

**VOLUME 2**  
**KEY PLANNING & URBAN DESIGN DIRECTIONS**

**SECTION 6.0 TO 12.0**



Q u e a n b e y a n C B D M a s t e r P l a n

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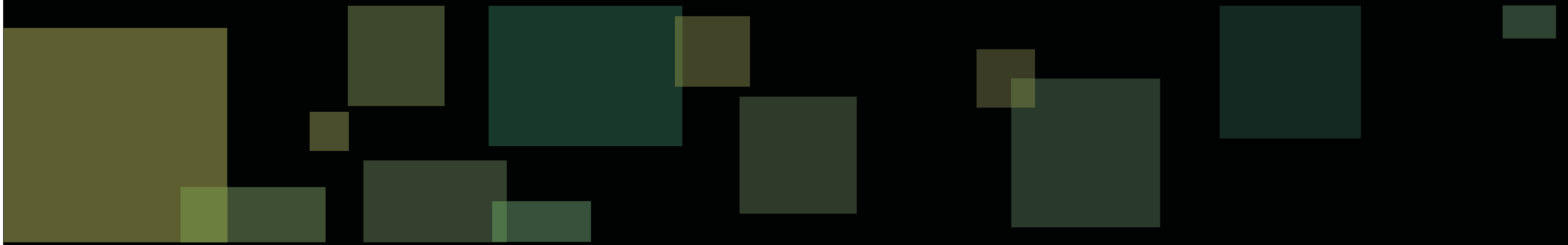


# VOLUME 2

## KEY PLANNING & URBAN DESIGN DIRECTIONS

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## 6.0 PLANNING FOR THE FUTURE



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## 6.0 PLANNING FOR THE FUTURE

The Queanbeyan CBD faces a number of key challenges over the coming years including:

- › To accommodate envisaged growth in commercial and residential development whilst maintaining a 'country town' character;
- › The need to stay competitive against more modern and larger commercial centres many of which are located within the ACT;
- › To significantly improve CBD accessibility, amenity and the quality of the urban environment;
- › For the centre to consolidate and strengthen its role as the regional focus for shopping, business as well as important civic and cultural events
- › To develop a distinct image, character and attractions that will set it apart from neighbouring centres.

The following discussion and resultant CBD Strategies seek to address many of the above challenges.



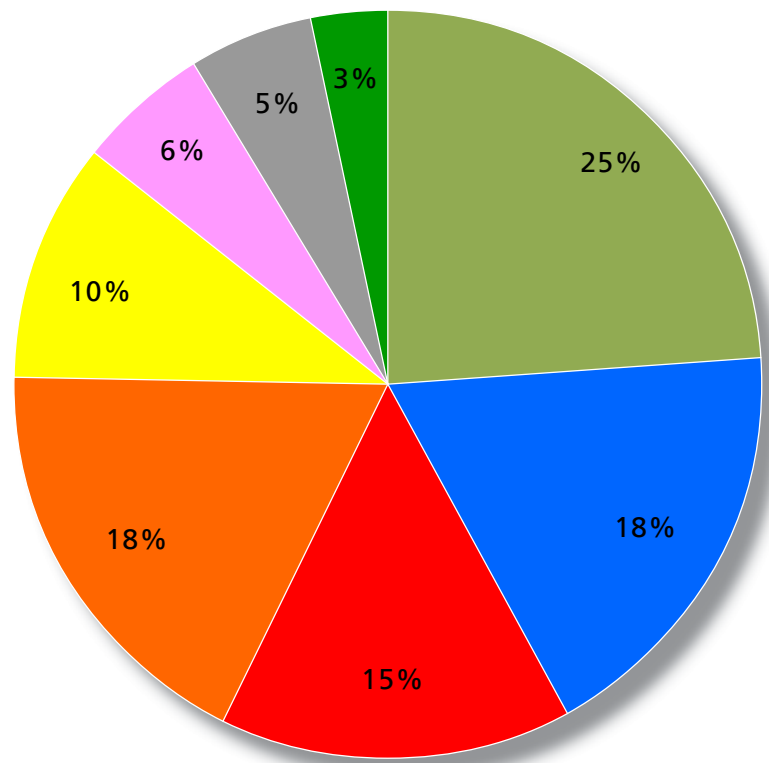
## 6.1 COMMUNITY CONSULTATION OUTCOMES

A community questionnaire was distributed to all CBD landowners and made available to key stakeholders and the wider community. In the early stages of the Master Plan Process.

Approximately 50 submissions were received. The following is a summary of the questionnaire responses:

### Positive Attributes

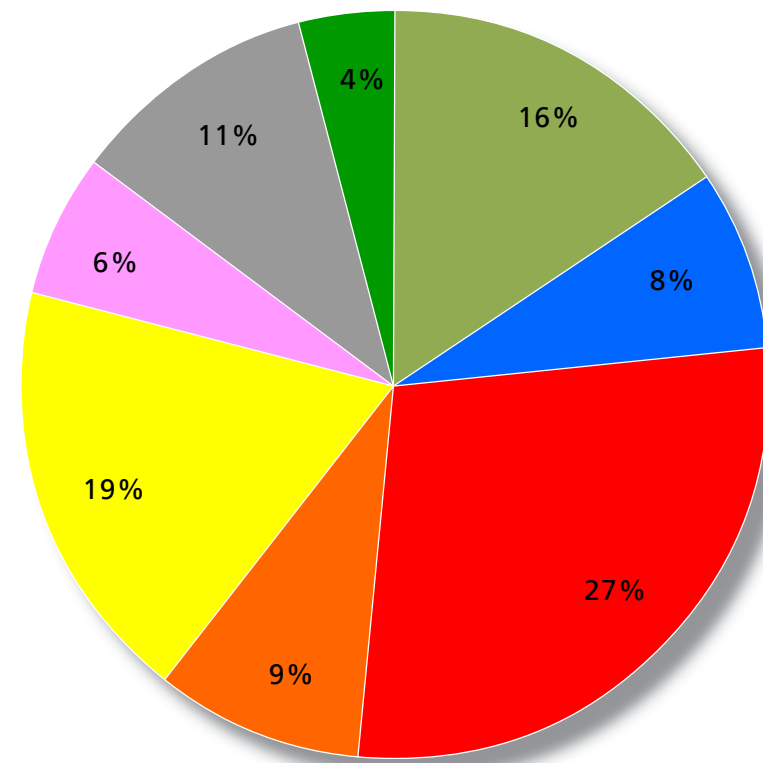
The community was asked what they liked most about the CBD. The responses are summarised in the following pie chart. It is important that these assets are recognised, protected and strengthened when making decisions involving the CBD. They figure prominently within the resulting strategies and recommendations of this plan.



- Compact CBD / country town character
- Built Heritage
- Queanbeyan River and parks
- Wide streetscapes and street tree plantings
- Extensive free car parking
- Friendly business community
- Wide range of retail services offered
- Accessibility

### Negative Attributes

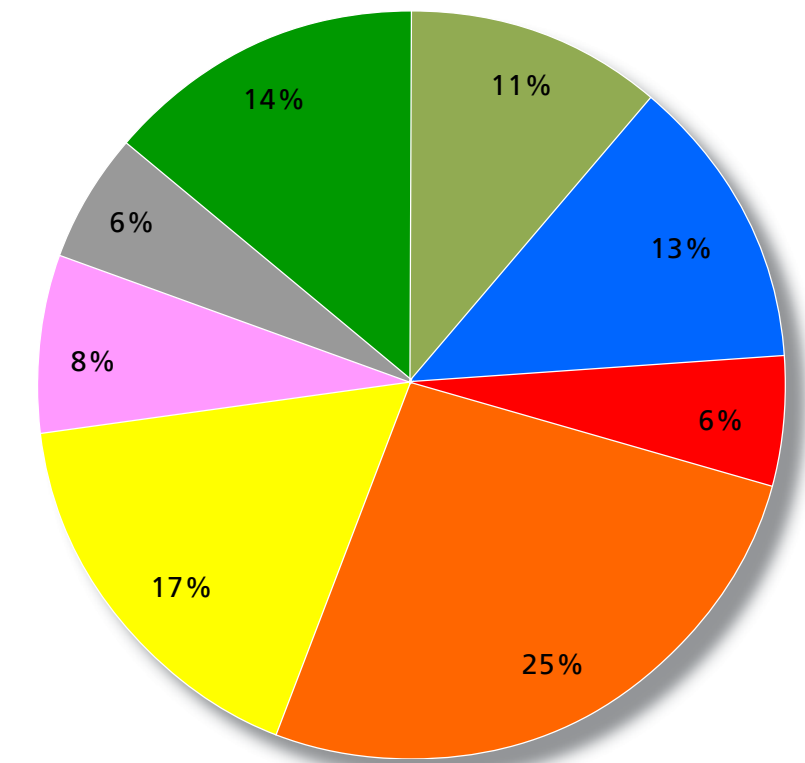
The community also identified what they disliked most about the CBD, and their responses are summarised below. These negative attributes provide the opportunity for the master plan to address these concerns.



- Lack of entertainment, leisure and diversity in retail services
- Poor pedestrian accessibility and amenity
- Traffic and heavy vehicle movements
- Poor maintenance of buildings and streetscapes
- CBD lacks character
- Lack of convenient parking
- Antisocial behaviour particularly at night
- Lack of river focus

### Solutions

The community was also asked what measures would enhance the CBD, particularly in terms of land use, access, public spaces, built form and appearance.



- Improved streetscape appearance including promotion of heritage and enhanced landscaping
- Need for cultural, entertainment & leisure facilities
- Facilitate new development or business opportunities
- Pedestrian priority improvements
- Reduction in through traffic
- Increase range of retail services
- Improved lighting particularly in carparks
- Increase river focus

## 6.2 GROWTH & EXPANSION OF THE CBD

### Economic Considerations

According to the State Government Department of Planning's Sydney-Canberra Regional Strategy, the local government area of Queanbeyan will experience significant growth in both residential and employment activity.

In terms of jobs creation, it targets approximately 11,250 new jobs in the Queanbeyan City local government area (LGA) over the period to 2031. Increases are expected in the areas of retail and government services, logistics, warehousing, transport, manufacturing and health and aged care.

Council's endorsed Residential and Economic Strategy 2031, identifies the need to create an approximately 10,000 dwellings to satisfy demand over the next 20 years. Whilst most of this growth will be accommodated in greenfield development sites such as Googong and South Jerrabomberra, some of the demand for multi-unit housing forms could potentially be satisfied within the CBD.

A land use survey was undertaken of the study area as part of the master plan process, which estimates the following floor space by type and approximate areas:

Retail	47,200 m <sup>2</sup>
Commercial	53,100 m <sup>2</sup>
Industrial	2,400 m <sup>2</sup>
Hotel / Motel	32,700 m <sup>2</sup>
Community	15,800 m <sup>2</sup>
Residential	25,000 m <sup>2</sup>
Vacant	4,900 m <sup>2</sup>

The above breakdown of land uses reveals that the total quantum of retail activity is commensurate with the current commercial floorspace within the CBD. There is a significant amount of temporary accommodation provided as well as hotel and club activities in the CBD. The level of community related uses are typical of a regional or district level centre. Whilst the amount of residential floorspace is significant, the vast majority of it is located within one block on the periphery of the CBD, bounded by Collett and Carinya Streets. That is, it is not located within the traditional retail or commercial core of the centre.

Leyshon Consulting has, as part of the consultant team, undertaken an analysis of potential demand for retail and commercial activities within the CBD, the findings of which are discussed below. A full copy of this analysis is contained in Appendix 1.

The population of the CBD Total Trade Area is expected to increase from 50,798 persons in 2006 to 73,362 persons in 2021 – an increase of 22,564. The combination of positive demographic attributes as far as retailing is concerned and relatively high population growth in the trade area is conducive to strong demand for retail floorspace and related services within the CBD, which has been estimated at approximately 15,500m<sup>2</sup>. Although this figure could be significantly higher if the CBD was able to increase its market share, and prevent 'escape' expenditure to other existing and planned centres in Queanbeyan and the ACT.

With regards to commercial floorspace, assuming 48.7% of the predicted jobs growth were office based occupations, and 75% of these jobs were accommodated in the CBD, this could give rise to a long term demand for an additional 65,700m<sup>2</sup> (approximate) of office floorspace. According to Council, Queanbeyan's proximity to the nation's Capital provides unique cross fertilisation opportunities in tourism and hospitality business as well as logistics and knowledge industries.

Current opportunities include:

- › High technology manufacturing
- › Information Technology / communications
- › Government and business services
- › Commercial investment and well appointed office accommodation centrally located in CBD

Queanbeyan has developed into a major NSW Regional Centre with many government departments headquartered or represented in the City, which have recently moved to the State Office Block in Farrer Place (Kings Highway). Whilst not examined in detail, Leyshon also states that it would not be unreasonable to expect the CBD could accommodate in the order of 500-700 dwellings by 2031 assuming significant re-development of existing properties within the CBD boundaries. In summary, the potential demand for the various floorspace types in the CBD over the next 10-25 years is estimated by Leyshon to be as follows:

Commercial office	- 65,755 m <sup>2</sup> (upper end estimate)
Retail	- 15,500 m <sup>2</sup>
Residential	- 500-700 dwellings



### Physical Constraints to Growth

The existing Central Business District has a number of physical barriers or constraints to further growth and expansion beyond the current boundaries. They are discussed as follows.

#### East:

Located immediately to the east of the centre, the Queanbeyan river forms a natural barrier to any further expansion. The river in times of flood also presents a constraint to development within those parts of the CBD that are flood liable and particularly for residential re-development. More detailed investigations are necessary to accurately confirm the flood extents and risks, as well as appropriate land use management and design responses. In this regard it is noted that Council has engaged consulting water engineers to develop a Floodplain Risk Management Study, in addition to development controls. This process was not complete at the time of finalising the Master Plan. The outcomes will obviously impact upon the re-development potential of affected lands in the CBD.

Significant opportunities also exist for future development and civic enhancement programs to take advantage of the riverside setting and parklands. This is discussed in greater detail in the following report sections.

#### North:

Queanbeyan District Hospital located to the north of the CBD is currently undergoing re-development and expansion. Its location on the periphery of the centre provides an excellent contribution to the role, function and desired mixed use outcomes for the CBD. It also provides a logical transition in land use between the core retailing areas and surrounding low density residential areas to the north.

Moore Park and the aquatic centre also form a barrier and important transition in land use between retail and adjacent residential areas.

In addition to the above, the hospital precinct and Moore Park are of local heritage significance and both make an important contribution to the streetscape quality and cultural setting of these peripheral areas.

#### West:

Two significant open space areas are located immediately to the west of the CBD. They are also of important cultural and recreation value to the local community.

Queanbeyan Park is a formal recreation area with gardens and a traditional oval incorporating a velodrome, whilst the Queanbeyan Showground is a Crown Land resource but utilised extensively by Council for community events.

Both of these sites contain mature plantings and structures of obvious historic value and form an excellent community resource within close proximity to retail and commercial office functions of the centre.

Other buildings and important civic uses to the immediate west of Lowe Street include the Police Station and Court building, Tourist Information Centre, Catholic School / Church and State Office Building.

#### South:

Land to the south of Rutledge Street is relatively low-key in character and is predominantly residential in terms of land use. The precinct contains a number of buildings with heritage value, and combined with the traditional grid street layout and mature plantings the area displays historical and aesthetic attributes.

It is noted that both blocks bounded by Lowe, Collett, Rutledge and Isabella Street are currently listed as a heritage conservation area under Council's Local Environmental Plan.

### Capacity for Growth

Having regard to the above, the current zoning and density provisions of Council's Local Environmental Plan as well as the development control framework, it would appear there is sufficient land within the CBD to accommodate the envisaged growth. There exist a number of sites throughout the CBD which would appear to have significant re-development potential, although this would obviously be subject to a detailed constraints analysis. Accordingly there is considered to be no clear or present need to expand the CBD, nor rezone land beyond the current study boundary.





## CBD – Business Investment Initiatives

Leyshon Consulting also identified a range of initiatives of a retail and non-retail nature which could encourage growth in the Queanbeyan CBD over time

A summary is provided below. A full description is contained in the Queanbeyan CBD Retail/Commercial Floorspace Demand Assessment by Leyshon in Appendix 1.

It is noted that these initiatives would require further detailed examination by Queanbeyan Council and facilitation if considered feasible.

### Discount Department Store (DDS)

As discussed in the previous section, based on population growth in the catchment area Queanbeyan could support an additional DDS between 2016 and 2021.

Clearly, the development of another DDS as a freestanding project may be uneconomic, and may need to occur in concert with other retail floorspace such as a supermarket and additional speciality stores. Alternatively it may be possible to add an additional DDS to an existing centre or incorporate it in a precinct that has an existing retail anchor.

### Restaurant/Café Precinct

Over the last one to two decades a significant feature of the retail landscape has been the development of restaurants and cafes within established shopping centres.

Significant benefits in terms of both increased patronage and sales for existing retailers have accrued to some centres which have developed such precincts.

They have the advantage of adding to the overall attractiveness of the place, but also act as destinations in their own right. They can also generate activity within a centre beyond the normal trading hours.

### Food Markets

The feasibility of establishing fresh-food/organic food markets within the CBD should be examined. Over the past decade, public interest in and patronage of Farmers Markets and the like has grown significantly. For instance, Queanbeyan could form useful alliances with regional food producers, encompassing the South Coast and provide a regular venue for the display and sale of their products within the Queanbeyan CBD.

Such markets could add substantially to the patronage of other outlets within the CBD particularly on a Sunday. Experience suggests that if executed successfully, such an initiative would expand the market for fresh food sales rather than cannibalise sales at existing outlets.

### Office Market Potential

While it will always remain difficult for Queanbeyan to compete against major commercial centres in the ACT in attracting larger scale offices, it could establish strong niche markets in terms of catering for smaller companies who require lower cost office premises in close proximity to the airport and major centres in the ACT.

It is acknowledged that the feasibility of this particular concept depends substantially on the dynamics of the ACT office market especially the under-over supply of office space at any given time.

### Medical Services

It is understood that the New South Wales government has almost completed a significant upgrade of Queanbeyan Hospital. Inevitably, the upgrade of any major hospital provides opportunities to foster the provision of ancillary medical services within the immediate precinct surrounding the hospital.



## Constraints Summary

- ① Rutledge Street is of high visual amenity with formal tree lined streetscape, low-scale built form, heritage buildings, and commercial / residential uses
- ② Queanbeyan Performing Arts Centre suffers from poor setting, legibility and connectivity to surrounding street network and other CBD activity nodes.
- ③ Poor sense of arrival when approaching the CBD from the north, east and west.
- ④ No centrally located civic space within the CBD.
- ⑤ Relatively poor levels of connectivity between the Showground, Queanbeyan Park and the CBD.
- ⑥ Bus interchange suffers from minimal street activity and poor levels of surveillance.
- ⑦ Access from north is characterised by wide open 4 lane carriageway with no arrival sequence or adequate gateway treatment.
- ⑧ Morisset Street (between Crawford and Kings Hwy) used as secondary vehicular route to access CBD as well as performing through traffic function – resultant poor levels of pedestrian amenity between Collett and Crawford Streets.
- ⑨ Collett Street car park suffers isolation from CBD activities and its distance and poor connectivity with major activity nodes result in under utilisation. Surrounding residential development provides minimal surveillance of the space.
- ⑩ Caravan park occupies prominent position along river close to CBD.
- ⑪ Heritage items (or character buildings) at important or corner locations.
- ⑫ Pedestrian amenity along Monaro Street is compromised given high level of traffic movements including heavy vehicles.
- ⑬ Inadequacies of the internal mid-block car parking areas typically include pedestrian and vehicular conflicts, poor legibility, minimal weather protection, lack of direct and convenient pedestrian linkages and poor visual ('back of house') quality

## 6.3 COMMUNITY VALUES & LOCAL ENVIRONMENTAL ASSETS

The master plan should ensure retention of those physical components and values considered important to the CBD and wider community. Many of these attributes are discussed and analysed in Volume 1. They include:

- › 'Country town' feel and character particularly along the main streets of Monaro and Crawford.
- › Diversity of retail and community services available within the centre servicing a large urban and rural population catchment.
- › Compact nature of CBD
- › Sporting pedigree, culture and regular community events.
- › Convenient public car parking within close proximity to main retailing areas.
- › Environmental assets including:
  - › Queanbeyan River
  - › Significant cultural tree plantings and boulevards
  - › Formal parklands such as Queanbeyan Park
  - › Views and vistas of distant mountain ranges
- › Range of heritage themes:
  - › Aboriginal heritage
  - › Council Chambers (Crawford Street)
  - › Traditional grid street pattern
  - › Role in the development and evolution of Canberra
  - › Queens Bridge
  - › Remnant historic buildings
  - › Local monuments and statues



## 6.4 VISION STATEMENT

Based on the initial community consultation outcomes from the master plan process and also the 'Queanbeyan Tomorrow Community Vision 2021' exercise, a draft vision has been developed for the CBD. The draft vision can be refined upon further consultation with key stakeholders and the wider community.

**As the heart of the Queanbeyan community the Central Business District should be a dynamic, attractive and safe place to live, work, shop, relax and be entertained.**

The CBD shall remain the regional focus for a diverse range of commercial, retail and cultural activities whilst also containing residential living opportunities. Growth in these activities should be pursued and accommodated whilst maintaining a sense of place.

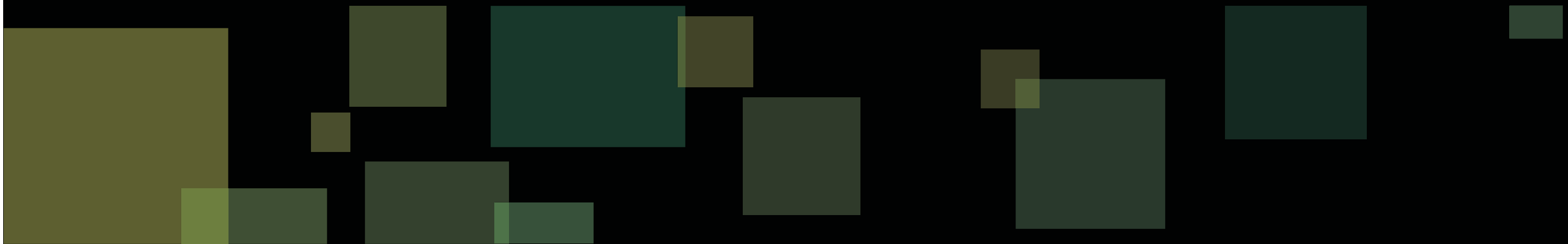
A distinct identity shall be created via the provision of a high quality public domain with pedestrian friendly places for people to meet and enjoy taking full advantage of its built heritage, country town character and riverside location. It shall ensure all new development is contemporary, sustainable and of a high architectural quality.

Tree lined 'Main Street' environments and the riverside setting will provide a renewed focus for pedestrian activity, al-fresco dining opportunities and cultural events during the day and night.

Through civic enhancement, quality re-development, a diversity of uses and increased community activity the CBD will provide the benefits of a city location but retain country town appeal.



## 7.0 DESIRED CBD OUTCOMES



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## 7.1 DESIRED CBD OUTCOMES

In order to give effect to the vision statement (in Section 6.4), a number of desired outcomes have been identified below. The strategies and actions in the following sections provide greater detail as to how the outcomes are to be achieved.

### › **An enhanced image and character for the CBD**

- › Through the enhancement of the public domain and private re-development a significant opportunity exists to improve the image and overall character of the CBD and wider Queanbeyan. It is critical factor in developing a 'genius loci' and engendering a sense of ownership by the local community.
- › The desired image, as defined by the vision statement, should be reflected in any future civic works, strategic decision making and not lost through re-development.

### › **Achieve a more sustainable CBD**

- › Sustainability is now a critical issue within the surrounding region and associated rural industries. It follows that as the 'heart of the community' and a primary focus for retail, business and cultural events, sustainable practices should be widely promoted and practised within the CBD itself.

### › **Improve access within the CBD**

- › The through traffic function of Monaro Street (Kings Highway) should be respected, but with appropriate segregation from pedestrian activity and improvements to amenity.
- › Wherever possible private vehicle trips to the CBD should be confined to the periphery, whilst core areas of the CBD should be pedestrian friendly enabling safe and direct access between blocks and activity nodes.
- › Queanbeyan CBD is well supplied with extensive free public parking. This should be retained and improved in any re-development and public domain enhancements with direct, sheltered pedestrian access to and from such car parks.

### › **Re-direct CBD focus toward the river**

- › The river setting is one of the CBD's greatest physical assets and should become a future priority in any future development, planning and civic enhancement.
- › Pedestrian linkages to the river should be enhanced, whilst any re-development along Collett and Morisset Street must respond to the river outlook and not 'turn its back' on the setting.
- › The riverside setting should become renewed focus for community events and cultural activities.

- › Pedestrian priority along Collett Street should be significantly improved to enable greater appreciation of the river setting.

### › **Create a more vibrant and liveable CBD**

- › A key opportunity for Queanbeyan is to create a high quality mixed use CBD environment that includes a diverse range of retail, commercial, community, cultural in addition to residential uses.
- › Facilitating multi - unit residential development within the CBD is a critical ingredient in creating a more vibrant CBD with additional patronage of local businesses, increased pedestrian activity and surveillance particularly at night.
- › The CBD should pursue, facilitate and encourage a day and night economy.
- › Crawford Street (between Monaro and Morisset Street) provides a unique opportunity to create a pedestrian friendly space of high amenity including cafes, restaurants and other suitable retail shops.

### › **Create a new civic precinct and sequence of public spaces**

- › The CBD currently lacks any centralised dedicated civic space typical of many Regional town centres. Opportunity exists to create such a space or 'Town Square' in Crawford Street.
- › Activity nodes and areas within the CBD should be inter-connected by a series of high quality landscaped spaces enabling ease of pedestrian movement throughout the centre.

### › **Accommodate and facilitate growth within the CBD whilst maintaining the 'country town' character and community assets**

- › A number of key elements and values contribute toward the current 'country town' feel and heritage character including wide main streets; tree lined boulevards; river setting and parks; views and vistas to distant mountain ranges; annual community events; historic buildings and landmarks; and a strong sense of community.
- › These elements should be conserved, accommodated, celebrated and enhanced in any re-development.

### › **Ensure a high standard of architectural and urban design through re-development**

- › Any re-development within the CBD should be of a high architectural standard and ensure it responds positively toward the surrounding public domain.
- › New buildings should seek design excellence and sustainable outcomes.

- › Whilst contemporary architectural designs are encouraged, new development should respect the cultural, historic and architectural setting and character of the Queanbeyan CBD, particularly the main street locations.

### › **Ensure the CBD remains the primary commercial centre for the Region and becomes a focus for cultural activity and expression**

- › To maintain its status and function within the region, the CBD will need to ensure a diversity of uses and services is maintained; growth in CBD business investment is pursued and facilitated; an expanded range of cultural events and activities is accommodated, and public domain improvements commensurate with that of a Regional centre are implemented.
- › With the recent opening of the 'Q' performing arts centre, together with an active diverse arts community, the CBD could potentially become a regional focus for arts, entertainment and related civic events.

### › **Contain growth within existing CBD boundaries and manage interface with adjoining residential uses**

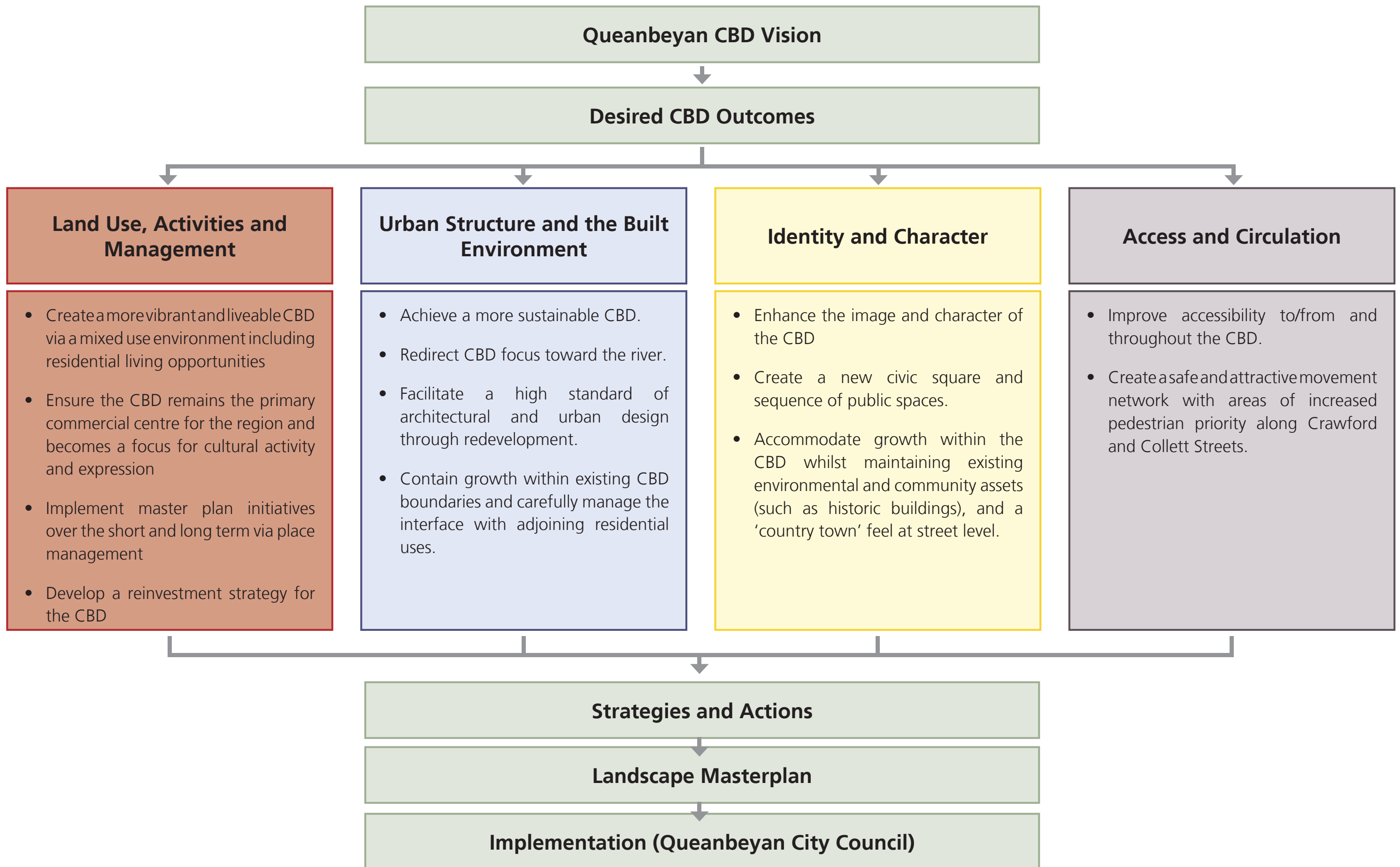
- › Based on the current planning framework, re-development potential and CBD growth estimates for commercial as well as residential uses, there would appear to be no current need to expand the CBD and associated commercial activities beyond the current boundaries.
- › Development of the CBD periphery should be carefully managed to avoid any adverse impacts on adjoining residential and heritage areas.

### › **Implement Master Plan initiatives over the short and long term via place management**

- › It will be important for Council to pursue and set aside the required resources to implement both short term and longer term strategic actions, pursue funding opportunities, and provide regular community updates on the implementation process.
- › Effective implementation of the Master Plan and desired outcomes could be achieved through the possible establishment of a CBD Manager with support from Council, government and key community organisations.

### › **Develop an investment and management strategy for the CBD**

- › Council together with key stakeholders such as the Queanbeyan Business Council are best placed to prepare and co-ordinate a detailed reinvestment strategy for the CBD and provide the necessary environment to cultivate such investment.



# 8.0 STRATEGIES & ACTIONS



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## 8.1 LAND USE & ACTIVITIES

According to Leyshon Consulting, the centre will experience a sustained demand for additional floorspace comprising retail, commercial office and residential uses over the next coming years (refer to Section 6.2).

It is important that this future growth potential occurs in appropriate locations and is of the right mix and intensity of use. A diverse range of retail services, entertainment, modern commercial offices, apartment living as well as cultural activities is critical to the future success and on-going viability of the Queanbeyan CBD, particularly in the context of developments occurring in the ACT.

### Strategies and Actions

- › To encourage a diversity of land uses within the CBD by promoting mixed use development forms with retail and commercial at lower levels with residential above, and to pursue the expected demand for additional retail uses, commercial offices and residential development (refer Leyshon report).
- › New developments should ideally include a diversity of retail services
  - to satisfy envisaged demand and also provide speciality uses to add interest to the CBD retail environment and attract patronage from the trade area. This could occur whilst retaining and strengthening the retail services and functions along Monaro and Crawford Streets.
- › Expand the range of cultural or tourist related activities and temporary events to be held in the CBD with an emphasis on regional produce, local arts, history and sporting prowess.
- › Residential development (in the form of 'shop-top housing') is pro-actively encouraged within the township to provide additional pedestrian activity, surveillance and ownership of the CBD.
- › Make the Queanbeyan CBD an attractive proposition for modern commercial office development through marketing, promotion, good accessibility, possible incentives as well as civic domain enhancements.
- › Restaurants, cafes and alfresco dining opportunities should be encouraged to locate throughout the CBD, however priority should be given to the following areas:
  - Monaro and Crawford Street (between Monaro and Morisset Streets)
  - Collett Street, orientated toward the river setting (via redevelopment).
- › Consider the introduction of a specific provision within the LEP to mandate ground level retail or commercial uses for all new development particularly along key frontages such as Monaro, Crawford and Collett Streets.

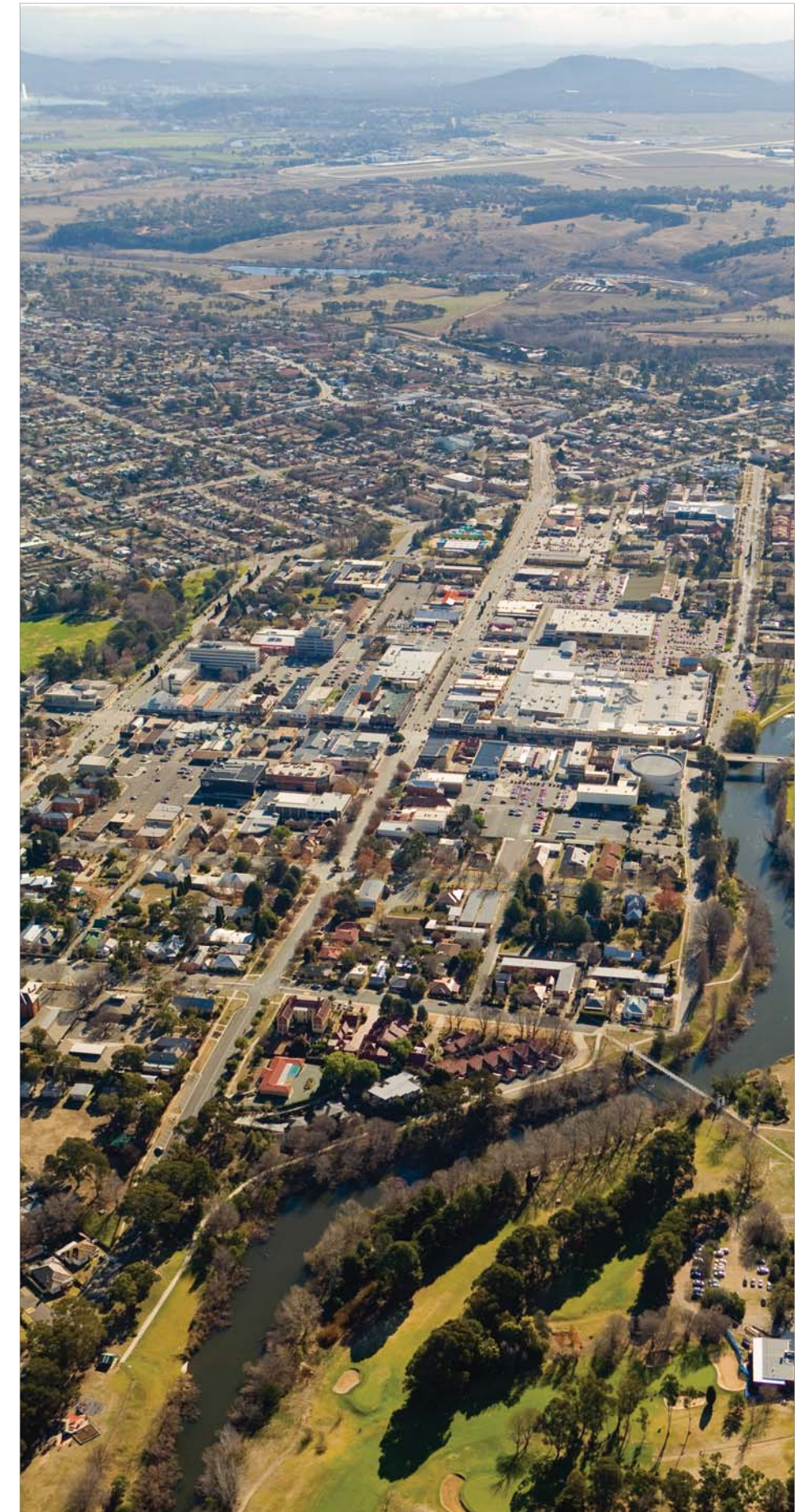
- › Where possible, strengthen and consolidate the existing civic precinct south of Monaro Street with a range of similar or complimentary uses including commercial offices.
- › Facilitate re-development of existing key Council owned car parks (Rutledge and Morisset) for mixed use developments only where it makes,
  - A positive contribution to the public domain,
  - Parking provision and supply is not compromised, and
  - Achieves the vision or desired future character for the CBD and particular precinct.

That is, car park re-development proposals are largely consistent with the Master plan outcomes.

- › Potential flooding constraints may restrict re-development of the Collett Street car park and others particularly for multi-unit residential development. This should become the focus of further investigation to determine appropriate uses whilst maintaining a public parking component.
- › Consider extension to trading hours for restaurants and cafes to encourage evening activity throughout the CBD - concentrated along Monaro, Crawford and Collett Streets.
- › Where possible, confine major retail re-development to existing predominantly retail areas north of Monaro Street.
- › Mitigate potential adverse impacts on adjacent residential uses (in terms of privacy, noise, overshadowing and visual impacts) through compatible land use and built forms.
- › A review of the existing CBD zonings and related provisions (contained in Council's Local Environmental Plan) was undertaken against the desired land use outcomes. In particular the Master Plan emphasises the importance of promoting mixed use building forms throughout the majority of the CBD.

In general, the land use zonings are considered appropriate and no real changes are recommended. The majority of the CBD is zoned 3(a) Business zoning in which retail uses, commercial offices and residential development (apartment buildings) are permitted. Although revision of the mixed use building definition may be required for the CBD commercial areas.

A Mixed use building is defined by the LEP as 'a building (other than a residential flat building) containing commercial or retail uses on the ground floor and which contains fewer than four self-contained dwellings on the floor or floors above the ground floor'. This is somewhat restrictive in terms of density and height and should be



reviewed by Council within the intention of permitting taller residential development forms above a ground commercial /retail floor, but within the existing FSR and DCP height controls pertaining to all commercial parts of the CBD.

- › Consideration should also be given to the rezoning of the existing car park sites, particularly the Rutledge and Morisset Street car parks. It is noted that these sites are currently zoned Special Uses 5(a) and allow a number of additional land uses (other than car parks) including commercial premises, restaurants and shops under Clause 40A of the LEP subject to:
  - There being no reduction in the number of existing parking spaces provided on the land.
  - A traffic study being prepared to assess the impact of the proposed development on the local road network.
  - Any additional car parking as required by the development being provided on the land.
  - The development complying with any design criteria or floor space ratio contained in the Local Environmental Plan.
  - The development complying with any urban design guidelines, car parking strategy or development control plan by Council.
  - The development maintaining any existing easements and rights of way for vehicular and pedestrian access.
  - The use of the site not to prevent or prohibit the site being used for the special use identified for the land on the map.

However mixed use buildings, residential flat buildings, or any sort of residential development is not possible under the 5(a) zoning. Rezoning or a new clause permitting such development on these sites should be considered by Council. Ideally this would occur following a constraints analysis for these sites, including flooding potential.

- › The 3(c) zoning over certain properties along Rutledge Street is considered an effective form of control for a precinct with obvious heritage qualities. It is noted that buildings within 3(c) zone must not exceed an FSR of 1.5:1.
- › The 2(c) zoning applying to land within the block bounded by Carinya, Morissett, Collett and Antill Streets is also considered appropriate for the desired future character of this area.

Council should investigate, in-conjunction with landowners the potential for site amalgamation between main street frontages and rear public car parks sites, in particular Rutledge, Lowe, Morisset and Crawford Street car parks. This should consider:

- Development potential and additional floorspace (within current FSR and DCP No.53 control limits),
- Resultant parking demand and supply and where this could be satisfied,
- The need to retain 2-3 storey's along the street frontage in accordance with current DCP setback requirements ('Main Street' character)
- Potential for rear lane vehicular access with the aim of rationalising access points with high levels of pedestrian priority.
- Development to address the rear frontage with secondary retail/commercial active (shopfront) edges to avoid inactive laneways with poor pedestrian amenity.
- Facilitate and encourage residential apartments and/or commercial office uses to locate above ground floor retail activity.



## Summary of Initiatives -

### Land Use & Activities

- ① Manage interface with surrounding established residential areas through compatible built form and land uses.
- ② Consolidate and strengthen established civic precinct through formal landscaping, greater connectivity and compatible uses including Civic Square, community services and commercial functions.
- ③ Encourage continuation of motel/hotel uses within existing precinct and ensure any re-development maintains appropriate scale to adjoining residential areas and parklands.
- ④ Re-development of the Morisset St Carpark represents opportunity to consolidate commercial office character in this area, particularly fronting both Morisset and Lowe Streets.
- ⑤ Active uses such as restaurants and cafes should form an integral component of any re-development along the Collett St frontage in addition to Crawford and Monaro Streets.
- ⑥ Investigate possible redevelopment of the existing carpark. Flooding constraints may restrict new uses.
- ⑦ Crawford Street (particularly between Monaro and Morisset Street) should become renewed focus for pedestrian activity, restaurants and alfresco dining opportunities concurrent with streetscape enhancement.

## 8.2 URBAN STRUCTURE & THE BUILT ENVIRONMENT

Currently the built form within the CBD is an eclectic mix of architectural styles and scales. It comprises main street environments typical of many regional centres, and more modern 3-4 storey buildings both commercial and residential in use.

The design quality of the built form and how it relates to the public domain could make a significant contribution to the overall enjoyment, legibility, perception and identity of the CBD.

It is therefore critical that all future development within the CBD enhances the centre through high quality architectural design, making a valuable contribution to the public spaces around it.

Various means to improve the built quality are suggested below. More detailed provisions are contained in Section 11.0.

### Strategies and Actions

- › Monaro and Crawford Streets shall remain and be promoted as the primary retail spines of the CBD. Any internalised retail or commercial spaces shall ensure wide, open and active connections to these streets and a clear entrance address.
- › Buildings should address streets and public spaces through the orientation of their main facades and entrances.
- › To ensure development achieves an appropriate form with stepping down (of storeys and overall scale / bulk) at sensitive edges including surrounding low-scale residential areas, riverside parklands, historic buildings and key main street locations (Monaro, Crawford and Morisset).
- › To achieve a built form that responds to the mixed use development strategy as discussed in the previous section and which can accommodate either commercial and/or retail uses within the lower ground floor levels.
- › To encourage high quality architecture that is contemporary yet maintains a scale and form particularly at street level which is consistent with the existing 'country town' character. The establishment of a possible Council design review panel could assist in this task.
- › New development should utilise a common neutral colour range, with simple robust yet high quality materials and detailing at the interface with the public domain that creates visual interest and contributes to a contemporary and vibrant commercial centre image.
- › All heritage buildings in the CBD should be protected, conserved, occupied, promoted and wherever possible well utilised by the community and visitors. Heritage buildings would include those identified by Council as historically significant, that provide physical

evidence of early CBD development and those that make a positive visual contribution to the streetscape.

- › New development, where sited adjacent to or within close proximity to heritage buildings should ensure the building design is contemporary yet respects the historic building in terms of siting, bulk, scale, and overall form.
- › Council should encourage and facilitate the conservation and visual enhancement of existing heritage buildings, particularly those located within prominent CBD locations (for example the Royal Hotel, Byrnes Mill). Priority should be given to the restoration and re-painting of heritage shopfronts and awnings along Monaro and Crawford Streets.
- › Consider the introduction of a 'bonus' provision within the LEP to allow an increase in density provided certain design outcomes are achieved in terms of:
  - › Enhancement of the adjacent public domain or amenity such as the 'Mainstreet' environment and appearance.
  - › Facilitating through pedestrian connectivity
  - › Achieving high levels of environmental sustainability
  - › Architectural design excellence that responds to the positive attributes of the CBD built environment.
- › Improve the appearance of Monaro and Crawford Streets through the use of common plantings, street furniture, lighting, signage, colours and architectural treatments. This could be co-ordinated by a CBD 'manager' or Main Street Co-ordinator.
- › Landmark building opportunities should be encouraged at key sites including:
  - › South east corner of Lowe and Monaro Streets
  - › North-west corner of Morisset and Collett Streets
  - › Rutledge Street Car Park (fronting Collett Street)
- › Ensure environmentally sustainable development outcomes for all new development within the CBD including all aspects of design, construction and on-going management.
- › Key sites with possible re-development potential include:
  - › Rutledge St car park
  - › Morisset St car park
  - › Open car park areas (within the block bounded by Collett, Antill, Crawford and Morisset Streets)
- › Whilst there exist numerous sites within the CBD which have re-development potential, the above sites are typically in one ownership

and their re-development would have potential benefits in terms of the overall legibility of the built form, overcoming problems associated with open car parks, and facilitating mid-block pedestrian connectivity and activity.

- › For re-development in key retailing areas (refer 'Active Street Edges' diagram), the new built form should extend to the street alignment with either shop fronts or public entries fronting the street and associated footpath areas.
- › The existing development control framework established by Council's Local Environmental Plan (LEP) and Development Control Plan (DCP) No.53 (Queanbeyan Central Business District) has been reviewed against the desired outcomes for the built form as detailed by the Master Plan, particularly with respect to density, heights and setbacks.

The framework is considered effective and will largely achieve the desired outcomes and no significant changes are contemplated by the Master Plan. Therefore the following primary controls are recommended to be retained :

- › Density (Floor to Space Ratio)
  - 3:1 (areas zoned Business 3a)
  - 1.5:1 (zoned Business 3c)
- › Setbacks (Commercial Areas)
  - Build to predominant existing street alignment for first 2-3 storeys.
  - Upper levels (above 3 storeys) to be setback:
    - 20-30m from Monaro Street
    - 15m to Crawford Street
    - 6m to Morisset Street (between Crawford & Lowe Streets)
    - 4m to other streets
  - 6m building setback for residential types and along Collett and Rutledge (opposite open space/heritage areas)
- › Heights (Commercial Areas)
  - 2-3 storey's (along main street locations & built to existing street alignment)
  - Up to 25m for main street areas (Monaro, Crawford and Rutledge Streets)
  - Up to 30m for other areas.

It is noted that additional objectives, principles and some refinement of the existing prescriptive controls including graphics are included in Sections 10.0 and 11.0 of this volume. These are submitted for Council's consideration and could ultimately be incorporated into the DCP, but this would require a formal specific amendment to the DCP and involve public exhibition.

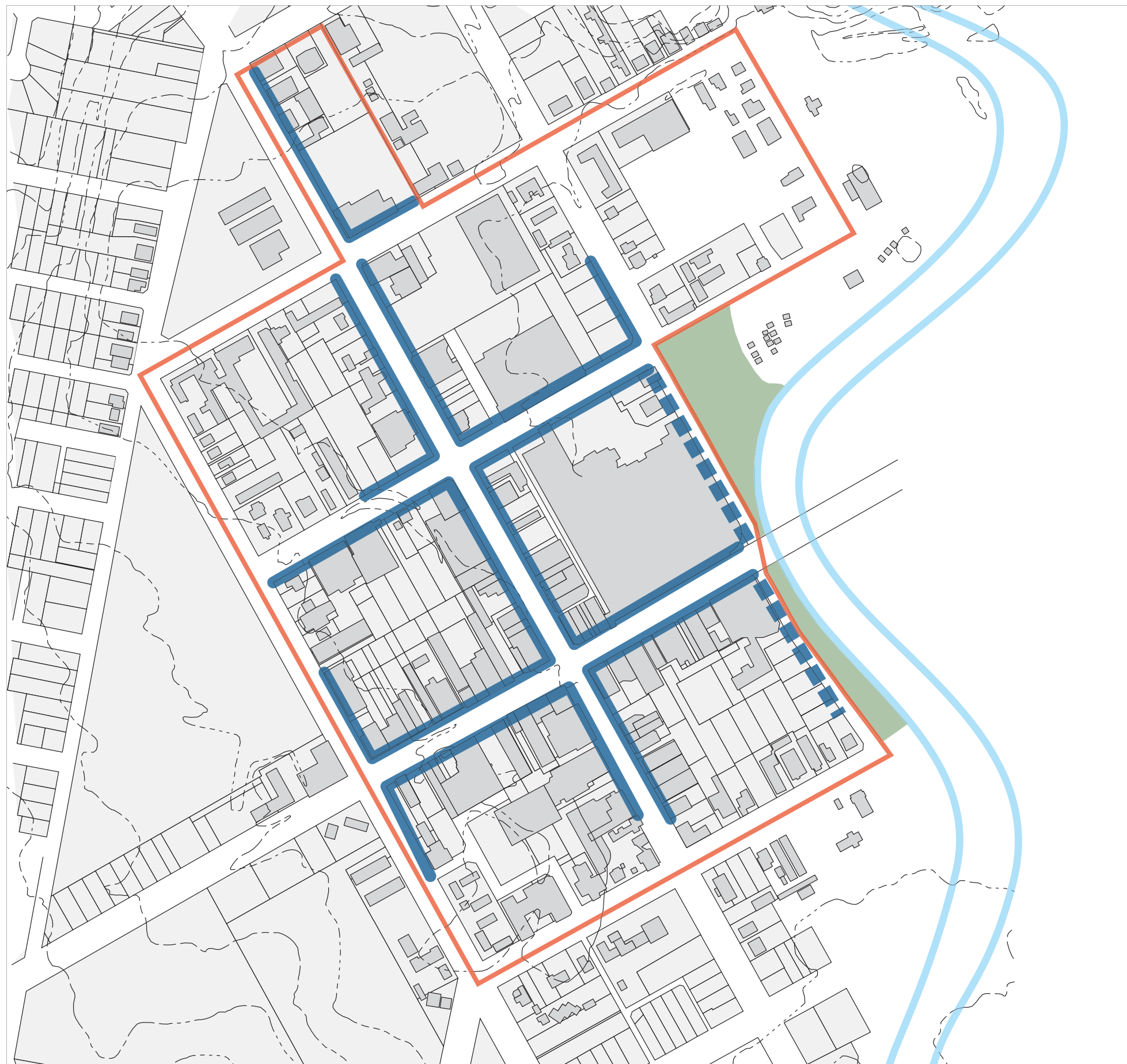
- › Consider the establishment of a Mainstreet co-ordinator or 'champion' whose primary function would be to make contact with individual retailers/owners and make them aware of Council's existing grants program such as the 'Main Street Improvement Program'.

The annual program could focus on particular themes for one year such as heritage buildings, environmental improvements (reducing carbon footprint or water usage), or re-painting of facades.

The co-ordinator could also determine a common design theme and its application to key façade elements in main street locations. Such elements could include the façade (above the awning), awning fascia or under awning signage. However this would require detailed consultation with affected landowners/retailers and involve relevant organisations such as the Queanbeyan Business Council.

In any detailed design process for the streetscape improvements, the co-ordinator can also be highly effective in seeking input and consensus regarding such items as street furniture, tree species and public signage types.

- › With the possible involvement of the suggested Mainstreet co-ordinator and key business groups such as the Queanbeyan Business Council develop a public signage strategy the CBD. The strategy could encompass all signage types including street signs, historical interpretation, way finding, general community information, directional and at gateway locations.



## Active Street Edges

— Active Built Edge

### Active Street Edges

This diagram identifies those priority areas where the desired outcome is for an activated built edge to the footpath. It is noted that most developments along main street areas of Monaro and Crawford (between Monaro and Morisset) are already built to the street edge.

Active edges are those that provide a retail or commercial shop front to the street, and where the building is generally aligned to the existing footpath (no setback). Buildings fronting these areas should provide a well articulated façade with a traditional shopfront - awning arrangement for weather protection.



## Key Development Areas & Design Principles

- Strategic development sites
- Landmark building opportunities
- Future development to address river setting
- Retain existing character

### Key Development Areas and Design Principles

- A number of key sites within the CBD have obvious re-development potential. They typically comprise large expansive sites in one ownership, such as the open car park areas.
- They should become the focus for future re-development and 'lead by example' in terms of high quality architectural design, facilitating mid-block pedestrian connections, and achieving the desired mix of land uses with retail shops at ground level and commercial and possibly residential uses above. Retention of publicly available parking will be necessary.
- It is important for any long term development along Collett Street (between Rutledge and Morisset Streets) to maximise the river setting and aspect. Any new buildings should address the setting through responsive architectural design and provide a built edge that is active and pleasant for the pedestrian.
- Due to their high visibility and potential to become gateways, corner landmark building sites should 'anchor' the CBD through high quality design and materials, where articulation and the overall form are used to strongly define the corner location.
- The inherent character of sensitive areas such as Rutledge Street should be protected and enhanced in any future in-fill development via compatible uses, built form and mitigation of adverse impacts.



Artists Impression of Possible Development Scenario - Intersection of Monaro & Lowe Streets





Artists Impression of Possible Development Scenario - Collett Street



## Summary of Initiatives -

### Urban Structure & the Built Environment

- ① Potential landmark building opportunity.
- ② Strategic Development Site – site provides opportunity for multi-storey commercial or possible residential uses with improved mid block pedestrian connections. (Subject to constraints analysis).
- ③ Strategic Development Site in car park – development should ensure active edges and direct mid-block connections to surrounding streets. Potential landmark building opportunity exists at north-western corner of Collett and Morisset Streets to signify entry into CBD environment. Subject to constraints analysis.
- ④ Strategic Development Site in car park – development to provide open, active and direct pedestrian access from Crawford Street (civic precinct) through to Collett Street and riverside park.
- ⑤ Collett Street fronting Queanbeyan River to become new focus for pedestrian activity, outdoor cultural events, and recreation. Re-development to address river aspect.
- ⑥ Monaro St, Crawford St and Morisset Street (between Crawford and Collett Streets) are to form the core focus for commercial activity within the Queanbeyan CBD.

## 8.3 IDENTITY & CHARACTER (PUBLIC & PRIVATE OPEN SPACES)

The public domain, as well as private open space, provide an important opportunity to significantly improve the identity, attractiveness, safety, and usability of the CBD environment. It is a critical factor in developing a 'genius loci' and new image for the CBD whilst engendering a sense of overall pride and ownership by the Queanbeyan community.

The majority of open spaces within an urban environment are accessible by the general community and include parks, streets, waterways, malls, and formal civic spaces. Open space (including vegetation and landscaping) can provide important environmental and psychological benefits including helping to mediate the adverse effects of human development whilst providing connections to more natural settings such as the River and parklands.

Within the Queanbeyan town centre, streets are the primary linkages between open space facilities and are therefore critical elements in the total open space network. Vehicular based streets (as well as pedestrian and cycle paths) are the conduit through which parks and other open space sites are accessed. Examples in Queanbeyan include Queanbeyan Park and the Showground. They also have the potential to become areas of high amenity in their own right for relaxation, shopping, dining, business and civic activities.

As the primary means of access for both pedestrians and passing traffic the quality and character of such environments are important in developing a positive perception of a particular place and its community.

### Strategies and Actions (refer to Landscape Master Plan - Volume 3 for detailed actions and illustrations of strategies)



- › Ensure a strong sense of arrival to the CBD for the motorist and pedestrian along the main entry roads (Monaro, Crawford, Morisset and Lowe Streets) via the creation of primary and secondary entry statements and treatments (refer 'Gateways' diagram).
- › Through direct and indirect measures improve the safety of public spaces. All public open spaces (including streets, laneways, formal spaces and river parklands) should have an active edge whereby they are directly overlooked by adjacent development preferably retail or commercial uses.
- › Create an overall 'sense of place' and enhanced unified character for the public domain throughout CBD through consistent application of high quality urban materials, finishes, street furniture, and complimentary street tree plantings and landscaping.
- › Create a centralised civic space or 'Town Square' in Crawford Street (immediately south of the intersection with Monaro Street) to be used as a meeting place and as the primary location for cultural activities and formal civic events.

- › The length of Crawford Street between Monaro and Morisset Streets is to be traffic calmed with footpath extensions, landscaping, angled parking, and al-fresco dining opportunities and become a focus for street based retail activity.
- › Introduce and/or embellish existing formal street plantings along the primary street network particularly Monaro and Crawford Streets.
- › Review all public spaces, laneways and connections to ensure pedestrian safety and compliance with the Disability Discrimination Act Standards.
- › Wherever possible views and vistas from public places to distant mountain ranges and countryside surrounding the Queanbeyan CBD should be protected and framed by landscaping or the built form. An example would include the vista from Crawford Street (near Antill Street) looking south to distant mountain ranges.
- › The riverside parklands should be enhanced to provide an exciting focus for outdoor recreation, entertainment and pedestrian activity. This embellishment should be complimented by increased pedestrian priority within Collett Street and for any future re-development to address the riverside setting through design, pedestrian connections and active edges.
- › Wherever possible encourage the use of water sensitive urban design (WSUD) measures for all future landscape treatments within the town centre.
- › Public art and landmark features should be utilised throughout the CBD as a means of way finding, cultural interpretation, visual interest and enjoyment. For example prominent civic spaces such as the future 'Town Square' would benefit from formal plantings and sculpture, whilst the Queens Bridge could incorporate sculptural elements to formalise entry to the CBD environment.
- › Utilising the active arts community within the Queanbeyan Region, an interpretative and public arts strategy could be prepared for key areas of the CBD.





## Gateways

-  Primary
-  Secondary

### Gateways

Primary gateway treatments are recommended at:

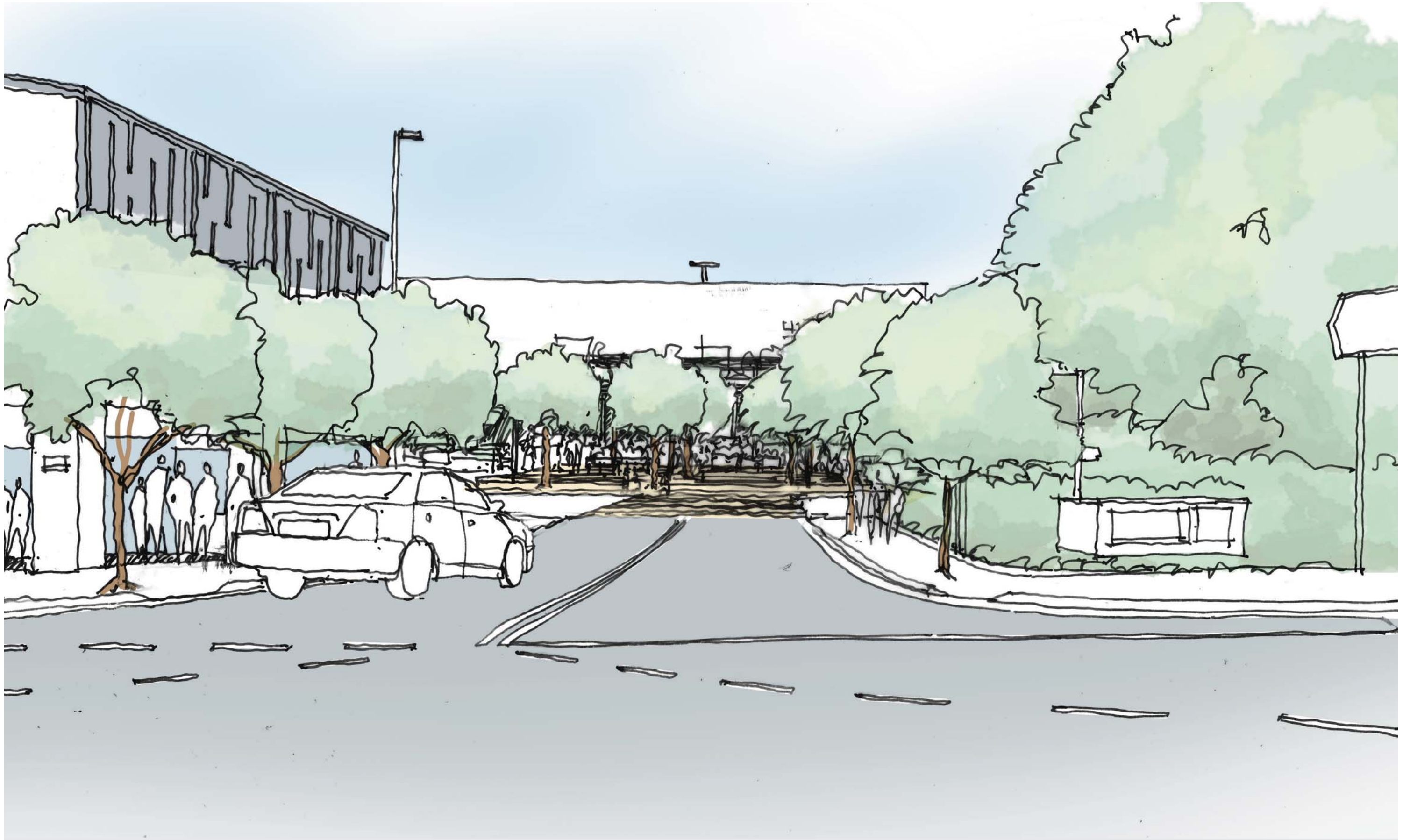
- Monaro Street (Queens Bridge)
- Monaro Street at its intersection with Lowe Street.
- Crawford Street at its intersection with Antill Street

Secondary treatments are recommended at:

- Old Cooma Road/Lowe Street
- Morisset Street/Collett Street.
- Farrer Place and Kings Highway CBD approaches

The primary gateway treatments would comprise a combination of landscaping, sculptural elements, signage or vertical banners, whilst for Crawford Street a signalised intersection (traffic lights) is also suggested. Refer to Landscape Master Plan for details. The secondary treatments would be more subtle.

The purpose of gateway treatments is to establish a welcoming environment and unambiguous sense of arrival. They will better define entry into the CBD environment from the surrounding residential/semi-industrial areas and importantly signify a change of road environment for the driver.



Artists Impression of civic Improvements at the Lowe Street car park looking from Lowe Street.



## Summary of Initiatives -

### Identity & Character

- ① Gateway treatment to western CBD entry along Monaro Street (Kings Hwy).
- ② 'Town Square' opportunity in Crawford St – south of Monaro Street.
- ③ Consolidate Morisset Street as important east-west pedestrian connection (between Queanbeyan Park and River) via increased pedestrian priority and feature landscaping. Upgrade north-south connection between Riverside Plaza and City Link Plaza.
- ④ Gateway opportunities along Crawford Street created via landscaped statements and signalised intersection of Antill and Crawford Streets.
- ⑤ Main street retailing function of Monaro Street to be consolidated with enhanced pedestrian amenity, alfresco dining opportunities and protection of on-street short stay parking.
- ⑥ Crawford Street (between Monaro and Morisset Streets) presents greatest opportunity to achieve traffic calming, footpath extensions, formal tree planting, and alfresco dining opportunities.
- ⑦ Riverside setting including Queen Elizabeth Park should be enhanced with improved facilities, embellishment, possible amphitheatre, and landscaped pedestrian areas with activated terraced boardwalks along river edge.
- ⑧ Gateway opportunity at intersection of Morisset and Collett Streets.
- ⑨ Strengthen gateway function of Queens Bridge through sculptural and landscape embellishment.

## 8.4 ACCESS & CIRCULATION

### Strategies and Actions

#### Pedestrian Movements

The overriding objective for pedestrian movement within the CBD is the ability to walk with comfort and safety between activity nodes, car parks and recreation facilities.

Based on a traditional grid street pattern, high levels of pedestrian permeability exist within the centre. There are a number of traffic signals within the CBD which provide for safe and convenient pedestrian movement across major roads.

There are, however, a number of roundabouts on the periphery of the centre which are typically pedestrian unfriendly despite the presence of pedestrian refuges.

A number of footpaths and pedestrian connections in the CBD are becoming dated, unattractive and at times unsafe for the pedestrian. An example would include the connection between the Rutledge Street carpark and Crawford Street. Access to a number of major activity nodes such as Riverside Plaza and the Queanbeyan Performing Arts Centre from other parts of the centre is poor and indirect.

There exist various opportunities throughout the CBD to significantly improve amenity for the pedestrian.

- › Increase pedestrian priority and mobility throughout the CBD with the aim of reducing vehicle trips between major activity nodes and increasing patronage to all businesses within the centre.
- › Strengthen north-south connections in the CBD along the primary street network as well as mid block connections including:
  - › Between the Queanbeyan Performing Arts Centre and the Crawford Street car park, and
  - › Between the Rutledge Street car park and Anthill Street.
- › Strengthen east-west connections in the CBD between the river and Queanbeyan Park/Showground via both Monaro and Morisset Streets, as well as a mid block connection between Collett Street and Lowe Street.
- › Improvements to the connections suggested above include:
  - › To secure more direct and open off-street pathways in any new development along these axis.
  - › Enhance existing connections via improved lighting, landscaping, weather protection and highly visible directional signage.

- › Any future re-development of the Rutledge or Morisset Street car parks should ensure mid block pedestrian connections are created with active retail or commercial edges.
- › All existing laneway connections should be enhanced wherever possible to provide an interesting, active, sheltered, accessible and safe environment particularly those providing movement between car parks and the primary street network.
- › An under awning lighting strategy should be prepared and implemented to ensure adequately lit pedestrian footpaths in the main retailing areas of the CBD particularly Monaro and Crawford Streets for all new developments (refer to Lighting Report in Volume 3).
- › In any new development, vehicular entry and exit points from the primary street network should be rationalised to avoid potential for pedestrian confusion and conflicts.

#### Traffic Management

The potential growth in CBD floor space will result in the generation of additional vehicle trips and movement. Whilst there is sufficient capacity within the centre road network to accommodate such movements, it is critical that any increase in traffic is appropriately managed to avoid congestion, reductions in safety and pedestrian amenity.

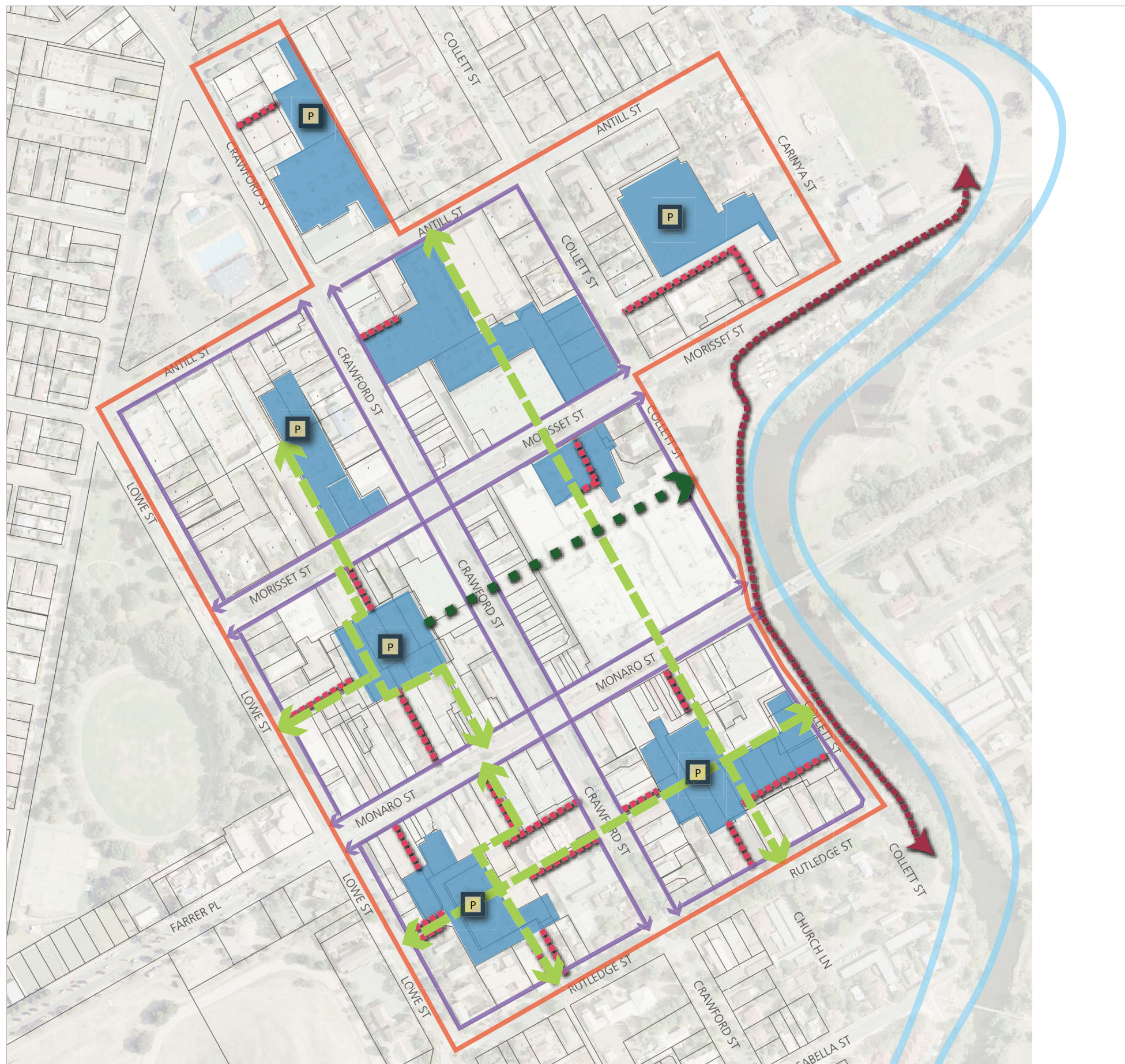
One of the major concerns continually expressed by CBD landowners and visitors is the loss of amenity caused by through traffic movements including heavy vehicles.

A CBD bypass appears unlikely in the short to medium term, and even if such a bypass were constructed, it would be unlikely to result in any major reduction in traffic volumes through the CBD. This is because the majority of traffic within the CBD is generated from the Queanbeyan area and is not 'through' traffic. However it would most probably result in a reduction in heavy vehicle movements.

- › Recognise and respect the through traffic function of Monaro Street (Kings Highway), however as far as possible ensure the street environment is safe, attractive, easy to park, and facilitates outdoor eating opportunities.
- › Investigate realistic options to reduce any through traffic movements (particularly heavy vehicle movements) through the CBD in consultation with the State Government and Roads & Traffic Authority.
- › By utilising traffic management measures and gateway treatments, through or passing traffic should be made aware that they are entering a town centre environment and to demonstrate due caution.

- › Increase the attractiveness of Antill and Collett Street as an alternative traffic route to Morisset and Crawford Street for those motorists moving from north to east. Whilst it should not become a traditional 'by-pass' and compromise the existing amenity of this area, it could assist in lessening through traffic movements particularly along Morisset Street (between Crawford and Collett Streets) and enhancing this key retail space for the pedestrian.
- › Investigate the creation of a four-way signalised intersection at Crawford and Antill Streets to better manage pedestrian and vehicle movements, whilst also signifying entry to a town centre location. These suggestions would obviously require detailed consideration by Council and the local traffic committee.
- › Vehicular access points along Monaro and Crawford Streets (between Monaro and Morisset Streets) are avoided.





## Pedestrian Movement Network

- Existing Pedestrian Connections & Pathways
- Existing on-street paths
- Cycleway
- Carpark ( Public Parking)
- Desired Primary Mid-block Connections
- Possible Future Connection (dependant on re-development)

### Pedestrian Movement Network

The existing and preferred pedestrian and cycle movement network is shown in this map. Whilst an extensive network already exists throughout the CBD, the Master Plan aims to develop a number of primary mid-block connections shown highlighted.

These largely follow the existing public paths, in addition to access via internalised shopping centres. The public pathways could be enhanced by improved lighting, weather protection (shade & shelter), paving, soft landscaping, and signage (directional and interpretative). All connections should be direct, open and accessible to the general public.

Some of the future connections could only be achieved when substantial private re-development occurs, and this would require detailed consideration by Council and the affected landowners.



## Parking

Queanbeyan CBD is well regarded for the quantum of free at-grade public car parks and parking spaces throughout the CBD.

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. A detailed supply and demand parking analysis would confirm the existing and future needs.

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.

However, the importance of short stay parking opportunities along the main streets of Monaro and Crawford is critical to the success of retailing within these locations and economic viability of the centre as whole. The Master plan aims to ensure this function is retained, however some spaces will be lost via the creation of outdoor, landscaped areas / alfresco dining bays (refer to Landscape Master Plan - Volume 3).

Where ever possible the level of parking provision should be retained in any major re-development of the public car parks. In addition new development should aim to satisfy the resultant parking demand on-site. Obviously future parking needs should be considered in the context of improvements to other modes of travel (local buses and the like) with the aim to discourage excessive and unnecessary vehicle trips to and from the CBD.

- › In the short term investigate the possible improvement of existing public car parks including enhanced legibility, directional signage, pedestrian priority areas, additional lighting, landscaping and weather protection.
- › Enhance existing pedestrian linkages and internalised laneways between car parks and major activity nodes and the primary street network via
  - › Improved lighting.
  - › Visually obvious directional signage (ie, To Monaro Street, To Car Park).
  - › Landscaping where possible.

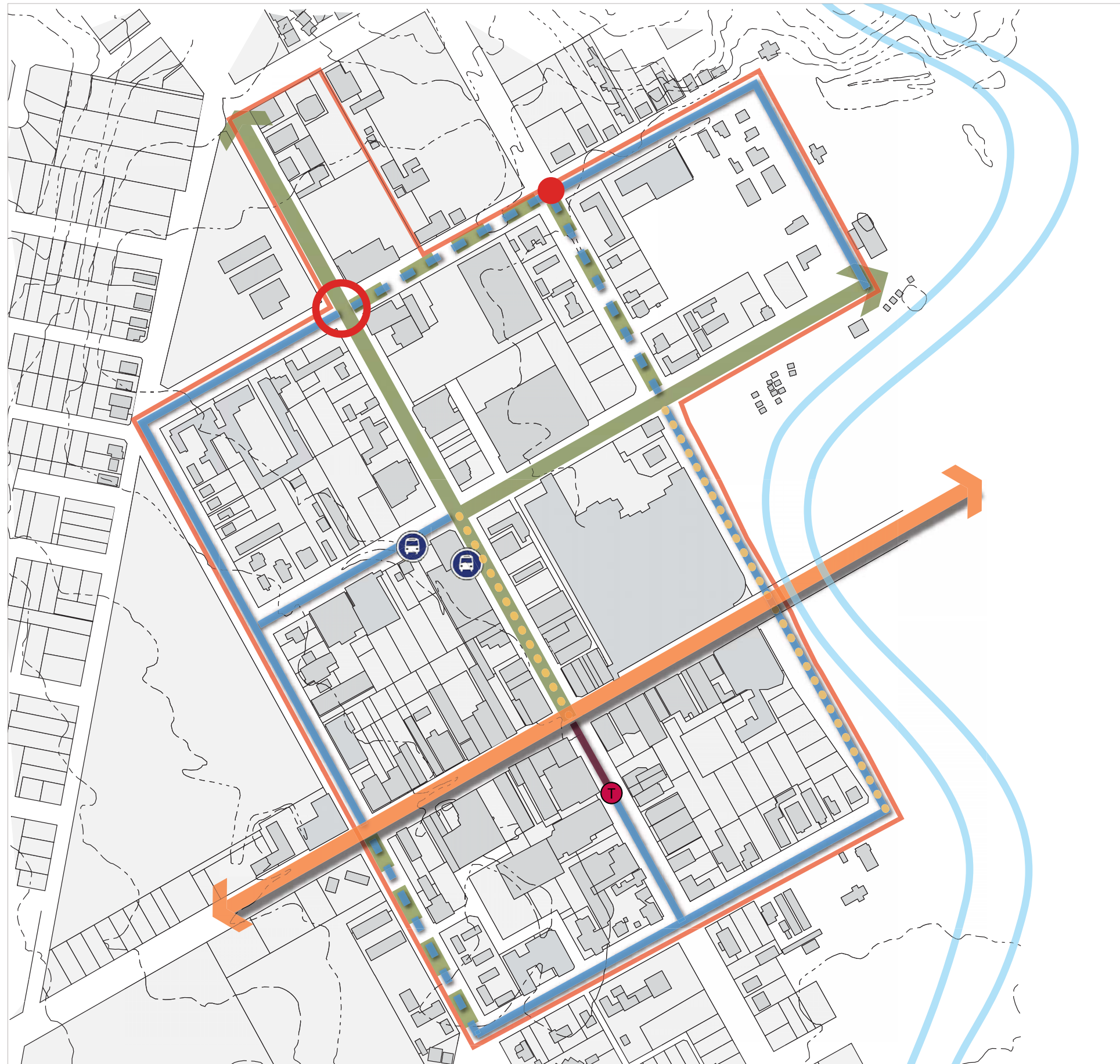
- › Public Art / Sculpture common to each block.
- › Weather protection / covered walkways.
- › Long term parking areas (for commuters or long stay parking) should be clearly identified and located within less active areas of the CBD.
- › In any re-development of key CBD public car parks, public parking 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.
- › Additional angled parking opportunities to be created along Crawford Street (between Monaro and Morisset Streets) and Morisset Streets (refer to Landscape Master Plan - Volume 3).

## Public Transport Facilities









Public transport to and from the Queanbeyan CBD is largely provided by buses with the major bus terminus located along Crawford and Morisset Streets. The vast majority of trips to and from the CBD are by private transport (car).

- › Enhance the existing bus terminus through physical improvements including landscaping, priority paving and lighting whilst encouraging active retail or commercial edges to existing and future re-development fronting both Crawford and Morisset Streets.
- › Improve the legibility or visibility of public transport facilities in the CBD such as bus stops and taxi ranks through improved demarcation paving, seating and signage.
- › The creation of a civic space or town square within Crawford Street, immediately south of Monaro Street will necessitate the re-location of the existing taxi rank either further south along Crawford Street or Monaro Street.
- › Bicycle facilities such as secure storage, bike racks and parking should be made available in key locations within the CBD and in any major retail developments to encourage such trips to and from the centre.





## Vehicular Access and Public Transport Facilities

-  Main Road (Monaro Street)
-  Distributor Road / Centre Access
-  Local Roads
-  Improved Pedestrian Priority & Amenity
-  Town Square Opportunity ( possible road closure )
-  Bus Interchange
-  Taxi Rank
-  Possible Traffic Lights - Signalisation
-  Possible Roundabout

### Vehicular Movement and Public Transport

This map demonstrates the suggested traffic status for all roads within the study area. It recognises the through traffic function of Monaro Street, the important role of Crawford Street and Morisset Street (east of Crawford St) and various local order streets.

The Master Plan aims to improve the attractiveness of Antill Street – Collett Street as an alternative traffic route to Morisset Street - Crawford Street. This would allow traffic to avoid the central area of the CBD if it is not the primary destination. This strategy would allow Morisset Street, between Crawford and Collett Streets, to be enhanced as a pedestrian environment and better link the two retail centres. This suggestion would require more detailed traffic analysis and consideration by Queanbeyan Council.

Improvements in pedestrian priority and amenity along particular sections of Crawford and Collett Streets are also highlighted. Streetscape enhancements are also proposed for Monaro Street.

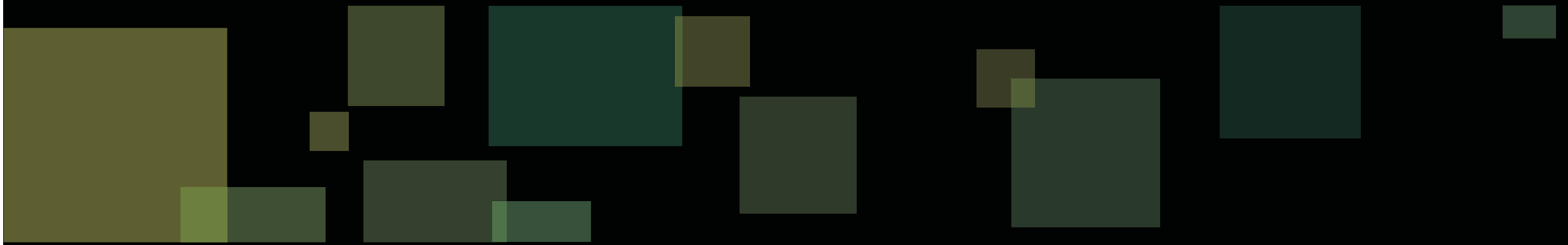


## Summary of Initiatives -

### Access & Circulation

- 1 Improve existing bus terminus and encourage active edges particularly along Morisset Street to create increased pedestrian activity and surveillance.
- 2 Ensure continuous east-west pedestrian movement through mid-blocks (between Lowe and Collett Streets)
- 3 Crawford Street (between Monaro and Morisset Streets) to be 'traffic calmed' via reduction in traffic lanes, angled parking, entry statement paving, and increases in pedestrian footpath areas whilst still retaining vehicular access.
- 4 Riverside setting should be enhanced with reduction in through traffic and increased pedestrian priority along Collett Street.
- 5 Collett Street and Antill to provide traffic route alternative to Morisset and Crawford Street provided existing amenity is not adversely affected.
- 6 Through traffic function of Monaro St to be maintained but improvements to pedestrian amenity include additional tree plantings landscaping, and occasional footpath extensions for outdoor dining.
- 7 Maintain current through traffic function (capacity) but improve streetscape amenity for the pedestrian.
- 8 Possible signalisation of Antill and Crawford Streets to assist with pedestrian and vehicular movement, as well as performing 'gateway' function.

## 9.0 SUMMARY OF MASTER PLAN INITIATIVES



Q u e a n b e y a n C B D M a s t e r P l a n

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### 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

## KEY ELEMENTS OF THE MASTER PLAN

### Aim:

The key elements of the Master Plan are shown on the previous diagram and are described below. Collectively they seek to:

- Improve the overall appearance, amenity and function of the various streets and public places under the care and control of Council;
- Facilitate and support economic growth and development of the centre by creating attractive and vibrant settings for development.

### Objectives:

The overall objectives are:

- › A well defined sense of arrival is provided through gateway treatments at all points of entry.
- › The 'Main street' character is consolidated and enhanced through streetscape improvement and new development.
- › There is an obvious pride in the overall presentation & ongoing maintenance of the CBD.
- › There is a sense of vibrancy particularly along Monaro, Crawford and Collett Streets at all times of the day & evening.
- › In addition to business, there is a reference to culture, community, heritage, & the environment in any improvements.
- › High quality, well designed buildings at visually prominent sites will anchor the CBD.
- › Traffic calming will enable certain busy roadways to become pedestrian friendly.
- › Unique heritage elements and buildings throughout the CBD are promoted.
- › Additional street trees & ground level planting provide a pleasant micro-climate for users & visitors.

### 1 Strategic Development Sites

A number of key sites within the CBD have obvious re-development potential. They typically comprise large expansive sites in one ownership, such as the open car park areas.

They should become the focus for future re-development and 'lead by example' in terms of high quality architectural design, facilitating through mid-block connections, and achieving the desired mix of land uses with retail shops at ground level and commercial offices and possibly residential

apartments above. Retention of publicly available parking will be necessary to ensure the centre maintains its reputation for convenient and 'free' parking.

Mid-block areas potentially allow tall buildings in the order of 8-10 storeys with smaller scale buildings (1-3 storeys) at the street edges to maintain the 'country town' feel.

Predicted CBD growth in retail, commercial and residential activities will be partly satisfied in these areas.

### 2 Town Square Opportunity

The Master Plan recommends the creation of a 'Town Square' or a centralised car free space to become the new civic focus for the CBD.

These spaces are typical of many Regional town centres and often perform many functions ranging from a popular meeting place, to displays, markets, festivals, bands and a place for more formal cultural and civic ceremonies.

A well landscaped space is proposed with formalised tree plantings, seating, new paving, lighting, public sculpture, modern community information displays and water feature.

It will require the partial closure of Crawford Street, south of its intersection with Monaro Street. Its implementation could be staged over time to minimise disruption and ensure community acceptance prior to full closure.

### 3 Areas of Increased Pedestrian Priority

Crawford and Collett Streets are recommended for significant improvements in pedestrian priority and overall amenity.

The aim is for Crawford Street (between Monaro and Morisset Street) to become a CBD focal point, with resultant increases in retail activity along the street edge.

This will include widened footpaths at key locations for outdoor dining/seating areas, common paving treatment, new street furniture, crossing points, additional tree and shrub plantings, and a reduction in the number of traffic lanes along Crawford Street.

Two-way vehicle movements (including buses) will still be possible along both Crawford Street, but with significant improvements in appearance and useability for the pedestrian.

The overall objective being to create a more active, vibrant, and safe environment which will reinforce Crawford Street as a popular Main street destination for centre users and visitors to Queanbeyan and foster the

commercial strength of the wider CBD.

Similar pedestrian focused improvements are suggested for Collett Street, whilst retaining two-way traffic movement.

### 4 New and Improved Parklands and Edges

The main open space area recommended for improvement is Queen Elizabeth Park (at the corner of Collett and Morisset Streets) beside the Queanbeyan River.

The river setting is currently underutilised and improvements would encourage greater use by shoppers, residents, and visitors alike. It would become a logical space for outdoor community orientated events such as festivals, recreation and water based events.

The Master Plan also includes a possible outdoor amphitheatre, taking advantage of the slope toward the river. It could accommodate music and outdoor stage performances, in addition to larger civic ceremonies.

Connections between the CBD and surrounding parks (such as Queanbeyan Park and the Showground) could also be improved.

### 5 Gateway Treatments

Gateway treatments are recommended at:

- Monaro Street (Queens Bridge)
- Monaro Street at its intersection with Lowe Street.
- Crawford Street at its intersection with Antill Street

The treatments would comprise a combination of landscaping, sculptural elements, signage or vertical banners, whilst for Crawford Street a signalised intersection (traffic lights) is also suggested.

The purpose of gateway treatments is to establish a welcoming environment and unambiguous sense of arrival. They will better define entry into the CBD environment from the surrounding residential/semi-industrial areas and importantly signify a change of road environment for the driver, one in which a higher number of pedestrians typically occur.

Other treatments are suggested for secondary entry points along Cooma Road/Lowe Street and Morisset Street/Collett Street.

### 6 Consolidate and Strengthen the Civic Precinct

An established civic precinct exists south of Monaro Street, centred around Queanbeyan Council buildings including the historic Council Chambers, administrative centre, library and 'The Q' (Queanbeyan Performing Arts Centre), and a range of nearby community services.

Many historic buildings front Crawford Street in this area, and with a formal avenue of mature street trees and lower traffic volumes than other parts of the CBD, the precinct has an impressive character.

It is important that this character is retained into the future in any new development via compatible land uses, formalised landscaping, public art and the creation of a 'Town Square'.

### **7 Enhance North-South Pedestrian Connections**

Whilst the CBD contains a number of pedestrian laneways, more direct and welcoming connections should become a priority.

The desired outcome would be two mid-block connections extending from Rutledge Street in the south to Antill Street in the north. Improvements would include improved lighting, active edges (shop fronts), highly visible signage, historic interpretative signage, landscaping, and weather protection.

They would inter-connect major activity nodes such as the Performing Arts Centre, shopping centres, clubs, and car parks.

### **8 Enhance East-West Pedestrian Connections**

Two paths are identified, one extending along Morisset Street providing an improved connection between Queanbeyan Park through to the riverside parks. This would benefit from additional tree plantings and signage.

The other connection is mid-block from Lowe Street past the Performing Arts Centre and Library/Council Chambers, through to Collett Street. The range of improvements for this linkage would be similar to those discussed in point 7 above.

Priority should be given to the pedestrian, particularly where they travel through a car park via well defined paths and threshold treatments. In any re-development of mid-block sites, new buildings should ensure the continuation of these direct public pathways with active edges providing passive surveillance and increased safety.

### **9 Enhanced Bus Terminus**

The major bus terminus within the CBD along Morisset and Crawford Streets would benefit from increased shopfront activity, providing passive surveillance throughout the day and evening.

The bus stops along Crawford Street will remain and form part of the suggested streetscape improvements. Other improvements would include additional shelters, lighting and signage.

### **10 Traffic Calming, Activation and Streetscape Enhancement – Crawford Street.**

As discussed in point 3 above, significant enhancement of Crawford Street is proposed by the Master Plan. The improvements extend from Antill Street in the north to Rutledge Street in the south.

They can be summarised as:

- › Street tree planting areas (within existing parking lanes)
- › Better defined on-street parking bays.
- › Signalisation of Crawford Street and Antill Streets allowing safer vehicle and pedestrian movements (traffic lights).
- › Reduction in traffic lanes (between Morisset and Monaro Streets) with angled parking, whilst still allowing 2-way access.
- › Widened footpath and al-fresco dining area opportunities.
- › New paving, street furniture and soft landscaping including shade trees.

The improvements would be staged overtime, but the ultimate aim is to create a sequence of streetscape environments, which become more pedestrian friendly as you travel into the CBD along Crawford Street from the north. The most significant enhancements occur between Monaro and Morisset Streets, which aim to support a bustling retail environment within the heart of the commercial area.

Together with Monaro Street, Crawford Street should provide the centre with diverse & confident retail precincts, underpinning the Main Street feel.

### **11 Promotion of alternative route to Morisset and Crawford Streets**

An objective of the Master Plan is to improve pedestrian amenity for the core retailing areas of the CBD and this includes Morisset Street, particularly between Crawford and Collett Streets. This is compromised by the relatively high level of traffic volumes along this section of Morisset Street, which includes through and centre generated traffic.

The Master Plan suggests the possibility of improving the attractiveness of Antill Street – Collett Street as an alternative traffic route to Morisset Street - Crawford Street. This would allow traffic to avoid the central area of the CBD if it is not the primary destination. Traffic management measures to facilitate this would include a new roundabout at the intersection of Collett and Antill Streets and traffic signals at the intersection of Crawford and Antill Streets.

This strategy would allow Morisset Street, between Crawford and Collett Streets, to be enhanced as a pedestrian environment and better link the two retail centres. This suggestion would require more detailed traffic analysis and consideration by Queanbeyan Council

### **12 Streetscape Enhancement and Activation – Monaro Street**

Monaro Street currently performs an important through traffic function, and carries a high number of traffic movements.

In the absence of any short or medium term proposals for heavy vehicles and through traffic to by-pass the CBD, the approach taken by the Master Plan is to retain the current traffic capacity and function of this road whilst making improvements to its appearance and amenity.

The traditional 'Main street' character (provided by the generous street width, awnings, central median, plantings, historic facades and low-rise 1-2 storey built form) is one of the CBD's most important assets and should be retained in any future re-development.

Street enhancements include kerb extensions at key locations to further segregate pedestrians from the road environment, additional tree and shrub plantings, and the creation of outdoor dining/seating areas. Whilst this would result in loss of some on-street parking spaces, it could be evenly distributed along the length of the street so that convenient short term parking is still available.

The street based improvements could be combined with possible façade enhancement including re-painting in heritage buildings in traditional colours buildings, and a consistent signage policy to be determined by retailers and Council.

### **13 Future Development to Address the River Setting**

The river setting is a valuable environmental asset and it is important for any future development along Collett Street (between Rutledge and Morisset Streets) to maximise the locational opportunity.

That is, for any new buildings to address the setting through responsive architectural design such as creating open or partially enclosed balconies which allow persons to sit and enjoy the aspect. They should provide a built edge that is active and pleasant for the pedestrian, and which compliments the envisaged public domain improvements (refer Point 4).

#### 14 Potential Locations for Landmark Buildings.

Landmark building opportunities have been identified at prominent locations in the CBD including:

- › Corner of Lowe and Monaro Streets,
- › Rutledge and Morisset Street car park areas,
- › Corner of Morisset and Collett Streets, and
- › Collett St car park.

Corner developments in particular should be regarded as important opportunities for landmark buildings to 'anchor' the CBD, due to their high visibility and potential to become gateways.

These buildings can strongly influence people's perception of a place and can act as a precedent for other development. It is therefore important such buildings are of high quality design and materials, and where articulation and the overall form are used to strongly define the corner location.

#### 15 Character Buildings

A number of character buildings have been identified during the Master Plan process. These are buildings which make a positive contribution to the CBD streetscapes due to their obvious heritage qualities, and/or built form and façade design.

An example is the Royal Hotel on the corner of Monaro and Crawford Streets. Many of these buildings occur along Monaro and Crawford Streets, whilst individual items such as Byrnes Mill in Collett Street add significant visual interest to these peripheral areas.

With encouragement these structures should be conserved, primarily through viable uses and activation, ensuring a sense of pride in the unique history and heritage of the CBD. The public domain improvements will provide an enhanced setting for many of these buildings.

#### 16 Maintain Low-Key Scale, Uses and Character (at CBD edges)

The CBD is relatively compact and is surrounded by mostly residential areas, Queanbeyan Hospital, parklands, and bounded by heritage conservation areas to the west and south.

It is therefore important that any commercial re-development along these edges is sympathetic in terms of built form, land use and mitigates any potential adverse impacts upon these area in terms of noise, lighting and traffic generation.

#### 17 Consolidate Hotel/Motel Precinct

A distinct grouping of motels occurs at the northern edge of the CBD along Antill Street. These uses should continue and be consolidated as they provide an effective transition between commercial activities in the CBD and the adjacent established residential areas.

#### 18 Retain Residential Uses, Character and Prevailing Density

The edges of the CBD study area along Antill Street (east of Collett Street) and Carinya Street is predominantly residential in character. This character should be retained, and the setting enhanced through supplementary street tree plantings.



## 10.0 URBAN DESIGN PRINCIPLES



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## 10.1 KEY URBAN DESIGN PRINCIPLES

It is important to understand and consistently apply a number of commonly accepted principles in seeking to better the CBD environment through both private re-development and civic enhancement. These have influenced the resultant urban design objectives design guidelines and precinct specific actions.

### Connectivity:

This principle refers to a place's ability to connect varied internal and external destinations. The greater the number of route choices and the quality of the experience this route offers is directly related to the degree of connectivity any place has.

### Access:

Accessibility is a fundamental attribute of good and successful places. Accessible places are inviting and welcoming to all users, beyond their physical and mental abilities. Accessibility is understood to be not only physical but also visual.

### Variety:

Variety (in the context of these urban design principles) addresses the need for diversity of activities, users and the times in which these take place. Variety introduces vibrancy, interest and vitality by creating unique environments which are responsive to this particular mix of activities, users and time frames.

### Legibility:

In terms of urban design is an important principle as it establishes the ability of a place to be mapped mentally and therefore understood by all users. Good, legible places have mapping elements such as nodes, paths, landmarks and distinctive edges.

### Adaptability:

This urban design principle refers to a place ability to cope with change by adapting and accommodating transformations.

### Human Scale and Richness:

This combined principle introduces the idea of scale at contextual and detail levels. Richness is about the scope of sensorial experience, in other words the sum of the visual, tactile, hearing, taste and smell experiences that connect us to a place. Human Scale and Richness relate directly to the quality of the place's experience from a sensory perspective and measure its success by the user's level of comfort and acceptance.

### Space and Space-Making:

Well defined spaces are synonymous with good places; containment and interest increase the perception of comfort. Spaces are the city's external rooms and as such to be successful they should provide a strong sense of comfort. Places are the result of adding meaning to spaces. Successful places are those which are inclusive, containing and regardless of their tenure have, high level of community ownership.

### Quality of edges:

Active edges inject life to a place, the more activity and exchanges along a place's edge, the more vibrant and liveable that place is. Active edges reinforce the sense of safety by the movement and casual surveillance this edge can generate. Extensive inactive edges such as long and impenetrable walls weaken the quality of that space, regardless of their visual attributes or treatments.

### Safety:

Safety and security are paramount issues for all users. The higher the level of variety of activities, the safer the places are perceived by users given the diverse times and users these activities need. Good places should provide safe environments which are built to relevant regulations and standards to minimize accidental injury.

### Public and Private Sides:

Well resolved and integrated interfaces of public and private spaces are critical for good legibility. In terms of urban design this principle is relevant as it helps in understanding the place, where the entries and exits are, where the back of house activities take place and therefore the "go" and "no go" zones for public, visitors, residents or local workers and the like.

### Community Enhancement:

Successful places are embraced by their communities. The sense of ownership and pride a community take and builds up in a place, derives from its input, participation and involvement in any given place development.

### Urban Green Spaces:

Good places integrate natural landscape features as a fundamental place-making component. Open green spaces are vital in promoting good healthy urban environments. Urban green spaces provide the opportunities for passive recreation, relaxation and breathing spaces throughout the city fabric.

### Sustainability and Environmental Sensitivity:

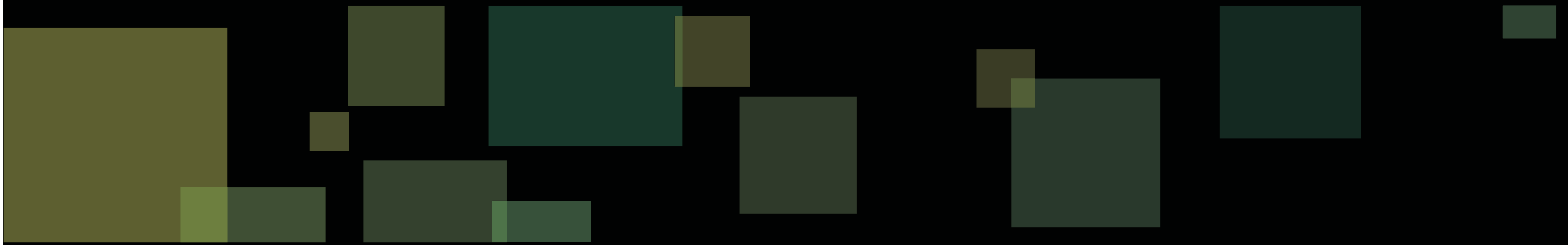
Good places are environmentally sensitive and responsible. Developments should acknowledge their environmental impacts and propose mitigation measures to not only preserve but to enhance existing environmental conditions.

### Human Needs:

The principle listed above covered the fundamentals of good place making. However a summary of what was addressed will highlight the high responsiveness of the proposal which in terms of urban design delivers:

- › Physical needs for movement, sitting, and shelter
- › Human scale, sense of enclosure and inclusiveness
- › A safe and secure environment at diverse times of the day and night
- › Good sense of orientation and way finding
- › Civic environment qualities and character
- › A whole sensorial experience that is not dominated by the visual
- › The perception of belonging and sense of community ownership
- › An aesthetically pleasing environment.

# 11.0 DEVELOPMENT DESIGN GUIDELINES



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## 11.1 DEVELOPMENT DESIGN GUIDELINES INTRODUCTION

A detailed urban design analysis has been undertaken of the Queanbeyan CBD which has identified a number of constraints as well as significant opportunities (both short and long term) to improve the appearance and functionality of the centre.

Analysis of the existing conditions, in addition to input received through the community consultation process, has assisted with the formation of a number of issues and design responses.

In addition, the existing Development Control Plan for the CBD (No.53) was extensively reviewed and tested with the aim of identifying any supplementary objectives, policies or controls required to achieve the stated vision and desired outcomes for the centre.

The DCP provisions are considered to be generally effective in achieving the desired outcomes and strategies identified in the previous section. No significant changes are considered warranted, rather suggested design principles and refinement of existing DCP controls, which are described in the following sections. They are submitted for consideration by Council only.

Also, each block has been analysed in terms of existing conditions, desired character and basic design principles. This analysis is contained in Appendix 5 – Volume 4.



## Key CBD Development Design Objectives

### Facilitating a Mixed Use Environment Through Design

Mixed use developments are an important element within a town centre location. The combination of commercial activity at the lower ground levels with residential above ensures street activation whilst facilitating the use of a centre outside traditional working hours.

They have the potential to stimulate areas which are currently devoid of any street level pedestrian activity.

Given the compact nature of the Queanbeyan CBD, such developments could logically occur throughout the centre however they should preferably be sited close to public transport (bus terminus) and recreational areas (Queanbeyan Park and Queens Park).

#### Key Design Objectives:

- › To accommodate the projected demand for retail, commercial and residential development within the town centre through mixed use building designs.
- › To promote continuous activity within the town centre, encouraging pedestrian movement and active uses at street level during the day and night.
- › To enhance public safety through increased pedestrian activity and passive surveillance of public spaces.
- › In the core areas of the CBD ensure lower ground levels of a multi-storey buildings incorporate retail or commercial activities and where possible these uses address the primary street frontage or public domain.
- › Building design should be flexible in allowing variable tenancies or uses at ground floor levels whilst maintaining amenity of upper residential uses.
- › Key areas designated for increased pedestrian priority such as Crawford Street and Collett Street should ensure an active street frontages through re-development.

### Built Form

Currently the CBD contains a diverse range of building forms, designs, styles and height many of which have a poor interrelationship with adjoining public spaces.

It is imperative that new development fronting the primary street network in Queanbeyan or located within the mid-block areas make a positive contribution to the public domain, improves the current appearance and function of the centre as well as promoting the desired CBD character.

## Key Design Objectives

- › To enhance the appearance of the town centre by providing high quality architectural features and façade articulation.
- › To ensure the centre maintains a human scale at the street level, whilst accommodating taller structures in key mid-block locations with minimal impact on adjoining buildings and/or uses.
- › To improve pedestrian amenity and linkages within the town centre by the provision of awnings, courtyard buildings and pedestrian links.
- › To emphasise important locations and intersections in the town centre by incorporating landmark corner buildings.

### Building Height & Density

Taller buildings within Queanbeyan have previously been the subject of investigation and design advice with the overriding aim of retaining the traditional 'Mainstreet' character but accommodating increased commercial and residential uses.

The Master Plan analysis concludes that the existing established height limits (25-30m) and FSR (3:1 for a 3 (a) zoned areas) should generally be retained in order to accommodate the envisaged demand for additional floor space but with a greater emphasis placed on achieving high quality architectural outcomes.

#### Key Design Objectives

- › Development within the CBD should generally maintain the appearance of a 2-3 storey building when viewed from street level.
- › To permit higher forms of development mainly in key mid-block locations in order to satisfy future floor space demands and to reflect the Regional role and function of the Queanbeyan CBD.
- › To ensure appropriate scale relationships between new development and adjoining land uses particularly low density residential development on the CBD periphery in addition to key heritage buildings.
- › To provide higher building elements in selected locations to create landmarks, add interest to the skyline, orient the visitor and to delineate important intersections or street corners.

### Building Setbacks

Along most streets within the retail core of the Queanbeyan CBD, buildings are located up to the street alignment. That is, there is no setback from the property boundary. Toward the outer areas of the CBD, setbacks become inconsistent which results in an incoherent built form and poor legibility for the pedestrian.

The aim should be to achieve a consistent approach to setbacks for particular precincts within the CBD. Building setbacks assist in defining the public and private interface, create the proportions of a street and can enhance streetscape character as well as pedestrian amenity.

Side and rear building setbacks also allow for solar access, ventilation, privacy (both acoustic and visual), view sharing, and reduce wind effects.

#### Key Design Objectives

- › To provide a clear and consistent hierarchy of street edges within the CBD.
- › To create a clear transition between public and private spaces.
- › To ensure that buildings are suitably set back to maximise street level interaction and minimise the impact of town centre development on significant heritage buildings or where it adjoins established residential areas.
- › To provide an appropriate level of visual and acoustic privacy between adjoining developments and the street, and to ensure adequate solar access, ventilation, and wind mitigation for building occupants.
- › At street level within core retail and commercial areas of the CBD buildings should generally be built up to the street alignment in order to reinforce the commercial function of these areas and to improve pedestrian amenity and activity at street level. Consideration could be given to greater setbacks but only where a distinct public open space area (urban square) needs to be created or the footpath widened.
- › Upper levels should be setback to maintain the desired streetscape character, provide relief in the built form and maximise solar access opportunities.
- › Within the peripheral areas that are residential or are less intensive in use and activity, buildings should be setback in order to achieve a consistency in the built form – spatial relationships current within these areas, as well as providing a logical transition between the core CBD functions and surrounding low density residential areas.

### Character & Cultural Heritage

There are many buildings of heritage significance within the CBD which make a valuable contribution to the appearance, character and cultural understanding of the centre. These are identified in Section 5.4 of Volume 1 of this report. Other urban elements which contribute to the overall character include streetscapes, tree plantings, monuments, parks, recreation facilities, and the Queanbeyan River.

Any new development or works within the private or public domain should ensure these elements are protected, promoted and celebrated via the design process.

- › To protect and promote the centre's heritage including important sites, spaces, trees, buildings and monuments.
- › To revitalise and enhance heritage sites and buildings throughout the CBD via suitable adaptive reuses and by providing an appropriate physical setting.
- › To ensure that new development within the CBD is sympathetic to remnant heritage building in terms of siting, bulk, scale, form and detailed design.
- › To ensure that the cultural history of the township and wider Queanbeyan area is interpreted via landscape elements and signage.

### Access & Movement

The compact nature of the CBD combined with the traditional grid street layout results in a relatively accessible and navigable centre. However the urban design analysis has identified a number of areas where pedestrian mobility as well as private vehicle movements could be improved:

#### Key Design Objectives

Permeability:

- › Improve access within the CBD by the provision of strategically placed mid-block site links.
- › To ensure any through site linkages have active frontages wherever possible.
- › To 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. For example views to distant mountain ranges historic buildings, landmarks and public open space.
- › 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.

- › Ensure equity of access for all users and visitors to the centre including the disabled and mobility impaired.

Vehicles:

- › Reduce potential for vehicular pedestrian conflict by removing vehicular entry points from main street frontages wherever practicable.
- › Allow for a reasonable level of on site parking in the city to cater for all development types.
- › Minimise the visual impact of on site parking.
- › Encourage on street parking to activate street frontages and contribute to the economic viability of the CBD.
- › Enhance existing lanes as opportunities for effective pedestrian connections. Active uses should be located either along laneways or at either end with clear sight lines throughout.

Parking:

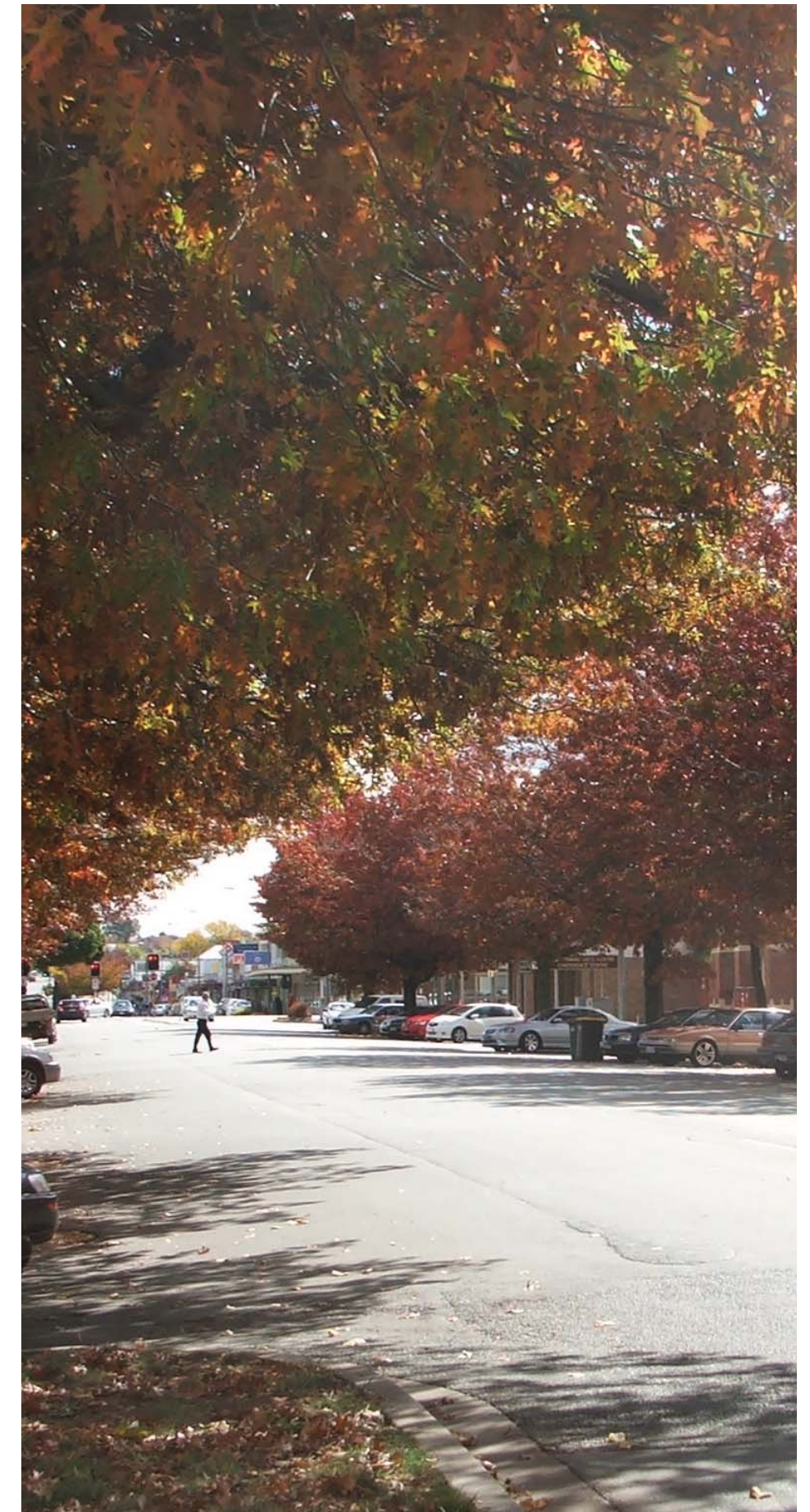
- › Promote and enhance direction and entry points to the existing mid-block public car parks
- › Plan for an appropriate level of supply for both short and long stay parking within the CBD through a detailed investigation.
- › Ensure a component of short stay parking is retained along key main street 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.

### Streetscape & Public Domain

The Central Business District of Queanbeyan has developed within a grid network of streets. Despite their ordered nature each of the streets varies in scale, function and therefore importance.

Each street within the centre has a distinctive character defined by its width, length, traffic activity, the built form, landscape elements, and particular uses along it.

Streets form the framework for the majority of the public domain within the centre, providing access to private and public buildings and linking the town to surrounding areas, open space and places of activity such as Riverside Plaza, Performing Arts Centre, Queanbeyan River, Bus Terminus, or Queanbeyan Park.



There is currently a lack of visual cohesion and unity within the streetscape in terms of buildings, signage, and landscape elements such as paving and vegetation.

Well designed streets can:

- › create a higher level of amenity for the pedestrian via a direct, attractive and safe network linking activity nodes and important spaces,
- › create a memorable experience for visitors and sense of civic pride and ownership by the local community,
- › enhance the legibility of movement networks to better define the street hierarchy within the CBD, and
- › unify the centre through the consistent application of urban design principles and streetscape enhancement strategies.

### Key Design Objectives

Streets:

- › To provide a range of retail and commercial uses to engage and activate the street level and which contribute to the economic viability of the centre.
- › To ensure a legible network of streets are created within the CBD.
- › The built form and landscape design should respond to the desired function and character for each street.

Awnings:

- › To provide weather protection for pedestrians throughout the CBD and between major activity nodes.
- › To retain and enhance existing awnings along the traditional Mainstreets of Monaro and Crawford Streets, whilst encouraging the incorporation of new awnings through re-development.

Safety:

- › The creation of active frontages to streets and public spaces should be a design priority.
- › Reduce opportunities for crime through the provision of natural and technical surveillance.
- › Ensure streets and important public spaces have relatively high levels of pedestrian activity during the day and night.
- › Apply the NSW Police Service 'Safer by Design' (crime prevention through environmental design) principles and requirements via private re-development and civic enhancement.

Building Exteriors:

- › Building setbacks and heights contribute to a sense of enclosure and pedestrian scale of streets.
- › To maximise building openings and minimise blank walls fronting the street.
- › Building facades fronting a primary street should make a positive contribution to the streetscape and public domain via high quality architecture, materials and finishes.
- › Building design should clearly and carefully define the street network, corners and public spaces.
- › Provide a richness of detail and architectural interest particularly at visually prominent locations such as corners, opposite active spaces, lower pedestrian levels and roof tops.

Views and Vistas:

- › Views to distant landmarks, natural features or surrounding topographical features should be retained and enhanced in the CBD. Examples include Queens Bridge, Queanbeyan River and surrounding mountain ranges.
- › New development adjacent to environmentally pleasing locations such as the river should ensure an appropriate architectural response.
- › Vistas along the main streets of Monaro and Crawford should be protected and enhanced for visual reasons and to improve visibility of the centre.

Signage:

- › Ensure signage is rationalised wherever possible within the CBD to avoid visual clutter particularly at important nodes or gateway entry's.
- › Signage can be used in particular Mainstreet locations to enhance the character and appeal of the centre.
- › Signs and advertising should be designed to complement the architectural style and use of a building.
- › Guidelines should be prepared to control the location, extent, size and design of signage within the CBD.

Corner Buildings:

Corner sites are important both in terms of "way finding" and "place making" where buildings can be used to promote a strong and legible character to a Town Centre. They provide scope to signify entry and a sense of arrival into a centre environment for both vehicles and pedestrians, orientating the visitor and highlighting the importance of the intersection within the local road hierarchy. The design quality of a building at a highly

visible location can also strongly influence people's perception of a place.

Prominent corner sites at gateway (refer to Section 8.0) locations provide the opportunity for a high quality, 'landmark' building to:

- › Clearly define the entry point or 'gateway' into the CBD,
- › Signify a change in the road environment, and
- › Provide an appropriate transition between the surrounding residential areas and the town centre (existing and planned).

### Sustainable Design & Management

Sustainability relates to many aspects of town centre development and management including energy efficiency, on-going economic viability, improved pedestrian and public access, water use, conservation of important buildings and landscapes, and waste management.

### Key Objectives

- › Ensure important buildings of heritage value are retained and sensitively adapted for modern uses.
- › Business re-investment opportunities and strategies shall to be developed and actively pursued for the CBD in order to maintain the viability of the centre and its current regional commercial centre status.
- › Existing parks and public spaces should be re-designed and activated for an expanded range of civic and other cultural events.
- › Public transport access to the centre, as well as pedestrian movement throughout the CBD should be enhanced.
- › Existing mature vegetation including important tree plantings should be retained and enhanced.
- › The remediation and on-going health of the Queanbeyan River should be a priority if it is to become a focus for pedestrian activity and recreation.
- › The CBD's micro-climatic conditions are improved through landscaping and mature tree plantings.
- › New buildings should utilise wherever possible non-reflective colours and finishes.
- › Priority of new building design and on-going management should be to:
  - › reduce the needs for mechanical heating/cooling,
  - › minimise potable water use and maximise wastewater re-cycling,
  - › minimise greenhouse gas emissions by excessive electricity / energy use.

- › harvest rainwater and urban stormwater for re-use,
- › minimise waste generation and disposal,
- › to avoid generation of waste through design, material selection and building practices, and
- › be climatically responsive. (To occur through BASIX or Australian Greenhouse Ratings certification systems)

#### **Design Guideline Controls**

The following section includes the suggested additions and refinements to existing DCP controls for consideration by Council. Reference should be made to the existing DCP No.53 - (Queanbeyan CBD).



## 11.2 SITE DESIGN & SENSE OF PLACE

### Objective:

To create a distinct identity specific to Queanbeyan.

To create an urban landscape that is enjoyable, legible, and comfortable for residents and visitors alike.

### Requirements & Expectations:

- › Buildings are appropriately designed to respond to their site and surroundings.
- › New development contributes to the creation of a civic precinct centred around the Council administrative functions in Crawford Street and the Performing Arts Centre.
- › 'Gateway' development is provided at nominated locations at the entry points to Queanbeyan from the north, east, and west.
- › Landmark development is encouraged at key or prominent locations, including south-east corner of Lowe and Monaro Streets; north-west corner of Morisset and Collett Streets; Collett Street frontage to Rutledge Street Car Park.
- › Vehicular routes, movements, and speeds (especially heavy vehicles) are managed to support high pedestrian amenity, particularly on Crawford, Monaro, and Morisset Streets.
- › The longevity and activity of Queanbeyan is encouraged through support for redevelopment of currently under-utilised sites such as public car parks.
- › New development contributes to upgrades and updating of existing civic spaces.
- › Collett St, Crawford St (between Morisset and Monaro) in addition to Monaro St become a key focus of town activity.



Flexible urban spaces encourage activity, safety and investment



Landmark of gateway entry, corner building example



Creation of a civic precinct centred around the Performing Arts Centre

## 11.3 ARCHITECTURAL CHARACTER

Retain Section 50.0 of the DCP. In addition:

### Objective:

Buildings contribute to the existing character and identity of Queanbeyan, through maintenance of heritage, the 'country town' feel, and compact form.

An interesting and complementary roofscape and skyline is achieved, when viewed from the street and nearby buildings.

### Requirements & Expectations:

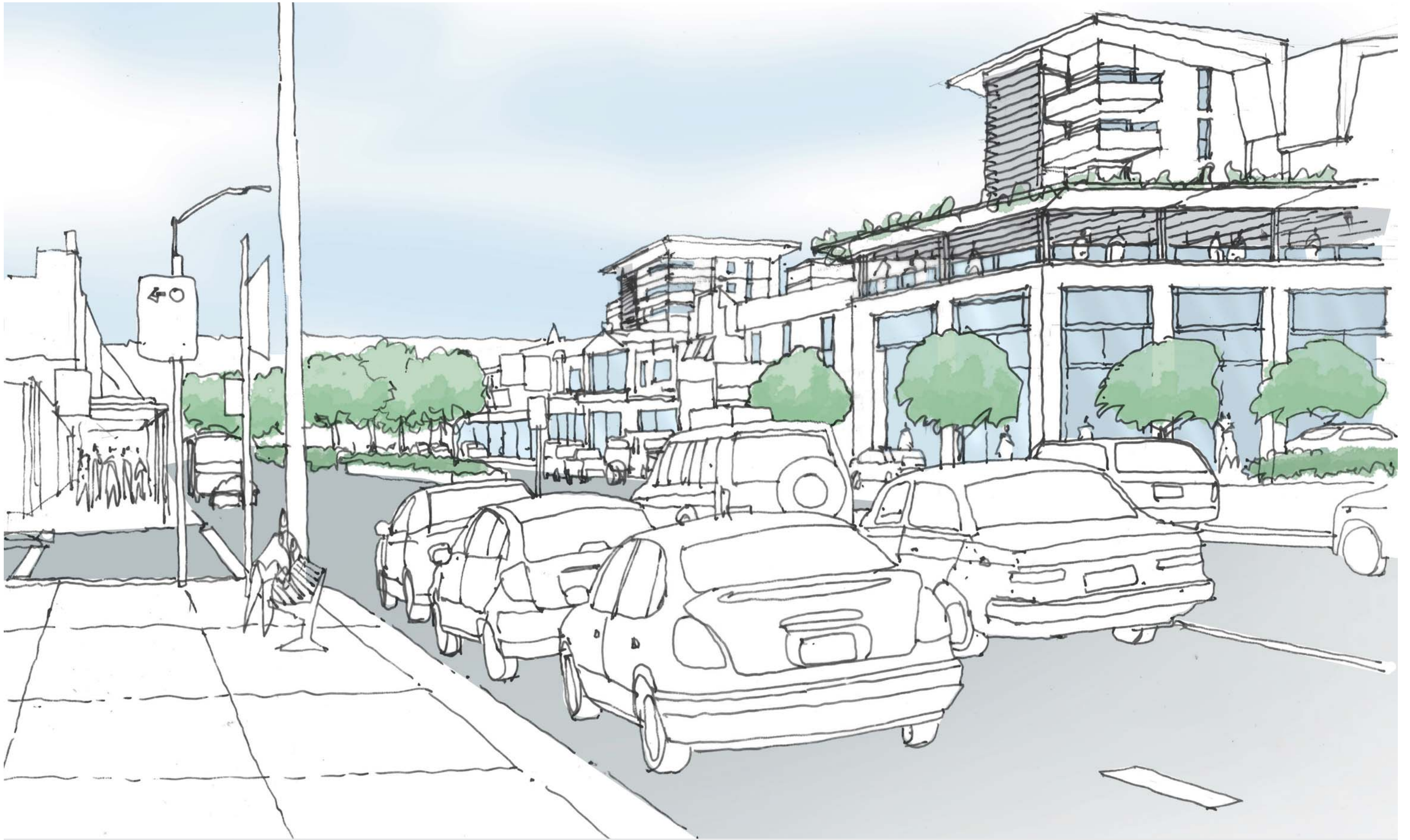
- › New or infill development is modern and contemporary, but respects and reflects the established streetscape and built form, matching the prevailing scale, colours, materials, and proportions of these buildings.
- › Visual interest is provided through articulation of the façade. Such architectural treatment may be provided through stepping built form, emphasised entries, separation of the façade into separate sections by means of columns, windows and other vertical elements, or other similar architectural treatments.
- › Horizontal elements are incorporated into the design of each level to give a sense of legible scale to the building.
- › Openings such as windows are recessed rather than being on the same plane as the main façade. This provides depth and shadowing that adds to visual interest.
- › Roofs are an integral part of the building design and do not appear as an 'ad hoc' addition to the overall façade. Visual interest and variation through architectural articulation is provided to parapets or rooftops and may include sloping roofs. Flat roofs or parapets will not achieve visual interest and are not acceptable.
- › Materials, texture, vertical and horizontal elements, and colour are also used to complement the articulated façade.

- › Plant equipment or other rooftop necessities are disguised within the rooftop structure and /or are not visible from the street.
- › Rooftop treatments are encouraged where they are visible from nearby buildings. Such treatments may include gravel artwork and designs or green roofs.
- › Adaptive reuse of existing buildings is encouraged.
- › Building mass and bulk is appropriate to its context, or achieves an overriding objective specifically identified for that site or precinct.
- › Blank walls of greater than 10m or 30% of the site frontage, whichever is the lesser, are not acceptable in retail streets.
- › Unsightly streetscape elements such as garage doors and other service infrastructure should generally not be visible from the street/footpath.





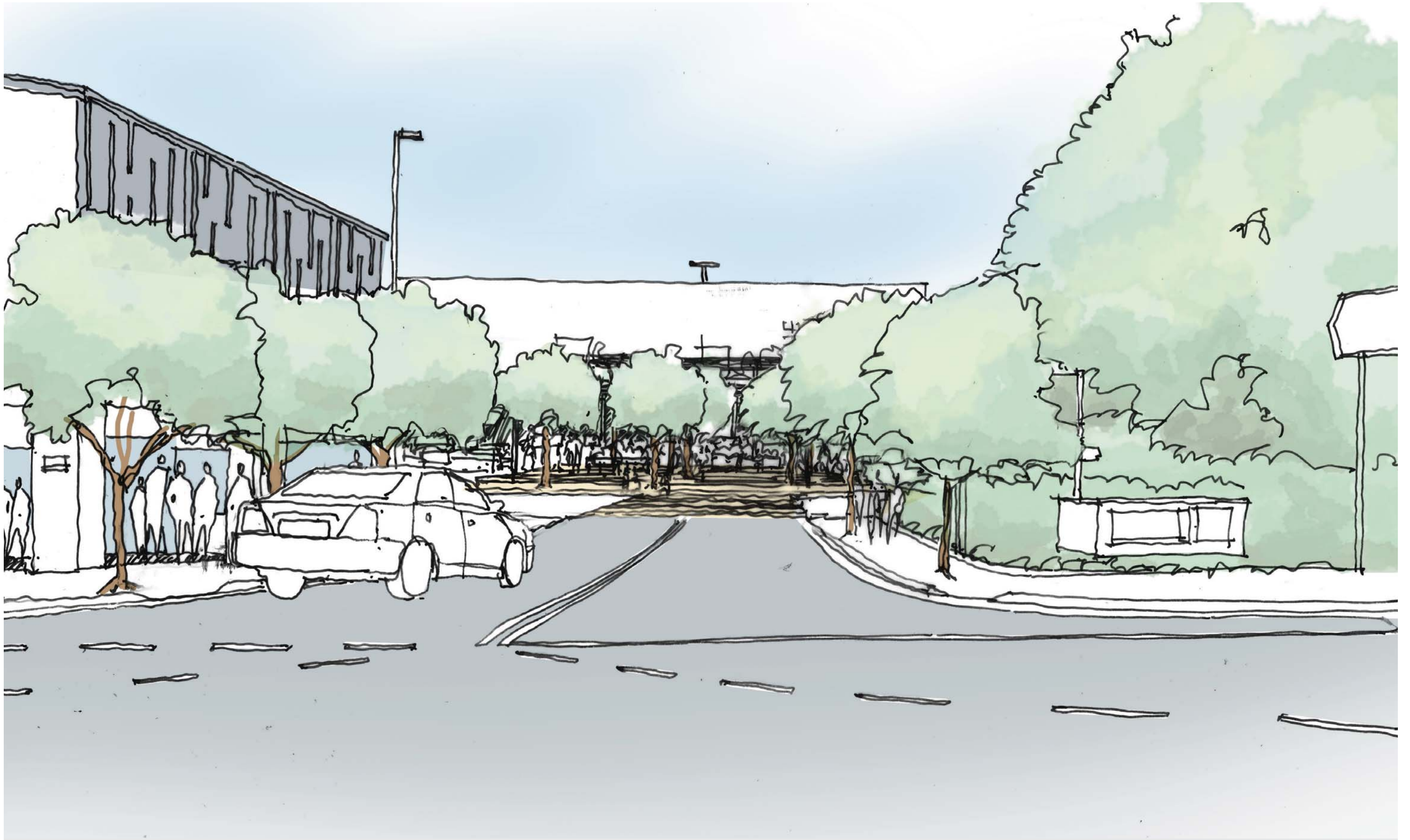
Artists Impression of Possible Development Scenario - Collett Street



Artists Impression of Possible Development Scenario - Intersection of Monaro & Lowe Streets



Artists Impression of Possible Development Scenario - Intersection of Morrisett & Crawford Streets



Artists Impression of Civic Improvements at Lowe Street car park.



Artists Impression of Possible Development Scenario - Intersection of Crawford & Monaro Streets

## 11.4 BUILDING ALIGNMENT & SETBACKS

Retain Section 44.0 of the DCP. In addition:

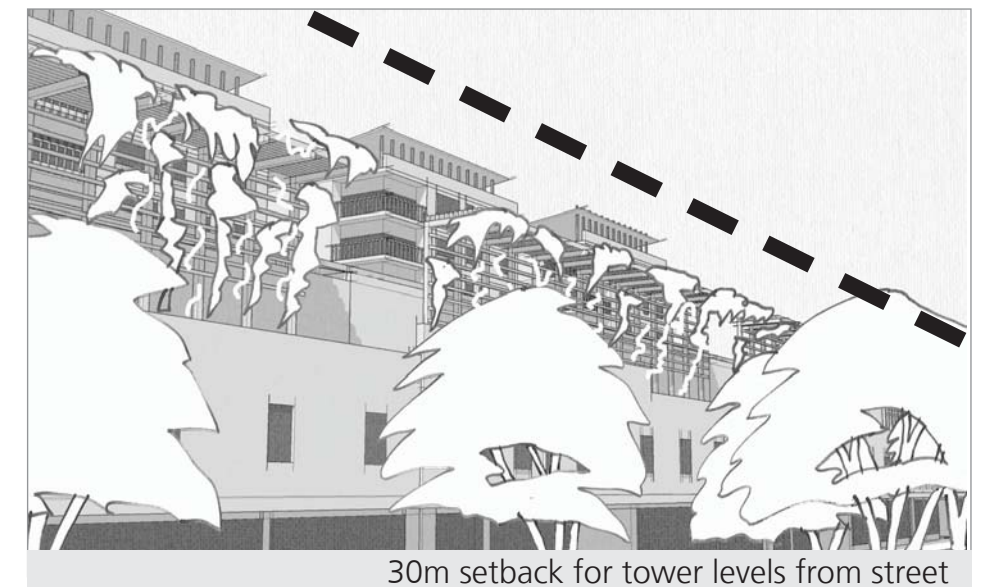
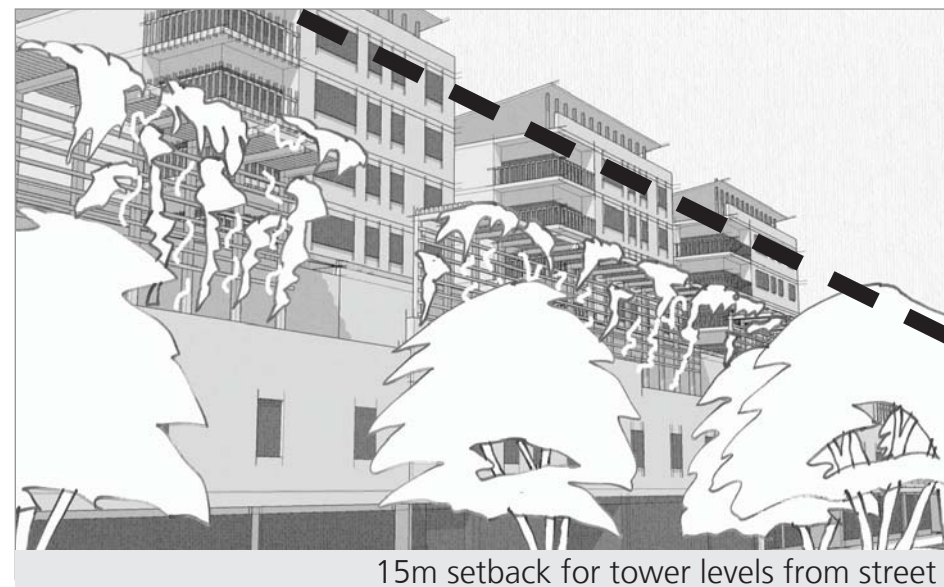
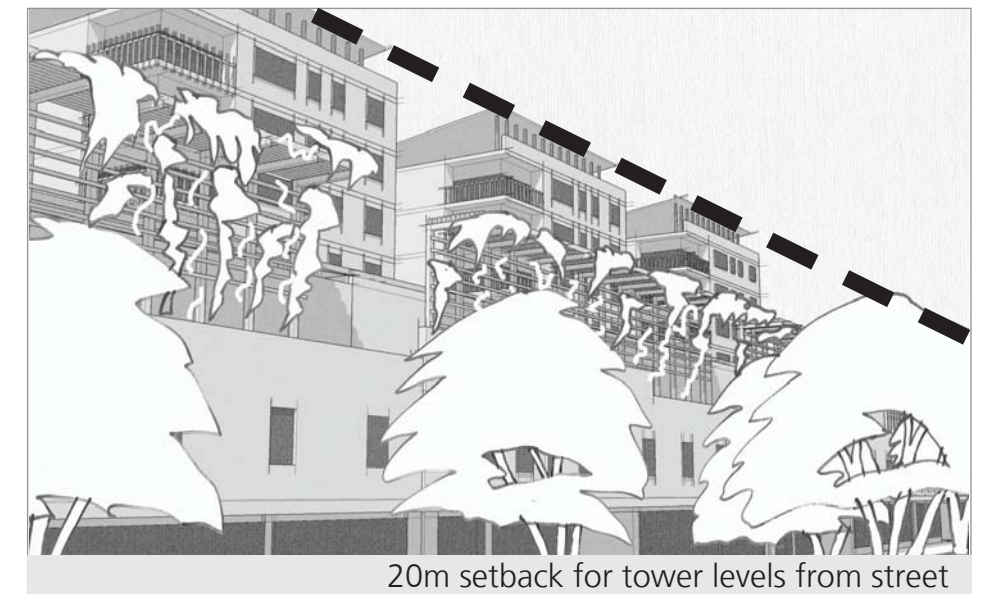
### Objective:

Buildings are designed to also provide a sense of scale comfortable to pedestrians, with higher development located so as to not be visually dominant while having an inherent legibility and contributing to people's understanding of Queanbeyan.

Buildings do not overshadow civic spaces or residential development for long periods of time, or intrude upon residential privacy.

### Requirements & Expectations:

- › Development is compact and maximises the opportunities of the site, so as to minimise any need to unnecessarily project beyond the site or CBD boundaries.
- › The public domain is defined by strong building lines that frame the street. A continuous and cohesive building façade is provided along all nominated road frontages, with buildings aligned on the front boundary. (Map required to show all streets except Rutledge, Lowe, Antill, Carinya, and Morisset Streets)
- › The appearance of low-scale, traditional country town mainstreet is maintained by setting back levels above 3 storeys so that the skyline is perceivable by a pedestrian. As a guide, any 8 storey towers are setback a minimum of 20m (refer to setback provisions). Applicants provide an analysis of views by pedestrians from the opposite side of the street at a direct and an oblique angle to the site to justify tower setbacks from the street frontage / front property boundary (refer example).
- › Buildings are generally built to the front boundary for the podium level to 3 storeys, except where providing visual interest and variation in the façade, providing civic spaces on corners, or providing for corner truncations. Development adjacent to or overlooking civic spaces such as the River has a minimum setback of 6m to limit overshadowing.
- › At ground level, buildings are generally built-to-boundary at side boundaries to provide a compact and urban frame to the street without gaps in the alignment. Where buildings (generally residential buildings) are not built to the side and front boundaries, these setbacks are used for deep planting and landscaping.
- › Residences have high level of amenity, with privacy matters addressed within building design. Such measures may include screening, a minimum separation of 12m, offsetting/staggering of windows to provide oblique views only, or highest windows.
- › Rear boundary setbacks result from building design that takes account of cross-ventilation, privacy, and solar access, both to the development itself and to adjoining buildings.



*Note : Indicative built forms shown only.*

*Above: Analytical diagram of setbacks of buildings above podium - The dashed line represents the skyline created by an eight storey tower, the illustration compares the relative difference as towers are setback progressively from the boundary.*



## Building Setbacks Diagram

### Legend

Storeys 1 to 3 (generally built to predominant existing street alignment)

— Setback from front boundary (refer to DCP)

Storeys 4 and above

■ Setback from front of podium 6m, rear and side 9m

■ Setback from front of podium 4m, rear and side 6m

■ Setback from front of podium 15m, rear and side 6m

■ Setback from front of podium 20m, rear and side 6m

Note: The shaded areas do not represent the actual setback distance, rather the general areas where the setback controls apply



## 11.5 BALCONIES

Retain Section 43.0 of the DCP.

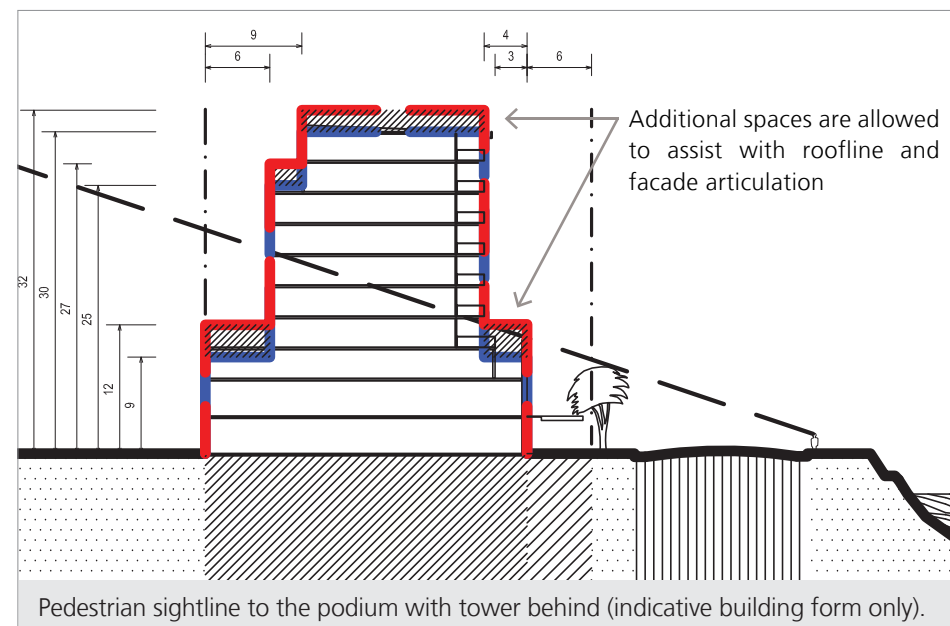
## 11.6 HEIGHT, MASS, SCALE

### Objective:

To maintain the 'country town' feel of Queanbeyan, buildings along main street locations should retain a human scale (2-3 storeys, with taller buildings well set back).

### Requirements & Expectations:

- › Ground and first floor levels (floor to ceiling) have a minimum height of 3.3m for potential future changes in use. All other levels have minimum floor to ceiling heights of 2.7m.
- › Building height does not exceed 30m above ground level or 10 storeys, whichever is the lesser, with the exception of Monaro, Crawford, and Rutledge Streets, where a maximum height of 25m or 8 storeys applies. An additional 2m in height above the permitted maximum will be considered, but only for roof line articulation purposes.
- › Buildings in the CBD maintain a visual perception of 3 storey development along the street front, with defined podiums no higher than 12m (allowing for additional roofline articulation).
- › Transitional heights area provided, particularly near to major public spaces, heritage buildings, and residential areas adjacent to the CBD, so new development does not dominate these areas.



## 11.7 FLOORSPACE & FOOTPRINTS

Retain section 45.0 and 46.0 of the DCP.

## 11.8 ROBUST BUILDING DESIGN

### Objective:

To encourage a variety of retail, commercial, community, and residential uses that add to the vitality and long-term viability of Queanbeyan.

### Requirements & Expectations:

- › Buildings are suited to their purpose, but are designed so as to accommodate a variety of different uses over time, particularly at ground and first levels.
- › Adaptive re-use of buildings is encouraged.
- › A proportion of residential dwellings have layout and access that adapts to changing needs of residents over time.

## 11.9 CORNER SITES

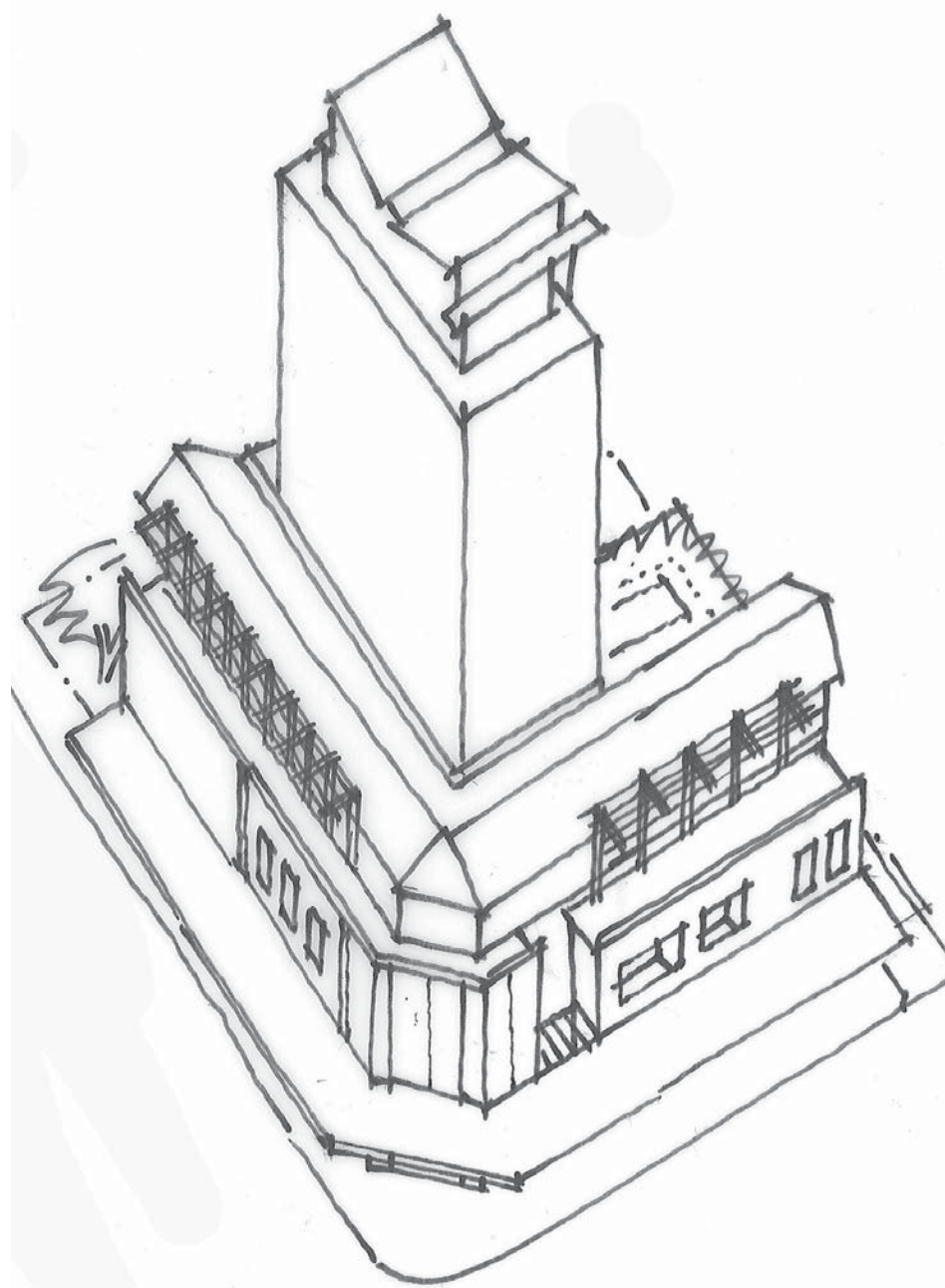
Retain section 26.0 of the DCP. In addition:

### Objective:

Corner sites are particularly important to the CBD as they often have the potential to define entry points and should therefore address the corner and be well articulated and constructed of high quality materials.

### Requirements & Expectations:

- › Architectural features emphasise the corner, and building height may be increased up to an additional 4m at the discretion of Council.
- › The building is built to boundary but also provides a truncation or 'cut-off' (generally at a 45 degree angle) at pedestrian or ground level to ensure safe and comfortable movement and sight lines.
- › Buildings address both frontages with entries and active frontages, or a single main entry is provided at the corner.



Indicative corner site with 3 storey podium and tower demonstrating articulation.



Rounded corner of residential building with balcony

## 11.10 LIGHTWEIGHT ELEMENTS (AWNINGS, VERANDAHS)

Retain section 26.0 of the DCP. In addition:

### Objective:

Pedestrian comfort, streetscape continuity, and legibility is provided by awnings.

### Requirements and Expectations:

- › Awnings (or overhangs or verandahs) are provided to shape the pedestrian space on the street.
- › Awnings are consistent in height to adjoining existing awnings, and of a complementary design, colour, or material.
- › As an indicative standard, where no awning line has yet been established, awnings should be a minimum of 3.3m above ground level (consistent with minimum ground floor height) and minimum setback of 600mm from the curbline.
- › Two storey verandahs are appropriate where suitable to the proposed building use and location.
- › Posts used to support the lightweight elements are not dominant, and may consist of profiled metal or timber. Other materials may be acceptable where they appear as lightweight features within the overall streetscape.
- › The second storey balcony / verandah may not be permanently or fully enclosed, except by temporary and transparent materials if required for weather protection.



Two storey balcony



Consistent and continuous awning frames pedestrian area



Metal awning posts echo line and colour of heritage church

## 11.11 MIXED USE DEVELOPMENT

### Objectives

- › Mixed use development is encouraged, particularly adjacent to or overlooking public spaces so as to provide 24/7 activity, surveillance, and perceived safety.
- › Residential development is generally located to take advantage of high amenity spaces, such as the River, Park, or other civic spaces.
- › In mixed use development, a separate entry is provided for residential uses.
- › Residents have a high level of comfort and appropriate amenity.
- › All developments must provide a designated secure storage space for each unit.
- › Residential buildings provide a mix of dwelling types and sizes



## 11.12 ACTIVE STREET FRONTAGE

Retain section 27.0 of the DCP. In addition:

### Objective:

Active street frontage are encouraged through pedestrian activity and movement promoted by non-residential ground floor uses such as shops, cafes, and recreation.

### Requirements & Expectations:

- › Pedestrian comfort is provided through safe, well-lit, and sheltered street frontages.
- › The interface between the street and the internal spaces of buildings are blurred through windows, displays, entries, public artworks and similar features. Buildings have minimal expanses of frontage that are not activated, and directly address the street front.
- › Where car parking is proposed at ground level for new development, it is located behind active uses such as shops, or is disguised by means of screens, landscaping, artwork, or architectural articulation.
- › Vehicular entrances are minimised and promote pedestrian safety and awareness.
- › Residential buildings with minimal ground floor activity have a number of pedestrian entries, preferably to individual ground floor residences, or encourage casual surveillance through semi-transparent fencing and landscaping, or carefully located windows.

## 11.13 COLOURS & MATERIALS

Retain section 28.0 of the DCP. In addition:

- › Detailing is of fine grain, especially at pedestrian level, and echo historical colours and subdivision patterns.
- › Buildings are of high architectural quality, with durable and easy-to-maintain materials and finishes.
- › Highly reflective materials are not encouraged above ground level.



## 11.14 PRIVATE OPEN SPACE

Retain section 29.0 of the DCP. In addition:

## 11.15 OPEN SPACE & CIVIC SPACES

Requirements and Expectations:

- › Opportunities for passive and active recreation are provided.
- › Civic areas are designed at selected intervals throughout the city, and are connected by clear links.
- › A Town Square or equivalent space is proposed by the Master Plan along Crawford Street, immediately south of its intersection with Monaro Street. Where this is achieved, recognition of contribution to the public purposes may be provided in benefits at the discretion of Council, and may be relaxations to contributions or design provisions as long as the overall and overriding urban design outcomes (such as 'country town' character) are achieved or not compromised.
- › Public open space areas are designed to encourage events such as markets, sports, cultural fairs, or community gatherings.
- › Overshadowing of open space areas is minimised, particularly private open space for residential premises.
- › Rooftop areas may be utilised for recreation and open space for employees or residents, but must not be of a form that constitutes GFA or habitable space. Rooftop structures are unenclosed and lightweight in form, and are not visible from the street.



Queanbeyan Park

## 11.16 STREETScape & FRONTAGE WORKS

Retain Section 39.0 of the DCP. In addition:

- › Street tree planting is provided and not impeded by any structure such as awnings.
- › A coherent streetscape is provided to Monaro and Crawford Street, with common and complementary landscaping, signage, and colours and materials (private domain only).
- › Significant tree plantings and boulevards are maintained and protected from new development.
- › Streets are designed to be safe, with minimal obstacles unless for safety purposes.



Streetscape works

## 11.17 SIGNAGE

Retain Section 30.0 of the DCP. In addition:

- › Signage should be designed into the overall building, and be complementary to the architectural features, design lines, and style of the building.
- › Fascia signs or under-awning signs are preferred.
- › Signage is discreet, does not dominate a building, and does not create an over-crowded visual experience.
- › Signage relates directly to uses within the building or nearby buildings.
- › Flashing neon signs, billboards, and above-awning signs are not considered compatible with the character of Queanbeyan CBD and should be avoided.



Awning & fascia signage examples

## 11.18 RESPECT FOR HERITAGE

Retain section 31.0 of the DCP. In addition:

### Objective:

The heritage of Queanbeyan is celebrated and recognised.

### Requirements & Expectations:

- › Heritage buildings are retained and protected, along with viewlines to and from the site.
- › New development respects the scale and architectural themes of nearby or adjacent heritage buildings, while still being modern and contemporary.
- › The traditional grid pattern of Queanbeyan streets is maintained in the urban pattern and are maintained for connectivity, whether vehicular, pedestrian, or combined.
- › Views to Queens Bridge are maintained or are facilitated wherever possible. The bridge is an important historical landmark forming the eastern gateway into the CBD.
- › Local monuments and statues are retained in locations that maximise their relevance to the public (whether resident or visitor), and new development does not adversely affect their significance, whether by impeding views, causing overshadowing, or other amenity impacts such as increased noise.





## 11.19 CONNECTIVITY

Retain section 32.0 of the DCP. In addition:

- › Pedestrian amenity and comfort is provided by continuous all weather cover in the form of awnings or similar.
- › Boulevard planting encourages pedestrian movement towards and along the River.
- › Desirable, direct, mid-block connections are provided to achieve permeability and 24 hour public access between key landmarks and civic spaces or buildings within Queanbeyan, including the Performing Arts Centre, the Showgrounds, the River, and Queanbeyan Park.
- › New mid-block connections are particularly encouraged east-west between Lowe and Collett Streets.
- › New mid-block connections have a minimum width of 3m, have active frontages, and are designed for safe and secure usage.
- › All existing connections and pathways through sites are maintained or replaced.

## 11.20 EQUITABLE ACCESS, SAFETY & SECURITY

Retain sections 33.0 and 52.0 of the Development Control Plan. In addition:

- › Create and maintain an active streetscape, with strategic choice and location of land uses.
- › Ensure that ownership of different spaces is clear and unambiguous, whether public or private (including change in levels, as long as equitable access is maintained).
- › Building design specifically considers CPTED (Crime Prevention Through Environmental Design) principles, to ensure that residents and visitors feel safe and secure.
- › Pedestrian routes are direct with clear lines of sight, and well-lit.
- › Signage clearly indicates the location of key destinations, including the Performing Arts Centre, the bus interchange, the River, and the Showgrounds to ensure that people do not become disorientated or lost.

## 11.21 BUILDINGS NEAR PUBLIC PLACES

Retain section 34.0 of the DCP. In addition:

- › Buildings and open spaces are designed to face or have views to the Queanbeyan River, Queanbeyan Park, or distant mountain ranges, where achievable. In particular, development on Collett and Morisset Street maximises its relationship to the River.
- › Buildings adjoining or facing public open space are stepped in height to transition between the land uses.
- › Sunlight access to public spaces is protected and enhanced.

## 11.22 HAZARDS

Retain Section 37.0 of the DCP.

## 11.23 SOLAR ACCESS & OVERSHADOWING

Retain section 35.0 of the DCP.

However, eliminate conflict between the requirement for awnings over pedestrian areas, and the clause requiring minimal or no overshadowing of pedestrian areas. Replace with a requirement not to overshadow public or civic spaces such as parks or squares within the deemed appropriate time on 21 June.



Laneway with mid-block connection



Landscape defines public space and semi-public cafe space

## 11.24 PARKING & ACCESS

Retain Sections 36.0 & 49.0 of the DCP. In addition:

- › Sufficient car parking is provided to meet the needs of the development, but its visual appearance is minimised or disguised.
- › Car parking for new uses is located directly adjacent to the use or a direct, safe, and sheltered connection is provided.
- › Public car parks will be supported where suitable urban design outcomes are achieved (refer to Streetscape Requirements & Expectations).
- › Visitor parking is clearly identifiable and signed.
- › Car parking entries are minimised and do not dominate the frontage. Where possible, access to car parks is provided from less pedestrian-trafficked streets, although pedestrian access is still provided from main thoroughfares.
- › Above ground car parking is disguised by a number of means including landscaping.
- › Servicing and loading areas are provided in discreet locations, and are screened from the street, public spaces, and residential dwellings.
- › Pedestrian access and safety is prioritised along the main retail streets of Monaro and Crawford Streets.
- › Loading bay facilities are provided onsite for all new development.
- › Bicycle facilities are provided, including storage secure areas, bike racks, lockers, and showers. Storage is provided at the rate of 1 secure bicycle storage facility per 2 residential units; and 1 bike space per 10 car spaces for all other uses
- › Vehicles can enter and leave the site in forward motion, requiring no more than 1 turn into the site, and 2 maneuvering turns to leave the site.

## 11.25 STORMWATER

Retain Section 38.0 of the DCP. In addition:

- › Stormwater is collected and treated for non-potable uses such as irrigation.
- › Grades are designed to encourage rainwater to drain towards filter areas or landscaping beds.
- › Onsite detention is provided, preferably in the form of rainwater tanks.

## 11.26 WASTE MANAGEMENT

Retain Section 40.0 of the DCP. In addition:

- › Waste storage is discreetly located and screened. Where appropriate, all uses in a building have combined waste storage facilities rather than separate bins.
- › New development on larger sites must allow for onsite waste collection and maneuvering.



## 11.27 SUSTAINABILITY & RESOURCE EFFICIENCY

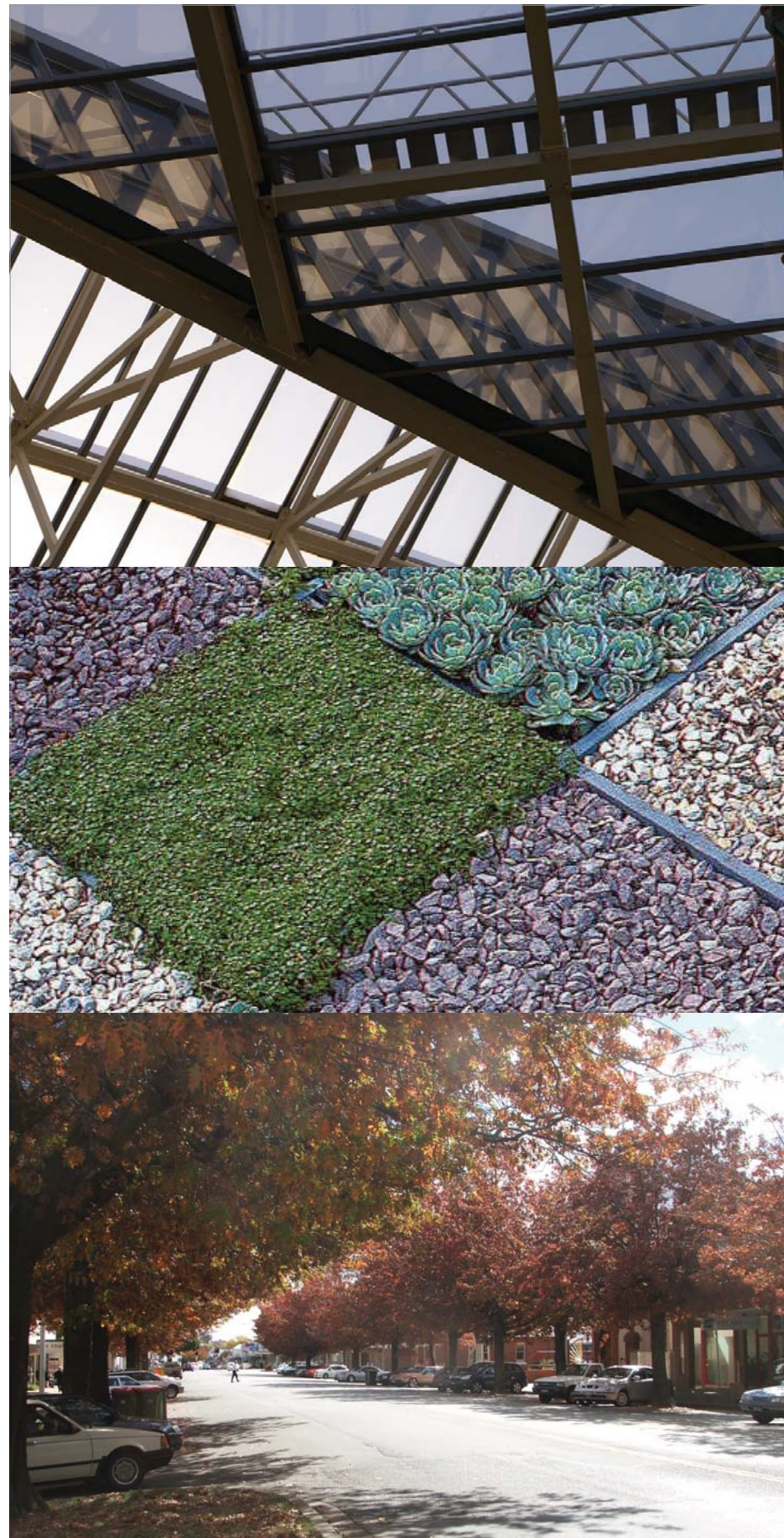
Retain section 53.0 of the DCP. In addition:

- › Buildings incorporate best practice sustainable design in terms of solar access, ventilation, and energy efficiency by minimising need for artificial means of heating, cooling, and lighting. This may include cross ventilation, thermal chimney, stack effect ventilation, light wells, thermal mass for warming, and atriums.
- › Reasonable solar access is maintained to private open space, external drying areas, and the majority of living spaces in the dwelling. Shading from peak western sun is encouraged.
- › The development takes advantage of the specific microclimate of the site.
- › Water-sensitive urban design is encouraged.
- › Podium planting and green walls or roofs are encouraged.

## 11.28 ACOUSTIC AMENITY

Retain Section 47.0 of the DCP. In addition:

- › Building design mitigates acoustic issues where possible through strategic location of non-habitable spaces, unless habitable rooms are desirable in that location due to overriding considerations such as casual surveillance, amenity, views and outlook.
- › Where building design cannot mitigate acoustic impacts, soundproofing is provided in accordance with the Building Code of Australia, and may include double glazing and insulation.
- › New residential development does not have a reverse amenity effect upon existing non-residential uses. For example, new residential development should not occur nearby to existing high noise-generating uses unless sufficient evidence is provided to demonstrate that the new residential building can sufficiently mitigate noise impacts.
- › New non-residential uses with longer operating hours (i.e. café or restaurant) establishing near residential development incorporates acoustic measures to ensure no adverse impact upon residential amenity. An acoustic report is provided to document and prove this mitigation.



## 11.29 LANDSCAPING

Retain Section 48.0 of the DCP. In addition:

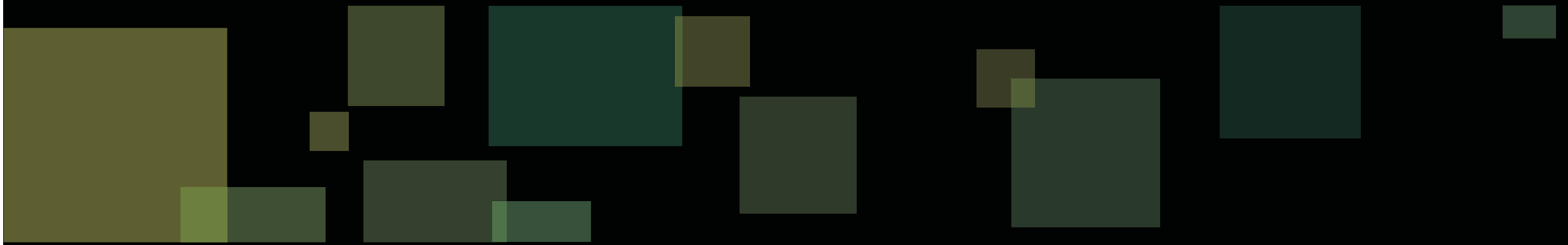
- › Opportunities for deep planting are provided onsite where screening car parking, or street trees and their deep planting zones are protected through development.
- › Planting is used to create favourable microclimate conditions to reduce required energy use through heating or cooling.
- › Selective use of vegetation to provide screening for privacy purposes, to mitigate and soften hardscape areas, or to provide desirable shade.
- › Existing mature trees and their canopies are protected.

## 11.30 AMALGAMATION & STAGING OF DEVELOPMENT

Retain Section 42.2 of the DCP. In addition:

- › Development does not leave isolated sites unable to be developed in the future (due to limited access, narrow frontage – less than 20m, etc) unless the longevity of the remaining isolated building can be demonstrated (i.e., heritage building). If the isolated site cannot be integrated, documentation must be provided to demonstrate attempts to purchase and integrate the site, and how the isolated development could develop in the future.
- › Redevelopment considers the need for integration with adjoining future development, including access. A structure plan or concept plan may be required for initial development sites to ensure that appropriate consideration has been given to future development potential and any DCP or related Master Plan.
- › The commercial reality of the side boundary setbacks outlined above means that amalgamation of sites less than 30m in width is effectively rewarded by means of achievable height and floor space. On sites less than 20m in width, feasible tower development cannot be achieved within the required setbacks.
- › Any further subdivision of existing allotments in the CBD should be discouraged for the reasons outlined above, rather consolidation encouraged. Any such proposal would be considered upon merit.

# 12.0 PROPOSED BUILDING ENVELOPES - SITE SPECIFIC



Q u e a n b e y a n C B D M a s t e r P l a n

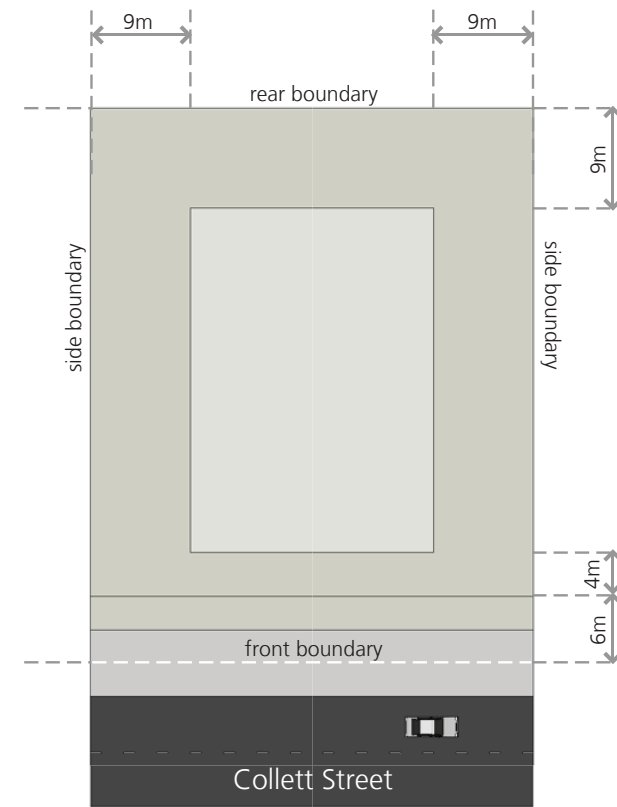
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## 12.1 COLLETT STREET (RESIDENTIAL ZONES & OPPOSITE RIVER)

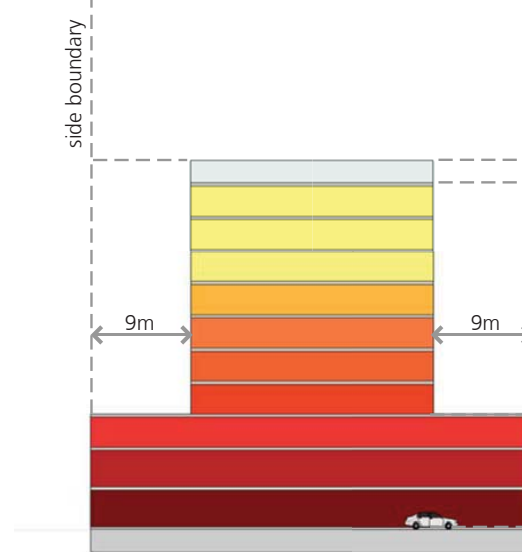
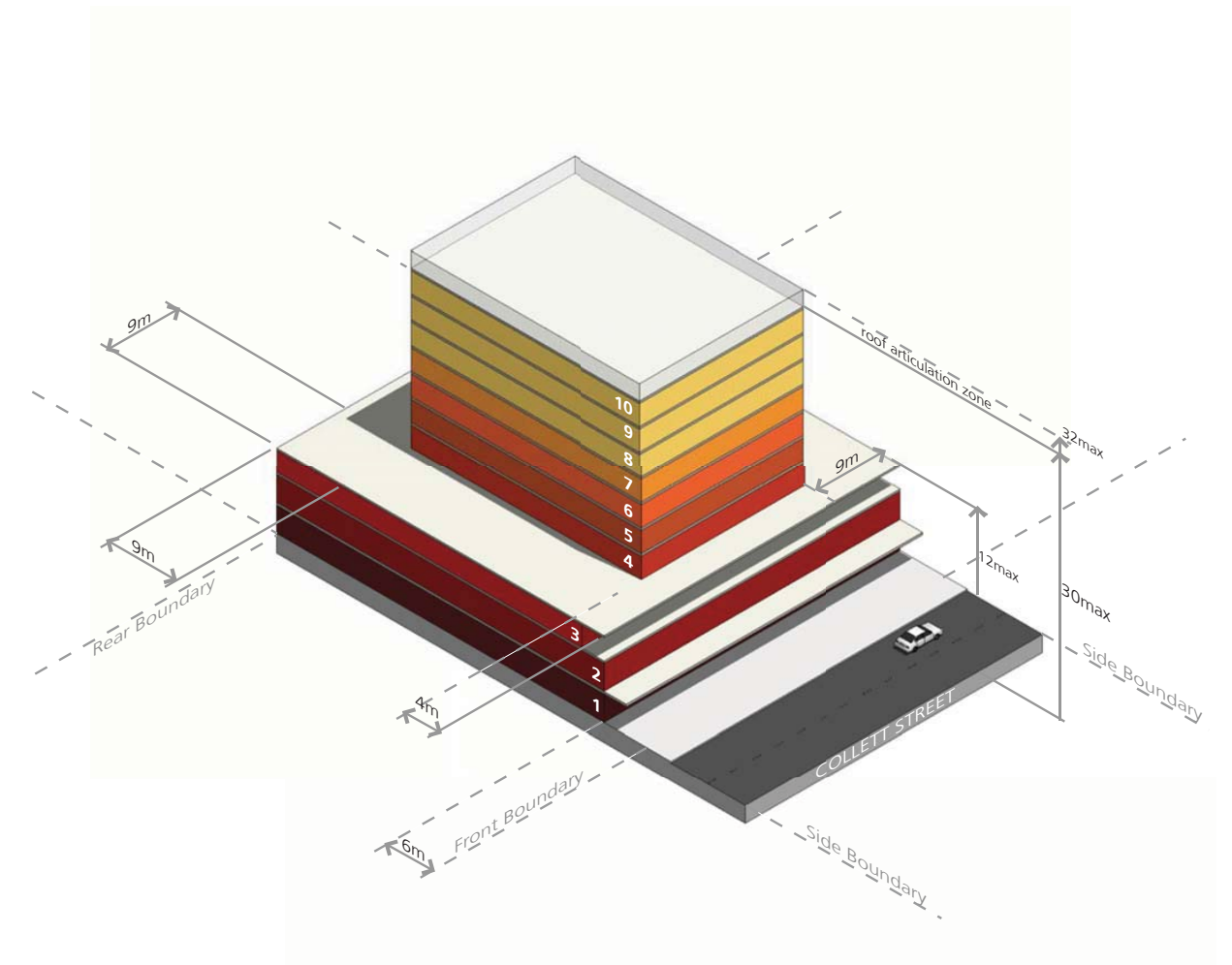
### Design Example:

- › Maximum allowable height above street level 30m.
- › Additional 2m in height (to maximum 32m) allowable for roof form articulation.
- › First three levels (to a height of 12m) may be built to boundaries to create continuous line at pedestrian level.
- › Building set back 6m from front boundary.
- › Above 12m structure must be setback:
  - › 9m from side boundaries
  - › 9m from rear boundary
  - › 4m from front of podium
- › Minimum floor to ceiling heights:
  - › 3.3m for Ground Level
  - › 3.3m for First Floor Level
  - › 2.7m for Second to Eighth Floor Levels

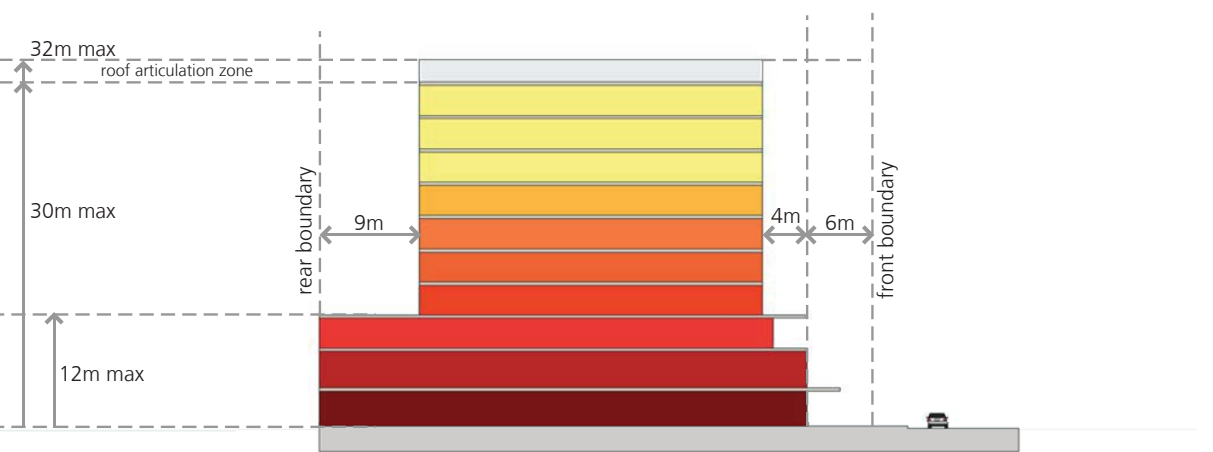
(Refer to DCP No.53 for detail)



PLAN



ELEVATION



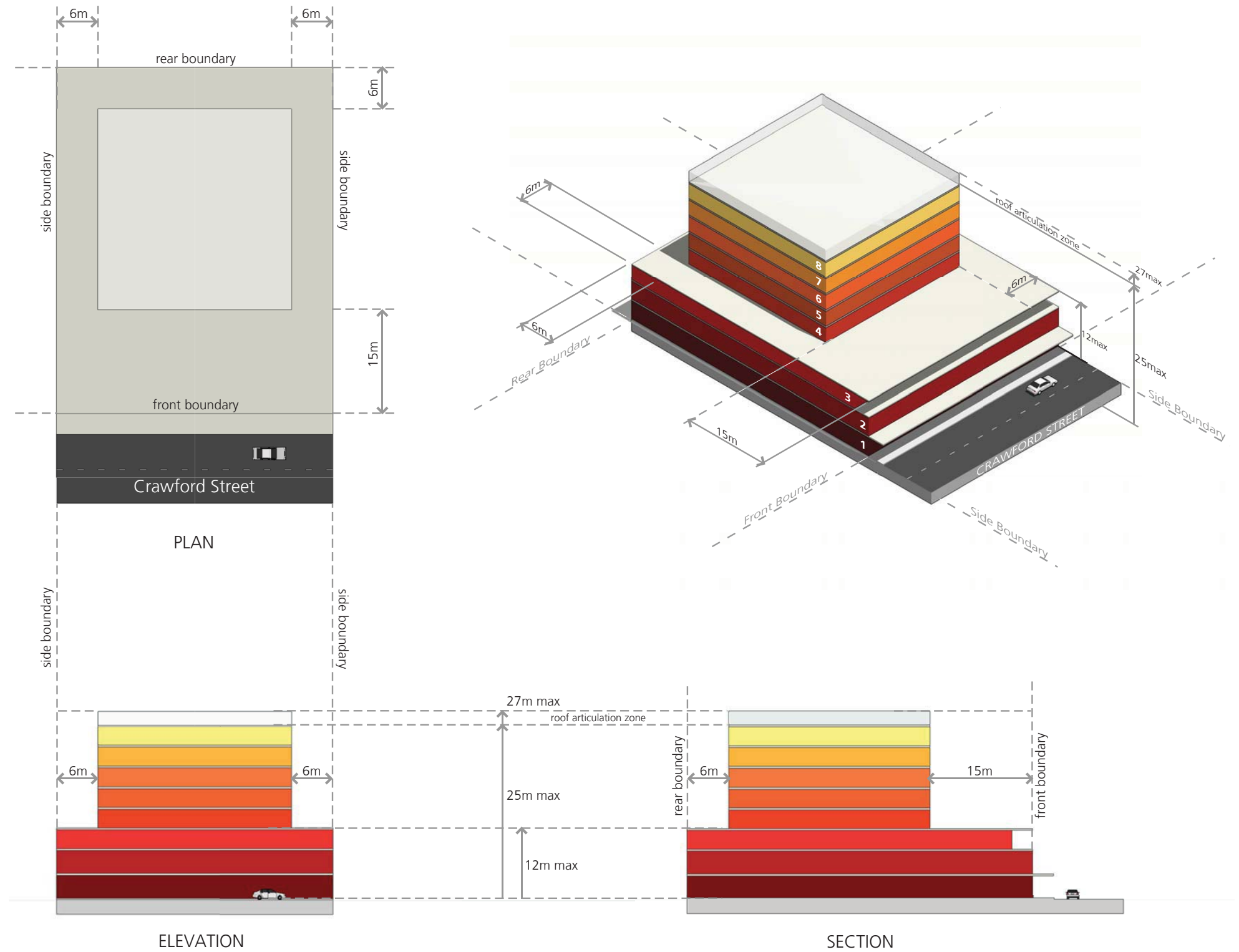
SECTION

## 12.2 CRAWFORD STREET (CBD AREAS)

### Design Example:

- › Maximum allowable height above street level 25m.
- › Additional 2m in height (to maximum 27m) allowable for roof form articulation.
- › First three levels (to a height of 12m) may be built to boundaries to create continuous line at pedestrian level.
- › Above 12m structure must be setback:
  - › 6m from side boundaries
  - › 6m from rear boundary
  - › 15m from front boundary
- › Minimum floor to ceiling heights:
  - › 3.3m for Ground Level
  - › 3.3m for First Floor Level
  - › 2.7m for Second to Eighth Floor Levels

(Refer to DCP No.53 for detail)

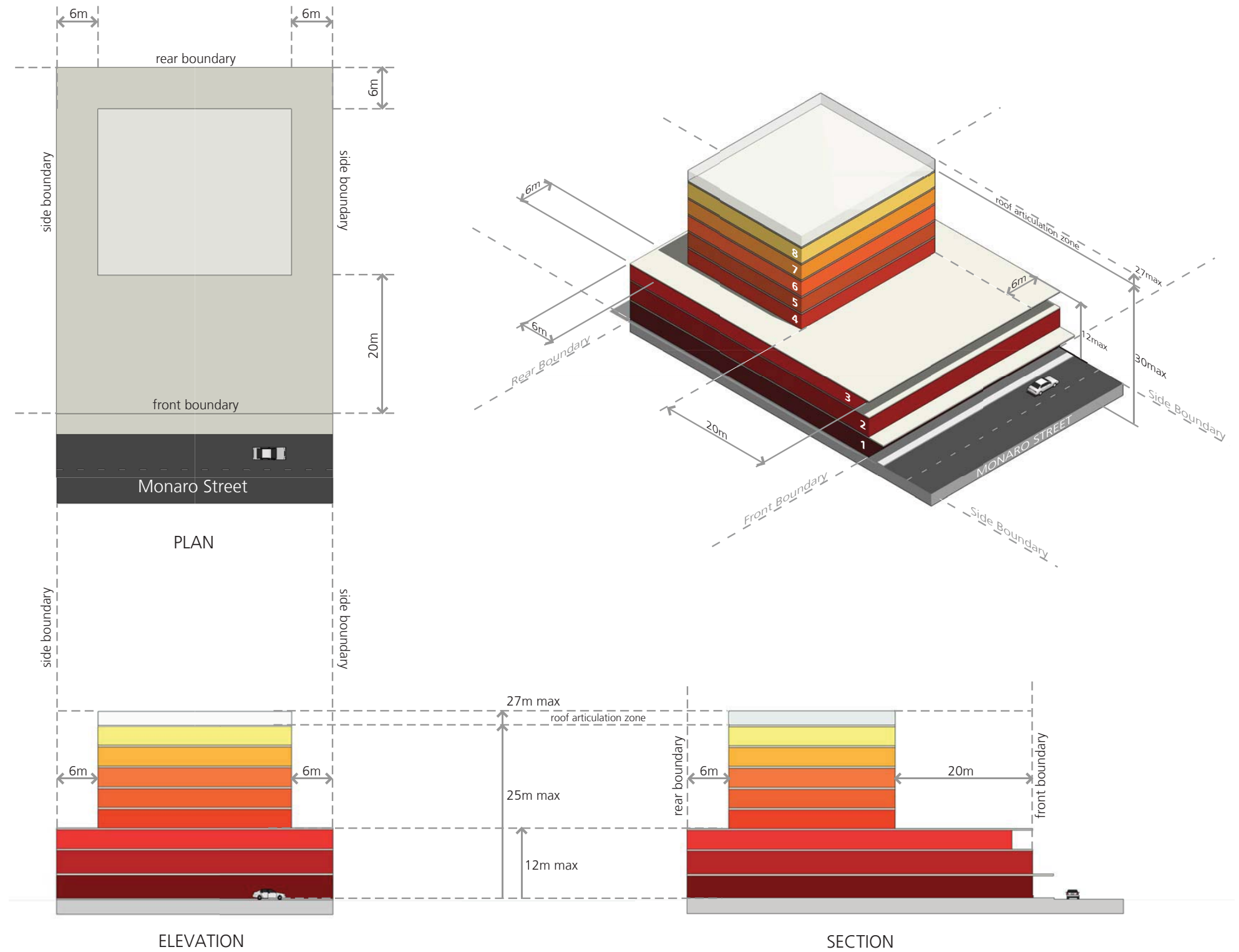


## 12.3 MONARO STREET (CBD AREAS)

### Design Example:

- › Maximum allowable height above street level 25m.
- › Additional 2m in height (to maximum 27m) allowable for roof form articulation.
- › First three levels (to a height of 12m) may be built to boundaries to create continuous line at pedestrian level.
- › Above 12m structure must be setback:
  - › 6m from side boundaries
  - › 6m from rear boundary
  - › 20m from front boundary
- › Minimum floor to ceiling heights:
  - › 3.3m for Ground Level
  - › 3.3m for First Floor Level
  - › 2.7m for Second to Eighth Floor Levels

(Refer to DCP No.53 for detail)



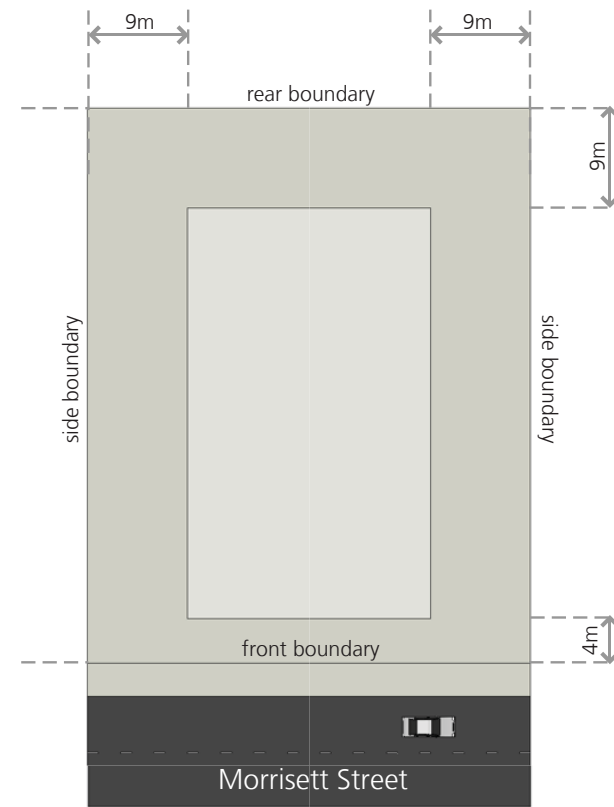
## 12.4 MORRISETT STREET (CBD AREAS)

### Design Example:

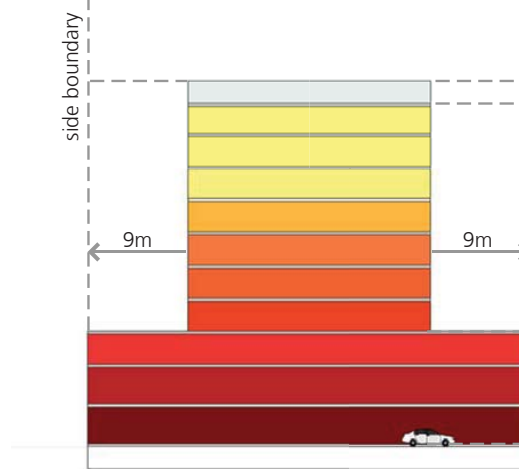
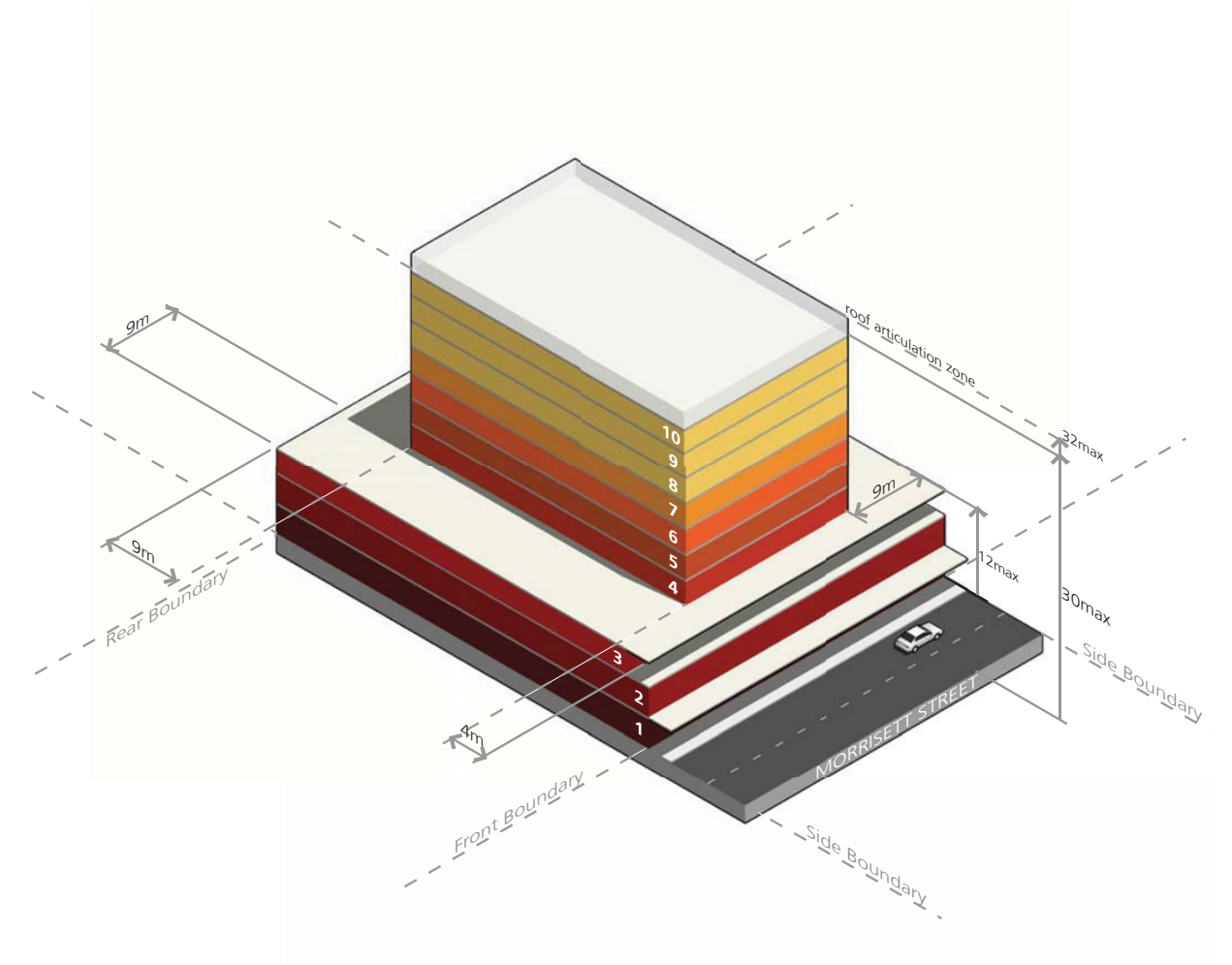
- › Maximum allowable height above street level 30m.
- › Additional 2m in height (to maximum 32m) allowable for roof form articulation.
- › First three levels (to a height of 12m) may be built to boundaries to create continuous line at pedestrian level.
- › Above 12m structure must be setback:
  - › 9m from side boundaries
  - › 9m from rear boundary
  - › 4m from front boundary
- › Minimum floor to ceiling heights:
  - › 3.3m for Ground Level
  - › 3.3m for First Floor Level
  - › 2.7m for Second to Tenth Floor Levels

Note: For Morisset St between Crawford and Lowe, an upper level setback of 6m is required (above 3 storeys).

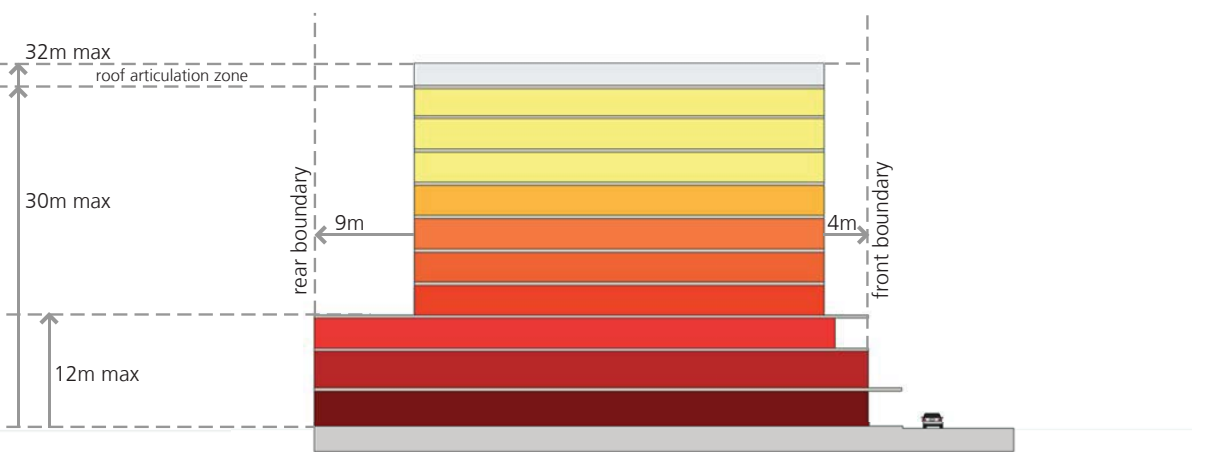
(Refer to DCP No.53 for detail)



PLAN



ELEVATION



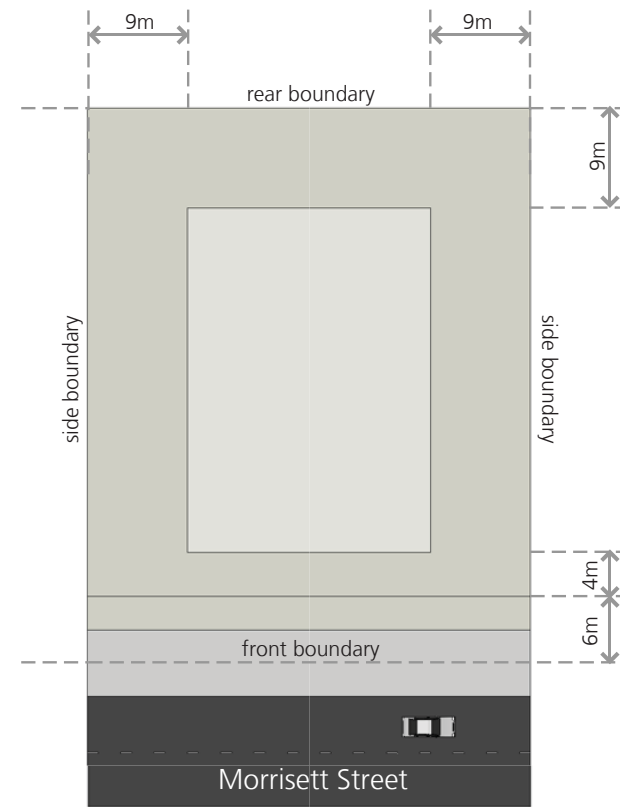
SECTION



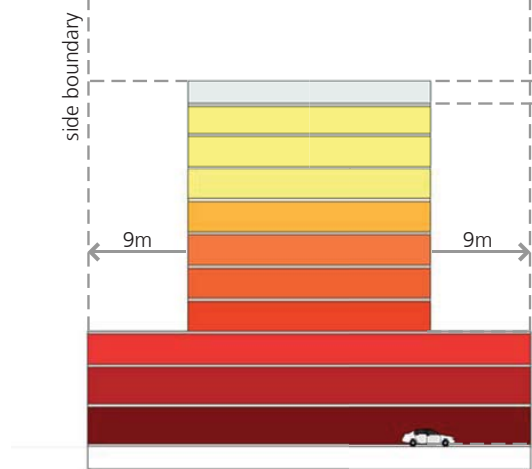
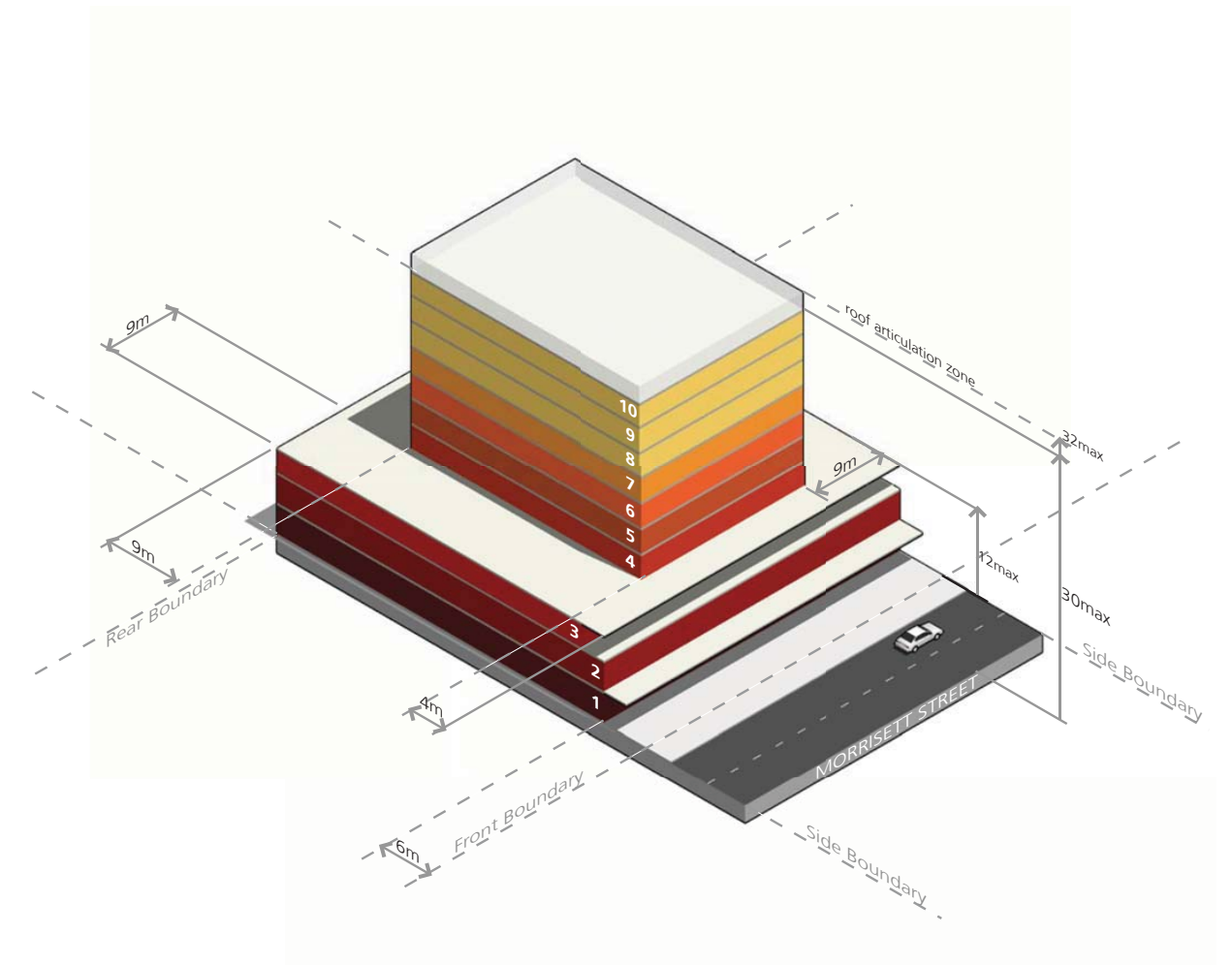
## 12.5 MORRISETT STREET (RESIDENTIAL ZONES)

### Design Examples:

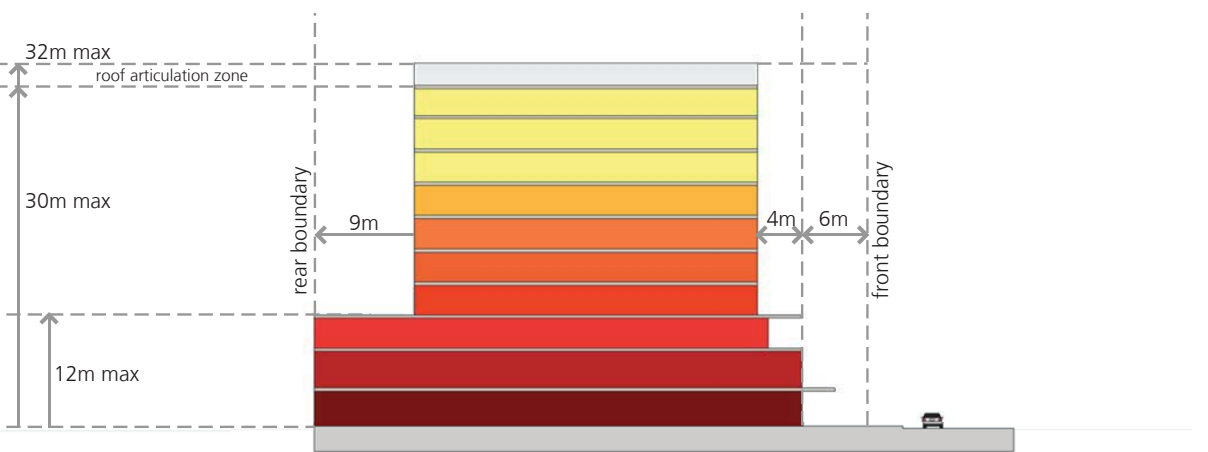
- › Maximum allowable height above street level 30m.
  - › Additional 2m in height (to maximum 32m) allowable for roof form articulation.
  - › First three levels (to a height of 12m) may be built to boundaries to create continuous line at pedestrian level.
  - › Building set back 6m from front boundary.
  - › Above 12m structure must be setback :
    - › 9m from side boundaries
    - › 9m from rear boundary
    - › 4m from front of podium
  - › Minimum floor to ceiling heights :
    - › 3.3m for Ground Level
    - › 3.3m for First Floor Level
    - › 2.7m for Second to Tenth Floor Levels
- (Refer to DCP No.53 for detail)



PLAN



ELEVATION



SECTION

## 12.6 RUTLEDGE STREET (RESIDENTIAL ZONES & OPP OPEN SPACE)

### Design Examples:

- › Maximum allowable height above street level 25m.
- › Additional 2m in height (to maximum 27m) allowable for roof form articulation.
- › First three levels (to a height of 12m) may be built to boundaries to create continuous line at pedestrian level.
- › Building set back 6m from front boundary.
- › Above 12m structure must be setback:
  - › 6m from side boundaries
  - › 6m from rear boundary
  - › 4m from front of podium
- › Minimum floor to ceiling heights:
  - › 3.3m for Ground Level
  - › 3.3m for First Floor Level
  - › 2.7m for Second to Eighth Floor Levels

(Refer to DCP No.53 for detail)

