

The draft Concept Plan

The draft Concept Plan has seven key elements:

- 1 **Consolidate the role of Queen Street**
as this town centre's "mainstreet" and in order to establish a foundation for improved levels of pedestrian and business activity throughout the centre.
- 2 **Provide new and improved public places**
to create focal points for pedestrian activity and community gatherings, and to establish significant catalysts for improved local retailing and business services.
- 3 **Encourage redevelopments that complement the desired quality of streets and public places**, with a focus upon building designs that maximise pedestrian activity through streets and public places.
- 4 **Revitalise laneways and cross streets** in order to direct pedestrian activity toward Queen Street as well as to ensure that all streets are safe and attractive for pedestrians.
- 5 **Create greenways along the town centre's major access routes** by new landscaping.
- 6 **Provide new vehicle access to major developments** in order to protect character and pedestrian amenity of Queen Street and the revitalised laneways.
- 7 **Review and update Council's current strategies and policies** for the St Marys Town Centre in order to better-reflect contemporary needs and emerging trends, as well as to guide desirable improvements that would stimulate community interaction and business activities.



- 1 Consolidate the role of Queen Street
- 2 Provide new and improved public places
- 3 Encourage complementary development
 - Sites that adjoin significant public places
 - Main street properties
 - Residential backdrops
- 4 Revitalise laneways and cross streets
- 5 Major access via "greenways"
- 6 New vehicle access

The Draft Concept: 02 - the Town Square

Opportunities to create a centrally-located Town Square have been identified by the detailed investigation of:

- Public land holdings,
- Contemporary development practices for town centre sites, and options for the redevelopment of private properties,
- Technical studies in relation to traffic, economic impacts and flooding which the Council has commissioned.

The Town Square which is illustrated represents one viable solution that incorporates the following features:

- A prominent location at the heart of Queen Street (adjoining the intersection with Charles Hackett Drive).
- A series of four adjacent plaza spaces facing West Lane which would be realigned, but which would remain open to low speed traffic (shopper drop-off, taxis plus residents and light deliveries to mainstreet properties).
- The primary town square which faces the main intersection would be suitable for a variety of community events and casual recreation, and has dimensions of approximately 75m by 35m.
- To the west, a tapering space would be suitable for performances and could accommodate a permanent stage, and has a maximum width of approximately 45m and a depth of 65m.
- To the south, a forecourt to the St Marys Village redevelopment has dimensions of 70m by 25m, and would provide the primary pedestrian path between the redeveloped centre and Queen Street.
- Facing Queen Street to the south, Crana Street could remain open to low speed traffic or, subject to redevelopment of flanking properties, could be landscaped as a second pedestrian route from the shopping centre redevelopment.



Creation of a Town Square demands careful co-ordination with the redevelopment of surrounding properties:

- The Town Square adjoins potential redevelopment sites - for example mainstreet properties next to Coachman's Park - as well as properties where redevelopment is being planned: the St Marys Village shopping centre.
- Plaza spaces within the Town Square require dimensions which are sufficient to accommodate outdoor activities, and should be shaped to accommodate pedestrian desire lines between Queen Street and major developments which are located nearby.
- Plaza spaces may require negotiated give-and-take" exchanges of public and private lands in order to achieve most-effective dimensions and configurations.

Creation of an effective Town Square requires a complementary configuration and design for surrounding developments:

- The orientation of major building entrances should discharge pedestrian traffic along the more-significant "desire lines".
- Ground floor frontages around the Town Square should accommodate facilities which would generate very high levels of pedestrian activity - such as cafes or community facilities, and should incorporate near-continuous windows that display indoor activity.
- A proportion of first storey frontages that surround the Town Square also should accommodate facilities which display intensive indoor activity such as libraries or cinema lobbies.
- Service areas, blank walls and basement ramps should not occupy a substantial proportion of any frontage which faces the Town Square.