns have committees to manage waterways
10	Update – Cooma Road Quarry Consultative Committee (MC)			<p>MC</p> <ul style="list-style-type: none"> - Mel to be QPRC rep until replaced - Yet to attend first meeting <p>CR W</p> <ul style="list-style-type: none"> - Contact to get back on mailing list and minutes from previous meeting
11	Discussion Item – Methods of Communication for Committee		MC	<p>DC</p> <ul style="list-style-type: none"> - Email or dropbox. <p>FS</p> <ul style="list-style-type: none"> - Google drive, OneDrive?, response date/time frames <p>MS</p> <ul style="list-style-type: none"> - Would make things more efficient <p>CL</p> <ul style="list-style-type: none"> - Date, group email <p>TB</p> <ul style="list-style-type: none"> - No comment <p>TH</p> <ul style="list-style-type: none"> - Informal communication, email, drives, not concerned. - Formal communication between council and committee. <ul style="list-style-type: none"> - IT issues to contact Mel
12	Roundtable discussion – Member Group Updates			<p>CL</p> <ul style="list-style-type: none"> - Follow up from last meeting re landscape connectivity, in contact with Greening Australia, work on glossy cockatoo, planting casuarinas <p>FS</p>

				<ul style="list-style-type: none"> - Mongarlowe River SELLS for threatened fish species - Southern Highlands, environmental levy - funding from ACT gov for conservation projects, ongoing funding is uncertain <p>MS</p> <ul style="list-style-type: none"> - nil <p>DC</p> <ul style="list-style-type: none"> - nil <p>TH</p> <ul style="list-style-type: none"> - nil <p>TB</p> <ul style="list-style-type: none"> - QPRC and council partnering for WED - National tree day at Barracks Flat Creek, new sports complex at Bungendore, Braidwood tbc <p>EJ</p> <ul style="list-style-type: none"> - Send WED program when complete
13	Next Meeting			<p>Next meeting date and location:</p> <ul style="list-style-type: none"> - 19th June @ Queanbeyan - Agenda item to find suitable location in bung/braid - Possibility of 26th? <p>Meeting closed 6:51pm.</p>

No.	Actions and Agreements	Who	When	Completed
1	Provide access to Roadside Vegetation Management documents for shared editing/collaboration	Mei	ASAP	Yes
2	Provide access to Bungendore Floodplain Management and Turrillo Creek Restoration Project documents	Mei	ASAP	Yes
3	Provide links to State of the Environment Report and Annual Report (links included in minutes)	Mei	ASAP	Yes



4	Review and provide comment on Roadside Vegetation Management documents	All	Prior to next meeting	
5	Provide exact wording for notice of motion regarding water abstraction charges- for inclusion on the next agenda	Tom Baker	Prior to next meeting	
6	Clarify process for Notice of Motion	Mel	Prior to next meeting	

Next Meeting:	26 June 2023	Time:	5pm	Venue:	Committee Room- 253 Crawford Street Queanbeyan
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QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 11.2 QPRC ENVIRONMENT AND SUSTAINABILITY ADVISORY
COMMITTEE MINUTES - APRIL 2023 AND JUNE 2023

ATTACHMENT 2 QPRC ENVIRONMENT AND SUSTAINABILITY ADVISORY
COMMITTEE - MINUTES 26 JUNE 2023



Environment and Sustainability Advisory Committee Meeting Minutes

Date:	Monday 26 June 2023	Time:	5.00pm	Venue:	Committee Room, 253 Crawford Street, Queanbeyan Microsoft Teams
Chairperson:	Cr Katrina Willis			Minutes:	Sue Oakford- Environmental Health Administration Officer
Participants:	Cr Katrina Willis Carolyn Larcombe (via Teams) Daryl Crapp (via Teams) Margaret Sewell Tony Hill Tom Baker Felicity Sturgiss (via Teams) Melinda Corey (Acting Manager Natural Landscapes and Health) Neville Plumb (Acting Coordinator- Natural Landscapes & Biosecurity(via Teams) Emery Joseph (Environmental Education Officer) Sue Oakford (Environmental Health Administration Officer) (via Teams) Ruth Ormella (Director – Development and Environment)			Apologies:	
Meeting Objective:	Environment & Sustainability Advisory Committee (ESAC) Meeting				

Code of co-operation

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No.	Item	Details	Who	Notes
1	Acknowledgement of Country		Cr Willis	
2	Welcome		Committee	

3	Apologies		Committee	NIL
4	Declarations of Interest	No declarations of interest	Committee	NIL
5	Confirmation of Previous Minutes	Meeting on 17/4 question of water charge from Feb.	Committee	<p>First motion – adopt minutes from 15/2 excluding item 8. Moved: Cr Willis Second: Margaret Sewell</p> <p>Motion 2. Adopt minutes from 17/4 Motion to be deferred. Minutes to be circulated – corrected version.</p> <p>Minutes will be recirculated by email – confirmation required as to no errors. Once confirmation received Ruth to take to council meeting.</p>
6	Action Items from Previous Minutes	<p>Is it reasonable to request the minutes within the month</p> <p>Notice of motion</p> <p>Extraordinary issue – members list on QPRC Website</p>	Committee	<p>Sue to action.</p> <p>Ruth Confirmed that the Notice of Motion is to be raised by Councillor not through minutes.</p> <p>Out of dated – to be updated (Mel to action)</p>

7	Discussion Item- Water Abstraction Charge	<p>Approach ACT for funding for water abstraction charge.QPRC agree to match funding</p> <p>Water charge est. 2000 – paid by residents</p>	Tom Baker	<p>Item carried over from previous meeting. Committee to agree on wording for NoM to be raised by Cr Willis</p> <p>Paid to ACT as an environment levy in recognition of the value of water and the cost to the environment. Queanbeyan, Jerrabomberra and Googong residents pay \$3M + per year.</p> <p>QPRC is managing the catchments. Time to put our hands up and allow 50% of that to be used by ACT but QPRC to negotiate. Previous Council CEO and Queanbeyan Landcare believe it to be a good idea. Encourage Council to make a formal approach. Was raised by Former Mayor and management – but formal approach has been lacking.</p> <p>FS asked who would manage the funds? Tom advises that Council administer. Ruth asked do you want this to be held in trust?</p> <p>Proposed – change to wording. Managing the ecological health in catchments/landscapes.</p> <p>Ruth: funds for catchment management purposes is what we want to secure.</p> <p>Funding – supplements Council’s annual budget, does not replace.</p> <p>Tom to re-word – that QPRC supplement the catchment funding.</p>
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				<p>If changes are made to B of the draft motion, we no longer need C.</p> <p>Tony still concerned about A – and would like the words ecological health included.</p> <p>Motion: Tom Second: Tony Decision unanimous MOTION:</p> <p>a) That QPRC submit a request to the ACT Government for 50 percent of the average annual revenue from the Water Abstraction Charge which is attributable to residents of Queanbeyan, Jerrabomberra and Googong, to be phased in over a 3 year period. The funding would be directed to managing the catchments of the Queanbeyan River, Molonglo River and Jerrabomberra Creek, including ecological health, within the limits of Council's responsibilities and powers.</p> <p>b) That the funds are used to supplement the capital program in relation to catchment management projects.</p>
8	Discussion Item- Roadside Vegetation Management	Update on plan	All	<p>MC: Do we allow extended time for comments or do we progress to Council and to be put on Public Exhibition for public comment. Has been workshopped with Council. Hoping to progress at July meeting.</p>

				<p>RO: suggesting to progress to community engagement. ESAC members can give feedback before council's final adoption.</p> <p>Tony: main concern the way in which the policy has been developed does not have an ecological management plan. Suggests getting together and drafting those principals.</p> <p>Members can workshop and make a submission.</p> <p>Tom: happy with approach but would like to mention there is a plan that is quite extensive and has all ecological principals required.</p> <p>Note: committee has discussed the opportunity of giving feedback for this item.</p> <p>This will go straight to Council, to a July meeting.</p>
9	Discussion Item- Mulloon Institute- National Code of Practice for Landscape Rehydration and Regeneration	Interested observer of Mulloon Institute	Margaret	<p>Last newsletter – sounds as though they are close to having a national code of practise. Would like to see Council promote some of the work they are doing once national code goes to Federal Govt. (clarification has been asked for – no response as yet)</p> <p>Make Councillors aware how this will be beneficial.</p> <p>Celebrate the great work of the MI and recommend that Council be aware of this national code. Nothing we can do until we know what this code of practise will be.</p> <p>FS is concerned about the red tape being removed.</p>

				<p>Would like to see the paperwork before we celebrate the MI.</p> <p>Tony: familiar with MI and there work and degraded waterways – believes it is very important to improve waterways. Believes Council should review those policies.</p> <p>Chair: committee would like to stay informed over the progress in this matter.</p> <p>We won't progress point 2 regarding MI</p> <p>Moved: Cr Willis Second: Tony Unanimous agreement.</p> <p>MOTION – The Committee noted the work of the Mulloon Institute on the National Code of Practice for Landscape Rehydration and Regeneration and agreed it was worthwhile to stay informed of progress on the matter. (Margaret / Tony) _ Unanimous</p>
10	Discussion Item- Ecological Outcome Verification (EOV) and Bungendore Floodplain Management		Tony Hill	Ecological and community engagement to be brought to the next meeting. Would like to do a presentation- To be discussed with Ruth. 5 th August – screening of film – Rachael's Farm. Q&A 2.30pm Canberra.
11	Discussion Item- Urban Biodiversity and Street Trees		Felicity Sturgiss	To be deferred to next meeting.
12	Information Update- Council's EV Infrastructure		Mel Corey	Council has adopted its EV policy and plan. Currently working with 3 rd party providers and

				should have infrastructure in place by end of year.
13	Discussion Item- Preferred meeting times and locations		Cr Willis	<p>Temporary meeting space in Bungendore office –may not be suitable. Meeting days and times: start at 5pm finish by 6.30pm Days: Monday or Thursday not 2nd Thursday of month. Preference is for Monday. Braidwood is a possibility for future meetings.</p>
14	General Business		All	<p>FS: Would like to know who to address items to. To advise what the item is so that the correct info and or officer can be brought to the meeting. MC: Be more specific what you would like to achieve with items submitted, so we can be better prepared. FS: would like to see these documents and have access to info before meetings. Would like to see the spreadsheet advising of trees and locations. Speak to senior staff and advise what info you are after.</p> <p>Tom: QBYN Landcare: have a vision that they can share on street trees, – everyone welcome to come along to their meeting.</p>
15	Roundtable Discussion- Member Group Updates	No member updates	All	No items.

Meeting closed: 6.34pm



No.	Actions and Agreements	Who	When	Completed
1	Update member information for committee on QPRC Website	Mel Corey	Before Next Meeting	
2				
3				

Next Meeting:	Monday 14 th August, 2023	Time:	5pm	Venue:	Queanbeyan or Teams
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Darryl Crapp will be an apology for this meeting.



QUEANBEYAN-PALERANG REGIONAL COUNCIL

Council Meeting Attachment

9 AUGUST 2023

ITEM 11.3 ACCESS COMMITTEE MEETING - 14 JUNE 2023

ATTACHMENT 1 ACCESS COMMITTEE MEETING MINUTES - JUNE 2023

MEETING MINUTES – QPRC Access Committee

Meeting held Wednesday 14 June 2023, 12:05 – 13:05pm, Harry Hesse Room + Online

Present: Cr Biscotti, Cr Webster, Laura Hurley, Katrina Chisholm.

Also Present: Joanna Wherry (QPRC CDO)

Apologies: Bronwyn Liebke, Athol Callaghan, Ciara McKillop, Judit Kovacs,
Dave Brown, Helen Stig, Timothy McKillop, Naomi Taylor.

1. **Acknowledgement of Country (Cr Biscotti)**

2. **Minutes and actions of the previous Meeting**

Minutes and actions from the last meeting on 16 March 2023 were endorsed. Moved by Cr Biscotti/Seconded by Laura Hurley.

It was noted by Cr Biscotti that both meetings in 2023 have not had enough members present for a quorum. It is proposed that the meeting is shorted to 1 hr with a targeted agenda. QPRC CDO to follow up with members for the next meeting in September with possibility of amending the time of the meeting to better suit members.

3. **Member updates**

Doug Merriman, Jim Fowler, and Susie Walsh have resigned from the committee. Cr Biscotti noted that the committee acknowledges and accepts their resignations and extended his thanks to the members for their valuable contribution during their time on the committee.

Laura Hurley enquired about the process for new members to join the committee. Joanna Wherry will follow up internally on the EOI process and will share accordingly.

4. **Code of Conduct & Code of Meeting Practice Induction**

This item was deferred due to the low member attendance.

5. **DIAP Priorities for 2023**

Updates on DIAP priorities:

1.1.1 **Continue to work with the QPRC Access Committee to raise awareness in the community about diverse types of disability and inclusion related issues**

It was proposed that committee member profiles are created for the QPRC webpage. This will be brought to the Committee for further input and discussion during an out of session workshop.

1.1.4 **Work with Access Committee to develop and deliver an annual public awareness campaign to encourage inclusive behaviours in public spaces (e.g. play spaces, town centres, parking)**

Proposal received from committee member Ciara McKillop for an inclusive advertising campaign to raise awareness of disability and inclusion. This will be brought to the Committee for further input and discussion during an out of session workshop.

The access committee have been invited to attend the Christmas in July event as an outreach opportunity with the wider community. This will be brought to the Committee for further input and discussion during an out of session workshop.

2.2.2 In line with the QPRC Pedestrian and Mobility Plan (PAMP) and other accessibility priorities, increase the number of continuous accessible paths of travel that include footpaths, road crossings and kerb ramps in our town centres and to key destinations such as recreation and community facilities.

QPRC CDO has requested updates from Council teams making improvements in this area:

- Accessible paths, ramps, and parking space at Braidwood pool

The project team is working with QPRC Coordinator Recreation and Culture who is managing the Braidwood pool upgrade. Preliminary designs have been created for the accessible path and parking spaces but are yet to confirm final designs pending discussion and full assessment of what is achievable with the grant funding which has been allocated. Completion date is aimed to be by the time the pool upgrade work is complete (i.e., before this summer).

Other accessibility improvement updates:

- Changing Places and family changing facility at QEII Park

Exeloo have been engaged for the Changing Places Facility construction. Accompanying document attached with example images and plans. Further updates to be provided from the project team.

- Providing independent access to Braidwood and Queanbeyan Aquatic Centres

Pool Pods (accessible platform lifts) for QBN and BWD have been ordered (install timeline TBC). Each pod will come with a submersible wheelchair, full details to be confirmed.

- Captains Flat pool leak rectification and disability access

Procurement to include appropriate contractor to fix the leak and provide accessibility. The form of access not yet confirmed e.g.: ramp or Pool Pod. Timeline of works TBC.

2.5.1 Audit accessibility of event facilities (e.g., showground) and source funding for upgrades

Cr Biscotti and Cr Webster discussed QPRC staff undertaking an audit of accessibility of key facilities and venues across the LGA, if possible, completing this work by the end of the year. The audit could be staged, taking into consideration new venues initially and then existing venues.

QPRC Grants Officer has confirmed they will notify the CDO of funding opportunities for access upgrades noting that projects need to be endorsed by Council and have all necessary approvals in place before any funding applications are lodged.

2.5.2 Include information about accessibility options at our community events in our marketing and promotional material

QPRC CDO to arrange a meeting with Performing Arts and Culture/Events/Marketing and Communications teams regarding including information about event access in promotional material/on event webpages etc. Cr Biscotti requested a review of these DIAP priorities every quarter.

6. Other Business

Laura Hurley raised concerns about the Braidwood main street and noted that accessibility issues are ongoing. Issues include the high gutter height, uneven footpaths, and lack of

accessible parking. Cr Biscotti noted that Council's priority is identifying issues and increasing accessibility across the LGA and that this location is at the forefront of discussion in relation to works.

Katrina Chisholm raised the issue of access to the dropped curbs on Antill Street being blocked by the cars using the disabled parking spaces. There is also an issue with nearby business tenant wheelie-bins blocking the path. Cr Biscotti noted that staff need to be more aware of these issues when planning renovations and we need to be engaging with businesses to help them understand impacts to disabled community. QPRC CDO will follow up with the project team to discuss these recent works.

QPRC CDO will attend a site visit of the Queanbeyan Showground with the Events team to get a better understanding of access issues onsite and request information on the traffic management plan for the Christmas in July event.

Cr Biscotti welcomed members to continue to bring issues to the committee so we can follow up with internal management. He is pleased with the work achieved over the last 12 months and noted that we need to maintain this momentum.

Next Meeting

The next meeting will be held in September 2023. Date and location to be confirmed.