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Draft Dickson Centre
~~Urban Planning and Design~~
~~Framework~~Planning Project Report

~~Draft Report~~

~~121 February-March 2010~~

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16 Challis Street
DICKSON ACT



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1.0 Introduction

Figure 1: Aerial view of Dickson



1.1 Why prepare a frameworkIntroduction

1.1.1 Background

The Dickson Centre is the only group centre in inner North Canberra. Although the centre attracts people from a wide area, including Belconnen and Gungahlin, its primary catchment area includes the suburbs of Dickson, Downer, Hackett, Watson, Lynham, North O'Connor and North Ainslie.

Group centres incorporate a range of shopping, community, recreation and business facilities. As well as providing for major food retailing, group centres also offer opportunities for speciality shops, non-retail commercial uses, and residential development.

Planning policies for group centres seek to retain a relatively relaxed, low key character with mainly low rise development. This report is the result of the Dickson Centre Planning Project that was undertaken in response to the changes in population, development pressures on the centre and findings from current research that showed additional supermarket space is required in the inner north of Canberra.

This report has two parts:

Part 1 – The Urban Planning and Design Framework (the Framework) The Framework outlines the vision, themes, strategies and actions for the future development and redevelopment of the centre. It also identifies priorities for action and the main implementation strategies. The Framework should be read in conjunction with the Dickson Centre Background in Part 2. Part 1 basically explains what is recommend to be done to guide the centre's future development and redevelopment.

Part 2 – The Dickson Centre Background. The Dickson Centre Background reviews the existing situation and identifies the challenges and opportunities for the centre. Part 2 explains why the recommendations in Part 1 have been put forth. The Dickson Centre Background is supported by:

- details about the community engagement process (Attachment 1)
- the traffic and parking assessment (Attachment 2), and
- the retail demand assessment (Attachment 3).

This report is composed of two parts:

- **Part 1 – The Urban Planning and Design Framework (the framework)** The framework outlines the vision, themes, strategies and actions for the future development and redevelopment of the centre. It also identifies priorities for action and the main implementation strategies. The framework should be read in conjunction with the Background Report.
- **Part 2 – The Background Report.** The Background Report This report reviews the existing situation and identifies the challenges and opportunities for the centre.

When reading Part 1 of this report it may be unclear why a particular theme, strategy or action is proposed. This information can generally be found in Part 2 or this report. The report has been structured in this way so that the recommended course of action for the Dickson Centre can easily be found up front in Part 1.

1.1.2 Purpose and objectives

The primary purpose of the project is to develop a framework to guide urban planning and design which fosters sustainable redevelopment and development in the Dickson Centre.

The specific aims of this project are to:

1.1.3 1.2 encourage (re)development that sets benchmarks in sustainable designProject scope

The Dickson Centre Planning Project required that technical studies and community consultation be undertaken. The outcomes of this work have been used to develop this Framework. The project process was designed to integrate technical assessments and community consultation to develop a framework for the future development of the centre that reflected community aspirations while addressing the need to accommodate change.

Technical studies

The development of the frameworkFramework has been informed by several technical studies:

- background research about the history of the centre and the way it currently operates;
- comprehensive review of previous planning studies and other policies affecting the centre;
- broad market assessment of development opportunities;
- review of current retail assessments;
- traffic and parking assessment; and
- urban design assessment.

These assessments included discussions with lessees and business owners in the centre, people who use the centre and government agencies.

1.1.4 Community involvementconsultation

Community consultation was a major part of the overall projectDickson Centre Planning Project and was undertaken in two stages. The initial stage sought information about issues affecting the centre and developed and tested a vision for the centre. The second stage involved the community in the development of options to address issues facing the centre.

A large number of people attended each consultation activity. Attendance at the consultations included local residents, representatives from a wide range of community groups, business owners and lessees. The project provided extensive opportunities to be involved and the community participated enthusiastically and constructively.

1.1.3 Dickson Centre location

1.1.4 Project area

1.1.5 Next steps

After the opportunity for public comment closes on this report a cabinet submission will be prepared. The cabinet submission will consider the public's comments on the report's content and recommended actions and outline what should be implemented and what is of highest priority.

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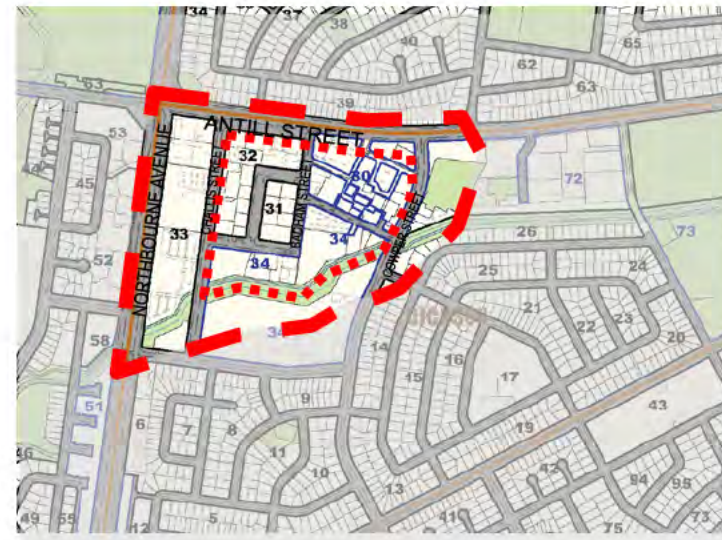
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1.1.6
Figure 2: [Study area](#)[Project area](#)





Dickson Centre in the early 1970s, looking westward – ~~early 1970's~~ (Photo courtesy ACT Heritage Library, Department of Capital Territory Collection)

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2.0

Vision The Urban Planning and Design Framework

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The Vision

Dickson Centre will be a multicultural, progressive and safe hub with a diversity of services and amenities for the local and wider community:
a place where people live, work and socialise (play).

2.1 The vision

The vision for Dickson Centre was developed in conjunction with the community and in the context of the vision for the suburb developed in 2002 as part of the Neighbourhood Planning process.

The vision for the Dickson Centre is:

Dickson Centre will be a multicultural, progressive and safe hub with a diversity of services and amenities for the local and wider community: –a place where people live, work and socialise (play).

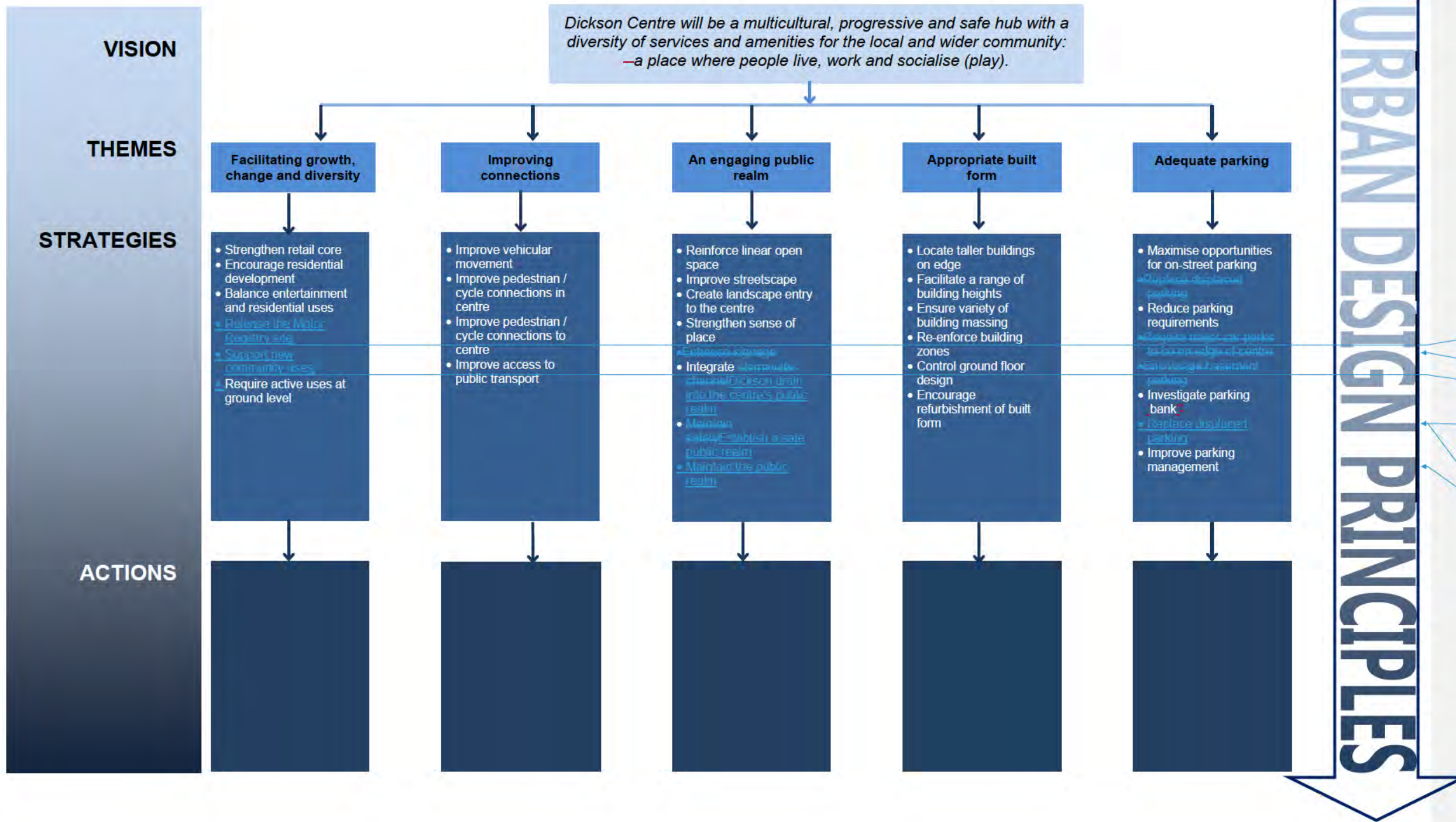
The vision summarises the community's goals and aspirations for the centre. The vision is [the](#) overarching intent that should guide the planning and operational decisions for the centre in the long term. The vision has been used to develop the objectives, principles, strategies and actions [which](#) forms the Urban Planning and Design Framework for the Dickson Centre.

The [framework](#)Framework develops one approach to achieving the vision. It is inevitable that other directions and opportunities will arise in the future.

The vision [statement](#)is supported by:

- urban design principles which will guide planning and development of all aspects of the future centre, and
- themes that amplify the vision and underpin the strategies.

The diagram over the page shows how the vision overarches the [objectives](#), principles, [themes](#), strategies and actions which form the [framework](#)Framework.



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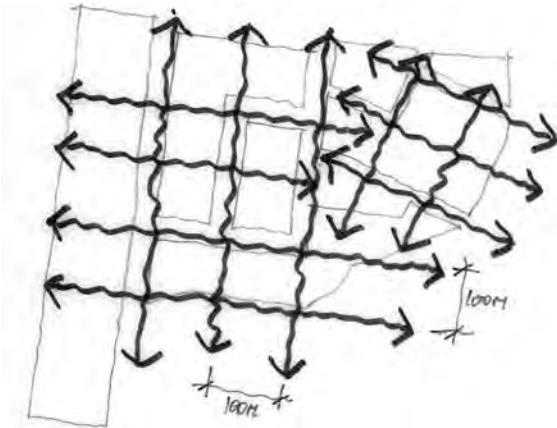
2.2 Urban design principles

The objectives for the [framework](#) Framework for the Dickson Centre are to set benchmarks in sustainable design, facilitate public realm improvements, facilitate increased connectivity and circulation, improve access to public transport, identify sufficient parking and encourage mixed use development.

The urban design principles translate the vision into a spatial [framework](#) Framework.

2.2.1 Permeable

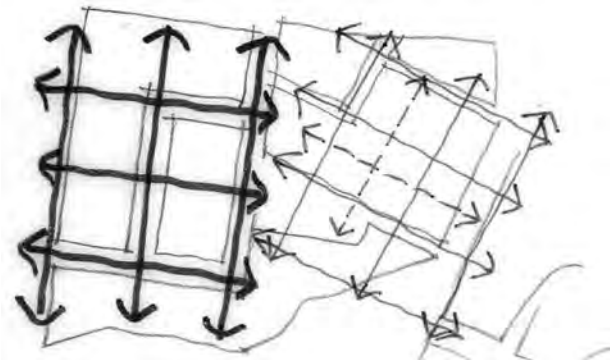
Centres depend on the ability of people to move around easily, safely and comfortably. Permeable centres offer a choice of routes and facilitate social interaction. Walkability will be maximised if there is a choice of routes every 80-100 metres. New roads will increase access and frontage in the centre.



Pedestrian movement will be reinforced in the core and to connect hubs of activity. A hierarchy of streets will concentrate through traffic on the edge roads.

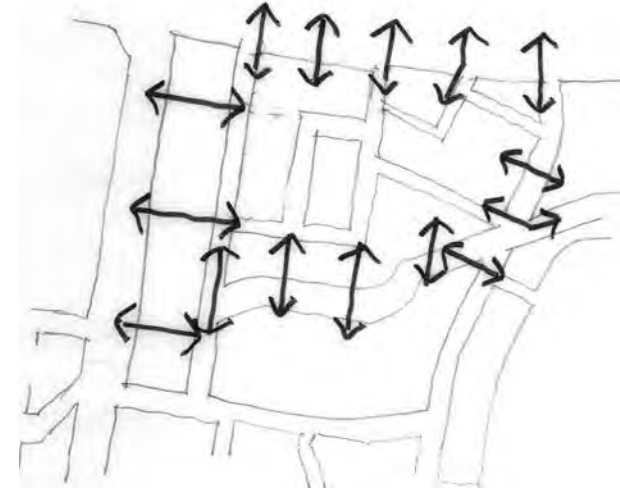
2.2.2 Grid

The clashing grid street pattern is distinctive to the Dickson Centre and maximises frontage opportunities and access. The geometry is to be the basis for any necessary site definition.



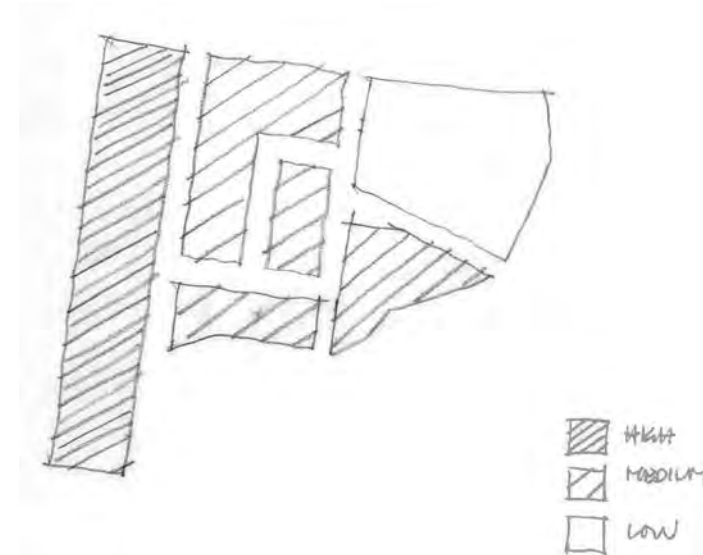
2.2.3 Connected

Successful centres are well linked to the surrounding area and accessible from their catchment.



2.2.4 Height

The relationship between the height of buildings and the width of the street influences the character of the built environment. Buildings that are between 0.5 and 1 times as high as a road is wide will generally be in scale with the immediate environment. In Dickson the relationship is generally to be between 0.5 and 0.8.

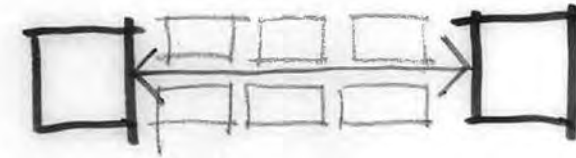


2.2.5 Edges

To achieve good spatial definition, higher buildings will be located on the edges of the centre where they do not overshadow other uses to achieve good spatial definition.

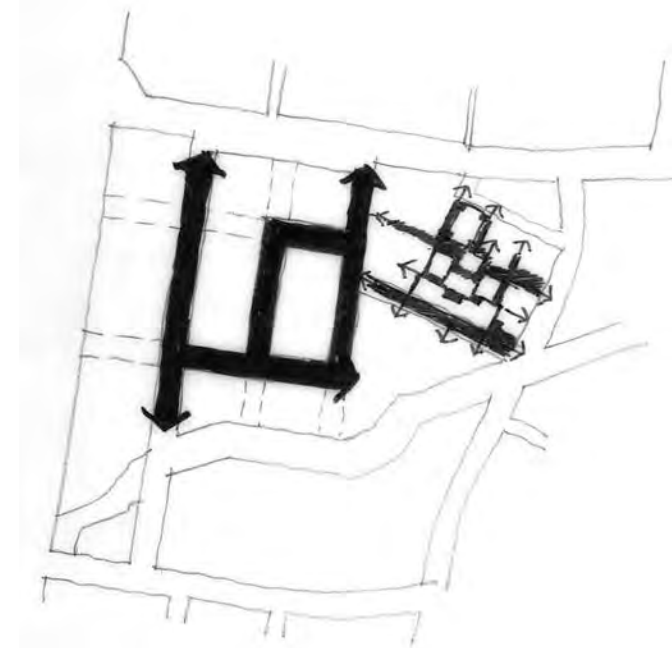
2.2.6 Anchors

The majority of the community visits supermarkets regularly. Supermarkets and many other large retailers attract large numbers of people to a centre and are therefore important anchors. They should be located to maximise pedestrian movement past speciality/small scale retailing.



2.2.7 Scale and grain

The distinctive scale and grain of the different precincts is to be promoted. The fine grain and low scale of the retail core will be retained and enhanced. The coarse grain and larger scale of the peripheral areas will be retained and enhanced.

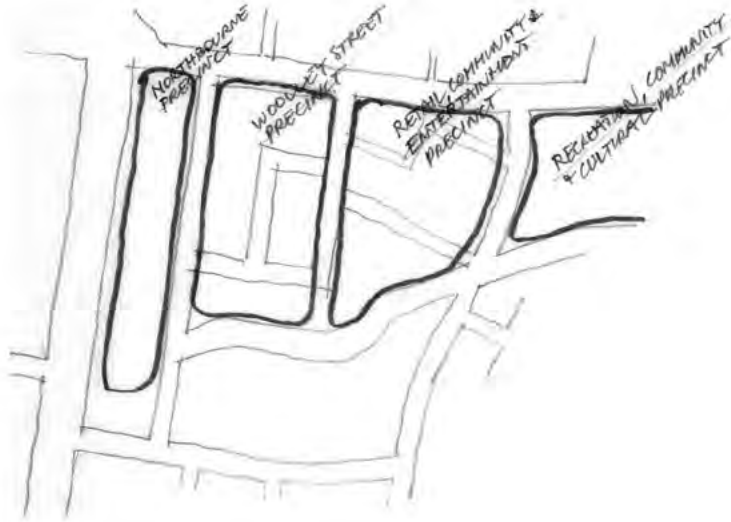


2.2.8 Precincts

A dynamic mix of uses will be encouraged, focused on linked precincts of activity in which some uses will be more dominant. The precincts will reinforce the land use pattern based on the different character, flavour and history of precincts in the centre.

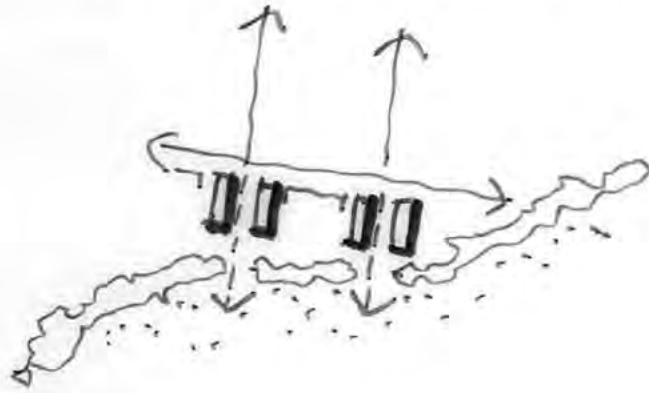
The hubs will be in walking distance of each other.

The retail and service core will be retained east of Badham Street and entertainment, office and residential uses west of Badham Street.



2.2.9 Views and vistas

Buildings will be oriented to create visual and physical connections to surrounding areas and to maximise views into the centre.



2.2.10 Non-spatial principles

Five non-spatial principles also guide the strategies and achievement of the vision:

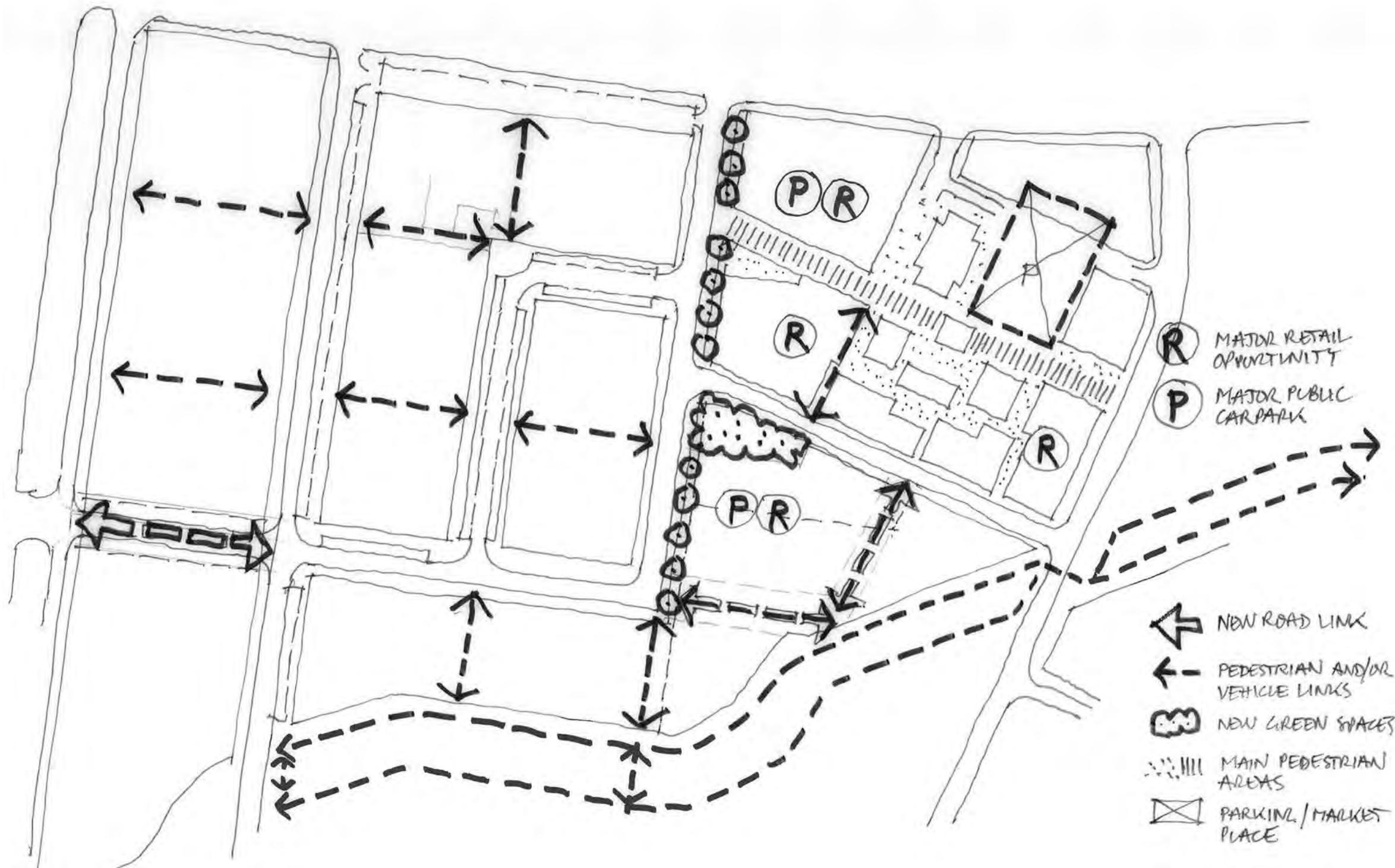
- development on car parks should not preclude future development elsewhere in the centre;
- future retail development should benefit the whole centre and especially particularly small scale and local businesses in the retail core;
- large scale retail development should not extend across Badham Street until development opportunities in the core have been utilised;
- all development is to be undertaken in a way that maximises safety and security and contributes positively to the public realm;
- development will contribute towards the amenity and liveability of the centre, and
- key land uses are located in walking distance of each other.

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2.3 Concept plan

The concept plan has been developed based on the results of the analysis of the centre and the community consultations, **especially particularly** the community's vision for the future of the centre. It embodies the spatial principles and represents the structure on which the strategies and actions have been developed.

Figure 3: Concept plan





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3.0 ~~Achieving the vision~~ ~~— A framework for change~~



2.4 Achieving the vision – A Framework for change

This section sets out the key themes, strategies and actions for achieving the vision for the centre.

The themes establish the ~~framework~~Framework for long term change and growth aimed at maximising the potential of the centre as a hub in North Canberra. The themes encompass the public and private realm. Their achievement will be dependent on public and private investment decisions. They will necessitate changes to the Territory Plan but are consistent with the objectives for group centres.

The proposed ~~framework~~Framework enables the centre to grow and change and provides directions regarding the location and scale of development. It supports a wide range of uses and seeks to encourage private sector investment. The ~~framework~~Framework also identifies directions for public sector investment, ~~especially-particularly~~ in the public realm. The ~~framework~~Framework recognises that successful centres offer a high quality attractive public realm that people want to visit.

The centre-wide themes for the future development of the Dickson Centre are:

- facilitating growth;
- a diversity of uses;
- improving connections;
- an engaging public realm;
- an appropriate built form; and
- adequate parking.

Each theme will be achieved through the adoption of a set of strategies and each strategy includes a number of actions. These include actions relating to land release, changing the planning controls, rezoning, capital works, operational improvements and further investigations.

The following sections have a similar format. The existing situation, overall intent of the theme and the strategies are described.

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2.5 Theme 1 – Reinforcing a mixed use centre

2.5.1 Existing situation

Successful centres consist of different activities that help maintain economic activity, extend centre use into the evenings and weekends and encourage multi-purpose trips.

Dickson is one of the largest and most diverse group centres in the city and, beyond Civic, the major activity hub in North Canberra.

The centre is widely recognised as a social hub and the primary convenience retail centre in North Canberra. It is also a significant employment centre and many community services and recreation activities are located there. Food/entertainment activities are of metropolitan significance and contribute to the multicultural atmosphere, attracting many people who would not otherwise visit the centre.

While the development potential of many sites has not yet been realised, there are few available opportunities for the private sector to initiate major development. At the same time there are ongoing development pressures in response to growth and change in the catchment.

The community supports the expansion of the centre. They have identified the need for an additional supermarket and additional speciality retailing provided that other local suburban centres are not adversely affected and new development is not located in a mall. The assessment of retail performance of the centre supports the need for at least one additional supermarket.

The community has also identified the centre rather than the existing residential areas as the preferred location for medium and higher density housing. Development of additional housing in the centre would be consistent with the policies of the Canberra Spatial Plan.

The key theme of the Framework is to reinforce the centre as a mixed use centre by enabling it to grow and respond to market demand.

The strategies and actions proposed under this theme seek the development of additional supermarket space and encourage more residential development in the centre. They anticipate that future development would be predominantly mixed use, achieved vertically by stacking different uses and horizontally by encouraging different activity mixes in different parts of the centre.

The strategies and actions are intended as catalysts for public and private sector actions and investment that will progressively build a revitalised and more attractive centre that better responds to the needs of its catchment population.

Figure 4 identifies the major growth opportunities.

2.5.2 Intent

The overall intent of the theme of reinforcing the centre is to further diversify the mix of uses and encourage revitalisation by facilitating expansion of the centre. It is intended to:

- encourage revitalisation of the centre
- strengthen the retail core
- encourage more residential development
- reinforce the role of the centre as a community hub
- establish a significant mixed use node that will support upgrading of the public transport infrastructure at Dickson, including a new bus station, and
- activate ground floor uses.

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Commented [PG2]: Does this mean suburban centres such as Watson and Hackett? This terminology is a bit confusing. I would suggest saying ... local suburban centres ...

density housing. Development of additional housing in the centre would be consistent with the policies of the Canberra Spatial Plan.

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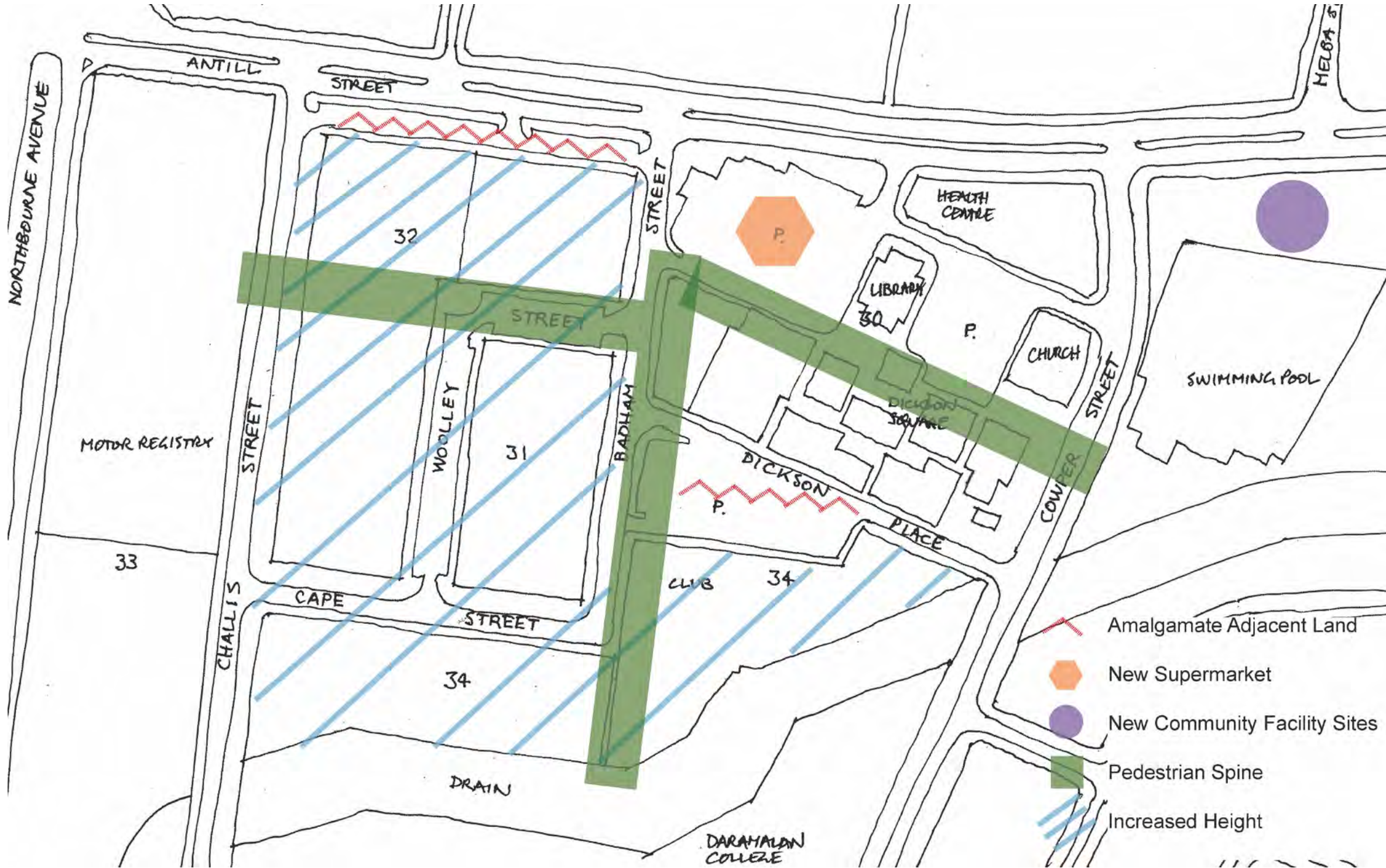
- encourage revitalisation of the centre;
- strengthen the retail core;
- encourage more residential development;
- reinforce the role of the centre as a community hub;
- establish a significant mixed use node that will support upgrading of the public transport infrastructure at Dickson, including a new bus interchange, and
- activate ground floor uses.

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Figure 4: Facilitating growth, change and diversity



2.5.3 Strategies

The growth opportunities included in the Framework are:

- provide sites for a full line supermarket and additional specialty retailing in the retail core
- facilitate expansion of the existing secondary anchor in the retail core, if required
- establish a target population of 1,000 residents living in the centre (including the area adjacent to Northbourne Avenue)
- develop new sites for community uses in the area east of Cowper Street, and
- subject to a decision about the location of the bus station, investigate the possibility of allowing a major development site on the Motor Registry Office site (and relocate the Registry to Mitchell).

Strengthen the retail core

Several actions are proposed to achieve the strategy of strengthening the retail core.

The retail assessment identified a need for at least one additional full line supermarket. The strategy proposes the development of a new full line supermarket to be located in the retail core (east of Badham Street). The proposed location has been selected to ensure that existing small scale retailers receive the maximise benefits of the additional retail trade that will be generated, to revitalise the retail core and to diversify retailing in the centre.

The proposed full line supermarket would be located on the Section 30 car park.

The proposal to develop additional supermarket space is considered in section 0 below.

In the retail core it is recognised that that many buildings could be updated. Therefore it is proposed that limited redevelopment be allowed in this area provided that it is not more than three (3) storeys (R1) and does not overshadow the courtyards. The parking generated by the addition development would be met through a combination of a contribution to a parking fund, the purchase of parking spaces in a parking bank (refer to section 3.5) or waiving of some or all of the parking requirement.

An overarching spatial principle is that retailing, especially retail anchors be located in the retail core to the east of Badham Street. The Territory Plan restricts the size of individual shops to the west of Badham Street to a maximum of 100m² or 300m² depending on the

location. The Framework proposes that limitations on the size of individual shops outside of the retail core be retained.

Encourage residential development

Residential development in the centre is limited. Increasing the supply of dwellings would enliven the centre and support other uses. It would increase pedestrian activity and reduce reliance on cars. Increasing residential development in the centre is a fundamental component of the Framework and will have many benefits.

The Framework establishes a target of 1000 people living in the centre.

In the event that the Tradies Club proposes to redevelop their existing sites within the centre it would be appropriate to include the public parking area on Section 34 Block 20 as part of the development site provided that certain public benefits were achieved. These would include replacement of the existing public parking, development of a small open space area at the intersection of Dickson Place and Badham Street, establishment of new connections through the site and an increased setback to Badham Street. These strategies are considered elsewhere.

If the site is not included in any redevelopment of the Tradies Club the use of the land as public car park should be retained.

Balance entertainment and residential uses

It is not unusual for conflicts between residential activities and food/entertainment activities when they are near each other. The amenity of living environments can be reduced as a result of night-time noise. Particular attention will be required to ensure that entertainment activities are compatible with residential development.

The strategy proposes planning and other measures to minimise noise impacts from late night activities.

Release the Motor Registry site

The Motor Registry site represents a major development opportunity in the centre. The site is a possible location for a bus station.

The strategy proposes that following a decision about the location of a bus station, all or part of the site should be sold for a mixed use development.

Support development of new community uses

There is a strong demand for sites for community use in North Canberra. Few sites are available.

The strategy proposes that unleased land adjacent to the pool be released for this purpose.

Reinforce active frontages

Active frontages add interest, life and vitality to the public realm as well as contributing to community safety. Active frontages are achieved through the combination of uses that generate pedestrian activity and the built form including frequent entrances and windows to achieve physical and visual permeability between public and private domains, few blank walls and internal uses visible from the outside.

The Territory Plan requires uses that generate activity in public places to be located on the ground floor. The Plan does not include specific built form provisions to encourage the development of active frontage oriented to the street. It is proposed to reinforce active frontages through the introduction of built form controls including a requirement for transparent glass, no blank walls and direct entries from the street.

The strategy also proposes that active frontages be retained and required as part of future development. In addition it is proposed that future development fronting the eastern side of Badham Street include active frontages in conjunction with the increased setbacks proposed along this frontage.

Allow some residential development at ground level

The Territory Plan generally restricts residential development on the ground floor throughout most of the centre.

In some parts of the centre, usually on the periphery, ground floor residential development is an appropriate use. In some peripheral locations residential development could address the street and in other locations commercial uses could address the street with residential uses permissible to the rear.

Maintain character and diversity

Development in the retail core is small scale and generally fine grained, especially fronting the courtyards. In contrast development in other parts of the centre is larger scale and coarse grained with the scale increasing to the west and south. It is intended to retain this diversity.

It is intended to retain the character of the retail core. This will be achieved by generally retaining the scale of development but allowing for some additional development.

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3.1.3 Strategies

The growth opportunities included in the framework are:

- provide sites for a full line supermarket and additional speciality retailing in the retail core;
- facilitate expansion of the existing secondary anchor in the retail core, if required;
- establish a target population of 1,000 residents living in the centre (including the area adjacent to Northbourne Avenue);
- develop new sites for community uses in the area east of Cowper Street; and
- subject to a decision about the location of the bus interchange, create a major development site on the Motor Registry Office site (and relocate the Registry to Mitchell).

Strengthen the retail core

The retail assessment identified a need for at least one additional full line supermarket. The strategy proposes the development of a new full line supermarket. The demand for additional supermarket space will be met in the retail core (east of Badham Street) in order to ensure that existing small scale retailers receive the maximum benefit from the additional retail trade and to exploit available development opportunities.

The proposed full line supermarket would be located on the Section 30 car park.

These developments are intended to revitalise the retail core and diversify retailing in the centre.

The proposal to develop additional supermarket space is considered in **Section 4.4** below.

The strategy also proposes that limited redevelopment will be permissible in the retail core in order to encourage revitalisation of this area. It will not be possible to substantially increase the amount of floor space. Limited redevelopment would support refurbishment and increase activity in the area. Parking requirements would be waived or substantially reduced.

Encourage residential development

Residential development in the centre is limited. Increasing the supply of dwellings would enliven the centre and support other uses. It would increase pedestrian activity and reduce reliance on cars. Increasing residential development in the centre is a fundamental component of the framework and will have many benefits.

The framework establishes a target of 1000 people living in the centre.

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Balance entertainment and residential uses

~~It is not unusual for conflicts between residential activities and food/entertainment activities when they are located in proximity to near each other. The amenity of living environments can be reduced as a result of night time noise. Particular attention will be required to ensure that entertainment activities are compatible with residential development.~~

~~The strategy proposes planning and other measures to minimise noise impacts from late night activities.~~

Release the Motor Registry site

~~The Motor Registry site represents a major development opportunity in the centre. The site is a possible location for a bus interchange.~~

~~The strategy proposes that once a decision is made regarding following a decision about the location of a bus interchange, all or part of the site should be sold for a mixed use development.~~

Support new community uses

~~There is a strong demand for sites for community uses in North Canberra. F and few sites are available.~~

~~The strategy proposes that unleased land adjacent to the pool be released for this purpose.~~

Generally require active uses at ground level

~~Active uses add interest, life and vitality to the public realm as well as contributing to community safety. The Territory Plan requires active frontages throughout the centre, although this has not been fully achieved.~~

~~In some parts of the centre and especially particularly on the periphery where ground floor residential frontages are appropriate, address frontages are proposed. These frontages, rather than car parking, would address the street.~~

~~Active frontages are to be retained elsewhere and will be required as part of future commercial development. The main opportunity to extend the active frontages would be along the eastern side of Badham Street where there is an opportunity to widen the road reservation in association with a requirement for active frontages on future development.~~

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Theme 1 – Facilitating growth, change and diversity	
Strategy 1 – Strengthen the retail core	
Actions	
<i>Land release</i>	
<ul style="list-style-type: none"> Release Section 30 Block 21 car park for a mixed use development that includes a full line supermarket. Amalgamate Section 34 Block 20 with Section 34 Blocks 28 and 29 in the event that Blocks 28 and 29 are redeveloped subject to the public parking being replaced, establishment of new connections through the site, an increased setback to Badham Street and the development of an open space at the intersection of Badham Street and Dickson Place. 	Formatted: Bullets and Numbering
<i>Territory Plan</i>	
<ul style="list-style-type: none"> Retain the floor space limits on the maximum size of shops in the mixed services zone other than for bulky goods retailing. Allow limited redevelopment of sites with a maximum of three (3) storeys (R1.) Parking to be reduced or waived. 	Formatted: Bullets and Numbering Formatted: Highlight
Strategy 2 – Encourage residential development	
Actions	
<i>Territory Plan</i>	
<ul style="list-style-type: none"> Allow residential development: <ul style="list-style-type: none"> on Section 34 Block 4, 6, 15, 16, 28 and 29 on Section 32 Block 6 and 7 on Section 30 Block 21 (subject to more detailed investigations about the feasibility of three levels of basement parking), and next to the centre between Challis Street and Northbourne Avenue. Encourage residential development on the above listed sites by increasing development rights i.e. increase allowable heights. Ensure residential development in the centre is a product that people want to live in long term by: <ul style="list-style-type: none"> providing sufficient storage (including individual not communal bicycle storage in multi-unit housing) providing sufficient outdoor entertainment areas in multi-unit housing (i.e. bigger balconies), and providing green outlook for multi-unit housing. 	Formatted: Bullets and Numbering
Strategy 3 – Balance entertainment and residential uses	
Actions	
<i>Territory Plan</i>	
<ul style="list-style-type: none"> Encourage ongoing restaurant use in the mixed services area through concessions for parking and enhanced availability of alfresco dining in footpath areas. 	Formatted: Bullets and Numbering
<i>Operational</i>	
<ul style="list-style-type: none"> Proactively monitor noise levels in relation to legislative requirements and ensure noise levels are well managed by: <ul style="list-style-type: none"> regulating bin pick up hours of other uses and sealing bin corrals of all future/renovated pubs/food establishments requiring the shut down of outdoor areas i.e. dining areas/defined outdoor smoking areas, after a certain time requiring that pubs/food establishments shut windows at certain time to stop the sound of music escaping, and changing liquor licensing laws to allow publicans to control patrons on leaving venue. 	Formatted: Bullets and Numbering Formatted: Bullets and Numbering
<i>Further investigation</i>	
<ul style="list-style-type: none"> Investigate the feasibility of increasing noise amelioration measures for multi-unit housing in the Dickson Centre, i.e. increase requirements for thicker glass and sound insulation in the Dickson Centre Precinct Code. 	Formatted: Bullets and Numbering
Strategy 4 – Sites for community uses	
Actions	
<i>Further investigation</i>	
<ul style="list-style-type: none"> Investigate if there are any appropriate community use sites on Section 72 Block 13 (next to the Dickson swimming pool). 	Formatted: Bullets and Numbering
Strategy 5 – Release Motor Registry site	
Actions	
<i>Further investigation</i>	
<ul style="list-style-type: none"> Following a decision regarding the location of a bus station investigate the possibility of releasing the Motor Registry as a mixed use development site. 	Formatted: Not Highlight
Strategy 6 – Generally require active uses at ground level	
Actions	
<i>Territory Plan</i>	
<ul style="list-style-type: none"> Residential uses may be located on the ground floor of any residential developments located on: <ul style="list-style-type: none"> Section 34, except Block 20 Section 32 Blocks 6 and 7. 	Formatted: Bullets and Numbering Formatted: Not Highlight Formatted: Not Highlight Formatted: Not Highlight Formatted: Not Highlight Formatted: Not Highlight
Strategy 6 – Maintain character and diversity	
Actions	
<i>Territory Plan</i>	
<ul style="list-style-type: none"> Maintain the human scale, variation in uses and built form and general character of the retail core by: <ul style="list-style-type: none"> prohibiting the amalgamation of blocks, and prohibiting malls and covered walkways. Maintain the character of Woolley Street by: <ul style="list-style-type: none"> allowing some development but protecting and enhancing the quality of the streetscape, and incorporating distinguishing design elements such as the awnings and building diversity into planning controls. 	Formatted: Bullets and Numbering Formatted: Bullets and Numbering

Theme 1 — Facilitating growth, change and diversity

Strategy 1 — Strengthen the retail core

Actions

- Reconfirm the role of the retail core as the location for major retail activity
- Retain the floor space limits on the maximum size of shops in the mixed services zone other than for bulky goods retailing.
- Prohibit the amalgamation of blocks in the retail core to maintain variation in uses and built form.
- Allow limited redevelopment of sites with a maximum of three storeys. Parking to be reduced or waived.
- Relocate Section 30 car park for a mixed use development that includes a full line supermarket
- Focus short term development opportunities on intensification of the retail core, rather than lateral expansion. (The available land area in the core could provide for almost a doubling of the existing floor area in the retail core)
- Discuss the feasibility of relocating the Baptist Church with representatives of the Parish Council

Strategy 2 — Encourage residential development

Actions

- next
- Permit residential units throughout the centre to increase the residential population significantly.
- Allow residential on the ground floor in the centre where it fronts public open space or streets that do not form an integral part of the retail/mixed services functions, including the northern and southern edges of the centre.
- Encourage residential development adjacent to the centre between Challis Street and Northbourne Avenue.
- Introduce higher height controls to encourage residential development
- Allow residential development as part of the proposed development of Block 24 Section 30, subject to more detailed investigations about the feasibility of three levels of basement parking.

Strategy 3 — Balance entertainment and residential uses

Actions

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• Encourage ongoing restaurant use in the mixed services area through concessions for parking and enhanced availability of alfresco dining in footpath areas
 • Ensure entertainment uses continue to develop that are compatible with likely future residential development in the centre
 • Reinforce noise control requirements for entertainment uses to minimise adverse impacts on residential development
 • Proactively monitor noise levels in relation to legislative requirements and ensure noise levels are well managed by:

- regulating bin pick up hours of other uses and sealing bin corrals of all future/renovated pubs/food establishments
- requiring the shutting down of outdoor areas i.e. dining areas/defined outdoor smoking areas, close after a certain time
- requiring that pubs/food establishments shut windows at certain time to stop the sound of music escaping
- changing liquor licensing laws to allow publicans to control patrons on leaving venue

 • Ensure residential development is a product that people want to live in long term by:

- providing sufficient storage (including bicycle storage in residential, not communal bike storage)
- providing sufficient outdoor entertainment areas i.e. bigger balconies
- providing green outlook from residential

 Investigate the feasibility of requiring thicker glass in residential units located in entertainment areas (or strengthen the noise provisions of the Multi-Unit Development)

Strategy 4 – Sites for community uses

Actions

• Undertake site planning to identify community use sites adjacent to the Dickson pool next
 • Prepare sites for release

Strategy 5 – Release Motor Registry site

Actions

• Undertake site investigations prior to releasing the Motor Registry as a development site (following decision regarding location of bus interchange)

Strategy 6 – Generally require active uses at ground level

Actions

• Residential uses may be located on the ground floor of any residential developments located on:

- Section 34, except Block 20
- Blocks 6 and 7 Section 32

Strategy 6 – Maintain character and diversity

Actions

• Maintain the character of the retail core by:

- retaining the existing 2 storey building height limits in the retail core to reinforce the human scale; and
- limiting new development in the retail core

 • Maintain the character of Woolley Street by:

- allowing some development but protecting and enhancing the quality of the streetscape
- incorporating distinguishing design elements such as the awnings and building diversity into planning controls

 • Malls or covered walkways are not permitted in the retail core to protect the character of the area

2.6 Theme 2 – Improving connections

2.6.1 Existing situation

A connected centre is internally permeable and well-linked to the areas it serves with safe convenient footpaths, cycle ways, roads and public transport.

The Strategic Public Transport Network Plan proposes major changes to the public transport network around Dickson. If implemented, these changes would benefit the centre.

Notwithstanding these proposed changes, connections between the centre and the surrounding areas could be improved, particularly through better pedestrian and cycle path connections.

Similarly, permeability could be improved in the centre. The community has expressed a strong desire for better integration between the eastern and western parts of the centre.

The size of blocks in the western part of the centre inhibits direct pedestrian and vehicular movement in that part of the centre.

The large sections also constrain vehicular movement as do the limited and indirect connections with Northbourne Avenue.

Permeability in the centre could be noticeably improved by creating new linkages and extending the existing pattern of streets/laneways, paths and public places to create a more legible, safe and attractive centre. The main opportunities include:

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- new road connections
- new pedestrian and shared linkages (pedestrian spaces combined with parking areas), and
- new pedestrian bridges across the Dickson drain.

The outcome of these proposals would be a more permeable centre and a modified urban structure capable of accommodating growth and change.

Over time a more diverse and flexible movement system would be established offering increased levels of accessibility.

2.6.2 Intent

The overall intent of this theme is to improve permeability in and to all parts of the centre, making it easier for visitors to move around and offering the pedestrian, cyclist and motorist a choice of routes.

Within this context, the objectives are to:

- improve permeability and legibility of the centre
- improve the ease and safety of walking and cycling in the centre, and
- integrate parts of the centre and the centre with the surrounding areas.

3.2 Theme 2 – Improving connections

3.2.1 Existing situation

~~A connected centre is internally permeable and well-linked to the areas it serves with safe convenient footpaths, cycle ways, roads and public transport.~~

~~The Strategic Public Transport Network Plan proposes major changes to the public transport network around Dickson. If implemented, these changes would benefit the centre.~~

~~Notwithstanding these proposed changes, connections between the centre and the surrounding areas could be improved, particularly through better pedestrian and cycle path connections.~~

~~Similarly, permeability could be improved in the centre, permeability could be improved. The community has expressed a strong desire for better integration between the eastern and western parts of the centre.~~

~~The size of blocks in the western part of the centre inhibits direct pedestrian and vehicular movement in that part of the centre.~~

~~The large sections also constrain vehicular movement as does the limited and indirect connections with Northbourne Avenue.~~

~~Permeability in the centre could be noticeably improved by creating new linkages and extending the existing pattern of streets / laneways, paths and public places to create a more legible, safe and attractive centre. The main opportunities include:~~

- ~~• new road connections;~~
- ~~• new pedestrian and shared linkages (pedestrian spaces combined with parking areas); and~~
- ~~• new pedestrian bridges across the drain.~~

~~The outcome of these proposals would be a more permeable centre and a modified urban structure capable of accommodating growth and change.~~

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~~Within this context, the objectives are to:~~

- ~~– improve permeability and legibility of the centre;~~
- ~~– improve the ease and safety of walking and cycling in the centre; and~~
- ~~• integrate parts of the centre and the centre with the surrounding areas.~~

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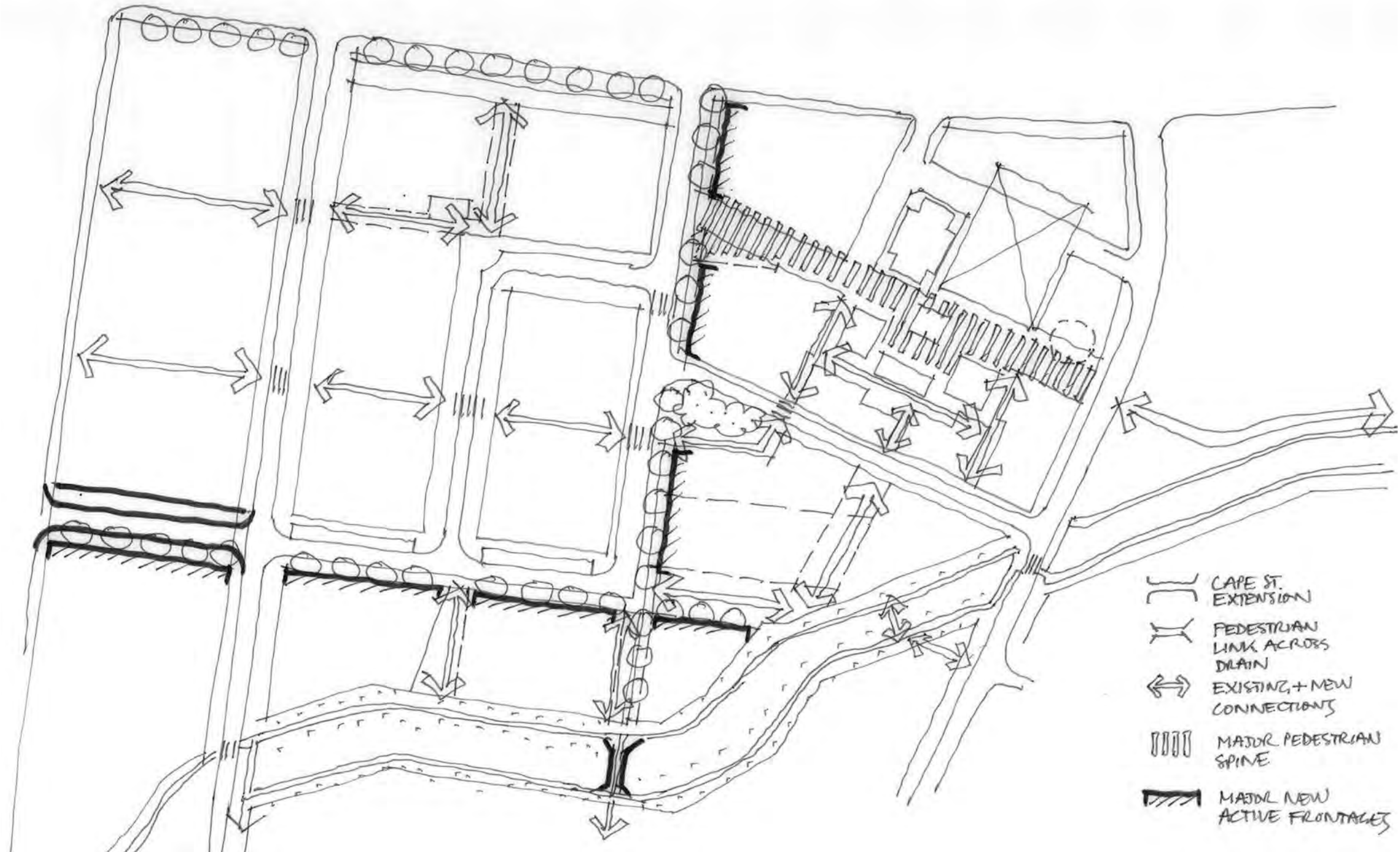
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Figure 5: Urban structure and connections



2.6.3 Strategies

Improving vehicular movement

Vehicular movement in the centre is not direct and there are very poor connections to and in the community precinct. Vehicular access to the centre is indirect.

The strategy proposes to improve vehicular movement to and in the centre by supporting the construction of new roads. These would reduce the scale of the large sections and offer alternate routes through the centre.

The strategy also proposes that a clearer road hierarchy be established. The road hierarchy would be based on directing through traffic on the peripheral roads (Cowper Street and Challis Street) and giving higher priority to pedestrian movement on other streets in the centre.

Improving pedestrian and bicycle connections in the centre

The retail core is a pedestrian precinct flanked by perimeter parking areas. This part of the centre offers a high level of permeability and options for pedestrian movement.

Walking and cycling is constrained in other parts of the centre that were designed for traffic movement. The connections between the retail core and the community precinct are indirect.

The community considers that cycling and walking in the centre is unpleasant and difficult. There is conflict between cycle movement and the access/egress to parking areas.

In light of the issues raised above, this strategy proposes that priority be given to improving the east-west pedestrian connections. In addition this strategy proposes that arcades be encouraged in strategically located blocks as they are redeveloped. These proposals would enable the maximum distances between routes to be reduced from 200 to 400 metres to about 100 metres.

Improving pedestrian and bicycle connections to the centre

Pedestrian connections to the centre from Downer, areas south of the centre (including from Lyneham) and from bus stops on Northbourne Avenue are not well developed. Cyclists and walkers have indicated that the centre is not well connected to surrounding suburbs.

The strategy proposes that pedestrian connections be improved, including additional crossings over the Dickson drain.

Public transport

The changes proposed in the Strategic Public Transport Network Plan around Dickson include the establishment of a bus station, new frequent routes and express routes.

The development of the bus station will increase the number of people visiting the centre. It will also increase east-west pedestrian movement.

Some of the public realm strategies in this Framework have been developed in recognition of the impact of the proposed changes to the public transport network.

3.2.3 Strategies

Improving vehicular movement

Vehicular movement in the centre is not direct and there are very poor connections to and in the community precinct. Vehicular access to the centre is indirect.

The strategy proposes to improve vehicular movement to and in the centre by supporting the construction of new roads. These would reduce the scale of the large sections and offer alternate routes through the centre.

The strategy also proposes that a clearer road hierarchy be established. The road hierarchy would be based on directing through traffic on the peripheral roads (Cowper Street and Challis Street) and giving higher priority to pedestrian movement on other streets in the centre.

Improving pedestrian and bicycle connections in the centre

The retail core is a pedestrian precinct flanked by perimeter parking areas. This part of the centre offers a high level of permeability and options for pedestrian movement.

Walking and cycling is constrained in other parts of the centre that were designed for traffic movement. The connections between the retail core and the community precinct are indirect.

The community considers that cycling and walking in the centre is unpleasant and difficult. There is conflict between cycle movement and the access/egress to parking areas.

The strategy proposes that arcades be encouraged in strategically located blocks as they are redeveloped. These proposals would enable the maximum distances between routes to be reduced from 200 to 400 metres to about 100 metres.

Improving pedestrian and bicycle connections to the centre

Pedestrian connections to the centre from Downer, areas south of the centre (including from Lyneham) and from bus stops on Northbourne Avenue are not well developed. Cyclists and walkers have indicated that the centre is not well connected to surrounding suburbs.

The strategy proposes that pedestrian connections be improved, including additional crossings over the channel.

Public transport

The changes proposed in the Strategic Public Transport Network Plan around Dickson include the establishment of a bus interchange, new frequent routes as well as and express routes.

The development of the bus interchange will increase the number of people visiting the centre. It will also increase east-west pedestrian movement.

The strategy proposes that priority be given to improving the east-west pedestrian connections.

Some of the public realm strategies in this framework have been developed in recognition of the impact of the proposed changes to the public transport network.

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Theme 2 – Improving connections		
Strategy - Improving vehicular movement		
Actions		
<i>Territory Plan</i>		
<ul style="list-style-type: none"> Provide increased development incentives for Section 33 Block 4 (TransACT building site) to facilitate provision of a roadway extending Cape Street westward to Northbourne Avenue. 	Formatted: Bullets and Numbering	
<i>Capital works</i>		
<ul style="list-style-type: none"> Provide a new access roadway from Cowper Street east along the northern boundary of the swimming pool site to facilitate development of this area. If Section 34 Blocks 28 and 29 are redeveloped, the development should include an extension of Cape Street to link with the unnamed extension of Dickson Place into the car park. Adjust the existing access roadway from Badham Street into the northern car park (by moving it 20m to the north) to maximise the area for pedestrian movement. Provide a new entry driveway into the southern public car park directly from Badham Street to increase access to this car park for users of the mixed services area. 	Formatted: Bullets and Numbering	
Strategy - Improving pedestrian and bicycle connections in the centre		
Actions		
<i>Territory Plan</i>		
<ul style="list-style-type: none"> Increase development incentives to encourage the provision of pedestrian connections in the following sections: <ul style="list-style-type: none"> Section 31 Blocks 3 and 8 – Badham Street to Woolley Street (covered walkway) and Section 32 Block 11 - Woolley Street to Antill Street (laneway). 	Formatted: Bullets and Numbering	
<i>Capital works</i>		
<ul style="list-style-type: none"> Upgrade and widen (where feasible) the existing pedestrian connection (which links Woolley Street to Challis Street) in Section 32. This pedestrian connection is located on leased land. The pedestrian crossing across Badham Street is not linked to existing pedestrian movement routes and therefore many people cross on other parts of the street. If redevelopment of Section 31 Blocks 3 and 8 occurs and a pedestrian connection is provided, relocate the pedestrian crossing currently between Westpac and McDonalds across Badham Street to the south so it aligns with the location of the new pedestrian connection. 	Formatted: Bullets and Numbering	
Strategy - Improving pedestrian and bicycle connections to the centre		
Actions		
<i>Territory Plan</i>		
<ul style="list-style-type: none"> Require that future redevelopment of Section 34 Blocks 16 and 28 allows for the existing pedestrian connection between Section 34 Blocks 16 and 28 (which connects the corner of Badham and Cape Streets to the Dickson drain near the Tradies) to expand to at least 15m wide. 	Formatted: Bullets and Numbering	
<i>Land release</i>		
<ul style="list-style-type: none"> The existing pedestrian connection between Section 34 Blocks 16 and 28 (which connects the corner of Badham and Cape Streets to the Dickson drain near the Tradies) should be amalgamated into Section 34 Block 16. 	Formatted: Bullets and Numbering	
<i>Further investigations</i>		
<ul style="list-style-type: none"> Investigate relocating the pedestrian crossing on Antill Street so that it is better aligned with pedestrian access points into the centre. Investigate ways to improve the pedestrian/vehicular interaction on Cowper Street. 	Formatted: Bullets and Numbering	
Strategy - Public transport		
Actions		
<i>Territory Plan</i>		
<ul style="list-style-type: none"> Allow for small scale convenience retailing in/near the future bus station on Challis Street. 	Formatted: Font: Italic	
<i>Further investigation</i>		
<ul style="list-style-type: none"> Recommend that TAMS undertake detailed feasibility work to determine a location for the Dickson Station site, noting the Challis Street and Northbourne Avenue options in the draft Strategic Public Transport Network Plan, and that the site of the current motor vehicle registry may be an appropriate location for a future station given its proximity to Northbourne Avenue. The feasibility work will investigate how the station facility will integrate into the area and allow for a the station facility to be part of a mixed use development that includes retail, and incorporate small scale convenience retailing into the future bus station on Challis Street. 	Formatted: Indent: Left: 0 cm, Hanging: 1.06 cm, Bulleted + Level: 1 + Aligned at: 0 cm + Tab after: 0.76 cm + Indent at: 0.76 cm, Tab stops: 1.06 cm, List tab + Not at 0.76 cm	
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Theme 3—Improving connections

Strategy—Improving Vehicular Movement

- Actions**
- Planning controls:*
- Provide increased development incentives for Block 4 Section 33 (TransACT building site) to facilitate provision of a roadway extending Cape Street westward to Northbourne Avenue.
- Capital Works/Off Site Works:*
- * Provide a new access roadway from Cowper Street east along the northern boundary of the swimming pool site to facilitate development of this area.
 - * If Blocks 28 and 20 Section 34 are redeveloped, the development should include an extension of Cape Street to link with the unnamed extension of Dickson Place into the car park.
 - * Adjust the existing access roadway from Badham Street into the northern car park (by moving it 20m to the north) to maximise the area for pedestrian movement.
- Provide a new entry driveway into the southern car park directly from Badham Street to increase access to this car park for users of the mixed services area.

Strategy—Improving pedestrian and bicycle connections in the centre

- Actions**
- Planning controls:*
- * Introduce site specific planning controls to achieve new (or enhanced) public pedestrian connections (covered walkways) through the following areas (refer plan):
 - > Section 31 - Badham Street to Woolley Street (covered walkway)
 - > Section 32 - Woolley Street to Antill Street (laneway)
 - Introduce additional development incentives for blocks 3 & 8 Section 31 and Block 11 Section 32 to facilitate provision of new arcade. (Without incentives development on these sites may be 12m above ground level).
 - * The pedestrian connection in Section 32 linking Woolley Street to Challis Street is located on leased land. The walkway is well utilised and should be upgraded, including widened.
 - Permit amalgamation of blocks in the mixed services area where the amalgamation will lead to achievement of other strategies such as creation of pedestrian connections.
 - The pedestrian crossing across Badham Street is not linked to existing pedestrian movement routes and therefore many people cross on other parts of the street.
- Capital Works/Off Site Works:*
- Relocate the central pedestrian crossing across Badham Street (between Westpac and McDonalds) to the south to align with the location of new arcades/pedestrian links in Section 31.

Strategy—Improving pedestrian and bicycle connections to the centre

- Actions**
- Planning controls:*
- Require the connection from Cape Street to the drain, through block 16 Section 34 is at least 15m wide to enhance cycle access from the trunk cycle path to the drain as well as accommodate pedestrian movement and landscaping.
- Land release:*
- * The existing narrow link between Blocks 16 and 28 Section 43 should be amalgamated into the site.
- Further Investigations:*
- Investigate relocating of the pedestrian crossing on Antill Street so that it is better aligned with pedestrian access points into the centre.
 - Investigate ways to improve the pedestrian/vehicular interaction on Cowper Street.

Strategy—Public transport

- Actions**
- Guideline:*
- * Recommend that TAMS adopt a modified version of Concept 3 (Strategic Public Transport Network Plan) for the Dickson Bus Interchange by incorporating a bus interchange using a smaller part of the motor registry site potentially with direct (one-way) access to Northbourne Avenue.
 - Incorporate small scale convenience retailing into the future bus interchange on Challis Street.

2.7 Theme 3 - Enhance the public realm

2.7.1 Existing situation

A high quality public realm contributes to the vitality and amenity of a centre. It reinforces the character and identity of a place and contributes to the success of a centre, including nearby businesses. A high quality public realm offers safe places for people to meet in and pass through, encouraging people to visit and to stay longer.

The community is strongly attached to the main public places in the centre, with the majority rating them as favourite places. The community has strongly expressed the desire for a focal point to be established in the centre.

The public realm reflects the different character and structure of the different parts of the centre. The pedestrianised areas in the retail core contrast with the more traditional streetscapes elsewhere in the centre.

Many of the public spaces lack a consistent theme and are dated and run down.

There are many opportunities to create special places or spaces, including north facing public areas that would capitalise on the solar access.

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The strategies aim to improve the quality of the public realm to reflect the role of the centre and its contribution to the economic wellbeing of the community. Over time, the strategy to embellish and extend the existing public realm will create a more attractive place for everyone who lives, works or recreates in the centre.

The strategies seek to build on the existing positive unique characteristics of Dickson to establish a new level of amenity, diversity and flexibility for the future centre.

2.7.2 Intent

The aims of the Public Realm Strategy are to:

- establish a distinctive and well maintained public realm where people want to be
- create a linear open space network as a focal point for community activity and a clearly recognisable element linking parts of the centre
- deliver a public realm that is consistent with the role of the centre
- maximise the ongoing relationship between the public realm, built form and land uses
- create a safe public realm that is attractive for and inclusive of all groups, and
- maximise legibility and orientation in the centre.

3.3 Theme 3 – Enhance the public realm

3.3.1 Existing situation

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The community is strongly attached to the main public places in the centre, with the majority rating them as favourite places. The community has strongly expressed the desire for a focal point to be established in the centre.

The public realm reflects the different character and structure of the different parts of the centre. The pedestrianised areas in the retail core contrast with the more traditional streetscapes elsewhere in the centre.

Many of the public spaces lack a consistent theme and are dated and run down.

There are many opportunities to create special places or spaces, including north-facing public areas that would capitalise on the solar access.

The strategies aim to improve the quality of the public realm to reflect the role of the centre and its contribution to the economic wellbeing of

the community. Over time, the strategy to embellish and extend the existing public realm will over time create a more attractive place for everyone who lives, works or recreates in the centre.

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3.3.2 Intent

The aims of the Public Realm Strategy are to:

- establish a distinctive and well maintained public realm where people want to be;
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- deliver a public realm that is consistent with the role of the centre;
- maximise the ongoing relationship between the public realm, built form and land uses;
- create a safe public realm that is attractive for and inclusive of all groups, and
- maximise legibility and orientation in the centre.

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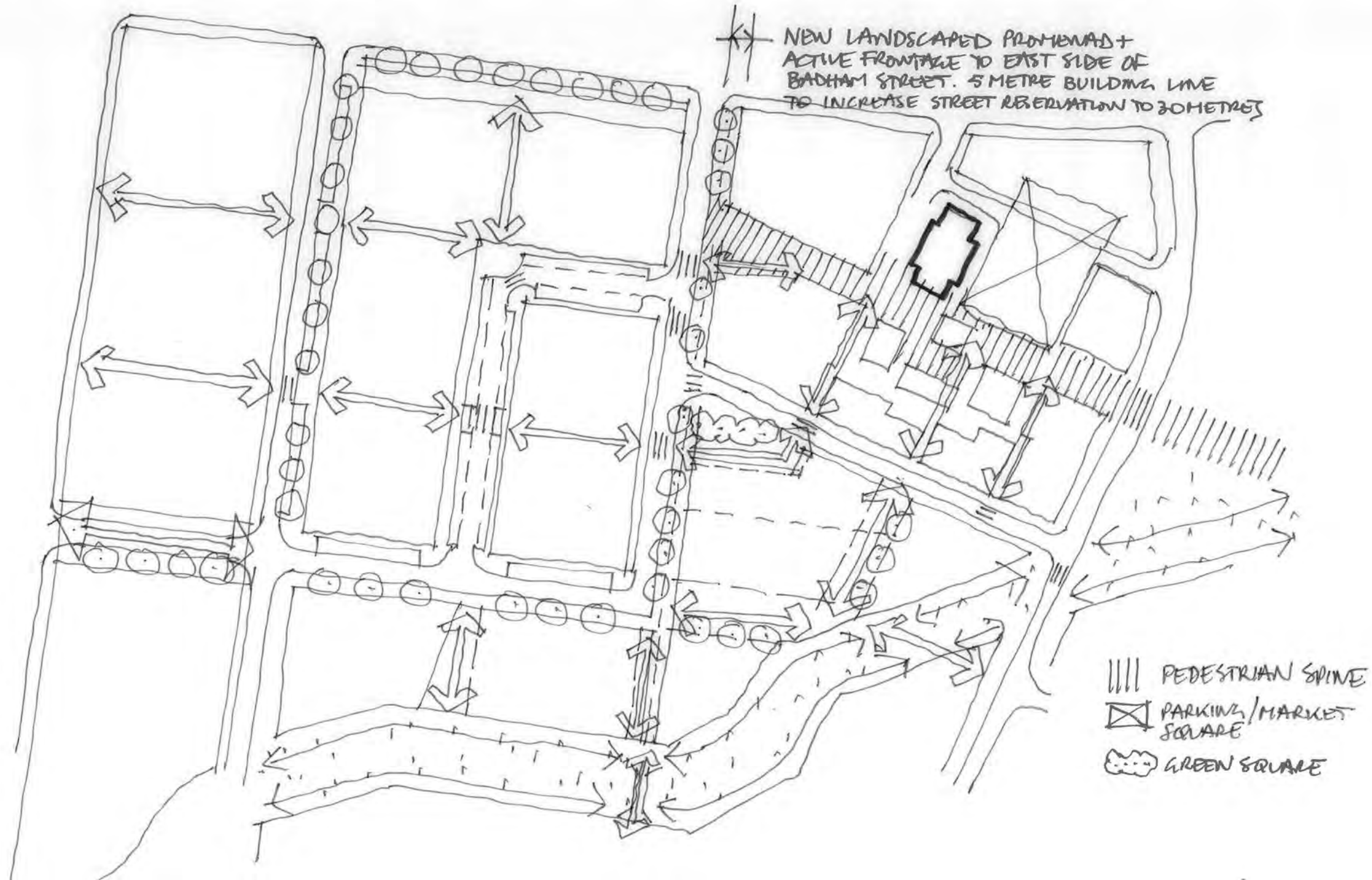
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Figure 6: Enhance the public realm



2.7.3 Strategies

A linear open space

Improving and expanding the open space would transform the centre.

The strategy proposes the creation of a linear focal point that extends from Cowper Street to Woolley Street. The character and size of the linear open space would change as it passed through different precincts but it could be unified using a consistent theme along its length. The linear open space would be the major focal point in the centre.

Better streetscapes

The streetscapes along Cape Street, Challis Street, Woolley Street and Badham Street have been improved but they could be made more attractive.

The strategy proposes various actions to upgrade, extend and establish better and more consistent streetscapes throughout the centre.

Landscape the entry to the centre

The centre turns its back on Antill Street and there is little indication of its presence. This situation is unlikely to change even with additional development in the centre.

The entry points into the centre off Antill Street and, possibly, the rear of blocks in the centre could be used to announce the centre and screen the part of the rear of the proposed development on Section 30.

Cherry trees were previously planted at these entry points. The replacement would be a symbolic connection with the history of the centre.

The strategy proposes that the entries be landscaped.

Create a stronger sense of place and a simple signage system

Some landmarks in the centre are unnamed, including roads into the retail core and the Dickson drain. The failure to name these places weakens the centre's identity and sense of place and creates confusion for visitors.

As the centre develops, a clear and simple signage system will become increasingly important. Such a system would promote the identity of the centre if developed in a cohesive manner.

The strategy proposes that a signage system be introduced in the centre, including signage to landmarks and public parking areas.

Integrate the Dickson drain into the centre's public realm

The Dickson drain and adjacent land is located at the rear of the centre and is not visible from it. Many people use the path but the area is unattractive and some members of the community consider that it is unsafe, particularly at night because of poor lighting.

The Dickson drain and the centre could be better integrated if pedestrian connections between the two locations were established. Future development on the northern side of the Dickson drain should

be oriented towards the Dickson drain so that physical and visual connections would be strengthened and safety improved.

More people are likely to use the Dickson drain once works to establish wetlands and recreation areas further upstream in Dickson as well as downstream in Lyneham are completed. The area of the Dickson drain adjacent to the centre is too narrow to be developed in a similar way but could be improved using other approaches.

The strategy proposes actions to better integrate the Dickson drain and the centre.

Establish a safe public realm

The community considers that parts of the centre are not always safe. The retail core is perceived to be unsafe at night when most shops are closed. The lack of active frontages and passive surveillance in other parts of the centre reduces perceived safety at times.

The quality of the pedestrian experience has much to do with the perception of safety. People feel safer in places that are overlooked (surveillance), that have clear sightlines, are legible and well maintained.

Perceptions of safety could be improved in some parts of the centre.

The strategy proposes several actions including improved lighting to improve safety.

Maintain the public realm

Many parts of the public realm, particularly in the core, have not been well maintained. The community frequently expressed concern about the lack of maintenance. They also expressed concerns about age and appearance of the public and private realms.

Given that local businesses are among the beneficiaries of a well maintained public realm, they should also be involved in its management.

The strategy proposes that government work with local businesses to identify ways to improve maintenance of the public realm.

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3.2.3 Strategies

A linear open space

Improving and expanding the open space would transform the centre.

The strategy proposes the creation of a linear focal point that extends from Cowper Street to Woolley Street. The character and size of the linear open space would change as it passed through different precincts but it could be unified using a consistent theme along its length. The linear open space would be the major focal point in the centre.

Better streetscapes

The streetscapes along Cape Street, Challis Street, Woolley Street and Badham Street have been improved but they could be made more attractive.

The strategy proposes various actions to upgrade, extend and establish better and more consistent streetscapes throughout the centre.

Landscape the entry to the centre

The centre turns its back on Antill Street and there is little indication of its presence. This situation is unlikely to change even with additional development in the centre.

The entry points into the centre off Antill Street and, possibly, the rear of blocks in the centre could be used to announce the centre and screen the part of the rear of the proposed development on Section 30.

Cherry trees were previously planted at these entry points. The replacement would be a symbolic connection with the history of the centre.

The strategy proposes that the entries be landscaped.

Create a stronger sense of place and a simple signage system

Some landmarks in the centre are unnamed, including roads into the retail core and the 'Dickson channel'. The failure to name these places weakens the centre's identity and sense of place and creates confusion for visitors.

As the centre develops, a clear and simple signage system will become increasingly important. Such a system would promote the identity of the centre if developed in a cohesive manner.

The strategy proposes that a signage system be introduced in the centre, including signage to landmarks and public parking areas.

Integrate 'Dickson channel' into the centre's public realm

The channel and adjacent land is located at the rear of the centre and is not visible from it. Many people use the path but the area is unattractive and some members of the community consider that it is unsafe, especially particularly at night because of poor lighting.

The channel and the centre could be better integrated if pedestrian connections between the two locations were established. Future development on the northern side of the channel should be oriented towards the channel so that physical and visual connections would be strengthened and safety improved.

More people are likely to use the channel once 'naturalisation' works at Hackett and Lyncham are completed. The area of the channel adjacent to the centre is too narrow to be used for off-line detention, but could be improved using other approaches.

The strategy proposes actions to better integrate the channel and the centre.

Establish a safe public realm

The community considers that parts of the centre are not always safe. The retail core is perceived to be unsafe at night when most shops are closed. The lack of active frontages and passive surveillance in other parts of the centre reduces perceived safety at times.

The quality of the pedestrian experience has much to do with the perception of safety. People feel safer in places that are overlooked (surveillance), that have clear sightlines, are legible and are well maintained.

Perceptions of safety could be improved in some parts of the centre.

The strategy proposes several actions including improved lighting to improve safety.

Maintain the public realm

Many parts of the public realm, especially particularly in the core, have not been well maintained. The community frequently expressed concern about the lack of maintenance. They also expressed concerns about age and appearance of the public and private realms.

Given that local businesses are among the beneficiaries of a well maintained public realm, they should also be involved in its management.

The strategy proposes that government work with local businesses to identify ways to improve maintenance of the public realm.

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Theme 4

Theme 3 - Enhance the public realm

Strategy - A linear open space in the retail core

- Reinforce the existing linear open space between Cowper Street and Badham Street by undertaking the works outlined below (refer Figure 6).
- Reconstruct the existing roadway across the northern frontage of McDonalds and Woolworths supermarket to create a new pedestrian plaza between the new supermarket/retail development and the existing Woolworths development (after the sale and development of the northern car park site).
- Provide a new entry point into the McDonalds car park (north of the building) directly accessing Badham Street. Alternatively, provide an incentive for McDonalds to remove these car parking spaces and pedestrianise the area with the possible inclusion of a small area for new retail shops immediately adjoining the Woolworths supermarket.
- Remove vehicular access along the driveway to the west of the library (after the sale and development of the northern car park site) to pedestrianise this space creating a secondary public plaza between the new supermarket/retail development and the library.
- Increase the area of the public plaza immediately adjacent to the specialty shops east of the post office (i.e. Dickson Square) by removing some parking spaces and relocating the driveway aisles of the car park to re-enforce the function of the retail core and enable public events to occur in this area.
- Reduce the width of the existing public plaza immediately to the north of the Harris Scarfe building (Block 10 Section 33) to create a continuous alignment along the plaza and regularise the potential development site including the Baptist Church.
- Extend the open space visually to the east across Cowper Street toward the swimming pool.
- Create a strong landscaping and planting theme along the length of the park to visually mark and reinforce the space.
- Introduce a consistent street furniture theme along the length of the linear open space.
- Include small commercial 'kiosks' and outdoor seating in the central plaza area.
- Require active frontages and uses that contribute to the public realm along this open space.
- The linear open space could be visually connected to paths along Woolley Street to Challis Street. This route will become a major pedestrian route following the development of a bus interchange in Dickson.

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Strategy - Better streetscapes

Actions

- Increase verge widths in Woolley Street (while maintaining the double row of 90° angle parking, but resulting in a reduced vehicle movement aisle) to enhance the area available for outdoor dining on the eastern side of Woolley Street as well as facilitating increased pedestrian movement along the northern verge.
- As sites are redeveloped on the eastern side of Badham Street, visually extend the streetscape by requiring avenue planting to match the planting on the western side of the street.
- Continue the landscape theme from the linear park along the northern side of Woolley Street.
- Increase verge widths on the northern side of Woolley Street to further reinforce the linear park and ensure comfortable pedestrian movement, while retaining the adjacent 90° angle parking.
- As sites are redeveloped adjacent to Cape Street, extend the width of the verge and footpath and introduce the landscape theme adopted throughout the centre, including planting and pavement treatment.
- If the lessee decides to develop residential uses on Blocks 6 and 7 Section 32, the streetscape in the Antill Street road reservation adjacent to Blocks 2, 6 and 7 Section 32) should be improved. Not all of the land is required as road reservation and some could be consolidated with the adjacent blocks and become private open space. The northern part of the area is to remain public parking but landscaped in a manner consistent with a residential environment.
- If the sites are developed for office uses (as approved), the area should remain as public parking but the landscape treatment should be improved.
- Increase the verge width on the southern side of the Antill Street Service Road to enable establishment of a tree-lined boulevard.

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Strategy - Landscape the entry to the centre

Actions

Capital works

- Provide new entry plantings near the main intersections (Challis/Antill Streets Badham/Antill Streets Cowper/Antill Streets), possibly including the blossoms that were a feature of the original Dickson Centre.
- Develop a landscape treatment for the rear of blocks adjacent to Antill Street. The proposed treatment should be able to be and should be implemented as part of any development of Block 21 Section 30 (the existing car park north of Woolworths).

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Strategy - Create a stronger sense of place and a simple signage system

Actions

Capital works

- Create a stronger sense of place by naming all places in the centre, such as the Dickson drain, the walkways, the car parks, roadways into car parks.
- Support way-finding with sufficient signage and maps identifying such elements as streets, places, directions to services or help and building names and numbers.
- Mark the entry to the centre with consistent signage.
- Provide orientation signs to each precinct.
- Provide directional signs, especially to basement and other public parking.

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Strategy - Integrate Dickson drain into the centre's public realm

Actions

Further investigations

- Seek the agreement of DECCEW to incorporate the section of the Dickson drain from Cowper Street to Challis Street as a pilot project for the naturalisation of Dickson drain as part of the Integrated Urban Waterways Project.

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Strategy – A linear open space in the retail core

- Reinforce the existing linear open space between Cowper Street and Badham Street by undertaking the works outlined below (refer drawing).
- Remove vehicular access along the driveway from Badham Street across the frontage of McDonalds and Woolworths supermarket (after the sale and development of the northern car park site) to pedestrianise this space creating a major public plaza between the new supermarket/retail development and the existing Woolworths development.
- Provide a new entry point into the McDonalds car park (north of the building) directly accessing Badham Street. Alternatively, provide an incentive for McDonalds to remove these car parking spaces and pedestrianise the area with the possible inclusion of a small area for new retail shops immediately adjoining the Woolworths supermarket.
- Remove vehicular access along the driveway to the west of the Library (after the sale and development of the northern car park site) to pedestrianise this space creating a secondary public plaza between the new supermarket/retail development and the library.
- Increase the area of the public plaza immediately adjacent to the specialty shops east of the post office (i.e. Dickson Square) by removing some parking spaces and relocating the driveway aisles of the car park to re-enforce the function of the retail core and enable public events to occur in this area.
- Reduce the width of the existing public plaza immediately to the north of the Harris Scarfe building (Block 10 Section 33) to create a continuous alignment along the plaza and regularise the potential development site including the Baptist Church.
- Extend the open space visually to the east across Cowper Street toward the swimming pool.
- Create a strong landscaping and planting theme along the length of the park to visually mark and reinforce the space.
- Introduce a consistent street furniture theme along the length of the linear open space.
- Include small commercial 'kiosks' and outdoor seating in the central plaza area.
- Require active frontages and uses that contribute to the public realm along this open space.
- The linear open space could be visually connected to paths along Woolley Street to Challis Street. This route will become a major pedestrian route following the development of a bus interchange in Dickson.

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Strategy – Better streetscapes

- Actions**
- Increase verge widths in Woolley Street (while maintaining the double row of nose in parking, but resulting in a reduced vehicle movement aisle) to enhance the area available for outdoor dining on the eastern side of Woolley Street as well as facilitating increased pedestrian movement along the northern verge.
 - As sites are redeveloped on the eastern side of Badham Street, visually extend the streetscape by requiring avenue planting to match the planting on the western side of the street.
 - Continue the landscape theme from the linear park along the northern side of Woolley Street.
 - Increase verge widths on the northern side of Woolley Street to further reinforce the linear park and ensure comfortable pedestrian movement, while retaining the adjacent angled parking.
 - As sites are redeveloped adjacent to Cape Street, extend the width of the verge and footpath and introduce the landscape theme adopted throughout the centre, including planting and pavement treatment.
 - If the lessee decides to develop residential uses on Blocks 6 and 7 Section 32, the streetscape in the Antill Street road reservation adjacent to Blocks 2, 6 and 7 Section 32) should be improved. Not all of the land is required as road reservation and some could be consolidated with the adjacent blocks and become private open space. The northern part of the area is to remain public parking but landscaped in a manner consistent with a residential environment.
 - If the sites are developed for office uses (as approved), the area should remain as public parking but the landscape treatment should be improved.
 - Increase the verge width on the southern side of the Antill Street Service Road to enable establishment of a tree lined boulevard.

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Strategy – Landscape the entry to the centre

- Actions**
- Provide new entry plantings near the main intersections (Challis/Antill, Badham/Antill, Cowper/Antill), possibly including the blossoms that were originally a feature of the original Dickson
 - Develop a landscape treatment for the rear of blocks adjacent to Antill Street. The proposed treatment should be able to be and should be implemented as part of the development of the northern car park (Block 21 Section 30).

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Strategy – Create a stronger sense of place and a simple signage system

- Actions**
- Create a stronger sense of place by naming all places in the centre, such as the drain, the walkways, the car parks, roadways into car parks
 - Support way finding with sufficient signage and maps identifying such elements as streets, places, directions to services or help and building names and numbers.
 - Mark the entry to the centre with consistent signage
 - Provide orientation signs to each precinct
 - Provide directional signs, especially to basement and other public parking

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Strategy – Integrate Dickson channel into the centre's public realm

- Actions**
- Seek the agreement of DECCEW to incorporate the section of the channel from Cowper Street to Challis Street as a pilot project for the naturalisation of this channel as part of the Integrated Urban Waterways Project.
 - Increase landscaping along the channel immediately adjacent to the boundaries of the private leases in order to improve its appearance.
 - Require future residential development to provide passive surveillance of and overlook the channel.

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<p>Strategy - Establish a safe public realm</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>Actions</p>	<p>Formatted: Space After: 3 pt, No bullets or numbering</p>
<p>Maximise 24/7 surveillance of public spaces by:</p>	<p>Formatted: Space Before: 3 pt, After: 3 pt</p>
<p>-requiring a mix of uses throughout the centre</p>	<p>Formatted: Space After: 3 pt</p>
<p>-introducing residential development which overlooks public spaces</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt, Not Bold, Italic</p>
<p>-maximising pedestrian movement through the area</p>	<p>Formatted: Font: 10 pt, English (Australia)</p>
<p>-providing appropriate lighting through the areas</p>	<p>Formatted: Indent: Left: 0 cm, Hanging: 1.06 cm, Space After: 3 pt, Tab stops: 1.06 cm, List tab + Not at 0.76 cm</p>
<p>-providing appropriate video camera surveillance where passive surveillance is unachievable</p>	<p>Formatted: Bullets and Numbering</p>
<p>-minimising the number of alcoves and dead ends created</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>-requiring transparent retail frontage</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>-creating night time activities in areas currently held by day time only</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>Some of these actions are addressed elsewhere in this framework</p>	<p>Formatted: List Bullet, Indent: Left: 0 cm, Space After: 3 pt</p>
<p>Limit vandalism and graffiti by using resistant finishes and appropriately limiting access to some areas</p>	<p>Formatted: Font: 10 pt, English (Australia)</p>
<p>Strategy - Maintain the public realm</p>	<p>Formatted: Font: 10 pt, Italic, English (Australia)</p>
<p>Actions</p>	<p>Formatted: Font: 10 pt, English (Australia)</p>
<p>Establish a dialogue with local businesses/lessees to identify ways that they can participate in the management of the public realm</p>	<p>Formatted: Indent: Left: 0 cm, Hanging: 1.06 cm, Space After: 3 pt, Tab stops: 1.06 cm, List tab + Not at 0.76 cm</p>
<p>Theme 3 - Enhance the public realm</p>	<p>Formatted: Bullets and Numbering</p>
<p>Strategy - A linear open space in the retail core</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt, English (United Kingdom)</p>
<p>Reinforce the existing linear open space between Cowper Street and Badham Street by undertaking the works outlined below (refer Figure 6).</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>Reconstruct the existing roadway across the northern frontage of McDonalds and Woolworths supermarket to create a new pedestrian plaza between the new supermarket/retail development and the existing Woolworths development (after the sale and development of the northern car park site).</p>	<p>Formatted: Space After: 3 pt, No bullets or numbering</p>
<p>Provide a new entry point into the McDonalds car park (north of the building) directly accessing Badham Street. Alternatively, provide an incentive for McDonalds to remove these car parking spaces and pedestrianise the area with the possible inclusion of a small area for new retail shops immediately adjoining the Woolworths supermarket.</p>	<p>Formatted: Space Before: 3 pt, After: 3 pt</p>
<p>Remove vehicular access along the driveway to the west of the library (after the sale and development of the northern car park site) to pedestrianise this space creating a secondary public plaza between the new supermarket/retail development and the library.</p>	<p>Formatted: Space After: 3 pt</p>
<p>Increase the area of the public plaza immediately adjacent to the specialty shops east of the post office (i.e. Dickson Square) by removing some parking spaces and relocating the driveway aisles of the car park to re-enforce the function of the retail core and enable public events to occur in this area.</p>	<p>Formatted: Indent: Left: 0 cm, Hanging: 1.06 cm, Space After: 3 pt, Tab stops: 1.06 cm, List tab + Not at 0.76 cm</p>
<p>Reduce the width of the existing public plaza immediately to the north of the Harris Scarfe building (Section 33 Block 10) to create a continuous alignment along the plaza and regularise the potential development site including the Baptist Church.</p>	<p>Formatted: Bullets and Numbering</p>
<p>Extend the open space visually to the east across Cowper Street toward the swimming pool.</p>	<p>Formatted: Font: 10 pt, English (Australia)</p>
<p>Create a strong landscaping and planting theme along the length of the park to visually mark and reinforce the space.</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>Introduce a consistent street furniture theme along the length of the linear open space.</p>	<p>Formatted: Font: (Default) Arial, 9.5 pt</p>
<p>Include small commercial 'kiosks' and outdoor seating in the central plaza area.</p>	<p>Formatted: Space After: 3 pt, No bullets or numbering</p>
<p>Require active frontages and uses that contribute to the public realm along this open space.</p>	<p>Formatted: Bullets and Numbering</p>
<p>The linear open space could be visually connected to paths along Woolley Street to Challis Street. This route will become a major pedestrian route following the development of a bus station in Dickson.</p>	<p>Formatted: Indent: Left: 0 cm, Hanging: 1.06 cm, Bulleted + Level: 1 + Aligned at: 0 cm + Tab after: 0.76 cm + Indent at: 0.76 cm, Tab stops: 1.06 cm, List tab + Not at 0.76 cm</p>
<p>Strategy - Better streetscapes</p>	<p>Formatted: Bullets and Numbering</p>
<p>Actions</p>	<p>Formatted: Bullets and Numbering</p>
<p>Increase verge widths in Woolley Street (while maintaining the double row of 90° angle parking, but resulting in a reduced vehicle movement aisle) to enhance the area available for outdoor dining on the eastern side of Woolley Street as well as facilitating increased pedestrian movement along the northern verge.</p>	<p>Formatted: Bullets and Numbering</p>
<p>As sites are redeveloped on the eastern side of Badham Street, visually extend the streetscape by requiring avenue planting to match the planting on the western side of the street.</p>	<p>Formatted: Bullets and Numbering</p>
<p>Continue the landscape theme from the linear park along the northern side of Woolley Street.</p>	<p>Formatted: Bullets and Numbering</p>
<p>Increase verge widths on the northern side of Woolley Street to further reinforce the linear park and ensure comfortable pedestrian movement, while retaining the adjacent 90° angle parking.</p>	<p>Formatted: Bullets and Numbering</p>
<p>As sites are redeveloped adjacent to Cape Street, extend the width of the verge and footpath and introduce the landscape theme adopted throughout the centre, including planting and pavement treatment.</p>	<p>Formatted: Bullets and Numbering</p>
<p>If the lessee decides to develop residential uses on Section 32 Blocks 6 and 7, the streetscape in the Antill Street road reservation adjacent to Section 32 Blocks 2, 6 and 7) should be improved. Not all of the land is required as road reservation and some could be consolidated with the adjacent blocks and become private open space. The northern part of the area is to remain public parking but landscaped in a manner consistent with a residential environment.</p>	<p>Formatted: Bullets and Numbering</p>

Theme 3 - Enhance the public realm	
<ul style="list-style-type: none"> If the sites are developed for office uses (as approved), the area should remain as public parking but the landscape treatment should be improved. Increase the verge width on the southern side of the Antill Street Service Road to enable establishment of a tree-lined boulevard. 	
Strategy - Landscape the entry to the centre	
Actions	
<i>Capital works</i>	
<ul style="list-style-type: none"> Provide new entry plantings near the main intersections (Challis/Antill Streets Badham/Antill Streets Cowper/Antill Streets), possibly including the blossoms that were a feature of the original Dickson Centre. Develop a landscape treatment for the rear of blocks adjacent to Antill Street. The proposed treatment should be able to be and should be implemented as part of any development of Section 30 Block 21 (the existing car park north of Woolworths). 	
Strategy - Create a stronger sense of place and a simple signage system	
Actions	
<i>Capital works</i>	
<ul style="list-style-type: none"> Create a stronger sense of place by naming all places in the centre, such as the Dickson drain, the walkways, the car parks, roadways into car parks. Support way-finding with sufficient signage and maps identifying such elements as streets, places, directions to services or help and building names and numbers. Mark the entry to the centre with consistent signage. Provide orientation signs to each precinct. Provide directional signs, especially to basement and other public parking. 	
Strategy - Integrate Dickson drain into the centre's public realm	
Actions	
<i>Further investigations</i>	
<ul style="list-style-type: none"> Seek the agreement of DECCEW to incorporate the section of the Dickson drain from Cowper Street to Challis Street as a pilot project for the naturalisation of Dickson drain as part of the Integrated Urban Waterways Project. 	
<i>Capital works</i>	
<ul style="list-style-type: none"> Increase landscaping along the Dickson drain immediately adjacent to the boundaries of the private leases in order to improve its appearance. 	
Strategy - Establish a safe public realm	
Actions	
<i>General</i>	
<ul style="list-style-type: none"> Maximise 24/7 surveillance of public spaces by: <ul style="list-style-type: none"> requiring a mix of uses throughout the centre introducing residential development which overlooks public spaces maximising pedestrian movement through the area providing appropriate lighting through the area providing appropriate video camera surveillance where passive surveillance is unachievable minimising the number of alcoves and dead ends created requiring transparent retail frontage creating night time activities in areas currently held by day time only. Many of these actions are addressed elsewhere in this Framework. 	
<i>Territory Plan</i>	
<ul style="list-style-type: none"> Limit vandalism and graffiti by using resistant finishes and appropriately limiting access to some areas. 	
Strategy - Maintain the public realm	
Actions	
<i>Maintenance</i>	
<ul style="list-style-type: none"> Establish a dialogue with local businesses/lessees to identify ways they can participate in the management of the public realm. 	

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2.8 Theme 4 - An appropriate built form

2.8.1 Existing situation

Dickson Centre has a varied built environment that reflects the scale of the original subdivision and the former uses.

The built form ranges from small one (1) and two (2) storey buildings in the retail core to larger scale buildings in the commercial zone. Buildings are built to the front boundaries but are not always oriented to the front. There is a mix of active frontages with a good relationship to the public realm and buildings that do not have active frontages. Although the centre has progressively developed and intensified, some sites are not fully developed at ground level. There is an opportunity to increase the building scale so that buildings relate better to width of the street, provided they do not overshadow the public realm.

2.8.2 Intent

The overall intent is to enable the Dickson Centre to grow and respond to the pressures for change. The built form theme proposes the intensification of development in the centre. It also recognises that the scale of development should be consistent with the use and character of the area, should enhance the public realm and protect the liveability of the centre.

Intensification of development is consistent with the Government's policy position and, in certain parameters, is also consistent with community aspirations. The parameters which relate to the location of higher development and the retention of the character of the retail core are incorporated into the strategy.

The objectives are to:

- ensure that the built form contributes positively to the public realm
- relate maximum building heights to the predominant uses and character of a precinct
- vary building heights across the centre and locate the tallest buildings on the edges, and
- ensure the building heights do not adversely affect solar access of the public realm.

3.4 Theme 4 - An appropriate built form

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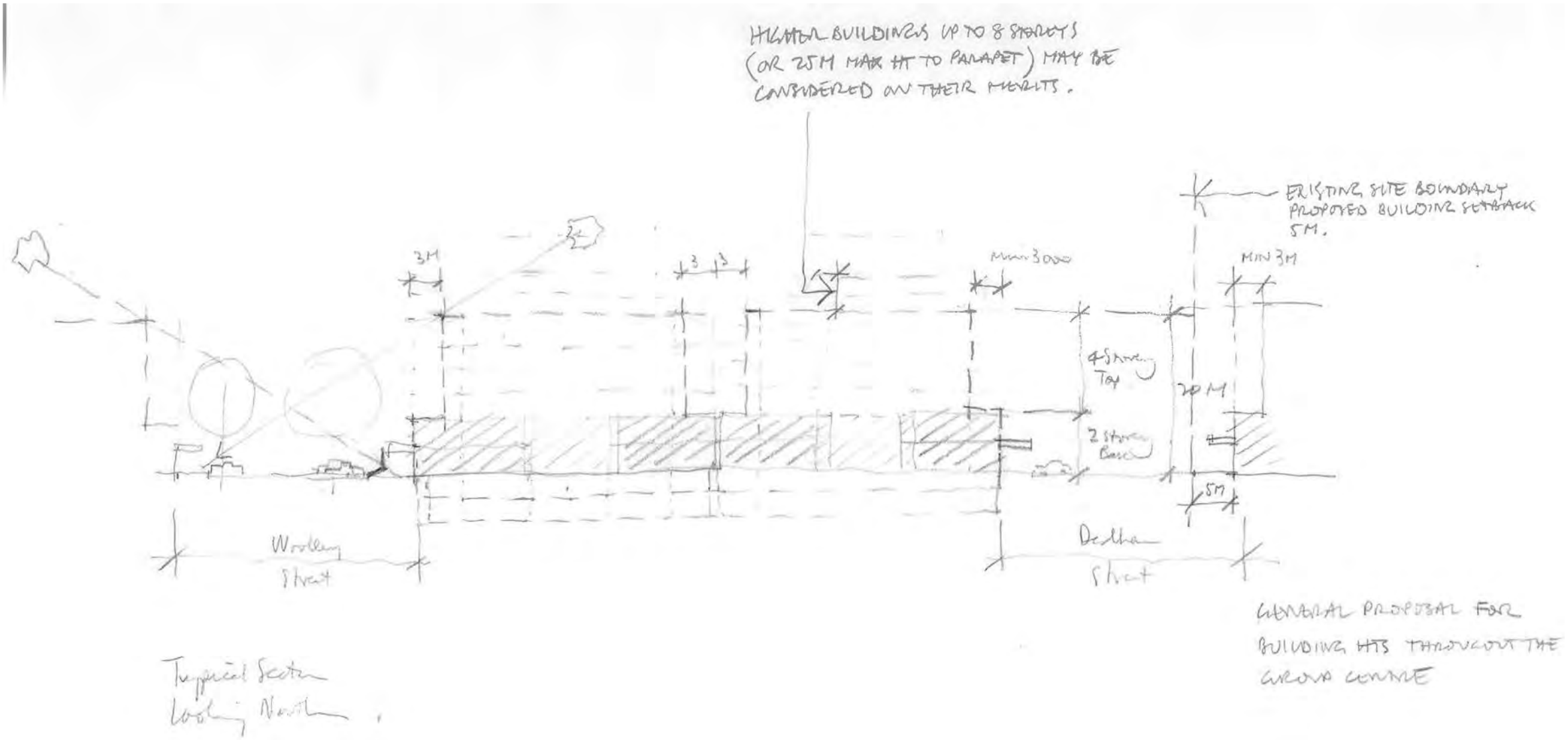
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Figure 7: Building heights



2.8.3 Strategies

Locate the tallest buildings on the edge of the centre and allow building heights to vary in the centre

In general the edges of the centre are separated from adjacent areas and do not have a specific character that should be retained. Higher development in these locations would not overshadow surrounding uses or, if so, overshadowing would only occur for short periods, would be time limited or would not adversely affect enjoyment of those areas.

The strategy proposes that the tallest buildings be generally located on the edges of the centre.

The current planning controls allow for a maximum two (2) storey building height in most of the centre, with a maximum of four (4) storeys permissible in Section 32.

The current controls take account of the varying roles of different parts of the centre or its central location. Current planning and design approaches recognise that building height should be set in relation to street width, among other factors. Wider streets can successfully accommodate higher buildings. With the exception of Badham Street reservations are 30m wide. Building heights of between 15m and 30m would be possible along these frontages provided that taller buildings do not overshadow public spaces.

The strategy proposes that building heights be increased to a maximum of 20m from natural ground level with additional height opportunities (up to 25m) in locations that do not overshadow public areas or in recognition of the public benefits of creating new public spaces.

Building massing

Within the above height provisions, buildings are to include a two (2) storey (RL) base to reflect the existing building height and street facades. Buildings above this height are to be setback from the front boundary to open the streetscapes to solar access (refer to drawing).

Building zones

To optimise development density while taking account of the current pattern of development in the Dickson Centre, buildings should generally be built for the front boundary rather than setback.

The one exception is along the eastern side of Badham Street where buildings are to be setback 5m from the front property line, effectively increasing the Badham Street reservation to 30m to match the width of all major streets in the centre.

Ground floor design

Active street frontages are desirable through much of the centre. These buildings should be oriented to the street in order to contribute to the public realm and increase community safety. The ground floor design should strengthen the connection between the building and the street.

Encourage refurbishment of the built form in the retail core

There has been no major upgrade to the buildings in the Dickson retail core even though the government has improved the public realm. The area is tired and run down. As much as the community values the space in the retail core, they recognise that it needs to be upgraded. Refurbishment is most likely to occur once the role of the retail core is strengthened and the core becomes a more vital place.

The limited redevelopment of the core proposed as part of this Framework would contribute to refurbishment and upgrading.

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The limited redevelopment of the core proposed as part of this framework would contribute to refurbishment and upgrading.

Theme 4 - An appropriate built form

Strategy - Locate the tallest buildings on the edge of the centre and allow building heights to vary in the centre

Actions

Territory Plan

The following site-specific height controls apply (Figure 7):

- Permit 12m building height on all blocks of Section 31. Guidelines for the development of Section 30 Block 21 are discussed in section 2.2 of this report:
 - retain the four (4) storey (RL) height limit on Section 32 Block 2 in order to retain existing service station (in the event that the service station is relocated, height limits could be increased to match those elsewhere on Section 32)
 - permit 20m building height on Section 32 Blocks 6 and 7.
- Permit 20m building height on Section 34 Blocks 4, 6, 15, 16 provided that:
 - two pedestrian/cycle connections are established from Cape Street to the Dickson drain at the western and eastern ends of the site where they will visually extend Badham Street and Woolley Street.
- Permit 20m high buildings on Section 34 Blocks 28 and 29 provided that:
 - a major 20m wide vehicular/pedestrian connection is provided as a public road, extending from Cape Street through to Dickson Place.
- Retain the existing two (2) storey (RL) height limit in the retail core.

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Strategy - Building massing

Actions

Territory Plan

- Ground and first floor levels of higher buildings are to be built to the front property boundary.
- The facade of the second and subsequent levels is to be setback a minimum of 3m from the front building line.

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Strategy - Building zones

Actions

Territory Plan

- Require 5m building setbacks for future buildings fronting the eastern side of Badham Street.

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Strategy - Ground floor design

Actions

Territory Plan

- The following guidelines apply in the locations shown on Figure 7:
 - ground floor facades to all streets requiring active frontages to be predominantly transparent
 - ground floor residential units fronting Antill Street are to have direct pedestrian access.
- Shop fronts to be required to face the courtyards in the retail core or include art work, historic notes or advertising along blank facades to increase pedestrian interest.

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Strategy - Encourage refurbishment of the built form in the retail core

Actions

Territory Plan

- Review planning controls to ensure they do not inadvertently discourage refurbishment.

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Maintenance

- Establish a high quality well maintained public realm that would encourage lessees to upgrade and refurbish their buildings.

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Theme 5 - An appropriate built form

Strategy - Locate the tallest buildings on the edge of the centre

Actions

Planning controls:

Higher buildings to be permitted in the following locations (refer plan):

- Section 30 Block 21
- Section 34
- Section 32 other than Block 2
- Section 34 Blocks 4, 6, 13, 14, 15, 16, 28 and 29

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Theme 5 – An appropriate built form
<i>Guidelines for Block 21 Section 30 are discussed in Table 10.</i>
Strategy – Building heights to vary in the centre
Actions
<i>Planning controls:</i>
<i>The following site specific height controls apply (Figure xx):</i>
<i>– Permit <u>12m</u> building height on <u>Section 31</u>.</i>
<i>– Retain the four storey height limit on Block 2 Section 32 (6) in order to retain existing service station (in the event that the service station is relocated, height limits could be increased to match those elsewhere on Section 32).</i>
<i>– Permit 20m building height on Blocks 6 & 7 Section 32.</i>
<i>• Permit <u>20m</u> building height on blocks 4, 6, 15-16 Section 34 provided that:</i>
<i>– that two pedestrian/cycle connections are established from Cape Street to the Dickson Creek at the western and eastern ends of the site where they will visually extend Badham Street and Woolloy Street.</i>
<i>– Permit <u>20m</u> high buildings on Blocks 28 & 29 Section 34 provided that (4):</i>
<i>– a major <u>20m</u> wide vehicular/pedestrian connection is provided as a public road, extending from Cape Street through to Dickson Place.</i>
<i>Retain the existing <u>two (2)</u> storey height limit in the retail core.</i>
Strategy – Building massing
Actions
<i>Planning controls:</i>
<i>– <u>Ground and first floor levels of higher buildings are to be built to the front property boundary.</u></i>
<i>The facade of the second and subsequent levels is to be setback a minimum of 3m from the front building line.</i>
Strategy – Building zones
Actions
<i>Planning controls:</i>
<i>Require 5m building setbacks for future buildings fronting the eastern side of <u>Badham Street</u>.</i>
Strategy – Ground Floor Design
Actions
<i>Planning controls:</i>
<input type="checkbox"/> <i>The following guidelines apply in the locations shown on Figure xx:</i>
<i>– Ground floor facades to all streets requiring active frontages to be predominantly transparent.</i>
<i>– Ground floor residential units fronting Antill Street are to have direct pedestrian access.</i>
<i>Require shop fronts to face the courtyards in the retail core or include art work, historic notes or advertising along blank facades to increase pedestrian interest.</i>
Strategy – Encourage Refurbishment of the Built Form in the Retail Core
Actions
<i>Planning controls:</i>
<i>Review planning controls to ensure they do not inadvertently discourage refurbishment.</i>
<i>Maintenance:</i>
<i>Establish a high quality well maintained public realm that would encourage lessees to upgrade and refurbish their buildings.</i>

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2.9 Theme 5 – Sufficient Parking

2.9.1 Existing Situation

The Dickson Centre is well supplied with on-street and public and private off-street parking. The bulk of public parking spaces are located in surface parking areas both on and off-street.

As the centre grows, surface parking will be progressively replaced with basement parking.

Parking studies indicate that the spaces are well utilised. The parking in the existing surface car park in Section 30 will be replaced as part of redevelopment. It is anticipated that the surface parking (near the Tradies) will be redeveloped in the longer term. The surface car park in Section 30 (near health centre) is to be retained as parking because of its proximity to small scale retailers and community facilities.

Redevelopment of the car parks will reduce longer term flexibility to meet parking demand generated by continuing development. The growth of the centre should not be thwarted by the lack of parking options.

Conversely, Dickson will be well served with public transport routes and, therefore, the demand for parking may be less. Parking management strategies will support increased public transport use by reducing the supply of parking and/or increasing its cost.

The Sustainable Transport Plan advocates that shared use of parking spaces is an efficient approach to management of the parking supply. Shared use allows spaces to be occupied during the day, generally for retailing, and at night generally for restaurant or entertainment uses.

Commercial parking demand, especially retailing should be met through public parking. However other uses such as residential and possibly offices will continue to require on-site parking. Many sites in the centre are suitable for basement parking.

Parking standards could be reduced because of the centrality of the centre, the high proportion of multi-purpose trips associated with the mix of uses in the centre and the public transport proposals.

2.9.2 Intent

The primary objective of the Parking Strategy is to support the continued development of the centre. As noted in the Sustainable Transport Plan, parking affects the competitiveness of and attractiveness of centres (p23). The Parking Strategy also aims to:

- balance the need to increase public transport use with the desire for ample accessible parking in the centre
- develop parking requirements tailored to the specific situation of the Dickson Centre, taking into account opportunities for multi-use or complementary use of parking spaces.

3.5 Theme 5 – Sufficient Parking

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The Dickson Centre is well supplied with on-street and public and private off-street parking. The bulk of public parking spaces are located in surface parking areas both on and off-street.

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Parking studies indicate that the spaces are well utilised. The parking in the existing surface car park in Section 30 will be replaced as part of redevelopment. It is anticipated that the surface parking (near the Tradies) will be redeveloped in the longer term. The surface car park in Section 30 (near health centre) is to be retained as parking because of its proximity to small scale retailers and community facilities.

Redevelopment of the car parks will reduce longer term flexibility to meeting parking demand generated by continuing development. The growth of the centre should not be thwarted by the lack of parking options.

Conversely, Dickson will be well served with public transport routes and, therefore, the demand for parking may be less. Parking management strategies that will accompany the increasing reliance on non-car based transport modes will reduce the supply of parking and/or increase the cost. The Sustainable Transport Plan proposes that it is

more efficient to develop public parking spaces and enables better management of parking.

Without establishing the parking capacity, many sites in the centre are suitable for basement parking. However, the extent to which parking should be provided on-site may be determined by government policy. Notwithstanding policy directions, there are some uses that will continue to require on-site parking, including residential and some [most] office activities.

The parking standards could be reduced because of the centrality of the centre and the high proportion of multi-purpose trips.

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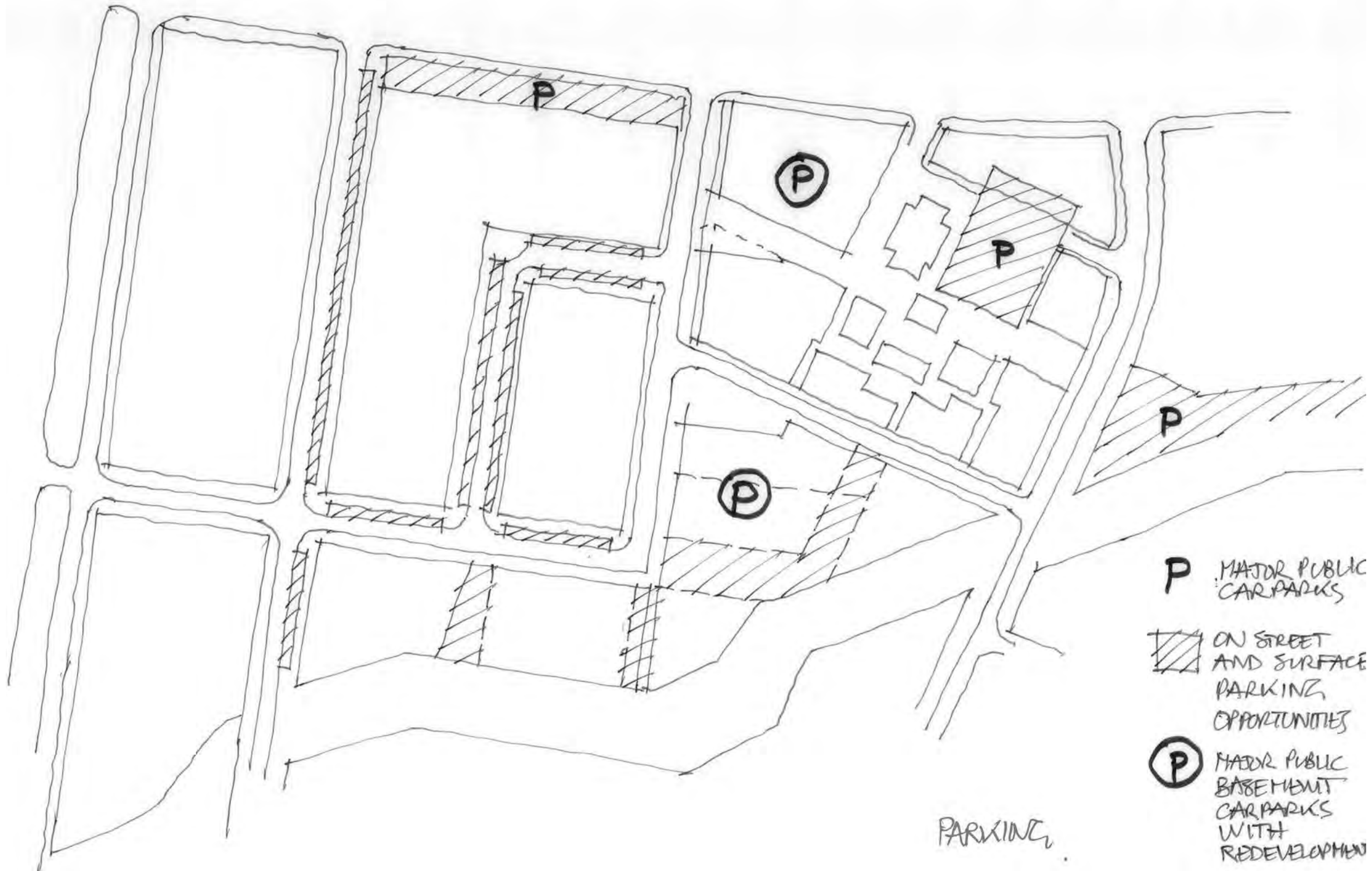
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Figure 8: Parking



2.9.3 Strategies

Maximize opportunities for on-street parking

Visitors to centres invariably prefer on-street parking if it is available. On-street parking adds to the vitality of a centre. In mixed use areas where visits tend to be specific-purpose trips, on-site parking provides the proximity visitors seek.

Reduce parking provision to support improved public transport

Public transport accessibility will be higher at the Dickson centre than other similar centres throughout Canberra due to its proximity to Northbourne Avenue and a range of rapid and frequent bus routes.

The existing traffic and parking guidelines that assume a standard level of access and activity are not appropriate for Dickson. There is also strong argument that non-retail parking provision could be reduced. This is based on the availability of public transport, trunk and local bicycle networks and the amount of residential development in walking distance. In addition, many trips are multi-purpose and spaces are able to be used for different activities.

Investigate the establishment of a parking bank

The development of surface parking would intensify development in the centre but also reduce long term flexibility and the potential of the centre to continue to expand. It would be unfortunate if development on an existing public car park site prevented development elsewhere because additional parking could not be provided.

The parking theme proposes that the feasibility of a parking 'bank' be investigated. Although, the government has been investigating the introduction of a parking contribution scheme, a parking bank is almost the reverse of a parking contribution scheme. A parking bank addresses both physical provision of future parking and financial means to achieve the parking.

The construction of the car park is provided before new development is undertaken. This can be in the form of a structured car park on an existing surface public car park, or incorporated as an additional requirement on the private development of a site. The parking bank effectively provides a surplus of parking spaces which are then 'purchased' by new development which cannot provide on-site parking. This mechanism provides additional parking that may not exist in the longer term and facilitates the growth of the centre.

Replace displaced parking

Existing parking in the centre is well utilised and demand for spaces is likely to increase. The existing spaces on Section 30 Block 21 should be replaced as part of the redevelopment of the site.

In the event that the car park on Section 34 Block 20 is redeveloped these spaces are also to be replaced.

The major public parks are to be replaced generally in the same location as the existing car parks to ensure that parking is accessible to the retail core and to enable the major car parks to service the mixed use /restaurant precinct.

Improve parking management

Several of the office buildings along Northbourne Avenue have on-site surface parking controlled by boom gates. The supply of spaces out of office hours (when parking demand is high) could be increased and parking spaces used more efficiently, if these spaces were available for public use.

The improvement of parking management is also facilitated by the provision of better directional signage to public parking areas. This can either be through electronic signage highlighting the number of available spaces in the major public car parks, or simply be ensuring that all public parking areas have directional signage as well as entry signage.

3.5.3 Strategies

Maximize opportunities for on-street parking

Visitors to centres invariably prefer on-street parking if it is available. On-street parking adds to the vitality of a centre. In mixed use areas where visits tend to be specific-purpose trips, on-site parking provides the proximity visitors seek.

Major car parks on the periphery

The major public parks are to be provided as basements on the periphery of the retail core, in the location of existing surface car parks (under new development) to ensure the retail core maintains its pedestrian character and to enable the major car parks to also service the mixed use /restaurant precinct.

Reduce parking provision to support improved public transport

Public transport accessibility will be higher than at many group centres and could even be higher than that enjoyed by newer town centres.

The existing traffic and parking guidelines that assume a standard level of access and activity are not appropriate for Dickson. There is also strong argument that non-retail parking provision could be reduced. This is based on the availability of public transport, trunk and local bicycle networks and the amount of residential development in walking distance. In addition, many trips are multi-purpose and spaces are able to be used for different activities.

Encourage basement parking where appropriate

Most blocks in the centre are of sufficient size and dimensions to readily allow efficient design and provision of basement parking. Blocks in the retail core and some blocks fronting Woolley Street are too small or wrongly configured for basement parking (drawing). These blocks would either have to be amalgamated or on-site parking requirements waived. At present the market is seeking on-site parking and therefore the former would be a preferable option.

Investigate the establishment of a parking bank

The development of surface parking will intensify development in the centre but also reduces long term flexibility and the potential of a the centre to continue to expand. It would be unfortunate if development on one site prevented development elsewhere because additional parking could not be provided.

Therefore the parking theme proposes that the feasibility of a parking 'bank' be investigated. The government is currently investigating the introduction of a parking contribution scheme. A bank is the reverse of a parking contribution and parking is provided before development is undertaken in recognition that the opportunity to provide additional parking may not exist in the longer term and a centre should be able to grow.

Replace displaced parking

Existing parking in the centre is well utilised and demand for spaces is likely to increase. The existing spaces on Block 21 Section 30 should be replaced as part of the redevelopment of the site.

Improve parking management

Several of the office buildings along Northbourne Avenue have on-site surface parking controlled by boom gates. The supply of spaces out of office hours (when parking demand is high) could be increased and parking spaces used more efficiently, if these spaces were available for public use.

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Theme 5 – Sufficient parking		
Strategy - Maximise opportunities for on-street parking		
Actions		
<i>Capital works</i>		
<ul style="list-style-type: none"> Maximise on-street parking in front of businesses in the mixed services area by using existing wide verges (that are not needed to facilitate pedestrian movement) for parking. Possible areas include: <ul style="list-style-type: none"> Challis Street northern end Challis Street south adjacent to the Coventry development Cape Street adjacent to the Caltex/Woolworths service station 	<ul style="list-style-type: none"> Formatted: Bullets and Numbering 	
Strategy - Reduce parking provision to support improved public transport		
Actions		
<i>Further investigations</i>		
<ul style="list-style-type: none"> Investigate the feasibility of reducing parking requirements for the Dickson Centre contained in the Territory Plan. These investigations should be undertaken in the short term so that they can influence development requirements for Section 30 Block 21. 	<ul style="list-style-type: none"> Formatted: Indent: Left: 1.06 cm, Hanging: 1.06 cm, Bulleted + Level: 1 + Aligned at: 0 cm + Tab after: 0.76 cm + Indent at: 0.76 cm, Tab stops: 2.12 cm, List tab + Not at 0.76 cm Formatted: Bullets and Numbering 	
Strategy - Investigate the establishment of a parking bank		
Actions		
<i>Further investigations</i>		
<ul style="list-style-type: none"> Investigate the feasibility of providing a parking bank in Dickson by investigating the possibility of: <ul style="list-style-type: none"> reserving Section 34 Block 20 (the existing car park located to the north of the Tradies) as a parking bank in the form of a multi-level structured car park allowing Section 34 Block 20 to be amalgamated into Section 34 Block 28 (the Tradies Club site) provided any future redevelopment of the Section 34 Block 28 include a parking bank and which also includes replacement of existing and potential car parking spaces. <p>These investigations should be undertaken in the short term so that they can influence development requirements for Section 30 Block 21.</p>	<ul style="list-style-type: none"> Formatted: Bullets and Numbering Formatted: Indent: Left: 1.06 cm, First line: 0 cm Formatted: Bullets and Numbering Formatted: Bullets and Numbering Formatted: Font: (Default) Arial Formatted: Space Before: 3 pt Formatted: Font: (Default) Arial, 9.5 pt Formatted: Space Before: 3 pt Formatted: Space Before: 0 pt, After: 3 pt Formatted: Font: (Default) Arial, 9.5 pt, Italic Formatted: Space Before: 0 pt Formatted: Font: (Default) Arial, 9.5 pt Formatted: Indent: Left: 0 cm, Hanging: 1.06 cm, Space After: 3 pt, Tab stops: 1.06 cm, List tab + Not at 0.76 cm 	
Strategy - Replace displaced parking		
Actions		
<ul style="list-style-type: none"> Any new development on public car parks shall include provision for replacement of all the existing public parking spaces, in addition to the new development generated by the new development. 	<ul style="list-style-type: none"> Formatted: Space Before: 0 pt, After: 3 pt Formatted: Font: (Default) Arial, 9.5 pt, Italic Formatted: Space Before: 0 pt Formatted: Font: (Default) Arial, 9.5 pt 	
Strategy - Improve parking management		
Actions		
<i>Management</i>		
<ul style="list-style-type: none"> Liaise with lessees of existing large private car parks (Section 33 Block 2 and Section 33 Block 4) about using these car parks for weekend public use. 	<ul style="list-style-type: none"> Formatted: Space Before: 0 pt Formatted: Font: (Default) Arial, 9.5 pt 	
Theme 6 – Sufficient parking		
Strategy – Maximise opportunities for on-street parking		
Actions		
<i>Capital Works/Off-Site Works:</i>		
<ul style="list-style-type: none"> Maximise on-street parking in front of businesses in the mixed services area by using existing wide verges (that are not needed to facilitate pedestrian movement) for parking. Possible areas include: <ul style="list-style-type: none"> Challis Street northern end; Challis Street south adjacent to the Coventry development; Cape Street adjacent to the Caltex/Woolworths service station; Cape Street adjacent to Coventry (with realignment of Cape Street and removal of parking adjacent to ACTPLA) Maximise customer and client ease of access to business by providing parking near entrance for cyclists and vehicles (this can somewhat conflict with creating pedestrian traffic though); ensuring ease of access for customers/client; providing clear parking signage. 	<ul style="list-style-type: none"> Formatted: Bullets and Numbering Formatted: Font: (Default) Arial, 9.5 pt Formatted: Font: (Default) Arial, 9.5 pt, Highlight Formatted: Font: (Default) Arial, 9.5 pt Formatted: List Bullet, Space After: 3 pt Formatted: Space Before: 3 pt Formatted: Font: (Default) Arial, 9.5 pt, Highlight Formatted: Space After: 3 pt Formatted: Font: (Default) Arial, 9.5 pt Formatted: Space Before: 3 pt Formatted: Space Before: 0 pt, After: 3 pt Formatted: Font: (Default) Arial, 9.5 pt, Italic 	
Strategy – Major car parks on the periphery		
Actions		
<i>Further Investigations:</i>		
<ul style="list-style-type: none"> Investigate the feasibility of reducing parking requirements contained in the Code. These investigations should be undertaken in the short term so that they can influence development requirements for Block 21 Section 30. 	<ul style="list-style-type: none"> Formatted: Space Before: 0 pt Formatted: Font: (Default) Arial, 9.5 pt Formatted: List Bullet, Indent: Left: 0 cm, Hanging: 1.06 cm, Space After: 3 pt, Tab stops: 1.06 cm, List tab 	
Strategy – Encourage basement parking where appropriate		
Actions		
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Theme 6 – Sufficient parking

Actions

Planning controls:

Retain existing provisions allowing basement parking in areas.

Strategy – Investigate the establishment of a parking bank

Actions

Further investigations:

Investigate the feasibility of providing a parking bank in Dickson

Reserve the southern car park (long term option) as a “parking bank” through construction of a multi-level structured car park. Alternatively incorporate this car park site into the future redevelopment of the Tradies Club site provided that the existing and potential car parking spaces are provided in the overall redevelopment of the Tradies Club site, preferably at the eastern end with a direct pedestrian connection into the retail core.

Strategy – Replace displaced parking

Actions

Strategy – Improve parking management

Actions

Management:

Liaise with owners of existing large private car parks (adjacent to ACTPLA; in Tolstra site and in TransACT site) to have the parking spaces available for weekend public use.

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Aged Care Funding
Retirement Income Strategies
Life Insurance Advice
Capital Gains Financial Planning Pty Ltd

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4.03.0

Making the Place



3.1 Implementation processes

Implementation of the strategies outlined in this report will require a range of actions including:

- release of Territory land
- variation to the Territory Plan involving preparation of a new Precinct Code
- capital works expenditure

To further inform the planning process it is recommended that further liaison with the following lessees be undertaken to gain feedback on the range of measures that directly affect the development of private leases, including:

- Tradies Club site (Section 34 Block 28)
- Cape Street Centre (Section 34 Blocks 4, 6, 15 and 16)
- McDonald's (Section 30 Block 24)
- 17 Badham Street (Section 31 Block 3)
- 16 Woolley Street (Section 31 Block 8)
- 19-29 Woolley Street (Section 32 Block 11)
- TransACT House site (Section 33 Block 4)

3.1.1 Rezoning

The area north of the swimming pool, east of Cowper Street (Section 72 Block 13) is currently zoned Commercial CZ6 (Leisure and Accommodation) and would need to be rezoned to Community Facilities if the land is to be used for this purpose.

3.1.2 Land release

The strategies outline opportunities for new development on land that is currently unleased:

- Section 30 part Block 21 to facilitate development of a major full line supermarket and associated development
- Section 30 part Block 20 as a direct sale to the lessees of the Section 30 Block 10 (Harris Scarfe site) to facilitate commercial expansion of the existing secondary 'retail anchor' provided that the area of Section 30 Block 20 involved is limited to the east and south of Section 30 Block 10 and the new expanded site incorporates public toilets, bus shelters and electrical substation, and
- sale of the car park on Section 34 Block 20 (Tradies car park) as part of overall redevelopment of the Tradies site provided parking is replaced in a structured car park and capacity is available for increased parking numbers.

3.1.3 Capital works

The improvements to the public realm could be implemented either through Capital Works expenditure or by off-site works as part of a development proposal. The works include:

- re-paving and landscaping of the existing roadways along the northern boundary of the Woolworth's site and western boundary of the library site to create a pedestrian plaza
- provision of a new entry driveway into the McDonald's car park
- re-configure the layout of the existing eastern car park to facilitate the reduced land area
- construction of new road connecting Cape Street with Northbourne Avenue
- increase in footpath width along the southern side of the service road adjacent to Antill Street
- increase in footpath width along the eastern side (of the north-south aligned section) of Woolley Street
- increase in footpath width along the northern side (of the east-west aligned section) of Woolley Street
- provision of an entry driveway into the southern car park off Badham Street and adjustment to parking spaces
- relocation of existing pedestrian crossing to align with future pedestrian arcades
- landscape plantings along the Dickson drain, and
- naturalisation of the Dickson drain.

3.1.4 Planning provisions for Precinct Code

A number of key elements will require incorporation through rules and criteria in a new Precinct Code to ensure a high quality sustainable outcome for the future planning and development of Dickson.

These key planning provisions include:

- building heights
- land use – residential at ground level in certain areas
- building setbacks – Badham Street
- active frontages/address frontages.

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3.1.5 Sustainability measures

The ACT Government is committed to achieving a more sustainable urban form. ACTPLA is undertaking a *Sustainable Future Program* to review planning policy to deliver this outcome. This program will focus on reviewing planning policy and identifying strategies and measures that complement the ACT Government's sustainability policy, *People, Places and Prosperity* and will assist in achieving targets set out in the action plan *Weathering the Change*. A key outcome of the program is a review of the Territory Plan to include changes to design standards and provisions to address issues of public transport, housing choice and infrastructure

It is proposed that the following measures are included in a more detailed Precinct Code for the Dickson Centre:

- Water – Water sensitive urban design requirements for new development, including:
 - a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003
 - water tanks to be connected to toilets, laundry and external taps, and
 - systems to capture all bathroom and laundry grey water
- Public transport – At least 95% of all residential units will be within 400m walking distance from a trunk/frequent service bus stop
- Solar – building envelopes and setbacks to ensure solar access is maintained to adjacent properties. The main daytime living area and 50% of private open space to all residential units to be provided with a minimum of three hours of direct sunlight on 21 June, and
- Energy – A minimum five star energy rating for residential units.
- Noise – Increase requirements for thicker glass and sound insulation in the Dickson Centre Precinct Code

3.1.6 Further investigations:

- Survey of the northern car park site (Section 30 Block 21) to adjust cadastral boundaries to ensure that at least 15m separation is provided from the southern boundary to the northern boundary of the Woolworths site (Section 30 Block 31) and that at least 15m separation is provided from the eastern boundary to the western boundary of the library site (Section 30 Block 13).
- Parking study to assess actual 'user demands' in the centre and the extent of shared parking for example, retail use during the day and restaurant use during the night.

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3.3 Supermarket site

The Dickson catchment could support two additional supermarkets: a full line supermarket and a smaller supermarket. It has, however, only been possible to identify a site for one facility.

The Framework proposes that a site should be released in the centre for a supermarket and associated uses. The following discusses key elements that should be included in the release documents in order to ensure that it is consistent with the community vision and development directions for the centre.

3.3.1 Intent

The intent in releasing a site for a full line supermarket is to meet unmet retail demand in North Canberra and to provide additional retail choice and competition. The development is also intended to strengthen the role of the retail core, benefitting smaller retailers.

Several sites were investigated. It was concluded that the development should be undertaken in a way that activated the eastern part of the core as much as possible. Some sites, especially that west of Badham Street took trade from the retail core.

If the benefits of the supermarket are to be maximised, the development should not contain a large number of specialty shops that could adversely affect small retailers and limit additional trade filtering to other businesses in the core. The development would be a mixed use development.

The community strongly supports the development of additional supermarket space as it believes that it would increase choice and competition. On the other hand it does not support the development of a mall that would internalise business and be out of character with the rest of the Dickson Centre. They do not want a box 'sucking life from the surrounding environment and giving little in return' (CABE2004).

Northern car park (Section 30 Block 21) – Full line supermarket

The construction of a full line supermarket to meet current industry standards would ideally have a gross floor area of approximately 4,000m² (selling area 3,000-3,500m²) and an overall site area of 5,000m² to accommodate loading, service, waste facilities and so forth.

The proposed development would also include specialty shops located externally. The number of small shops should be limited to ensure that other retailers in the centre benefit from the additional visitor traffic generated and that the overall scale of development does not adversely affect the rest of the centre.

Because the site is a designated parking area, the existing parking would have to be replaced.

The northern car park comprises 250 spaces on a site of 7,867m². Assuming that about 6,500m² of the site is available for parking (allowing 15% for deep rooted landscaping), about 220 car parking spaces could be accommodated per level of basement parking.

The proposed retail development (supermarket and about 500m² of specialty retailing) would generate a demand for 180 spaces at current rates of provision. The existing on-site spaces (250) would have to be replaced. Therefore the basements would have to accommodate 430 spaces. Therefore two basements would be required.

Parking for any additional development would probably have to be accommodated in all or part of a third basement. Given that a basement can accommodate 220 car spaces, the development potential generated by a whole third basement of parking would be substantial and out of scale with the surrounding area.

The proposed development should incorporate the following features:

- vehicular access from Badham Street and the unnamed road off Antill Street
- service access off Antill Street and the unnamed road
- creation of a pedestrian open space between the proposed development and the existing Woolworths development to extend the linear open space to Badham Street
- creation of a pedestrian open space between the proposed development and the library
- specialty shops to be oriented towards and open onto the pedestrian routes adjacent to the site, and effectively wrap around the supermarket
- access to the supermarket to be from the linear open space
- access to basement parking to be via a travelator located in the public realm so that all retailers benefit from the proposed development and the public parking
- minimising the visual impacts of the development by landscaping the interface between Antill Street and Badham Street and introducing other treatments
- relocating the vehicular access from Badham Street to the north to open the site and provide stronger visual connections to Woolley Street, and
- ground floor of the development to be at street level.

In addition it is anticipated, depending on the value of the site, that off-site works could be undertaken as part of the development. Any such works should be based on designs prepared by the relevant government agency and included in the sale documents.

4. Implementation processes

Implementation of the strategies outlined in this report will require a range of actions including:

land release of Territory land;

variation to the Territory Plan to rezone:

the Baptist Church site (Block 1 Section 30) and adjacent roadway to commercial CZ4 and;

the area north of the swimming pool, east of Cowper Street (Block 13 Section 32) to Community Facilities;

variation to the Territory Plan involving preparation of a new Precinct Code

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capital works expenditure

To further inform the planning process it is recommended that further liaison with specific lessees be undertaken to gain feedback on the range of measures that directly affect the development of private leases, including:

- Tradies Club site (Block Section);
- *Cape Street centre (Blocks 4, 6, 15, & 16 Section 34);
- McDonald's (Block 24 Section 30) to;
- *17 Badham Street (Block 3 Section 31);
- *16 Woolley Street (Block 8 Section 31);
- 10 20 Woolley Street (Block 11 Section 32);
- *TransACT House site (Block 4 Section 33);

4.1.1 Rezoning

The area north of the swimming pool, east of Cowper Street (Block 13 Section 32) is currently zoned Commercial C26 (Leisure and Accommodation) and would need to be rezoned to Community Facilities if the land is to be used for this purpose.

4.1.2 Land sales

The strategies outline opportunities for new development on land that is currently unleased:

- *part Block 21 Section 30 to facilitate development of a major full line supermarket and associated development;
- part Block 20 Section 30 as a direct sale to the lessees of the Block 10 Section 30 (Harris Scarfo site) to facilitate commercial expansion of the existing secondary retail anchor provided that the area of Block 20 involved is limited to the east and south of Block 10 and the new expanded site incorporates public toilets, bus shelters and electrical substation; and
- *sale of the car park on Block 20 Section 34 (Tradies car park) as part of overall redevelopment of the Tradies site provided parking is replaced in a structured car park and capacity is available for increased parking numbers.

4.2 Supermarket site

The Dickson catchment could support two additional supermarkets: a full line supermarket and a smaller supermarket. It has, however, only been possible to identify a site for one facility.

4.1.3 Capital works

The improvements to the public realm could be implemented either through Capital Works expenditure or by off site works as part of a development proposal. The works include:

- re-paving and landscaping of the existing roadways along the northern boundary of the Woolworth's site and western boundary of the Library site to create a pedestrian plaza;
- *provision of a new entry driveway into the McDonald's car park;
- re-configure the layout of the existing eastern car park to facilitate the reduced land area;
- *construction of new road connecting Cape Street with Northbourne Avenue;
- *increase in footpath width along the southern side of the service road adjacent to Antill Street;
- increase in footpath width along the eastern side (of the north-south aligned section) of Woolley Street;
- *increase in footpath width along the northern side (of the east-west aligned section) of Woolley Street;
- provision of an entry driveway into the Southern Car Park off Badham Street and adjustment to parking spaces;
- *relocation of existing pedestrian crossing to align with future pedestrian arcades;
- *landscape plantings along the drainage channel; and
- naturalisation of the drainage channel.

4.1.4 Planning provisions for Precinct Code

A number of key elements will require incorporation through rules and criteria in a new Precinct Code to ensure a high quality sustainable outcome for the future planning and development of Dickson.

These key planning provisions include:

- *building heights
- *land use residential at ground level in certain areas
- *building setbacks Badham Street and
- *active frontages/address frontages.

The framework proposes that the site should be released in the centre for a supermarket and associated uses. The following discusses key elements that should be included in the release documents in order to ensure that it is consistent with the community vision and development directions for the centre.

4.1.5 Sustainability measures

The ACT Government is committed to achieving a more sustainable urban form. ACTPLA is undertaking a Sustainable Future Program to review planning policy to deliver more sustainable urban outcomes. The program includes brown field development as is the case in Dickson and is intended to facilitate the concept of a compact city through a triple bottom line analysis of planning policy.

It is proposed that the following measures be included in a more detailed Precinct Code for the Dickson Centre:

- *Water Sensitive Urban design requirements for new development, including:
 - *a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003;
 - water tanks to be connected to toilets, laundry and external taps; and
 - *systems to capture all bathroom and laundry grey water;
- Public transport At least 95% of all residential units will be within 400m walking distance from a trunk/frequent service bus stop;
- *Solar building envelopes and setbacks to ensure solar access is maintained to adjacent properties. The main daytime living area and 50% of private open space to all residential units to be provided with a minimum of three hours of direct sunlight to the of the on 21 June; and
- Energy A minimum five star energy rating for residential units.

4.1.6 Further investigations:

- *Survey of the northern car park site (Block 21 Section 30) to adjust cadastral boundaries to ensure that at least 15m separation is provided from the southern boundary to the northern boundary of the Woolworths site (Block 31 Section 30) and that at least 15m separation is provided from the eastern boundary to the western boundary of the Library site (Block 13 Section 30).
- Survey of the eastern car park site (Block 10 Section 30) and closure of the adjacent roads to create a block along the eastern edge having a width of 15m to enable this block to be added to the Baptist Church site (Block 1 Section 30).
- *Parking study to assess actual user demands in the centre and the extent of shared parking (for example e.g. retail use during the day and restaurant use during the night).

4.2.1 Intent

The intent in releasing a site for a full line supermarket is to meet unmet retail demand in North Canberra and to provide additional retail choice and competition. The development is also intended to strengthen the role of the retail core, benefitting smaller retailers.

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If the benefits of the supermarket are to be maximised, the development should not contain a large number of specialty shops that could adversely affect small retailers and limit additional trade filtering to other businesses in the core. The development would be a mixed use development.

The community strongly supports the development of additional supermarket space as it believes that it would increase choice and competition. On the other hand it does not support the development of a mall that would internalise business and be out of character with the rest of the Dickson Centre. They do not want a box 'sucking life from the surrounding environment and giving little in return' (CABE2004).

Northern car park (Block 21 Section 30) — Full line supermarket

The construction of a 'full line' supermarket to meet current industry standards would ideally have a gross floor area of approximately 4,000m² (selling area 3,000-3,500m²) and an overall site area of 5,000m² to accommodate loading, service, waste facilities and so forth.

The proposed development would also include specialty shops located externally. The number of small shops should be limited to ensure that other retailers benefit from the additional visitor traffic generated and that the

In addition, because the site is a designated parking area, the existing parking would have to be replaced.

The northern car park comprises 250 spaces on a site of 7,867m². Assuming that about 6,500m² of the site is available for parking (allowing 15% for deep rooted landscaping), about 220 car parking spaces could be accommodated per level of basement parking.

The proposed retail development (supermarket and about 500m² of specialty retailing) would generate a demand for 180 spaces at current rates of provision. The existing on-site spaces (250) would have to be replaced. Therefore the basements would have to accommodate 430 spaces. Therefore two basements would be required.

Parking for any additional development would probably have to be accommodated in all or part of a third basement. Given that a basement can accommodate 220 car spaces, the development potential generated by a whole third basement of parking would be substantial and out of scale with the surrounding area.

The proposed development should incorporate the following features:

- vehicular access from Badham Street and the unnamed road off Antill Street;
- service access off Antill Street and the unnamed road;
- creation of a pedestrian open space between the proposed development and the existing Woolworths development to extend the linear open space to Badham Street;
- creation of a pedestrian open space between the proposed development and the Library;
- speciality shops to be oriented towards and open onto the pedestrian routes adjacent to the site;
- access to the supermarket to be from the linear open space;

- access to basement parking to be via a travelator located in the public realm so that all retailers benefit from the proposed development;
- minimising the visual impacts of the development by landscaping the interface between Antill Street and Badham Street and introducing the site to be landscaped and other treatments introduced that would minimise the visual impacts of the development;
- relocating the vehicular access from Badham Street to the north to open the site and provide stronger visual connections to Woolley Street and;
- the ground floor of the development to be at street level.

In addition it is anticipated, depending on the value of the site, that off-site works could be undertaken as part of the development. Any such works should be based on designs prepared by the relevant government agency and included in the sale documents.

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4.33.4 Implementation priorities

The ~~framework~~Framework aims to enhance the Dickson Centre public realm and to provide opportunities for its future development that will strengthen the centre ~~and, particularly, especially~~ the retail core. The ~~framework~~Framework includes many actions, most of which are either related to changing the planning regime or capital works that could be undertaken as off-site works with adjacent development.

Nevertheless, it would be unrealistic to expect that all actions outlined above could or should be implemented in the short-term. Therefore implementation priorities need to be identified and agreed.

In order to have the largest positive impact on the centre in the short term, the actions that deliver the greatest social and economic benefits to the community and to the wider community should be implemented initially. The key priorities are:

- ~~R~~elease ~~Block 21~~ Section 30 ~~Block 21~~ for a supermarket, specialty shops and residential uses with associated basement parking. The above discussion identifies matters to be included in release documents.
- ~~V~~vary the Territory Plan zoning and introduce a Dickson Centre Precinct Code.
- ~~E~~stablish the linear open space from Cowper Street to Badham Street.
- ~~I~~nitiate discussions with the lessees of ~~Blocks 6 and 7~~ Section 32 ~~Blocks 6 and 7~~ regarding their interest in residential development and acquisition of part of the parking area to the north of their site ~~and~~
- ~~I~~nitiate discussions with Dickson businesses with a view to identifying how they can be more actively involved in planning for the future of the centre, including being more accountable for some aspects of the public realm.

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4.4 Conclusion

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Attachments



~~Attachment A~~
~~Dickson Centre~~
~~Background Report~~

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REVISION No.	DATE	COMMENT	REVISED BY	CHECKED BY
0	06/10/2009	Initial Report Template	TF	
1	21/12/2009	1 st Working Draft	TF	CP
2	01/02/2010	Revisions incorporating Client Comment	TF	
2a	02/02/2010	Chapter 4 re-organised	TF	
3	09/02/2010	Report Divided, Chapters 1-3 edited	TF	CP

