

# QUEANBEYAN CBD SPATIAL MASTER PLAN

MASTER PLAN REFRESH  
FINAL REPORT





# Contact

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# Executive Summary

The Queanbeyan CBD Spatial Master Plan – Master Plan Refresh 2019 provides a long term vision for the city of Queanbeyan. It is a fresh perspective that recognizes the social, economic and digital changes that have occurred over the last 10 years. It sets creative principles for infrastructure and urban design to deliver a city that is both welcoming and prosperous. The goal of the Master Plan is to provide a strategic framework for decision making, urban design and re-development. Master planning is never an isolated process and this plan relies on the considerable body of work and the community consultation that has taken place over the last two years.

As foundation tenets, the plan uses the three strategic pillars identified in the CBD Transformation plan – identity, connection, and investment. Identity imagines a strong sense of community – who we are and what we stand for. Connection at all levels is about the way our buildings and public spaces relate, the way we move around our city and the harmony between places and people. Investment recognizes the ongoing need to attract options for growth and renewal and to create a lasting legacy.

The streetscapes and block plans in this Master Plan create a visual representation of a pedestrian friendly and walkable environment. They guide the redevelopment of the public realm and the establishment of development opportunities. The associated artistic impressions depict possibilities for creating a sense of place and character for the CBD.

As heritage features strongly in Council's collective psyche, the Master Plan respects and reflects the region's rich history. At the same time,

***“By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities”** (Socrates)*

Queanbeyan's vision of 'a contemporary city with a country heart' requires Council to also look to the emerging trends of the future. Therefore, the Master Plan embraces the priority actions in the Digital Economy and Smart Community Strategy to provide the technology to influence and shape social interaction and utility.

Since parking will continue to be important for residents and visitors for the foreseeable future, the Master Plan shows how the Queanbeyan Car Parking Strategy will provide a 25% increase in car parking spaces to cater for the city's growth in residents, workers and visitors.

Placemaking is a strong feature of the Master Plan as it has a fundamental role in renewing the city. Placemaking has the power to transform spaces and generate pride and a sense of belonging that translates into sustainability, economic development and enhanced quality of life. It involves the interrelationship between business, infrastructure, amenities, landscape and activities to make all of those elements mesh, creating greater value for the community than just the sum of those parts.

A variety of related Council strategies have helped to set the context of what is important to the people and the future of the city of Queanbeyan and these are summarised in Section 2.0 of this report. This Master Plan is Queanbeyan's map for the future as Council renews the city in line with the Council's community driven values of a compact, connected and caring community, lively and inviting streets and spaces, connected to nature and culturally expressive underpinned by an energetic



# Preface

## Why Refresh the 2009 Master Plan?

Queanbeyan is undergoing significant change, and to provide a comprehensive change management framework, the Council had prepared the Queanbeyan CBD Transformation Strategy.

Council and the community are focused on revitalising the Queanbeyan CBD in line with the Transformational Strategy. The purpose of this CBD Spatial Master Plan has been to undertake a review and renewal exercise of the 2009 Queanbeyan CBD Master Plan to re-align it with the initiatives and detail of these new strategies.

The 2009 Master Plan provides a comprehensive and rigorous platform from which the future physical planning of Queanbeyan can continue to advance. However, there is a degree of misalignment with the CBD Transformational Strategy in the following areas:

- + Creating public places that are welcoming and attract people
- + Improving the pedestrian environment and connectivity
- + Creating an urban form and activity structure that will attract people and business
- + Responding to a rapidly changing retail environment to create retail that matches the needs of shoppers
- + Supporting an entrepreneurial small business ecosystem and a proactive private sector and business community

- + Improving CBD accessibility while managing the negative impacts of through traffic
- + Better managing parking demand while providing opportunities to redevelop centre block, open lot parking areas

This CBD Spatial Master Plan provides a refreshed CBD Master Plan built on the strong platform provided by the 2009 Master Plan. The approach taken involved:

- + Reviewing the implications of the CBD Transformational Strategy and related transformational projects
- + Reinterpreting and recasting the urban design analysis of the CBD
- + Undertaking a comprehensive gap analysis of the 2009 CBD Master Plan in the context of the CBD Transformational Strategy and identifying Key Move responses which guide the Master Plan Refresh process
- + Refreshing the CBD Master Plan and providing a three-dimensional vision of how the CBD could emerge.











An aerial photograph of a town center. A river flows through the middle of the town, with a bridge crossing it. The town is densely packed with buildings, mostly with flat roofs. There are several large parking lots and some green spaces. A large, circular green field, possibly a sports field, is visible in the bottom left corner. The overall scene is a mix of urban development and natural elements.

**“Understanding the links between policy, town plans, design and commercial activity needs to be the starting point for the revitalisation of centres aiming for vital growth”** *(Regional Economic Development, Discussion Paper, Place Design Group)*



# 1.0 The Vision + Values

## Introduction

The Queanbeyan CBD Spatial Master Plan - Master Plan Refresh, 2019 provides a long term vision for the city of Queanbeyan. It is a fresh perspective that recognises the social, economic and digital changes that have occurred over the last 10 years.

The goal of the Master Plan is to provide a strategic framework for decision making, urban design and re-development.

Using the relevant strategies adopted by Council, the Master Plan identifies initiatives for an active city environment with a strengthened central identity. It focuses not only on the architecture of the city but the relationships between the buildings and the spaces they create to provide opportunities for people and places.

Strongly linked to the CBD Transformation Strategy, the Masterplan focuses on three strategic elements, which are as follows:

### Identity

**Delivered by amenity, safety, streetscape, place making and great urban design. Creating safe and enjoyable spaces that attract people and encourage activity whilst improving the liveability.**

### Connection

**With a strong emphasis on pedestrian-focused environments and orientation. Creating connections into and around the CBD to enable easy access for people, vehicles, bikes and public transport.**

### Investment

**By providing a business environment that supports economic activity and defines an investment proposition to grow commercial activity and jobs.**

## Review & Renewal

QPRC has established the Queanbeyan CBD Transformation Strategy. A significant part of this revitalisation requires **a review and renewal exercise to re-align the 2009 Queanbeyan CBD Master Plan with the Transformation Strategy.**

Through the master plan renewal process QPRC **seeks to deliver an activated environment that supports and promotes a strengthened identity for the CBD**, with priorities including:

- + An identifiable heart
- + A dynamic retail offer
- + A significant cultural/ civic precinct
- + Lifestyle elements that attract city living and support entertainment and amenity
- + A vibrant night time economy
- + A quality public realm, to connect people with the built environment, its streetscapes, parklands and the river

## Vision

**Queanbeyan -**  
***“a contemporary city  
with a country heart”***

- Value 01** A compact, connected and caring community
- Value 02** Lively and inviting streets and spaces
- Value 03** Connected to nature
- Value 04** Culturally expressive
- Value 05** Energetic economy





Image Source: NearMaps 2018



## Consultation Timeline

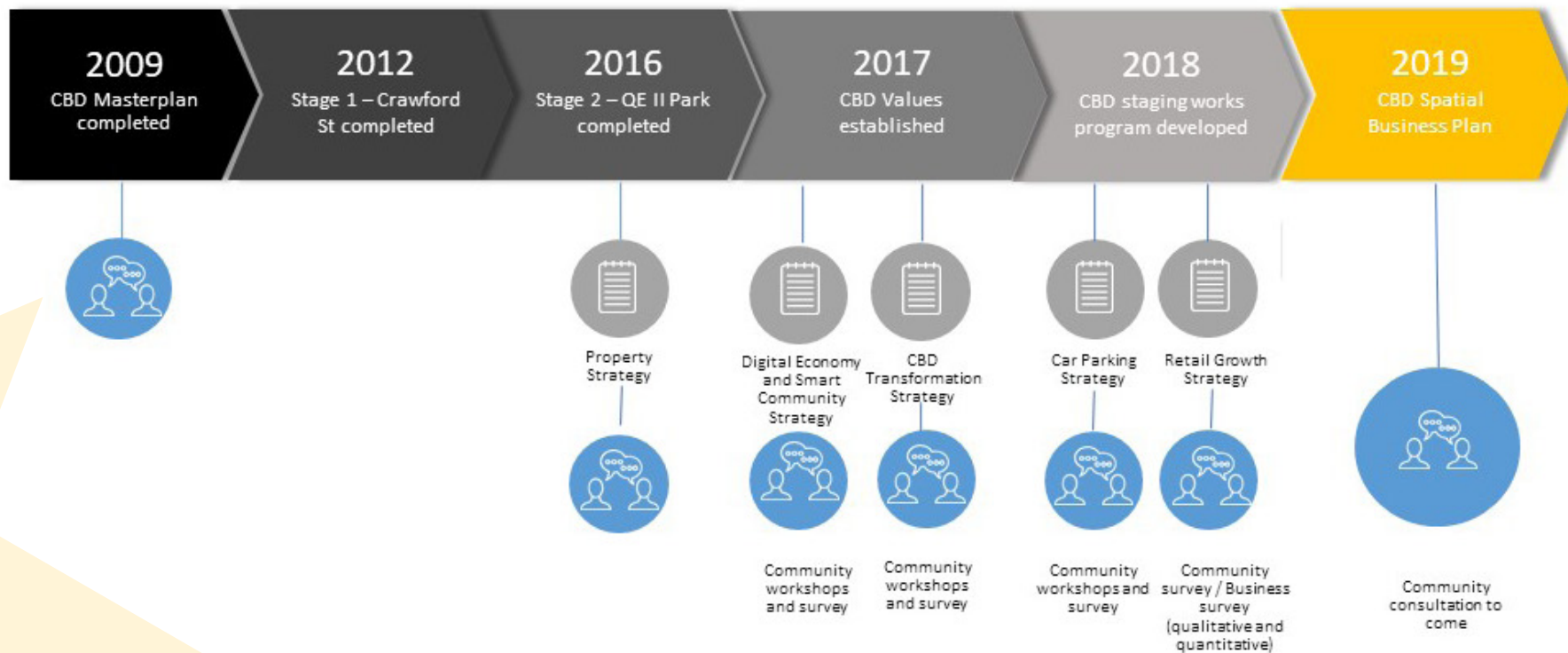
Through a range of community consultation engagements, residents, ratepayers, business owners and other stakeholders have identified the key elements they desire for the CBD.

These key elements are:

- + An identifiable heart
- + A dynamic retail offer
- + A significant cultural / civic precinct
- + Lifestyle elements that attract city living and support entertainment and amenity
- + A vibrant night time economy
- + A quality public realm, to connect people with the built environment, its streetscapes, park lands and the river



Consultation



## Implementation Timeline

The redevelopment of the CBD will be staged over the next 10 years. Stages 1 to 3 have been endorsed and funded by Council and included in the current Delivery Program. The sequencing of Stages may adjust pending grant or redevelopment opportunities on those sites.

STAGE	WORKS	FUNDED IN FINANCIAL YEAR
Stage 1 : <i>River Walk and Smart City</i>	<ul style="list-style-type: none"> <li>+ River Walk</li> <li>+ Queanbeyan CBD Smart City Infrastructure including free wi-fi, CCTV, Smart Parking, Smart Lighting, environmental sensors</li> <li>+ Low Level Pedestrian Bridge upgrade</li> <li>+ Refurbish Queanbeyan Riverside Caravan Park</li> </ul>	2018 - 2019
Stage 2 : <i>Lowe Car Park</i>	<ul style="list-style-type: none"> <li>+ Mixed use redevelopment – commercial and residential</li> <li>+ Redevelop Council Headquarters including Smart Hub and Co-work hub</li> <li>+ Integrate new smart public realm and civic square</li> </ul>	2019 - 2021
Stage 3 : <i>Morisset Car Park</i>	<ul style="list-style-type: none"> <li>+ Multi-level car park including smart parking and some commercial</li> <li>+ Integrate new smart public realm</li> <li>+ Theme and beautify laneway connectors</li> </ul>	2020 - 2021
Stage 4 : <i>Rutledge Car Park</i>	<ul style="list-style-type: none"> <li>+ Mixed use redevelopment, commercial and residential</li> <li>+ Integrate new smart public realm and public square</li> <li>+ Theme and beautify laneway connectors</li> </ul>	2021 - 2022
Stage 5 : <i>Monaro Corridor</i>	<ul style="list-style-type: none"> <li>+ Widening and refurbishment of footpaths</li> <li>+ Expansion of lighting, seating and planting</li> <li>+ Modifying pedestrian refuges including new parklets on footpaths</li> <li>+ Reduction of median strip (pending further traffic modelling)</li> <li>+ Insertion of clearway (pending further traffic modelling)</li> <li>+ Refurbishment of bitumen pavement</li> <li>+ Re-phasing traffic controls (pending further traffic modelling)</li> <li>+ Slowing CBD traffic to 40kph</li> </ul>	2022- 2023
Stage 6 : <i>Crawford Car Park</i>	<ul style="list-style-type: none"> <li>+ Multi-level smart car park</li> </ul>	2024- 2025







## 2.0 Relevant Council Strategies

### Introduction

This section identifies the **master planning implications** of the following Council Strategies.

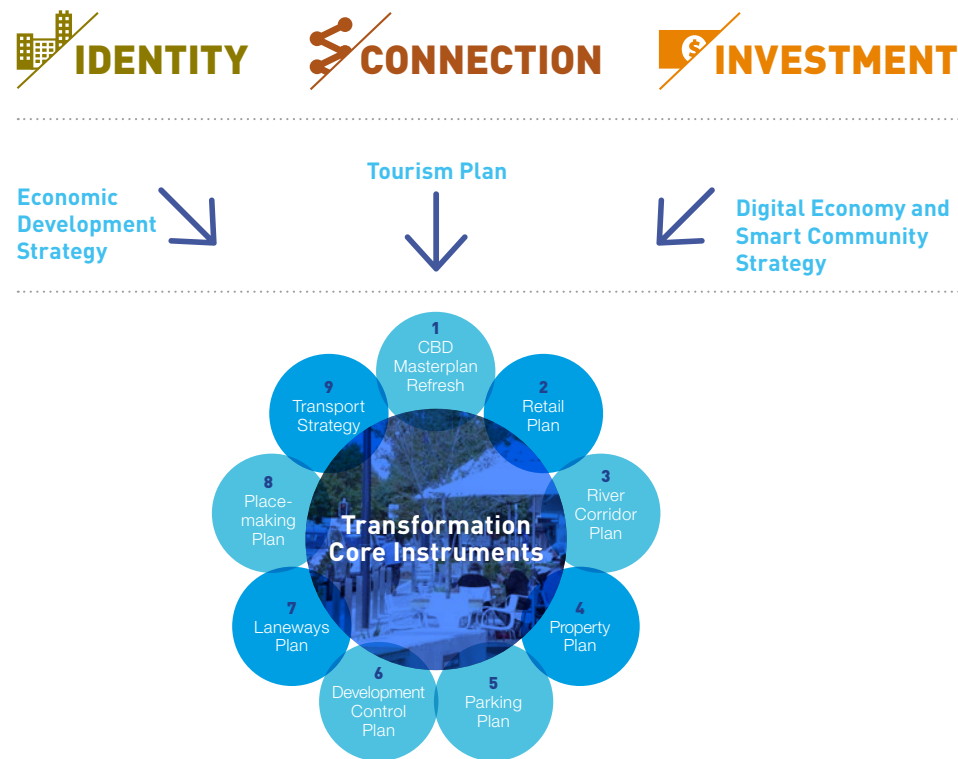
### Queanbeyan CBD Transformation Strategy

### Implications

The Transformation Strategy provides the primary framework for the CBD Master Plan Refresh process and outcomes. It identifies the following three common factors:

- Identity,
- Connection,
- Investment,

as the three pillars for successful CBD revitalisation. The adjacent diagram shows the relationships between the Queanbeyan CBD Transformation plan and other important elements of transformation.



### Transformation Strategic Focus

Identity, Connection and Investment will provide the pillars from which actions and outcomes are driven

### Transformation Influencers

The Economic Development Strategy, Tourism Plan and Digital Economy and Smart Community Strategy agenda will all influence the priorities and strategies to be delivered in the CBD

### Transformation Enablers

These core instruments will be the policy and operational instruments that deliver the transformation strategies and activities

The **Transformation Strategy** identifies desired features of Queanbeyan CBD as:

- + **Mixed-use offering** including office, visitor, aged care and residential accommodation
- + **Cultural activities**, inc. theatre, entertainment and art
- + **Heritage buildings retained and re-purposed** for a range of uses
- + **Well maintained buildings & high quality urban design**
- + **Buildings with active street level frontages**
- + **Easy access and connections** to services and entertainment and the river
- + **Laneways connecting commercial and cultural activity**
- + **A high level of safety, amenity and beauty**
- + **Pedestrian focused**
- + **Connected green spaces & parks** for people to enjoy
- + **Convenient parking**
- + **Niche retail and commercial activation** correlating to the precinct character

The Gap Analysis in Section 4.0 of this document measures the plan against these important factors.



## City Parking Strategy

### Implications

- + Emphasises an **active transport approach** with pedestrian priority throughout the city centre and new cycling linkages
- + Informs the **roles and design approach of key roads and car parking locations**
- + Informs the design **approach of new residential and commercial developments** in regards to **providing appropriate car spaces on site**
- + Emphasises an **employment of smart technologies** such as remote surveillance of timed car parks
- + Support for **converting car parks into public domain** (i.e. allowing Monaro Street properties to open up a second frontage)
- + Guide the **integration of Queanbeyan** (a regional city under the 'hub and spoke' approach), with both local and regional public transport links

### Free Parking Distribution

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

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

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

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

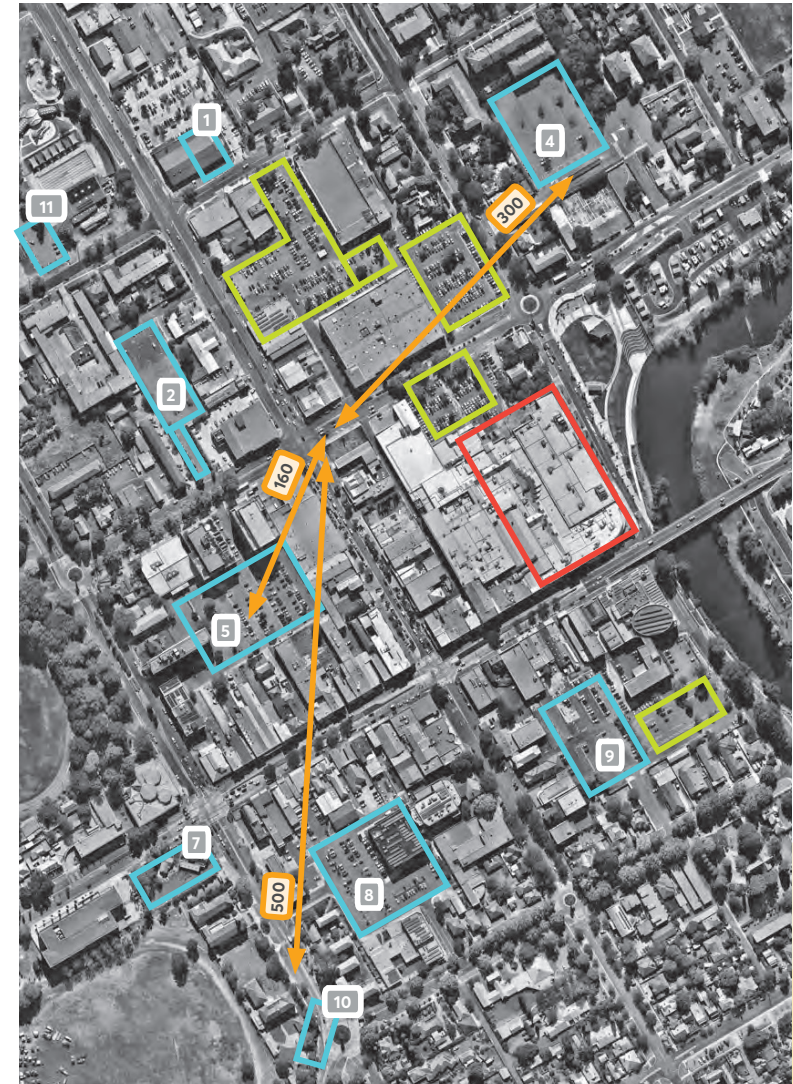
- > 2 – Crawford Street
- > 5 – Morisset Street
- > 8 – Lowe Street
- > 9 – Rutledge Street

Council Car park – Grade

Private Car park – Grade

Private Car park –  
Undercroft

Walking Distance (m)



## QPRC Digital Economy + Smart Community Strategy

### Implications

- + Digital technology is an increasingly important influence that shapes social interaction, employment, collaboration, entertainment, decision-making and every aspect of Council's environment.
- + Smart communities recognise this trend and use technology to expand opportunities and deliver benefits to the community. As such, it is important that the CBD Master Plan integrate 'smart' ideas and priorities into the planning for the future city.
- + This Strategy formally states Council's aspiration for Queanbeyan-Palerang to be a 'smart community'. This plan was guided by three foundation principles (1. Collaboration and Co-ordination, 2. Innovation, 3. Participation), as well as twelve priorities and flagship actions (see opposite). As new opportunities and priorities emerge, it is intended that the action plan will be updated.

## QPRC Digital Economy + Smart Community *"priority actions"*

- PA 01 Free Public Wi-Fi
- PA 02 Regional Collaboration
- PA 03 Smart Renewal of Queanbeyan CBD
- PA 04 Smart for Sustainability - Management of Natural Resources
- PA 05 Digital Planning and 3D City Modelling
- PA 06 Enhanced Digital Engagement
- PA 07 Smart Working
- PA 08 Smart Parking
- PA 09 Safer Communities
- PA 10 Street Lighting
- PA 11 Smart Agriculture
- PA 12 Digital for Tourism



## Integrated Transport **Strategy**

### Implications

This Strategy identifies key interventions required to create a vibrant and safe public realm to encourage walking and cycling, and is built on the following principles:

- + **A pedestrian based environment**
- + **Links between CBD attractors**
- + **Improvements to the bus network**
- + **Access to consolidated car parks**
- + **End of trip facilities for bicycles**
- + **Minimising traffic in the CBD**
- + **Integration of Smart technology**
- + **Integrated ACT Network**
- + **Apply the Movement and Place Framework** - The Movement and Place Framework underpins Future Transport 2056 and aims to allocate road space in a way that improves the livability and amenity of places

## Regional Economic Development **Strategy**

### Implications

The Regional Economic Development Strategy was supported by the NSW Government and endorsed in 2018. It articulates a framework for identifying actions crucial to achieving the regional vision, to identify high value projects over time, facilitate faster access to dedicated NSW Government funding as well helping to capitalise upon other economic opportunities. The Regional Economic Development strategy notes:

- + **The importance of the Kings Hwy corridor from an economic and social perspective** - nonetheless it creates conflict with the intended economic land use through the reduction in amenity of the three town centres that it traverses
- + **The priority to develop a Business case for the urban renewal of the Queanbeyan CBD**
- + **The importance of the implementation of the Retail Growth Strategy and Queanbeyan CBD Spatial Master Plan to support the development of an 'authentic' main street retail experience as a differentiator for the local economy**

## South East + Tablelands Regional Strategy

### Implications

This Strategy will guide the NSW Government's land use planning priorities over the next 10 years and provide a framework to guide development proposals and infrastructure funding decisions. Its key directions relevant to the CBD Spatial Master Plan are:

- + **Enhance strategic transport links to support economic growth**
- + **Promote business activities in urban areas**
- + **Strengthen cross border connectivity**

## Urban Design Principles for Regional NSW

*Government Architect of NSW, 2018*

### Implications

This guide is for local Councils engaged in transforming the built environment across regional NSW and recognises the impact of good quality design on regional communities and the need for targeted practical assistance. This guide identifies seven urban design priorities that are addressed through implementing good design at all levels, typically in projects relevant to public realm and open spaces, town centres and main streets such as in Queanbeyan CBD. The seven priorities are:

1. **Leveraging the historic + cultural assets of places**
2. **Integrating with the natural environment + landscape**
3. **Revitalising main streets + regional town centres**
4. **Improving connectivity, walkability + cycling**
5. **Balancing urban growth**
6. **Increasing options for diverse + healthy living**
7. **Responding to climate impacts**

## NSW Future Transport Strategy 2056

### Implications

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

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

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

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











## 3.1 Building Frontage Analysis

### Introduction

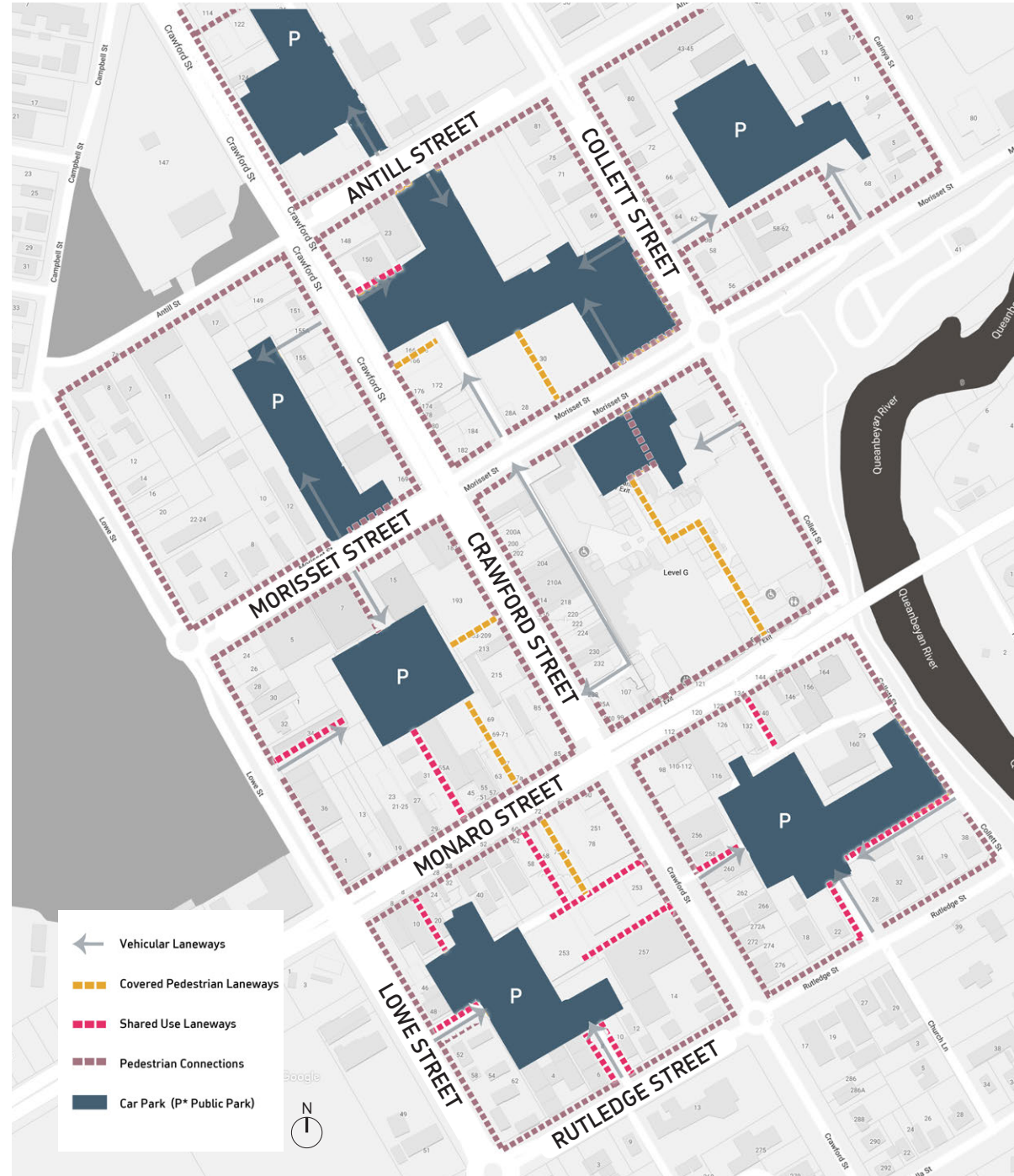
The building frontage analysis on the following two pages shows the degree to which the street and laneway frontages are 'activated' by the various activities within the adjacent buildings.

Generally, streets and laneways that are more active are more attractive and provide safer places that attract people.

The analysis shows that many street and laneway edges **are not** active (indicated in warmer colours below on p 27 as high priority) and will require redesign and urban design interpretation.

The analysis also shows that there are many street and laneway frontages that are active (indicated as cooler colours / lower priority) and will form a sound basis for new streetscape and laneway upgrades in the future.

Engagement with property owners will provide an important part of this rejuvenation process.



## Building Frontage Analysis



STREET CONDITION

### BUILT FORM FRONTAGES

- 1. INACCESSIBLE SOLID WALL
- 2. INACCESSIBLE SOLID WALL WITH WINDOWS
- 3. INACCESSIBLE WINDOW WALL (FROSTED GLASS, TINTED GLAZING)
- 4. SOLID WALL WITH ENTRY AND/OR WINDOWS
- 5. VISUALLY ACCESSIBLE WINDOW WALL (CLEAR GLASS, BRIGHT LIGHTING)
- 6. WINDOW WALL WITH ENTRY / INTERNAL ACCESS
- 7. WINDOW WALL WITH ACTIVE INTERNAL SPILL-OUT (CAFE, RETAIL, FOYER COURTYARD)

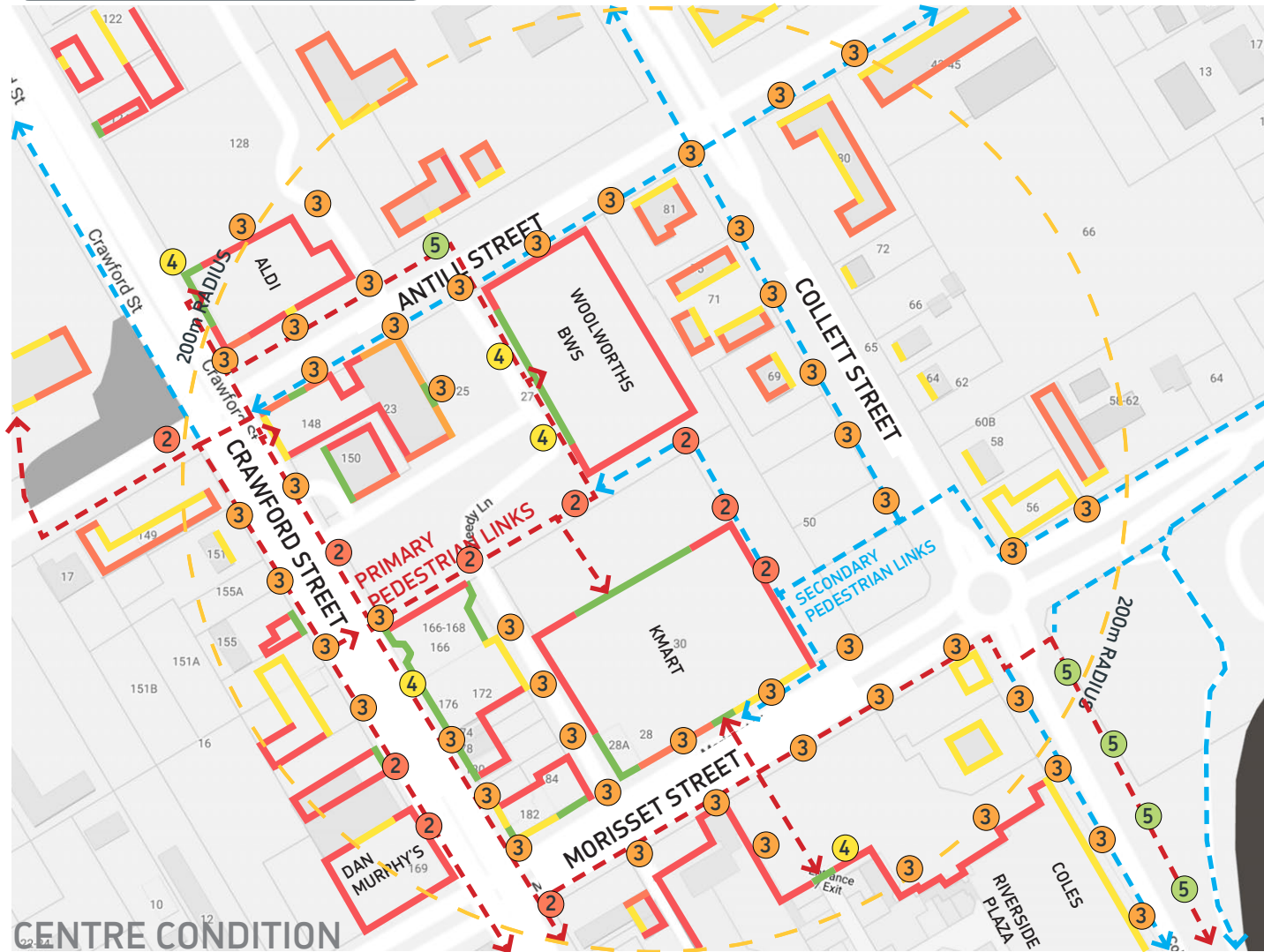
### PUBLIC REALM FUNCTION AND VALUE

- 1. INACCESSIBLE FOR PEDESTRIANS (VEHICLE ENTRY, PLANT AREA)
- 2. LIMITED ACCESS WITH OBSTRUCTIONS (LIGHT POLES IN PATHWAYS, BOLLARDS, SMOKING AREA)
- 3. ACCESS WITH NO STREET FURNITURE (NO SEATING, SHELTER, BINS, BIKE PARKS, PLANTERS)
- 4. ACCESS WITH LIMITED STREET FURNITURE AND AMENITY
- 5. ACCESS WITH STREET FURNITURE, PROTECTION FROM ENVIRONS AND ATTRACTIVE FINISHES
- 6. ACCESS WITH STREET FURNITURE, ATTRACTIVE FINISHES AND AMENITY THAT SUPPORTS BUILDING USES
- 7. ACCESS WITH STREET FURNITURE, ATTRACTIVE FINISHES, AMENITY THAT SUPPORTS BUILDING USES, AND RECREATIONAL SPACE THAT INTERACTS WITH THE STREETScape





## Building Frontage Analysis



## 3.2 Laneway Analysis

### Laneway Introduction

Throughout the CBD, several laneways offer pedestrian connections from the primary streets, to centre block activities, such as car parking, civic spaces and residential development.

Character differs between laneways from well planted, upgraded areas to more raw and barren areas, which result in desolate, uninviting corridors. The opportunity to enhance the laneways visual profile and scale will guide the Master Plan Refresh process for Queanbeyan CBD.

Enhanced amenity and added interest creates a positive pedestrian experience. Positive character can be created through use of landscape and interpretative signage, responding well to civic precincts and activated street fronts

Given the dimensions of Queanbeyan's CBD city grid, these lanes are very valuable assets, providing essential pedestrian permeability throughout the city centre.

For these lanes to be attractive to pedestrians, cyclists or others, they should convey a strong sense of safety, security and be able to offer a quality experience as one moves through them.

Property owners should be encouraged to open or re-align shop frontages to the laneway, to increase the opportunity for vibrancy and activity within the laneway.

## CBD Laneways

The 2009 CBD Master Plan provides a comprehensive analysis of the CBD laneway network. Some of these lanes have since undergone landscaped reinvigoration, but much needs to be done as a comprehensive urban design transformation of these important city links, as evidenced by the images below.



**A** Tom Donoghoe Walk



**D** Poet's Lane



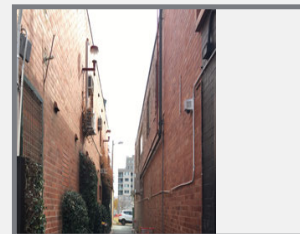
**G** Civic Precinct Lane



**B** Morisset Car Park Lane



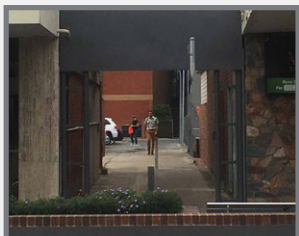
**E** Shamrock Lane



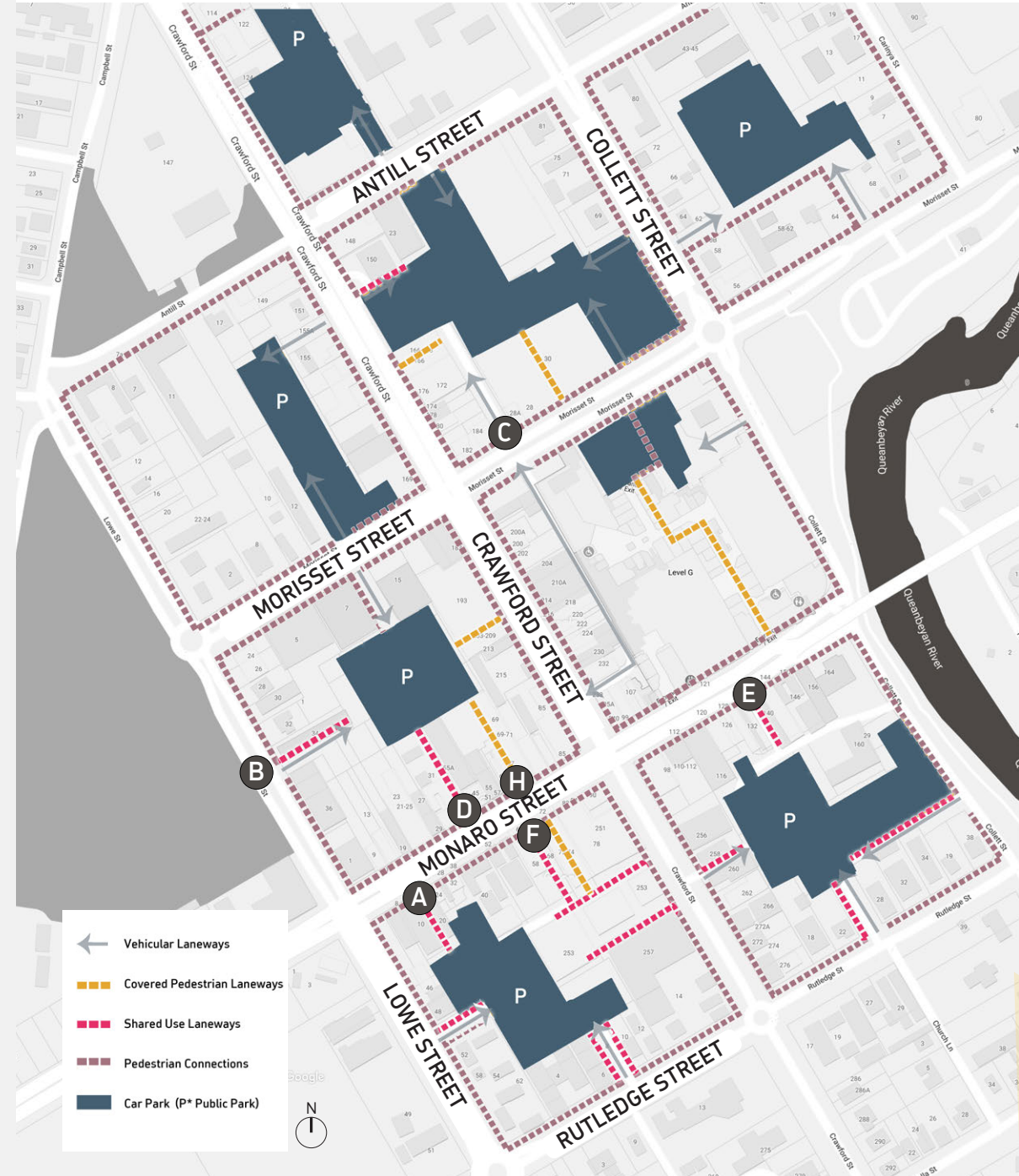
**H** No Name Lane



**C** Sheedy Lane



**F** Blacksmiths Lane





## Featured Laneway Opportunities

Two existing laneways off Monaro Street (adjacent) are emblematic of the significant transformational opportunities these laneways present.

### Poet Lane \*P

Located within the western sector of the precinct, with southern access from 45 Monaro St. Poet Lane connects Monaro St to an off-street public car park, providing an approximately 6 metres wide concrete surface with solid brick wall facades and back-of-house services to each side. The adjacent Monaro St offers wide streets with on-street parking on both sides and protected walkways under shopfront bulkheads and canopies. There is a strong retail / commercial offering in well kept and designed two-storey character buildings. Adequate seat furniture is provided.



Queanbeyan CBD



Poet Lane, looking north-west



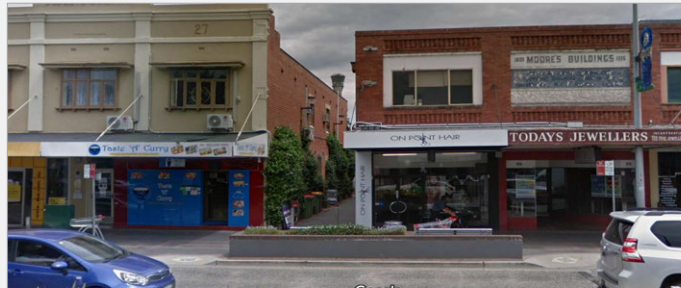
Poet Lane, looking north-west

### No Name Lane \*N

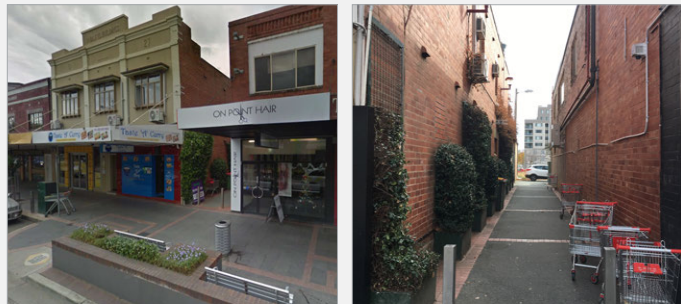
Located within the central sector of the precinct, with southern access from 63 Monaro St. No Name Lane connects Monaro St to an off-street public car park, providing an approximately 5 metres wide concrete surface with solid brick wall facades and back-of-house services to each side. Some planters provide greenery. A designated on-road pedestrian crossing connects the lane to the adjacent Blacksmith's Lane, offering a protected rest space in Monaro St's central verge under mature trees. Presence of entry bollards prevent vehicle use of the lane as a cut-through.



Queanbeyan CBD



No Name Lane, looking north-west



No Name Lane, looking north-west



## Laneway Opportunity Approach

Laneways and 'Right of Way's can vary in description. However, lanes typically serve as tertiary roadways and are generally narrow in width, ranging from under 3m to over 8m wide. Traditionally, laneways provide a functional purpose i.e. for infrastructure connections, vehicle access and service areas. However, it is evident through the success of other laneway revitalisation programs, encouraging activity within a selected few, can have many benefits to the community.

Laneways provide opportunities for unique public spaces. Away from busy street networks and arterial roads, lanes can offer intimate spaces for pedestrians and allow for convenient short cut routes to adjoining streets and key destinations. Laneway activation objectives include:

- + Recognise the role and character of Queanbeyan CBD's laneways and little streets in creating a fine grain public realm
- + Ensure laneways positively contribute to the social, cultural, historical and urban fabric of Queanbeyan CBD
- + Maintain and enhance existing laneways
- + Facilitate and create opportunities for activation in designated laneways through cultural activities, street art, heritage interpretation and other unique experiences
- + Improve the walkability and permeability of the public realm, and consider the important role of laneways to provide access and connections across key CBD Blocks
- + Provide urban design and landscape enhancements, including lighting, paving, planting, public art, and so fourth
- + Engage with adjacent property owners to create new active edges to existing laneways

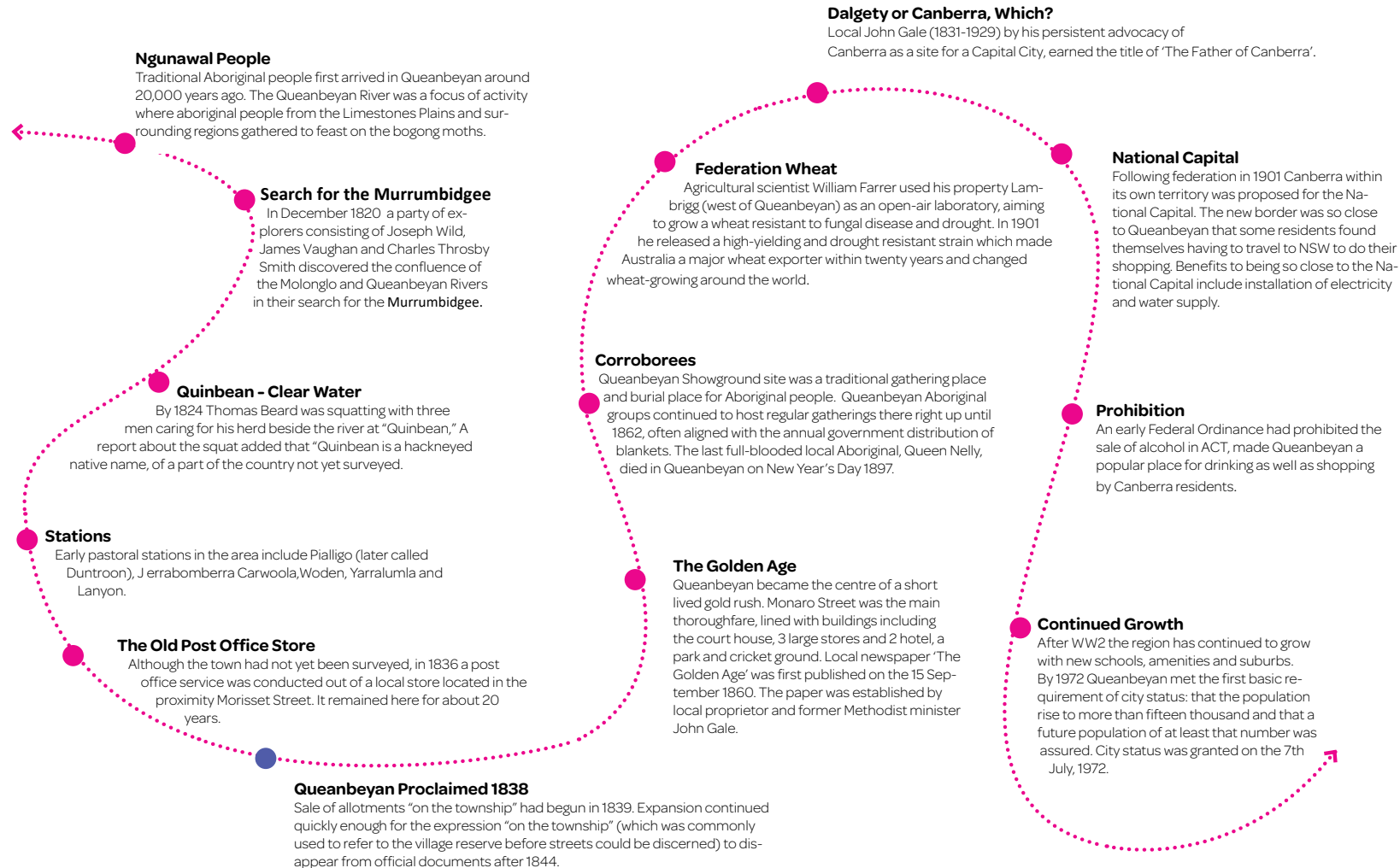


## 3.3 Streetscape Analysis

### Place Analysis

#### Evolution of Queanbeyan

Mapping the evolution of Queanbeyan highlights important milestones that have shaped the town and its community.



PLACE  
LABORATORY

HAMES  
SHARLEY

## Audience NOW + NEXT

The following diagram identifies the Queanbeyan CBD. The analysis of each user group will ensure the urban design and place planning is responsive to their needs.

LIVE	WORKERS	CREATIVE ENTREPRENEURS	VISITORS
<b>Who are they?</b> <ul style="list-style-type: none"> <li>&gt; Owner occupiers/ Renters</li> <li>&gt; SINKS</li> <li>&gt; DINKS</li> <li>&gt; Aged care residents</li> </ul>	<b>Who are they?</b> <ul style="list-style-type: none"> <li>&gt; Retail (long timers and start ups)</li> <li>&gt; Hospitality</li> <li>&gt; Government</li> <li>&gt; Business</li> </ul>	<b>Who are they?</b> <ul style="list-style-type: none"> <li>&gt; Architects, designers, artists, graphic designers, fashion</li> <li>&gt; Local and Canberrans</li> </ul>	<b>Who are they?</b> <ul style="list-style-type: none"> <li>&gt; Local residents</li> <li>&gt; People from neighbouring communities</li> <li>&gt; Workers</li> <li>&gt; Intrastate Business</li> <li>&gt; Canberrans</li> <li>&gt; Shoppers and diners</li> <li>&gt; Workers</li> </ul>
<b>What do they need?</b> <ul style="list-style-type: none"> <li>&gt; Affordability.</li> <li>&gt; A strong community</li> <li>&gt; Social interaction opportunities</li> <li>&gt; Good access to public transport, and a cycling and walking network.</li> <li>&gt; High safety and security.</li> <li>&gt; Low maintenance / Low operating costs.</li> <li>&gt; Value of a good lifestyle with weekends packed with activity and opportunity to relax.</li> <li>&gt; Access to convenient services <ul style="list-style-type: none"> <li>&gt; Supermarket, pharmacy etc..</li> <li>&gt; Food and Beverage</li> <li>&gt; Pet friendly</li> <li>&gt; Places of health, fitness, beauty and personal care,</li> </ul> </li> </ul>	<b>What do they need?</b> <ul style="list-style-type: none"> <li>&gt; Customers and foot fall</li> <li>&gt; Balance between body corporate costs and amenity</li> <li>&gt; An opportunity for 'off the plan' designs to be modified</li> <li>&gt; A place that stays true to the vision and unique character of the precinct</li> <li>&gt; An exceptional destination precinct that attracts locals and tourists, underpinned by strong connectivity and experiences</li> </ul>	<b>What do they need?</b> <ul style="list-style-type: none"> <li>&gt; Studio spaces</li> <li>&gt; Marketing &amp; exposure</li> <li>&gt; High speed internet</li> <li>&gt; Inspiration</li> <li>&gt; Collaborators</li> <li>&gt; Business support</li> <li>&gt; Good coffee</li> </ul>	<b>What do they need?</b> <ul style="list-style-type: none"> <li>&gt; <b>Good choice of Food and Beverage, Retail</b></li> <li>&gt; Parking</li> <li>&gt; Programmed activities and events.</li> <li>&gt; Informal social spaces</li> <li>&gt; WIFI</li> <li>&gt; Way-finding / Interpretation</li> <li>&gt; Art</li> <li>&gt; Good alternative connections to Canberra (cycle + public transport)</li> <li>&gt; End of trip facilities</li> <li>&gt; Places for rest and passive activity</li> </ul>



## Queanbeyan CBD Experience Map

Mapping the existing destinations and activities provides a structure to base the place planning upon. The plan demonstrates the concentration of activity around Crawford and Monaro Streets and the frame of green space.

### Destinations & Activities

#### Culture & Arts & Events

1. The Q Performing Arts Centre  
"theatre going experience is far superior to that of Canberra Theatre" Trip advisor 2018
2. Queanbeyan Library
3. Showgrounds regular outdoor events
4. Queen Elizabeth Park Amphitheatre
5. Queanbeyan Annual Art Trail

#### Places to Drink, Eat and Music

6. The Royal Hotel
7. Tourist Hotel
8. Walsh's Hotel
9. Queanbeyan RSL
10. Queanbeyan Leagues Club

#### Convenience Shopping

11. Riversid Plaza
12. Supermarket - Aldi (a), Woolworths (w), Coles (c)
13. Food hall

#### Coffee Fix

14. Riverside Cafe
15. The Mill Bank
16. 4th Seed
17. Ciao Cafe
18. Country Heir

#### Community Sporting Activity

19. Town Park Cricket and football
20. Aquatic Centre

#### Family Friendly Parks & Playgrounds

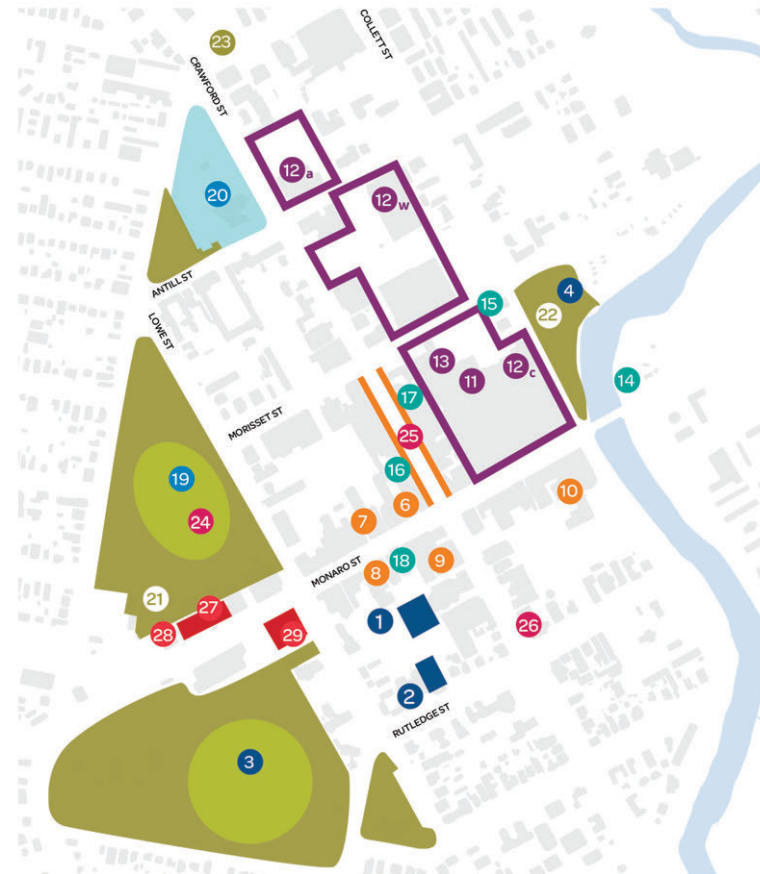
21. Town Park
22. Queen Elizabeth Park playground & water park
23. Apex Park

#### Markets Supporting Local Producers

24. Monthly Craft Market

#### Explore the Local Heritage

25. Museum
26. Printing Museum
27. Queanbeyan Visitor Information Centre
28. City Heritage Walk



PLACE  
LABORATORY

HAMES  
SHARLEY

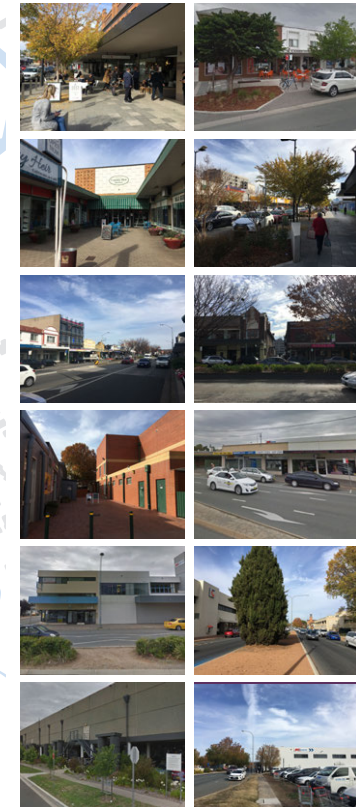
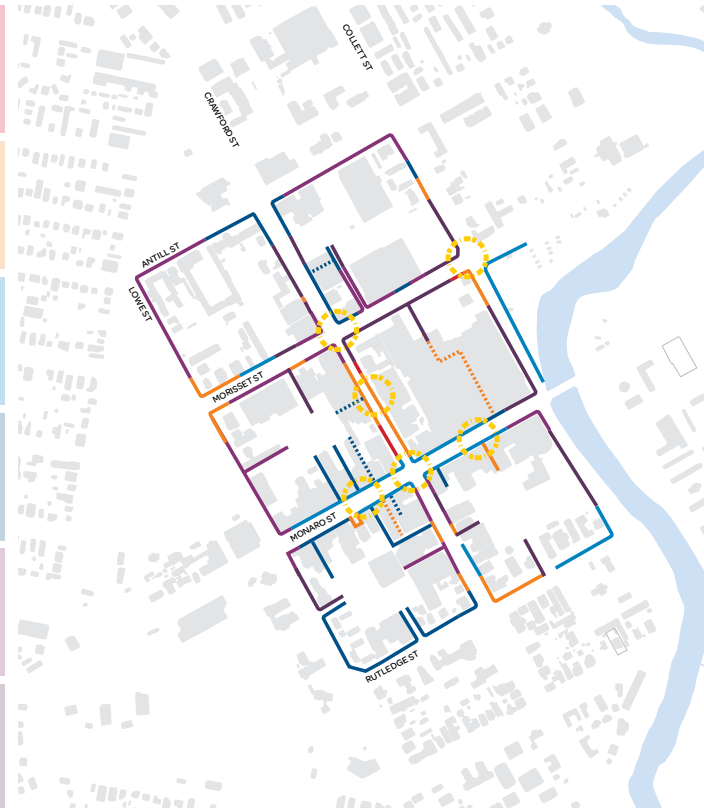
## Quality of Pedestrian Experience

The quality of the pedestrian experience has a large impact on how people experience the CBD and whether they will chose to stay and walk around the CBD.

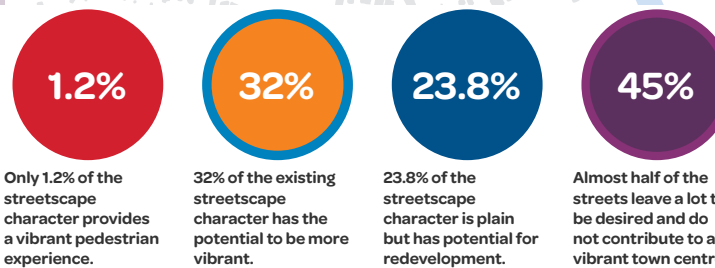
STREETSCAPE CHARACTER	FUNCTION	FACADE
Vibrant character with plenty of street life and visible ground floor function	<ul style="list-style-type: none"> <li>Cafes, bars, taverns &amp; pubs with alfresco areas</li> </ul>	<ul style="list-style-type: none"> <li>Small frontages</li> <li>Many doors</li> <li>Variation in architectural form</li> <li>Interesting architectural+ heritage character</li> </ul>
Pleasant character with either new streetscape; large shade street trees, or hedges and gardens. Some visible ground floor function which contributes to the street.	<ul style="list-style-type: none"> <li>Small retail shops</li> <li>Residential</li> <li>Significant civic buildings</li> </ul>	<ul style="list-style-type: none"> <li>Small- Medium frontages</li> <li>Shop windows</li> <li>Interesting architectural+ heritage character</li> </ul>
Mixed character that is a run down and vehicle dominated but has either interesting buildings or large shade street trees. Some visible ground floor function which contributes to the street.	<ul style="list-style-type: none"> <li>Some pubs and restaurants</li> <li>Small retail shops</li> <li>Residential</li> <li>Significant civic buildings</li> <li>Office</li> </ul>	<ul style="list-style-type: none"> <li>Small- Medium frontages</li> <li>Shop windows</li> <li>Interesting architectural+ heritage character</li> </ul>
Plain character that is a run down, vehicle dominated, poor quality footpaths	<ul style="list-style-type: none"> <li>Service</li> <li>Offices</li> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Mainly inactive facades</li> <li>Small- Medium frontages</li> <li>Poor quality architectural character</li> </ul>
Unpleasant character that is a run down, car dominated, poor quality footpaths, large driveways	<ul style="list-style-type: none"> <li>Service</li> <li>Offices</li> <li>Blank walls</li> </ul>	<ul style="list-style-type: none"> <li>Big box retail/office with no windows and few openings</li> <li>Inactive facades</li> <li>Vacant buildings</li> <li>Large driveways</li> </ul>
Unpleasant character that is a run down, car dominated, poor quality footpaths, large driveways	<ul style="list-style-type: none"> <li>Carparking</li> </ul>	N/A



Intersections and roads that are difficult for pedestrians to cross



Typical examples of each streetscape character type















PLACE  
LABORATORY

HAMES  
SHARLEY

## Street Trees

Street trees play an important role in defining the 'country' character of Queanbeyan. The diagram illustrates the diversity of street tree planting, age and streets that need the tree planting strengthened.

-  Large Park Trees
-  Conifers
-  Large Shade Trees (Plane Trees, Oak Trees)
-  Kurragong
-  Ornamental Feature Trees (Crepe Myrtle)
-  Large Feature Trees
-  Monaro Street Tree
-  Crawford Street Tree (Elms)
-  Recent Collete Street Trees
-  Euclayptus Trees
-  Sheoaks
-  Palm in Roundabouts





## 3.4 Access and Parking Analysis

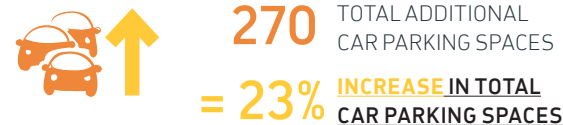
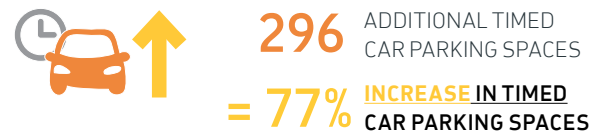
### Introduction

The Queanbeyan CBD Transformation Strategy promoted the attraction of new residents and workers into the CBD as a key driver of economic activity. To assist that ambition, amendments may be needed to planning policies and re-purposing of current grade car parks to incentivise those private investments. Car parks currently take up a large area of prime land within the CBD rendering such land as unfriendly, harsh environments.

In September 2018, QPRC adopted the Queanbeyan Car Parking Strategy 2018-2028. This Strategy proposes many enabling actions including:

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

- + Redevelopment of some CBD car parks into secure, smart undercover (decked) parking near retail core
- + Convert part of the car parks into public domain or pedestrian corridors connecting the CBD green spaces will unleash potential to create new commercial opportunities and add high quality public realm to the CBD.



## Car Parking | Principles

Car parking will continue to be an important element of city life for the foreseeable future and is therefore key to the Master Plan, especially as the city grows. The car parking strategy sets some clear principles for improving parking in Queanbeyan. Refer to the adjacent figure.

## Car Parking | Key Elements

Free timed and untimed public car parking continues to be an important part of the overall strategy and has been a key consideration in the development of the Master Plan.

- Principle 01** Be a point of difference – country living/city benefits.
- Principle 02** People access, not parking supply, drives business activity.
- Principle 03** Prioritise short stay, high turnover parking over long stay, low turnover parking
- Principle 04** Parking must be ‘smart’ and support overarching transport objectives

## Minor Car Parking Changes

The car parking strategy sets out a range of proposals for the future shown in the following tables:

	ERIN STREET	AQUATIC CENTRE	FARRER PLACE	SHOWGROUND
<b>Current Spaces</b>	85 (20 timed, 65 untimed)	77 (24 timed, 53 untimed)	21 (21 timed)	22 (22 untimed)
<b>Potential Spaces</b>	85 (85 untimed)	77 (15 timed, 62 untimed)	21 (21 timed)	30 (30 untimed)
<b>Potential Change</b>	0	0	0	+ 8
<b>Additional Information</b>	-	-	+ 2 hour timed + Long vehicle and RV parking	+ Overflow at-grade parking at eastern perimeter + Long vehicle and RV parking

## Major Car Parking Proposals

	MORISSET STREET	CRAWFORD STREET	LOWE STREET	RUTLEDGE STREET	COLLETT STREET
<b>Current Spaces</b>	<b>212</b> (190 timed, 22 untimed)	<b>149</b> (149 untimed)	<b>172</b> (118 timed, 54 untimed)	<b>185</b> (15 timed, 170 untimed)	<b>260</b> (14 timed, 246 untimed)
<b>Potential Spaces</b>	<b>500</b> (400 timed, 100 untimed)	<b>220</b> (100 timed, 120 untimed)	<b>120</b> (60 timed, 60 untimed)	<b>100</b> (100 timed)	<b>310</b> (310 untimed)
<b>Potential Change</b>	<b>+ 288</b>	<b>+ 69</b>	<b>- 52</b>	<b>- 85</b>	<b>+ 50</b>
<b>How can this be Achieved?</b>	<p><b>Deck car parking with:</b></p> <ul style="list-style-type: none"> <li>+ Untimed space on top deck</li> <li>+ 2hr parking for unleased spaces (business hours)</li> <li>+ 4-5 decks with provision for leased/purchased parking from other CBD sites; with wider spaces at grade</li> <li>+ Car access from Morisset; loading access onto Crawford (in longer term)</li> <li>+ Retain vehicular movement for loading and access to private car parking, with appropriate Level 1 height to enable movement of loading vehicles</li> <li>+ Pedestrian connections from car park to Monaro, Crawford, Lowe and Morisset Streets</li> </ul>	<p><b>Deck car parking with:</b></p> <ul style="list-style-type: none"> <li>+ Untimed space on top deck</li> <li>+ Three hour timed parking for unleased spaces</li> <li>+ Expansion to 2-3 decks, including provision for leased/purchased parking from adjacent redeveloped Crawford/Morisset Street sites</li> <li>+ Vehicular access from Morisset Street</li> </ul>	<p><b>The retention of some at grade car spaces behind 'The Q' and along proposed service lanes exiting onto Lowe Street and Crawford Street:</b></p> <ul style="list-style-type: none"> <li>+ Potential decked car park, and construction of basement car parking (subject to private developments proceeding on Rutledge Street frontage)</li> <li>+ Vehicular access from Rutledge Street</li> <li>+ Vehicular access from Lowe Street for Monaro Street frontage properties</li> <li>+ 2hr timed parking (business hours)</li> </ul>	<p><b>Decked or basement car parking designed to enable shared space and continuation of a public domain 'civic square' from Lowe car park to Queanbeyan River</b></p> <ul style="list-style-type: none"> <li>+ Service lane access from Crawford Street for Monaro Street frontage properties</li> <li>+ Vehicular access from Rutledge Street</li> <li>+ Three hour timed parking (business hours)</li> </ul>	<p><b>At grade car parking with:</b></p> <ul style="list-style-type: none"> <li>+ Bus interchange and park'n'ride site</li> <li>+ Long vehicle parking</li> <li>+ Untimed employee, commuter and recreation parking.</li> </ul>
<b>Additional Information</b>	<p>Potential redevelopment into mixed use commercial development. This may include weekend markets and potential relocation of the Library to the commercial ground floor in longer term. It will achieve a shared public domain including piazza.</p>			<p>Establish a program to encourage employees (via Queanbeyan Business Chamber and QPRC staff) to park at CBD perimeter (eg bus interchange or Showground).</p>	



## Car Parking Strategy Summary

Overall, Queanbeyan CBD, across the range of existing areas, currently provides a total of 402 timed and 781 untimed car parking spaces. The proposals above will provide, across a range of areas, 726 timed and 747 untimed car parking spaces within the CBD.

In line with cities of the future, 'smart parking' principles, apps and infrastructure for car parks and public domain is a prominent feature. Pedestrian connections are also crucial to modern cities and the car parking strategy proposes the acquisition of mid-block easements or corridors as pedestrian laneways connecting the:

- + **Lowe and Morisset car parks**
- + **Showground and the Lowe and Rutledge car parks,**

- + **Queanbeyan Town Park to Morisset and Riverside car parks**
- + **Rutledge and Riverside car parks.**

To ensure effective Park and Ride options the strategy proposes to:

- + **Utilise existing or proposed public reserve car parks; negotiate car parks in new release areas; incentivise adjacent business shared space**
- + **Facilitate expanding and formalise car park near Queanbeyan rail station, should the commuter rail pilot progress to implementation**
- + **Ensure untimed commuter and recreation parking.**

## Car Parking Staging

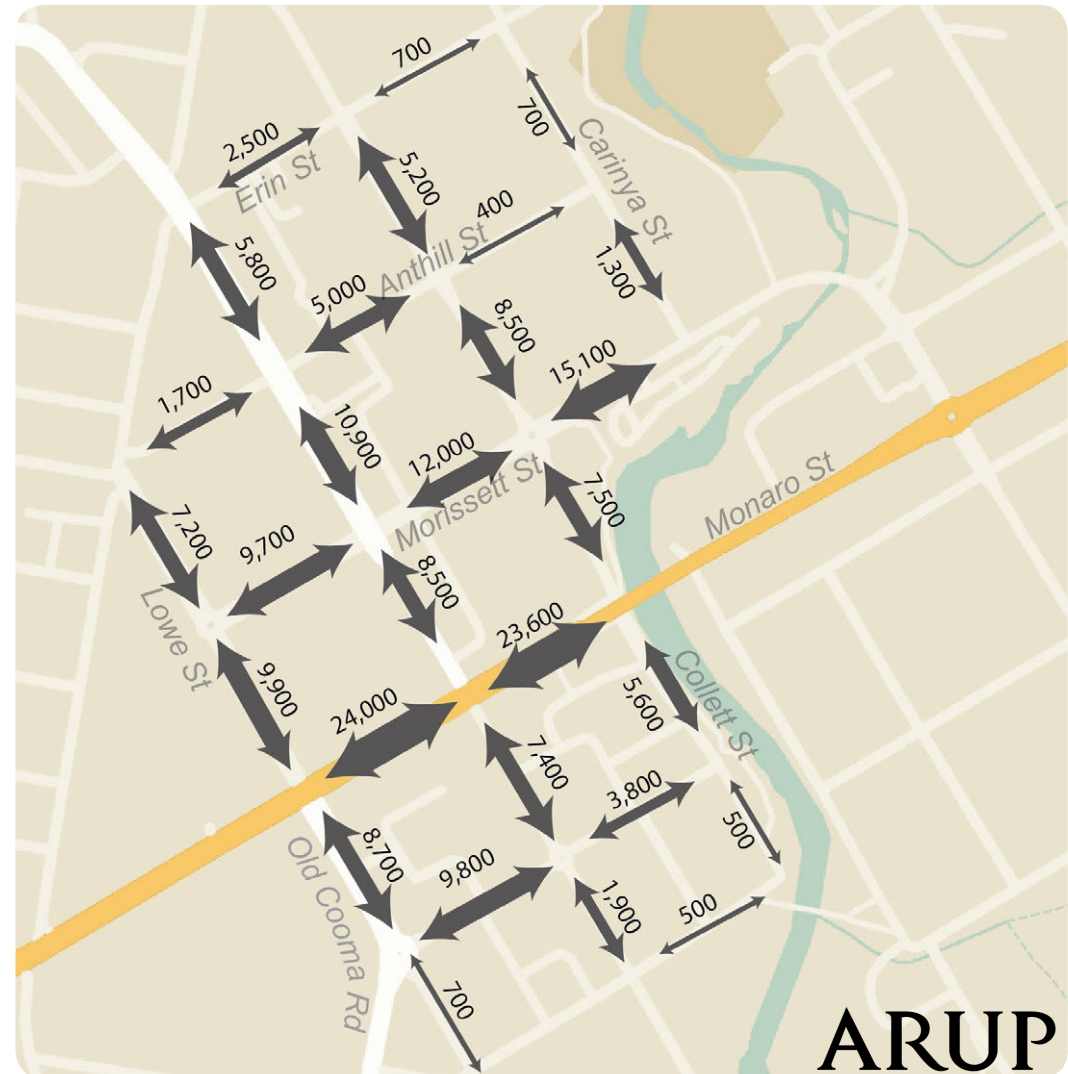
The recycling of car spaces into public domain and corridors, and the construction of upgraded and additional undercover, secure and smart car parks should be staged over 10 years.

Indicative periods for design, approvals and construction of car parks (as outlined in the Queanbeyan CBD Transformation stages) for inclusion in the financial plan are outlined below:

- Stage 01** (2019- 20) - New Queanbeyan River loop walk and Riverside Caravan Park upgrade
- Stage 02** (2019- 21) - Lowe car park - In conjunction with Council Head Office + SMART Hub, and adjacent redevelopment of Rutledge St Cottages
- Stage 03** (2020- 21) - Morisset car park
- Stage 04** (2021- 22) - Rutledge car park
- Stage 05** (2022-23) - Monaro Street
- Stage 06** (2024-25) - Crawford car park

## Existing Traffic Volumes

- + A review of traffic count data provided by QPRC indicated that **Monaro Street is the main traffic route in the CBD**, carrying almost twice the daily volumes of other major streets
- + It is one of two state roads in the CBD, the other being Old Cooma Road
- + **Monaro Street has a high proportion of heavy vehicles**, accounting for around 8-10% of all traffic through the CBD
- + **Morisset Street is the busiest local road**, carrying around 15,000 vehicles per day
- + **The main north-south routes are Crawford Street and Collett Street**, which carry 10,000 and 8,500 per day respectfully
- + The adjacent figure shows the average daily traffic volumes for Queanbeyan CBD, counted in 2015-2018





## Status of the 2009 Master Plan Objectives

The analysis below clearly demonstrates that the Master Plan Refresh process needs to address a range of outstanding access issues remaining central to the CBD Transformation Strategy.

Objective (2009 Master Plan)	Achieved	Comment
<b>Improve</b> pedestrian amenity and accessibility by reducing vehicular travel speeds, improving safe road crossing opportunities, widening footpaths and improving through site and mid-block links.	No	The Integrated Transport Study (2018) recommends 40km/h zones and multiple pedestrian improvements but have not yet been implemented.
<b>Improve</b> bicycle facilities through such measures as bike lanes, lower vehicular speed environment and secure bicycle parking	No	The ITS recommends a shared path along Morisset Street as a parallel alternative to Monaro Street. Vehicle speeds have not been reduced. Secure bicycle parking has been provided at the bus interchange.
<b>Retain</b> and enhance the existing bus terminus on Crawford Street and Morisset Street and retain the majority of other bus stops within the CBD.	No longer relevant	The bus interchange has been relocated to Morisset St / Collett Street interchange. Arup need to confirm whether this has meant that some bus stops in the CBD are no longer in use.
<b>Use</b> traffic management measures and gateway treatments to make traffic more aware that they are entering a town centre environment.	No	No traffic management measures have been undertaken to demarcate the town centre environment.
<b>Retain</b> the traffic function of Monaro Street (Kings Highway) but not at the expense of pedestrian safety or amenity. A CBD bypass appears unlikely in the short to medium term, and even if such a bypass was constructed, it would be unlikely to result in any major reduction in traffic volumes through the CBD.	Partially	Ellerton Drive Extension is under construction that provides a bypass of the CBD. This is likely to reduce through traffic in the CBD and provides the opportunity improving pedestrian safety and amenity.
<b>Continue</b> to encourage use of the heavy vehicle bypass around Queanbeyan and Oaks Estate for heavy vehicles to avoid travelling through the CBD.	Partially	Ellerton Drive Extension will reduce heavy vehicle volumes through the CBD, but should be supported by a clear way-finding system to direct drivers to use alternative routes.
<b>Maintain</b> current on-street parking levels. Retain current levels of off-street parking in the short term with a view to rationalising and better managing off-street parking in the long term.	Partially	Current on-street parking levels have been maintained.
<b>Reduce</b> traffic on Morisset Street and Crawford Street by redirecting demand onto Anthill Street and Collett Street.	No	Signalising Antill / Crawford Street intersection as noted in the Master Plan was intended to encourage the use of Anthill and Collett Streets, but this has not yet been implemented.

ARUP

Hames  
Sharley

## 3.5 Heritage Assessment

### Opportunities

- + **Celebrate and explore Aboriginal history** of Ngunnawal people and the Cumbeyan clan who lived in the Queanbeyan area in the same detail to which the European Heritage is celebrated
- + **Implement heritage walking trails through the CBD** to encourage people to walk through the CBD to desired areas. It is noted that this there is a similar 'honour walk' which celebrates members of the community. This could be expanded and implemented via more plaques set into the pavement. Something similar to the heritage interpretation implemented at Kings Cross in Sydney is appropriate which details the changing geography of the area. This could also include a City of Champions Walk.
- + Greater emphasis and interpretation of the **importance of William Farrer to the area** and Australia might be explored



An example of heritage interpretation in Sydney's Kings Cross

**Weir  
Phillips  
Heritage**

**Hames  
Sharley**

- + Along the same heritage interpretation narrative, **a place naming strategy should be developed to coincide with the planned redevelopment of the rear car park spaces**
- + **Spaces named after persons or events associated with the history of Queanbeyan** should be employee. For example, renaming the car park spaces as 'squares'
- + Update the Queanbeyan Heritage Study (2010) to **identify characteristic buildings, not necessarily heritage items, that contribute to the character of the CBD**. For example, the vernacular modernist (c.1950-1960s) 'Country Heir' building at No. 54 Monaro Street is an interesting and distinctive architectural addition to the Monaro Street.
- + It is noted that in 2013, Council commissioned Queanbeyan Monaro Street Study to **guide potential future colour schemes for buildings lining Monaro Street**. This scheme has been partially implemented with good results. It should continue, and be expanded to include all heritage items throughout the CBD



Tourist Hotel;  
an example of  
the classic art  
deco style that  
adds character to  
Monaro Street

**Weir  
Phillips**  
Heritage

**Hames  
Sharley**



## Issues regarding the heritage of Queanbeyan

- + Many original commercial shopfronts lining Monaro Street and surrounds were removed between the 1970s-1990s. This **led to a disparate array of heritage items within the CBD with no cohesive 'heritage character' or precinct**
- + **The current heritage fund administered by Council is limited** to assist owners of churches, and buildings owned or managed by community based Not for Profit organisations
- + **Developing a new heritage fund for commercial buildings or adapting the existing heritage fund to include commercial buildings will increase the likelihood of commercial buildings being conserved** and increase their overall contribution to the CBD



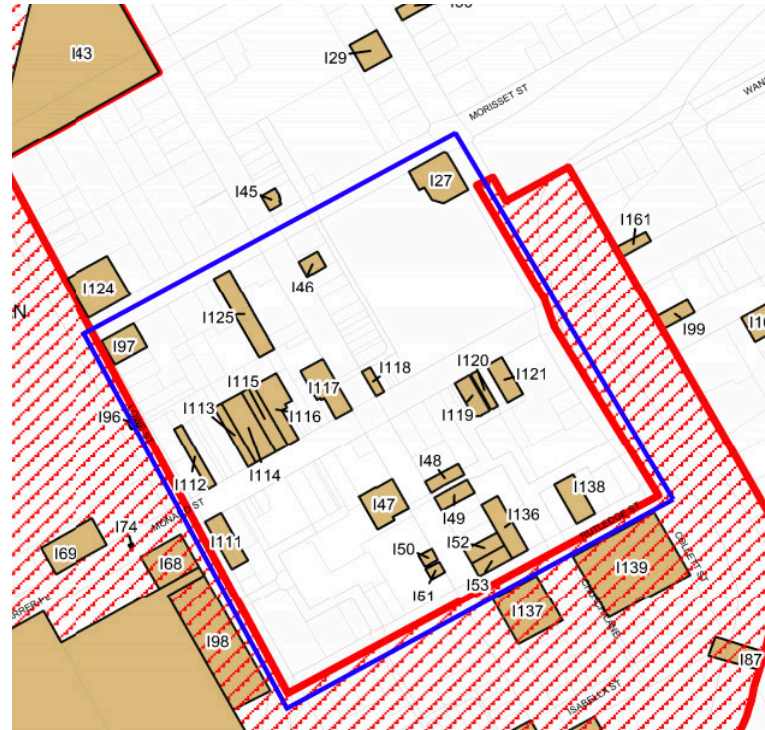
The bust of William Farrer in Monaro Street in 1938 and today

**Weir  
Phillips**  
Heritage

**Hames  
Sharley**

## Issues from Community Expectations

- + While broader community expectations, including local Aboriginal land councils, have not been canvassed as part of this review, it is clear from existing heritage listings that the **buildings have a high level of community esteem, particularly within the heritage community**
- + It should be considered as a basic principle that **future works and uses should be guided by acceptable conservation principles**
- + **The Queanbeyan and District Historical Society should be consulted** in relation to any major proposed re-development of heritage items or precincts. (A full list of heritage items relevant to the Study Area is provided on pages 50-51)



Heritage Items within the CBD from the Queanbeyan LEP 2012

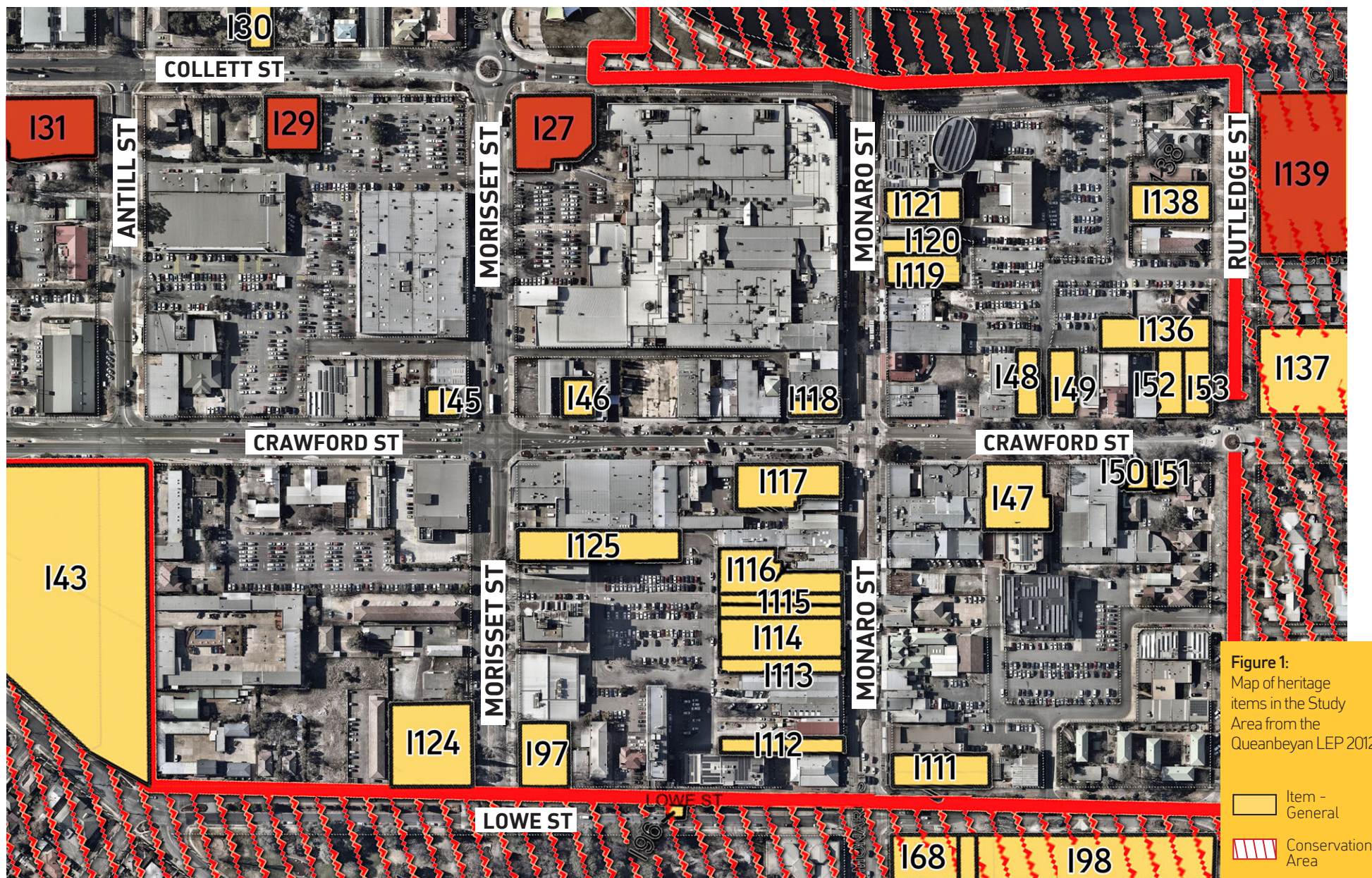
## Conclusions

- + There is no cohesive heritage character within the CBD as a result of the successive replacement of buildings
- + However, there are disparate examples of Queanbeyan's early history which need to be retained and conserved, particularly if the CBD is to be revitalised and developed, as these contribute to the distinct character and amenity of the CBD.





## Heritage Items listed in the Study Area





**Table 1:** Table of heritage items listed in the Study Area from the Queanbeyan LEP 2012

SUBURB	ITEM NAME	ADDRESS	PROPERTY DESCRIPTION	SIGNIFICANCE	ITEM NUMBER
Queanbeyan	"Byrne's Mill"	55-57 Collett Street	Lots 11 and 12, DP 815597	State	I 27
Queanbeyan	"Hibernia Lodge"	69 Collett Street	Lot 1, DP 349095	State	I 29
Queanbeyan	Cottage	72 Collett Street	Lot 1, DP 714734	Local	I 30
Queanbeyan	Old Queanbeyan Hospital	87-105 Collett Street	Part Lot 2, DP 226590	State	I 31
Queanbeyan	Queanbeyan Recreation + Leisure Centre 45	121-147 Crawford Street	Lot 1, DP 758862	Local	I 43
Queanbeyan	Cottage	182 Crawford Street	Lot 1, DP 556014	Local	I 45
Queanbeyan	Wright Building	200 Crawford Street	Lot A, DP 157292	Local	I 46
Queanbeyan	Queanbeyan City Council Chambers (former School of Arts building)	251 Crawford Street	Lot 2, DP 735700	Local	I 47
Queanbeyan	Masonic Hall	258 Crawford Street	Lot 3, DP 507909	Local	I 48
Queanbeyan	House (Baker Deane + Nutt offices)	260 Crawford Street	Lot A, DP 389447	Local	I 49
Queanbeyan	Fire station (former)	261 Crawford Street	Lot 2, DP 806157	Local	I 50
Queanbeyan	Dutton's Cottage	263 Crawford Street	Lot 2, DP 806157	Local	I 51
Queanbeyan	Weatherboard cottage	274 Crawford Street	Lot B, DP 157512	Local	I 52
Queanbeyan	Weatherboard cottage	276 Crawford Street	Lot C, DP 157512	Local	I 53
Queanbeyan	Tourist Information Centre (former municipal chambers), Lazarus sundial and World War I memorial	1-3 Farrer Place	Lots 1 and 2, DP 758862	Local	I 68
Queanbeyan	Building house, Thai restaurant	24 Lowe Street	Lots 3 and 4, DP 14686	Local	I 97
Queanbeyan	St Raphael's Roman Catholic Church and St Gregory's School complex	47-59 Lowe Street	Lot 1, DP 319352; Lots 7 and 8, Section 56, DP 758862	Local	I 98
Queanbeyan	Raine and Horne Real Estate (formerly Temperance Hall)	6-8 Monaro Street	Lot 2, DP 745806	Local	I 111
Queanbeyan	Shop	9-11 Monaro Street	Lot 6, DP 239955	Local	I 112
Queanbeyan	Shop (Oz Property Services)	27-29 Monaro Street	Lot 4, DP 239955	Local	I 113
Queanbeyan	Tourist Hotel	31-43 Monaro Street	Lot 10, DP 530627	Local	I 114
Queanbeyan	Black's Chambers	45-53 Monaro Street	Lot 16, DP 543424	Local	I 115
Queanbeyan	Dudley Building	55-59 Monaro Street	Lot 14, DP 816328	Local	I 116
Queanbeyan	Royal Hotel	85-93 Monaro Street	Lot 1, DP 624770	Local	I 117
Queanbeyan	Fallick's Building	95-99 Monaro Street	Lot 1, DP 131589	Local	I 118
Queanbeyan	Federation free style shops	130-134 Monaro Street	Lot 1A, DP 162360; Lot 2B, DP 162361; Lot 1, DP 778814	Local	I 119
Queanbeyan	Estate Realty	138-140 Monaro Street	Lot 3, DP 32660	Local	I 120
Queanbeyan	Former Bradbury's Brewery site	146-154 Monaro Street	Lot A, DP 38752	Local	I 121
Queanbeyan	St Stephen's Presbyterian Church and Manse	2 Morisset Street	Lot 2, DP 810937	Local	I 124
Queanbeyan	Furlong House	15 Morisset Street	Part Lot 13, DP 758862	Local	I 125
Queanbeyan	House	18 Rutledge Street	Lot 2, DP 710825 Lot 2, DP 710825	Local	I 136
Queanbeyan	Parish hall— Anglican Parish of Queanbeyan	19 Rutledge Street	Lots 3-7, DP 37235	Local	I 137
Queanbeyan	Hereford House	32 Rutledge Street	Lot 5, DP 551214	Local	I 138
Queanbeyan	Christ Church Anglican group inc. rectory, former school + first extension, church hall + landscape	39 Rutledge Street	Lots 1-3, DP 199191	State	I 139







## 4.0 Gap Analysis + Key Moves Responses

### Introduction

This section provides a gap analysis undertaken of the 2009 CBD Master Plan in the context of the CBD Transformation Strategy and existing CBD conditions, to address key moves and to inform the Master Plan Refresh process.



### Assessment Criteria

#### ALIGNMENT REVIEW:

- Strongly Aligned
- Aligned (Requires Finessing)
- Partially Aligned (Requires Finessing)
- Not Well Aligned (Requires Reconsideration)
- Not Covered (Requires Development)

#### KEY MOVE RESPONSES TO ALIGNMENT GAPS:

- A Streetscape
- B Monaro Street Through Traffic
- C Market Demand Responsiveness
- D Streets Precincts Laneways
- E CBD Market Position
- F Shopping Precinct Integration
- G CBD River Parks
- H Smart City
- I Access and Parking
- J Governance

TRANSFORMATION STRATEGY ALIGNMENT

IDENTITY

CONNECTION

INVESTMENT

	Urban Planning + Design Directions						Landscape Master Plan Objectives		
	1	2	3	4	5	6	7	8	9
A DEFINED + DISTINCT IDENTITY	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG
STREETSCAPE BEAUTIFICATION + AMENITY	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG	AB DG
WELCOMING PUBLIC SPACES THAT ATTRACT PEOPLE TO STOP + ENJOY	AB CDE	AB DGE	AB DGE	AB DGE	AB DGE	AB DGE	AB DGE	AB DGE	AB DGE
HIGH WORKFORCE + PEDESTRIAN DENSITY	AC DE	AC DE	AC DE	AC DE	AC DE	AC DE	AC DE	AC DE	AC DE
CULTURAL + PROMOTIONAL ACTIVITIES ARE EVIDENT	AD H	AD H					AD H	AD H	AD H
QUALITY URBAN DESIGN AND RENEWAL (PROVIDING ATTRACTION FOR PEOPLE + BUSINESS)	AC DEH	AC DEH	AC DEH	AC DEH	AC DEH	AC DEH	AC DEH	AC DEH	AC DEH
AN ENTREPRENEURIAL + SMALL BUSINESS ECOSYSTEM THAT CONTRIBUTES TO CBD IDENTITY	DE HJ	DE HJ							
COMPACT — SMALLER BLOCKS + DENSIFIED RETAIL FOOTPRINT	CDE FHI	CDE FHI	CDE FHI		CDE FHI	CDE FHI	CDE FHI	CDE FHI	CDE FHI
PEDESTRIAN FOCUSED ENVIRONMENT (EASY,SAFE WALKING ACCESS BETWEEN PRECINCTS + ATTRACTIONS)	AB DI	AB DI	AB DI	AB DI	AB DI		AB DI	AB DI	AB DI
PARKING PROVISION FOR PRECINCT CONNECTIVITY + EASE OF PEDESTRIAN ACCESS	AD HI	AD HI	AD HI	AD HI	AD HI		AD HI	AD HI	AD HI
TRANSPORT LINKAGES (CYCLE PATHS + PUBLIC TRANSPORT)		AD HI	AD HI						
CONNECTING THE CBD TO PARKS + GREEN SPACES	AD G	AD G	AD G				AD G	AD G	AD G
ACTIVATE QUEANBEYAN RIVER CORRIDOR	AD FGH	AD FGH	AD FGH		AD FGH		AD FGH	AD FGH	AD FGH
AN ENABLING BUSINESS ENVIRONMENT	BC HJ	BC HJ							
RETAIL THAT SUITS THE NEEDS OF PEOPLE ATTRACTED TO THE CBD	CE HIJ	CE HIJ							
PROACTIVE PRIVATE SECTOR + BUSINESS COMMUNITY	CE HJ	CE HJ							



Strongly Aligned



Aligned (Requires Finessing)



Partially Aligned (Requires Finessing)



Not Well Aligned (Requires Reconsideration)



Not Covered (Requires Development)

# A STREETScape

## ISSUES AND GAPS

- ✚ The CBD lacks a clear, consistent and cohesive identity
- ✚ The quality of the streetscaping varies considerably across the CBD
- ✚ Wayfinding is not intuitive or guided
- ✚ The streetscape environment does not support a pedestrianised retail precinct

- ✓ A DEFINED AND DISTINCT IDENTITY
- ✓ STREETScape BEAUTIFICATION AND AMENITY
- ✓ WELCOMING PUBLIC SPACES THAT ATTRACT PEOPLE TO STOP AND ENJOY
- HIGH WORKFORCE AND PEDESTRIAN DENSITY
- CULTURAL AND PROMOTIONAL ACTIVITIES ARE EVIDENT
- ✓ QUALITY URBAN DESIGN AND RENEWAL — PROVIDING ATTRACTION FOR PEOPLE AND BUSINESS
- AN ENTREPRENEURIAL AND SMALL BUSINESS ECOSYSTEM THAT CONTRIBUTES TO THE CBD IDENTITY

- COMPACT — SMALLER BLOCKS AND DENSIFIED RETAIL FOOTPRINT
- ✓ PEDESTRIAN FOCUSED ENVIRONMENT — EASE OF SAFE PEDESTRIAN ACCESS BETWEEN PRECINCTS AND ATTRACTIONS
- PARKING PROVISION FOR PRECINCT CONNECTIVITY AND EASE OF PEDESTRIAN ACCESS

- TRANSPORT LINKAGES — CYCLE PATHS AND PUBLIC TRANSPORT

- CONNECTING THE CBD TO PARKS AND GREEN SPACES

- ACTIVATE QUEANBEYAN RIVER CORRIDOR

- AN ENABLING BUSINESS ENVIRONMENT

- RETAIL THAT SUITS THE NEEDS OF PEOPLE ATTRACTED TO THE CBD

- PROACTIVE PRIVATE SECTOR AND BUSINESS COMMUNITY

## KEY MOVE RESPONSE



## 1 CREATE AN INTEGRATED AND COHESIVE STREETScape NETWORK

- ✚ Implement a consistent street tree planting strategy across the CBD as a high priority
- ✚ Implement a comprehensive wayfinding and signage strategy to guide visitors and customers throughout the CBD and its facilities
- ✚ Deliver a targeted streetscape upgrade to support the themed retail strategies, street activation and outdoor dining



# B MONARO STREET THROUGH TRAFFIC

## ISSUES AND GAPS

- ✦ Through traffic volumes and noise levels are disruptive to retail amenity
- ✦ The road layout is not conducive to high amenity pedestrian environment
- ✦ The existing raised median acts as a visual barrier and a physical barrier, splitting the CBD

- |  |            |   |
|--|------------|---|
| TRANSFORMATION STRATEGY ALIGNMENT  | IDENTITY   | <input checked="" type="checkbox"/> A DEFINED AND DISTINCT IDENTITY   |
|  |            | <input checked="" type="checkbox"/> STREETScape BEAUTIFICATION AND AMENITY  |
|  |            | <input checked="" type="checkbox"/> WELCOMING PUBLIC SPACES THAT ATTRACT PEOPLE TO STOP AND ENJOY                                     |
|  |            | <input checked="" type="checkbox"/> HIGH WORKFORCE AND PEDESTRIAN DENSITY   |
|  |            | <input type="checkbox"/> CULTURAL AND PROMOTIONAL ACTIVITIES ARE EVIDENT  |
|  | CONNECTION | <input type="checkbox"/> QUALITY URBAN DESIGN AND RENEWAL — PROVIDING ATTRACTION FOR PEOPLE AND BUSINESS                              |
|  |            | <input type="checkbox"/> AN ENTREPRENEURIAL AND SMALL BUSINESS ECOSYSTEM THAT CONTRIBUTES TO THE CBD IDENTITY                         |
|  |            | <input type="checkbox"/> COMPACT — SMALLER BLOCKS AND DENSIFIED RETAIL FOOTPRINT  |
|  |            | <input checked="" type="checkbox"/> PEDESTRIAN FOCUSED ENVIRONMENT — EASE OF SAFE PEDESTRIAN ACCESS BETWEEN PRECINCTS AND ATTRACTIONS |
|  |            | <input checked="" type="checkbox"/> PARKING PROVISION FOR PRECINCT CONNECTIVITY AND EASE OF PEDESTRIAN ACCESS                         |
|  |            | <input type="checkbox"/> TRANSPORT LINKAGES — CYCLE PATHS AND PUBLIC TRANSPORT  |
|  |            | <input type="checkbox"/> CONNECTING THE CBD TO PARKS AND GREEN SPACES   |
|  |            | <input type="checkbox"/> ACTIVATE QUEANBEYAN RIVER CORRIDOR   |
|  |            | <input type="checkbox"/> AN ENABLING BUSINESS ENVIRONMENT   |
|  |            | <input type="checkbox"/> RETAIL THAT SUITS THE NEEDS OF PEOPLE ATTRACTED TO THE CBD   |
| <input type="checkbox"/> PROACTIVE PRIVATE SECTOR AND BUSINESS COMMUNITY |            |   |

## KEY MOVE RESPONSE



## 2 INTRODUCE A FLEXIBLE, TWO-SPEED, CALMING OF MONARO STREET TRAFFIC

- ✦ Reformat the road layout to widen the footpaths and provide two through lanes in each direction
- ✦ Consider a clearway on the inner lane at peak periods and provide kerbside parking at all other times
- ✦ Include footpath-based street tree planting



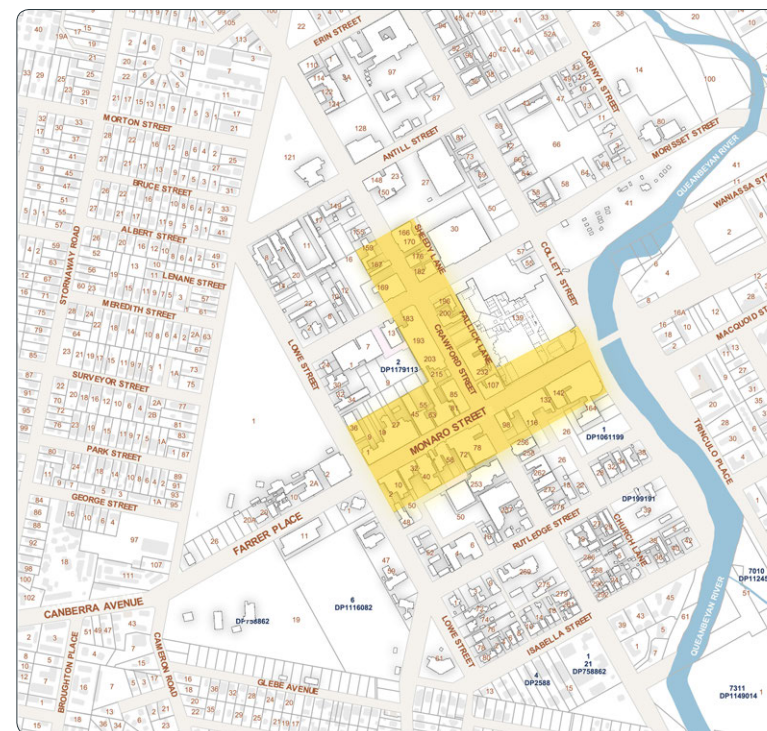
# C MARKET DEMAND RESPONSIVENESS

## ISSUES AND GAPS

- ✦ The retail offer is spread widely across the CBD
- ✦ There is a high level of shop vacancies and vacant allotments
- ✦ 60% leakage from the trade area for food-based retail suggests a significant opportunity for the CBD (equivalent to \$45M/annum or 30 new cafés/restaurants) Refer to CBD Retail Growth Strategy
- ✦ Shopping centre based retail has minimal growth capacity

- ✓ **A DEFINED AND DISTINCT IDENTITY**
- STREETScape BEAUTIFICATION AND AMENITY
- ✓ **WELCOMING PUBLIC SPACES THAT ATTRACT PEOPLE TO STOP AND ENJOY**
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## KEY MOVE RESPONSE



## 3 BALANCE RETAIL ACTIVATION STRATEGIES WITH IDENTIFIED MARKET DEMAND

- ✦ Identify a Main-street retail zone within the CBD as the focus for strip-based retail and to ensure critical mass and vibrancy
- ✦ Provide a supportive planning policy framework and consider retail incentive strategies to encourage retail within the Main-street retail zone
- ✦ Ensure centre block developments do not compromise the vibrancy of the Main-street retail zone

# D STREETS, PRECINCTS AND LANES

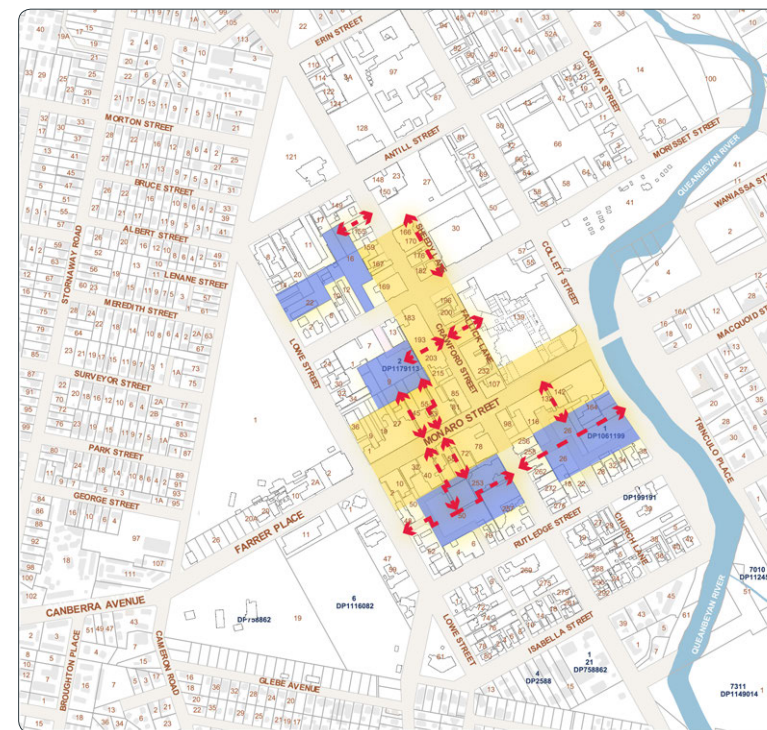
## ISSUES AND GAPS

- ✦ The streets and laneways generally lack pedestrian amenity and a clear identity
- ✦ The centre block precincts lack identity and pedestrian amenity
- ✦ Laneway connections are generally poorly activated

- ✓ A DEFINED AND DISTINCT IDENTITY
- ✓ STREETScape BEAUTIFICATION AND AMENITY
- ✓ WELCOMING PUBLIC SPACES THAT ATTRACT PEOPLE TO STOP AND ENJOY
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TRANSFORMATION STRATEGY ALIGNMENT  
IDENTITY  
CONNECTION  
INVESTMENT

## KEY MOVE RESPONSE



## 4 DEVELOP A STREETS, PRECINCTS AND LANEWAYS PLACE STRATEGY

- ✦ Reconfigure the CBD city blocks structure as active street environments and supportive centre block precincts linked by active laneways
- ✦ Shape the place making character of the streets, precincts and laneways to suit their roles and theming
- ✦ Ensure that centre block developments do not compromise the vibrancy of the Main-street retail zone

# E CBD MARKET POSITIONING

## ISSUES AND GAPS

- ✦ Themed, street-based retail precincts are not evident
- ✦ The CBD lacks a point of difference from competing centres
- ✦ CBD based residential and visitor accommodation is generally poor quality
- ✦ The low CBD residential and worker populations limit seven day vibrancy

- ✓ A DEFINED AND DISTINCT IDENTITY
  - ✓ STREETScape BEAUTIFICATION AND AMENITY
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  - ✦ TRANSPORT LINKAGES — CYCLE PATHS AND PUBLIC TRANSPORT
  - ✦ CONNECTING THE CBD TO PARKS AND GREEN SPACES
  - ✦ ACTIVATE QUEANBEYAN RIVER CORRIDOR
  - ✓ AN ENABLING BUSINESS ENVIRONMENT
  - ✓ RETAIL THAT SUITS THE NEEDS OF PEOPLE ATTRACTED TO THE CBD
  - ✓ PROACTIVE PRIVATE SECTOR AND BUSINESS COMMUNITY

TRANSFORMATION STRATEGY ALIGNMENT  
INVESTMENT CONNECTION IDENTITY

## KEY MOVE RESPONSE



## 5 CREATE DIVERSITY AND A 'POINT OF DIFFERENCE' THROUGH THEMED AND CURATED PLACE MAKING

- ✦ Develop themed retail precincts: 'Eat Street', 'Start-up Street', 'Future Fashion'
- ✦ Develop themed mid-block precincts on the following themes: 'Civic/Cultural', 'Parking/Residential/Office'
- ✦ Mid-block precincts will be characterised by predominantly 4-8 storey development within a pedestrianised, tree-lined street environment



# F SHOPPING PRECINCT INTEGRATION

## ISSUES AND GAPS

- ✦ Large uncoordinated areas of open lot parking
- ✦ Poor pedestrian amenity, safety and connectivity across the precinct
- ✦ Poor connections between shopping centres and the street retail environment
- ✦ Poor connection between the river setting and the shopping centres

- ✓ A DEFINED AND DISTINCT IDENTITY
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TRANSFORMATION STRATEGY ALIGNMENT

IDENTITY

CONNECTION

INVESTMENT

## KEY MOVE RESPONSE



## 6 CONNECT, INTEGRATE AND DEVELOP THE SHOPPING PRECINCT

- ✦ In partnership with shopping centre owners implement an integrated pedestrian network, linking the shopping precinct with a series of themed landscaped, beautified and sheltered laneways to activate connections
- ✦ Encourage the redevelopment of street-facing open lot parking to provide improved retail, street activation and mixed-use development
- ✦ Improve connections between internal arcades + external street network
- ✦ Open up the existing Riverside Plaza food court with balcony and visual links to Queanbeyan river



# G CBD, RIVER AND PARKS

## ISSUES AND GAPS

- ✦ There are poor pedestrian connections between the CBD, the river and the parks
- ✦ The shopping centres create a barrier between the CBD and the river environment and are a negative impact on public amenity
- ✦ The public realm lacks a cultural and civic narrative

- ✓ A DEFINED AND DISTINCT IDENTITY
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## KEY MOVE RESPONSE



## 7 LINK THE CBD TO THE RIVER AND LOCAL PARKS THROUGH A GREEN CULTURAL TRAIL

- ✦ Create landscaped and themed trails and pathways that tell the stories, history and culture of Queanbeyan through public art, landscape and technology
- ✦ Strengthen the role of Morisset Street as a 'green link' between the two key public parks
- ✦ Upgrade Town Park to improve permeability, amenity and ability for event / cultural programming
- ✦ Improve physical connections to the Showground
- ✦ Refurbish Riverside Caravan Park and develop river walk

# H SMART CITY

## ISSUES AND GAPS

- ✦ Lack of opportunity to manage the real-time performance of the CBD infrastructure: parking, safety, movement patterns, event support and management etc
- ✦ Lack of fast data capacity is holding back digital economy opportunities for the CBD

- ☐ A DEFINED AND DISTINCT IDENTITY
- ☐ STREETScape BEAUTIFICATION AND AMENITY
- ☐ WELCOMING PUBLIC SPACES THAT ATTRACT PEOPLE TO STOP AND ENJOY
- ☒ HIGH WORKFORCE AND PEDESTRIAN DENSITY
- ☐ CULTURAL AND PROMOTIONAL ACTIVITIES ARE EVIDENT
- ☒ QUALITY URBAN DESIGN AND RENEWAL — PROVIDING ATTRACTION FOR PEOPLE AND BUSINESS
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## KEY MOVE RESPONSE



## 8 LEVERAGE 'SMART CITY' INFRASTRUCTURE TO DRIVE ECONOMIC DEVELOPMENT

- ✦ Use smart technologies to profile and analyse CBD customer behaviours and choices to benefit marketing and positioning
- ✦ Provide advanced, high speed data access for start-ups and high growth digital business
- ✦ Use smart infrastructure to create a safer, more connected and active public realm, and incorporate smart city infrastructure into each precinct project planning and design
- ✦ Leverage smart city infrastructure to build the economic strength of the CBD

# ACCESS AND PARKING

## ISSUES AND GAPS

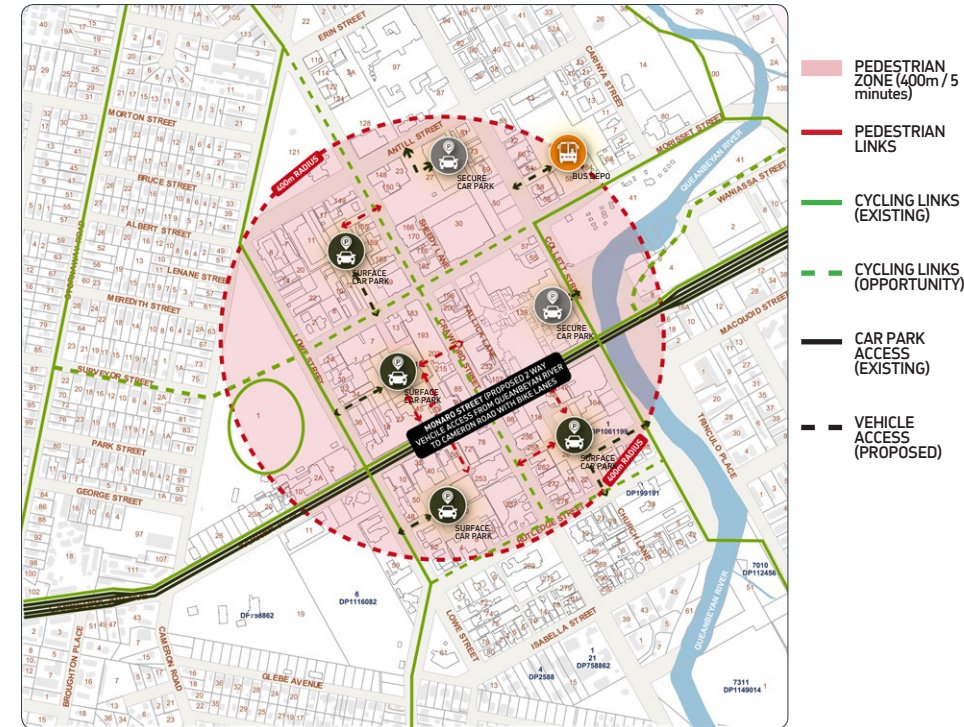
- ✦ Open lot car parking areas generally have low amenity and 'crime prevention through environmental design' (CPTED) issues
- ✦ Car parking generally has low turn over
- ✦ Open lot parking has a very high development opportunity cost
- ✦ Free parking has contributed to the lack of parking turnover

- ☐ A DEFINED AND DISTINCT IDENTITY
- ☐ STREETScape BEAUTIFICATION AND AMENITY
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## KEY MOVE RESPONSE



## 9 SHAPE AN ACCESS AND PARKING STRATEGY THAT CAN EVOLVE WITH 'SMART TRANSPORT'

- ✦ Consistent with Council's car parking strategy, replace open lot parking with decked parking which can be re-purposed to other uses as smart transport (autonomous cars, ride share etc) change parking behaviours over time
- ✦ Explore mixed use development opportunities (residential/accommodation/office) in centre block locations
- ✦ Walkability - improve footpaths, reduce car dominance, slow traffic speeds, provide shade, improve pedestrian cycle at traffic lights, improve equitable access and apply 'crime prevention through environmental design' (CPTED) principles to create safe places
- ✦ Cycle - cycle path connections into the CBD; public end of trip (EOT) facilities as part of the new civic building, bike parking and river walk to Ellerton Drive Extension
- ✦ Cycle connection to Canberra (scenic path along the Molonglo)



# J GOVERNANCE

## ISSUES AND GAPS

- ✦ There is not a coordinated business group to help guide the Transformation Strategy with Council
- ✦ Small businesses are not engaged with the future potential of the CBD
- ✦ Resources and funding are required to implement and maintain business and marketing programs

- ☐ A DEFINED AND DISTINCT IDENTITY
- ☐ STREETScape BEAUTIFICATION AND AMENITY
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## KEY MOVE RESPONSE



## 10 IMPLEMENT A GOVERNANCE AND DELIVERY FRAMEWORK TO DRIVE SUCCESS

- ✦ Establish a business group, consistent with the Business Improvement Districts (BID's) approach recommended in the Queanbeyan Retail Growth Strategy, to drive the CBD Transformation Strategy
- ✦ Adapt the Queanbeyan DCP policy framework to support the place making strategies by:
  - Implement 'Develop Control Plan' (DCP) policy changes supporting the CBD Master Plan Refresh strategies
  - Strengthen governance to protect the place and cultural values of heritage and character items and secure heritage funding
- ✦ Develop a sustainable funding model and stakeholder engagement strategy
- ✦ Develop innovative and engaging communication of the CBD transformation phases so the public can see a holistic vision







## 5.1 Placemaking Principles and Strategies

### A. The Importance of Placemaking to Queanbeyan CBD

What is placemaking? The most widely held definition of placemaking is:

“The practice of creating or enhancing a community’s assets to improve attractiveness and liveability”

Placemaking happens when buildings, the public realm and the spaces between are activated into vibrant urban spaces that offer wellbeing, pleasure and stimulate economic activity.

As well as improving the liveability of the urban area, high quality public realm with a sense of place will increase property values and attract further investment.

In the case of the Queanbeyan CBD where there is no public space, *there needs to be a direct intervention* by QPRC, private developers and the community to improve the quality of the human experience in the CBD and in doing so, attract further commercial activity and investment. The Queanbeyan CBD Spatial Master Plan provides direction and strategies to implement placemaking interventions essential to transform the CBD.

### B. Public Realm Intervention as part of Queanbeyan CBD Redevelopment

Placemaking interventions will play a critical role in shaping the redevelopment of the CBD. There are generally four intervention themes that help create quality public realm and encourage placemaking activity:

- + **Altering the image of an area**
- + **Creating a new destination for visitors, residents and workers in the area**
- + **Adding versatility to an area so that it can be used for events**
- + **Establishing the Character of a redeveloped CBD using placemaking**

#### I. Placemaking to alter the image of an area

The 2017 Queanbeyan CBD Transformation Strategy identifies the development of a distinct identity in the CBD as one of three priority transformation focus areas. Changing the image of the CBD will be an ongoing incremental process but it has commenced with the implementation of Smart City technology and placemaking events such as the Blacksmiths Lane activation. Physical change

of streets and buildings illustrated in the New CBD Design and New Streetscapes section sprinkled with deliberate placemaking activity and events will provide the best direct intervention opportunities to change the image on the CBD.

## **II. Placemaking to create a new destination**

The new Queen Elizabeth II Park on the Queanbeyan River is a fine example of how a once derelict area can be transformed into a new destination to attract social and commercial activity and new visitation. The CBD Spatial Master Plan incorporates design of new civic precincts and public realm incorporating public art to create new micro destinations and continues to build on the opportunity to leverage the Queanbeyan River as a destination attraction magnet through the Riverbank Walk and potential new riverside deck development.

## **III. Placemaking to add versatility to the CBD**

The new Queen Elizabeth II Park illustrates how versatility of a public space has provided new opportunities to hold small and significant events previously not seen in Queanbeyan. From large events such as The Music by The River event featuring the Canberra Symphony Orchestra that hosts thousands of visitors

each year to families that gather each weekend or after work to enjoy the water-play area, is all facilitated by this new public space deliberately designed to host these events.

The New CBD Key Block Plans and New Streetscapes sections illustrate what new versatile spaces are being proposed for the CBD including:

- + New parklets on Monaro Street and Crawford Street**
- + New civic square car park adjacent to The Q Theatre**
- + New public plaza adjacent to the Leagues club**
- + New public Square in the current Morisset Street car park behind the Royal Hotel and Tourist Hotel**
- + Potential activation of Riverside Plaza frontage in Collett Street**

## **IV. Placemaking to establish the character of a renewed CBD**

New high quality public realm in the CBD will produce common benefits for residents, workers and visitors alike which can translate into the establishment of a new desirable character of the CBD. In turn, this new character will help attract more businesses, workers and residents to the CBD generating increased foot traffic, economic activity and local amenity.

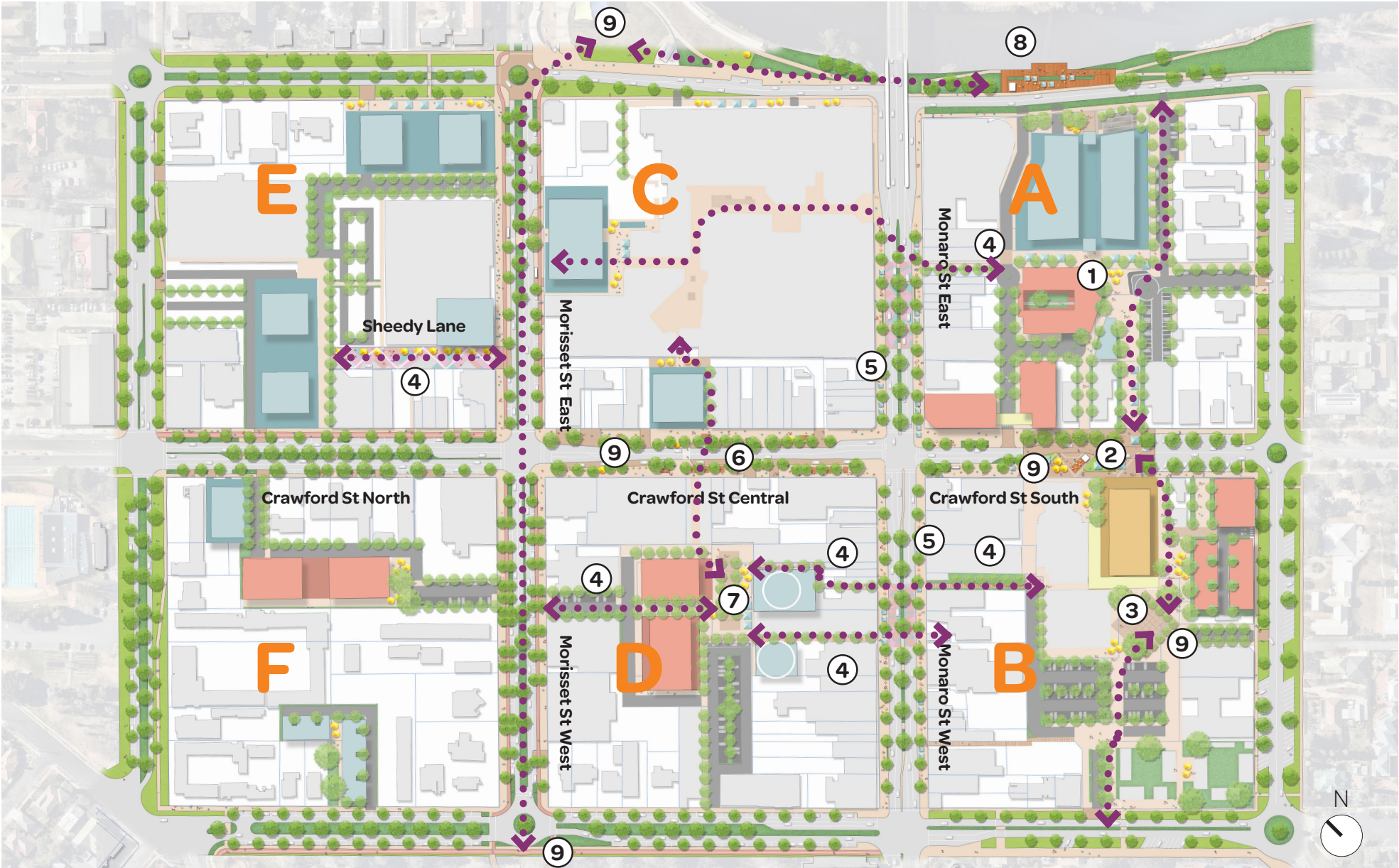
## Placemaking Strategy Table

Refer also to 'Placemaking Strategy Diagram' on the opposite page.

Item	Placemaking Intervention	Where	Why	Desired Outcome
1	Public Plaza	Block A	Currently no public space in this block	<ul style="list-style-type: none"> <li>Complement new possible aged care development and possible redevelopment of the Leagues Club precinct.</li> <li>Create a local gathering destination for surrounding residents.</li> <li>Provide safe pedestrian link to the river.</li> </ul>
2	Civic Plaza and Shared Street	Block A + B Crawford Street	Currently no public space in this block	<ul style="list-style-type: none"> <li>Create a Civic Heart as the identifiable address for the Council Chambers.</li> <li>Provide versatility and flexibility as an event space.</li> <li>Support the role of Q Performing Arts.</li> <li>Encourage informal community interactions.</li> </ul>
3	Cultural Plaza	Block B	Currently no public space in this block	<ul style="list-style-type: none"> <li>Support the role of Q Performing Arts as an outdoor event space.</li> <li>Strengthen connection to the Library.</li> <li>Provide a canvas for art and creativity.</li> </ul>
4	CBD laneways revitalisation	Block D - Poets Lane Block A - Shamrock Lane, Block B - Blacksmiths Lane, Lane next to Elders Real Estate No Name Lane Block E Sheedy Lane	Improve pedestrian connectivity through the CBD.	<ul style="list-style-type: none"> <li>Provide safe, legible pedestrian linkages.</li> <li>Create desirable destinations.</li> <li>Create inspiring spaces and places.</li> <li>Provide a canvas for street art and creativity.</li> </ul>
5	Small public spaces such as parklets	Monaro Street and Morisset Street	Improve pedestrian connectivity through the CBD . Welcome people to stop and stay.	<ul style="list-style-type: none"> <li>Create desirable destinations.</li> <li>Encourage informal community interactions.</li> <li>Support local business.</li> <li>Improve the vibrancy and aesthetic of the streetscape.</li> </ul>
6	Close Crawford Street for a weekly food truck night market.	Crawford Street Central	Promote Crawford Street as an Eat Street. Extend hours of trade.	<ul style="list-style-type: none"> <li>Create desirable destination.</li> <li>Encourage informal community interactions.</li> <li>Grow local businesses, in particular food and beverage.</li> <li>Improve the vibrancy and aesthetic of the streetscape.</li> </ul>
7	Public Plaza	Block D	Currently no public space in this block.	<ul style="list-style-type: none"> <li>Complement future residential development.</li> <li>Create a local gathering destination for surrounding residents.</li> <li>Provide safe pedestrian links.</li> <li>Support new retail and food and beverage.</li> </ul>
8	Potential for floating riverside deck development Queanbeyan River	River edge, adjacent to Block A	Engage with the River edge	<ul style="list-style-type: none"> <li>Create desirable destinations</li> <li>Support local businesses</li> <li>Improve the vibrancy and aesthetic of the river.</li> </ul>
9	Pop up picnic tables with umbrellas. Free WIFI	Rotated regularly through Town Park, Civic Plaza, QEII Park, Crawford Central, Cultural Plaza.	Provide a reason for people to stop and stay in the CBD.	<ul style="list-style-type: none"> <li>Encourage informal community interactions.</li> <li>Grow local businesses.</li> <li>Improve the vibrancy and aesthetic of the public spaces.</li> </ul>



Placemaking Strategy Diagram



## 5.2 CBD Master Plan Refresh

### Introduction

#### Block Images

The following Block images show a new design for the Queanbeyan CBD utilising the Vision and Values previously established with the community, the objectives of the CBD Transformation Strategy and the significant feedback from the business community with the Retail Growth Strategy.

The key drivers of those strategies is to increase workers and residents in the CBD to build the critical mass to restore retail activity and grow café and lifestyle activity; to recycle Council assets such as car parks into decked parking and new smart public realm; and connect the CBD parks to the river through green pedestrian corridors to provide a place that prioritises people.

#### Block Maps

The following Block Maps illustrate where new developments may occur, such as Council's planned redevelopment of its head office and smart hub in Crawford Street, and potential serviced

apartments and townhouses by private developers on the adjacent sites in Rutledge Street subsequently vacated by Council. The Block Maps colour code sites (refer to **Legend** below) to differentiate Council and private owned property capable of redevelopment to stimulate economic activity, and provide new public realm, laneways and parking.

#### Legend

	POSSIBLE PUBLIC / PRIVATE DEVELOPMENT		POSSIBLE PRIVATE DEVELOPMENT		EXISTING AND PLANNED FUTURE CIVIC BUILDINGS
	ON COUNCIL OWNED PROPERTY		ON PRIVATE OWNED PROPERTY		ON COUNCIL OWNED PROPERTY

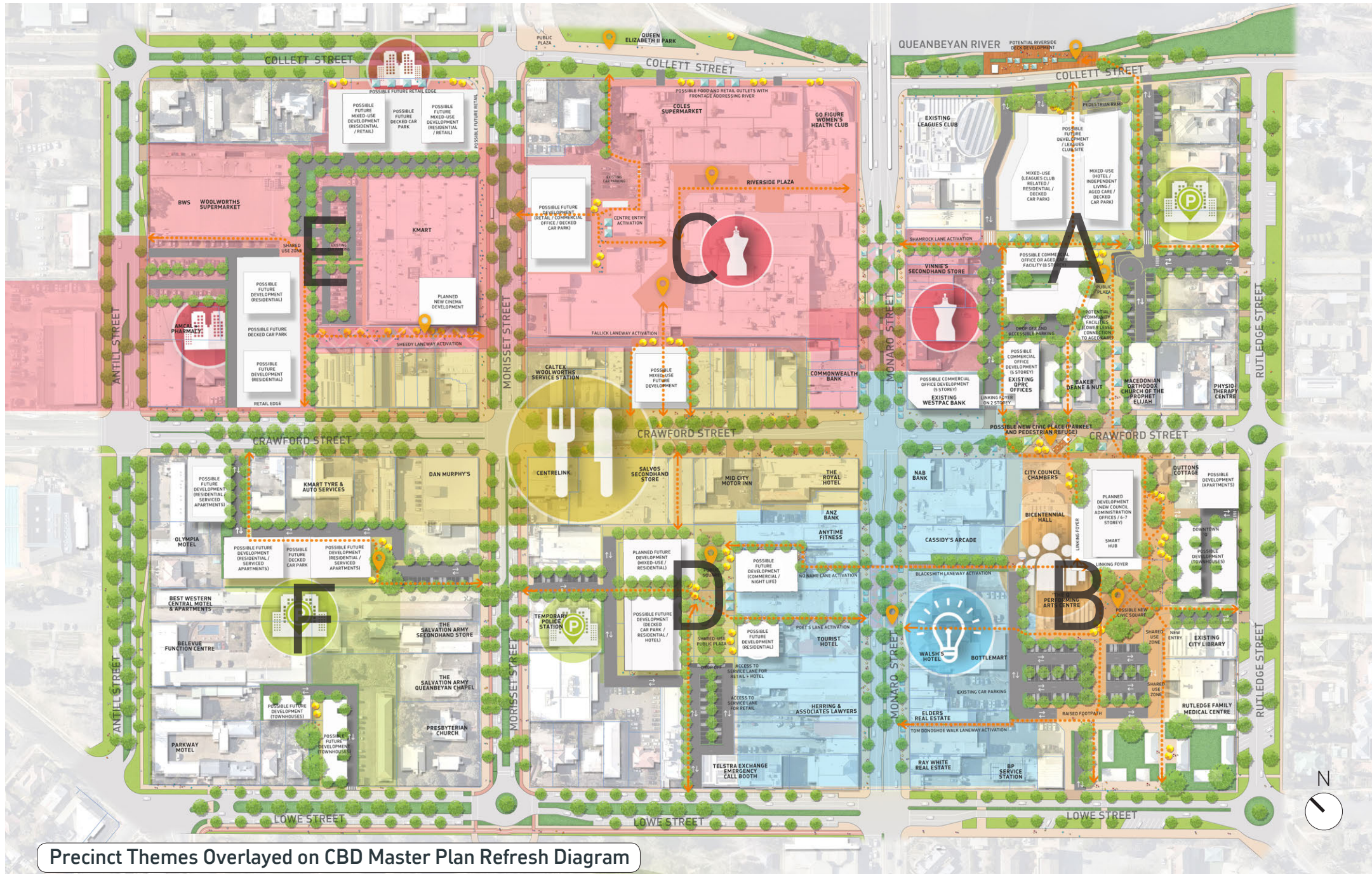
Except for the new Council head office shown as "Planned Development" no other "Possible Developments" are confirmed and are concepts proposed by this Plan based on urban design principles, economic and social objectives and a desire to see the CBD transform into a vibrant social and commercial centre.



## Overall Spatial Master Plan



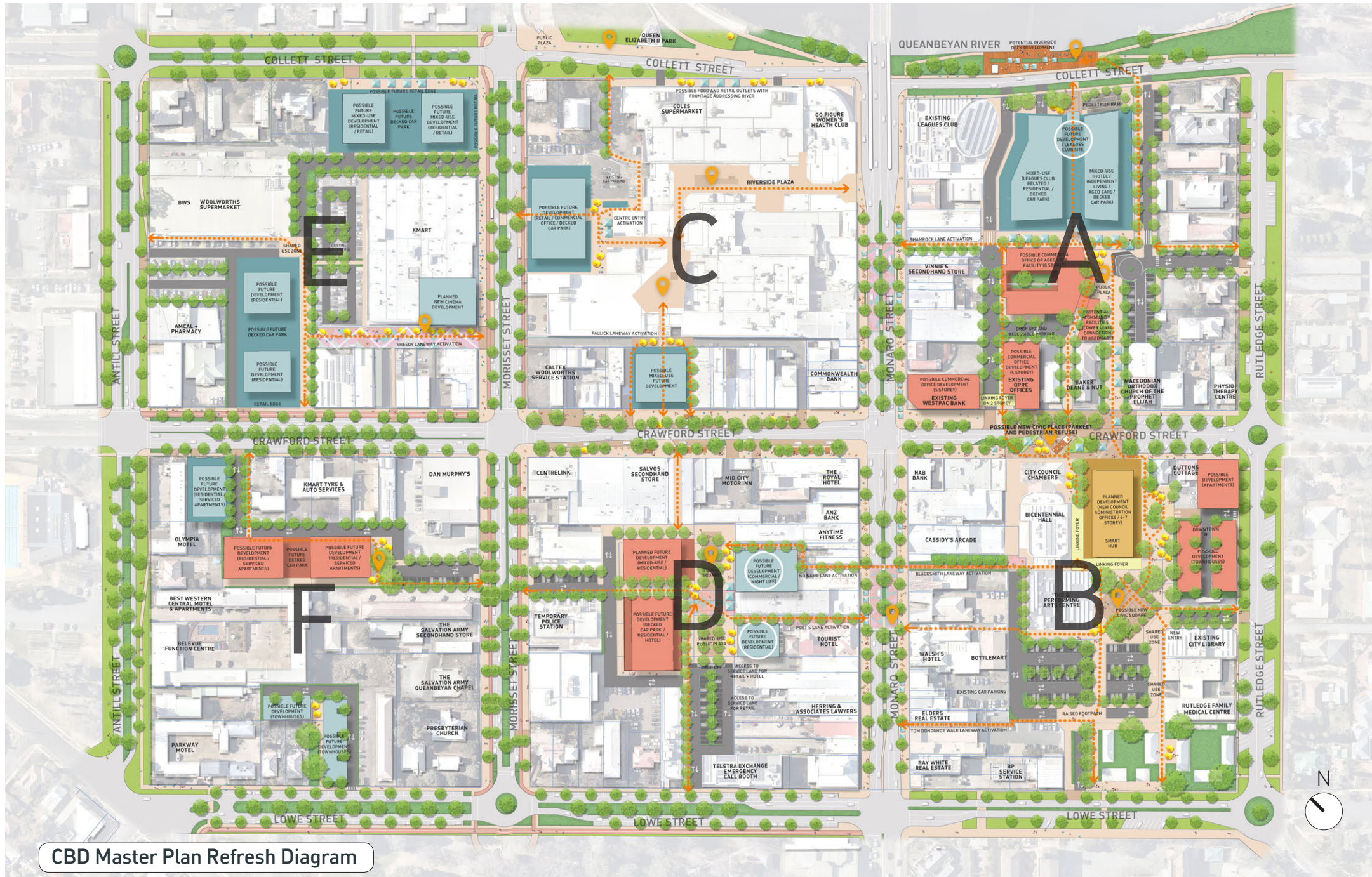




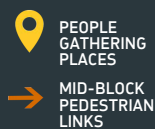
Precinct Themes Overlaid on CBD Master Plan Refresh Diagram

- PEOPLE GATHERING PLACES
- MID-BLOCK PEDESTRIAN LINKS
- RESI / PARKING / OFFICE
- EAT STREET
- CULTURAL / CIVIC HUB
- START-UP STREET
- FUTURE FASHION / RETAIL CORE
- NEW TOWER DEVELOPMENT





CBD Master Plan Refresh Diagram



POSSIBLE PUBLIC / PRIVATE DEVELOPMENT ON COUNCIL OWNED PROPERTY

POSSIBLE PRIVATE DEVELOPMENT ON PRIVATE OWNED PROPERTY

EXISTING AND PLANNED FUTURE CIVIC BUILDINGS ON COUNCIL OWNED PROPERTY

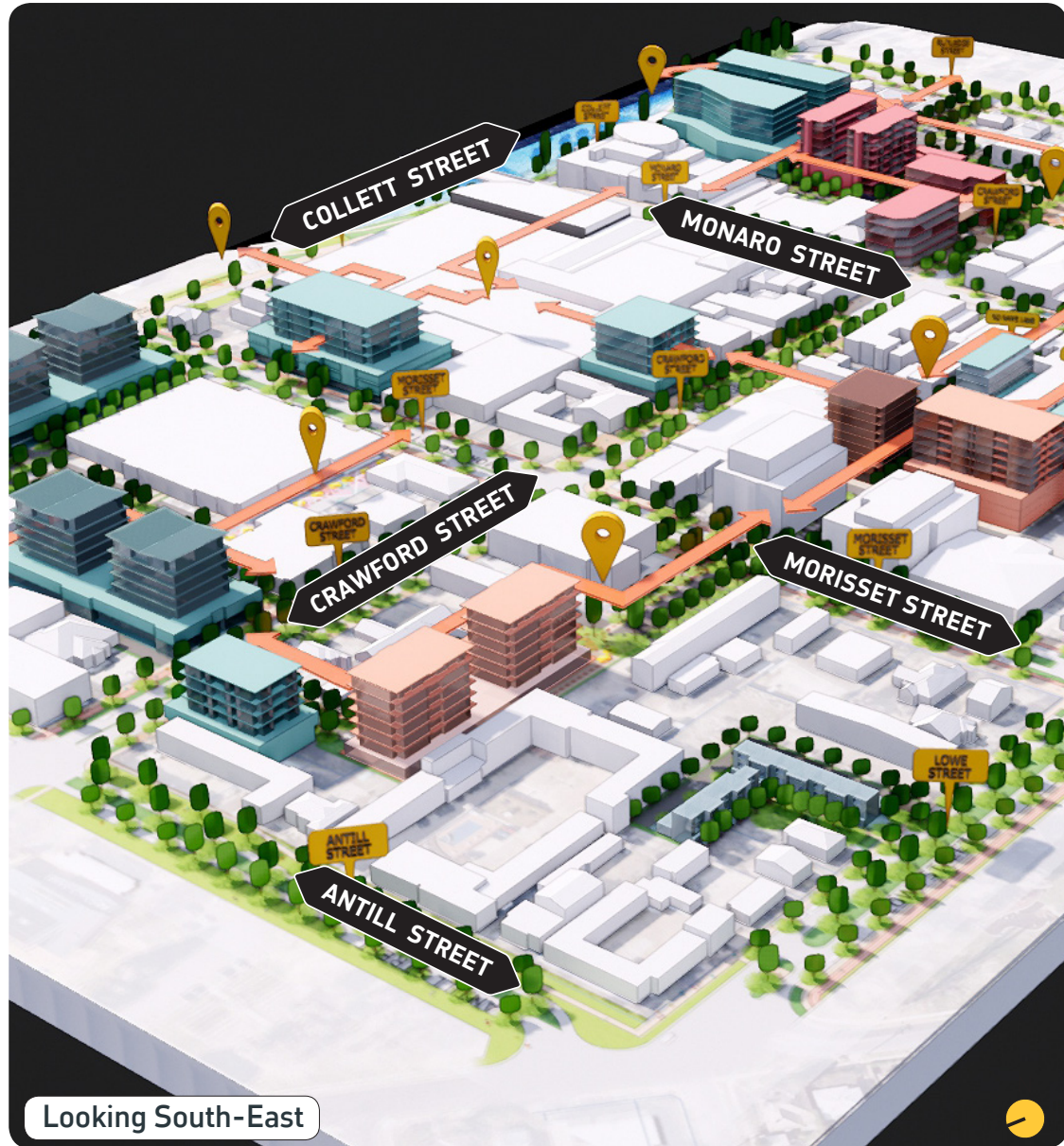




Looking North-East



Looking South



Looking South-East

-  PEOPLE GATHERING PLACES
-  MID-BLOCK PEDESTRIAN LINKS
-  POSSIBLE PUBLIC / PRIVATE DEVELOPMENT ON COUNCIL OWNED PROPERTY
-  POSSIBLE PRIVATE DEVELOPMENT ON PRIVATE OWNED PROPERTY
-  EXISTING AND PLANNED FUTURE CIVIC BUILDINGS ON COUNCIL OWNED PROPERTY

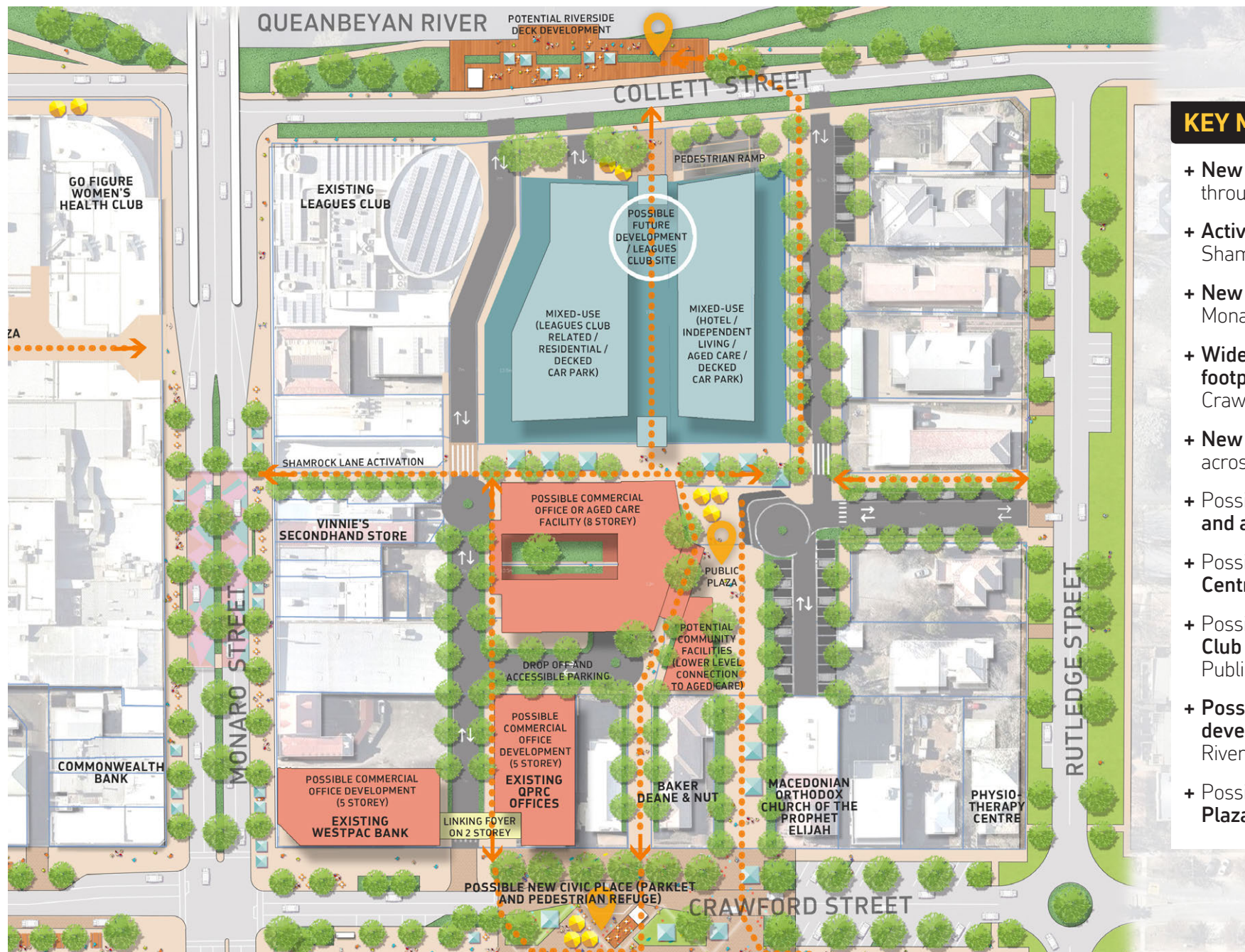




# Key Block Plan 'A'

- + Reconfigure Block 'A' as a *'Parking / Residential / Office' centre block precinct*
- + Support Block 'A' with *active street environments* and linked active laneways
- + *Dissolve N-E boundary into Queanbeyan River, integrate river precinct into the CBD*
- + *Introduce a 'Future Fashion' precinct along Monaro Street, that does not compromise the vibrancy of the Main-Street Retail Zone and the privacy of the Leagues Club*





## KEY MOVES

- + **New pedestrian connectivity** throughout the Block
- + **Activated Laneways** including Shamrock Lane
- + **New pedestrian refuge** across Monaro st adjacent to Shamrock Lane
- + **Widening and refurbishment of footpaths** on Monaro St and Crawford St
- + **New pedestrian refuge and parklet** across Crawford St
- + Possible sites for **commercial / office and aged care facility**
- + Possible site for **new Community Centre facility**
- + Possible **redevelopment of Leagues Club precinct** to complement new Public Plaza
- + **Possible Riverside deck development** on the Queanbeyan River to host events
- + Possible **Crawford Street Civic Plaza** adjacent to The Q Theatre



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

Key Block Plan 'A' <sup>+</sup> **Hames Sharley**





Looking North-East from the corner of Rutledge Street and Collett Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY

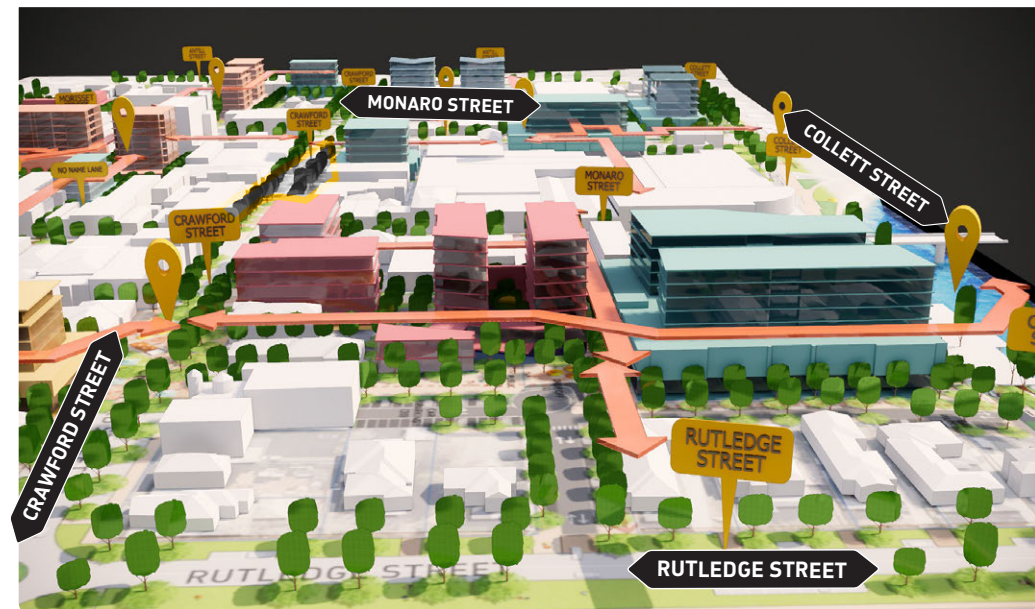


EXISTING AND  
POTENTIAL FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY





Looking West from Collett Street



Looking North from Rutledge Street



Looking North-West from Rutledge Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

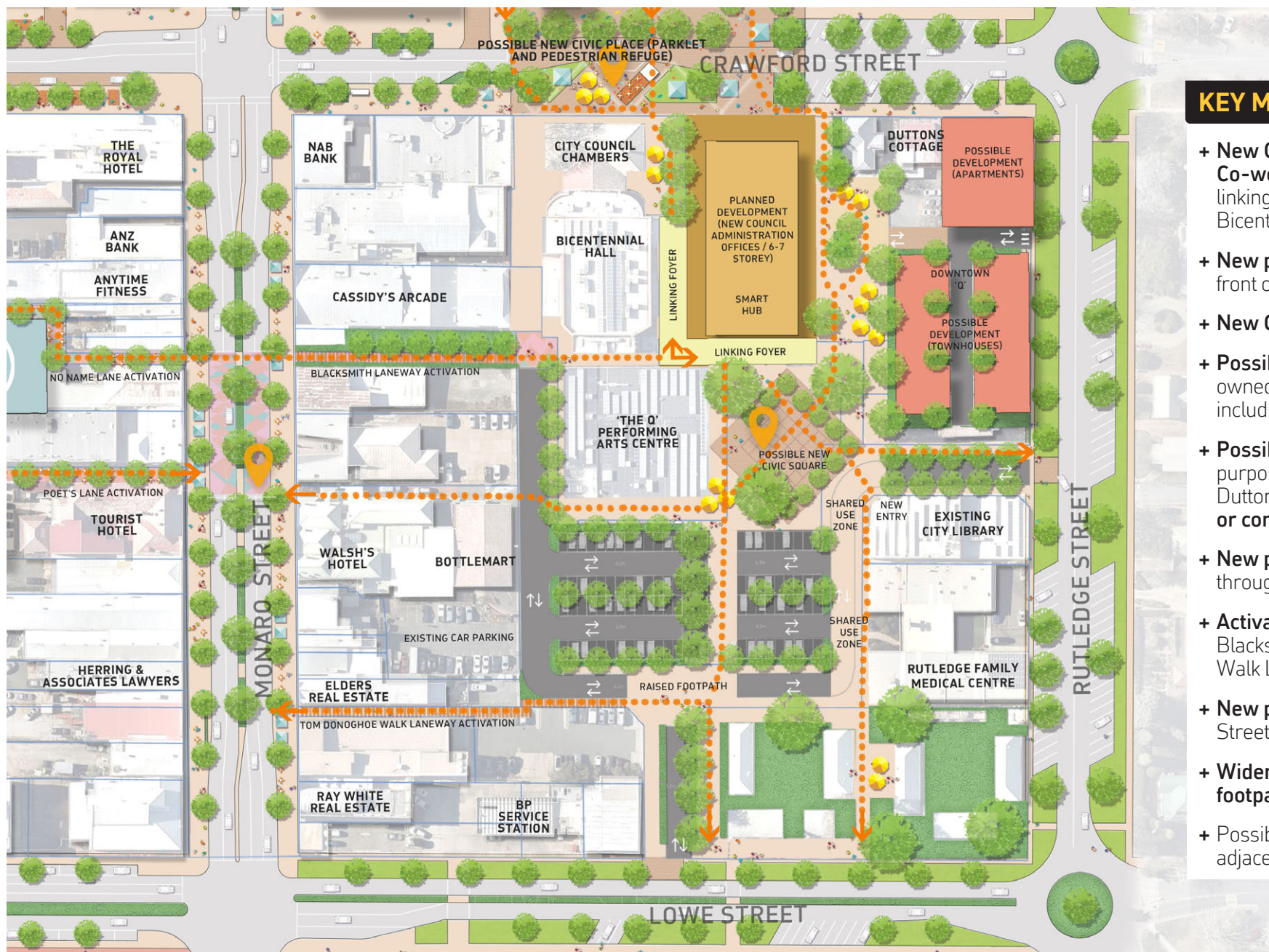




# Key Block Plan 'B'

- + Reconfigure Block 'B' as a *'Civic / Cultural' centre block precinct*
- + Support Block 'B' with *active street environments* and linked active laneways
- + *Introduce a 'Start-Up Street' precinct along Monaro Street, utilising SMART technologies and advanced high speed data access for start-ups and high growth digital business*





## KEY MOVES

- + **New Council HQ including Smart Hub, Co-working space and public foyer,** linking the building to The Q Theatre, Bicentennial Hall and new civic square
- + **New parklet and pedestrian refuge** in front of Council HQ for events/ activity
- + **New Civic square** for hosting events
- + **Possible** redevelopment of Council owned property along Rutledge including **apartments and townhouses**
- + **Possible** refurbishment and re-purposing of old fire station and Duttons cottage into **cafe/gallery or commercial**
- + **New pedestrian connectivity** throughout the Block
- + **Activated Laneways** including Blacksmiths Lane and Tom Donoghoe Walk Lane
- + **New pedestrian refuge** across Monaro Street adjacent to Blacksmiths Lane
- + **Widening and refurbishment of footpaths** on Monaro and Crawford St
- + Possible **Crawford Street Civic Plaza** adjacent Town Hall



PEOPLE GATHERING PLACES



MID-BLOCK PEDESTRIAN LINKS



POSSIBLE PUBLIC / PRIVATE DEVELOPMENT ON COUNCIL OWNED PROPERTY



POSSIBLE PRIVATE DEVELOPMENT ON PRIVATE OWNED PROPERTY



EXISTING AND PLANNED FUTURE CIVIC BUILDINGS ON COUNCIL OWNED PROPERTY





Looking North-West from the corner of Rutledge Street and Crawford Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

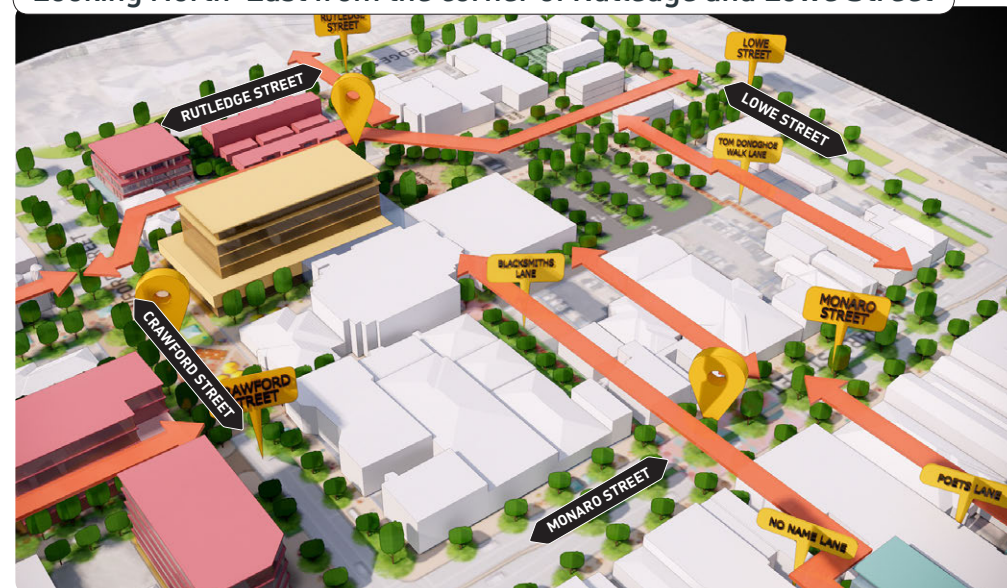




Looking South-East from the corner of Monaro Street and Lowe Street



Looking North-East from the corner of Rutledge and Lowe Street



Looking South-West from the corner of Monaro and Crawford Street

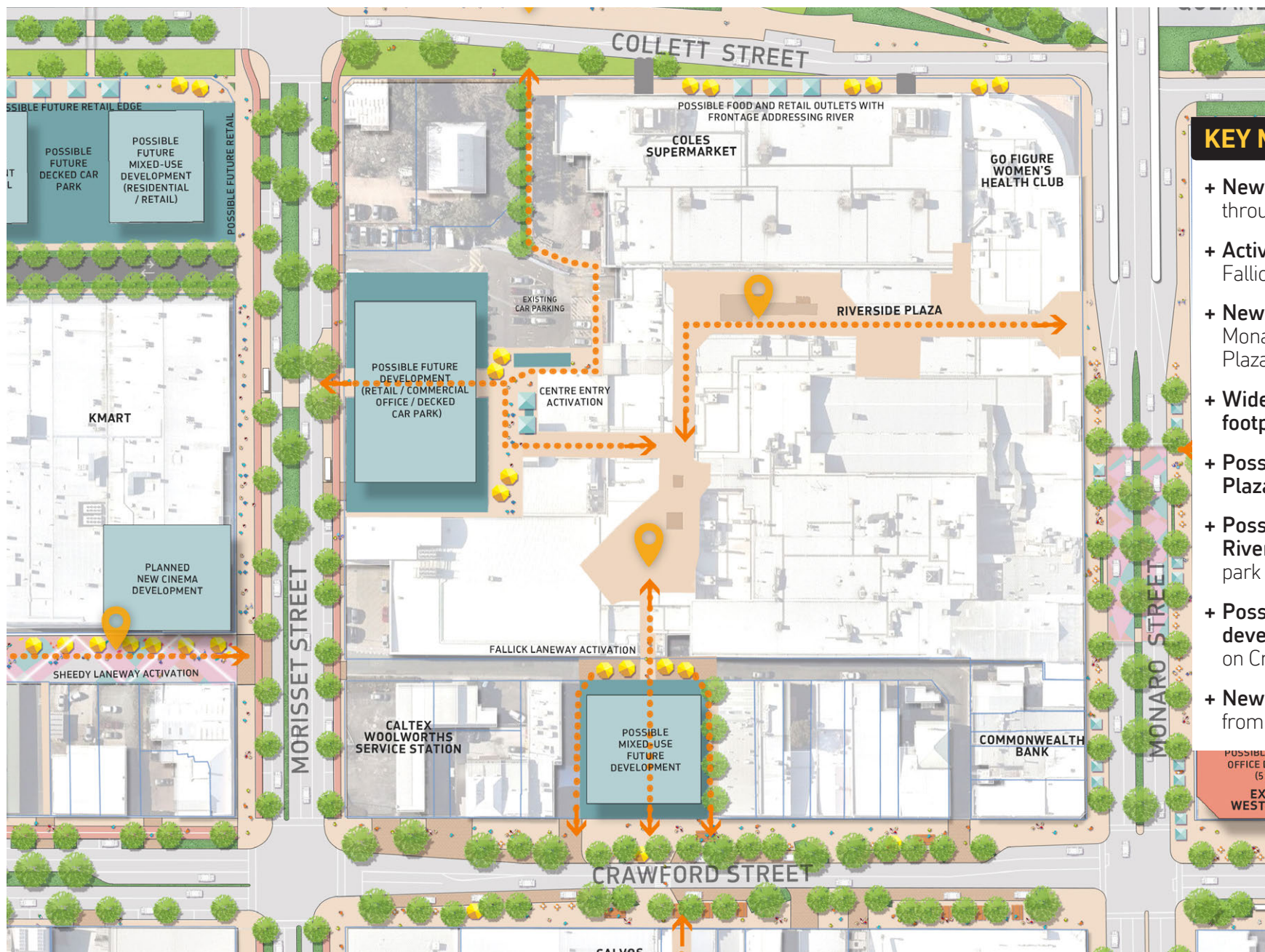






# Key Block Plan 'C'

- + Reconfigure Block 'C' as a more connected and integrated central block '*shopping precinct*'
- + Support Block 'C' with *active street environments* and visual links to Queanbeyan River
- + Introduce an '*Eat Street*' precinct along Crawford frontage, to improve public realm offering and connections between internal arcades and external street network



## KEY MOVES

- + **New pedestrian connectivity** throughout the Block
- + **Activated Laneways** including Fallick Lane
- + **New pedestrian refuge** across Monaro Street in front of Riverside Plaza leading to Blacksmiths Lane
- + **Widening and refurbishment of footpaths** on Monaro Street
- + **Possible development of Riverside Plaza** car park south and north
- + **Possible retail frontage** along **Riverside Plaza** underground car park level facing Queanbeyan River
- + **Possible mixed use future development** on current vacant block on Crawford Street
- + **New access into Riverside Plaza** from Crawford Street



PEOPLE GATHERING PLACES



MID-BLOCK PEDESTRIAN LINKS



POSSIBLE PUBLIC / PRIVATE DEVELOPMENT ON COUNCIL OWNED PROPERTY



POSSIBLE PRIVATE DEVELOPMENT ON PRIVATE OWNED PROPERTY



EXISTING AND PLANNED FUTURE CIVIC BUILDINGS ON COUNCIL OWNED PROPERTY





Looking South-West from the corner of Collett Street and Morisset Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

Key Block Plan 'C' <sup>+</sup> Hames  
Sharley





Looking South-East towards Queanbeyan River from the corner of Morisset Street and Crawford Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY

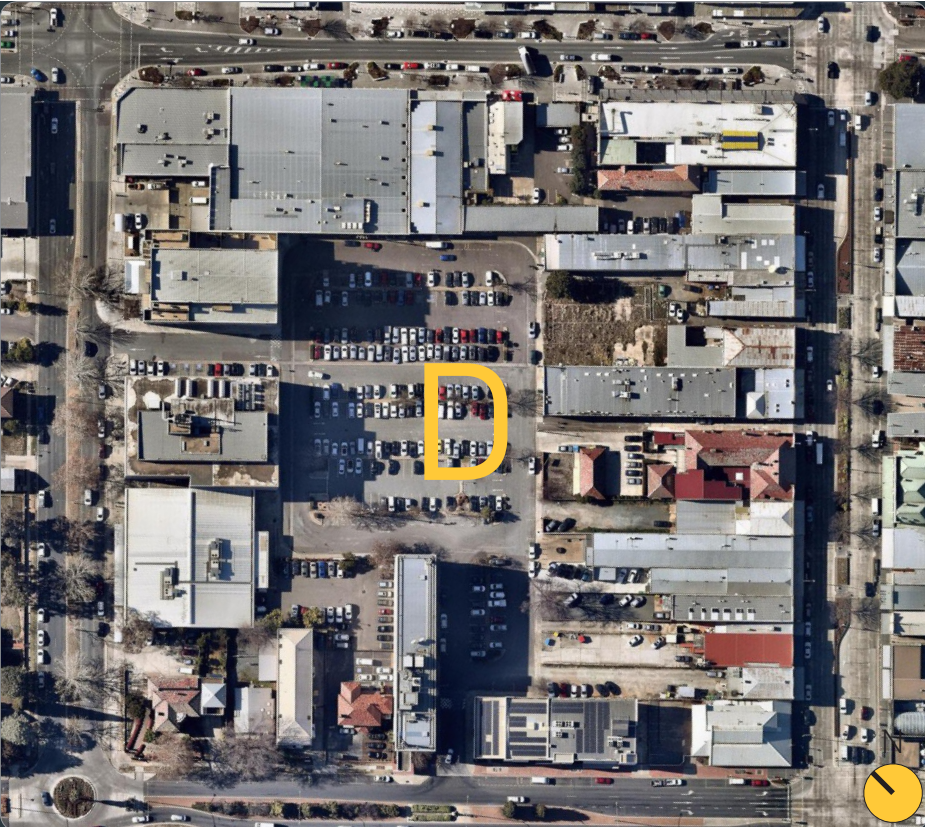


POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

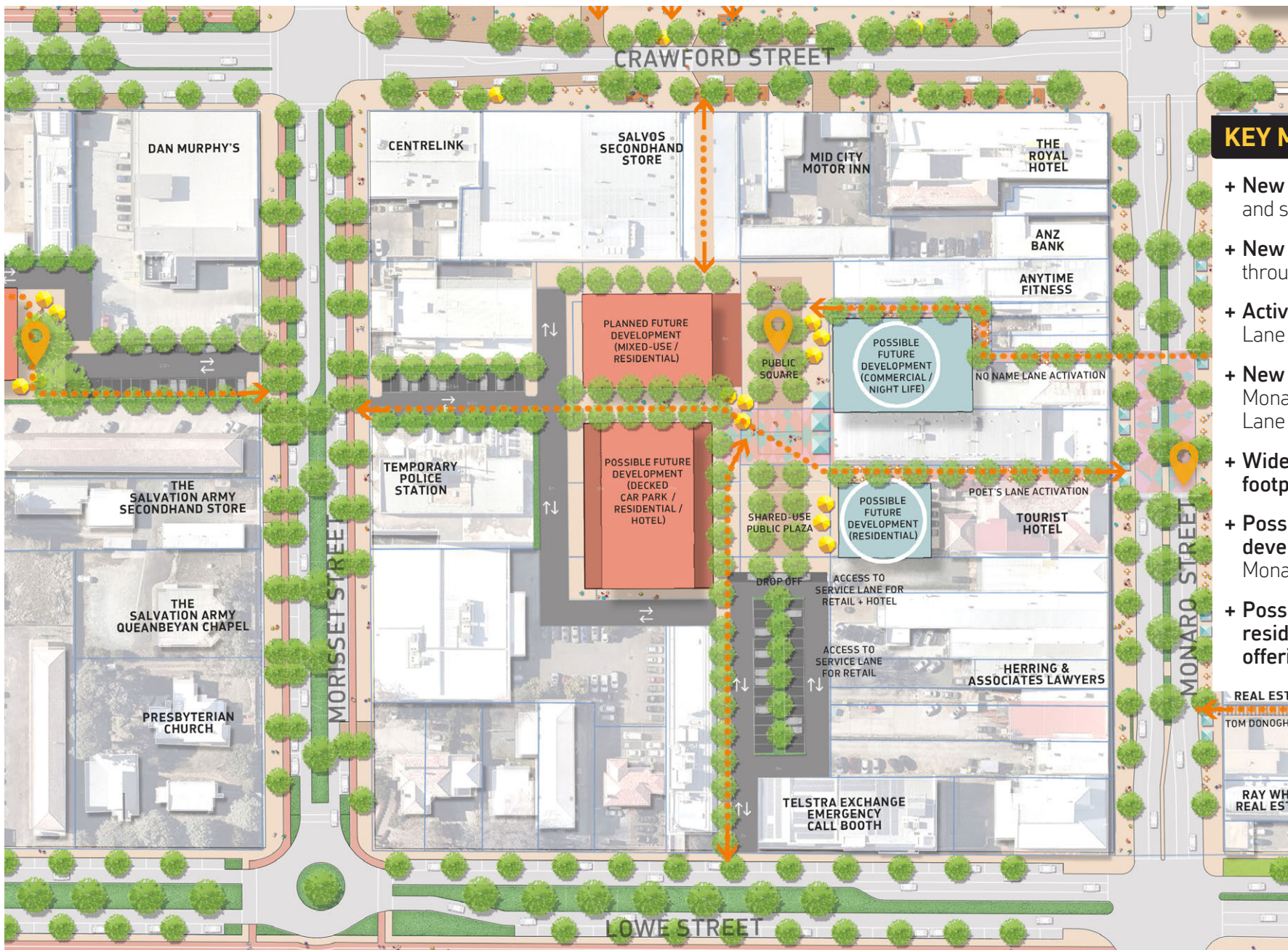




# Key Block Plan 'D'

- + Reconfigure Block 'D' as a *'Parking / Residential / Office' centre block precinct*
- + Support Block 'D' with *active street environments* on both Monaro Street frontages, *new activation at rear of properties and linked active laneways*
- + *Introduce a 'Start-Up Street' precinct along Monaro Street, utilising SMART technologies and advanced high speed data access for start-ups and high growth digital business*
- + *Introduce an 'Eat Street' precinct along Crawford frontages, to improve public realm offering*





## KEY MOVES

- + **New Public Square** to host events and socialise
- + **New pedestrian connectivity** throughout the Block
- + **Activated Laneways** including Poets Lane and No Name Lane
- + **New pedestrian refuge** across Monaro St leading to Blacksmiths Lane
- + **Widening and refurbishment of footpaths** on Monaro St
- + **Possible commercial / residential developments** to activate the rear of Monaro St properties
- + **Possible decked car park with residential apartments / hotel** offering above

REAL ESTATE  
TOM DONOGHUE

RAY WHITE  
REAL ESTATE



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

Key Block Plan 'D'  **Hames  
Sharley**





Looking North-East from the corner of Lowe Street and Monaro Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY

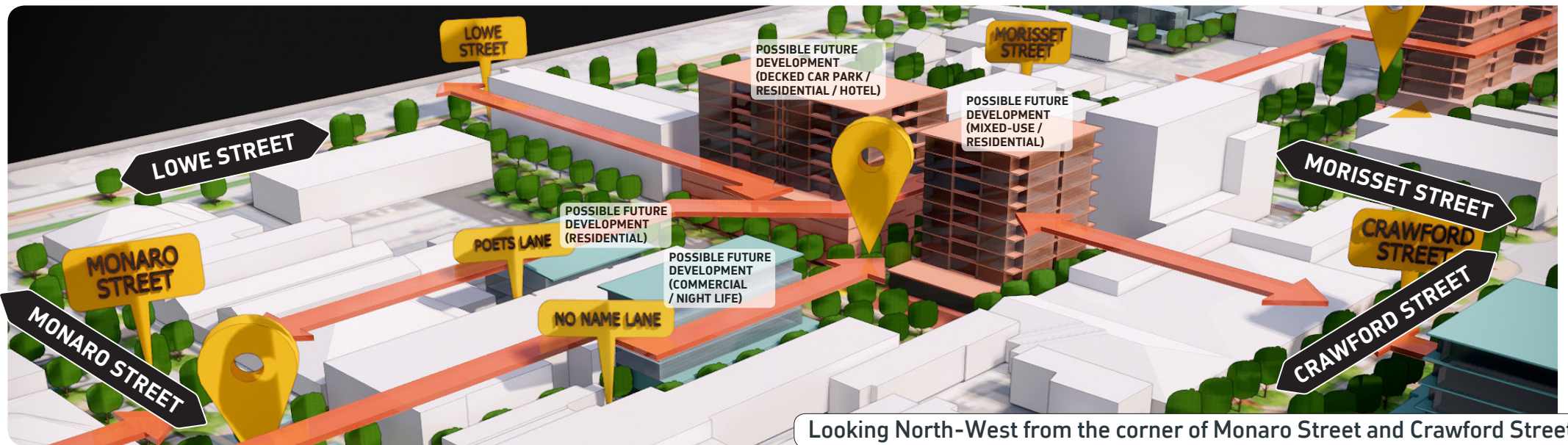


POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY





Looking North-West from the corner of Monaro Street and Crawford Street



Looking South-East from the corner of Morisset Street and Lowe Street



Looking South-West from the corner of Morisset Street and Crawford Street



PEOPLE  
GATHERING  
PLACES



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



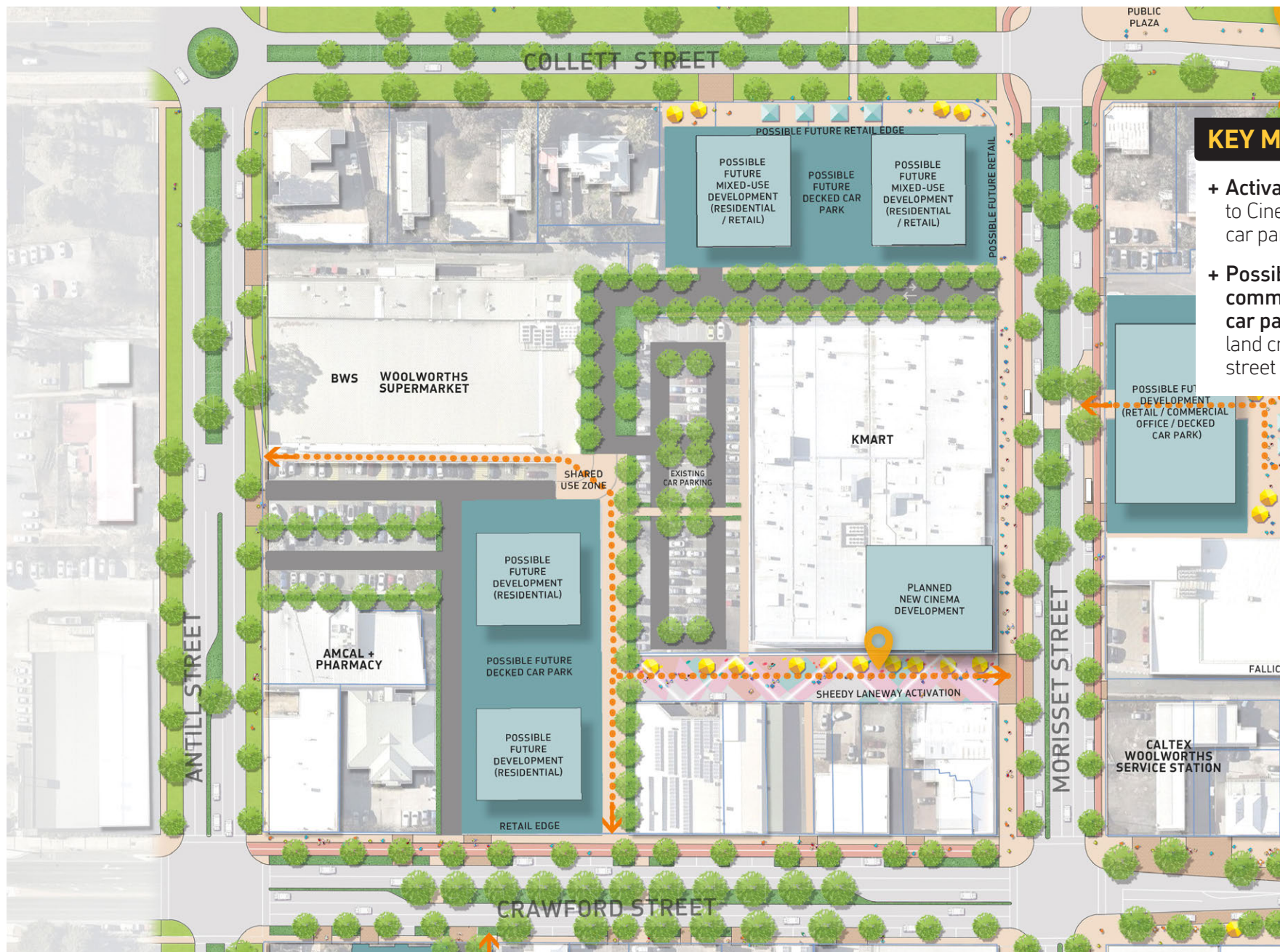
EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY





# Key Block Plan 'E'

- + Reconfigure Block 'E' as a *'Parking / Residential / Retail' centre block precinct*
- + Support Block 'E' with *active street environments* and *new tower development*
- + *Leverage off Block 'C' Central Shopping Precinct*, through improved linkage across Morisset St
- + *Introduce an 'Eat Street' precinct along Crawford frontage*, to improve public realm offering and connections between internal retail centres and external street network



## KEY MOVES

- + Activation of Sheedy Lane adjacent to Cinema, Kmart and Woolworths car parks
- + Possible future mixed use / commercial / residential / decked car park developments on private land creating new commercial street frontage opportunities



PEOPLE GATHERING PLACES



MID-BLOCK PEDESTRIAN LINKS



POSSIBLE PUBLIC / PRIVATE DEVELOPMENT ON COUNCIL OWNED PROPERTY



POSSIBLE PRIVATE DEVELOPMENT ON PRIVATE OWNED PROPERTY



EXISTING AND PLANNED FUTURE CIVIC BUILDINGS ON COUNCIL OWNED PROPERTY

Key Block Plan 'E'  Hames Sharley





Looking North-West from the corner of Morisset Street and Collett Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY





Looking North from the corner of Crawford Street and Morisset Street



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

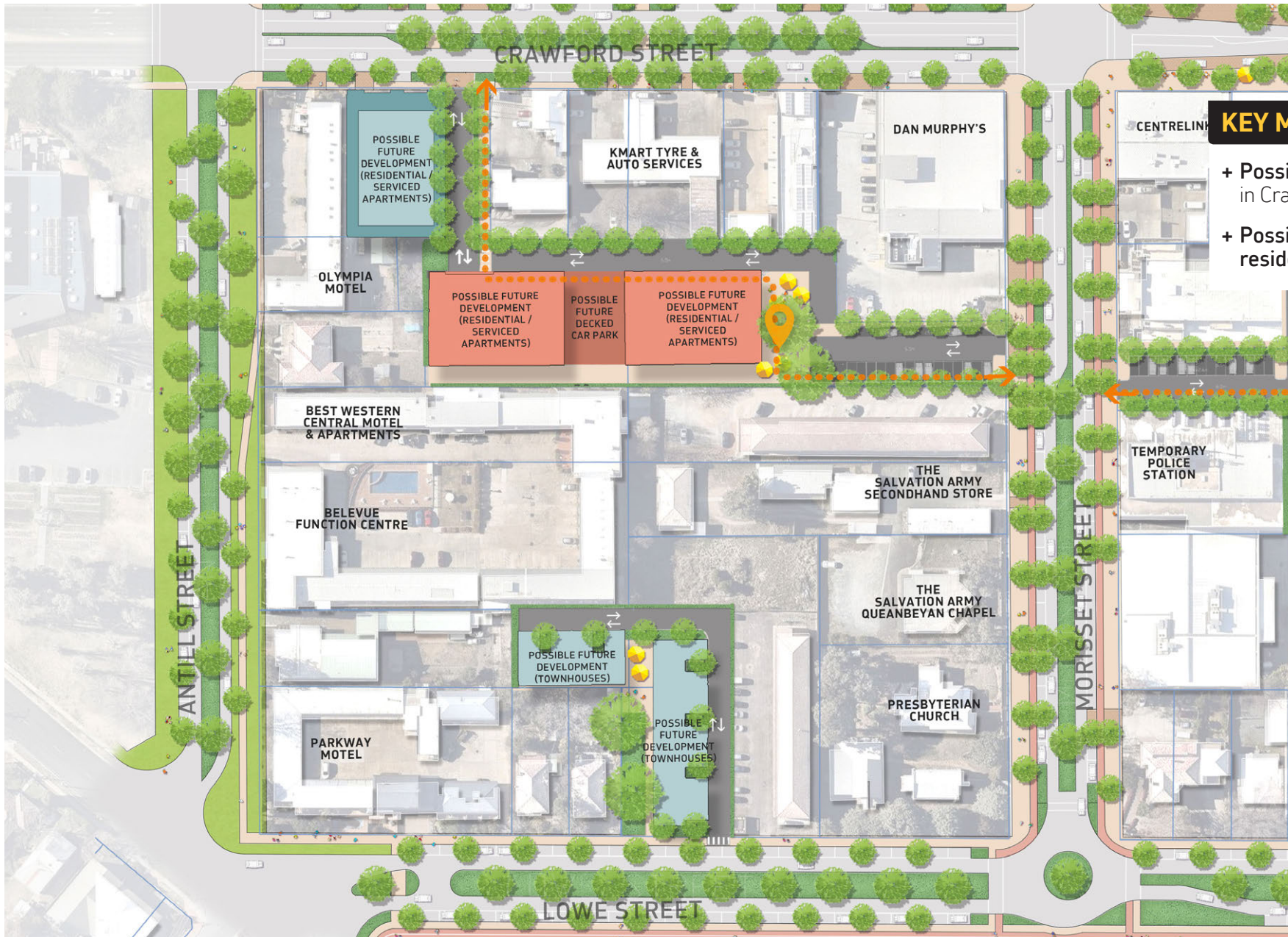




# Key Block Plan 'F'

- + Reconfigure Block 'F' as a *'Parking / Residential / Office' centre block precinct*
- + Support Block 'F' with *active street environments and new tower development*
- + *Introduce an 'Eat Street' precinct along Crawford frontage, to improve public realm offering and connections between private accommodation / residential and public street network*
- + *Leverage off western public open space offering through visual connections and active transport linkages*





## KEY MOVES

- + Possible new decked car park in Crawford Street car park
- + Possible new residential developments



PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY

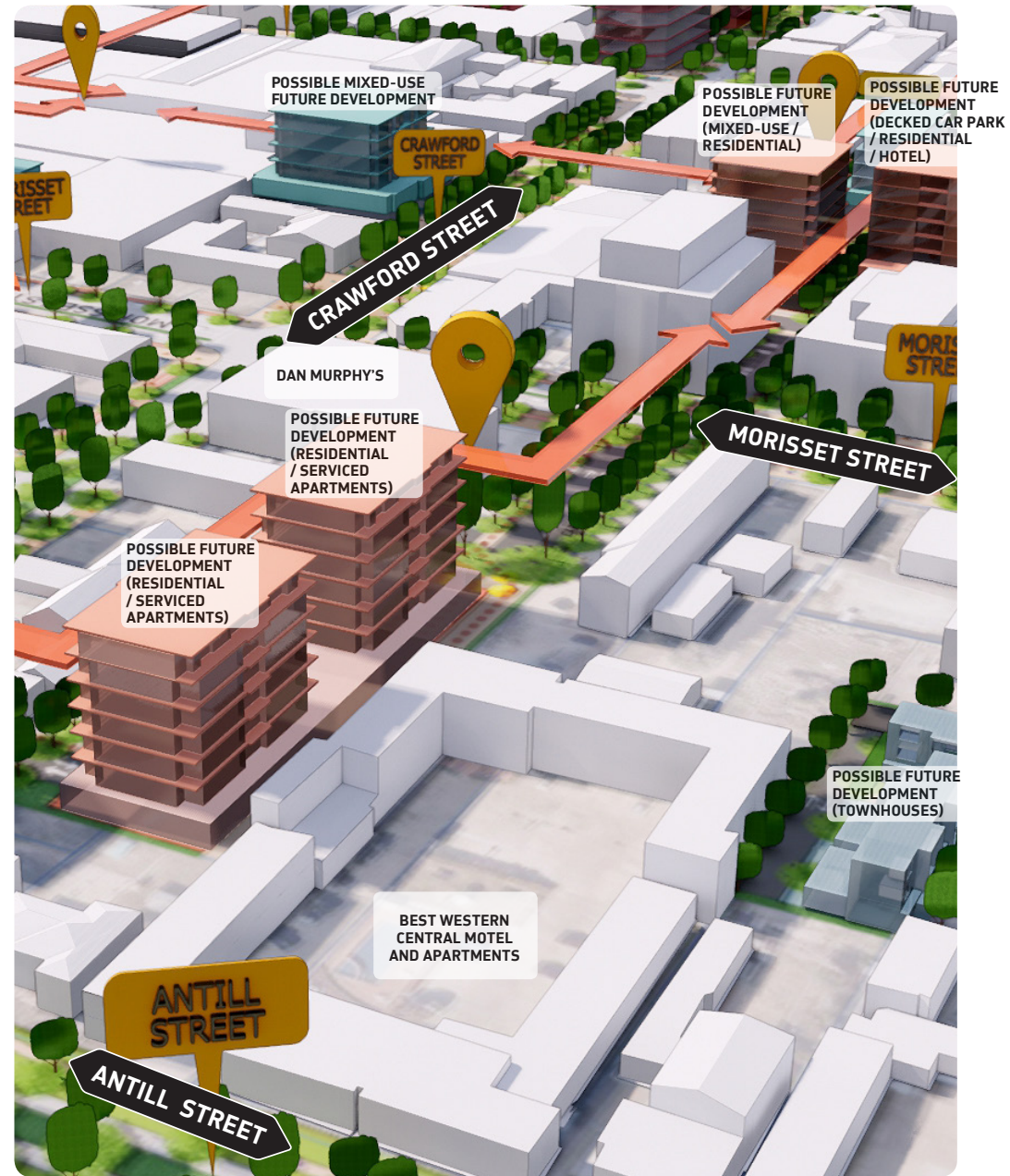


POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY





PEOPLE  
GATHERING  
PLACES



MID-BLOCK  
PEDESTRIAN  
LINKS



POSSIBLE PUBLIC /  
PRIVATE DEVELOPMENT  
ON COUNCIL OWNED  
PROPERTY



POSSIBLE PRIVATE  
DEVELOPMENT  
ON PRIVATE  
OWNED PROPERTY



EXISTING AND  
PLANNED FUTURE  
CIVIC BUILDINGS  
ON COUNCIL  
OWNED PROPERTY

## 5.3 Queanbeyan CBD Development Control Plan

### POTENTIAL AMENDMENTS

#### BROAD APPROACH:

The broad thrust of the existing CBD DCP objectives, policies and controls is supported. There is an opportunity to better support Council's CBD Transformation Strategy through potential amendments to the CBD development assessment process that involve:

#### + Establishing a CBD Design Review Panel (DRP)

of independent professionals (architects, urban designers, landscape architects, planners, sustainable design etc) that assists Council in assessing CBD development and place making proposals (along the lines of similar processes in other cities in NSW, SA, Victoria, Queensland and WA)

#### + Establishing an 'Exemplar Catalyst Project' (ECP)

classification applying to the CBD (potentially on an interim basis) that can attract development assessment concessions (height, setbacks, etc) subject to satisfying, on the advice of the CBD DRP, specific criteria and conditions covering exemplary outcomes in:

- Architectural, urban design & place making;
- 'SMART City' capability and infrastructure;
- Sustainable design;
- Mixed-use development;
- Place activation

+ **Establishing a 'Main-street Retail Zone'** which provides incentives in the form of development assessment concessions (height, setbacks, and so forth) and reduced development contribution fees, subject to satisfying specific criteria and conditions including:

- Development proposals meeting ECP status;
- Property owners / tenants committing to be active participants (for a set period) in Council's Business Improvement District (BID) program.

+ **Considering other incentives that support** growth within the CBD by encouraging development that provides employment and economic growth, by supporting building upgrades to elevate the aesthetic presentation or structural safety of CBD premises or contribute to the development or upkeep of new public realm.



## BUILDING HEIGHT AND SETBACK CONCESSIONS

The following concessions could be available for development proposals of ECP status:

- **Height**

- + Current height limits (podium and maximum heights) adjacent to street frontages are considered appropriate
- + **Development heights for the centre of CBD blocks within 30m of the street frontage** can achieve height bonus of 10-20% to provide development incentives

- **Setbacks**

- + **Building setbacks can achieve the following on-merit concessions** (subject to proposed height, public realm adjacency, design excellence assessments and overlooking, over shadowing and micro-climate impacts):
  - Up to 70% reduction for street frontages
  - Up to 50% reduction for side and rear setbacks







*Artistic Impression of Blacksmiths Lane*





# 6.1 Design Principles

## STREETSCAPE

**Provide a series of experiences within the public realm that appeal to different users in particular families, women and children**

**Why:**

- Different experiences attract a larger diversity of users
- More things to experience, attract more people
- Experiences of different kinds create liveliness throughout a larger portion of the day
- Changing the experience of the street, changes the public perception

**How:**

- Make a series of experiences along the streets and in the public spaces that people can enjoy throughout the day and evening
- Develop different streetscape experiences that relate to the character of each street
- Reinforce the local identity – including the significant street tree planting

**Encourage people to walk and cycle to and around the City Centre**

**Why:**

- Inviting people to walk and cycle increases the overall safety of the roads
- More pedestrians and cyclists make the streets more lively

**How:**

- Provide plenty of space to accommodate pedestrians and cyclists in the streetscape
- Make the streets feel welcoming and safe
- Provide plenty of bike parking
- Make good connections with the existing network
- Make the streets comfortable and legible

**Create an invitation for people to spend time in the streets and public realm**

**Why:**

- When more people spend time outside, the feeling of safety and vibrancy increases
- Invitations for spending time improves the social diversity and community connections
- Public spaces perform better when they are programmed with things to do

**How:**

- Provide more variety of seating and choice of locations
- Improve the comfort
- Provide a variety of activities to attract people to the city centre
- Conduct EoI for design, construct, operate Morisset St Car park and creation of new public realm

**Encourage lively edges**

**Why:**

- Lively edges create a more pleasant street environment which attracts more visitors
- Edges with a high level of transparency make the street feel safer by creating visual links outside to inside
- Lively edges improve retail potential
- More space for people at cafes mean more people along the edges of the street

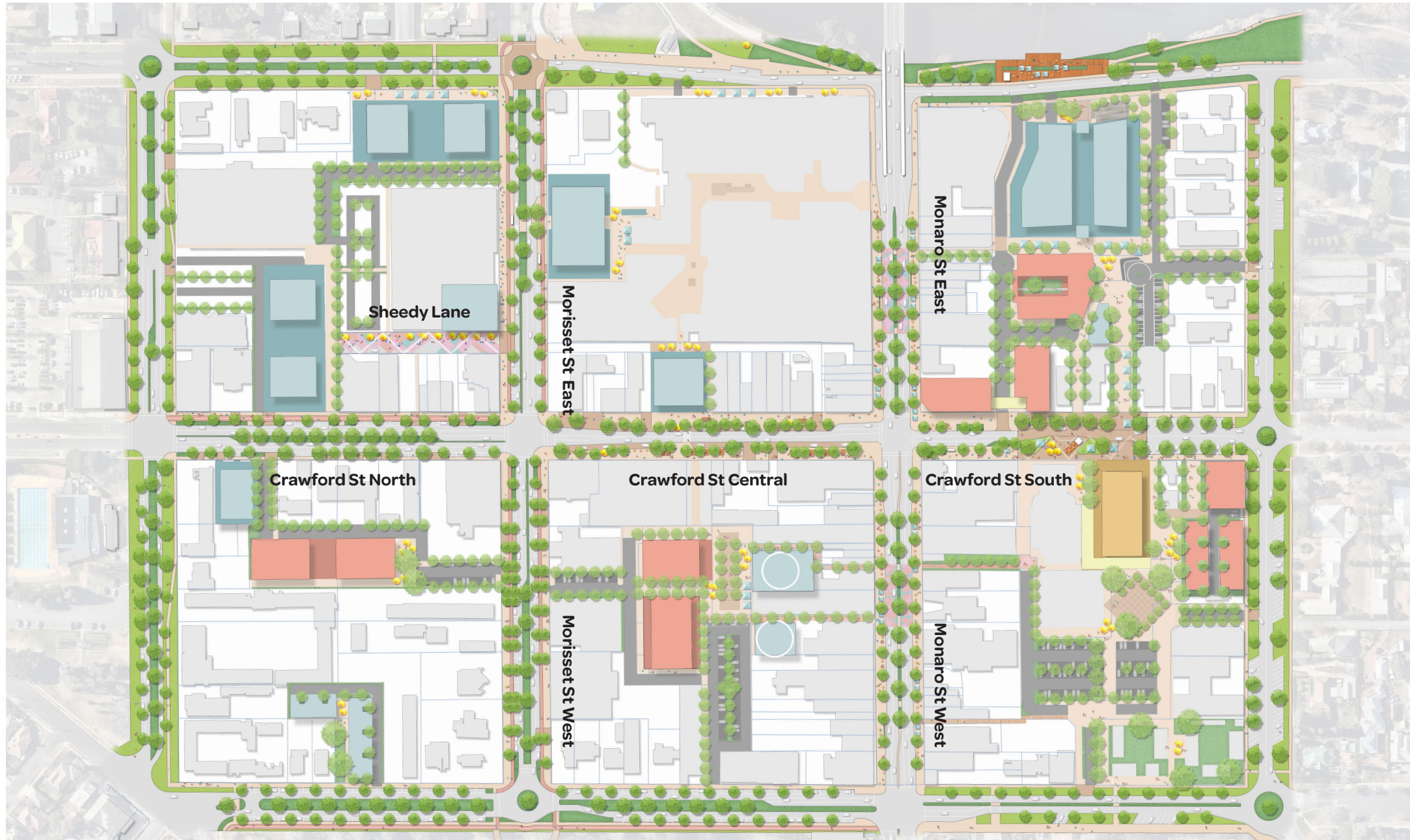
**How:**

- Guide retailers to create interesting frontages towards the street with a high level of transparency
- Promote Business and Retail along the edges to go hand in hand with public life
- Allow for Extensions of Outdoor Serving by restaurants and cafes



## 6.2 CBD Master Plan Refresh

### STREETSCAPE MASTER PLAN



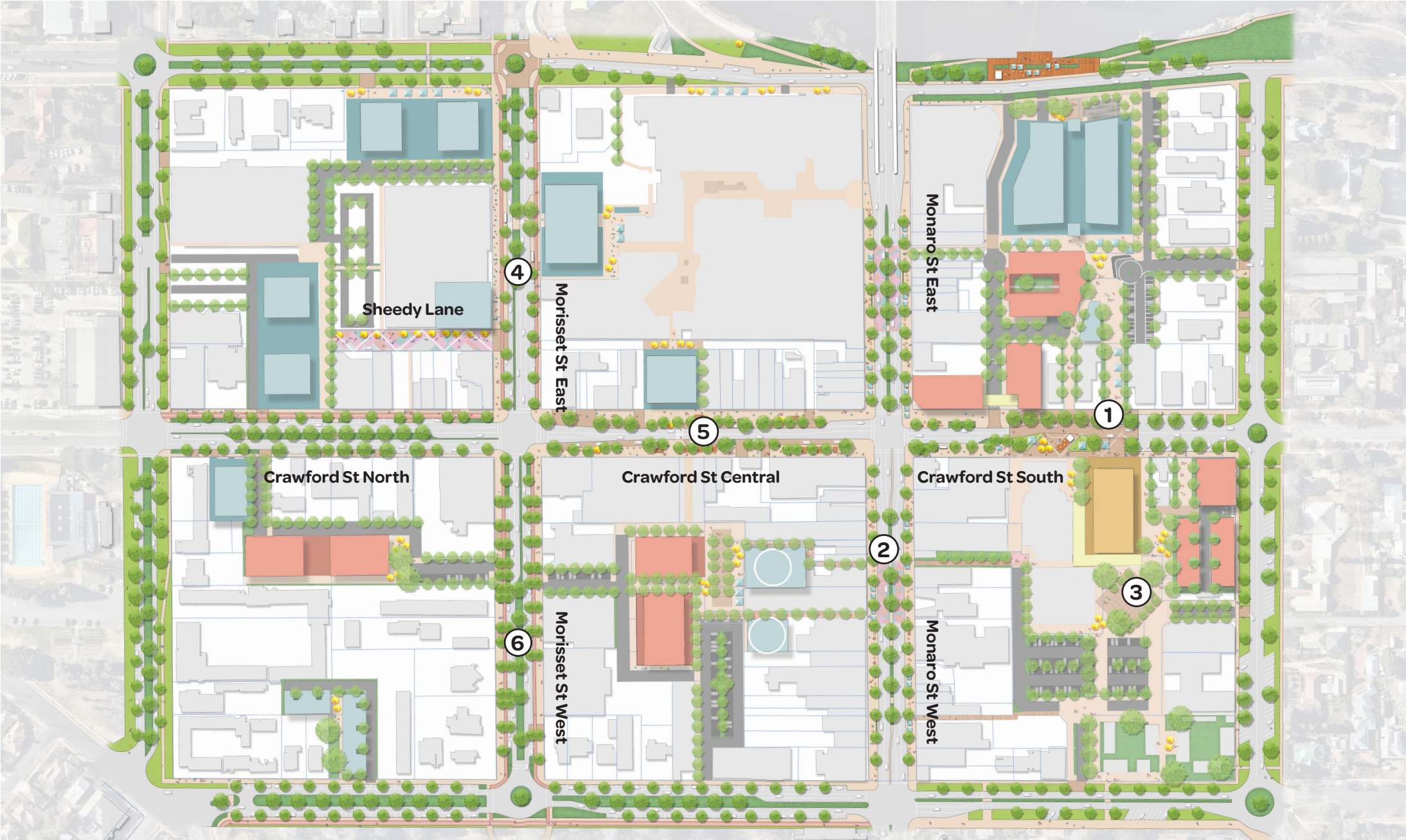
## DESTINATIONS AND PRECINCTS

To deliver an activated streetscape and public realm that supports and promotes a strengthened identity for the CBD, the following destinations and precincts have been identified in the streetscape network.

- ① An identifiable heart
- ② A dynamic retail offer
- ③ A significant cultural/ civic precinct
- ④ Lifestyle elements that attract city living and support entertainment and amenity
- ⑤ A vibrant night time economy
- ⑥ A quality public realm, to connect people with the built environment, its streetscapes, parkland and the river



DESTINATIONS AND PRECINCTS PLAN





# WELCOME

## Crawford North

Crawford North is the northern entry into the Queanbeyan CBD. The design features aim to make a welcoming entry, begin to slow traffic speeds before reaching the CBD, and provide safe pedestrian and cycle environment. Key design moves include:

- ① **Widening the median for street trees and planting.**
- ② **Planting street trees on the verge between parking bays.**
- ③ **Use large street trees that shade the footpaths and arch across the road.**
- ④ **Pedestrian crossings to assist east/west movement between additional parking and supermarket**
- ⑤ **Providing a separated shared path on the eastern verge for cyclists**
- ⑥ **Modify the traffic signal at Morisset St and Crawford to favour pedestrian and cyclists.**

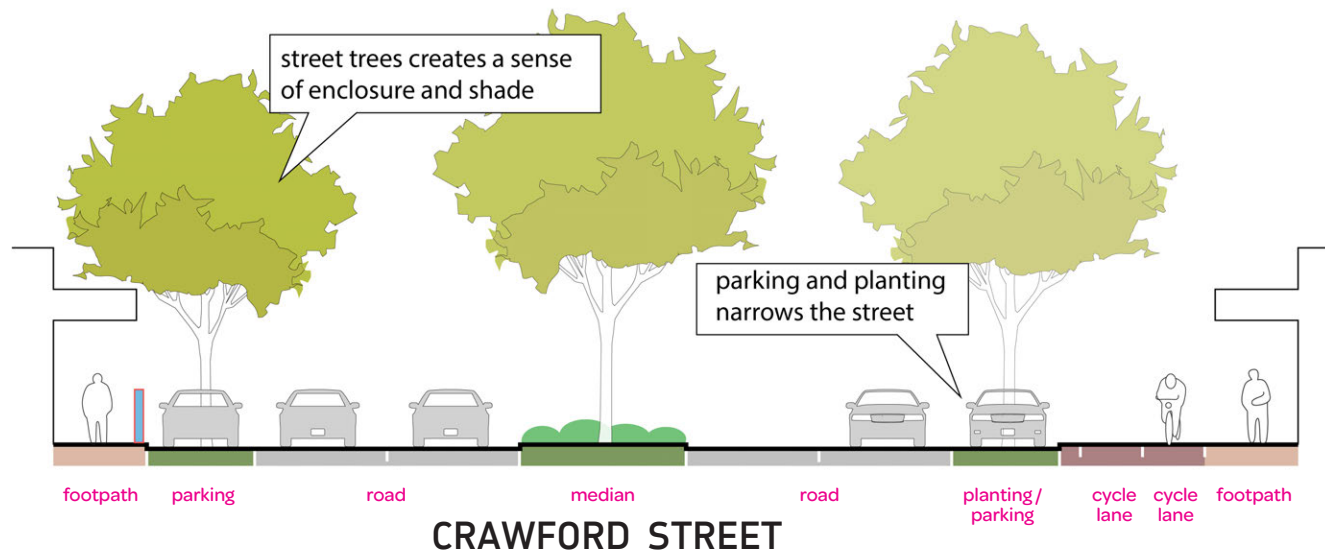
*\*Provided imagery is an illustrated example only and not a proposed design*



1. Street tree planting in median and verge to frame the street.

5. A separated Shared Path



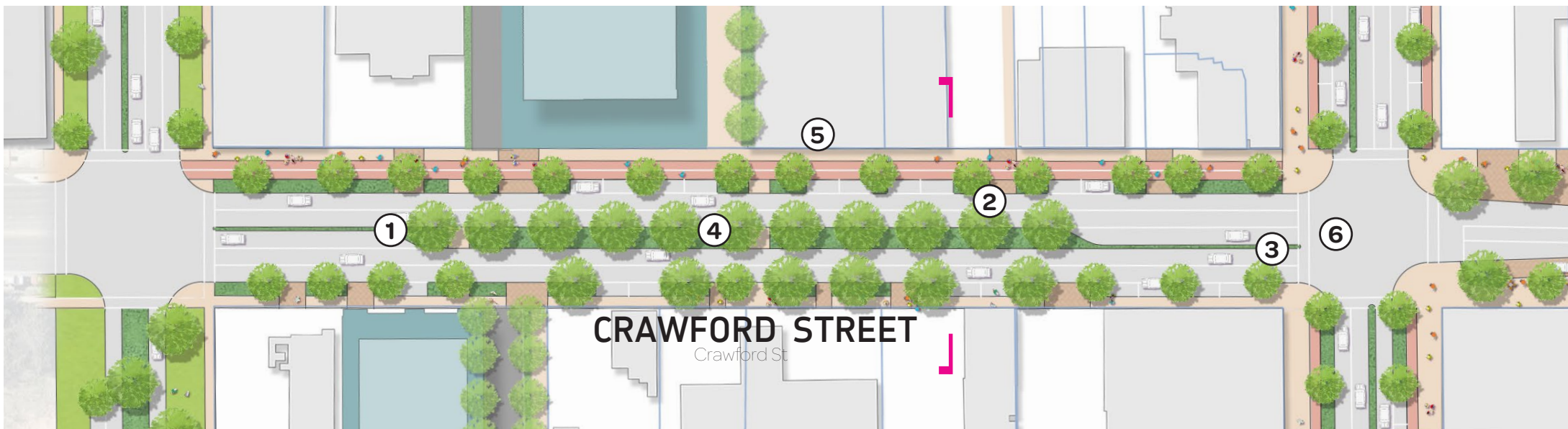


CRAWFORD STREET

1:150 @ A3

ANTILL  
STREET

MORISSET  
STREET



\* Cycle provision is consistent QPRC Integrated Transport Strategy Queanbeyan Bicycle and Pedestrian Facilities Plan (Final Draft) 2017

1:750 @ A3

# EAT STREET

## Crawford Central

Crawford Central has been recently upgraded. With a few additional features to improve pedestrian movement, features to encourage people to stop and stay, and a layer of programming, Crawford Street will come to life. Key design moves include:

- ① **Close the street for regular festivals, events, and markets**
- ② **Provide power outlets to support food trucks (until more restaurants open up)**
- ③ **Encourage alfresco dining**
- ④ **Place picnic tables and umbrellas and bike parking in the street to welcome people to stop and stay.**
- ⑤ **Install a pedestrian crossing mid block.**
- ⑥ **Modify the traffic signal at Morisset St /Crawford and Monaro/ Crawford to favour pedestrian and cyclists.**



Street parties and festive events



Regular Food trucks and pop-up stall events



Encourage alfresco dining



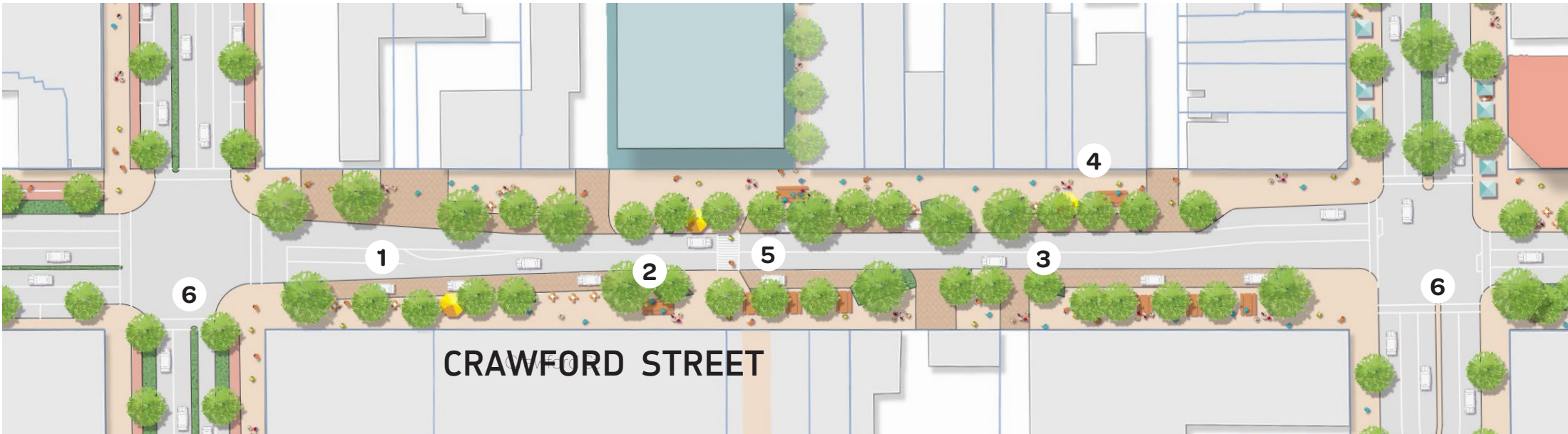
More furniture to support eat street activities

*\*Provided imagery is an illustrated example only and not a proposed design*



MORISSET  
STREET

MONARO  
STREET



CRAWFORD STREET

# RECOGNISABLE HEART

## Crawford South

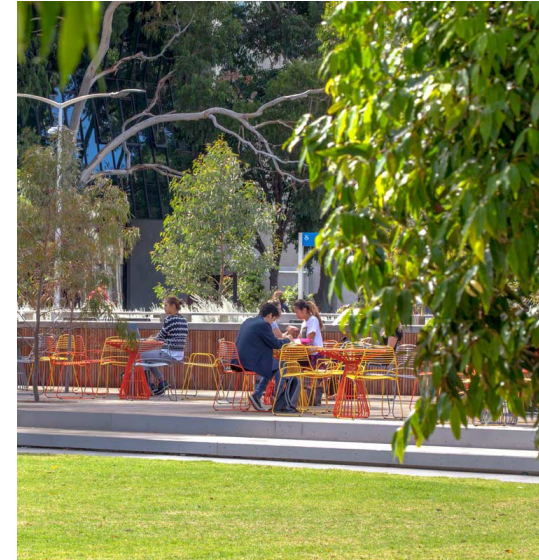
Crawford South becomes the legible heart of the Queenbeyan CBD announcing the 'front door' of the Cultural and Civic Precinct. The street will be narrowed to create plaza that can support daily activity and special events. The key design moves include:

- ① **Create a plaza space as an identifiable heart with civic and cultural function.**
- ② **Provide a raised shared space with a low speed of 20km/ hr**
- ③ **Narrow the roadway with a lane in each direction**
- ④ **Reconfigure angled parking to minimize loss of parking**
- ⑤ **Relocate access to Rutledge carpark to reduce conflict between vehicles and pedestrians. Provide a pedestrian connection through to river**
- ⑥ **Retain taxi rank and bus stop**

*\*Provided imagery is an illustrated example only and not a proposed design*



Feature lighting



Space for people to congregate



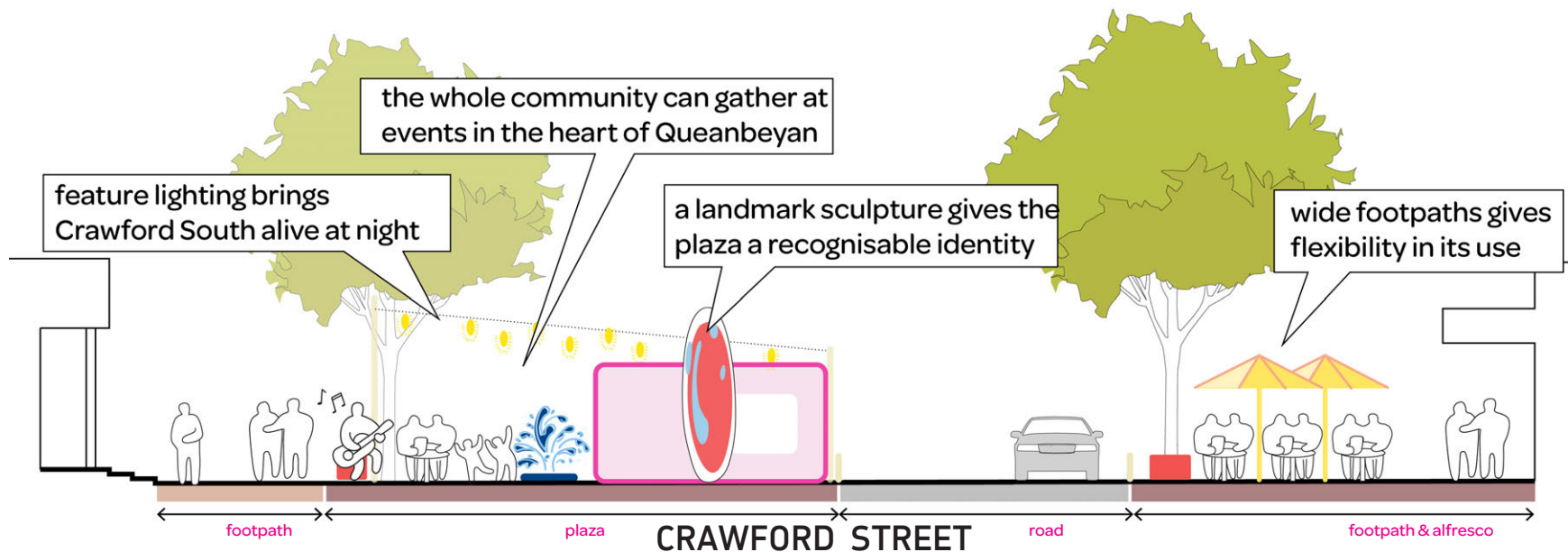
Civic quality



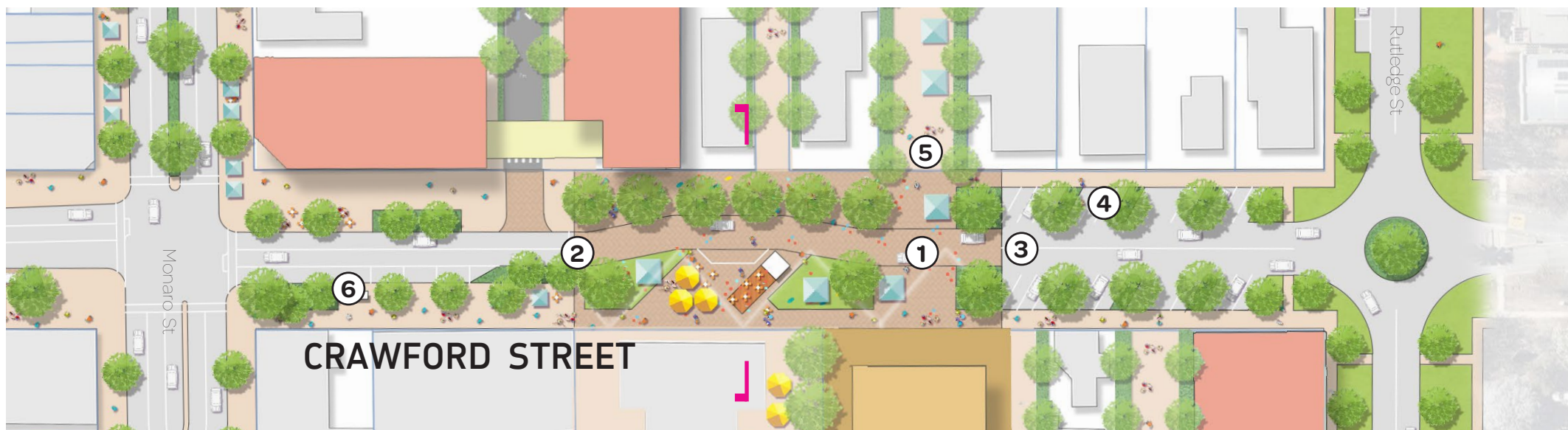
Shared space with pedestrian priority



MONARO STREET



1:100 @ A3





# MAIN STREET

## Monaro Street

Monaro Street is Queanbeyan's Main Street. Although classified as a State Road, the RMS recognises Monaro Street should also have a 'place' function and not focus solely on the movement of traffic. The RMS are supportive of a balanced approach which considers both place and movement of Monaro Street to make it a more attractive street for people and encourage more retail activity. Key design changes include:

- ① **Remove raised median garden bed, reduce width of the median and plant with large street trees.**
- ② **Widen verges to accommodate street trees, space for alfresco dining.**
- ③ **Provide small public spaces which welcome people to stop and stay.**
- ④ **Maintain a pedestrian pathway along the building edge, under the awning.**
- ⑤ **Provide mid block pedestrian crossing points aligned with laneways and intersections.**
- ⑥ **Create an outer lane clearway with on street parking at non-peak times (arrangements are subject to future modeling)**
- ⑦ **Improved traffic light sequencing to favour pedestrians.**

*\*Provided imagery is an illustrated example only and not a proposed design*



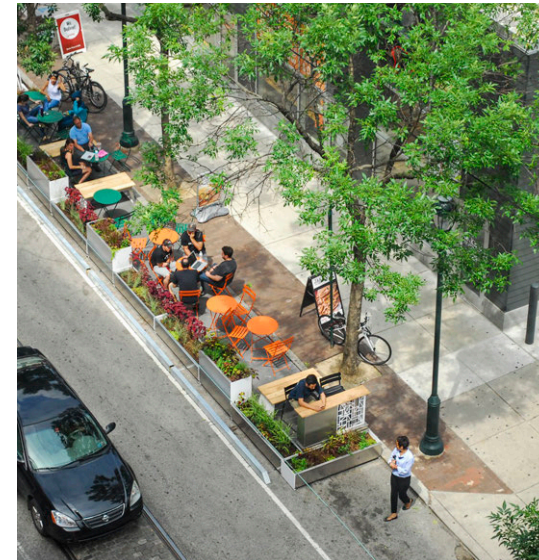
Active frontages



Street trees



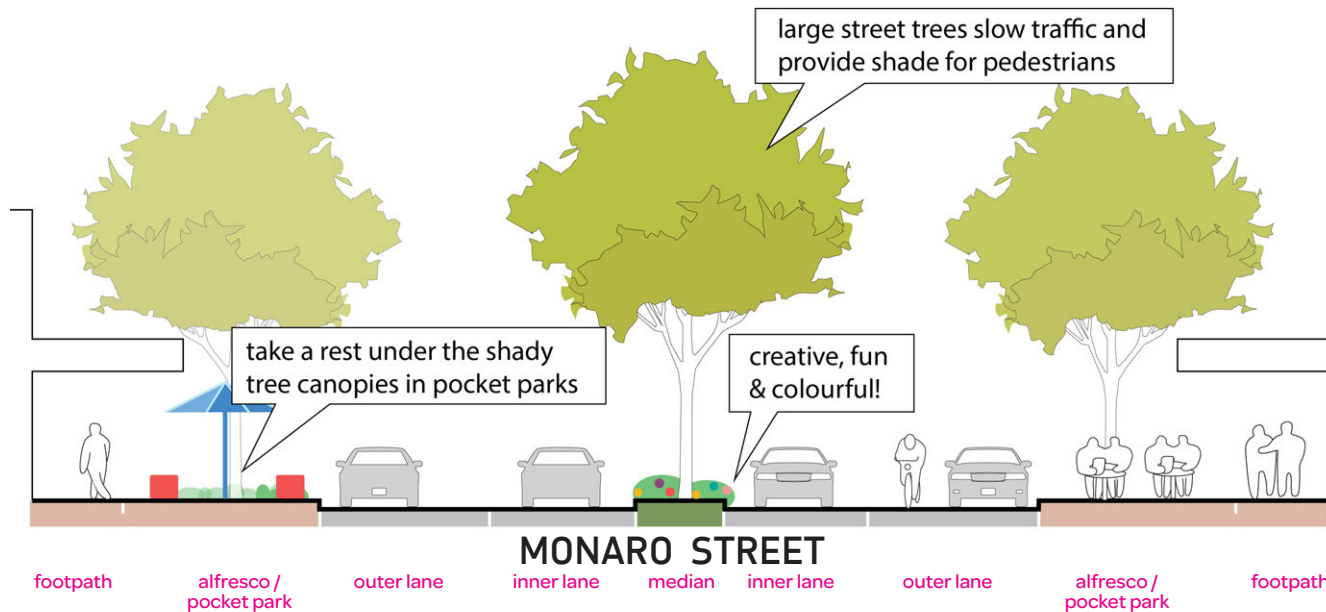
Alfresco



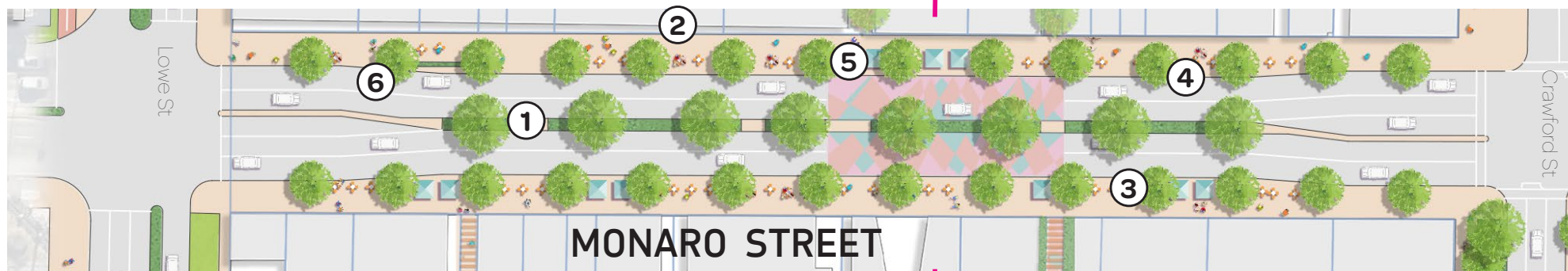
Small public spaces



LOWE STREET

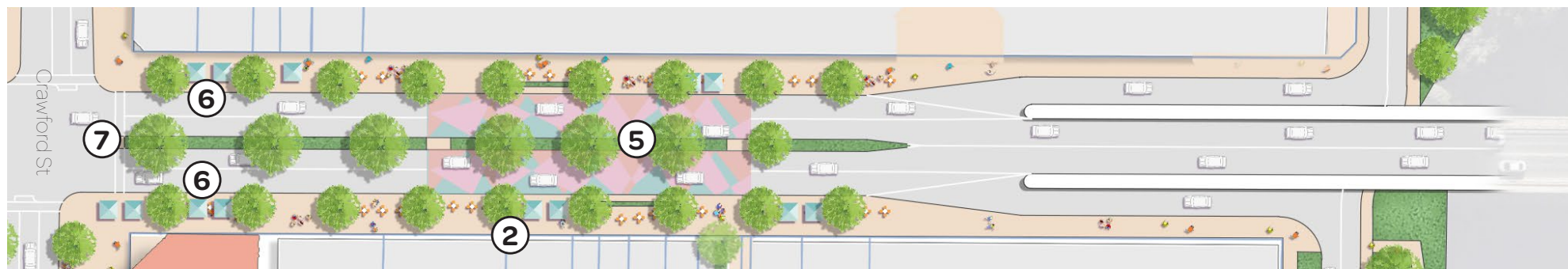


1:150 @ A3



CONTINUED BELOW

West  
1:750 @ A3



East  
1:750 @ A3

CONTINUED ABOVE

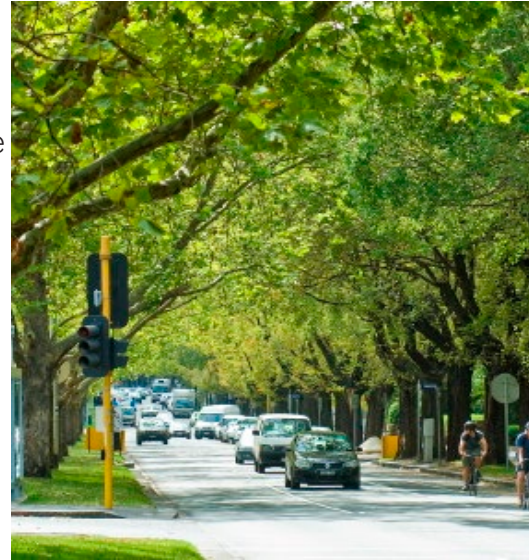
# RIVER BOULEVARD

## Morrisset Street

Morrisset Street is an important green link between Town Park and Queen Elizabeth II Park and the Queanbeyan River. Morrisset Street will be transformed into a tree-lined boulevard for pedestrians and cyclists. The street will become a living system capturing and treating storm water while passively watering the street tree plantings. The verges will be activated by water elements, lawns, planting and seating. Key design changes include:

- ① **Reduce street to one lane in each direction**
- ② **Widen verges for street trees and space for alfresco dining.**
- ③ **Provide designated cycle paths that connect to the broader network.**
- ④ **Provide small public spaces which welcome people to stop and stay.**
- ⑤ **Widen footpath in front of new cinema to accommodate crowds**
- ⑥ **Develop Sheedy Lane with cheap eats with murals and road paint.**
- ⑦ **Improved traffic light sequencing to favour pedestrians.**

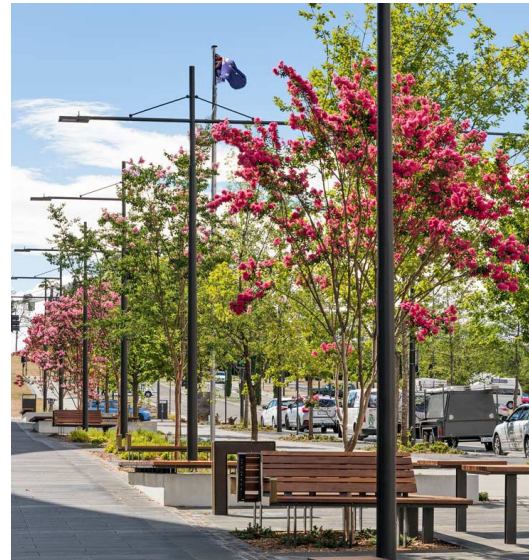
*\*Provided imagery is an illustrated example only and not a proposed design*



Large tree canopies connect the park to the river



Cycle paths



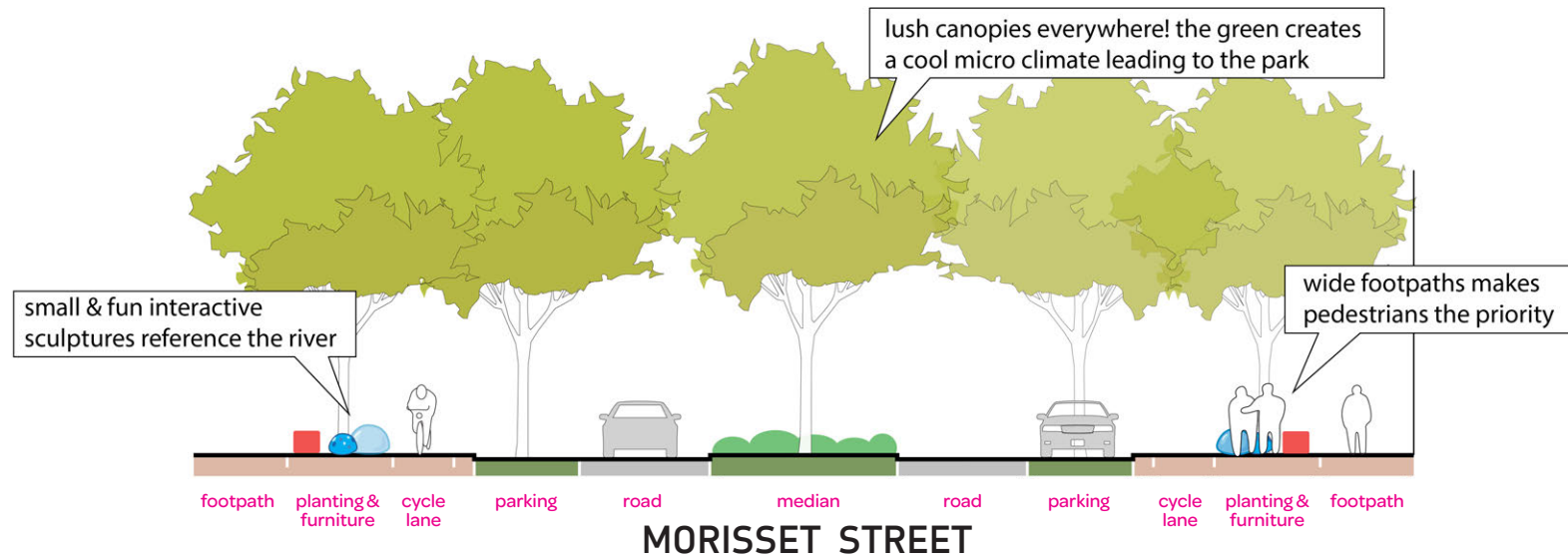
Small public spaces



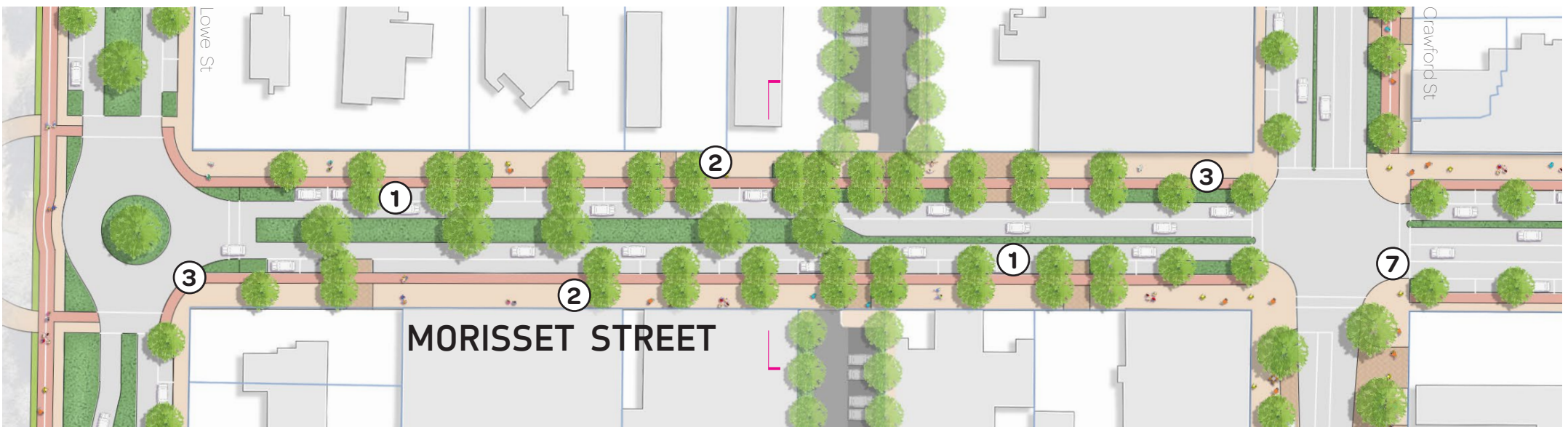
Visit Sheedy Lane before a movie



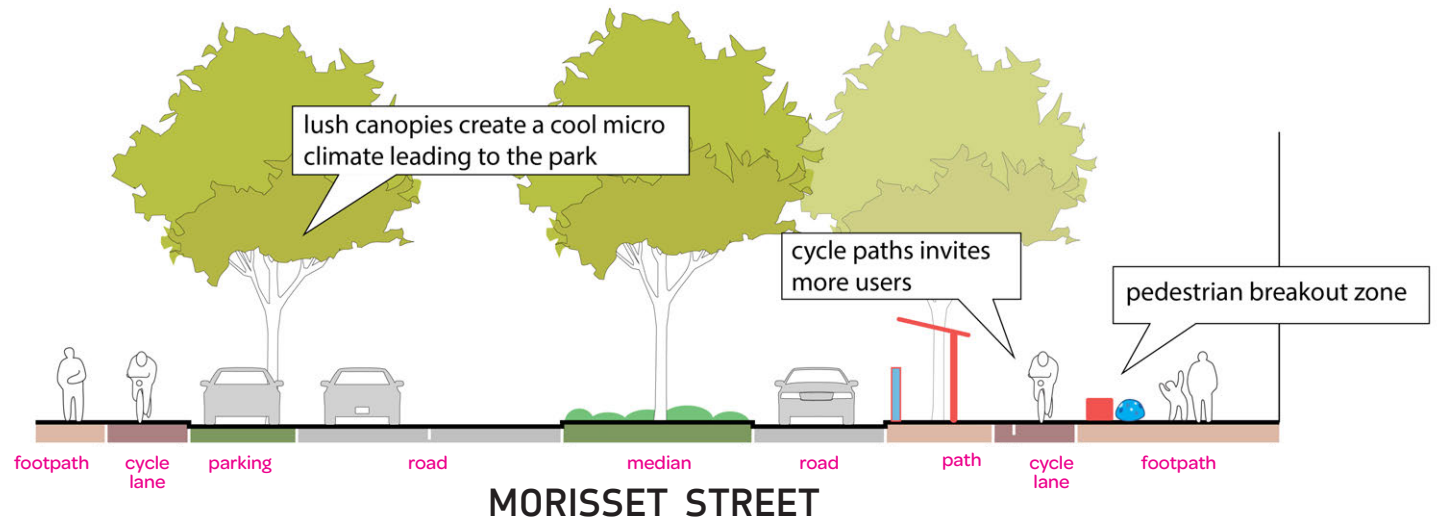
LOWE  
STREET



1:150 @ A3

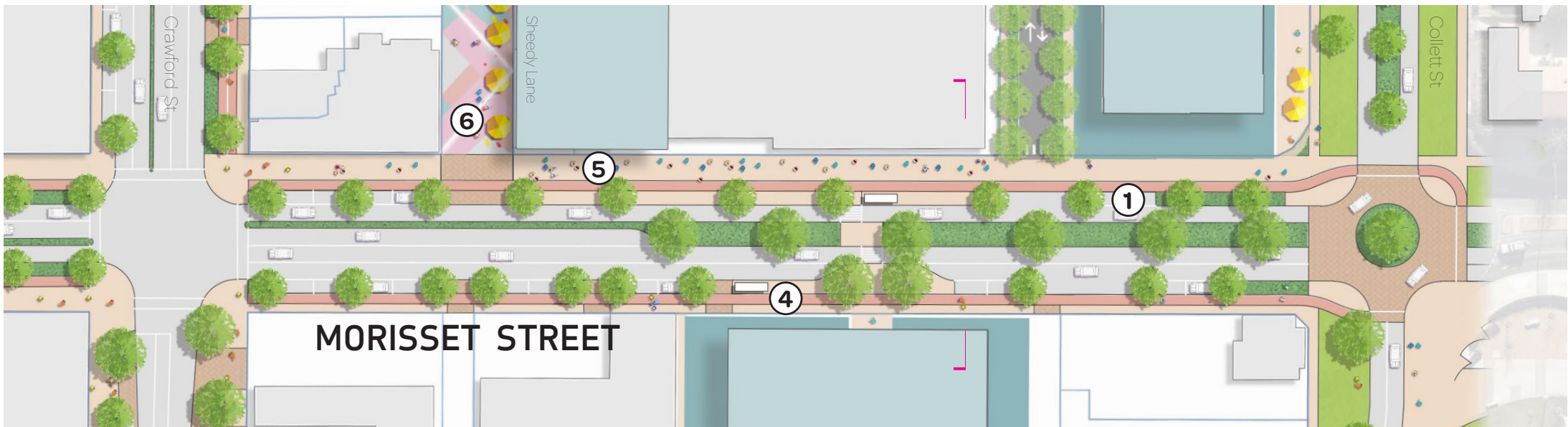


# CRAWFORD STREET



# MORISSET STREET

1:150 @ A3





# PARK EDGE

## LoweStreet

Lowe Street will be transformed into a tree-lined boulevard for pedestrians and cyclists. Key design changes include:

- ① **Provide designated cycle paths that connect to the broader network.**
- ② **Street trees on the verge and median.**

*\*Provided imagery is an illustrated example only and not a proposed design*



Greenery is maximised throughout the streetscape

MORISSET  
STREET



## 6.3 CBD Master Plan Refresh





### CYCLE ROUTES NETWORK

Encouraging active travel is a key part of revitalizing Queanbeyan CBD.

Queanbeyan is generally well-serviced by a network of footpaths with most streets within the CBD having footpaths on both sides and other areas with footpaths on one side of the street. There are limited off-road paths to provide connectivity between key destinations as well as being useful recreational facilities for the local community.

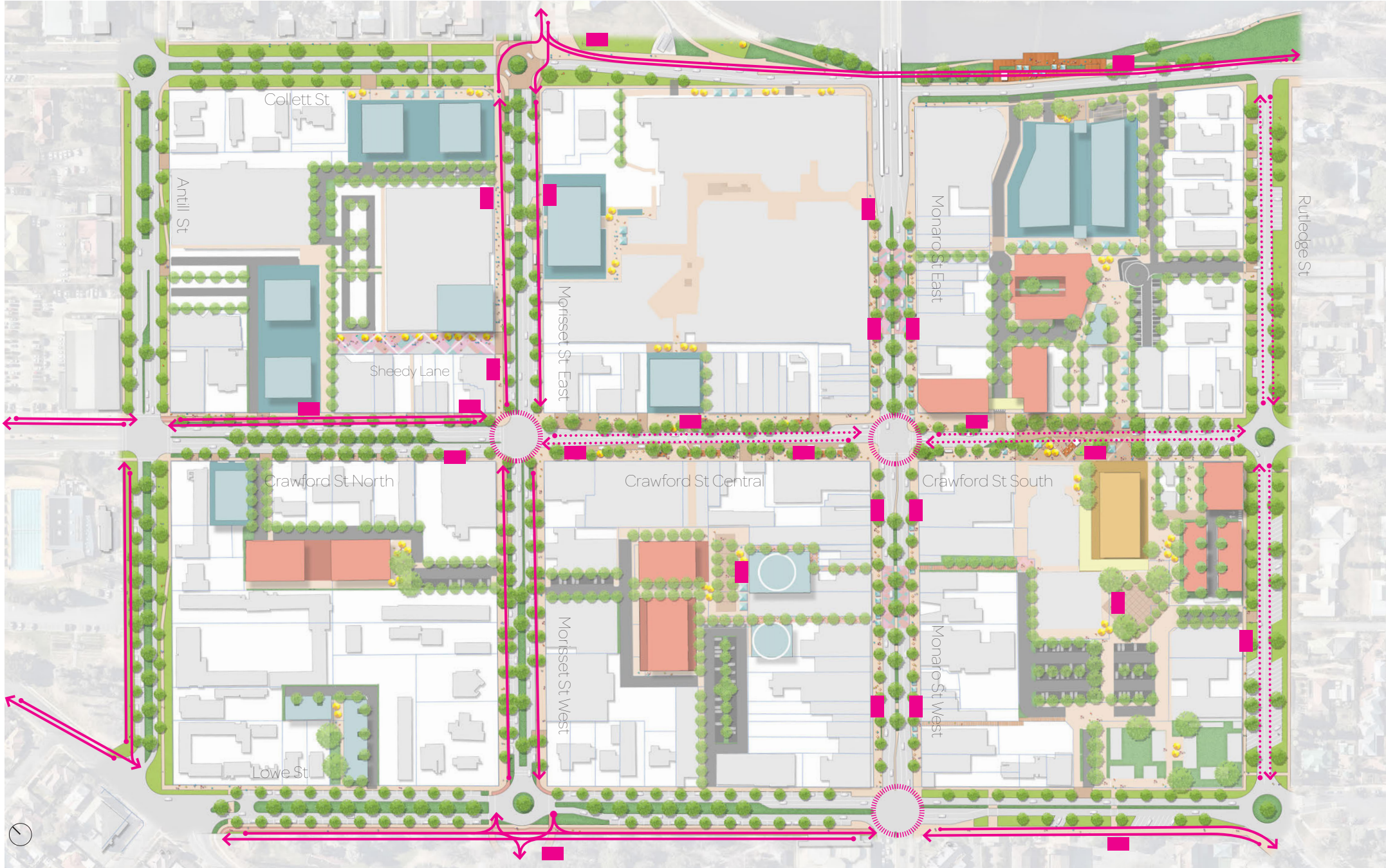
The Cycle Network Plan (opposite) describes the proposed Queanbeyan Bicycle and Pedestrian Facilities Plan section within the Integrated Transport Strategy (AECOM 2017).

#### Legend

-  separated bike path on the verge
-  on road low difficulty (slow traffic speeds and no designated bike lane)
-  Bike parking
-  Modified traffic light sequence to favour cyclists and pedestrians



CYCLE ROUTES NETWORK PLAN













+ Support new Block 'D' development through activation of Poets Lane connection: opening up retail and food and beverage frontages along Poets Lane and Monaro Street, new lighting, seating and bike parking options, street trees and planters, and public art

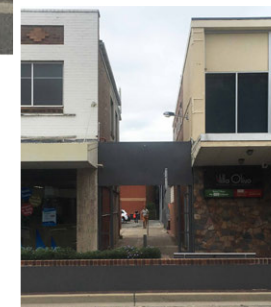


## Poets Lane fronting onto Monaro Street | Laneway Activation





+ Support new Block 'B' development through activation of Blacksmiths Lane connection: opening up retail and food and beverage frontages along Blacksmiths Lane and Monaro Street, new lighting, seating and bike parking options, street trees and planters, and public art

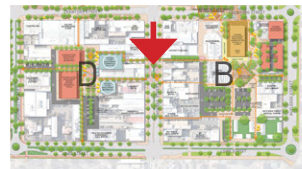


## Blacksmiths Lane | Laneway Activation





+ Support new Block 'B' and 'D' development through activation of Monaro Street 'Start-Up Precinct': opening up retail and food + beverage frontages, widening footpaths to include alfresco / pocket park, widening outer road lane to support safe cycling access, new lighting, seating and bike parking options, street trees and planters to provide shade and promote lower traffic speeds, and new wayfinding and public art



## 74 Monaro Street | Start-up Precinct





- + Support new Block 'E' development through activation of Sheedy Lane connection: opening up planned Cinema frontage onto Sheedy Lane and Morisset Street, new lighting, seating and bike parking options, space for pop-up events, food trucks and coffee carts, new street trees and planters to provide shade and promote lower traffic speeds, and new wayfinding and public art



## Corner of Sheedy Lane and Morisset Street





- + Support new Block 'D' development through centre block activation, including new retail and food + beverage offerings, accommodation, a decked car park allowing for vibrant ground floor frontages opening onto active shared use spaces, external canopy sheltering spill out alfresco dining, new lighting and seating options, new landscaping to provide shade and support biodiversity, and new wayfinding and public art.



## Morisset Car Park | Centre Block Activation





- + Support new Block 'E' development through activation of Morisset Street: new vibrant frontages activated by retail along Morisset Street, new lighting, seating and bike parking options, new street trees and planters to provide shade and promote lower traffic speeds, and new wayfinding and public art, such as glass etchings and murals referencing the Queanbeyan River and surrounding precinct.



## Morisset Street Retail and Car Park Activation





+ Support new Block 'A' and 'B' development through activation of Crawford Street 'Start-Up Precinct' and 'Civic / Cultural Precinct': opening up retail / commercial and food / beverage frontages along Crawford Street, widening footpaths to include alfresco / pocket park, condensing road width to provide new pedestrian refuge and parklet across Crawford Street, new lighting, seating and bike parking options, street trees and planters to provide shade and promote lower traffic speeds, and new wayfinding



## 251 Crawford Street | Civic Precinct





- + Support new Block 'C' and 'E' development through activation of Collett Street roundabout: improved surface finishes to support equality of access, widening of footpaths to include alfresco / pocket park for pop-up events and food carts, new lighting, seating and bike parking options, street trees and planters to provide shade and promote lower traffic speeds, and new wayfinding / signage



## Collett Street Roundabout | Riverbank Activation





- + Support new Block 'A' development through activation of Queanbeyan River edge: opening up retail / commercial and food / beverage frontages along Collett Street, potential new floating deck on Queanbeyan River for pop-up events and community activities, new lighting, seating, bike parking and cycling access options connecting into the River park trails, new tower development capitalising on river views and new wayfinding / signage







- + Support new Block 'A' development through activation of Queanbeyan River edge: opening up retail / commercial and food / beverage frontages along Collett Street, potential new floating deck on Queanbeyan River for pop-up events and community activities, new lighting, seating, bike parking and cycling access options connecting into the River park trails, new tower development capitalising on river views and new wayfinding / signage



