



7.0 Place Making

7.1 Strategies for Place Making

Underpinning each of the place making projects, as well as the Masterplan, are a series of Strategic Directions that respond to the objectives of the community, Council and other stakeholders.

The focus of the strategic direction will be Streetscapes and Open Space, Access and Movement, Signage and Identity as well as Density and Diversity.

These directions are expressed in greater detail within each project, and highlighted via each direction's colour code within the montage images, leading to an aligned implementation programme of open spaces and places.

Streetscapes and Open Space:

Dysart is fortunate to have such a broad range and supply of open space, however much is underutilised with poor links and limited access. Improvements are required to increase amenity along key routes and streets, such as street tree planting, seating, continuous footpaths/cycle lanes and safe and accessible crossing points that will help to promote a culture of walking and cycling in Dysart. The development and upgrade of the streets and reserves will ensure that the principles of 'A Connected Community' are delivered.

In order to create places and open spaces that promote community activation, improvements to Dysart's open space will be vital. Removing fences and barriers, increasing amenity with natural and constructed shade, upgraded playspaces, new landscapes and providing for all users groups will encourage an increased activation of open space by the community.

Access and Movement:

There is great potential to promote a culture of walking and cycling by increasing access and improving the ability to move around the town. Clearly defining connections throughout the town not only improves legibility but increases the visual activation and passive surveillance of Dysart's streets and open spaces.

The future accessibility within Dysart will be based on the development of the 'connected spines' that will run through the town providing strong links east/west and north/south. This increased access and amenity aims to better connect the resident and transient communities with the destinations of Dysart, creating pedestrian friendly town that responds to the principle of 'Links, Connections and Spines'.

Consideration will need to be given to footpath upgrades throughout the town, linking open space reserves, providing seating and rest areas, pedestrian crossings and bicycle lanes.

Signage and Identity:

Signage and identity will reinforce the town's sense of community and establish Dysart as a regional destination. Improvements to the town entrances will strengthen the sense of arrival into the town realising the principle of 'Destination Dysart'. High quality signage will be incorporated into new built forms and the urban character of Dysart will help to continually reinforce the identity of Dysart for both the local community and visitors to the town

Density and Diversity:

To achieve the adaptability and resilience required to take Dysart into the future the capacity for a range of accommodation will have to increase dramatically.

Strategies such as increasing density and building heights and investigating the potential of quality infill developments will help alleviate the current housing shortfall.

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 people, whether living permanently in town, or as part of the transient Drive-in Drive-out work force.

By increasing the range of dwelling types, great opportunity and affordability can be offered to the community of Dysart, which in turn ensure that objectives relating to 'Building Diversity' and 'Creating Capacity' principles are realised.

7.2 Place Making Projects

The following Place Making projects bring together the intent of the Masterplan and the Strategic Directions, illustrating a future vision for Dysart.

The idea of place making for the town focuses on delivering the needs of the community – ‘the human stuff’ that makes a place liveable, adaptive and resilient.

The planned development and improvement of assets and infrastructure within the town provides Council, the community and private developers with the opportunities to assist with the re-vitalisation of Dysart. The implementation of civic, open space and recreational facilities along with new residential development will define the long-term legacy for the Town.

The Planning for Real consultation process, site analysis and subsequent structure plan for Dysart have clearly identified critical issues and opportunities. In order to illustrate the potential of the town and how the delivery of the structure plan can be initiated a number of key ‘place making’ projects have been proposed that seek to address the issues and opportunities identified by the community.

These projects were identified during the consultation process in which the community and council recognised potential opportunities in regards to environmental, social, economic and cultural change. These include:

1. Town Entrances
2. Queen Elizabeth Drive
3. The Town Centre
4. Centenary Park





7.3 The Town Entrances



7.3 The Town Entrances

Garnham Drive and Queen Elizabeth Drive are the primary arrival routes into Dysart, collecting traffic from the Dysart-Moranbah roadway, which links Dysart to the neighbouring Towns of Moranbah and Middlemount and also services the Saraji mine. A secondary arrival into Town is also provided via the Dysart Connection Road from the north east.

Each of these entrances provides a different arrival experience into Dysart. The entrance of Garnham Drive is defined largely by the residential edge of town (south) and natural bushland (north), while the Queen Elizabeth Drive arrival experience is defined by the MAC Camp (and associated mural) and the parkland character of Hewitt Park. The Dysart Connection Road, which passes the fringe of Dysart's industrial estate and Lake Vermont Single Persons Camp is a less aesthetically pleasing arrival into town, and does not promote the sense of settlement, community and landscape character of the southern entrances.

The current Town Entrance concept developed by BMA envisages the creation of a high quality community park at the Garnham Drive entrance, featuring pathways, shade structures, maintained lawns, sculpture trail, wetland and additional landscaping in association with the existing mining truck.

While this proposal will no doubt deliver a number of positive outcomes for the Town, its objectives and intent should be considered holistically alongside other community needs identified within the consultation process of this project.

In particular, given that Dysart is not established as a tourist destination, there would likely be more community value in a simpler improvement of this entrance with high quality signage and walking trail, and a more comprehensive upgrade of community open space within the Town Centre itself (such as the Civic Centre Gardens, Centenary Park or Lions Park), linked to shopping and residential areas to activate the centre of Town, rather than its edges.

Taking into consideration the site analysis and community feedback, The following actions are suggested for each entrance:

Queen Elizabeth Drive (South)

- Development of smaller signage/sculpture element at the intersection (consistent with design/character of signage/sculpture at Garnham Drive entrance.
- Consideration should be given to how this sculptural/signage element may reoccur/repeat to visually link this entrance to Hewitt Park, as well as to any vehicular rest areas proposed along the Dysart-Moranbah road
- Avenue tree planting along the extent of the MAC Camp up to Hewitt Park

Dysart Connection Road (North East)

- Additional tree planting along both sides of the roadway
- Screening planting , earth mounding or high quality fence screening to the edge of the Lake Vermont camp

Garnham Drive (South)

- Development of feature signage/sculpture with high quality landscape surrounds in keeping with the bushland character of Garnham Drive
- Relocation of Dump truck to more prominent location
- Potential relocation of shade structure to more visible location, incorporating Town Map/directory
- Establishment of pedestrian pathway, linked to a broader 'town circuit' jogging/walking trail

Strategy Legend:

■ Streetscapes & Open Space

1. Increased tree planting
2. High quality landscape in keeping with character of natural bushland surrounding Dysart

■ Access & Movement

3. Walking/jogging trail
4. Pathway lighting
5. Picnic seating

■ Signage & Identity

6. Town entrance sculptural signage
7. Dump truck relocated to more visible location
8. Shelter with information/map about Dysart

Indicative view of the Garnham Drive Town entrance



Current view of the Garnham Drive entrance





7.4 Queen Elizabeth Drive Streetscape



7.4 Queen Elizabeth Drive Streetscape

As the primary roadway into Dysart and the Town Centre, Queen Elizabeth Drive has an important role to play in shaping visitor's first impressions of the Town, providing wayfinding to key facilities or destinations, and ultimately, in defining the urban character of Dysart.

Upgrades to Queen Elizabeth Drive will have a significant benefit in addressing current issues such as motorist behaviour (speeding), poor pedestrian safety and amenity, and the lack of direction or signage to key facilities within the Town Centre precinct.

Improvements to the landscape character of the roadway through increased tree planting along the street edges and median will help to improve the amenity for pedestrians, while also visually reducing the overall width of the roadway to create a more intimate sense of arrival into the Town Centre.

A signage strategy utilising large banner signs within the median will reinforce the identity of the main street, and the key destinations or attractions within Dysart.

As the Town Centre develops, initiatives such as bicycle lanes, improved footpath treatment, seating and high quality landscape will play a pivotal role in promoting Queen Elizabeth Drive as a pedestrian friendly area and providing people with a safe and enjoyable alternative to driving. The establishment of highly visible pedestrian crossings will enhance the safety of this roadway, reinforcing the important link between the Town Centre and key destinations such as the Primary School and Swimming Centre.

Strategy Legend:

Streetscapes & Open Space

1. Tree planting within median to increase amenity of road way and create a sense of arrival
2. Remove fence and establish mass planting along path way to define edge between commercial development and the roadway, improve pedestrian safety and improve town centre amenity
3. Tree planting and median landscape treatments within new and existing car park areas to improve shade provision and amenity

Access & Movement

4. Bicycle lane line marking to promote safe cycle routes through town
5. Footpath upgrade within town centre to increase path width and quality of footpath surface
6. Provision of seating/rest areas along paths
7. Introduction of paved road section at the pedestrian crossing between the shopping centre and swimming pool/primary school, to increase the 'pedestrian' focus of this crossing and calm vehicular traffic
8. Improvement of internal footpath network linking Civic Facilities, car parking areas and commercial/ shopping areas
9. Direct vehicular access to the shopping centre from Queen Elizabeth Drive

Signage & Identity

10. Development of signage strategy leading from the town entrance(s) into the town centre
11. High quality signage incorporated into existing and new built form to increase visual presence of key destinations
12. Feature elements within paving and street furniture design to reinforce town character and identity

Density & Diversity

13. Expansion of commercial accommodation
14. Improvements to existing shopping centre

Indicative view of the Queen Elizabeth Drive Streetscape Upgrade



Current view north along Queen Elizabeth Drive





7.5 Town Centre Revitalisation



7.5 Town Centre Revitalisation

A significant revitalisation of Dysart’s Town Centre is envisaged over the next 20 years, with the first stage of works (residential apartments) planned to begin construction in 2012.

As the heart of the Dysart Community, the upgrade of the Town Centre will be pivotal in making Dysart a more attractive and better serviced place to live- and a place for community.

The staged upgrade of open space within the Town Centre, including the redevelopment of the shopping centre plaza and the upgrade of the Civic Centre gardens will create vibrant places for the community to gather, socialise or hold events.

An increase of the residential population living within the Town Centre through the provision of a diverse range of medium density housing types, will provide further activation of the centre, and encourage the support of local shops, cafes and retailers.

Improvements to pathways and the establishment of new links and connections through the town centre and to adjacent destinations will provide better access for pedestrians and cyclists, and help to foster a ‘people friendly culture’. The provision of extra seating and street tree planting along these key walkways will encourage their use throughout the year.

Additional car parking and new entrances to the Town Centre facilities from Queen Elizabeth Drive will also improve vehicular access.

Legend

Key Buildings & Facilities

1. Dysart Recreation Centre
2. Jolly Collier Hotel
3. Potential expansion of hotel accommodation
4. Dysart Civic Centre
5. Kindergarten
6. Dysart Council Offices and Library (showing potential expansion)
7. Garden Plaza Shopping Centre
8. Proposed Commercial tenancies
9. Proposed Mixed Use Development
10. Proposed Residential Apartments
11. Proposed Fast Food Restaurant
12. Dysart Swimming Centre

Public Space & Landscape

13. Civic Centre gardens and community event space
14. Dysart Kindergarten playground
15. Centenary Park
16. Shaded shopping centre plaza
17. Potential playground within shopping centre plaza
18. Shared outdoor areas associated with residential apartments
19. Outdoor fitness equipment
20. Lions Park
21. Additional tree planting within median
22. Tree planting along pathways for amenity

Pedestrian & Vehicular Access

23. Main pedestrian/cyclist walkway
24. Pedestrian crossing
25. New roundabout for traffic calming
26. Proposed new car parking
27. Existing Hotel and Civic Centre car parks formalised and connected
28. Proposed new entrance drive way
29. Taxi stand
30. Vehicle loading bay





7.5 Town Centre Revitalisation

The following diagrams show the indicative growth of the town centre over the next 20 years, in accordance with the Structure Plan.

By illustrating the potential scale and mass of building forms (including both 'real' and 'potential' projects) and areas suggested for increased density in the longer term, it is possible to gain a greater understanding of the form Dysart's town centre may take in the future.

This modelling also helps to reinforce the importance of the connections through the town centre, and the provision of additional tree planting and landscape treatments to improve the amenity of the Town Centre and reinforce the 'pedestrian and family friendly' focus of this area.

Legend:

- Real and potential built form massing within the Town Centre
- Upgrade to open space or car parking areas
- Areas surrounding the Town Centre suggested for increased density/growth in the longer term (including residential/ mixed use/ commercial land uses, as described in the masterplan)



0-5 Years

- Residential Unit Development along northern edge of Town Centre Precinct



5-10 Years

- Mixed Use (residential/commercial) development
- Supermarket expansion
- Potential medium density housing/ serviced apartments
- Library redevelopment
- Queen Elizabeth Drive Upgrade and Tree Planting
- Shopping Centre Plaza (stage 1)



10-20 Years

- Shopping centre/Commercial expansion
- Potential Medium Density Housing expansion
- Potential Civic Centre Landscape/ Park upgrade
- Potential fast food restaurant
- Shopping Centre Plaza (stage 2)



20 Years +

- Commercial tenancies expansion

7.5 Town Centre Revitalisation

Strategy Legend:

■ Streetscapes & Open Space

1. Redevelopment of the central plaza area to include lawn and playground areas
2. New tree planting for shade and amenity
3. Ground level landscape treatment to improve visual amenity
4. Shade sail canopy along walkways and over the playground area
5. Provision of cafe style seating to encourage people to spend time in the Town Centre

■ Access & Movement

6. Wide footpaths that allow for 'spill out' seating from cafes

■ Signage & Identity

7. Improvements to the existing shopping centre will assist in lifting the character and visual character of the area
8. Glazed or open views into shop fronts to increase the visual activation of the plaza area

■ Density & Diversity

9. Expansion of the supermarket, including a prominent and welcoming new entrance

Indicative view of the redeveloped shopping centre plaza



Existing view of the plaza area



7.6 Centenary Park

Despite being Dysart's largest and most equipped park, the fact that Centenary park was not identified as a place of Community Value within the project consultation illustrates that the park is not currently reaching its potential as a community destination.

The concept plan for Centenary Park proposes a more compact, yet more functional park for the community, incorporating the following key principles:

- **Quality over Quantity:** A reduction in the size of the park itself by allocating the northern edge to new affordable housing will enable the development of a higher amenity park environment, while still accommodating a broader range of activities that cater for a diverse spectrum of age groups and interests.
- **Play Safe:** Passive surveillance from surrounding residential areas, safe pedestrian crossing areas, night time lighting, and the development of a shared use laneway between the proposed new housing and the park will help to foster a safer park environment.
- **Accessibility:** A formalised pathway network will improve access to all park areas by pedestrians, bicycles and prams and scooters. Direct pedestrian links to neighbouring residential streets will improve the park's overall accessibility. Interspersed car parking around the park perimeter will allow ease of access to specific park activities or areas.
- **Amenity:** The retention of existing trees and shade structures, along with additional tree planting and provision of seating along pathways will greatly increase the amenity of the park for users.







7.6 Centenary Park



Concept Plan Legend

1. Defined park entrance and safe pedestrian crossing over Shannon Crescent
2. Wedding Grounds retained
3. Small oval for ball sports with jogging track around the perimeter
4. Existing toilet block
5. Potential Community garden
6. Skate Park
7. Path links providing convenient access to adjacent residential side streets
8. BMX track
9. New toilet facility near playground and BBQ shelters
10. Picnic and BBQ shelters located near child and youth play/recreation areas
11. Existing playground (young child focus)
12. New adventure playground (older children focus)
13. Half-court basketball
14. Car parking interspersed around park perimeter to provide easy access to specific areas
15. New shared use (vehicle/pedestrian) laneway
16. Eastern entrance to Centenary Park linking to existing park trail
17. Opportunity for new affordable townhouse/ apartment development, overlooking the park and MacDonald Street

7.6 Centenary Park

Strategy Legend:

■ Streetscapes & Open Space

1. Additional shade tree planting to increase park amenity around play areas and walkways
2. Utilisation of CPTED principles (Crime Prevention Through Environmental Design) such as clean trunked trees and low bushes/shrubs to ensure clear visibility through all park areas
3. Opportunity to integrate vegetated stormwater swales to filter and reuse water run-off from adjacent road surfaces and building structures
4. Provision of shade/shelter structures directly adjacent key activity/play areas
5. Maintained lawn area for ball sports

■ Access & Movement

6. Consistent hard surface footpaths aligned with desired pathlines to encourage use of the park as an access route to the town centre for pedestrians, cyclists/ scooters.
7. Shared use pathway along the residential edge to promote pedestrian (rather than car) activity.
8. Provision of seating along walkways
9. Provision of bicycle parking

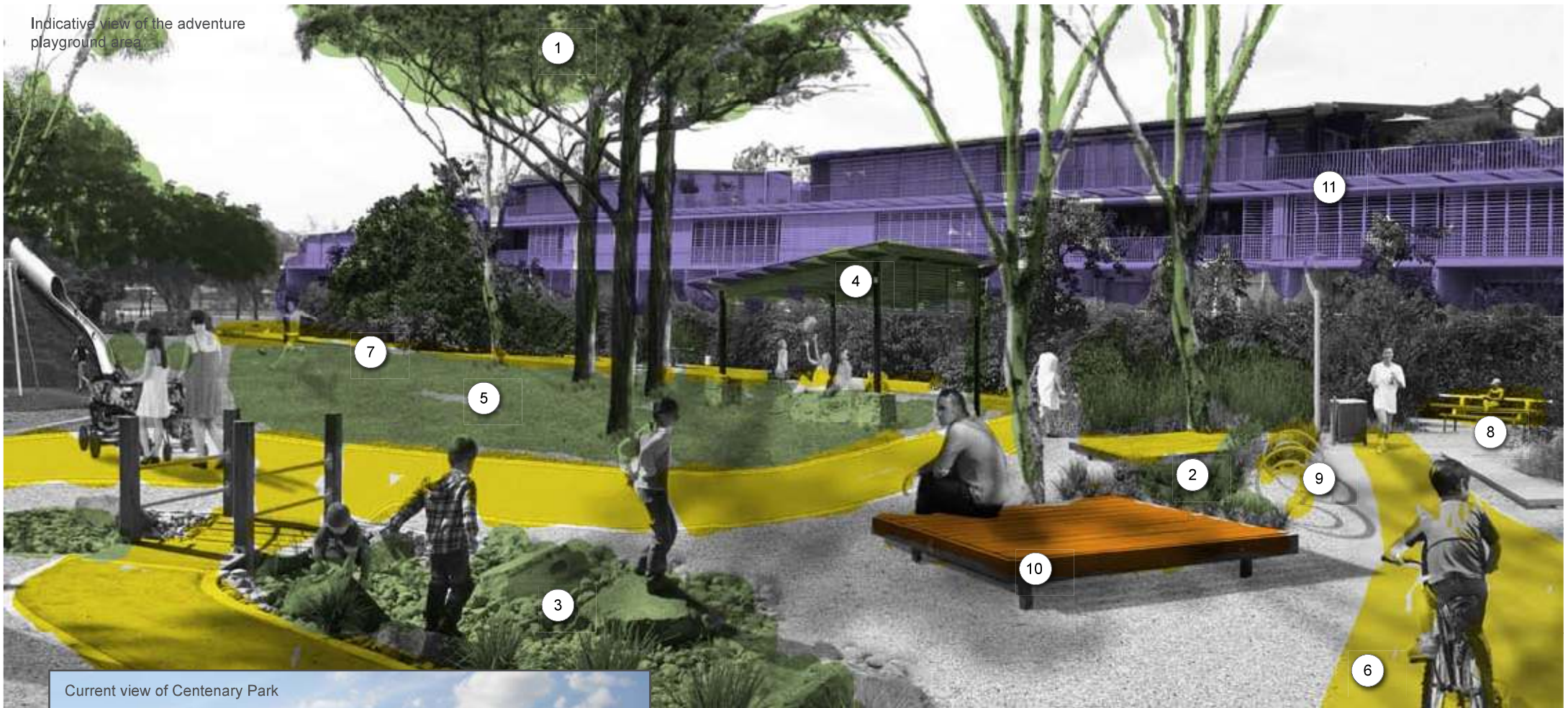
■ Signage & Identity

10. Feature elements within paving and street furniture design to reinforce town character and identity

■ Density & Diversity

11. Development of the northern edge of the park with medium density housing (2-3 storey), oriented to overlook the park as a means of passive surveillance

Indicative view of the adventure playground area.



Current view of Centenary Park

