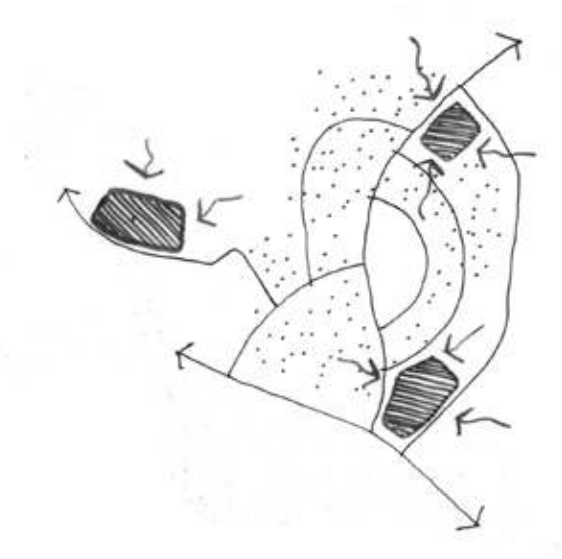




5.0 Planning Directions

5.1 Dysart's Current Town Structure



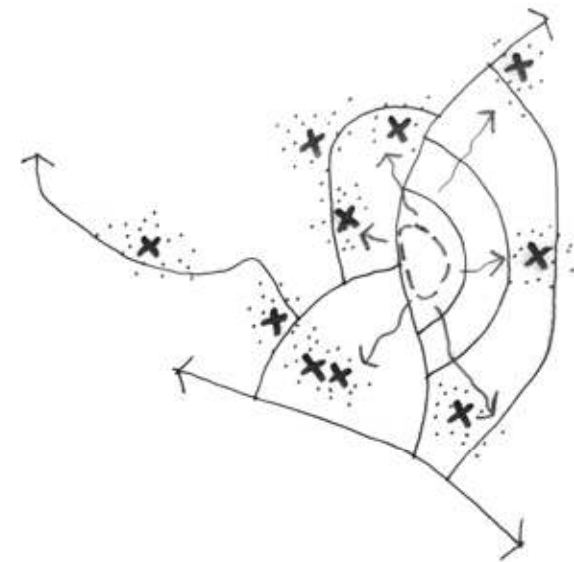
Reverse Density

Although originally developed as a mining town, the past decade has seen change to the structure, composition, land use and communities in the town, as mines have opened or closed, and as the model of mine employment has changed towards Fly-in/Fly-out (FIFO) or Drive in/Drive out (DIDO) to meet the skills shortage in the sector.

The following diagrams explore the current core planning issues that face the town and its communities. These issues respond to the key findings of the community consultation and the analysis of the town. As the issues have developed, it has become apparent that these significant social and economic challenges are not unique to Dysart, but exist throughout the broader Isaac Region.

The urban density of accommodation and the living population of Dysart currently appears 'inside out', with large communities located around the edges of town in single persons camps, and a lower density of people living in low rise housing closer to the town centre.

The Town Centre, which consists predominantly of commercial and civic premises, has a low population over a large area, and as a consequence lacks vibrancy and activation by people or a sense of community.



Fragmented Centre

High lease rates and a shortage of quality commercial accommodation in the town centre has resulted in a shift towards home business, effectively fragmenting the commercial operations that would usually be associated with a town centre throughout Dysart's residential areas.

Flexible zoning of land around town has compounded this fragmentation, resulting in situations where commercial and/or light industrial premises are located directly alongside residential areas to the edge of the town.



Higher density of population occurs around the outskirts of the town in the single persons camps, dislocated from the town centre



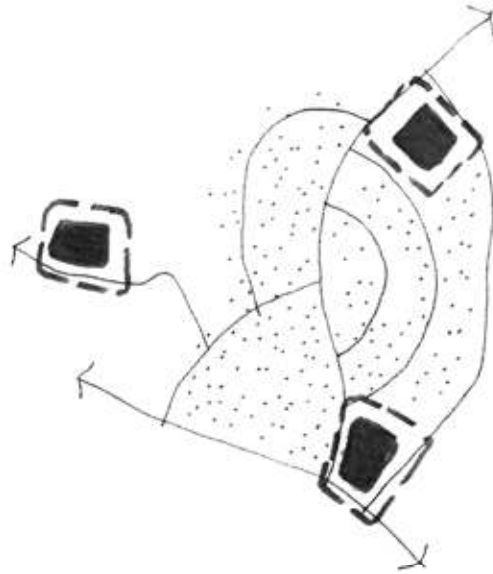
The extensive space and lack of population and amenity in the town centre reduces its appeal and the 'livability' of Dysart



Flexible zoning and a lack of affordable or appropriate accommodation in the town centre has resulted in the shift of commercial operations to other parts of town, reducing the vibrancy of the town centre.



High residential land value is driving the conversion or replacement of commercial premises into residential accommodation

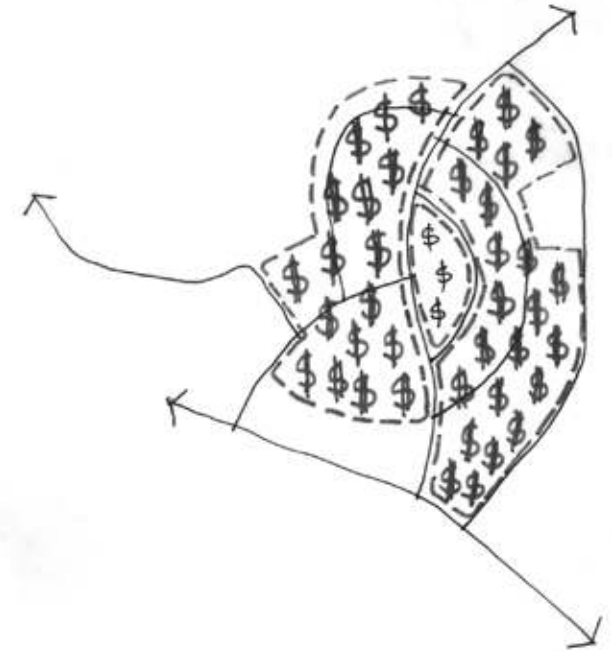


Separated Communities

The position of the single persons camps on the edge of town combined with the self-sufficient nature of the camps and limited leisure time means that camp residents have little reason to come into town.

12 hour shifts and the typical roster for mining employees with its associated block of 'time off' also encourages a culture where transient employees work hard, and then leave town in their time off, reducing opportunity for these residents to engage in local activities and services. The limited or prohibited access to in-camp facilities by non-camp residents further reinforces the division between these communities and the general population of the town.

The shortfall of available housing and lack of housing diversity has also led to an increasing number of transient contractor residents within the general residential areas, who also have limited engagement with the permanent residents of Dysart and the town's facilities.



Land Value

The 'locked' nature of land ownership around town, combined with low levels of new housing development and land releases compared to demand has resulted in the artificial inflation of housing prices and rental rates.

In turn, this has severely reduced the affordability of life in Dysart for families or those earning a 'normal' income (compared to typical salaries of mine contractors), reducing the ability for new families to afford to live in town, and making it difficult for commercial or service providers to recruit employees for the same reasons.

Furthermore, speculative investment in town properties by non-locals has encouraged existing families to sell and move away, and has resulted in the conversion of commercial premises to residential, further diminishing local ownership and services in the town.

This lack of affordable house combined with a limited range of housing stock (camps or large single allotment dwellings) continues to drive the inflated nature of the housing market.



The location of the single persons camps and the limited 'free time' of camp residents inbetween working 12 hour shifts means that they are less likely to engage with the broader community



New programs being trialled by the recreation centre, combined with the 'induction' programs being run by the Community Centre, illustrate ways that transient residents are currently being engaged in the broader community

Current proposals for residential development within the town centre reflects the tight residential market in Dysart

DYSART UNITS AND COMMERCIAL DEVELOPMENT

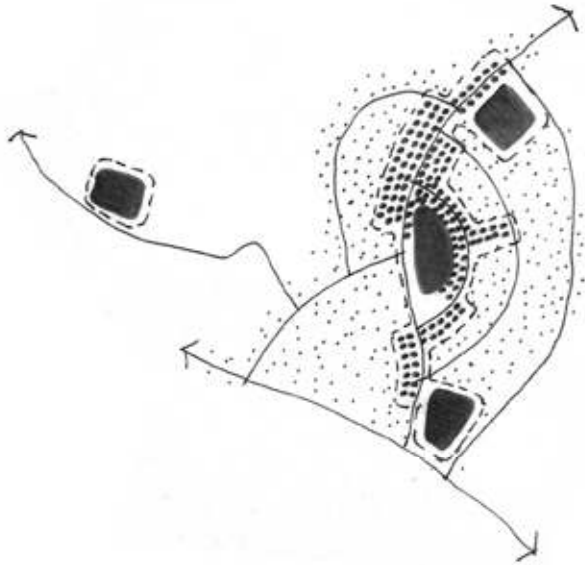
- 24 x 3 Bedroom Units
- 24 Covered Car Accomodation
- 14 Open Car Bays
- The 136m² Units will incorporate 12 Ground Floor and 12 First Floor Units - (two blocks of 12) each with a single carport and separate secure storage component.
- They include Fully Air Conditioned Living areas and Bedrooms, Full Bathroom and separate Ensuite off Bed 1. Built in Robes to all Bedrooms, Floor Coverings, Blinds, Insect Screens, Inbuilt Dishwasher, Fully Landscaped Grounds, including 2 Undercover BBQ areas. The units are concrete slab and concrete block construction with fully insulated colour bond roofing.
- Price for stage 1A ONLY is from 5415,000 with a 10% Deposite and Balance on completion (Approx 2012).
- **GUARANTEED 10% RETURN FOR 12 MONTHS OR ANTICIPATED RENTAL RETURNS OF \$900.00 pw.**

Priced from 425,000



Single level 2-3 bedroom homes constitute the majority of residential accommodation, limiting choice for residents who don't fit the 'family' model

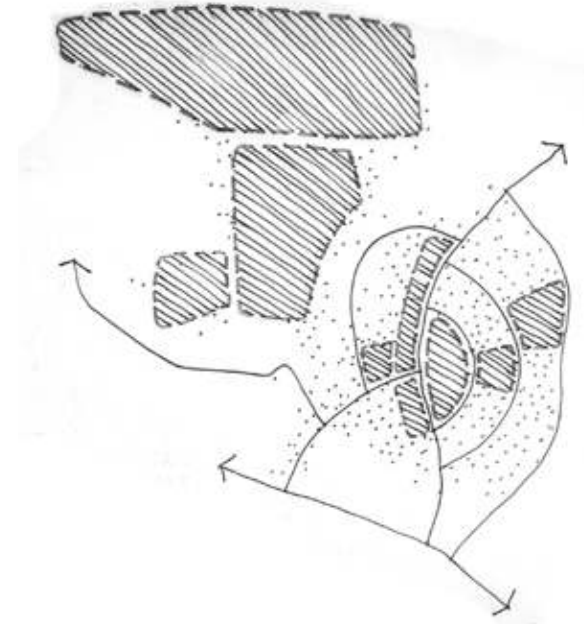
5.2 Planning Principles for Dysart's Future



Building Diversity

The establishment of a greater diversity of housing types will provide more choice to current and potential residents; better catering to the different lifestyles of families, couples and single persons, whether living permanently in town, or transient.

By increasing the range of dwelling types, great opportunity and affordability can be offered to the community of Dysart.



Creating Capacity

In response to the shortfall of housing, and to alleviate the high rental market, the residential capacity of the town will need to increase dramatically.

With an estimated further 10,000 mining employees likely to be working in the Isaac region over the next 5 years, Dysart urgently needs to review the planning of the town, and look at ways that the town can accommodate some of this increased population while remaining compact, connected and resilient to further demands in the future

Through strategies such as increasing density/building height limits, and by investigating the potential of quality infill developments on vacant or underutilised land within the town centre, it will be possible to bring more people into the town centre, as well as increasing housing diversity. Developments to the north west of the town will also provide scope for further single persons accommodation, and for larger allotments suited to those people who seek a rural living/hobby farm lifestyle.

In response to analysis, consultation and issues evaluation, a set of urban planning principles have been developed in order to guide the future development, investment and planning of the town.

Together, these principles set a framework for change and renewal within Dysart.



Increase diversity of housing in town, to provide choice and options for a range of resident types including families, couples and single persons



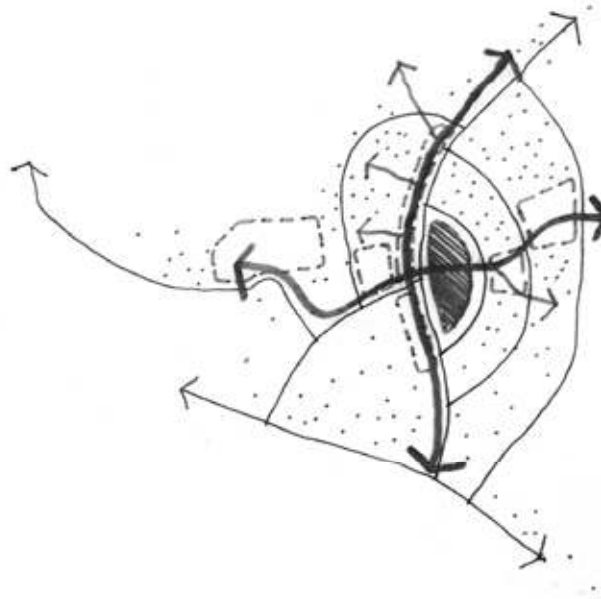
The provision of rural living allotments will assist in attracting a more permanent population to the town



Explore the potential of areas of open or vacant space in the town that aren't functioning where density could be increased or new housing provided



Consider the role of the town centre and the function of current land use within the centre. Look at ways of increasing the population of the town centre, to support local services and reinforce the role and vibrancy of the town centre

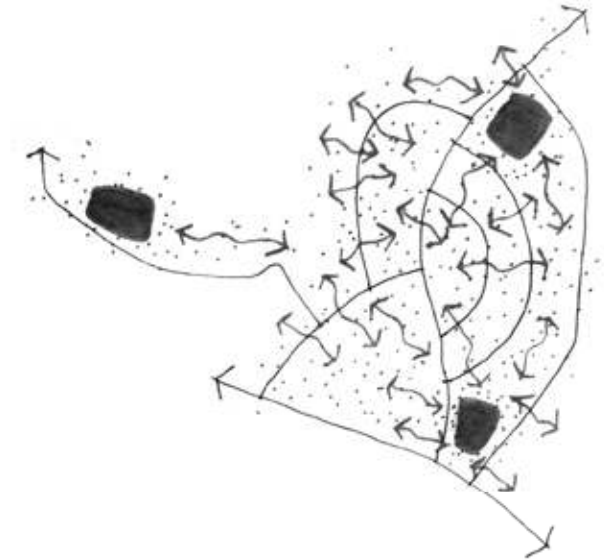


Links, Connections and the Spine

The reinforcement of links and connections throughout the town will encourage more people to walk or cycle, increasing the visual activation and passive surveillance of Dysart's streets and open spaces.

The 'journey' mapping and the location of key civic, commercial and community facilities, clearly illustrates the need for the development of two primary pedestrian/cycle 'spines'; the north-south spine of Queen Elizabeth Drive and an east-west spine from the high school, through the town centre to the Recreation Grounds to the West.

Improvements to infrastructure and amenity along these key routes, such as street trees, seating, continuous footpaths/cycle lanes and safe and accessible crossing points will help to promote a culture of walking/cycling within Dysart.



A Connected Community

By actively exploring social, infrastructure and transport initiatives, there is an opportunity to blur and break down the boundaries between the separated communities in Dysart.

Given the compact town size and gentle topography, initiatives such as free bicycle hire within the town and camps may encourage more people to journey into the town centre and make use of recreational and leisure facilities throughout the town.

Regular community events, such as market days, fairs or outdoor cinema screenings will also increase opportunities for community interaction, and add to the benefits of life in Dysart.



Explore ways to improve access and connections to key destinations in town. Remove barriers to cyclists/prams and pedestrians.



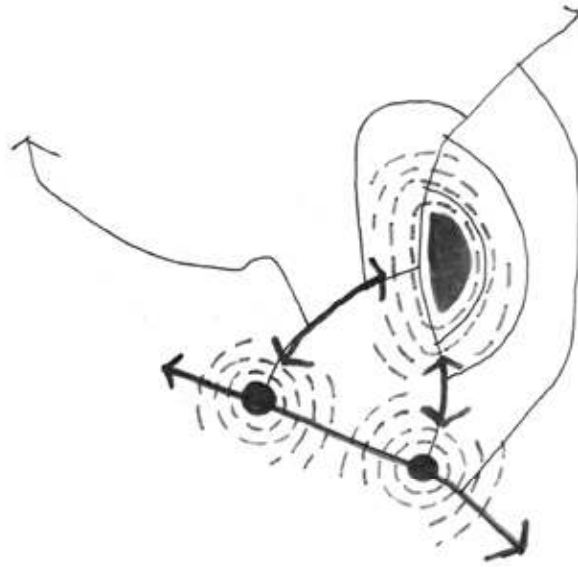
Explore ways to activate streets and encourage the different communities within Dysart to interact—such as a program of community events, or initiatives such as free bicycle hire



Better define key pathways through the town centre and look at ways of improving legibility and identity through streetscape design, signage and public art



Building functionality and flexibility into Dysart's open space to enable outdoor events will enable the community to take ownership of these spaces and foster a greater sense of engagement

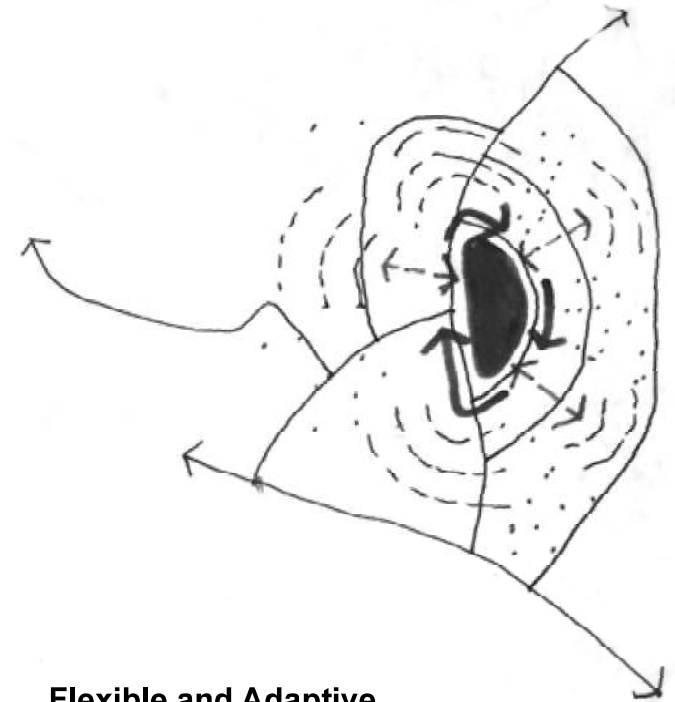


Destination Dysart

Improvements to the town entrances will strengthen the sense of arrival into the town and reinforce the identity of Dysart for both the local community and visitors to town.

The revitalisation of the entrance journey into town along the Dysart Connection Road/Queen Elizabeth Drive and along Garnham Drive, which could be achieved through boulevard tree planting, banner signage, planting and public art, will further strengthen the sense of arrival, and increase the amenity and identity of this journey.

Similar improvements to the Town Centre, combined with a review of vehicular and pedestrian access, car parking and signage will improve legibility for key facilities in the town centre, and reinforce the role of the town centre as a destination for the community.



Flexible and Adaptive

Flexibility will be key to the future success of the Town Centre, so that it can adapt to the changes in economy and population over time.

By ensuring that future developments and buildings in the town centre can be modified to meet demand for commercial or residential accommodation, the Town Centre will retain its relevance for the community, while remaining adaptive to change.

The quality and character of a town's centre is one of the strongest indicators of a community's health and vitality.

The revitalisation of the Dysart town centre, and in particular the upgrade of the Garden Plaza shopping complex is a significant opportunity for Dysart to revitalise its identity as a town and community.



Consider the entrances to town and the sense of arrival. Look at opportunities to express identity and ownership through these journeys



The use of signage banners (as shown outside Dysart High School) is an effective way of communicating community values, town facilities and events that could also be applied to the main streets of Town



Consider ways of improving connections between the communities in town, through programming of social/community activities or schemes such as free bike hire to encourage camp residents to utilise facilities in the town centre



By designing buildings within the town centre to have flexibility, they will be able to change function to meet future demand