

DICKSON CENTRE

Urban Planning and Design Framework



MARCH 2010

Written comments are invited on the Kingston Centre Urban Planning and Design Framework until _____ June 2010.

Comments may be submitted in one of the following ways:

- Hand deliver to:
ACTPLA Customer service centre
16 Challis Street, Dickson
- Post to:
Design Policy
ACT Planning and Land Authority
GPO Box 1908
Canberra ACT 2601
- Email: PlanningProjects@act.gov.au

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Chief Planning Executive's Foreword

I am pleased to present the Kingston Centre Urban Planning and Design Framework report. The release of this report represents the last stage of an extensive community consultation process which started in August 2009. This report takes the ideas, concerns and aspirations of the community and recommends actions aimed at guiding the centre as it develops and redevelops in the future. Community participation has been extensive and has assisted in the preparation of this report. One of the key recommendations from the consultation was a new supermarket.

Since this report was completed the ACT Government has announced the release of a number of sites for supermarkets, including a site in the Kingston Group Centre.

The Kingston Centre Urban Planning and Design Framework report is now open for public comment until ... **June 2010**. Following this, the community's comments will be used to prepare a final report for government, detailing what actions should be implemented and when.

I encourage you to read this report and submit your comments to the ACT Planning and Land Authority. I thank those who have participated in this community consultation process, your input is valued greatly.



A handwritten signature in white ink, appearing to read 'Neil Savery', positioned above the printed name and title.

Neil Savery
Chief Planning Executive



DICKSON CENTRE

**Urban Planning and
Design Framework**

Executive summary

Executive Summary

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 Dickson Centre is one of the largest and most diverse group centres in Canberra. It is a recognised as a social hub and the convenience retail centre for north Canberra and a destination of metropolitan significance for dining and entertainment activities. The centre is characterised by its diversity and the unique form of the retail core as well as by its multicultural atmosphere.

The catchment population is increasing. There is a need for additional supermarket space and the fabric of the centre is ageing.

The Dickson Centre Urban Planning and Design Framework sets out a vision for the future of the centre. The vision is supported by spatial principles and themes and has been translated into a concept plan (Figure A).

The framework aims to guide growth and change in a way that will meet the needs of residents, visitors, lessees and businesses and to ensure the centre's future sustainability.

The framework seeks to reinforce retailing in the centre by releasing a site for a second full-line supermarket* and to encourage more residential development in the centre.

The framework was developed following extensive community consultation and technical assessments. These have informed the framework.

The themes over page establish an integrated framework aimed at revitalising the centre and maximising its potential. The themes encompass the public and private realm. Their achievement will be dependent on public and private investment decisions and actions and will take several years to implement.

Implementation of the vision will be achieved through:

- land release (sale) of unleased Territory land
- a variation to the Territory Plan (including the creation of a Dickson Centre Precinct Code)
- capital works
- operational activities, and
- partnerships between government and lessees and businesses.

* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Theme 1	Theme 2	Theme 3	Theme 4	Theme 5
Facilitating growth, change and diversity	Improving connections	Enhance the public realm	An appropriate built form	Sufficient parking
Strengthen the retail core	Improve connections to the centre	Create a linear open space	Locate higher buildings on the edges	A flexible approach to meeting needs
Encourage residential development	Improve permeability in the centre	Better streetscapes	Maintain lower scale to street	Tailor parking to centre requirements
Balance residential and entertainment uses	Support public transport	A landscaped entry	Reinforce active frontages	Replace displaced public parking
Require pedestrian generating uses at ground level		Create a stronger sense of place	Maintain character of retail core	Maximise on-street parking
Make sites available for community facilities		Integrate Dickson Drain into the centre's public realm	Maintain strong frontages	Improve parking management
Allow the centre to grow		Establish a safe public realm		
		Maintain the public realm		

Figure A: Dickson Centre concept plan



- 1. Dickson Square pedestrian precinct.
- 2. Travelator to basement & parking.
- 3. Future playground.
- 4. Swimming pool complex.
- 5. Open Space.

- 6. Links/Arcades/Laneways.
- 7. New road connections.
- 8. New pedestrian bridges.
- 9. Existing retail areas
- 10. Restricted development opportunities.

- 11. Major retail development.
- 12. Parking/market square.
- 13. Existing & new community facilities.
- 14. Existing library.
- 15. Existing church.

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1. Introduction

1. Introduction

1.1 Background

This report is the result of the Dickson Centre Planning Project that was undertaken in response to the changes in population, development pressures in the centre and findings from current research that showed additional supermarket space is required in inner north Canberra.*

The report is in 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 2 – The Dickson Centre Background.

The Dickson Centre Background reviews the existing situation and identifies the challenges and opportunities for the centre. It is the basis of the recommendations and directions in Part 1. The Dickson Centre Background is supported by:

- details of the community engagement process (Attachment 1) and
- the traffic and parking assessment (Attachment 2).

The report has been structured in this way so that the proposed directions are presented at the outset. In order to facilitate movement between the two parts, the order in which the themes are presented in Part 1 is similar to the order adopted for the discussion of the and opportunities and challenges in Part 2 (chapter 5).

1.1.1 Next steps

Following the period for public comment, the government will consider the report and community comments and agree a preferred approach and priority actions.

1.2 Project 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.

1.2.1 Technical studies

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

- background research about the history of the centre and the way it currently operates
- 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 and government agencies.

1.2.2 Community consultation

Community consultation was a major part of the overall Dickson 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. Participants included local residents, representatives from a wide range of community groups, business owners and lessees. The community participated enthusiastically and constructively. The results of the consultation are reflected in the framework.

1.3 Location

1.3.1 Dickson Centre location

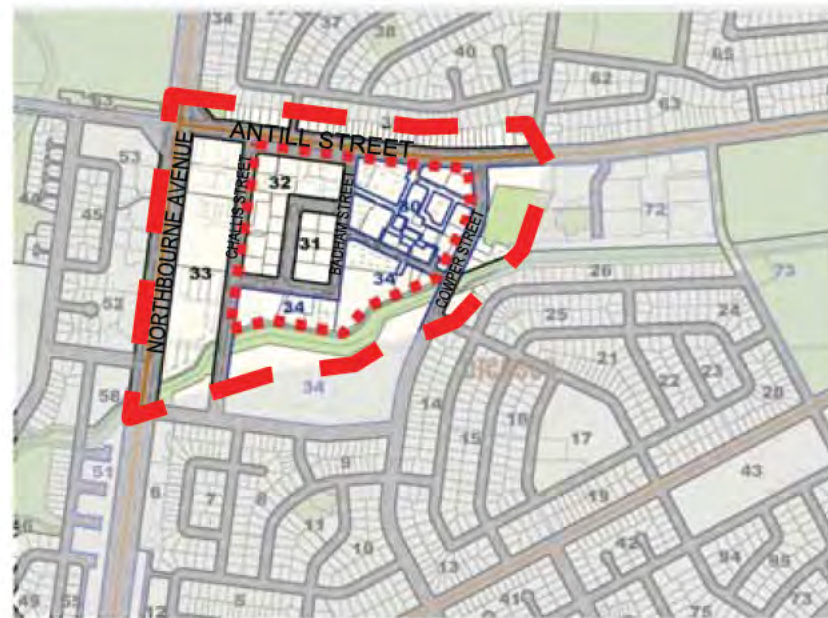
Dickson Centre is located in inner north Canberra adjacent to Northbourne Avenue, approximately 4km north of the Civic centre (Post Office to Post Office, by road) and 4km south of the industrial area of Mitchell (Figure 1).

* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Figure 1: Dickson Centre location



Figure 2: Project area



1.3.2 Project area

The project area initially corresponded with the area zoned Commercial (CZ1 – Core Zone, CZ2 – Business Zone and CZ3 – Services Zone) in the Territory Plan. This is the area bounded by Challis Street, Cowper Street, Antill Street and the Dickson Drain.

The project area was expanded to include the area between Challis Street and Northbourne Avenue and the recreation area to the east of Cowper Street (Figure 2).



Main commercial area of Dickson Centre

Expanded area for planning project

Figure 3: Block and section reference plan



Part 1: Urban Planning and Design Framework

2. The vision

2. 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).

The Dickson Centre vision is the foundation and rationale for the development of the themes, strategies and actions which form the Urban Planning and Design Framework for the Dickson Centre. The vision indicates the outcomes to be achieved and provides the basis against which to assess the overall success of the strategies and their implementation. It identifies where the centre is heading and why.

The vision is the overarching intent that will guide the planning and operational decisions for the centre in the long term.

The vision for Dickson Centre was developed in conjunction with the community and expresses its goals and aspirations for the centre. In doing this the community took into account the vision developed for the Dickson suburb in 2002 as part of the Neighbourhood Planning process (Section 4.1.4).

The vision statement is supported by:

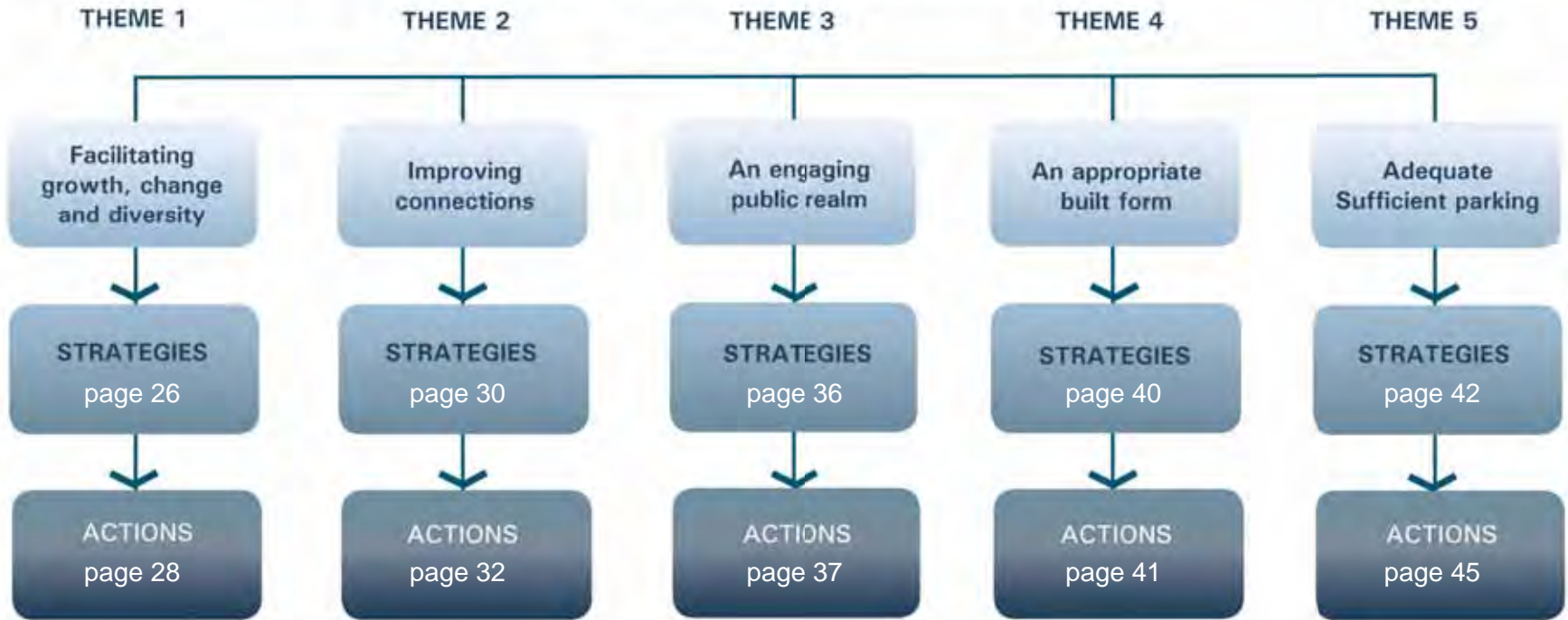
- urban design principles which will guide planning and development of all aspects of the future centre, and
- themes that amplify the vision and underpin the strategies and actions.

The diagram on the following page illustrates the relationship between the principles, themes, strategies and actions that form the framework.



VISION

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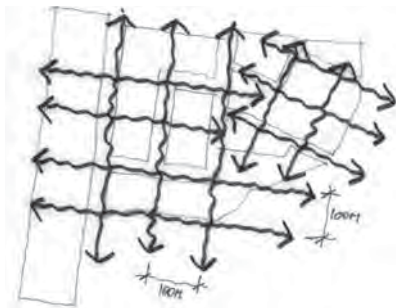
2.1 Urban design principles

The vision is underpinned by seven spatial principles and six non-spatial principles. The concept plan for the future development and redevelopment of the Dickson Centre (Figure 4) is based on the following spatial principles.

2.1.1 Spatial principles

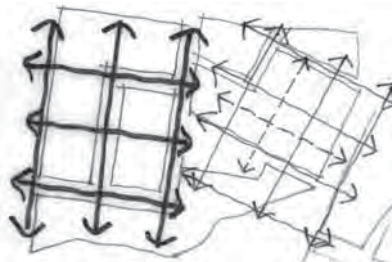
Permeable

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 when route choices occur frequently.



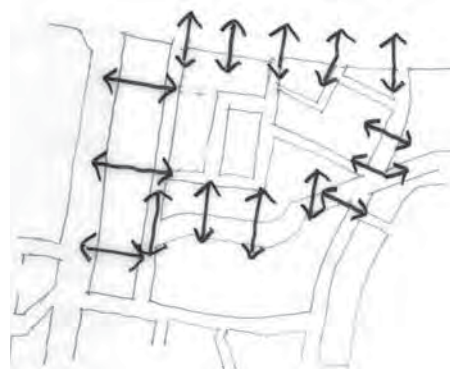
Grid

The clashing grid street pattern is distinctive to the Dickson Centre and maximises frontage opportunities and access. The geometry is to be retained.



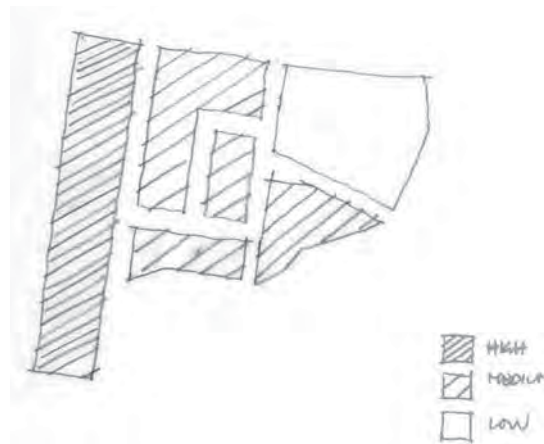
Connected

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



Height

Higher buildings will spatially mark the centre but not detract from the significance of the Northbourne Avenue corridor as a major approach route. Building heights will step down from the Northbourne Avenue corridor to the retail core.



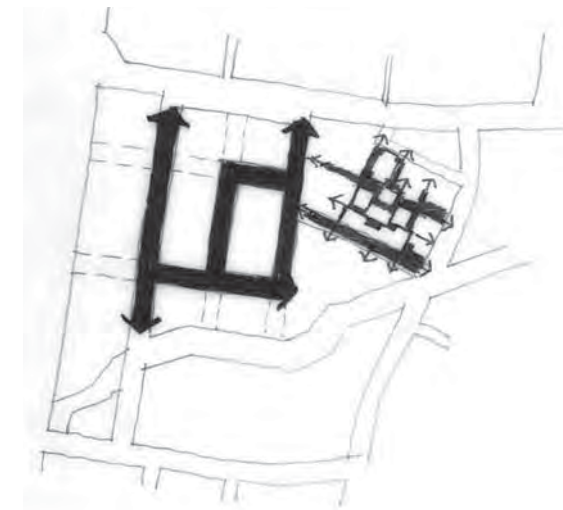
Anchors

Supermarkets and many other large retailers attract large numbers of people to a centre and are important anchors. Anchors should be located to maximise pedestrian movement past specialty/small scale retailing.



Scale and grain

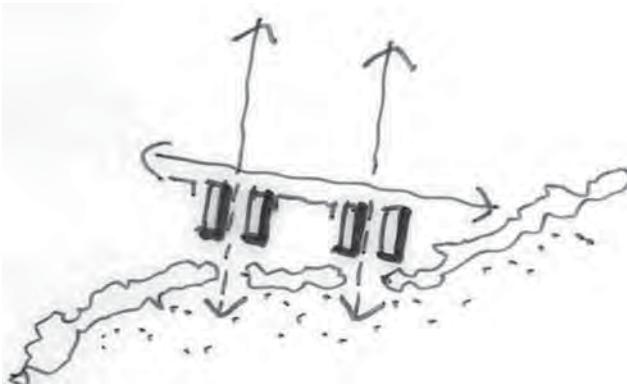
The distinctive scale and grain of the Dickson Centre's precincts is to be promoted. The fine grain and low scale of the retail core is to be retained and enhanced. The coarse grain and larger scale of the peripheral areas will be retained and enhanced.



Views and vistas

Views and vistas along recognisable routes promote legibility, ease of movement and a sense of connection. Defining vistas into and out of the centre will reinforce the centre as a focal point in and for the community. Aligning buildings along routes facilitates safety and reinforces the vista.

Vistas into and out of the centre are to be opened up and buildings are to be oriented to create visual and physical connections to surrounding areas and to maximise views into the centre.



2.1.2 Non-spatial principles

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

- development of the car parks should not preclude future development elsewhere in the centre
- future retail development should benefit the whole centre and particularly small scale and local businesses in the retail core
- large scale retail development should not extend west 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.

2.2 Concept plan

The concept plan has been derived from the themes and spatial principles outlined above and the themes outlined in the following sections. This concept plan reflects many of the actions proposed in the framework (Figure 4).

Figure 4: Concept plan



- | | | |
|--|---|--|
| 1. Dickson Square pedestrian precinct. | 6. Links/Arcades/Laneways. | 11. Major retail development. |
| 2. Travelator to basement & parking. | 7. New road connections. | 12. Parking/market square. |
| 3. Future playground. | 8. New pedestrian bridges. | 13. Existing & new community facilities. |
| 4. Swimming pool complex. | 9. Existing retail areas | 14. Existing library. |
| 5. Open Space. | 10. Restricted development opportunities. | 15. Existing church. |

3. Achieving the vision – a framework for change

3. Achieving the vision – a framework for change

3.1 Theme 1 – Facilitating growth, change and diversity

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

3.1.1 Existing situation

Dickson is one of the largest and most diverse group centres in Canberra. It is widely recognised as a social hub and the primary convenience retail centre in north Canberra. It is an 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.

In many respects Dickson Centre is a diverse mixed use place. However limited residential activity is located within the centre.

While the redevelopment potential of many sites has not yet been realised, opportunities to expand some uses is limited. At the same time growth and change in the catchment is creating ongoing development pressures.

The community supports the expansion of the centre. They have identified the need for an additional supermarket and additional specialty retailing provided that other local suburban centres and independent retailers are not adversely affected and new development is not located in a mall. Technical assessment of retail performance supports the need for additional supermarket space in north Canberra and the Dickson Centre is the most appropriate location.*

The community has also identified the centre rather than the existing residential areas as the preferred location for medium and higher density housing.

3.1.2 Intent

The overall intent of Theme 1 is to reinforce the centre by further diversifying the mix of uses and encouraging growth of the centre.

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

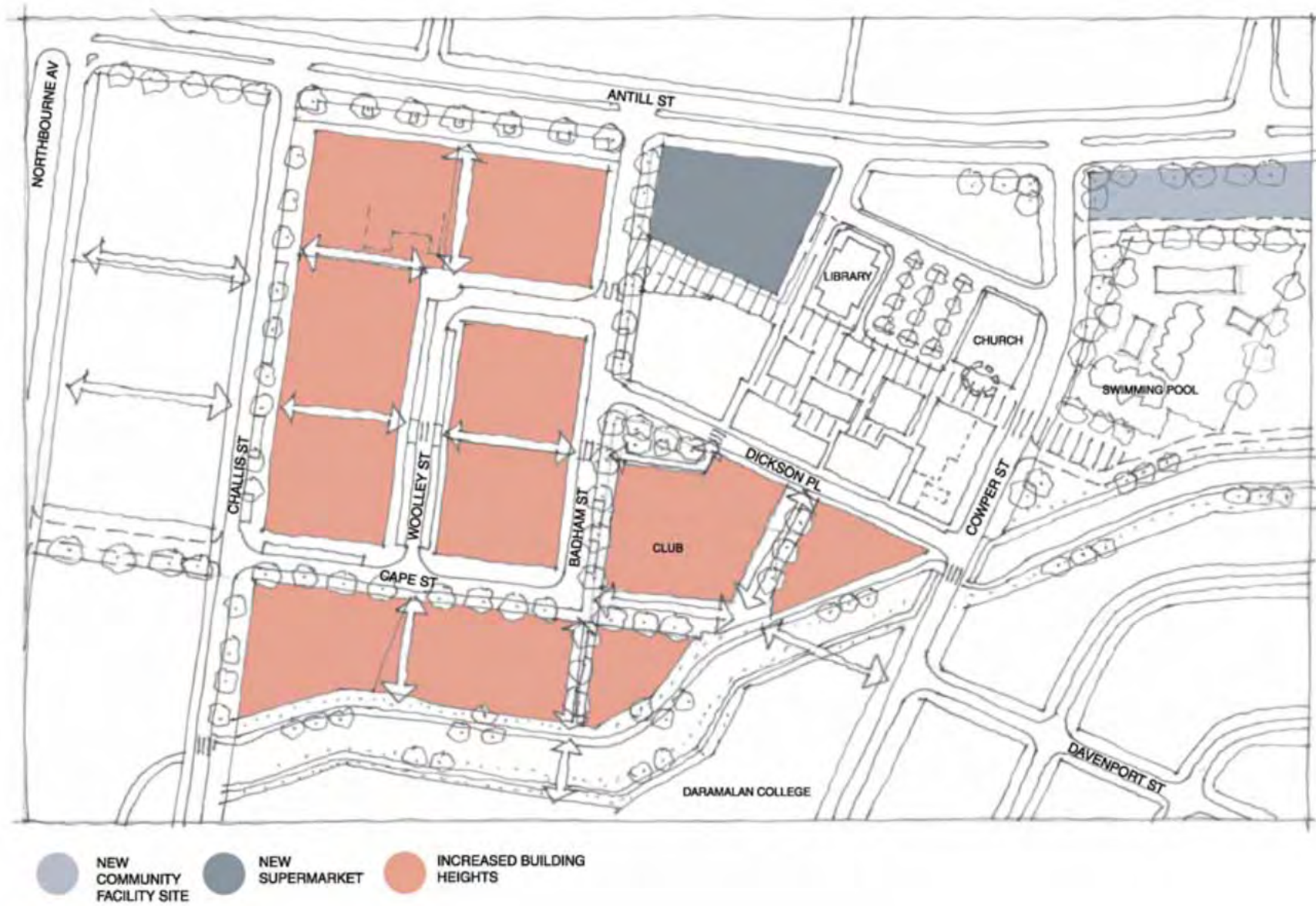
The objectives are to:

- reinforce the centre as a the major group centre so that it is an attractive place where people want to be throughout the day and evening
- ensure that the centre can expand and diversify to meet the needs of its catchment population and retain its role as a metropolitan destination for dining/entertainment,
- increase housing supply in the centre, and
- establish a significant mixed use node that will support upgrading of the public transport infrastructure at Dickson.

Figure 5 identifies the major growth opportunities.

* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Figure 5: Facilitating growth, change and diversity



3.1.3 Strategies

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.

Strengthen the retail core

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

This strategy proposes the development of a new full line supermarket to be located on Block 19 Section 30 which is currently a car park. The proposed location has been identified because of its size and to enable small scale retailers to benefit from the additional retail trade that will be generated and to diversify retailing in the centre.

There may also be an opportunity in the future to establish a smaller supermarket on the eastern edge of the retail core.

The proposal to develop additional supermarket space is considered in more detail in section 3.6 on p46.

It is recognised that that many buildings in the retail core could be refurbished. To encourage this, the strategy proposes redevelopment in the core provided that new buildings are not more than three (3) storeys and overshadowing of the courtyards is not increased beyond existing levels. This would locate new higher buildings principally in the southern part of the core adjacent to Dickson Place.

The parking generated by the additional development could be met through a combination of contributions to a parking fund, the purchase of parking spaces in a parking bank (section 5.5) or the waiving of at least some of the parking requirement.

In order to concentrate major retailing in the core, the current Territory Plan restricts the size of individual shops located 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

The centre is a mixed use area and a significant employment hub but residential development is limited. The strategy seeks to create a truly mixed use centre by encouraging residential development in preference to office development.

Increasing residential development in the centre is a fundamental component of the framework. It establishes a target of 1000 people living in the centre. Increasing the housing supply would activate the centre and support other uses.

Residential development is already permissible on the upper levels of buildings in the centre. The framework proposes that additional residential development be encouraged by allowing developments that are residential above the ground level to be higher than developments that are non-residential on the upper levels.

Balance entertainment and residential uses

Ideally the long term permanent housing that delivers a high level of amenity will be developed. On the other hand, late night noise and anti-social activities sometimes associated with entertainment uses can have the opposite effect.

The strategy proposes planning and other measures to minimise noise impacts from late night activities without reducing the attractiveness of the centre for these activities.

Pedestrian generating uses at ground level

Lively, active frontages are achieved through the combination of uses that generate pedestrian activity and the built form.

The Territory Plan specifies the uses that can be located on the ground level in the retail core and prohibits residential development on the ground floor elsewhere in the centre.

The strategy proposes that the existing planning provisions be retained. These provisions should apply to future development adjacent to the retail core including future development fronting the eastern side of Badham Street and the proposed redevelopment of the northern car park.

Notwithstanding the intent to retain active frontages, in some parts of the centre, such as the periphery, residential uses would be an appropriate ground floor activity. In some peripheral locations residential development could address the street and in other locations, usually deep blocks commercial uses could address the street with residential uses permissible to the rear of the site.

The framework nominates areas where ground floor residential development would be appropriate.

Support the development of new community uses

There is a strong demand for sites for community use in north Canberra but few sites are available. Undeveloped land in the recreation/community precinct could be developed for this purpose.

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

Allow the centre to grow

Apart from opportunities outlined above, there are several additional opportunities that would enable the centre to grow.

The Motor Registry site represents a major development opportunity in the centre. The site has also been identified as a possible location for a bus station. These two uses are not mutually exclusive. 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.

If the Tradies Club seeks to redevelop their site in the future, consideration should be given to incorporating the adjacent car park (Block 20 Section 34) into the 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. The strategy proposes that car park be sold to the Tradies Club subject to these outcomes being achieved.

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

While it is not proposed that the Dickson Centre should become a major employment location, the continuing relevance of the restrictions on the maximum size of office developments should be reviewed.



Theme 1 – Facilitating growth, change and diversity

Strategy 1 – Strengthen the retail core

Actions

Land release

1. Release part Block 21 Section 30 car park for a mixed use development that includes a full-line supermarket.
2. Support the direct grant of (part) Block 20 Section 30 to the lessees of Block 10 Section 30 to facilitate expansion of the secondary retail anchor, if sought, provided that:
 - o the location of the public toilets, bus shelter and electrical substation is resolved.

Territory Plan

3. Retain the floor space limits on the maximum size of shops in the mixed services zone other than for bulky goods retailing.
4. Allow limited redevelopment of sites in Section 30 to a maximum of three (3) storeys (RL587) provided that:
 - o solar access to the adjacent public realm is not reduced from existing levels.

Strategy 2 – Encourage residential development

Actions

Territory Plan

5. Encourage residential development on:
 - o Blocks 4, 6, 15, 16, 28 and 29 Section 34
 - o Blocks 29 and 30 Section 32, and
 - o Block 21 Section 30.
6. Increase permissible heights for residential development on these blocks.
Refer to Action 61.
7. Enable residential development that is a product people want to live in long term by:
 - o providing sufficient storage (including individual not communal bicycle storage in multi-unit housing)
 - o providing sufficient outdoor entertainment areas in multi-unit housing (i.e. bigger balconies), and
 - o providing green outlook for multi-unit housing.

Strategy 3 – Balance entertainment and residential uses

Actions

Territory Plan

8. Encourage ongoing restaurant use Sections 31 and 32 through concessions for parking (recognising the multi-use of spaces in the centre).

Operational

9. Proactively monitor noise levels in relation to legislative requirements and ensure noise levels are well managed by:
 - o regulating bin pick up hours of other uses and sealing bin corrals of all future/renovated pubs/food establishments
 - o requiring the shut down of outdoor areas i.e. dining areas/defined outdoor smoking areas, after a certain time
 - o requiring that pubs/food establishments shut windows at certain time to stop the sound of music escaping, and
 - o changing liquor licensing laws to allow publicans to control patrons on leaving venue.

Further investigation

10. Investigate the feasibility of enhancing noise amelioration measures for multi-unit housing in the Dickson Centre including:
 - o a requirement for thicker glass, and
 - o sound insulation.
11. Investigate the feasibility of establishing an interactive program that provides people with information about noise levels in the vicinity of entertainment activities. The Brisbane City Council interactive noise information is a useful model.

Strategy 4 – Pedestrian generating uses at ground level

Actions

Territory Plan

12. To ensure active frontages only the following uses are to be located at the ground level on frontages to the public realm (unleased Territory land accessible to the public) of buildings in Section 30, Blocks 2-4 Section 31, and Blocks 13, 14, 20, 28 and 29 Section 34:
 - o business agency, community use, drink establishment, hotel, public agencies, restaurant, shop).
13. Residential uses may be located on the ground floor of frontages to the public realms of developments located on Blocks 29 and 30 Section 32.
14. Residential uses may be located at the rear of development in Section 34.
15. Elsewhere within the centre residential use is not to be located on the ground floor.

Strategy 5 – Sites for community uses

Actions

Further investigation

16. Undertake a site investigation to assess the feasibility of releasing Block 13 Section 72 (next to the Dickson swimming pool) for community uses.

Strategy 6 – Allow the centre to grow

Actions

Land release

17. Amalgamate Block 20 Section 34 with Blocks 28 and 29 Section 34 in the event that Blocks 28 and 29 are redeveloped subject to:
 - o the public parking on Block 20 being replaced
 - o establishment of new vehicular and pedestrian connections through Blocks 28 and 20 (connecting to Dickson Place and Cape Street)
 - o a 5m setback to Badham Street and Block 25 (pedestrian walkway), and
 - o the development of an open space at the intersection of Badham Street and Dickson Place.

Further investigation

18. Following a decision regarding the location of a bus station investigate the feasibility of releasing Block 2 Section 33 (Motor Registry site) as a mixed use development site.
19. Review the upper limit on offices in the centre as part of the development of the Dickson Centre Precinct Plan.

3.2 Theme 2 – Improving connections

A connected centre is internally permeable and well linked to the areas it serves with safe, convenient footpaths, cycle ways, roads and public transport. Successful development depends on good access and connections.

3.2.1 Existing situation

The Strategic Public Transport Network Plan proposes major changes to the public transport network around Dickson including a proposed bus station on Challis Street. If implemented, these changes would increase the level of activity in 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 retail core and the Woolley Street precinct.

The size of blocks in the western part of the centre inhibits direct pedestrian and vehicular movement. Permeability in the centre could be noticeably improved by creating new linkages and extending the existing pattern of streets, paths and public places to create a more legible, safe and attractive centre.

3.2.2 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
- improve access between the centre and the surrounding areas.

This theme proposes strategies to create a more permeable centre and a modified urban structure capable of accommodating change. Over time a more diverse and flexible movement system would be established offering increased levels of accessibility.

3.2.3 Strategies

Improving connections to the centre

Pedestrian connections to the centre from Downer, areas to the south of the centre (including 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. Additional strategies to improve the Dickson Drain are proposed under Theme 3 – Enhance the public realm.

This strategy proposes that vehicular movement to and in the centre be improved by the construction of new roads. These would increase the permeability in much of the centre and offer alternate routes through.

Improve permeability in the centre

The strategy aims to improve permeability by improving east-west connections across the centre.

It also aims to encourage the development of arcades in the Woolley Street precinct in strategically located sites as they are redeveloped. These proposals would reduce distances between pedestrian routes from between 200 metres to 400 metres to about 100 metres.

Public transport

The changes proposed in the Strategic Public Transport Network Plan around Dickson include the establishment of a bus station.

A bus station would increase the number of people visiting the centre and the volume of east-west pedestrian movement. This in turn would create opportunities for commercial development along the route and in the vicinity of the bus station.

Figure 6: Connections



Theme 2 – Improving connections

Strategy 7 – Improve connections to the centre

Actions

Territory Plan

20. To allow for an improved connection between the Dickson Drain and the centre:
 - o buildings on Block 16 Section 34 are to be set back a minimum of 10m from the boundary with Block 25 Section 34 (the pedestrian path)
 - o buildings on Block 28 Section 34 are to be set back a minimum of 5m from the boundary with Block 25 Section 34.This allows for the existing pedestrian connection to be widened to at least 15m wide.
21. To allow for improved visual connections between Dickson Drain and the centre:
 - o buildings on Blocks 4 and 6 Section 34 should be set back a minimum of 6m from the boundary with Block 3 Section 34.

Capital works

22. Construct additional pedestrian crossings over the Dickson Drain in the vicinity of Daramalan College in locations that reflect pedestrian desire lines.

Land management

23. The land within the setback should be either handed back to the Territory or dedicated as a public pathway or an easement should be created to provide for public access. (The former approach is preferred).

Further investigations

24. Investigate relocating the pedestrian crossing on Antill Street so that it is better aligned with pedestrian access points into the centre.
25. Investigate ways to improve the pedestrian/vehicular intersection on Cowper Street.

Strategy 8 – Improve permeability (roads)

Actions

Territory Plan

26. If Blocks 28 and 29 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, provided that Block 20 Section 34 is amalgamated with Blocks 28 and 29.

Capital works

27. Provide a new access roadway from Cowper Street east along the northern boundary of the swimming pool site to facilitate development of this area.
28. 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.

Further investigations

29. Investigate ways to facilitate the provision of a roadway extending Cape Street westward to Northbourne Avenue.

Strategy 9 – Improve permeability (pedestrian and bicycles)

Actions

Territory Plan

30. Encourage the provision of pedestrian connections in the following sections:
 - o Blocks 3 and 8 Section 31 - Badham Street to Woolley Street (covered walkway)
 - o Blocks 2 and 30 Section 32 – Woolley Street to Antill Street, and
 - o Block 11 Section 32 - Woolley Street to Challis Street (laneway).
31. Require a pedestrian connection to be provided on Block 2 Section 33 (Motor Registry site) – Challis Street to Northbourne Avenue

Capital works

32. Relocate pedestrian crossing in Badham Street so that it is better linked to existing pedestrian movement routes.
33. If Blocks 3 and 8 Section 31 are redeveloped to include a pedestrian connection, relocate the pedestrian crossing on Badham Street (south of the intersection with Woolley Street) so it aligns with the location of a new pedestrian connection.

Management

34. Liaise with the lessees of Block 24 Section 32 to upgrade and widen (where feasible) the existing pedestrian connection, which links Woolley Street to Challis Street.

Strategy 10 – Public transport

Actions

Territory Plan

35. Allow for small scale convenience retailing in/near the future bus station on Challis Street.

Further investigation

36. Undertake detailed feasibility study to determine a location for the Dickson Bus Station site, including the motor vehicle registry site. The feasibility study would investigate how a bus station could be integrated into a mixed use development that includes small scale convenience retailing.

3.3 Theme 3 - Enhance the public realm

A high quality public realm reinforces the character and identity of a place and supports the growth of social and economic capital.

A high quality public realm offers safe places for people to meet in and pass through, encouraging people to visit and to stay longer.

3.3.1 Existing situation

The community is strongly attached to the main public places in the Dickson Centre and rate them as favourite places in the centre. The community has strongly expressed the desire for a focal point to be established and believes that the public realm could be improved.

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

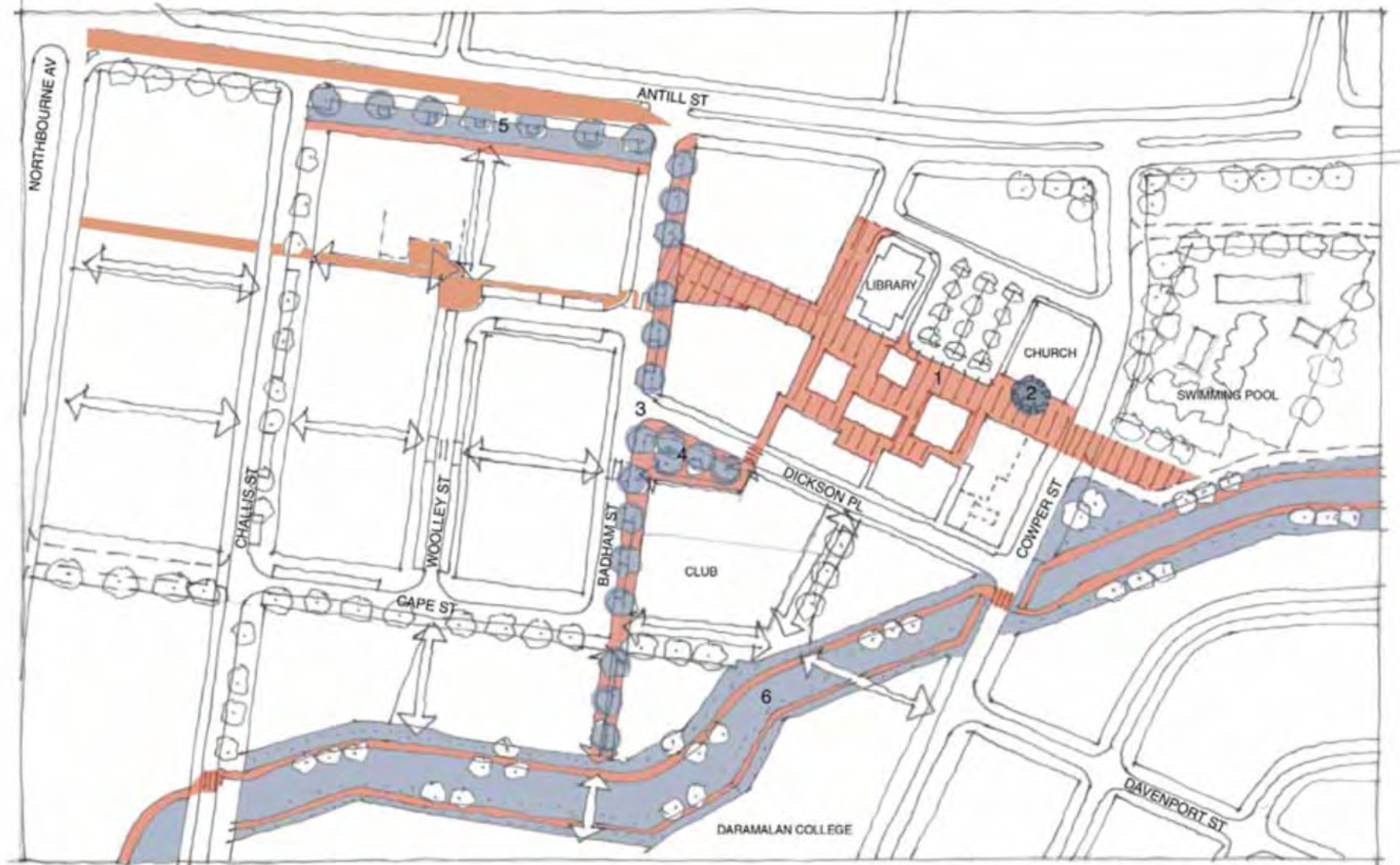
The strategies aim to improve the quality of the public realm to reflect the role of the centre and its contribution to the wellbeing of the community. Over time, the strategy to embellish and extend the existing public realm will create a more attractive place for everyone who lives, works or recreates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

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
- 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.

Figure 7: Enhance the public realm



- | | |
|--|--|
| <p>1. PEDESTRIAN SPINE
 2. NEW PLAYGROUND OPPORTUNITY
 3. NEW LANDSCAPED PROMONADE AND ACTIVE STREET FRONTAGE TO EAST SIDE OF BADHAM STREET. 5M BUILDING LANE TO INCREASE STREET RESERVATION TO 30M.</p> | <p>4. GREEN SQUARE
 5. NEW LANDSCAPED FRONTAGE WITH PARKING
 6. LANDSCAPED CYCLE WAY WITH IMPROVED PEDESTRIAN ACCESS TO IMPROVE SAFETY</p> |
|--|--|

3.3.3 Strategies

Create a linear open space

Improving and expanding the open space would transform the centre.

The strategy proposes the creation of a linear open space 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 a series of connections between focal points where the space widened out, routes intersected or pedestrian activity increased. These focal points are to be marked with landscaping or other elements.

Better streetscapes

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

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

A landscaped entry to the centre

The centre turns its back on Antill Street and there is little indication of its presence from approach roads.

The entry points from Antill Street into the centre could be landscaped to mark the gateways. Cherry trees were previously planted at these points. Their 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 roads into the retail core and the Dickson Drain are not named. The lack of street names weakens the centre's identity and creates confusion for visitors.

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

The strategy proposes that a signage system be introduced, 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.

Orienting development towards the drain together with improved pedestrian connections to the centre (referred to above) would strengthen physical and visual connections and improve safety.

More people are likely to use the Dickson Drain once works to establish wetlands and recreation areas further upstream and downstream 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 the retail core is unsafe at night when most of the shops are closed. The lack of active frontages and passive surveillance in other parts of the centre also reduces perceived safety.

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

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.

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

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

Theme 3 - Enhance the public realm

Strategy 11 – A linear open space in the retail core

Actions

Capital Works

37. Reinforce the existing linear open space between Cowper Street and Badham Street by undertaking the works outlined below (refer Figure 6):
 - o reconstruct the existing roadway to the north of McDonalds and Woolworths supermarket to create a new pedestrian plaza between the new development on Block 21 Section 30 and the existing Woolworths development
 - o remove vehicular access road to the west of the library to create a secondary public plaza between Block 21 Section 30 and the library
 - o remove some parking spaces along southern boundary of Block 19 Section 30 and relocate the aisles in the car park
 - o extend the open space visually to the east across Cowper Street toward the swimming pool, and
 - o adjust the existing access from Badham Street into the northern car park (by moving it 20m to the north).
38. Create a strong landscaping and planting theme for the linear open space based on a master plan developed in conjunction with the community:
 - o introduce a consistent landscape and street furniture theme, and
 - o include small commercial 'kiosks' and outdoor seating in the central plaza area.
39. Continue the landscape theme from the linear park along the northern side of Woolley Street.

Management

40. Liaise with the lessee of Block 24 Section 30 to develop a new driveway entry to the site from Badham Street as part of proposed public realm improvements.
41. Also liaise with the above lessee to incorporate part of the existing car park on the site into the linear open space.
42. 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.

Strategy 12 – Better streetscapes

Actions

43. Increase verge widths in Woolley Street (while maintaining the double row of 90o 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.
44. 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.
45. 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 90o angle parking.
46. 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.
47. 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.
48. If the sites are developed for office uses (as approved), the area should remain as public parking but the landscape treatment should be improved.
49. Increase the verge width on the southern side of the Antill Street Service Road to enable establishment of a tree-lined boulevard.

Strategy 13 – Landscape the entry to the centre

Actions

Capital works

50. Provide new entry plantings near the main intersections (Challis/Antill Streets Badham/Antill Streets Cowper/Antill Streets).
51. Develop a landscape treatment for the rear of blocks adjacent to Antill Street to be implemented as part of any development of Block 21 Section 30.

Further investigations

52. Investigate the feasibility of using the blossoms that were a feature of the original Dickson Centre for the new entry plantings.

Strategy 14 – Create a stronger sense of place and a simple signage system

Actions

Capital works

53. Introduce signage into the centre including:
 - o Mark the entry to the centre with consistent signage.
 - o Provide orientation signs to each precinct.
 - o Provide directional signs, especially to basement and other public parking.

Operational

54. Name all places in the centre, such as the Dickson Drain, the walkways, the car parks, roadways into car parks.

Strategy 15 – Integrate Dickson Drain into the centre’s public realm

Actions

Capital works

55. Increase landscaping along the Dickson Drain immediately adjacent to the boundaries of the private leases in order to improve its appearance.

Further investigations

56. 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.

Strategy 16 – Establish a safe public realm

Actions

Territory Plan

57. Include CEPTD requirements in the Dickson Centre Precinct Plan.
58. Limit vandalism and graffiti by using resistant finishes and appropriately limiting access to some areas.

Further investigation

59. Assess the lighting levels throughout the centre and pedestrian approaches to ensure they conform to Australian standards.

Strategy 17 – Maintain the public realm

Actions

Maintenance

60. Establish a dialogue with local businesses/lessees to identify ways they can participate in the management of the public realm.

3.4 Theme 4 - An appropriate built form

The size and configuration of buildings and especially their scale in relation to the surrounding area influences how they add to or reduce the vitality of streets.

The quality of the built form contributes to the distinctiveness of a place.

The aim is for the built form to contribute positively to the public realm.

3.4.1 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 Woolley Street and Northbourne Avenue precincts.

There is a mix of active frontages with a good relationship to the public realm and buildings that do not address the street.

Although the centre has progressively developed and intensified there is an opportunity to increase the building scale so that buildings relate better to the street, provided they do not overshadow the public realm.

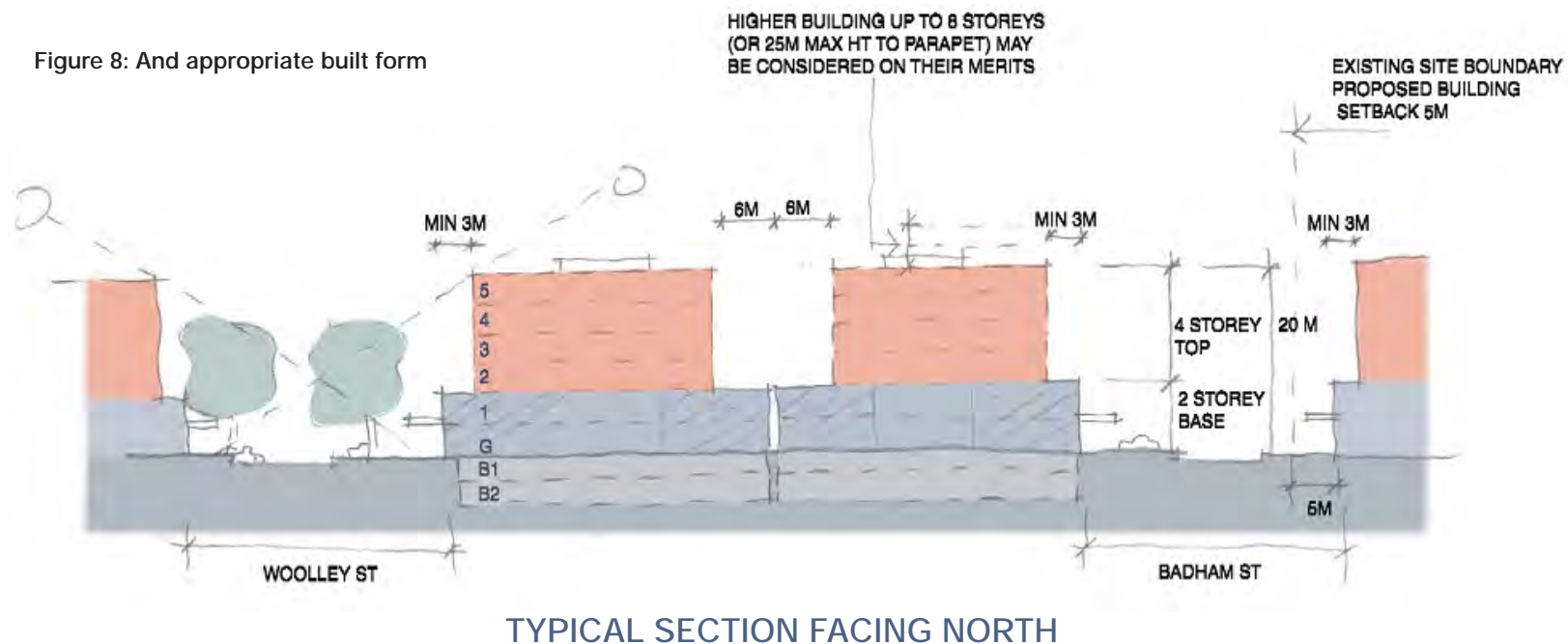
3.4.2 Intent

The overall intent is to enable the Dickson Centre to revitalise and respond to the pressures for change. The built form theme proposes the intensification of development in the centre (Figure 8).

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, and
- ensure the building heights do not adversely affect solar access of the public realm.

Figure 8: An appropriate built form



3.4.3 Strategies

Locate higher buildings on the edges of the centre

Taller buildings can signify major focal points. The higher buildings permissible along Northbourne Avenue give spatial definition to that corridor. The centre could also be more clearly marked by taller buildings but their height should not detract from the Northbourne Avenue corridor.

The strategy proposes that the tallest buildings be generally located on the edges of the centre and step down to the retail core. The highest buildings are to be located in the Northbourne Avenue precinct to protect its visual dominance as an approach corridor.

Therefore building heights will vary between precincts. They are also to vary between land uses.

In the retail core the maximum height will be 12m (3 storeys) from natural ground level, irrespective of the land use. This height is only permissible where it can be demonstrated that solar access will be unchanged from the existing situation,

In the Woolley Street precinct the maximum height for predominantly residential development is 20m (6 storeys). The maximum height of predominantly commercial development is to be 14m (4 storeys).

The proposed height controls will encourage residential in the centre. They will also visually mark the centre as a focal point in north Canberra and create a distinct edge.

Maintain lower scale to the street

Within the above height provisions, buildings are to include a two (2) storey 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 (Figure 8).

Reinforce active frontages

The ground level is the most relevant to the pedestrian experience and should be as active and interesting as possible. The built form controls for active frontages are intended to complement the land use controls (Theme 1).

From a built form perspective active frontages are achieved through presence of frequent entrances from the street, few blank walls and transparent windows to achieve physical and visual permeability between public and private domains.

Maintain character

Development in the retail core is small scale and generally fine grained. The building scale is a distinctive feature of the centre.

The character of the retail core is to be retained. Apart from the height provisions discussed above this will be achieved by restricting block amalgamation.

Development in other parts of the centre is larger scale and coarse grained with the scale increasing to the west and south. Many buildings in the Woolley Street precinct have awnings. They are to be retained and encouraged on new development.

Maintain strong frontages

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

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.

Theme 4 - An appropriate built form

Strategy 18 – Locate higher buildings on the edges and allow building heights to vary in the centre

Actions Territory Plan

61. The following site-specific height controls apply (Figure 7):
 - o Section 30: maximum building height 3 storeys (RL587), except (part) Block 21 Section 30 which may extend to 6 storeys (RL595). This provision applies irrespective of the proposed land use.
 - o Sections 31, 32 and 34: maximum building height of 6 storeys (RL595) where the upper levels are for residential use, and
 - o Sections 31, 32 and 34: maximum building height of 4 storeys (RL587) where upper levels are for non-residential uses.

Strategy 19 – Maintain a lower building scale to the street

Actions Territory Plan

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

Strategy 20 – Maintain strong frontages

Actions Territory Plan

64. Development on Blocks 21, 24 Section 30 and Blocks 20 and 28 Section 3 is to be setback 5m from the Badham Street frontage. Refer to actions 20 and 23 for additional details.

Strategy 21 – Reinforce active frontages

Actions Territory Plan

65. The following guidelines apply in the locations shown on Figure 7:
 - o ground floor facades to all streets requiring active frontages to be predominantly transparent
 - o the main building entries to be from the street, and
 - o ground floor residential units fronting Antill Street are to have direct pedestrian access from the street.
66. Ground floor development in Section 30 (retail pedestrian area) is required to address the major public area.

Management

67. Negotiate with lessees in Section 30 in the following situation:
 - o where shops have more than one frontage to the public realm, the secondary and other frontages are to include public art, advertising or other visual material along blank facades to increase pedestrian interest.

Strategy 22 – Maintain character and diversity

Actions Territory Plan

68. To maintain the human scale, variation in uses and built form and general character of the retail core (Section 30):
 - o prohibit the amalgamation of blocks where adjacent public spaces have to be incorporated, and
 - o prohibit malls and covered walkways.
69. To maintain the character of the Woolley Street precinct (Sections 31, 32 and 34):
 - o encourage provision of awnings on new development
 - o require zero setbacks to the front boundary, and
 - o encourage articulation of building frontages.

3.5 Theme 5 – Sufficient Parking

The availability of parking affects the competitiveness and attractiveness of centres and influences the choices people make about how they travel.

Parking should be accessible but not dominate a centre.

3.5.1 Existing Situation

The Dickson Centre is well supplied with on-street and public and private off-street parking. Parking studies indicate that the spaces are well utilised

As the centre grows, surface parking will be progressively replaced with basement parking. Redevelopment of the car parks could reduce options for meeting future parking demand.

Conversely, it may be feasible to reduce parking standards. Dickson will be well served by public transport, a high proportion of trips to the centre would be multi-purpose and the mix of uses supports shared use of spaces.

3.5.2 Intent

The primary objective of this 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.

This strategy also aims to:

- balance the need to increase public transport use with the desire for ample accessible parking in the centre, and
- 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.

3.5.3 Strategies

Adopt a flexible approach to meeting future parking demand

Future development of existing parking areas and growth in the centre will increase the parking demand. Conversely implementation of public transport strategies should reduce demand.

The strategy recognises that parking demand can be met in several ways and proposes that a combination of approaches be adopted, including:

- reduce overall standards in conjunction with improved public transport access
- replace displaced parking in designated car parks
- maximise on-street parking (refer p43)
- encourage basement parking on larger blocks
- waive or reduce parking for redevelopments in the retail core, especially small scale uses
- establish a parking contributions scheme for the centre (section 5.5), and
- investigate the need for a parking bank.

Tailor parking provision to centre requirements

Public transport accessibility is higher at the Dickson Centre than at other group centres and will increase in the future.

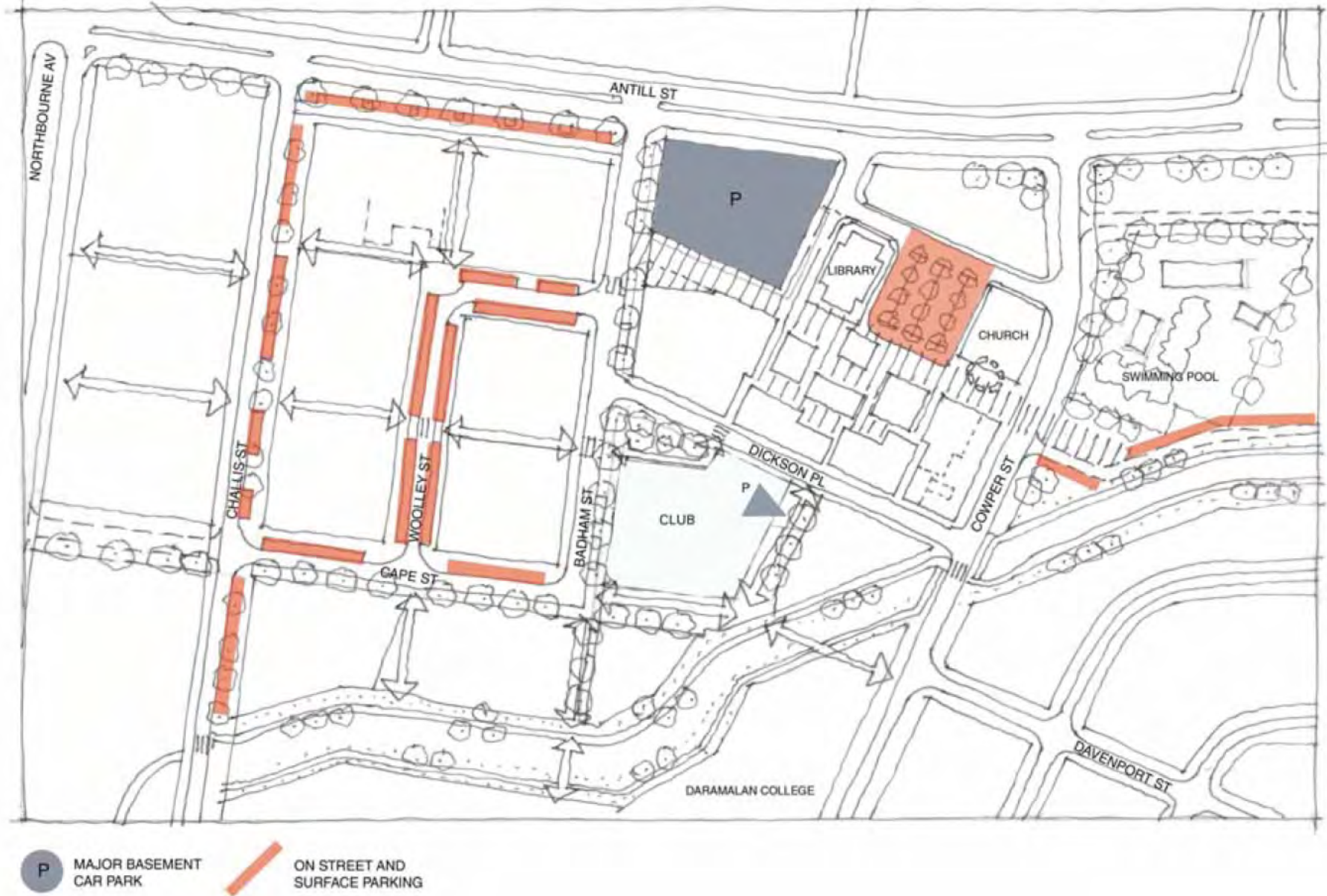
The existing traffic and parking guidelines assume that the level of access and activity is the same at all group centres. This approach is no longer suitable for Dickson. Based on the availability of public transport, trunk and local bicycle networks and the amount of residential development in walking distance there is a strong argument that non-retail parking provision could be reduced.

Replace displaced parking

Existing parking in the centre is well utilised and demand for spaces is likely to increase. The existing spaces in designated parking areas (Section 30 Block 21 and Block 20 Section 34) should be fully replaced if and when the sites are redeveloped.

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.

Figure 9: Parking



Maximize 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. The strategy proposes that on-street parking be maximised throughout the centre.

Retain surface parking (Block 19 Section 30)

It is anticipated that pressures to redevelop Block 19 Section 30 (eastern car park near the church) will increase in the longer term. However the strategy proposes that the site be retained as a surface car park. The parking area is close to small traders and community uses in the eastern and northern part of the retail core. Redevelopment of the car park would disadvantage these users and would physically separate community uses in the retail core. The car park could also be used for weekend markets and similar activities.

Improve parking management

Several 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 if these spaces were available for public use.

Better signage to public parking areas would assist parking management. Signage will become increasingly important as more public parking is provided in basements. Either electronic signage highlighting the number of available spaces in the major public car parks or more traditional directional and entry signage to public parking areas could be installed.

The public parking under the Coventry should be identified with directional signage.



Theme 5 – Sufficient parking

Strategy 23 – Adopt a flexible approach to meeting parking demand

Actions

Territory Plan

70. Include a parking strategy in the precinct plan based on the following approach:
- o replace parking displaced by the redevelopment
 - o maximise on-street parking (refer to action 77)
 - o encourage basement parking for developments located in Sections 31, 32 and 34, and
 - o waive or reduce parking requirements arising from redevelopment in Section 30, except Block 21 Section 30.

Further investigation

71. investigate the establishment of a parking contributions fund.
72. Investigate the feasibility of establishing a parking bank in Dickson to meet anticipated future demand including the following options:
- o providing additional parking on Block 19 Section 30
 - o developing a parking structure on Block 20 Section 34 (the existing car park located to the north of the Tradies Club), and
 - o amalgamating Block 20 Section 34 with Blocks 28 and/or 29 Section 34 (the Tradies Club) provided that any future redevelopment of the land includes a parking structure with provision for replacement parking and parking to meet anticipated future demand. A parking structure is to be located in the vicinity of Dickson Place.

These investigations should be undertaken in the short term so that they can influence development requirements for Block 21 Section 30.

Strategy 24 – Tailor parking provision to the needs of the centre

Actions

Territory Plan

73. Require that future parking provision be in accordance with the following rates:
- o Supermarket 5 spaces per 100m² GFA
 - o Retail (ex supermarket) 3 spaces per 100m² GFA
 - o Non –retail commercial 1 space per 100m² GFA
 - o Services 3 spaces per 100m² GFA
 - o Residential existing code requirements

OR

Further investigations

74. Investigate the feasibility of reducing parking requirements for the Dickson Centre.
- These investigations should be undertaken in the short term so that they can influence development requirements for Block 21 Section 30.*

Strategy 25 – Replace displaced parking

Actions

Territory Plan

75. Require that any new development on public car parks is to include provision for replacement of all the existing public parking spaces, in addition to the new development generated by the new development.
76. Include the following provisions in the Dickson Centre Precinct Code:
- o parking on Block 21 Section 30 is to be replaced on-site, and
 - o parking on Block 20 Section 34 may be replaced on-site at a location with a frontage to Dickson Place.

Strategy 26 – Maximise on-street parking

- Actions** *Capital works*
77. Extend on-street parking adjacent to Sections 31 and 32 by using existing wide verges (that are not required for pedestrian movement). Possible areas include:
- northern end of Challis Street (adjacent to Blocks 24 and 29 Section 32)
 - Challis Street south adjacent to Block 3 Section 34 (the Coventry development), and
 - Cape Street adjacent to Block 9 Section 31 (Caltex/Woolworths service station).

Strategy 27 – Retain surface parking (Block 19 Section 30)

- Actions** *Territory Plan*
- Include a provision in the precinct code requiring retention of surface parking on Block 19 Section 30.

Strategy 28 – Improve parking management

- Actions** *Further investigation*
78. Investigate the options for the installation of directional and entry signage to parking areas in particular and the centre in general.
79. Ensure that signage includes public parking at the Coventry.
- Management*
80. Liaise with lessees of existing large private car parks (Block 2 Section 33 and Block 4 Section 33) about using these car parks for weekend public use.

3.6 Proposed supermarket

The proposed release of a site for a full-line supermarket is the major action proposed in this framework to strengthen Dickson.* Section 5.1.1 considers options for siting a supermarket and concludes that a mixed use development including a supermarket of up to 4000m² should be developed in the centre.

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 it is consistent with the community vision for the centre. It also considers traffic impacts.

3.6.1 Proposed development size

The proposed development would include:

- mixed use development including supermarket, speciality retailing and commercial and/or residential uses on the upper levels
- the gross floor area of the supermarket would be about 4000m²
- about 500m² of speciality retailing
- replacement parking for about 240 cars, and
- parking generated by the development.

A more detailed assessment is required to estimate a total GFA of the site. However parking requirements rather than height and massing controls are likely to influence the maximum development potential.

The above provisions limit the amount of speciality retailing in the new development. This requirement

Figure 10: Supermarket - schematic plan



is intended to provide opportunities to establish additional (small scale) retailing in the existing retail core and ensure that the overall scale of development does not adversely affect the rest of the centre.

* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Urban design

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 retailing and not be in character with the rest of the Dickson Centre. They do not want a 'big box' or an enclosed mall that would take from the centre and give little in return.

The urban design principles and the community's requirements will be achieved if the following are required as part of the design of the centre (Figure 10):

- maximum building height of six (6) storeys (RL595)
- the development site is setback at least 20m from the Woolworths site to create an open pedestrian area that will form part of the linear open space
- a secondary open space is to be established between the proposed development and the library
- pedestrian access to the supermarket is to be from the linear open space
- the development addresses the adjacent pedestrian paths with active frontages
- the floor level of the retail (and other ground floor uses) is to be at street level
- speciality retailing is to be oriented towards and open onto the pedestrian routes adjacent to the site, effectively wrapping around the supermarket
- the entry to the development is not to be enclosed

- the access to the car park should be from the public realm and not within the development, and
- taller buildings should be sited so that they do not overshadow the public realm.

Also pedestrians should be able to move easily between the proposed development and the rest of the centre.

In order to minimise the visual impacts of the development the interface between Antill Street and Badham Street is to be landscaped and other treatments introduced.

Access

The proposed development will require the vehicular access to the site to be revised.

Service and delivery vehicles will access the site from Cowper Street. A single at-grade service yard at the northern boundary of the site is the preferred location for access. The service area will have to be large enough to allow for the manoeuvring requirements of a 19m semi-trailer (Figure 11).

Vehicular access would be from Antill Street and the unnamed road west of the library as well as from Badham Street. This access would be relocated from its current location to the north to open the site and provide stronger visual connections to Woolley Street (Figure 11).

Figure 11: Services vehicle 'swept' path



Parking

There are 237 spaces in the existing car park and they would have to be replaced. About 260 car spaces would be required for the retail space based on current standards. As a minimum the site would have to include about 460 spaces (Table 1). Each basement could accommodate about 220 vehicles (assuming deep rooted planting on-site). Therefore unless parking standards were reduced a minimum of two basements and part of a third basement would be required as part of the development of a supermarket and specialty shops.

The balance of the third basement could be used for parking associated with additional development on the site. Additional basements are unlikely to be economic.

Table 1: Parking estimates

Use	Floor space	Parking
Supermarket	4000m ²	200
Speciality	500m ²	25
Replacement parking		237
Total		462 spaces

Traffic generation

Traffic generation was calculated for a slightly smaller supermarket development than is now proposed. A supermarket of 3700m² GFA could generate additional peak traffic volumes of approximately 455 vehicles per hour and 4477 vehicles per day on the local road network. These volumes have been calculated using the NSW RTA Guide to Traffic Generating Developments and are based on surveys conducted in 1990. These surveys indicate that traffic generated had reduced since 1978 and this trend is expected to continue with the implementation of sustainable transport initiatives.

The additional traffic generated by this development is generally expected to approach the site from Antill Street. Direct access to the site will be provided from Badham Street and Cowper Street.

Recent traffic data supplied by TAMS indicates that the road network in the group centre has adequate capacity to accommodate the additional traffic that is likely to be generated by the proposed development.

Parking management

A parking management strategy will also be required as part of the implementation process to minimise the impacts during construction on existing retailers arising from the loss of the main surface parking area.

Off-site works

The Framework proposes that various capital works be undertaken. These include works in the vicinity of the proposed development.

These works could either be undertaken as off-site works associated with the proposed development or as part of the Capital Works Program. Notwithstanding the approach adopted they should be undertaken at the same time as the construction of the development.

If the works are undertaken as off-site works the construction should be based on detailed designs prepared by the relevant government agency and included in the sale documents.

Varying the planning controls

The above proposal is not permissible under the current Group Centre Development Code. It is anticipated that the proposed Dickson Centre Precinct Code could only have effect through a full Territory Plan variation before the development proposed for the site could be implemented.

In some circumstances Territory Plan variations can have interim effect from the date they are publicly notified. However the *Planning and Development Act (2007)* requires that the more stringent of the two controls is to apply. In this case the existing conditions would be more stringent than the proposed conditions. Therefore it would not be possible for the variation to have interim effect.

3.7 Implementation process

The framework will be implemented through several approaches including:

- release of Territory land
- variation to the Territory Plan including preparation of a new precinct code for the Dickson Centre
- capital works expenditure
- operational improvements, and
- further investigations.

To further inform the planning process it is recommended that further liaison with the following lessees be undertaken about proposals that could affect them including:

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

3.7.1 Rezoning

The Woolley Street precinct and the retail core are zoned CZ1, CZ2 and CZ3. The zones could be simplified into a single zone with section specific provisions in the precinct code.

The area north of the swimming pool, east of Cowper Street (Block 13 Section 72) is currently zoned Commercial CZ6 (Leisure and Accommodation). Although community uses are permissible in this zone it would be preferable to rezone the land to CFZ Community Facility Zone in order to ensure that it is used for community facilities and not commercial uses.

3.7.2 Dickson Centre Precinct Code

The framework proposes numerous changes to development code. These should be introduced through a Dickson Centre Precinct Code. Such a code will ensure high quality sustainable outcomes and introduce a placed-based planning approach.

The introduction of a Dickson Centre Precinct Code and its associated provisions would require a variation to the Territory Plan.

3.7.3 Land release

The framework identifies opportunities for new development on unleased land. These sites could be progressively sold:

- (part) Block 21 Section 30 to facilitate development of a major full line supermarket and associated development, and
- Block 20 Section 34 (southern car park) as a direct sale to the Tradies Club to facilitate redevelopment of their site.

A variation to the Territory Plan would be required before these sites could be developed in accordance with this framework.

In addition (part) Block 20 Section 30 could be released as a direct sale to the lessees of Block 10 Section 30 (Harris Scarfe site) if they were interested in expansion of the existing secondary 'retail anchor'. The current land use zone permits commercial development on Block 20 Section 30.

3.7.4 Capital works

The improvements to the public realm could be implemented either through capital works expenditure or by off-site works. The works include:

- construct an east-west linear open space from Cowper Street to Badham Street with extensions adjacent to the western boundary of the library
- re-configure the existing eastern car park (as part of the development of the linear open space)
- upgrade streetscapes and construct on-street parking:
 - Challis Street adjacent to Blocks 24 and 29 Section 32
 - Challis Street adjacent to Block 3 Section 34, and
 - Cape Street adjacent to Block 9 Section 31.
- increase the width of footpaths:
 - the southern side of the service road adjacent to Antill Street
 - the eastern side (of the north-south aligned section) of Woolley Street
 - the northern side (of the east-west aligned section) of Woolley Street
- construct a driveway into the southern car park off Badham Street
- relocate the existing pedestrian crossing to align with future pedestrian arcades, and
- enhance the landscape plantings along the Dickson Drain and naturalise the drain (within the constraints of channel).

3.7.5 Negotiations with lessees

The framework proposes several actions on leased land. Their implementation will necessitate negotiations with lessees. These include:

- a new entry driveway to Block 24 Section 30 (McDonald's car park), and
- a new road connecting Cape Street with Northbourne Avenue.

Negotiations with the lessees of McDonald's should occur prior to the release of (part) Block 30 Section 21 for a mixed-use development, especially if the proposed development includes off-site works.

3.7.6 Further investigations

The framework proposes that some further investigations be undertaken. These include:

- 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 (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).
- 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.

3.7.7 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.

The following sustainability measures are to be included in a Dickson Centre Precinct Code:

- 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
- energy – a minimum five star energy rating for residential units, and
- noise – increase requirements for thicker glass and sound insulation in the Dickson Centre Precinct Code.

3.8 Implementation priorities

The framework aims to enhance the Dickson Centre public realm and to provide opportunities for its future development to strengthen the centre, particularly the retail core. The 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 the 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 local and to the wider community should be implemented initially. The key priorities are:

- release Block 21 Section 30 for a mixed use development including a supermarket, specialty shops and possibly residential uses with associated basement parking
- vary the Territory Plan zoning and introduce a Dickson Centre Precinct Code
- establish the linear open space from Cowper Street to Badham Street
- initiate 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.

Part 2: Background

4. Describing Dickson Centre

4.1 Planning and policy context

4.1.1 National Capital Plan

The National Capital Plan (NCP) provides the overarching policy framework for land use and planning in the Territory and guides the planning, design and development of areas that have been identified as having national capital importance (Designated Areas).

Several provisions of the NCP are relevant to the Dickson Centre (Figure 9).

The NCP outlines the hierarchy of centres for Canberra. The hierarchy includes Civic, town centres, group centres and local centres. Dickson is a group centre. Centres at each level in the hierarchy include a mix of retail, commercial and community facilities and services to meet the needs of their catchment area. The catchment areas range in scale from individual suburbs served by local centres to the metropolitan area served by Civic. Group centres serve several suburbs.

The NCP notes that integrity of the hierarchy of centres has broadly been maintained with the levels fulfilling distinct but complementary functions.

Even in 1990, the NCP identified that “pressures are now being felt for major redevelopment in some centres such as Dickson, Kingston and Manuka. This would be undesirable if major changes to the three centres went counter to the purpose of the hierarchy of established centres”.

The NCP also sets the framework for the distribution of office employment. The NCP permits offices to be located in group centres provided that they are of a scale appropriate to the centre. As a general guide office floor space should not exceed retail floor space.

Northbourne Avenue, to the west of the centre, is a ‘Designated Area’ under the NCP. Land fronting Northbourne Avenue is subject to the Main Avenues and Approach Routes provisions of the NCP.

Development fronting Northbourne Avenue is required to make provision for national uses, offices for national associations, tourist accommodation and residential development. Buildings are to achieve high standards of design and finish.

4.1.2 The Canberra Spatial Plan

The Canberra Spatial Plan is the key strategic planning document for managing urban growth and change in Canberra. It outlines a strategic direction to achieve social, environmental and economic sustainability.

Key principles of the Spatial Plan relevant to Dickson are:

- contain growth within 15kms of the Civic to reduce sprawl and protect biodiversity
- encourage residential intensification within a 7.5 kilometre radius of the Civic to provide a range of housing close to employment and services, and
- locate new residential areas close to employment and public transport routes.

It is proposed that up to 50 per cent of future urban growth will be located close to existing major employment areas and existing services and facilities.

The Spatial Plan implementation framework of (Figure 10) identifies the Dickson Centre as an area for short term (Priority 1) residential intensification.

Figure 12: National Capital Plan

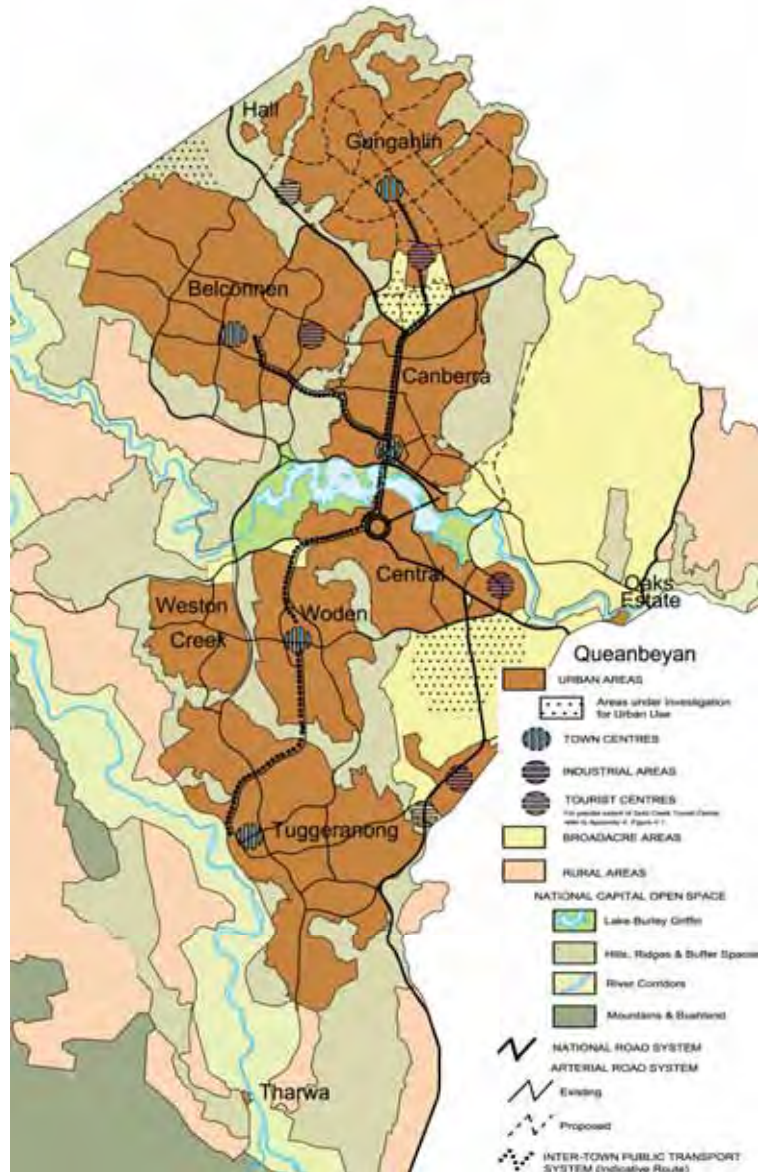
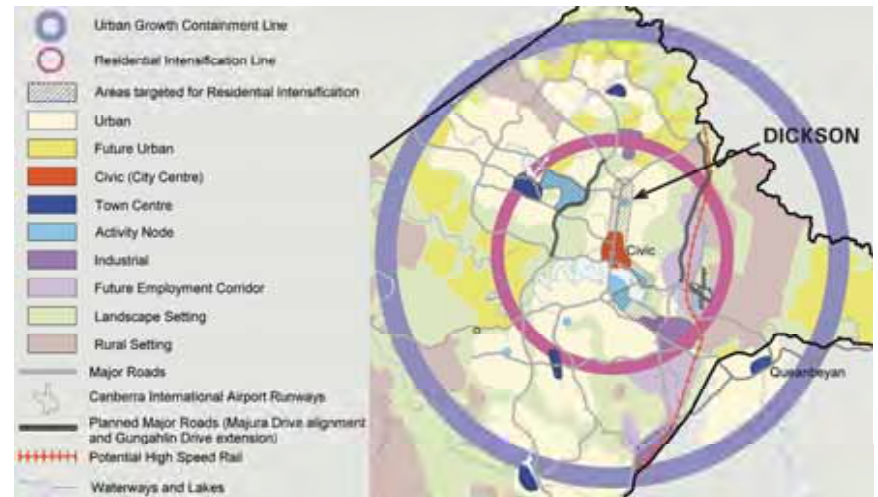


Figure 13: Spatial Plan



4.1.3 Territory Plan

Land use zoning

The Territory Plan provides the detailed policy framework for planning, land use change and development in Canberra.

The Territory Plan identifies Dickson as a group centre. It defines group centres as larger shopping centres that service groups of nearby suburbs. They incorporate a wide range of shopping, community, recreation and business facilities. As well as providing for major retailing, group centres also offer opportunities for speciality shops, non-retail commercial uses such as banks, and residential development.

The Dickson Centre includes a number of commercial zones (Figure 14).

CZ1 Core Zone – is the main business core and the primary location of shops, non-retail commercial uses, restaurants, commercial accommodation, and indoor entertainment facilities. Residential and community uses are also permissible, subject to design and siting to minimise incompatibility with primary uses.

CZ2 Business Zone – is intended primarily for non-retail commercial uses, commercial accommodation and restaurants and indoor entertainment and recreation facilities.

CZ3 Services Zone – is intended for fringe retailing, which includes bulky goods, light industry, service trades, service stations, restaurants and indoor entertainment and recreation facilities. Residential, non-retail commercial and community uses are also permitted subject to compatibility with predominant land uses.

CZ5 Mixed Use Zone – provides for high-density residential uses in highly accessible locations (such as major avenues) in conjunction with non-retail commercial uses, commercial accommodation, and limited shops, restaurants and community uses.

(Note: The CZ5 zone is within the Northbourne Avenue Territory Plan Precinct, not the Group Centre precinct)

CZ6 Leisure and Accommodation Zone – is intended for leisure, entertainment and visitor accommodation uses. A mix of uses are permissible including commercial accommodation, indoor and outdoor recreation facilities, drink establishment, restaurant, indoor entertainment facility, community use and shops. Residential uses are not permissible.

Group Centre Development Code

Table 2 summarises the key provisions of the Territory Plan Group Centres Development Code

The Group Centre Development Code designates the main public car parks as 'designated' car parks (Figure 15). Parking in these areas has to be replaced if they are developed for other uses.

Figure 14: Territory Plan



LEGEND

















- | | |
|--|--|
|  Designated Areas |  Commercial - CZ1 – Core |
|  Residential - RZ1 – Suburban |  Commercial - CZ2 – Business |
|  Residential - RZ2 - Suburban Core |  Commercial - CZ3 – Services |
|  Residential - RZ3 - Urban Residential |  Commercial - CZ4 - Local Centre |
|  Residential - RZ4 - Medium Density Residential |  Commercial - CZ5 - Mixed Use |
|  Residential - RZ5 - High Density Residential |  Commercial - CZ6 - Leisure and Accommodation |
|  Community Facilities |  Urban Parks and Recreation - PRZ1 - Urban Open Spaces |
|  Transport and Services - TSZ1 - Transport |  Urban Parks and Recreation - PRZ2 - Restricted Access Recreation |

Figure 15: Designated parking areas



Table 2: Key provisions in the group centre development code

Element	CZ1	CZ2	CZ3	CZ5	CZ8
Use	Pedestrian generating	Generally no residential at ground level	Generally no residential at ground level	Demonstrate availability of land/facilities to meet demand	Shop relates to primary function of zone
Use		Max GFA for shops 199m ² or 300m ² adj CZ1 zone	300m ² per shop max		Shop max 250m ²
Height	Generally 2 storeys Compatibility, scale and impact criteria apply	Section 32 max. 4 storeys Elsewhere 2 storeys	2 storeys	No specific limit Compatibility, scale and impact criteria apply	No specific limit Compatibility, scale and impact criteria apply
Setback					Min 6m
Plot ratio	1:1 or Compatibility, scale and impact criteria apply	1:1 or compatibility, in scale etc	1:1 or compatibility, in scale etc		

4.1.4 Policies and studies

Neighbourhood Plan

During 2002, the former Planning and Land Management (PALM) worked with members of the Dickson community to prepare the Dickson Neighbourhood Plan.

The plan developed a vision to guide the future of the suburb.

“Dickson should enhance its cohesive community where people of mixed age, income and cultural backgrounds will value its history and will be safe and settled. Dickson will provide a range of quality, environmentally sustainable residential areas that will retain a tranquil leafy ambience. The business,

government and community sectors will be vibrant and progressive, providing a variety of employment, education, shopping and leisure choices, serving as a hub, both for locals and people from the surrounding region.”

The Dickson Neighbourhood Plan was incorporated into the Territory Plan.

Sustainable Transport Plan

The Sustainable Transport Plan (2004) makes several key recommendations in relation to transport planning. It confirms the establishment of an inter-town public transport corridor along Northbourne Avenue providing fast and frequent services.

In 2009 the Public Transport Strategic Network Plan was prepared to further review and implement the recommendations of the Sustainable Transport Plan. The plan recommends the establishment of a new bus station at Dickson located on-street in Challis Street. This Station is intended to allow inner north Canberra and Bruce routes to connect with the Gungahlin-Civic rapid routes. The implications for Dickson are considered in 5.2

Other studies

Numerous other studies and reviews of the centre have been undertaken and have informed this project. The key documents are listed at the end of this report.

4.2 Trends in the catchment

4.2.1 Catchment area

The Dickson Centre attracts people from a wide area beyond north Canberra but its primary catchment is the suburbs of:

- Dickson
- Downer
- Hackett
- Watson
- Lyneham
- north Ainslie, and
- north O'Connor

The centre's primary catchment is generally residential but also includes employment areas, schools, community facilities and open space. Local centres were established in most suburbs in the catchment and are now operational in Hackett, Watson, Lyneham and Ainslie.

Residential development was and is predominantly low density and medium density was located adjacent to the centres. More recently, medium density redevelopment has been more widely distributed.

The Dickson Centre is surrounded by low density residential development in a mix of detached single dwellings and two (2) storey duplexes sited on larger blocks. Medium density housing is located to the west and south along Northbourne Avenue. The net density of these units is very low compared with more recent inner city multi-unit developments.

4.2.2 Population trends

In 2006 about 23,000 people lived in the catchment area. In addition nearly 8000 people worked there, including 3400 who worked in Dickson.

Demographic trends will influence the development and role of the centre (Table 3).

- The catchment population is increasing (Table 1). Since 1996 the population has increased by 5% with growth in all suburbs but Dickson (-5%) and Hackett (-1%).
- The catchment population is projected to increase to 34,000 (13% or 1.1% per annum) by 2019. It is anticipated that growth will be highest in Watson and Dickson.
- Since 1996 the number of households in the catchment has increased by about 10% including an increase of 13% in the number of couple households and an increase of nearly 30% in the number of group households. The number of families increased by 6%.
- Household median incomes in north Canberra are 20% higher than in Canberra and over 75% higher than the Australian equivalent incomes.

Table 3: Dickson catchment population (1996-2006)

Suburb	1996	2001	2006	% Change 96-06
Ainslie	4,444	4,500	4,774	7%
Dickson	2,037	1,896	1,942	-5%
Downer	3,247	3,270	3,374	4%
Hackett	2,907	2,787	2,884	-1%
Lyneham	4,097	4,168	4,323	6%
O'Connor	4,916	4,743	5,271	7%
Watson	3,748	4,111	4,189	12%
Total	25,396	25,475	26,757	5%

SOURCE: ABS Census 1996, 2001, 2006

4.3 Dickson yesterday

The Dickson area was beyond the boundaries of Griffin's plan for Civic and was identified as an industrial area. In 1950 the Federal Capital Commission altered Griffin's plans and Canberra's industrial activity was concentrated in Fyshwick.

In the late 1950s and early 1960s, following the establishment of the National Capital Development Commission, detailed planning and design commenced for a retail centre at Dickson based on the recently introduced group centre concept.



Dickson Centre looking westward – early 1970's

Photo courtesy ACT Heritage Library, Department of Capital Territory Collection

Notwithstanding that Dickson was to be a retail centre, much of the centre was developed as a service trades area. Until the 1980s Woolley Street was predominantly occupied by motor vehicle repairers.

In recent years the centre has undergone extensive redevelopment. As the demand for vehicle repairs declined and depots were closed the service trades precinct has become a 'mixed use precinct'.



Dickson Library in the 1970's

Photo courtesy ACT Heritage Library, Department of Capital Territory Collection

4.3.1 Heritage

The Dickson Library is the only registered heritage item in the Dickson Centre. It was designed by Enrico Taglietti in 1968.

Taglietti designed Dickson Health Centre in 1981 as a 'companion' building for the library, although this building is not listed or nominated as a heritage item.



Dickson Health Centre

Key items to note

Dickson Centre - 1968

- Roundabout at intersection of Antill Street and Northbourne Avenue
- Motel on south-east side of Antill Street / Northbourne Avenue intersection
- Motor registry
- Roundabout at intersection of Murdoch Street and Northbourne Avenue



- Dickson Hotel on Badham Street
- Pool, tennis courts and Baptist church

Dickson Centre - 1989

- Traffic lights at intersection of Antill Street and Northbourne Avenue
- Motel on south-west side of Antill Street / Northbourne Avenue intersection
- Office building on south-east side of Antill Street / Northbourne Avenue intersection
- TransACT building



- Dickson Hotel demolished
- Library and health centre
- Community centre construction commenced

Dickson Centre - 2002

- ACTTAB buildings
- Multi-storey car park
- ACTPLA building
- Coventry mixed-use development



- Main car park extended
- Community centre
- Caltex/Woolworth Service Station
- Motel adjacent to Tradies Club

Source: ACTLIC & Digital Globe

4.4 The Dickson Centre today

4.4.1 Structure of the centre

The Dickson Centre consists of four distinct precincts, each with a different character (Figure 16). The scale of the built form and the dominant uses vary between precincts, although uses in each precinct are generally mixed.

Retail core precinct – centred around Dickson Square and including the Woolworths supermarket, specialty shops, services and cafes. The core also includes community facilities (library, church and health centre) and is pedestrianised.

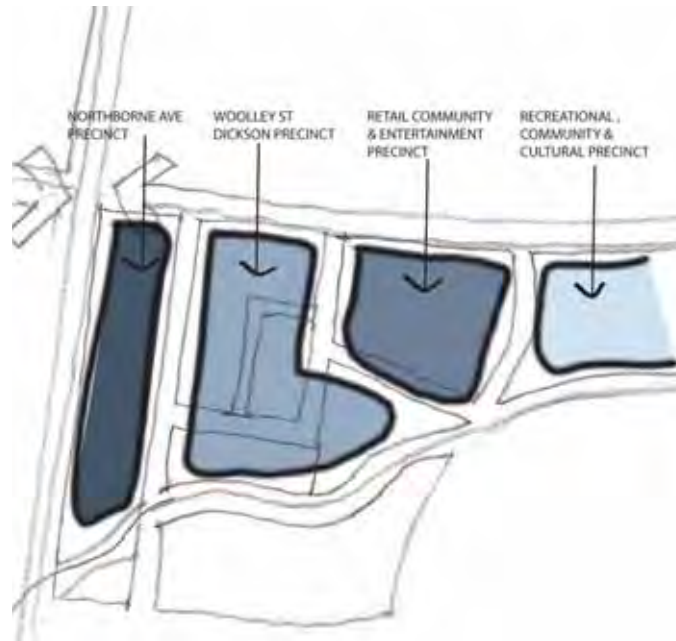
Woolley Street precinct – bounded by Challis Street and Badham Street and including the area to the south of Dickson Place.

Northbourne Avenue precinct – is to the west of the study area but functionally part of the centre. The precinct includes large scale office buildings.

Recreational and community precinct – is located to the east of the retail core and Cowper Street but forms an integral part of the overall function of the Dickson Centre. The area includes the Majura Community Centre, arts facilities, swimming pool and tennis courts.

The centre is bounded by major roads to the north and west and by the Dickson Drain to the south. These elements physically isolate the centre from the surrounding residential areas.

Figure 16: Precincts



Community voices

Dickson is a great place for cafes and restaurants and has the potential to be a good grocery shopping destination.

The character relates to its 'China town' status in Canberra and the alternative nature of the area.

The character of Dickson as a restaurant hub is very valuable.

The best thing about Dickson group centre is the lively atmosphere that has developed over recent years ... and the 'humble jumble' feeling of all the businesses especially in Woolley Street.

Please retain the multi-purpose =, mixed use character of the Dickson Centre. This is essential for its vitality.

Dickson is the logical location to develop retail and commercial premises as an alternative to Civic.

4.5 How the centre works

4.5.1 Function and floorspace

Excluding Civic/Braddon, Dickson is the major commercial centre in north Canberra and is the largest group centre in Canberra. Reflecting its sub-regional role, about 15% of land in the suburb is allocated to commercial and entertainment, accommodation and leisure uses.

Floor space

Based on the 2007 Commercial and Industrial Floorspace Inventory prepared for ACTPLA by Barbara Davis and Associates, it is estimated that there is over 52,200m² of space within the areas zoned CZ1, CZ2 and CZ3 in the centre. In addition, based on the Property Council of Australia Office Floor space Inventory it is estimated that about 23,000m² of office space is located in the Northbourne Avenue precinct.

The major roles of the centre are retailing, eating out/entertainment and office uses and services.

Retailing

Within the commercial centre (excluding Northbourne Avenue) retailing is the second largest function based on floor space. Retailing occupies about 21% of total floor space (11,100m²). This space is almost evenly divided between food (5,200m²) and non-food retailing (5,900m²).

The major retail anchors are the Woolworths supermarket and the Harris Scarfe department store. Several other food stores and especially Asian grocery shops are located in the centre and contribute to its multicultural character.

The retail mix varies from that of the ACT as a whole. Dickson has a higher proportion of food retailing and other retailing (much of which is convenience goods) and the proportion of space used for the retailing of household goods is lower (Table 5).

About 55% of retail space is concentrated in the retail core, including nearly two thirds of food retailing and about 45% of non-food retailing. The balance of the retail space is located in the Woolley Street precinct.

Table 4: Floor space

Activity	Retail core	Woolley Street	Northbourne Avenue
Community	1240	0	
Food retail	3383	1815	
Non-food retail	2689	3206	
Services	3417	5952	
Office	450	10076	
Hospitality	846	10980	
Service Trades	0	2161	
Accommodation	0	3960	
Vacant	677	2316	
Total	12702	40466	23000

Source: Barbara Davis & Associates, 2007. Commercial and Industrial Floor space Inventory; Property Council of Australia, Office Floor space Inventory 2007

Table 5: Retail functions

Retail activity	Dickson		ACT
	m2	%	
Supermarket	5,198	47%	30%
Clothing/shoes	523	5%	10%
Household	317	3%	17%
Department/variety	1,682	15%	23%
Other	3,373	30%	20%
Total	11,093	100%	100%

Entertainment

The major role of the centre, based on floor space, is as an entertainment centre. The Woolley Street area is known for being Canberra's 'Chinatown', due to the dominance of Asian restaurants (albeit not only Chinese).

Dickson is a major entertainment destination of district and metropolitan significance. About 17% of the north Canberra eating out/entertainment floor space is located in Dickson compared with 11% of retail space. Similarly 5% of metropolitan eating out/entertainment floor space is located at Dickson compared with 2% of retail space.

Over 90% of this space is located in the Woolley Street precinct and especially Section 34 and to a lesser extent Section 32.

Outdoor eating areas are concentrated in two locations: in the retail core and the northern part of the Woolley Street precinct (Figure 17).

Apart from defining an important element of the character of the centre, the entertainment role extends the period during which the centre is active and attracts people from a wider area than do the shops.

Offices

It is estimated there is approximately 10,500m² of office space primarily located in the Woolley Street precinct and an additional 23,000m² of office space in the Northbourne Avenue precinct.

Most of the office activities do not have a direct connection with the centre and serve a wider, usually metropolitan function. The offices include major government agencies, private sector organisations and organisations. Office employment supports other daytime functions in the centre. It also provides a base for after hours eating out/entertainment activities.

Services

The other major role of the centre is as a service centre. In 2007, this function occupied just under 20% of total floorspace. The service functions include personal services, financial and business services and health services (Table 6).

Service trades

The service trades function is a relatively minor function in the centre and occupies about 4% of total floorspace. The function is concentrated in the Woolley Street precinct.

As the centre redevelops, it is probable that these activities will progressively close or relocate.

Residential

The Coventry mixed use development is the only site that includes residential units in the Dickson Centre within two (2), to four (4) storey buildings.

Figure 17: Outdoor eating areas

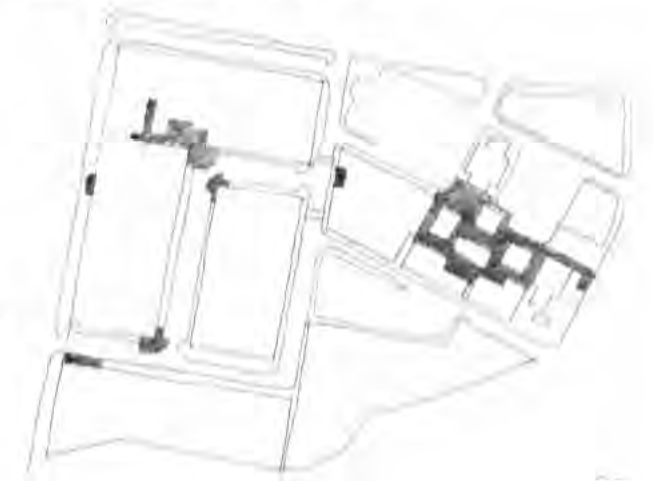


Table 6: Types of services

Service type	m ²	%
Personal	4,292	44%
Health	2,003	20%
Financial	1,849	19%
Business	1,663	17%
Total	9,807	100%

4.5.2 Property market

Dickson has been evolving since the 1980s, partly brought about by the changed motor vehicle registration requirements and the relocation of mechanical trades from the area. This resulted in a short-term economic decline in the Woolley Street precinct which was followed by the growth of the area as a multicultural and especially Asian precinct. With the establishment of Gungahlin trade in the retail core also increased.

Dickson has experienced a period with a tight leasing market that continues today. Several factors support the property market including:

- the shift in Woolley Street from services and trades to food/entertainment activities
- the establishment of ACT Government offices in Challis Street
- the continued expansion of Gungahlin
- increased residential redevelopment within the catchment area
- the availability of parking in the Dickson Centre compared with the access and parking difficulties in Civic
- the diversity of community and health facilities collocated in the centre
- maturing of the surrounding population, and
- simple and direct connectivity to Civic along the Northbourne Avenue corridor.

The growth in the retail core and the Woolley Street precinct has been for different reasons but they complement each other.

Woolley Street precinct

The availability of this area is allowing the centre to evolve without significant constraints. The availability of lower cost (and large floor plate) space in this area fostered the development of food/entertainment activities in the area.

Rental values in Woolley Street range between \$350 and \$550 per square metre per annum. Street front premises with a depth of up to 20 metres (the depth of the original two storey buildings) are around the upper level of this range. Depending on the street frontage, the demand falls so significantly as the depth increases that the added value of the rear space is in some cases negligible.

Recent upgrades and redevelopments are contributing to increasing rental values in the area.

Notwithstanding the successes of the Woolley Street precinct, the lack of accessible parking and the depth of blocks could constrain future development.

Retail core

The separation between the services trades area and the retail core has enabled the retail core to remain relatively unchanged. Redevelopment and changes in land use have been concentrated in the service trades area.

4.6 Built form and public realm

The mutual relationship between the built form, the public realm and land use influences how a centre functions. Ideally the built form should enclose and define the public realm and the public realm should be an attractive place where people want to be.

4.6.1 Edges

The Dickson Centre is separated from the surrounding areas by major arterial roads, the Dickson Drain and surrounding open space. Changes in the street tree planting between residential areas and the commercial area reinforce the sense of separation.

The centre faces inward, creating an area that is closed and to some extent uninviting from the outside. This is especially apparent in the retail core which is oriented towards the pedestrian walkways and courtyards rather than towards the parking areas and surrounding roads.

The centre is not highly visible from the surrounding approach routes and because of the low building heights it is not a landmark. With the exception of the Northbourne Avenue precinct, the scale of existing development is comparable to the surrounding areas.

Built form

Buildings contribute to the public realm. Their size, scale and configuration in relation to the surrounding area influence how they add to the vitality and activity of streets.

The scale of the built form varies between the centre's four precincts. Overall the built form is characterised by a mix of architectural styles, the lack of a distinctive Dickson-specific architecture and a disparate scale.

Retail core precinct

The retail core is characterised by small scale buildings set within a pedestrian precinct that consists of courtyards and connecting walkways. The building scale is generally consistent, with two (2) storey buildings dominant and few single or three storey buildings.

Blocks are typically rectangular. Most blocks have been developed with smaller shops creating the fine grained built form and scale that is typical of the retail core.

Buildings are built to all boundaries and shops typically address courtyards. Consequently the frontages are generally active. However in some places the shops back onto walkways and courtyards with blank walls.

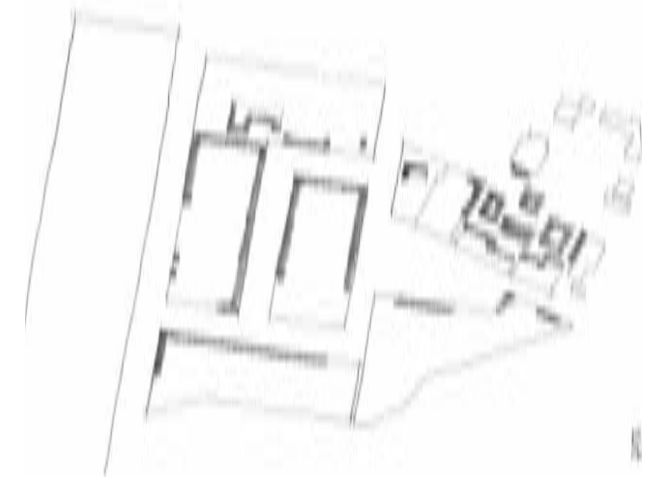
The core was developed over a relatively short period in the 1960s and there is an overall consistency of design. The physical character of retail core is virtually unchanged in forty years and there has been no major upgrade to the buildings.

The Dickson Library, with its dominant use of concrete and extended low flat roof structure is a key feature of the built form.

Figure 18: Existing built form



Figure 19: Active frontages



Woolley Street precinct

The Woolley Street precinct is mostly two (2) storey commercial buildings at the front with single storey buildings at the rear. More recent developments (and approved developments) are up to four storeys. The scale of development is larger than in the retail core, reflecting the pattern of subdivision. Blocks are large and typically square with a similar depth to frontage ratio. The blocks are too deep for many commercial uses. Many of the original rear buildings have been retained and are generally occupied by low rent activities.

Buildings are built to the front boundary and, typically, at least one side boundary.

The ground level throughout the precinct is a combination of active frontages characterised by the use of transparent glass, street level entries and uses that spill into the street and inactive frontages with little direct relationship to the street (Figure 17). Awnings to the facades are typical.

Recreation and community precinct

The built form of the recreation and community precinct is characterised by freestanding buildings of varying scale and design within a landscape setting. The area has developed over an extended period.

Northbourne Avenue precinct

The Northbourne Avenue precinct consists of four large buildings of up to eight storeys, including ACT Motor Registry. The buildings are freestanding and set within landscaping and surface parking areas. They are setback from the avenue and the Challis Street frontage and do not have a strong address to either street.

Notwithstanding the scale of these buildings, much of the corridor has not been developed, although this is likely to occur over the next 5-10 years.



Community voices

It is a bit old and dated at the moment.

It is old, ugly and poorly maintained.

Character – wide boulevard aspect Woolley Street.

Residential – 4 or 5 storeys residential above shops, all of Dickson centre, not just edges! With trees and gardens.

Can we have some mixed-use development, so that we can buy a litre of milk from a local shop without having to drive a kilometre each way and then stand in a supermarket queue.

Like that it is open.

Large pedestrian areas are fantastic.

Dickson Centre is sprawled over a fairly large area, with cars in the middle, not on the outside.

The Dickson Centre should be no more than 3 levels. There should NOT be housing in the centre. It is important to separate them.



Images of built form

4.6.2 Public realm

The public realm of a place is essentially the spaces in which public life takes place. These spaces define the character of a place and if well designed, can help to improve the competitive advantage of a centre by providing an environment that encourages more people to spend more time there thus assisting retailers, especially smaller, independent businesses. A high quality public realm contributes to the social and economic vitality of a place and improves safety and amenity.

Retail core precinct

As noted previously, the public realm of the retail core is substantially pedestrianised with courtyards linked by walkways of varying width. Roads are located on the edges and provide access to the parking areas. Landscape treatments are consistent throughout the core and include established exotic trees, planter boxes, seating and paving. The courtyards are, however, dated and not particularly inviting.

Within the retail core the level of interaction between buildings and the public realm is generally high but there are some areas with blank walls and poor sightlines that compromise shopper safety.

The retail core is essentially a daytime area with limited night time activity because the supermarket, which is located on the edge of the core is the only business that operates extended hours.

Woolley Street precinct

The public realm of the Woolley Street precinct varies throughout the area.

- Parking is on-street either as angled or parallel parking.
- Surfaces are generally brick paved but there are numerous areas that were planted with dryland grass that has died in the drought and concrete paving.
- Footpaths are wider on the western side of Woolley Street and Badham Street and the northern side of Badham Street than on the opposite sides of these roads.
- Brick paving is continuous on some verges but interrupted by concrete driveway crossovers elsewhere in the precinct.
- The size and continuity of street planting varies. Street trees are well established and continuous along some frontages and struggling with missing trees elsewhere.

Northbourne Avenue precinct

The verges are narrow along the western side of Challis Street and surface treatments and landscaping are different from those on the opposite side of the road.

Recreation and community precinct

Apart from the open space within the swimming pool complex the public realm consists mainly of parking and left over spaces between the parking areas and buildings. In general these spaces do not relate to the adjacent buildings and sense of place is limited.



Public realm

Outlook

Mount Majura and Mount Ainslie to the east of the centre are prominent landscape features that provide a backdrop to the shopping centre. However, most public places within the centre have 'enclosed' views framed by the street trees and limited by the buildings. Consequently, there are only occasional glimpses of the distant views from limited parts of the centre.



Interface between the pool and western edge of the centre

Community voices

Courtyard spaces bit pokey – haven't aged well.

It is a bit old and dated at the moment. A new supermarket would be beneficial and also a playground for young children.

The shopping centre area of Dickson is looking sad and dated. Recent work adding the sheep outside the post office and the shade cloth area outside the library and the artwork on the eastern external wall (near the bus stop) have done a little to brighten up the area – but it's not really enough.

General ugliness, including poorly maintained footpaths and poor retail waste.

Could have more trees.

I think the focal point should be near the café areas so that people can sit and spend time with friends.

Al Fresco dining and attractive outdoor areas are important, current outdoor areas such as near the library are dirty and ugly.

Fix up the creek out the back of the shops and make it an area where people can meet and spend time.

Use of creek spaces should be encouraged.



Dickson Centre 'edge' along Antill Street showing the interface between the centre and residential dwellings in Downer (Note: photo taken before demolitions of buildings on former ACTTAB site)



Dickson Centre 'edge' along Northbourne Avenue showing large building masses with substantial separation between buildings



Dickson Centre 'edge' along the 'Dickson Drain' showing the mix of land uses and their relationship to the public open space and pathway adjacent to the Drain

4.7 Accessing the centre

4.7.1 Surrounding road network

Vehicular access to the centre is provided at several points. The main access arrangements and characteristics of the road network around the study area are listed below.

- Access from Northbourne Avenue, the major arterial connection to Civic is from:
 - Morphett Street to the south, and
 - Antill Street to the north end of the centre

Both intersections are identified as 'black-spots' and the Antill Street intersection is at capacity during peak period.

- Access from Antill Street, the major east-west sub-arterial road is from:
 - Challis Street
 - Badham Street
 - the unnamed road to the car park, and
 - Cowper Street.

Traffic volumes are approximately 2000 vehicles per hour in the vicinity of the centre. The intersections of Antill Street and access roads to the centre are congested as is Antill Street mid-block between Northbourne Avenue and Challis Street.

- Cowper Street, the local distributor and local address road, provides a north-south link between Majura Avenue and Antill Street. Cowper Street. Peak hour traffic volumes are approximately 1000 vehicles per hour in the vicinity of the centre.

The entry points to the centre are not well defined and there are no clear 'gateways' from these roads. The lack of well defined entries reinforces the physical separation between the centre and the surrounding areas. Furthermore, users are not directed to different parts of the centre,

Figure 20: Road network



4.7.2 Public transport

Dickson is well serviced by public transport routes which connect to various areas throughout Canberra. The routes either pass through the centre or travel along Northbourne Avenue and include the REDEX service that is operating on a trial basis as a high frequency, limited stop, rapid bus service between Gungahlin Town Centre and Kingston Railway Station.

Bus stops for routes serving the Dickson Centre are located on Antill Street (about 140m from the retail core), Cowper Street (about 250m from the retail core) and Northbourne Avenue (about 550m from the retail core).

The Cowper Street bus stop includes a large sheltered area associated with the public toilets for the centre.

4.7.3 Cycle and pedestrian connections

The centre is adjacent to on and off-road trunk pedestrian and cycle routes (Figure 21).

The trunk off-road route linking Dickson with Civic travels along the Dickson Drain to the south of the centre. Commuter cycle lanes are provided on both sides of Northbourne Avenue forming part of the on road cycle network between Downer and Civic.

With the exception of one off-road pathway pedestrian connections to Downer are via the local road network.

Figure 21: Trunk cycle routes



Figure 22: Existing pedestrian routes



Community voices

I think that the corner of Shell/McDonalds/KFC is the prime crossover point of the centre and it should be severely calmed.

The existing walkways are poorly designed and maintained and are difficult for mature citizens to use.

As part of your traffic/roadworks planning for the Dickson Centre, could you please record our plea for safe pedestrian access to the Centre from surrounding suburbs.

Please include a new traffic plan to improve the flow of traffic in and around the Dickson Centre (particularly on Cowper Street).

Congestion at peak hour at the intersection of Northbourne Avenue and Antill Street.

High frequency buses should come into the heart of the Dickson group centre, so that it is a visible and viable option. A well designed, welcoming bus Station should be part of this.

I currently don't use public transport to Dickson, but I might be encouraged by more frequent buses.

The Dickson Centre is heavily trafficked at night when public transport generally winds down. Public transport to and from Dickson should increase during its peak periods.

I think the bus stops/shelters are in dire need of a renovation!

4.8 Moving through the centre

4.8.1 Road network within the centre

The road network within the centre is a clashing grid. Within the Woolley Street precinct the grid is oriented 10 degrees east of north. The retail core grid intersects with the Woolley Street precinct grid at an oblique angle (107 degrees).

The road hierarchy is not well defined and consists of roads that provide both distributor and local access functions.

- Challis Street is a major collector road linking Antill Street and Morphett Street. Peak hour traffic volumes are 1100 vehicles per hour between Morphett Street and Cape Street and 600 vehicles per hour between Cape Street and Antill Street.
- Cape Street is a local road (30m reservation) that connects Badham Street and Challis Street with traffic volumes of approximately 700 vehicles per hour. Cape Street provides 90 degree angle parking on its northern side between Challis Street and Woolley Street and along the southern side between Woolley Street and Badham Street.
- Woolley Street is a local road that connects Cape Street to Badham Street and has a 30m reservation.
- Badham Street is a local road linking Antill Street to Cape Street and provides access to the centre's primary off-street car parks. The Badham Street/Antill Street intersection is not signalised and allows full turning movements. Badham Street has three zebra crossings. It has a 25m reservation.

- Dickson Place is a local road which connects Badham Street to Cowper Street and provides access to the surface car park adjacent to the Tradies Club. It also acts as a service road for Woolworths and other businesses backing onto it.
- Unnamed road provides access to the car parks and community facilities in the northern part of the retail core.

All local roads are single carriageway with one lane in either direction.

4.8.2 Pedestrian / cycle connections

The 'courtyard' style of the retail core area combined with pedestrian connections in the Woolley Street precinct, Northbourne Avenue and surrounding residential areas has resulted in an extensive formal and informal pedestrian path network but not necessarily a legible one.

Figure 22 shows the pedestrian network and the main north-south and east-west routes through the centre.

Community voices

The Dickson shops currently have many admirable pedestrian friendly spaces, yet lack overall cohesion and connectivity.

Give priority to pedestrians and cyclists within the shopping centre, slow down cars and encourage parking on the periphery.

The pedestrian crossing from the pool is dangerous – drivers seem to feel that they've done their bit if they don't hit you; some traffic calming is needed.

The Sullivan's Creek community path passes right behind the shops but there are few access points from it to the shops.

Woolley Street, supposedly a restaurant zone, is far too busy and we could consider shutting some of it off to vehicle traffic.

The access from the north (Downer) is TERRIBLE. The pedestrian light is extremely slow to change (and occasionally cars ignore it altogether).

At present it is easy to get to Dickson by bicycle – there are bike lanes and bike paths leading to Dickson – however once in the centre of Dickson it is very confusing for cyclists to work out how to get safely to where they are going. There are no clear bike-safe routes inside the area.

Cycling facilities in the actual centre should be improved with either clearly marked bike lanes on the roads or dedicated cycleways. Cycling to and from Dickson is great, but actually getting around is quite dangerous as you're either on the footpath which is very narrow in places or on the roads with lots of cars pulling out backwards and nearly missing you.

4.8.3 Parking

Dickson has a range of public and private car parking areas most of which are surface parking. Public parking includes three major surface car parks under ACT Government control and on-street parking. Private parking, some of which is available for use by the general public is distributed across the centre (Figure 23).

Public parking is mostly pay parking ('pay and display' or ticketed) and time limited to 1-3 hours with some short-term free parking.

There are over 1250 parking spaces in the retail core and the Woolley Street precinct and approximately 150 spaces in the recreation precinct.

Existing on-street public parking

There are 270 on-street parking spaces located throughout the centre. On-site observations indicate that there is high demand for on-street parking. However, the rate of turnover of the parking spaces appears to be reasonable.

Existing off-street public parking

There are approximately 980 public off-street parking spaces throughout the centre (Table 7).

In addition, several commercial developments provide employee and visitor parking including Dame Pattie Menzies House (330 spaces) and the Tradies Club (400 spaces). Employee and visitor parking is also provided as part of developments in the Northbourne Avenue precinct. These spaces have not been included in the above table.

Parking requirements

Based on the assumption that the existing public parking is primarily servicing the retail activities, provision is equivalent to about five spaces per 100m² GFA. About 2000 spaces would be required if the ACT Parking and Vehicular Access General Code standards were applied to the centre,

Given the mixed use character of the centre there is considerable potential to allow dual and complementary use of parking spaces.

Dual use refers to the use of one parking space while conducting multiple activities. This type of use can reduce parking demand by up to 20%. Complementary use refers to land uses with having different peak period parking demands, for example office and entertainment uses using the same spaces.

An assessment of the extent of dual and complementary use could significantly reduce the number of parking spaces required.

Onsite observations conducted on weekdays (morning and lunchtime periods) and Saturday evenings indicate that there is a surplus of parking spaces available at all times in the centre.

Table 7: Off-street parking

	Location	No. of spaces
1	Coventry apartments	100
2	Trinity Bar	30
3	Service station/KFC	68
4	BWS	12
5	Dickson shops (west)	237
6	Dickson shops (east)	114
7	McDonalds	35
8	Dickson shops (south)	134
9	Quality Hotel/Tradies	251
	Total	981

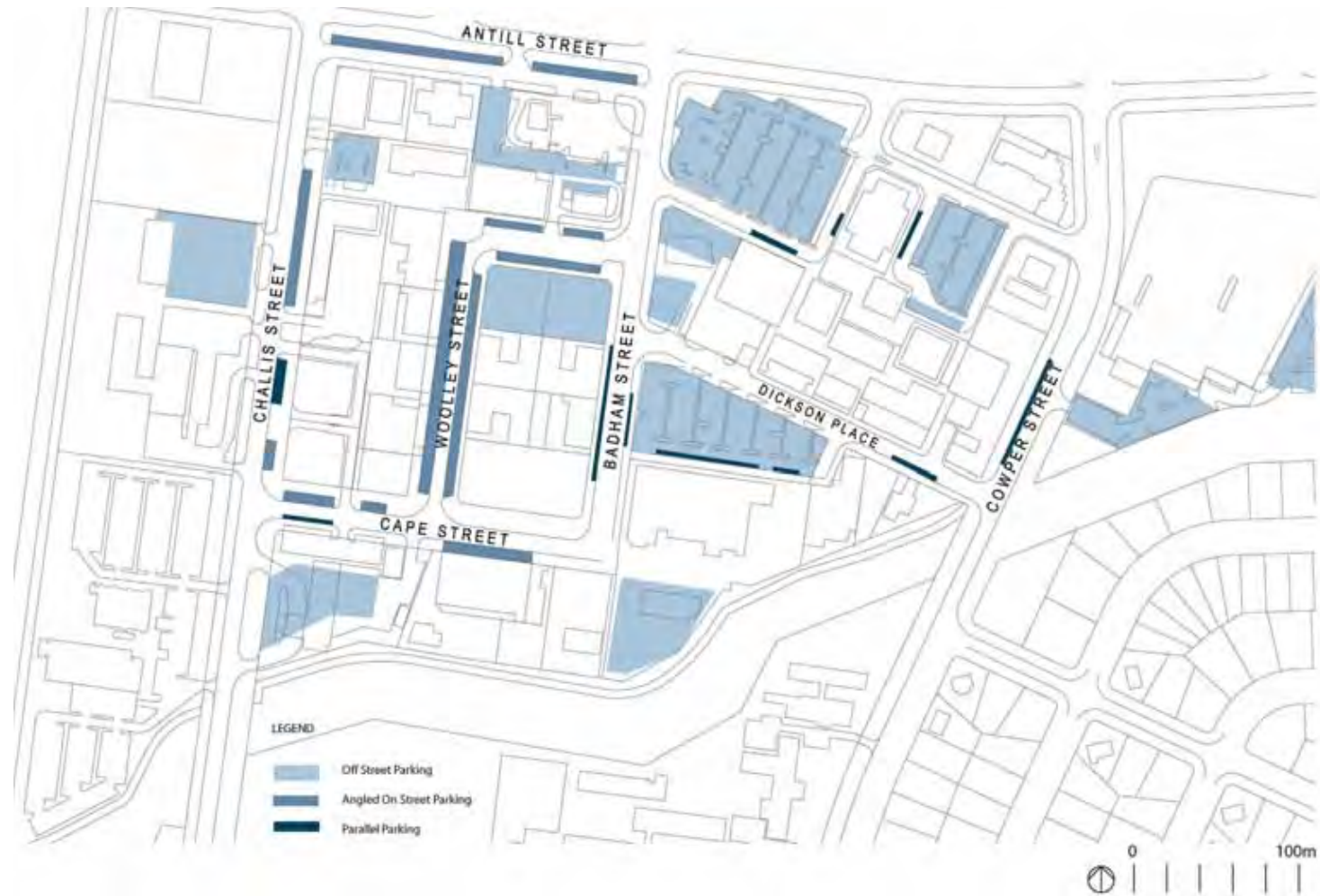
Community voices

More short-term parking needed for popping into shops/cafes without competing with the workers who park there all day. More long term parking is needed for workers.

If there was redevelopment of parking – something to increase longevity of time at centre, boom gate – better.

Parking is insufficient at Dickson as well – the free parking seems to be always taken by workers in the area (or who bus into Civic).

Figure 23: Location of parking



5. Challenges and opportunities

5. Challenges and opportunities

5.1 Growth and development

Dickson operates as a major convenience shopping centre for its primary catchment population and as a metropolitan destination for eating out/entertainment for the wider community. The multi-cultural focus of the eating out/entertainment function contributes to the distinctive character of the centre and is highly valued by the community.

The continued growth of the catchment population will generate a demand for additional services and facilities in the centre. In addition the ongoing growth of Civic will have spill over effects on Dickson.

The Dickson Centre Planning Project has identified several opportunities for the centre to respond to changing requirements which if adopted would establish a platform for the future growth of the centre and strengthen its current role and functions.

5.1.1 Additional supermarket space

One of the objectives of the project was to assess options for the location of additional supermarket space in the centre.*

ACT Supermarket Competition Policy

The ACT Supermarket Competition Policy was reviewed in 2009 by Martin Stone Pty Ltd. The review examined the dynamics of the ACT supermarket sector, likely future trends and an overarching policy framework to guide development of the supermarket sector.

The review notes that the supply of supermarket capacity has fallen behind demand in central Canberra and that the competitive situation 'has deficiencies in terms of choice and diversity' (p59).

The report recommends that the shortage of full-line supermarket in some group centres, including Dickson, should be addressed.

Floorspace demand

Recent retail studies undertaken by the ACT Planning and Land Authority indicate that given the expected population growth in north Canberra, there will be a demand for an additional 5,700m² of supermarket space in 2010 increasing to 8,100m² by 2017. This suggests that north Canberra can support two to three additional full line supermarkets by 2017.

The intent in identifying a site(s) for additional supermarket space is to meet the unmet needs ACTPLA has identified in north Canberra.

Based on the results of the demand estimates two supermarket options were assessed:

- a major full line supermarket with a gross floor area of about 4500m² plus speciality retailing, , and
- a smaller supermarket with a gross floor area of about 1500m² to 2000m².

Options

The project investigated several opportunities to locate new supermarket facilities in the Dickson Centre (Figure 24).

Figure 24: Supermarket location options



Figure 25: Potential supermarket site



Assessment - full-line supermarket

The assessment took into account the principle of concentrating major retailing on the core and the principle of encouraging anchors to be located such that pedestrian traffic between is maximised.

The assessment considered the impact of developing a supermarket outside the retail core, the extent to which different sites would anchor retailing and the capacity of the alternate sites to accommodate either a full line or a smaller supermarket.

The assessment concluded that a new supermarket(s) should be located within the existing retail core area (that is, east of Badham Street) in order to support existing retail activity, especially independent retailers. While it is recognised that retailing is located outside the core, locating a supermarket space elsewhere in the centre would reduce pedestrian movement in the retail core. It would also increase pedestrian movement across Badham Street, resulting in potential traffic/pedestrian conflicts.

One of the reasons that the centre has been relatively successful is that retail anchors have been located on the eastern (department store) and western (supermarket) edges of the centre with smaller retailers between. This arrangement is widely recognised as maximising the amount of pedestrian traffic past the smaller shops. Ideally this pattern can be retained.

Within the existing road configuration only one site was large enough to accommodate a full line supermarket. The site was the existing car park to the north of Woolworths (Block 19 Section 30) (Figure 25). This site will generate additional pedestrian traffic that should percolate throughout the centre.

* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Full-line supermarket

The preferred site currently provides 250 car spaces and has a site area of 7,867m². The site is large enough for a full-line supermarket of about 4000m² and associated uses. The existing car parking would have to be replaced on-site.

Several issues will have to be resolved prior to sale of the land:

- The development should face the retail core and therefore the rear of the development would face Antill Street. It may be necessary to prepare guidelines to ensure that the appearance of the rear of the building is consistent with the prominent location.
- Service access would be from Antill Street. The traffic impacts should be assessed in more detail than was possible in this project and any mitigation measures identified.
- The economics of constructing a multi-level basement will influence the potential scale of development. If the development capacity is to be determined prior to sale the feasibility of constructing two or more basements should be assessed.
- The preferred amount of speciality retail floorspace should be determined taking into account the desirability of it to ensure that existing retailers benefit from the additional trade that will be generated.
- The development should be integrated with the centre. This will be best achieved if floor levels are similar to external levels, pedestrian access from basement parking is to the public realm and active frontages are maximised.

The scale of the proposed development will be larger than other developments in the retail core. Unless the built form is fine grained the development could compromise the character of the retail core. The urban design considerations referred to above are intended to break down the apparent scale and create a place in which the pedestrian walkways are extended from the core to the proposed development.

The community has expressed their strong preference for an open development rather than the development of a mall.

Site planning consideration and traffic impacts are considered in section 3.6.

Smaller supermarket

It was not possible to identify a suitable site at this time for a smaller supermarket even though several of the sites are the required size.

Notwithstanding the current lack of space it would be desirable to identify a site for a second supermarket in the Dickson Centre. There will continue to be unmet demand for additional supermarket space even after a new full-line supermarket is development. The extent of unmet demand will increase. Preferably the site should be located in the eastern part of the retail core.

Community voices

We need a second supermarket, especially to create competition, however it needs to be attractive and should not create additional traffic problems.

There is a definite need for a second supermarket in the area.

We do not want a retail mall.

I do not mind where the supermarket is located. It is more important that it has good pedestrian, cycle, bus and car access.

The design of the shopping precinct could be improved – currently it does not encourage shoppers to migrate from the Woolworths end to the Harris Scarfe end of the precinct.

Dickson needs more than one supermarket, including a fruit and vegetable market.

The lack of competition is a real problem and it would be great to have another supermarket.

5.1.2 Northbourne Avenue precinct

The Northbourne Avenue precinct consists of large office buildings, landscaping and surface parking areas. By current standards the density of development is relatively low and the precinct is substantially underdeveloped. The precinct is not well connected to the centre.

The Motor Registry facilities are no longer used as originally intended and much of the site is underutilised. More intensive development of this site would enhance the character of the Northbourne Avenue corridor and support the centre.

One of the three options for the bus station in Dickson involves the Motor Registry site. Once the location of the station is determined the balance of the site could be released for commercial or residential development.

5.1.3 Residential development

The Spatial Plan identifies Dickson as a location with the highest priority for residential intensification. Residential densities in the suburb are lower than in newer areas such as Gungahlin. The Dickson community has also proposed that higher density development should be located in the centre.

There are numerous opportunities for residential development in the centre. These include the area south of Dickson Place and Cape Street and the northern edges of the centre such as the proposed new supermarket development (a northern edge location). The centre could accommodate over 1000 people.

Residential development would increase the diversity of uses in the centre, increase safety and support public transport objectives.

The lack of residential development in the centre is the major gap in what is otherwise a very mixed use centre. For this reason residential development should be encouraged and given some priority over land uses. From a planning perspective two approaches would encourage residential development:

- allow developments that are predominantly residential (upper levels) to be higher than developments that could be proposed for other uses on the same site, and
- allow residential development on the ground floor where blocks are oriented away from the centre and/or where blocks are too deep for commercial development on the whole ground level.

Blocks in Section 32 fronting and Antill Street service road and blocks in Section 34 that would front an extended Cape Street (through the Tradies Club) are examples of blocks where residential development on the ground floor would be compatible with the role of the centre.

To maximise surveillance and the relationship with the public realm ground floor residential development in these and similar locations should be required to address the street.

As noted previously Dickson is a major metropolitan eating out/entertainment destination and many facilities operate into the early hours of the morning. In some locations conflicts have arisen between entertainment uses and residential uses located in close proximity. Issues of concern have included noise and antisocial behaviour.

While these issues are not a reason to restrict residential or entertainment activities, adequate controls should be included in the planning framework to minimise the potential impacts of collision. In other jurisdictions, such as Brisbane City, computer based information is available so prospective residents can better understand the impact of living near eating out/entertainment uses. Such a system could be considered for Dickson.

Community voices

Could have limited residential in centre around courtyard area or where current loading docks are – like the residential on Captain Cook Crescent.

Don't agree that residential should be in the centre – will limit night time Civic – there is enough residential in adjacent suburbs.

Dickson is an ideal place to further intensify residential density while at the same time strengthen its vital role as a retail/community service hub, as it is within inner north, yet a fair distance from the Civic and also next to a major public transport corridor.

It [Dickson] is a far more logical location for high density dwellings than north Watson.

5.1.4 Sites for community facilities

As a group centre, Dickson is the natural location for many community facilities. Numerous community uses are already located in the suburb with several located in the centre, including arts facilities, churches, sporting facilities and health facilities. These facilities serve local, district and metropolitan populations.

Notwithstanding the range of community facilities located in the area there is an ongoing demand for additional, centrally located sites. The 2003 ACT Community Facilities Needs Assessment (the latest available) estimated that there was less than 1ha of community facilities land remaining in inner north Canberra.

This Planning Project has identified that there is an opportunity to release land in the recreation precinct for community uses. The land is in the vicinity of Block 13 Section 72. The area is not serviced and fronts Antill Street but does not have vehicular access. More detailed site investigations would be required prior to release.

The land is currently zoned Commercial CZ6 (Leisure and Accommodation). Community uses are permissible in the zone. Nevertheless it may be appropriate to rezone the land so that it is not ultimately used for a higher order use.

5.1.5 Southern car park (adjacent to the Tradies Club)

It is probable that in the longer term the Tradies Club site (Blocks 28 and 29 Section 34) will be redeveloped. The site is very deep and without additional road frontage would be difficult to develop. Redevelopment would present an opportunity to introduce new vehicular and pedestrian connections

through the site which in turn would increase the frontage of the site and also improve permeability in the centre. Furthermore, a better outcome could be achieved if the southern car park (Block 20 Section 34m) which is adjacent to the Tradies Club site was amalgamated with it.

Similarly the amalgamation could provide an opportunity to obtain public benefits. The nature of any benefits is likely to change but could include:

- replacement of existing parking in accordance with the Territory Plan
- development of a small public open space on part of the car park in order to introduce 'green' areas into the centre, and
- transformation of Dickson Place from a service road to an address road (in conjunction with redevelopment of blocks in the retail core).

Achieving these or other benefits should be a condition of any site consolidation.

5.1.6 Redevelopment within the retail core

The buildings in the retail core were developed in the 1960s and are old and maintenance has often been deferred. Although the public realm has been refurbished, in general buildings have not been upgraded.

Building heights could be slightly increased in the retail core without adversely affecting its amenity or character. Development of a new supermarket and general revitalisation of the centre may facilitate refurbishment of existing buildings. Increasing permissible building heights in the retail core may also encourage refurbishment and upgrading.

Redevelopment up to a maximum of three (3) storeys would be appropriate where solar access to public spaces is not reduced below the existing levels and parking can be addressed. This could be achieved by reducing provision rates, waiving the requirement to provide parking, introducing a parking bank to meet demand or a combination of these options.

It is anticipated that it would be easier to meet the solar access requirements on the southern edge of the retail core and that these blocks would be redeveloped before other blocks. Redevelopment along the southern edge would also enable the rear of blocks to Dickson Place to be upgraded. Ideally, active frontages should be established to this road.

5.1.7 Office development

The Group Centre Development Code permits office development of up to 4000m² per lease in the Dickson Centre. This control is based on the former employment location policy in the National Capital Plan (NCP). The employment location policy has since been amended and office floorspace can be the equivalent of retail floorspace in centres that do not form part of the employment corridors. This policy may allow additional office development in the centre.

A variation to the Territory Plan will be required if the various opportunities identified in this planning study are to be implemented. It would be appropriate to review the existing office floorspace controls as part of further assessment required for a variation to the Territory Plan.

5.2 Connectivity

Centres depend on the ability of people to move around easily, safely and comfortably. A connected centre is internally permeable and well linked to the areas it serves.

The community commented on the poor legibility of pedestrian and cycle routes through the centre and the barriers to movement.

5.2.1 Possible new pedestrian connections

Pedestrian permeability varies throughout the centre. It is high in the retail core with alternative routes and frequent intersections. Some if not all routes are varied and interesting but legibility could be improved.

Permeability in the Woolley Street precinct is low reflecting the large size of the blocks in this area and the absence of mid-block connections. Movement is around the perimeter. The distance between east-west roads is about 200m.

The main issues associated with the main east-west route (Figure 22) include:

- Pedestrian connections between Northbourne Avenue and Challis Street are informal, not well delineated and pass through leased land and private car parks.
- The route between Challis Street to Woolley Street is varied and passes areas of activity but the quality of landscaping, including materials, paving and path width varies. The area adjacent to Challis Street could be improved given the high volume of pedestrian traffic.
- The link between Woolley Street and the retail core in the vicinity of Badham Street passes through leased land (McDonald's car park) and includes blank frontages in the core.

- The recreational precinct is not well linked to other parts of the centre and uses within the precinct are not well connected.

The pedestrian route from the Dickson Drain to the centre is narrow and is not overlooked. It is a place that many people in the community indicated that they felt unsafe.

Pedestrian movement could be enhanced by improving the legibility of existing routes and introducing new routes.

Existing routes could be improved:

- widen the Badham Street footpath (by increasing building setbacks)
- widen the width of the walkway from the Dickson Drain and introduce new connections, and
- visually strengthen the existing east-west connection (refer to section 5.3).

It is generally recognised that a spacing of about 80 metres to 100 metres between pedestrian connections allows adequate pedestrian permeability and choice.

A new pedestrian connection between Challis Street and Northbourne Avenue will be established as part of a proposed subdivision of Block 4 Section 33.

Opportunities to establish additional routes are located on leased land. They are most likely to be achieved through redevelopment of various sites in the centre (Figure 26). Improved pedestrian connectivity should be encouraged in the following locations:

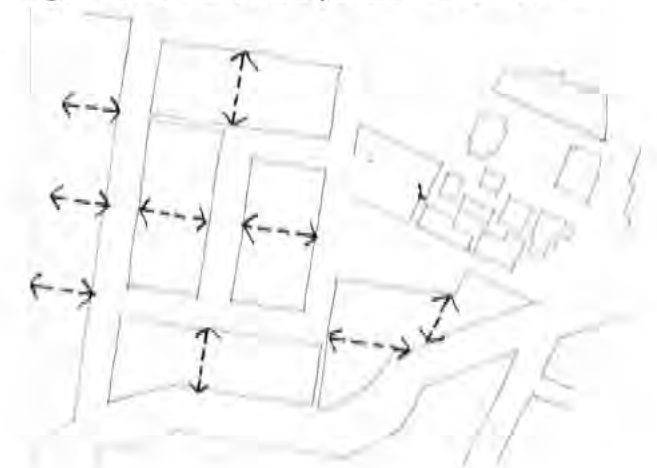
- as part of the redevelopment of the Motor Registry office site
- mid-block between Woolley Street and Challis Street

- mid-block between Badham Street and Woolley Street
- between Cape Street and the Dickson Drain to the south
- between Challis Street and Northbourne Avenue to be co-ordinated with the location of bus routes
- mid-block between Woolley Street and the unnamed service road to the north and Antill Street
- across Cowper Street and within the recreation precinct.

Planning controls should encourage (generally) mid-block pedestrian connections to be included in redevelopment proposals, including in Section 33.

Apart from encouraging improved connectivity via the planning guidelines, cooperation between lessees will be required to introduce mid-block connections. However lessees would also benefit from these connections as they would improve access to the rear of deep blocks.

Figure 26: Potential new pedestrian connections



5.2.2 Possible new vehicular connections

There are currently several entry points into the centre, nevertheless connectivity, especially from the south could be improved. There are several opportunities to improve the road network (Figure 27):

- Cape St western extension (new road link from Northbourne Avenue) – A new entry from Northbourne Avenue into the centre would reduce the pressure on Morphett Street and Antill Street. It would provide greater flexibility for managing public transport and access to the centre. This connection could also improve the legibility of the centre by opening up a new entry from Northbourne Avenue to the southern areas of the group centre.
- Cape Street eastern extension (new road through the Tradies Club site).

Extending Cape Street would create a new and legible east west route through the centre from Northbourne Avenue to Cowper Street.

Both opportunities to enhance vehicular connections are located on leased land. It is anticipated that lessees would not want existing development rights reduced.

5.2.3 Public transport

The ACT Strategic Public Transport Network Plan proposes that a bus station be constructed at Dickson and identifies three possible configurations:

- Option 1 - locate the station on both sides of Challis Street
- Option 2 - northbound buses would stop on Challis Street and southbound buses would stop on Northbourne Avenue with a pedestrian connection between the two stops. Local services would connect to the Rapid and Express on Challis Street.

- Option 3 - Rapid and Express services would remain on Northbourne Avenue and local services would loop through an off-street station between Challis Street and Northbourne Avenue.

Having regard to the principles presented in this report, Option 2 best achieves the objectives of this planning project.

Challis Street would be an ideal location for a bus station as it is located within easy walking distance of other parts of the centre and Northbourne Avenue. Local services could use the Antill Street service road to access the facility, without the need to enter the traffic stream on the arterial road network.

In order to facilitate a bus station in this location, several changes would be required to the pedestrian and parking arrangements along Challis Street and the surrounding streets.

These changes include:

- reduction in on-street parking enables bus bays to be constructed
- construction of pedestrian refuges provides safe pedestrian crossing points
- construction of a legible pedestrian connection between the retail core and other precincts and the station
- construction of a pedestrian pathway between Challis Street and Northbourne Avenue
- introduction of pedestrian wayfinding signage to direct pedestrians to the main attractors in the centre and to guide pedestrians to the station.

An alternate approach could be to develop a station on the motor registry site with a bus only break in the median to provide direct bus access to and from the station. Local services could also use the station via Challis Street. This option should be investigated.

Figure 27: Potential new road connections



Figure 28: Existing open space areas



5.3 Public realm

5.3.1 Green space and outdoor meeting areas

There are few green spaces in the centre. With the exception of the Dickson Drain the existing spaces are small, scattered residual areas that are generally not intended to be open spaces (Figure 28).

The community considers that the centre could be improved and its character more strongly established if a focal point were developed. Some members of the community consider that this could be achieved through the development of a park within the centre.

There is an opportunity to create a linear open space extending from Cowper Street in the east and connecting with the existing outdoor plaza adjacent to Woolley Street and Challis Street using existing but underdeveloped routes (Figure 27). The space could be extended into the proposed bus station and the recreation precinct. It would provide a well defined focal point in the centre and link the four precincts (Figure 29).

Figure 29: Major public realm opportunity



This space would encompass the plaza adjacent to the library and could be extended into some retail courtyards. It would include the proposed pedestrian area separating the existing and proposed supermarket sites. Ideally it would also include the area within the McDonalds lease that is currently used as a pedestrian route but the linear open space would not be compromised if this area was not available.

Depending on the detailed design the space could be a combination of green and paved areas, linked by a common landscape theme.

In the event that the car park adjacent to the Tradies Club was redeveloped, part of the site could be developed as a small park and focal point at the intersection of Badham Street and Dickson Place. Such a park would also improve the appearance of Dickson Place.

Figure 30: Potential streetscape enhancement



5.3.2 Streetscapes

The main issues associated with the public realm are:

- the streetscapes in parts of the Woolley Street precinct are well established with extensive plantings of oriental plane trees and use of brick paving. Other areas are less well established and there are gaps in the tree planting that detract from the quality of the area
- landscaping in the retail core is dated and maintenance could be improved, and
- the streetscape of the Northbourne Avenue precinct, especially the western verge of Challis Street is not consistent with the treatment on the eastern verge of that street.

The quality and attractiveness of the public realm of the centre, including the Northbourne Avenue precinct and the recreation precinct would be improved if:

- streetscapes were improved
- gaps in street plantings were replanted, and
- a common theme was adopted throughout the centre, especially for paving and street furniture.

5.3.3 Address and identity

Even though the centre is adjacent to two major roads, it does not address the surrounding streets.

The four precincts adjoin Antill Street. Buildings in each precinct are set a considerable distance back from Antill Street. Existing development is predominantly small scale and part of the frontage is surface parking.

Redevelopment of sites in the northern part of the centre, including Blocks 29 and 30 Section 32 and the potential development of Block 21 Section 30 (car park) will progressively establish a stronger address to the centre.

The centre lacks a well defined identity that is exacerbated by the presence of unnamed roads in the centre including:

- the access road to the northern car park off Badham Street
- the access road adjacent to the health centre off Antill Street and Cowper Street, and
- the road providing access to the eastern car park (Block 19 Section 30).

Naming these roads would reinforce the identity of the centre and assist way finding.

The entries to the centre from Antill Street Street were initially marked by plantings of prunus trees that have since been removed. The relationship between the centre and Antill Street could be improved if these entry points were replanted with the same or a similar species, thus providing a symbolic link to the history of the centre.

5.3.4 Dickson Drain

The Dickson Drain extends along the southern edge of the centre and includes pedestrian/bicycle paths on both sides and mature trees (Figure 28). The drain is the most direct route between Northbourne Avenue and the centre, Daramalan College and Dickson College.

During the day this area is well used, however the community has indicated that during the evening the area does not feel safe because of poor lighting and the absence of passive surveillance.

The Dickson Drain separates the centre from areas to the south and there are few opportunities to cross. Pedestrians cross the actual Dickson Drain rather than divert to bridge crossings on Challis Street and Cowper Street.

There are few physical or visual connections between the centre and the drain. Development in the centre backs onto the drain and hence overlooking (passive surveillance) is limited. The single pedestrian path located to the west of the Tradies Club is very narrow, unattractive and flanked by blank walls discouraging pedestrian use and reducing perceptions of safety.

The Urban Waterways Program is investigating the establishment of naturalised stormwater detention of the drain upstream in Hackett and downstream in Lyneham. As part of the current project the feasibility of naturalising the drain in the vicinity of the centre was investigated. Because land adjacent to the drain is narrow in the vicinity of the centre it is not possible to adopt this approach. Nevertheless other approaches to improving the drain should be explored with the objective of improving the amenity of the area as an open space.

As noted elsewhere, visually extending Woolley Street and Badham Street towards the drain would improve pedestrian connections. This is considered in section 5.4.



5.4 Built form

Buildings are the most prominent element of the urban environment. They shape and articulate the public realm and the relationship between the built form, land use and the public realm affects the success of a centre as a place to be.

It is generally recognised that Dickson is distinctive. However unlike many other centres this distinctiveness is related to the mix of uses rather than the built form. The planning framework provides an opportunity to create a more distinctive built form.

5.4.1 Building heights

The existing built form planning controls (Group Centre Development Code and Leisure and the Accommodation Zone Development Code) determine maximum building heights in the centre (and other centres) The permissible heights are considered in section 5.4.2.

The outcome is that permissible heights are standardised across Canberra. This approach limits the potential for place-making and the opportunity to build on what exists to create a distinctive place.

The scale of development currently permissible is not appropriate to the central location and role of the centre.

There are several reasons why building heights in the centre should be increased:

- The Spatial Plan identifies Dickson Centre as a preferred location for higher density housing but the codes restrict the location of higher buildings.

- The centre is centrally located and has limited undeveloped land. Development pressures are likely to intensify over the longer term and available land should be efficiently used.
- Higher building heights would not impact adversely on surrounding areas because of the physical separation between the centre and the immediate area.
- Provided that adequate consideration is given to overshadowing, increased building heights would not adversely affect the centre.
- It is timely to move from a standardised approach to built form across the city to a more place-specific approach that recognises the differing scale and complexity of group centres.

The planning framework represents an opportunity to introduce new height controls that encourage efficient use of land to meet emerging pressures for change and to ensure Dickson develops as a distinctive centre in terms of built form as well as function.

The relationship between the height of buildings and the width of the street influences the character of the built environment. Current design and planning approaches recognise that building height should be set in relation to street width, among other factors. Wider streets can successfully accommodate higher buildings.

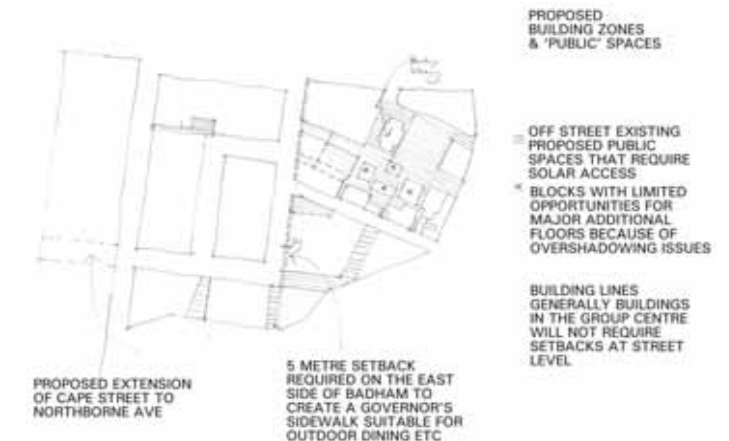
Buildings that are between 0.5 and 1 times as high as a road is wide will generally be in scale with the immediate environment.

With the exception of Badham Street, reservations are 30m wide. Therefore building heights of between 15m (4-5 storeys) and 30m (10 storeys) would be consistent with the scale of the public realm provided that taller buildings do not overshadow public spaces.

The assessment concluded that in the retail core buildings of up to three storeys (12m) would be consistent with the scale of the public spaces, would retain the general character of this area and minimise overshadowing.

In the Woolley Street precinct, buildings up to 20m (i.e. up to six (6) storeys) would be consistent with the scale in locations that do not overshadow public areas. These areas would be predominantly on the edge of the centre.

Figure 31: Proposed building setbacks



5.4.2 Building setbacks

Buildings built to the front boundary effectively define and enclose the public realm.

Although the planning controls do not specifically require buildings to be built to the front or side property boundaries, this pattern of development has generally been adopted. Ideally future development should follow this pattern. To ensure this outcome continues to be achieved future planning controls should require specifically require a zero setback to the front boundary. The only exception would be the eastern side of Badham Street, which is considered below.

The Badham Street reservation is 25m compared with 30m for other roads in the centre. The public realm would be improved with further opportunities for outdoor dining, if the pavement was a similar width to other footpaths in the centre. This could be achieved if future development fronting the eastern side of Badham Street was required to be set back 5m from the front property line. To maximise the benefits of the increased setbacks, the setback area would be landscaped and form part of the public realm.

5.4.3 Active frontages and address frontages

Active frontages add interest and life to the public realm and contribute to community safety. In commercial areas, active frontages are achieved when there are frequent doors and windows opening onto the street, few blank walls and ground floor internal uses are visible from the street.

The current planning controls seek active frontages by restricting the uses permissible on the ground floor.

As a consequence pedestrian generating commercial uses are located on the ground floor. However the

frontages are not necessarily activated. For example in parts of the centre opaque or translucent glass blocks the relationship between internal and external spaces.

The introduction of built form controls that encourage active frontages would complement the existing land use controls. More importantly these controls would assist in extending existing active areas and contribute to more interesting streets.

As noted previously, residential uses could be located on the ground floor on the edges of the centre. In these areas the objective should be to ensure that buildings address the street, that is, address frontages rather than active frontages would be required.

Address frontages would be achieved through maximising windows and doors facing the street, encouraging balconies and bay windows and maximising the number of entries from the street. Privacy could be protected while retaining passive surveillance by allowing level changes between the street and residential development. If courtyard walls were to be permissible their height should not limit overlooking and passive surveillance.

5.4.4 Awnings

Awnings are a feature throughout the centre including the retail core and much of the Woolley Street precinct.

Awnings add visual interest to building facades, protection from wet and hot weather and enable activities to extend onto the footpath. Awnings can also be a powerful unifying element.

Awnings should be encouraged in future redevelopment within the retail core and Woolley Street precincts.

5.5 Parking

The centre has considerable potential to grow within its existing boundaries. Its location and the increasing population within its catchment suggest this will occur. Realising this potential is linked to the provision of sufficient parking.

Much of the growth potential is embedded in the surface car parks and the under-utilised sites. Over time surface public car parks are likely to be replaced by basement and/or parking structures. Larger blocks in the centre could accommodate basements but they are not feasible on smaller sites such as in the retail core.

5.5.1 Meeting increasing parking demand

Parking requirements arising from small-scale redevelopment within the retail core cannot be met on-site and have generally been provided communally.

A review of on-site parking capacity in the Woolley Street precinct has concluded that most blocks are large enough to accommodate basements and that a high proportion of parking could be located on-site (Figure 32).

Nevertheless additional off-site parking will be required. Nevertheless there are numerous situations where parking requirements could be reduced:

- Supermarkets rather than specialty retailing are the major generators of retail traffic. Parking rates for specialty retailing could be reduced.
- Parking generation rates are usually lower in multi-unit housing that is close to public transport. Parking rates for developments that are close to public transport could be reduced.

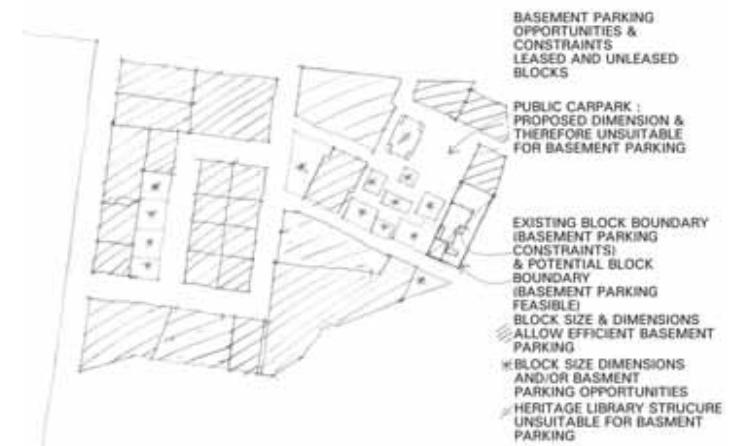
- Rates of provision could be reduced in recognition that many trips to the Dickson Centre would be multi-purpose trips.
- Rates of parking provision could be reduced because the centre is a day and night-time destination and the parking spaces are used sequentially rather than concurrently and at different times of the day.
- The amount of employment in the centre supports increased public transport use.

Demand could be met in several ways including:

- investigate the establishment of a parking bank as part of future developments
- maximise on-street parking, especially short-stay parking.

Further investigations are required to assess the most appropriate combination of the above strategies.

Figure 32: Basement parking opportunities



5.5.2 Access to public parking

Throughout Canberra several surface public car parks in centres have been redeveloped. These areas have provided public and communal parking for retailing and other uses that have not been required to provide parking on-site. Although the land is unleased Territory land, retailers and other businesses generally have a strong ownership of the spaces.

In some cases the parking provided is not easily accessible:

- parking is often not well signposted and many people are unaware of its availability and consequently it is underutilised
- access to parking areas has generally been provided via the development, especially when enclosed malls have replaced surface parking
- entries to the parking areas are often not visible from the public realm, and
- businesses in the 'older' part of a centre can feel disenfranchised from public parking.

In situations where public parking is provided on leased land as part of a new commercial development, businesses that are not located in the new development can be disadvantaged.

The Territory Plan and/or sale documents for sites in the Dickson Centre should address this issue and ensure that existing retailers in the centre are not disadvantaged by the sale of former surface car parks and the way that replacement parking is provided.

This is likely to be achieved if:

- access to basement parking is from the public realm and not from within a development, and
- parking areas are well signposted.

5.5.3 Investigate a parking bank

The Government is investigating the establishment of a parking contributions scheme to fund off-site parking. Under such an arrangement, developers pay into a public parking fund when (re)development consent is granted in lieu of providing parking on-site. Theoretically this approach could fund off-site parking demand arising from the redevelopment of buildings in the retail core and elsewhere in the centre.

An alternative approach where a parking contribution scheme is not feasible would be to introduce a 'parking bank'. In this approach parking spaces would be developed ahead of the actual requirement and developers would 'purchase' these spaces as part of a development approval. A parking bank could be established on Block 21 Section 30 as part of the redevelopment of the site and/or on Block 20 Section 34 should it be redeveloped. The requirement to develop a parking bank could be included in the sales documents or in the Territory Plan.

This approach would facilitate redevelopment in the centre but has several implications:

- initial revenue from the sale of the existing car parks would be reduced if a developer had to provide additional parking spaces (in excess of demand from the proposed development and replacement parking), and
- the revenue foregone may not be recouped for several years.

The number of spaces and the likely timing of demand have not been estimated. Further investigations are required to assess demand, cost and recoupment time.

5.5.4 Retain the eastern surface car park

The car park between the library and the Baptist Church (Block 19 Section 30) provides parking in proximity to the eastern part of the centre as well as the library and health facilities. These areas are some distance from surface parking elsewhere within the retail core.

The potential to develop a small scale supermarket on the site was assessed as part of the overall assessment of alternate sites. It was determined that this area should be retained as a surface car park for the following reasons:

- it is an important component of the character, scale and legibility of the retail core
- it is adjacent to facilities used by older people and people with disabilities who require accessible parking
- the site could potentially be used as a 'temporary market place' in the future. Such a use would add to the ambience and attractiveness of the centre and is consistent with its multicultural character
- the site is too small for a full line supermarket, and
- redevelopment of the site would change the character, scale, openness and pattern of the Dickson Square area.

6. Conclusion

6. Conclusion

The Dickson Centre has evolved successfully over the last 20 years and the centre today is very different from the former centre. These changes are likely to continue.

This report has presented an integrated framework and concept plan for the ongoing growth and development of the Dickson Centre that includes a vision, themes, strategies and actions. The main strategic action that will be a catalyst for change and development is the proposed release of a new full-line supermarket in the centre.* It is anticipated that this will be an impetus for works to improve the public realm and also private sector development elsewhere in the centre.

The directions proposed in the framework have been formulated in response to the outcomes of extensive community consultation and detailed technical assessments. The results of the two streams of activity were remarkably consistent.

The community strongly supports the establishment of a second full-line supermarket in the centre and estimates of retail demand support this view. A new supermarket is intended to meet the needs of a growing catchment population and will attract more people to shop in Dickson and to shop there more frequently. The existing retailers should share in and benefit from this additional trade. Therefore the design of the proposed facility should be fully integrated into the centre. The approach that is adopted to releasing the proposed supermarket site and the extent to which design requirements are specified will influence whether and how a new development is integrated into the centre.

If the framework is implemented, the centre will continue to be diverse multicultural mix use centre. The framework identifies actions to build on the existing strengths of the centre. Even though the centre has been successful and adaptable it is time to adopt a holistic approach to improve the centre.

Given the scope of the actions included in the framework, implementation will occur over several years.

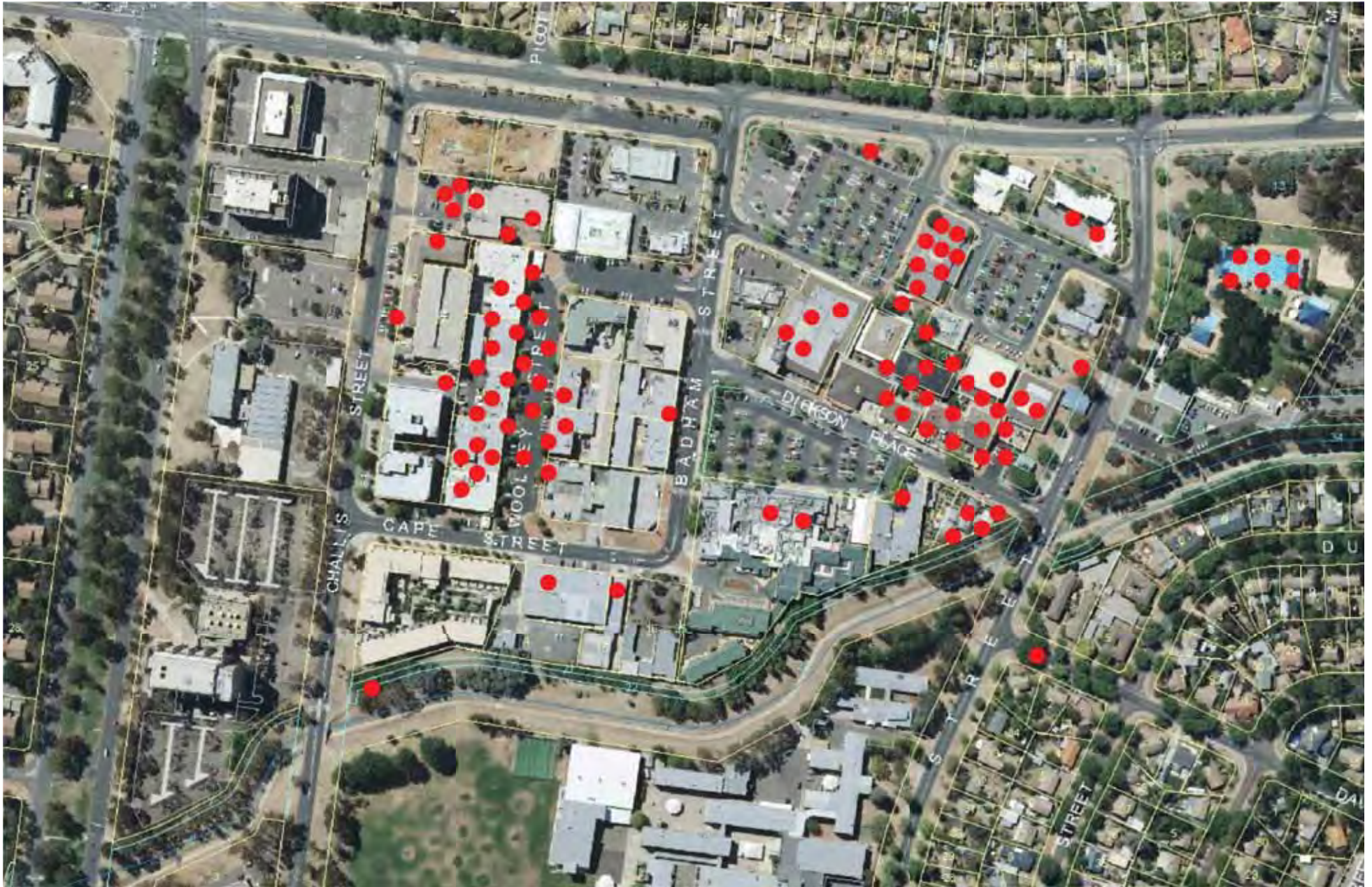
Implementation is more likely to be successful if government agencies work with lessees, traders and the community to achieve mutually agreed outcomes.

This framework represents the beginning rather than the end of a process. The next steps will include an invitation for the community to comment on the framework after which ACTPLA will review the comments and develop a preferred approach and priority actions that will be submitted to government for consideration. Depending on the outcome of the submission it is anticipated that a variation to the Territory Plan, including a Dickson Centre Precinct Code, will be prepared.

* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Attachments

Attachment 1: Community consultations



Community consultation on the Dickson Centre Planning Project was a major part of the overall project, and was undertaken in two main stages to reflect the stages of the overall study process. The initial stage focused on presenting information about the centre seeking feedback on issues affecting the centre and developing a vision for the centre. The second stage asked the community to develop plans which addressed issues facing the centre.

Attendance at the consultations included local residents as well as representatives from a wide range of community groups, business owners and lessees.

The project provided a wide range of opportunities for consultation with organisations and individuals.

Vision workshop – 25 August 2009

Approximately 85 people representing a cross-section of interests in the centre convened for the vision workshop which focused on community visioning for the future.

Small table groups were asked to imagine how they hoped the centre would be different in 5-10 years from today and is this represented in their vision for the centre. The aspirations emerging from the conversations had much in common and the ideas were subsequently formulated into a vision for the centre. Strengths and weaknesses of the centre were also identified (Table 8).



First community information display – 8 September 2009

The results of the vision workshop were presented at a community information display held in the centre and attended by over 100 people shopping at the centre during the display period. The purpose of the information display was to test the outcomes of the vision workshop with the wider community, in particular the draft vision.

Members of the community were generally aware of the planning project. They were very interested to receive feedback from the workshops and to provide their own comment about the future of the centre.

Attendees strongly supported the findings of the workshops and added their own insights about the operation of the centre now and into the future.

Design workshop – 24 September 2009

Over 60 people attended the workshop convened to assist the assessment of urban design options for the centre.

Community members worked in small groups to develop plans for the centre.



Second community information display – 20 October 2009

The results of workshop 2 were presented at a community information display attended by approximately 200 people.

The display presented the workshop's options for improving the centre together with the consultants' proposals. Attendees commented on these, including their preferences.

Other participation opportunities

In addition to face to face consultations, members of the community could also participate in the planning process via the website established as part of the project. Visitors to the site could complete a survey or add their comments.

Table 8: Dickson Centre - Strengths and weaknesses

STRENGTHS	WEAKNESSES
Multicultural vibrant atmosphere	Centre is run down and unattractive
Relaxed and unpretentious	Centre is poorly maintained
Strong sense of community in a centre that is familiar and comfortable	Retail core is too inward looking – unattractive from the outside
An open centre rather than a mall	Unsafe at night
Diversity and one-stop shopping with complimentary services. Small, good traders – local businesses	Inadequate diversity
Range of services such as library, medical centre, service stations, swimming pool	Public areas should be improved A focal point for the centre is required
Variety of food outlets	Too many fast food outlets
Entertainment area unique in Canberra	The centre lacks a focal point or meeting place and outdoor area
An accessible and convenient hub	Need better connections to and within centre, including better disabled access
Public transport hub	Public transport should be improved
A walkable centre, bike access	Traffic and parking arrangements should be improved Footpaths and bicycle paths are uneven No clear path through the centre
<p><i>NOTE: This table reflects key strengths and weaknesses raised during discussions throughout the course of the Dickson Vision Workshop and are not intended to reflect all of the comments made by persons who attended the workshop.</i></p>	

Community messages

Improve public spaces and facilities including open areas, lighting.

Retain the range and diversity of services available.

Address the conflicts between pedestrian areas and vehicles, possibly by separation through closing streets to create pedestrian malls and increased public areas.

Increase the amount of parking, possibility in a structure or basement.

It is recognised that an additional supermarket should be developed, provided that it is not at the expense of local centres in north Canberra.

The diversity and role of the centre as an entertainment hub should be retained.

Table 9: Dickson Centre - suggested changes

ELEMENT	DIRECTION
Centre character	Busier more vibrant and attractive centre that is more open and retains its village atmosphere. A people-scale centre that looks great after a facelift
Architecture	Greater consistency of design
Land use	Residential and commercial to be separate/mixed development encouraged. Higher density at edges of centre
Retail mix	More diversity of retailers, retention of small businesses and commercial viability assured
New services/retailing	More supermarkets, hardware store, cinema, Saturday markets, child minding
Entertainment/eating	More vibrant entertainment and better balance of night and day activities
Open space/landscape	More green spaces that are child-friendly
Connectivity	Better connections within the centre and between centre and surrounding areas. Better bike paths and disabled access
Roads	Reduce vehicle access in Woolley Street/create a pedestrian mall in Woolley Street
Parking	More parking, including short-stay possibly in parking structures and/or basements
Pedestrians	Car and pedestrian access segregated and more focus on pedestrian movement
Avoid	Enclosed malls, over-development

NOTE: This table reflects key comments made during discussions throughout the course of the Dickson Vision Workshop and are not intended to reflect all of the comments made by persons who attended the workshop.



Attachment 2: Traffic and parking



**DICKSON CENTRE
URBAN PLANNING FRAMEWORK**

TRAFFIC AND PARKING ASSESSMENT

JOB NO: C09035

FEBRUARY 2010

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APPENDIX A: FIGURES

1 INTRODUCTION

This assessment has been presented in our standard report format; however, it has not been written to be read as a stand alone document. It is intended that the content of this document will be re-formatted and included in the Dickson Centre Urban Planning and Design Framework report, prepared by Purdon Associates, for submission to ACTPLA.

2 EXISTING ROAD ENVIRONMENT

The Dickson group centre study area is bounded by Antill Street, Challis Street and Cowper Street. The southern boundary of the study area is defined by an open stormwater drainage channel.

2.1 Antill Street

Antill Street is an Arterial Road that runs in an easterly direction from its intersection with Northbourne Avenue, to where it terminates at its intersection with the Federal Highway in northern Canberra. Antill Street experiences peak hour traffic volumes of approximately 2000vph. Antill Street has two lanes in each direction and a 5.5m median. Right turn movements are permitted into Challis, Badham and Cowper Streets.

2.2 Challis Street

Challis Street is a major collector road that runs south from Antill Street, parallel to Northbourne Avenue to where it terminates at its intersection with Morphett Street. The right turn movement from Challis Street to Antill Street is banned due to proximity of the intersection to the Antill Street/Northbourne Avenue intersection. Challis Street is a two-lane undivided road with peak hour traffic volumes of approximately 1100vph between Morphett Street and Cape Street and 600vph between Cape Street and Antill Street.

2.3 Cape Street

Cape Street is a local road that connects Woolley Street and Challis Street. It runs perpendicular to Challis Street in a easterly direction. Cape Street is an undivided two-lane road with traffic volumes of approximately 700vph. Cape Street provides 90 degree angle parking on its northern side between Challis Street and Woolley Street and along the Southern side between Woolley Street and Badham Street.

2.4 Woolley Street

Woolley Street is a local road that connects Cape Street to Badham Street. It provides 90 degree angle parking along both sides. The majority of vehicles using Woolley Street do so to gain direct access to the on-street parking.

2.5 Badham Street

Badham Street is a local road that links Antill Street to Cape Street. Badham runs south from Antill Street and allows access to the Dickson Group Centre's primary off-street car parks. The Badham Street/Antill Street intersection is unsignalised and allows full turning movements. There is metered on-street parallel parking located south of the Dickson Place intersection. Badham Street has three zebra crossings.

2.6 Dickson Place

Dickson Place is a local road which connects Badham Street to Cowper Street. It runs south-east from Badham Street and connects perpendicular to southbound Cowper Street. Badham Street provides access to the Tradies surface car park and also acts as a service road for Woolworths and other businesses.

2.7 Cowper Street

Cowper Street is an Arterial Road which runs south from Antill Street. It connects Dickson to the Ainslie region. Cowper Street provides access to the Dickson Centre car parks via an access street and also via Dickson Place. The Dickson Place/Cowper Street intersection is signalised. Cowper Street peak hour traffic volumes are approximately 1000vph, in the vicinity of the study area.

A summary of the existing traffic volumes for the Dickson Group Centre is provided on Sketch 2 in Appendix A.

3 EXISTING LAND USE AND PUBLIC PARKING

The land uses in the study area consist predominantly of retail; restaurant/café/bar; commercial offices; and community facilities. The commercial office space has not been considered in the calculation of public parking spaces. The retail component within the Centre comprises approximately 25000m², which according to a 2003 study (prepared for ACT Procurement Solutions by SGS Economics and Planning), is made up of 25% food retail; 21% non-food retail; 55% restaurant/Café. Applying this distribution to the estimated floor areas provides the following breakdown of land uses:

Land Use	Estimated Gross Floor Area (m ²)
Food retail	6250
Non-food retail	5000
Restaurant/Café	13750
Total GFA	25000

3.1 Existing Public Parking

3.1.1 On-street Parking

On-street parking is provided in the study area on Challis Street, Cape Street, Woolley Street, Badham Street, Antill Street (service road) and Dickson Place. Parking in these areas consists of both 90° angle parking and parallel parking. Parking is controlled by meters or “pay and display” ticketing. There is some short term free parking on Antill Street (service road). On-street parking, within the study area, is restricted to a maximum of 2 hours.

There are in excess of 270 on-street parking spaces, within the study area.

On-site observations indicate that there is high demand for on-street parking within the study area. However, there appears to be a reasonable turnover rate for the parking spaces. This provides good opportunities for people looking for on-street parking around the Centre.

On-street parking locations and payment systems are shown on Sketches 3 & 4 in Appendix A.

3.1.2 Off-Street Parking

Off-street public parking is provided in nine locations throughout the study area. These parking areas provide approximately 980 parking spaces. The majority of the off-street parking in the study area consists of either “pay and display” or ticketed parking and allows all day parking; however, there are also some short term free parking spaces available.

	Location	No. of Spaces	Access Location
1	Cape Street Apartments	100	Challis Street
2	Trinity Bar	30	Challis Street
3	Service Station/KFC	68	Antill Street; Badham Street; Woolley Street
4	BWS	12	Woolley Street
5	Dickson Shops (west)	237	Antill Street; Badham Street
6	Dickson Shops (east)	114	Antill Street; Cowper Street
7	McDonalds	35	Dickson Place; Dickson Shops (west) car park service road
8	Dickson “Tradies”	134	Dickson Place
9	Quality Hotel/Tradies	251	Badham Street
	Total	981	

In addition to the public parking, there are several commercial developments that provide employee and visitor parking e.g. TransACT House, Dickson Motor Registry, Dame Pattie Menzies House, etc. These spaces have not been included in the study.

These locations, combined with numerous commercial off-street parking areas, provide in excess of 1000 parking spaces. The off-street parking locations are indicated on Sketch 5 in Appendix A.

3.1.3 Parking Provision Summary

The total amount of public parking available, within the study area, is in excess of 1250 spaces. Assuming that these spaces are primarily servicing the retail areas (approximately 25000m² GFA), this would equate to a parking rate of approximately 5 spaces per 100m² GFA.

The following Table shows the number of public parking spaces available in the area.

Parking Classification	Spaces
On-Street	270
Off-Street	981
Total	1251

The ACT Parking and Vehicular Access General Code provides parking rates of 5 spaces per 100m² GFA for shops and 10 spaces per 100m² for restaurants/cafes. If these rates were applied to the assumed land use distribution within the group centre, 2000 parking spaces would be required.

The number of parking spaces that are currently available is significantly less than is required by the Parking and Vehicular Access Code. This historical deficiency could be attributed to a number of factors, including:

- Changes to parking standards
- Changes to land uses within the centre
- Allowance for dual and complementary use of parking spaces

Onsite observations conducted on weekdays (morning and lunchtime periods) and Saturday evenings indicate that there is a surplus of parking spaces available at all times in the Centre.

3.1.4 *Dual and Complementary Use of Parking Spaces*

The parking rates presented in the Parking and Vehicular Access General Code do not make it clear whether, or to what extent, Dual and Complementary Use of parking spaces has been considered.

Dual Use relates to a motorist using a single parking space whilst conducting multiple activities in the Centre. This type of usage can reduce parking demand by up to 20%. An example of Dual Use could be someone visiting a doctor then going to the chemist and then having lunch at a café.

Complementary Use refers to different land uses within the Centre having differing peak periods for their parking demands. E.g. office parking generally has peak occupancy between 08:30 and 17:30; whereas, a restaurant or pub would have their peak parking demands later in the evening. This creates an opportunity for the same parking spaces to be used by different land uses at different times of the day.

The prudent application of Dual and Complementary Use reductions, to the current parking rates (based on the current and future land uses within the Centre), could significantly reduce the number of parking spaces that may be required to service the ongoing needs of the Centre.

3.1.5 *Car Park Guidance and Management*

There are currently no parking guidance or management systems in place to assist motorists to find available parking spaces. This leads to a perception that there is insufficient parking and excessive traffic in the area.

There are numerous proprietary parking guidance and management systems available that are suitable for implementation in the study area. These systems provide electronic displays indicating the location and availability of parking spaces.

4 PUBLIC TRANSPORT

4.1 Routes

2, 6, 7, 8, 39 - Dickson Shops

5, 31, 56, 58, REDEX 727 - Northbourne Ave

The REDEX service is being operated on a trial basis as “a high frequency, limited stop, rapid bus service between Gungahlin Market Place and Kingston Railway Station. The trial will continue through until 30 June 2010 (including school holidays, but not the Christmas/New Year period).

The route operates every 15 minutes between 7am and 7pm, Monday to Friday. ACTION's new wheelchair accessible buses are being used for the trial. These buses have internal information screens.”

4.2 Journey Times and Frequencies

The Dickson Group Centre is well serviced by public transport. The precinct is served by 11 bus routes which provide good access to Belconnen, Woden, Civic and Gungahlin Town Centres. Most bus routes operate at 15-30 min frequencies during the morning commuter period.

Destination	Approximate Journey Time (mins)	Frequency (mins) (am peak)	Route Number
Civic	30	12-15	2
	30	30	6
	15	30	7
	20	30	8
	15	30	30
	15	30	31
	20	8-10	39
	20	15-20	56
	15	15-20	58
	15	15	727 (REDEX)
Woden	75	12-15	2
	60	15	5
	80	30	6
Belconnen	20	30	7
	40	30	30
	25	30	31
	50	15-20	56
	60	15-20	58
Gungahlin	15	15	5
	15	15	727 (REDEX)
Kingston Station	35	15	727 (REDEX)

4.3 Bus stop locations

Bus stops for routes serving the Dickson Group Centre are currently located on Antill Street, Cowper Street, Cowper Street and Northbourne Avenue.

4.4 ACT Public Transport Strategic Network Plan

The ACT Strategic Public Transport Network Plan provides three concepts for the provision of a bus interchange at Dickson. Of the three options provided, Option 2 seems to be the most feasible solution. In this scenario, northbound buses from the city will deviate onto Challis Street and then back onto their primary route via Antill Street. Southbound Rapid and Express buses will remain on Northbourne Avenue and a pedestrian link will be provided between Northbourne Avenue and Challis Street. Local bus services will provide connections to the Rapid and Express services using the proposed facilities on Challis Street. Challis Street provides an ideal location for a bus interchange as it is located within easy walking distance to residential, commercial and retail land uses and Northbourne Avenue. Local buses can use the Antill Street service road to access the facility, without the need to enter the traffic stream on the arterial road network.

In order to facilitate a bus interchange in this location, several changes would need to be made to the pedestrian and parking arrangements along Challis Street and the surrounding streets. These changes include:

- Reduction in on-street parking provision to allow bus bays to be constructed
- Construction of pedestrian refuges provide safe pedestrian crossing points
- Construction of a pedestrian pathway between Challis Street and Northbourne Avenue. Ideally this pathway would be wide and well lit to provide adequate safety for pedestrians at all times of the day.
- Implementation of pedestrian wayfinding signage to direct pedestrians to the main attractors in the centre and to guide pedestrians to the

4.4.1 Access to Proposed Bus Interchange

Pedestrian access links to the proposed bus interchange will need to be upgraded to facilitate larger volumes of pedestrian movements. In particular the route from Challis Street through to the main shopping centre via Woolley Street and Badham Street will need to be improved, especially the crossing of Badham Street. In addition to these upgrades it would also be necessary to provide a high quality pedestrian link between Challis Street and Northbourne Avenue.

5 PEDESTRIAN AND CYCLIST ACCESS/FACILITIES

5.1 Footpaths/Cycleways

There are paved footpaths on both sides of all roads within the study area. The paths around the Group Centre are generally wider than 1.2m and provide good access to all of the shops/businesses in the centre. Whilst the footpaths are generally good, there are no dedicated on or off-road cycle paths within the study area. There is a cycleway located along the southern boundary of the site; however, this path only provides links into the Group Centre at Cowper and Challis Streets.

The ongoing development in the area is likely to generate an increased demand for cycle access and parking facilities.

5.1.1 Road Crossings

Pedestrian priority, zebra crossings are located on Badham Street, Cape Street, Woolley Street, Challis Street, Dickson Place and Cowper Street. The key features of zebra crossings are that they give priority to pedestrians over vehicular traffic and require pedestrians to cross the road at specific locations. In locations such as the Dickson Group Centre there is a significant demand for pedestrians to cross the access roads at a variety of mid-block locations, not just at the designated crossing points. This type of pedestrian activity is not well suited to the use of zebra crossings as pedestrians are likely to ignore the crossings if they are not located on desire lines. This can put pedestrians at risk, as motorists are expecting pedestrians to cross at the designated crossing points

Pedestrian priority crossings, such as, zebra crossings, can also have a significant impact on vehicular traffic and queue lengths, particularly when there are high volumes of pedestrians and the crossings are located close to intersections e.g. northern end of Badham Street, just north of Woolley Street. this location will

The use of Shared Zones and/or pedestrian signalised crossing points (either mid-block or at intersections) may be more appropriate where there is a strong demand for pedestrians to cross the roads immediately surrounding the Centre. Shared Zones provide equal priority to pedestrians, cyclists and motorists without restricting vehicular access; whilst pedestrian signalised crossings provide safe crossing points and can reduce the delay to vehicles when compared to zebra crossings. There are several distinct advantages to implementing Shared Zones in retail/commercial centres, including:

- Improved pedestrian amenity without affecting vehicular access
- Increased pedestrian and cyclist safety
- Allows free movement between pedestrian attractors/generators on opposite sides of the road
- Road pavement and footpaths are constructed to the same level, eliminating the need for drop kerbs. This makes road crossings easier and more convenient for mobility impaired pedestrians.

Woolley Street would provide an ideal location for a Shared Zone, as the vast majority of vehicular traffic using the road is vehicles attempting to use the on-street parking. Providing a Shared zone at this location would allow more pedestrian freedom to cross the road. Also, by changing the current parking arrangement from 90 degree parking to parallel parking and reducing the carriageway width to 7.0m, the overall crossing distance for pedestrians would be significantly reduced. An indicative Shared Zone layout is provided on Sketches 7 & 8 in Appendix A.

In addition to shared zones and signalised crossings, non-priority crossing points can be provided by way of drop kerbs (pram ramps) and pedestrian refuges at approaches to the main intersections. These facilities allow pedestrians to cross busy roads in a staged manner and do not significantly affect vehicular movements. These types of facilities are useful where there is a low pedestrian demand and relatively high traffic volumes. This type of treatment is currently provided on Woolley Street (at the Badham Street intersection) and at Dickson Place.

5.1.2 Rest Areas

Public seating is provided at regular intervals around the Group Centre. These facilities are generally in reasonable condition. All public seating is uncovered and only a few locations have trees to provide shade. Garbage bins are provided in close proximity to most of the public seating facilities. The public seating along Woolley Street is not well utilised, this could be due to the location and orientation of the seating which is generally located near the kerblines and faces towards the shopfronts. This arrangement does not provide an attractive place for people to sit, rest and have conversations. The seating areas in the shopping centre area are well used and provide some distinct focal points including sculptures and attractive landscaping.

5.2 Bicycle facilities

Bike racks are located in several locations throughout the Group Centre, including Woolley Street and the Shopping Centre. Observations on-site indicate that these facilities are under utilised. This may be due, in part, to the location and/or design of the facilities not providing an attractive option for use by cyclists. There are also no wayfinding signs to direct cyclists to the bike rack locations.

6 VEHICULAR ACCESS

6.1 Light vehicles

The Dickson Group Centre is well located for vehicle access. The primary approach routes are from Northbourne Avenue (via Antill Street or Challis Street). The immediate road network makes it easy for motorists to approach the Centre from any direction. The layout of the roads also means that it is easy for motorists to circulate between car parking locations.

6.2 Commercial vehicles

There are no restrictions on commercial and service vehicles (including garbage collection vehicles) accessing the Group Centre. However, it is likely that the majority of commercial vehicles will approach the site from Antill Street, as there are signalised intersections on the approach from Northbourne Avenue and into the Group centre via Cowper Street. Dickson Place is the primary service/loading area for the Group centre; however, businesses located around the periphery of the Centre also have commercial/service vehicles accessing their properties directly from the street or from their off-street car park areas.

7 FUTURE DEVELOPMENT

7.1 Land Uses

Several future development sites have been identified within the Group Centre. The most significant of these is a proposed 3700m² supermarket located on the site currently occupied by the Dickson Shopping Centre surface car park. Other sites identified for possible development are the eastern end of Cape Street and the existing Baptist Church site at the eastern corner of the Shopping Centre.

The supermarket development will require revised vehicular access to the site and the provision of a basement car park.

7.2 Parking and Traffic Impacts

Parking provision in the ACT is generally provided in accordance with the ACT Parking and Vehicular Access General Code. The Code requires parking to be provided at set rates according to the land use and the site location. However, they do not make any specific reference to the effects of Dual and Complementary Use parking or long term parking rate reductions to account for the modal distribution that is provided in the Sustainable Transport Plan for the ACT. The Sustainable Transport Plan suggests that the 2026 target for non-car travel is 30%, whereas, the current modal distribution in Canberra is in the order of 13% (2006 Census data). Therefore, in order to achieve the target modal distribution by 2026, significant improvements need to be made to public transport systems, as well as, pedestrian and cyclist facilities.

As a result of the ACT Government's proposed sustainable transport initiatives, it could be assumed that parking and traffic generation rates for specific land uses will be significantly reduced over the next 15-20 years. The assumed reduction in land use parking rates will mean that the existing car park facilities will be able to cater for a much larger catchment area, and/or allow additional densification of retail/commercial development without necessarily increasing the number of parking spaces required to service the site.

The current Code has been used to estimate the parking demand associated with the proposed future land uses. These estimates should be considered to be conservative and any oversupply could form part of a long term "parking bank" that could be used to allow further densification of land uses within the Centre.

The proposed supermarket would need to provide an additional 185 spaces (i.e. 3700m² at a rate of 5 spaces per 100m²). The development would also need to provide additional parking to replace the existing surface parking that would be lost. Therefore, the site would need to provide a total of 422 parking spaces.

7.2.1 Traffic generation

The proposed supermarket development (3700m² GFA) could generate additional peak traffic volumes of approximately 455 vph (vehicles per hour) and 4477 vpd (vehicles per day) on the local road network. These volumes have been calculated using the methods and rates provided in the NSW RTA Guide to Traffic Generating Developments and are based on surveys conducted in 1990. These surveys indicated a reduction in traffic generation when compared to the data collected during the 1978 surveys. It is expected that these rates will continue to fall, with the implementation of sustainable transport initiatives over the coming years.

The additional traffic generated by this development is generally expected to approach the site from Antill Street. Direct access to the site will be provided from Badham Street and Cowper Street.

Recent traffic data supplied by TaMS indicates that the road network in the Group Centre has adequate capacity to accommodate the additional traffic that is likely to be generated by the proposed development.

7.2.2 *Commercial Vehicle Access*

Service and delivery vehicles will access the future development site from Cowper Street. It is intended that a single at-grade service yard will be provided at the northern boundary of the site. The service area will need to have adequate dimensions to allow for the manoeuvring requirements of a 19m semi-trailer. An indicative layout of the service yard is provided on Sketch 6 in Appendix A.

7.2.3 *Pedestrian/Cyclist Access*

The proposed supermarket facility is likely to have a basement car park catering for approximately 420 vehicles. This car park will need to include the spaces that are currently available in the surface car park that will be lost during the development of the supermarket. The location and size of the car park, along with the expected increase in pedestrian movements associated with the bus interchange on Challis Street, is likely to generate significant additional pedestrian movements across Badham Street. The additional pedestrian activity will require an upgrade to the pedestrian crossing facilities in the area. The expected volume of pedestrians combined with the vehicular traffic on Badham Street suggests that the existing zebra crossing will not be suitable and that a signalised crossing will be required. Due to the proximity of the Woolley Street intersection to the vehicular access point to the shopping centre, a mid block pedestrian crossing would be unsuitable; therefore, it is proposed to signalise the Woolley Street/Badham Street intersection and to provide pedestrian phases on each approach. This arrangement will also allow the retention of the McDonalds egress driveway on Badham Street. An indicative signalised intersection layout is provided on Sketch 8 in Appendix A.

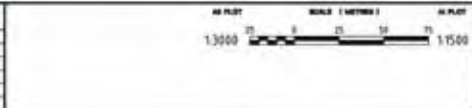
APPENDIX A: FIGURES



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PROJECT NO. _____

CLIENT: **PURDON**
 PLANNING, ARCHITECTURE, INTERIORS

PROJECT: **DICKSON GROUP CENTRE
 URBAN PLANNING FRAMEWORK**

Project No. _____

Client: **BROWN**
 CONSULTANTS

Project: **Dickson Group Centre Urban Planning Framework**

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ISSUE TITLE	DATE
TRAFFIC VOLUMES	
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**DICKSON GROUP CENTRE
 URBAN PLANNING FRAMEWORK
 SKETCH 3 - PARALLEL ON-STREET PARKING**
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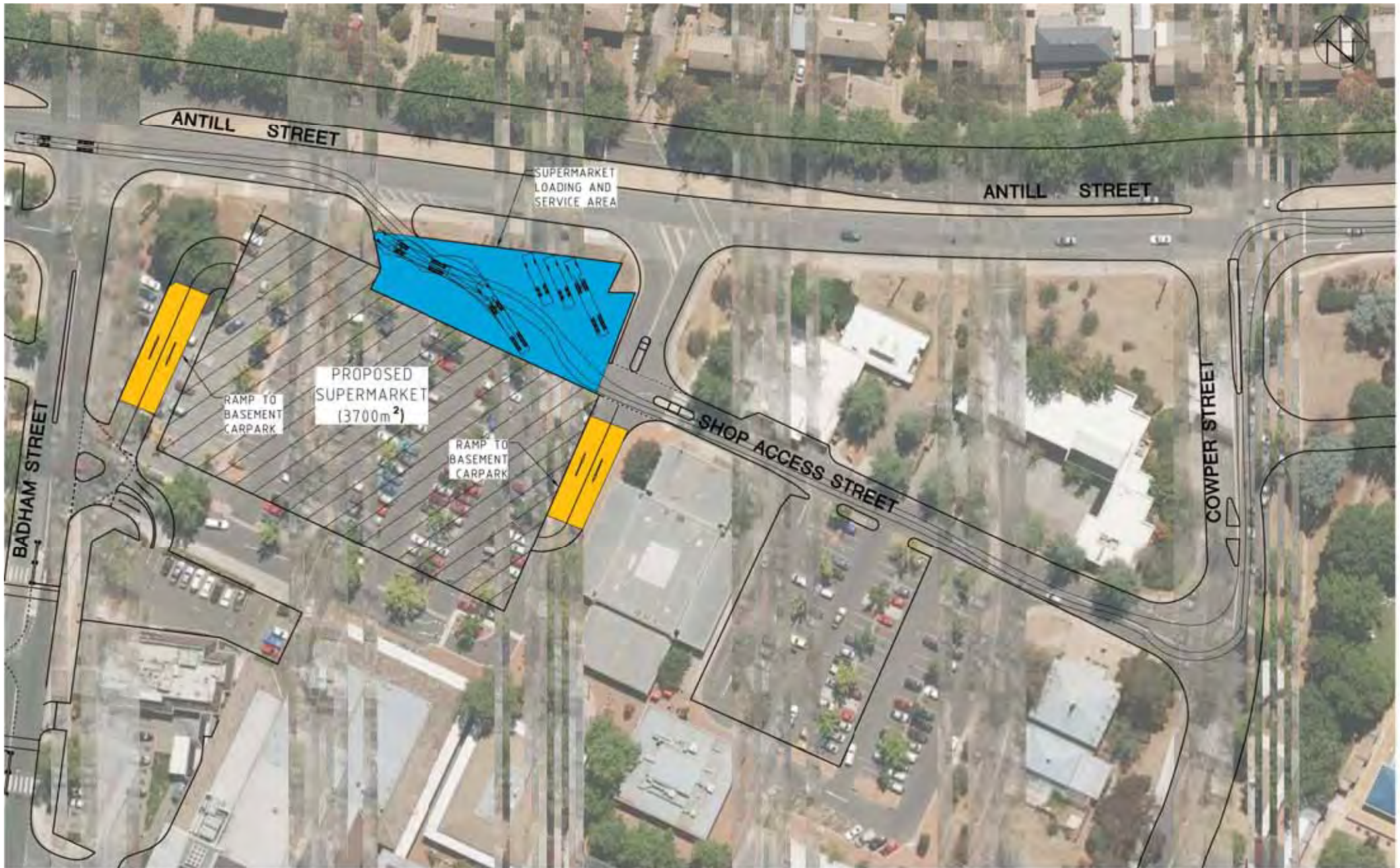


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**DICKSON GROUP CENTRE
URBAN PLANNING FRAMEWORK
SKETCH 4 - ANGLD ON-STREET PARKING**
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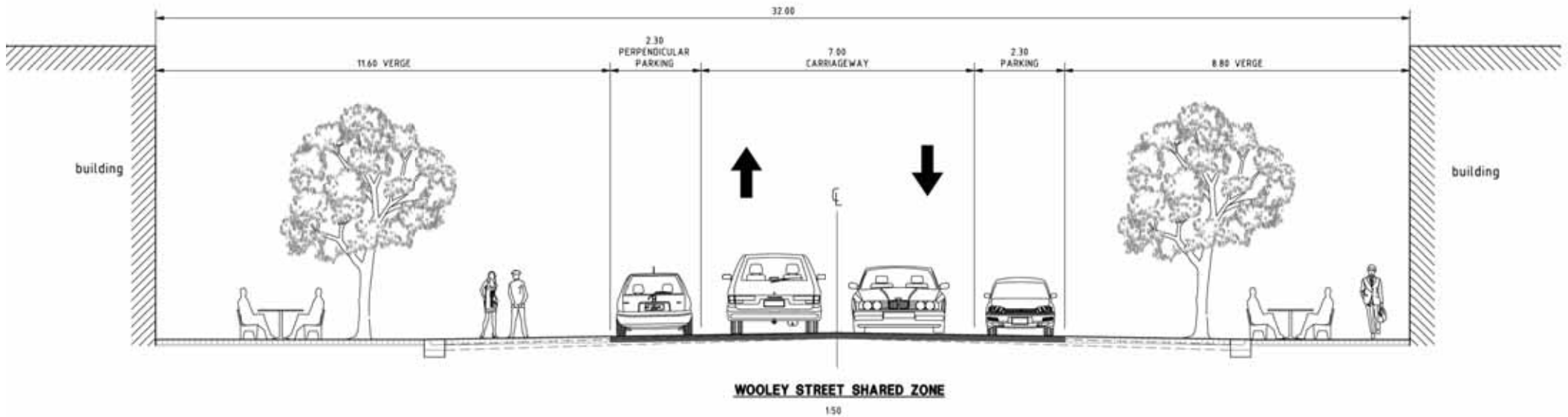
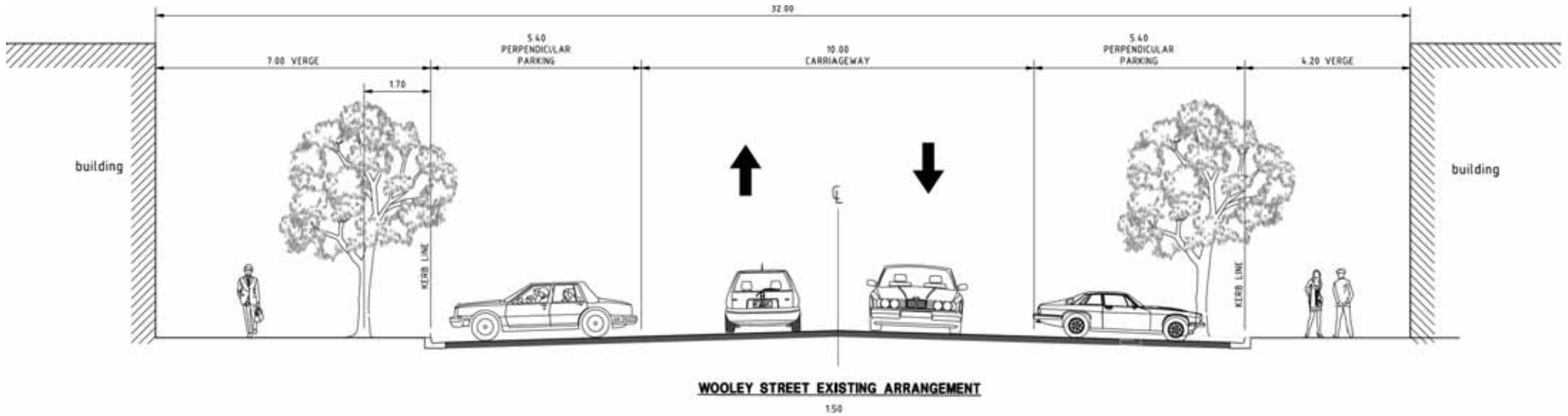


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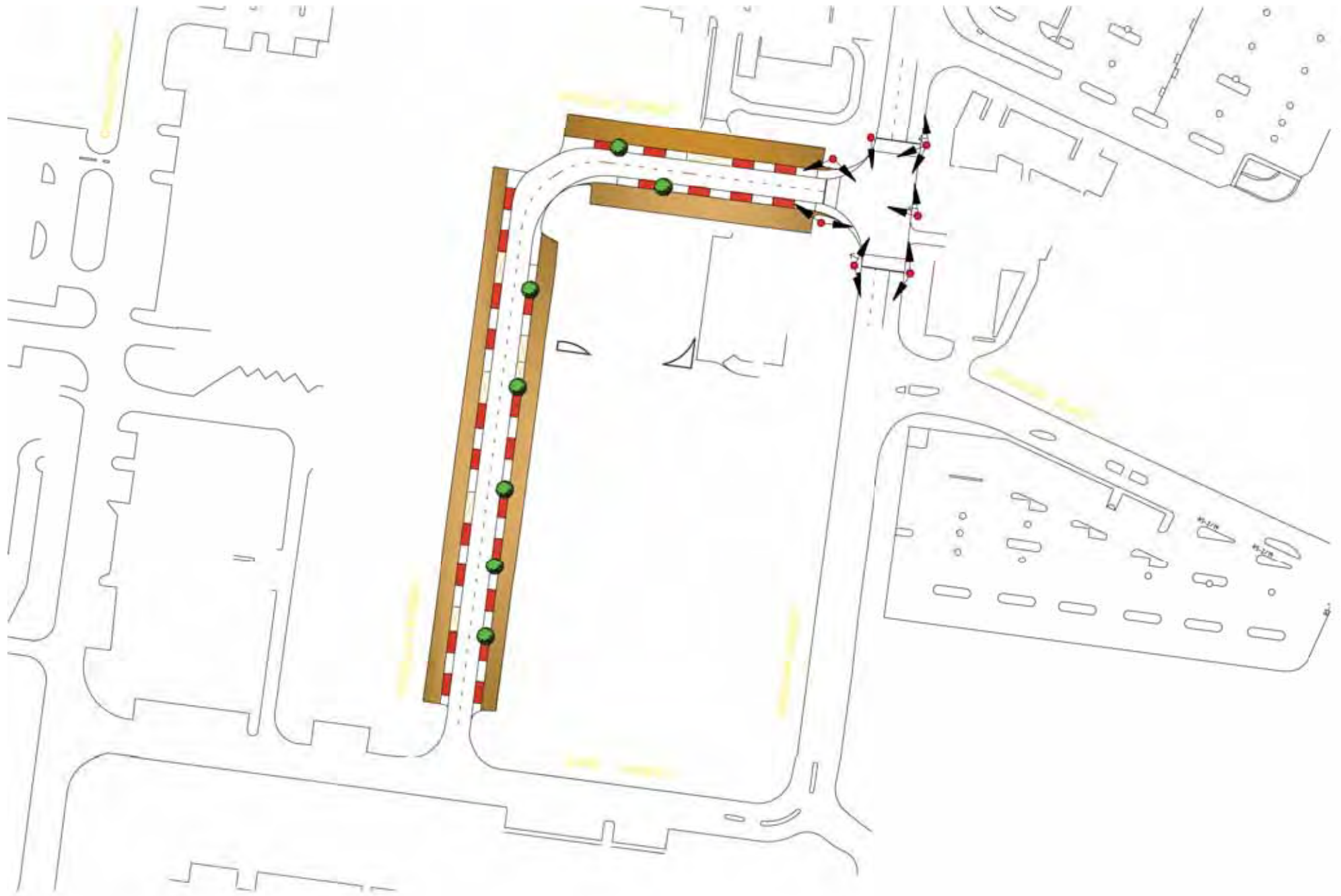
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DICKSON GROUP CENTRE
URBAN PLANNING FRAMEWORK
 SKETCH 6- ARCHITECTURAL PLAN
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DICKSON GROUP CENTRE
URBAN PLANNING FRAMEWORK
SKETCH 8 - WOOLEY STREET SHARED ZONE
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Attachment 3: Previous studies
Attachment 4: References

Attachment 3 – Previous studies

ACT Commercial centres and industrial areas floor space – Summary Report Barbara Davis and Associates and ACTPLA July 2007

ACT Retail Study – Extracts IBECON 2007

ACT Supermarkets ACT Commercial Centres and Industrial Areas Floor space Inventory ACTPLA July 2007

Draft Dickson Central Area Planning Study and Master Plan, Precinct Code ACTPLA 10 February 2006

Draft Dickson Central Area Planning Study (to inform Dickson Central Area Planning Study and Urban Design Code) ACTPLA October 2005

Mixed Use in Canberra: Dickson – Presentation to Policy Committee ACTPLA 2005

Dickson Urban Design Capacity Study SKCM 2003

Retail Capacity Assessment – Dickson Town Centre Urban Design Study SKCM and SGS Economics & Planning 6 2003

Traffic & Parking Assessment Part of Dickson Urban Design Capacity Study Maunsell Australia P/L 2003

Dickson Section Master Plan ACTPLA 2003

Dickson Neighbourhood Plan ACTPLA 2003

Revealing Dickson - Moving closer towards the Dickson Neighbourhood Plan PALM 2003

Reflecting Dickson: a summary - Moving towards the Dickson Neighbourhood Plan PALM 2002

Survey – Dickson – Business and Employee Survey - Forbes Mason & Associates Pty Ltd 2002

Safe Routes Community Plan Bell Planning Associates (undated)

Dickson Group Centre -Public Places Refurbishment Draft Master Plan Report Maunsell McIntyre Pty Ltd October 1998

Community Consultation and Cultural Profile Report - Susan Conroy April 1998

Attachment 4 - References

- ACT Commercial centres and industrial areas floor space – Summary Report
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- ACT Supermarkets ACT Commercial Centres and Industrial Areas Floor space Inventory
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- Community Consultation and Cultural Profile Report
- Dickson Neighbourhood Plan
- Dickson Section Master Plan
- Dickson Urban Design Capacity Study
- Draft Dickson Central Area Planning Study
(to inform Dickson Central Area Planning Study and Urban Design Code)
- Draft Dickson Central Area Planning Study and Master Plan, Precinct Code
- Draft Survey – Dickson – Household
- Mixed Use in Canberra: Dickson – Presentation to Policy Committee
- Retail Capacity Assessment – Dickson Town Centre Urban Design Study
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- Revealing Dickson -Moving closer towards the Dickson Neighbourhood Plan
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- ACT Planning and Land Management (PALM) November 2002
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- Bell Planning Associates Prior to 2000 (date not stated on document)
- ACT Government None provided
- Forbes Mason & Associates Pty Ltd 2002
- Maunsell Australia Pty Ltd (Canberra office) October 2003
- ACT Government 2005

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Purdon Associates	Project management and planning
Colin Stewart Architects	Urban design
Brown Consulting	Engineering, traffic
Capital Valuers	Property advice
Enviro Links Design	Landscape



**ACT Planning &
Land Authority**



PURDON
PLANNING SUSTAINABLE FUTURES

5.5.2 Access to public parking

Throughout Canberra several surface public car parks in centres have been redeveloped. These areas have provided public and communal parking for retailing and other uses that have not been required to provide parking on-site. Although the land is unleased Territory land, retailers and other businesses generally have a strong ownership of the spaces.

In some cases the parking provided is not easily accessible:

- parking is often not well signposted and many people are unaware of its availability and consequently it is underutilised
- access to parking areas has generally been provided via the development, especially when enclosed malls have replaced surface parking
- entries to the parking areas are often not visible from the public realm, and
- businesses in the 'older' part of a centre can feel disenfranchised from public parking.

In situations where public parking is provided on leased land as part of a new commercial development, businesses that are not located in the new development can be disadvantaged.

The Territory Plan and/or sale documents for sites in the Dickson Centre should address this issue and ensure that existing retailers in the centre are not disadvantaged by the sale of former surface car parks and the way that replacement parking is provided.

This is likely to be achieved if:

- access to basement parking is from the public realm and not from within a development, and
- parking areas are well signposted.

5.5.3 Investigate a parking bank

The Government is investigating the establishment of a parking contributions scheme to fund off-site parking. Under such an arrangement, developers pay into a public parking fund when (re)development consent is granted in lieu of providing parking on-site. Theoretically this approach could fund off-site parking demand arising from the redevelopment of buildings in the retail core and elsewhere in the centre.

An alternative approach where a parking contribution scheme is not feasible would be to introduce a 'parking bank'. In this approach parking spaces would be developed ahead of the actual requirement and developers would 'purchase' these spaces as part of a development approval. A parking bank could be established on Block 21 Section 30 as part of the ~~redevelopment of the site and/or on Block 20 Section 34~~ should it be redeveloped. The requirement to develop a parking bank could be included in the sales documents or in the Territory Plan.

This approach would facilitate redevelopment in the centre but has several implications:

- initial revenue from the sale of the existing car parks would be reduced if a developer had to provide additional parking spaces (in excess of demand from the proposed development and replacement parking), and
- the revenue foregone may not be recouped for several years.

The number of spaces and the likely timing of demand have not been estimated. Further investigations are required to assess demand, cost and recoupment time.

5.5.4 Retain the eastern surface car park

The car park between the library and the Baptist Church (Block 19 Section 30) provides parking in proximity to the eastern part of the centre, ~~as well as the library and health facilities. These areas are some distance from surface parking elsewhere within the retail core.~~ *10/11/12* *part of it*

The potential to develop a small scale supermarket on the site was assessed ~~as part of the overall assessment of alternative sites.~~ *It was determined that this area should be retained as a surface car park for the following reasons:*

- it is an important component of the character, scale and legibility of the retail core
- it is adjacent to facilities used by older people and people with disabilities who require accessible parking
- the site could potentially be used as a temporary market place in the future. Such a use would add to the ambience and attractiveness of the centre and is consistent with its multicultural character
- the site is too small for a full line supermarket, and
- redevelopment of the site would change the character, scale, openness and pattern of the Dickson Square area.

Misson parts

5.5 Parking

The centre has considerable potential to grow within its existing boundaries. Its location and the increasing population within its catchment suggest this will occur. Realising this potential is linked to the provision of sufficient parking.

Much of the growth potential is embedded in the surface car parks and the under-utilised sites. Over time surface public car parks are likely to be replaced by basement and/or parking structures. Larger blocks in the centre could accommodate basements but they are not feasible on smaller sites such as in the retail core.

5.5.1 Meeting increasing parking demand

Parking requirements arising from small-scale redevelopment within the retail core cannot be met on-site and have generally been provided communally.

A review of on-site parking capacity in the Woolley Street precinct has concluded that most blocks are large enough to accommodate basements and that a high proportion of parking could be located on-site (Figure 32).

Nevertheless additional off-site parking will be required. Nevertheless there are numerous situations where parking requirements could be reduced:

- Supermarkets rather than specialty retailing are the major generators of retail traffic. Parking rates for specialty retailing could be reduced.
- Parking generation rates are usually lower in multi-unit housing that is close to public transport. Parking rates for developments that are close to public transport could be reduced.

- Rates of provision could be reduced in recognition that many trips to the Dickson Centre would be multi-purpose trips.
 - Rates of parking provision could be reduced because the centre is a day and night-time destination and the parking spaces are used sequentially rather than concurrently and at different times of the day.
 - The amount of employment in the centre supports increased public transport use.
- Demand could be met in several ways including:
- investigate the establishment of a parking bank as part of future developments
 - maximise on-street parking, especially short-stay parking.

Further investigations are required to assess the most appropriate combination of the above strategies.

Figure 32: Basement parking opportunities



Can we make clearer?

Full-line supermarket

The preferred site currently provides 250 car spaces and has a site area of 7,867m². The site is large enough for a full-line supermarket of about 4000m² and associated uses. The existing car parking would have to be replaced on-site.

Several issues will have to be resolved prior to sale of the land:

- The development should face the retail core and therefore the rear of the development would face Anill Street. It may be necessary to prepare guidelines to ensure that the appearance of the rear of the building is consistent with the prominent location.
- Service access would be from Anill Street. The traffic impacts should be assessed in more detail than was possible in this project and any mitigation measures identified.
- The economics of constructing a multi-level basement will influence the potential scale of development. If the development capacity is to be determined prior to sale the feasibility of constructing two or more basements should be assessed.
- The preferred amount of speciality retail floorspace should be determined taking into account the desirability of it to ensure that existing retailers benefit from the additional trade that will be generated.
- The development should be integrated with the centre. This will be best achieved if floor levels are similar to external levels, pedestrian access from basement parking is to the public realm and active frontages are maximised.

The scale of the proposed development will be larger than other developments in the retail core. Unless the built form is fine grained the development could compromise the character of the retail core. The urban design considerations referred to above are intended to break down the apparent scale and create a place in which the pedestrian walkways are extended from the core to the proposed development.

The community has expressed their strong preference for an open development rather than the development of a mall.

Site planning consideration and traffic impacts are considered in section 3.6.

Smaller supermarket

It was not possible to identify a suitable site at this time for a smaller supermarket even though several of the sites are the required size.

Notwithstanding the current lack of space it would be desirable to identify a site for a second supermarket in the Dickson Centre. There will continue to be unmet demand for additional supermarket space even after a new full-line supermarket is developed. The extent of unmet demand will increase. Preferably the site should be located in the eastern part of the retail core.

Community voices

We need a second supermarket, especially to create competition, however it needs to be attractive and should not create additional traffic problems.

There is a definite need for a second supermarket in the area.

We do not want a retail mall.

I do not mind where the supermarket is located, it is more important that it has good pedestrian, cycle, bus and car access.

The design of the shopping precinct could be improved – currently it does not encourage shoppers to migrate from the Woolworths end to the Harris Scarfe end of the precinct.

Dickson needs more than one supermarket, including a fruit and vegetable market.

The lack of competition is a real problem and it would be great to have another supermarket.

A policy strategy should be developed that address some

80 *To provide (some) re-paving to replace that on Baskin 21 section 30 justifying another in order to minimise the disruption to the business in the centre,*

Figure 24: Supermarket location options



Assessment - full-line supermarket

The assessment took into account the principle of concentrating major retailing on the core and the principle of encouraging anchors to be located such that pedestrian traffic between is maximised.

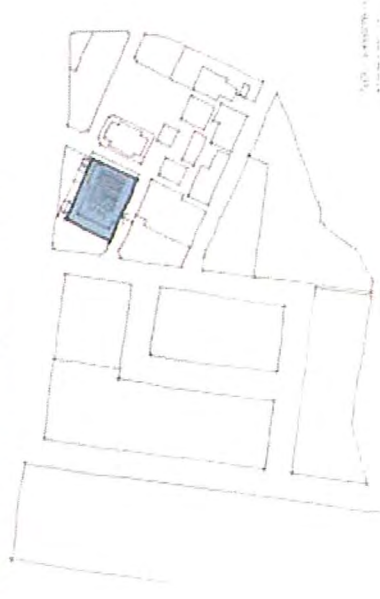
The assessment considered the impact of developing a supermarket outside the retail core, the extent to which different sites would anchor retailing and the capacity of the alternate sites to accommodate either a full line or a smaller supermarket.

The assessment concluded that a new supermarket(s) should be located within the existing retail core area (that is, east of Badham Street) in order to support existing retail activity, especially independent retailers. While it is recognised that retailing is located outside the core, locating a supermarket space elsewhere in the centre would reduce pedestrian movement in the retail core. It would also increase pedestrian movement across Badham Street, resulting in potential traffic/pedestrian conflicts.

One of the reasons that the centre has been relatively successful is that retail anchors have been located on the eastern (department store) and western (supermarket) edges of the centre with smaller retailers between. This arrangement is widely recognised as maximising the amount of pedestrian traffic past the smaller shops. Ideally this pattern can be retained.

Within the existing road configuration only one site was large enough to accommodate a full line supermarket. The site was the existing car park to the north of Woolworths (Block 19 Section 30) (Figure 25). This site will generate additional pedestrian traffic that should percolate throughout the centre.

Figure 25: Potential supermarket site



* On 6 May 2010, Chief Minister Jon Stanhope announced the release of new supermarket sites, including Dickson. For more details refer to this report's foreword or the following internet link: <http://www.chiefminister.act.gov.au/media.php?v=9505>

Change 3 - Issues from Local Development

Parking

There are 237 spaces in the existing car park and they would have to be replaced. About 260 car spaces would be required for the/retail space based on current standards. As a minimum the site would have to include about 460 spaces (Table 1). Each basement could accommodate about 220 vehicles (assuming deep rooted planting on-site). Therefore unless parking standards were reduced a minimum of two basements and part of a third basement would be required as part of the development of a supermarket and specialty shops.

The balance of the third basement could be used for parking associated with additional development on the site. Additional basements are unlikely to be economic.

Table 1: Parking estimates

Use	Floor space	Parking
Supermarket	4000m ²	200
Specialty	500m ²	25
Replacement parking		237
Total		462 spaces

Traffic generation

Traffic generation was calculated for a slightly smaller supermarket development than is now proposed. A supermarket of 3700m² GFA could generate additional peak traffic volumes of approximately 455 vehicles per hour and 4477 vehicles per day on the local road network. These volumes have been calculated using the NSW RTA Guide to Traffic Generating Developments and are based on surveys conducted in 1990. These surveys indicate that traffic generated had reduced since 1978 and this trend is expected to continue with the implementation of sustainable transport initiatives.

The additional traffic generated by this development is generally expected to approach the site from Antill Street. Direct access to the site will be provided from Badham Street and Cowper Street.

Recent traffic data supplied by TAMS indicates that the road network in the group centre has adequate capacity to accommodate the additional traffic that is likely to be generated by the proposed development.

Parking management *bold*
A parking management strategy will also be required as part of the implementation process to minimise the impacts during construction on existing retailers arising from the loss of the main surface parking area. *Had been integrated into 'Parking'*

Off-site works

The Framework proposes that various capital works be undertaken. These include works in the vicinity of the proposed development.

These works could either be undertaken as off-site works associated with the proposed development or as part of the Capital Works Program. Notwithstanding the approach adopted they should be undertaken at the same time as the construction of the development.

If the works are undertaken as off-site works the construction should be based on detailed designs prepared by the relevant government agency and included in the sale documents.

Varying the planning controls

The above proposal is not permissible under the current Group Centre Development Code. It is anticipated that the proposed Dickson Centre Precinct Code could only have effect through a full Territory Plan variation before the development proposed for the site could be implemented.

In some circumstances Territory Plan variations can have interim effect from the date they are publicly notified. However the *Planning and Development Act (2007)* requires that the more stringent of the two controls is to apply. In this case the existing conditions would be more stringent than the proposed conditions. Therefore it would not be possible for the variation to have interim effect.

② Parking in 'mkt' strategy addressing this issue will involve ~~proposed~~ *as part of our infrastructure plan* *as part of the release of Dickson Centre | URBAN PLANNING AND DESIGN FRAMEWORK*

① The proposed development ~~will~~ *the* ~~scope~~ *scope* ~~car park~~ *on Block 21 will disrupt the operation of the centre & potentially retail sales.*

④ *As it is well supported that alternative parking would have to be provided prior to commencement of any construction on Block 21.*

⑤ *It is beyond the scope of this report to address this*

3.7 Implementation process

The framework will be implemented through several approaches including:

- release of Territory land
- variation to the Territory Plan including preparation of a new precinct code for the Dickson Centre
- capital works expenditure
- operational improvements, and
- further investigations.

To further inform the planning process it is recommended that further liaison with the following lessees be undertaken about proposals that could affect them including:

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

3.7.1 Rezoning

The Woolley Street precinct and the retail core are zoned CZ1, CZ2 and CZ3. The zones could be simplified into a single zone with section specific provisions in the precinct code.

The area north of the swimming pool, east of Cowper Street (Block 13 Section 72) is currently zoned Commercial CZ6 (Leisure and Accommodation). Although community uses are permissible in this zone it would be preferable to rezone the land to CFZ Community Facility Zone in order to ensure that it is used for community facilities and not commercial uses.

3.7.2 Dickson Centre Precinct Code

The framework proposes numerous changes to development code. These should be introduced through a Dickson Centre Precinct Code. Such a code will ensure high quality sustainable outcomes and introduce a placed-based planning approach.

The introduction of a Dickson Centre Precinct Code and its associated provisions would require a variation to the Territory Plan.

3.7.3 Land release

The framework identifies opportunities for new development on unleased land. These sites could be progressively sold:

- (part) Block 21 Section 30 to facilitate development of a major full line supermarket and associated development, and
- Block 20 Section 34 (southern car park) as a direct sale to the Tradies Club to facilitate redevelopment of their site.

A variation to the Territory Plan would be required before these sites could be developed in accordance with this framework.

*Change 4
Insert from Word Document*

In addition (part) Block 20 Section 30 could be released as a direct sale to the lessees of Block 10 Section 30 (Harris Scarffe site) if they were interested in expansion of the existing secondary 'retail anchor'. The current land use zone permits commercial development on Block 20 Section 30.

3.7.4 Capital works

The improvements to the public realm could be implemented either through capital works expenditure or by off-site works. The works include:

- construct an east-west linear open space from Cowper Street to Badham Street with extensions adjacent to the western boundary of the library
- re-configure the existing eastern car park (as part of the development of the linear open space)
- upgrade streetscapes and construct on-street parking:
 - Challis Street adjacent to Blocks 24 and 29 Section 32
 - Challis Street adjacent to Block 3 Section 34, and
 - Cape Street adjacent to Block 9 Section 31.
- increase the width of footpaths:
 - the southern side of the service road adjacent to Antill Street
 - the eastern side (of the north-south aligned section) of Woolley Street
 - the northern side (of the east-west aligned section) of Woolley Street
- construct a driveway into the southern car park off Badham Street
- relocate the existing pedestrian crossing to align with future pedestrian arcades, and
- enhance the landscape plantings along the Dickson Drain and naturalise the drain (within the constraints of channel).

Theme 1 – Facilitating growth, change and diversity

Strategy 1 – Strengthen the retail core

Actions

- Land release
1. Release part Block 21 Section 30 car park for a mixed use development that includes a full-line supermarket.
 2. Support the direct grant of (part) Block 20 Section 30 to the lessees of Block 10 Section 30 to facilitate expansion of the secondary retail anchor, if sought, provided that:
 - o the location of the public toilets, bus shelter and electrical substation is resolved.

Territory Plan

3. Retain the floor space limits on the maximum size of shops in the mixed services zone other than for bulky goods retailing.
4. Allow limited redevelopment of sites in Section 30 to a maximum of three (3) storeys (RL587) provided that:
 - o solar access to the adjacent public realm is not reduced from existing levels.

Strategy 2 – Encourage residential development

Actions

- Territory Plan
5. Encourage residential development on:
 - o Blocks 4, 6, 15, 16, 28 and 29 Section 34
 - o Blocks 29 and 30 Section 32, and
 - o Block 21 Section 30.
 6. Increase permissible heights for residential development on these blocks. Refer to Action 67.
 7. Enable residential development that is a product people want to live in long term by:
 - o providing sufficient storage (including individual not communal bicycle storage in multi-unit housing)
 - o providing sufficient outdoor entertainment areas in multi-unit housing (i.e. bigger balconies), and
 - o providing green outlook for multi-unit housing.

Strategy 3 – Balance entertainment and residential uses

Actions

- Territory Plan
8. Encourage ongoing restaurant use Sections 31 and 32 through concessions for parking (recognising the multi-use of spaces in the centre).
 9. Proactively monitor noise levels in relation to legislative requirements and ensure noise levels are well managed by:
 - o regulating bin pick up hours of other uses and sealing bin corrals of all future/renovated pubs/food establishments
 - o requiring the shut down of outdoor areas i.e. dining areas/defined outdoor smoking areas, after a certain time
 - o requiring that pubs/food establishments shut windows at certain time to stop the sound of music escaping, and
 - o changing liquor licensing laws to allow publicans to control patrons on leaving venue.

Further investigation

10. Investigate the feasibility of enhancing noise amelioration measures for multi-unit housing in the Dickson Centre including:
 - o a requirement for thicker glass, and
 - o sound insulation.
11. Investigate the feasibility of establishing an interactive program that provides people with information about noise levels in the vicinity of entertainment activities. The Brisbane City Council interactive noise information is a useful model.

Change?
 Inset change
 from word document

2. Repare an imp...
 2. Repare a parking philosophy to address the short-term loss of parking arising from...
 impact on existing relations from the loss of parking will be minimized.

This strategy should be prepared prior to the release of the site. Community & especially workers should have to opportunities to participate in the strategy.

Support the development of new community uses

There is a strong demand for sites for community use in north Canberra but few sites are available. Undeveloped land in the recreation/community precinct could be developed for this purpose.

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

Allow the centre to grow

Apart from opportunities outlined above, there are several additional opportunities that would enable the centre to grow.

The Motor Registry site represents a major development opportunity in the centre. The site has also been identified as a possible location for a bus station. These two uses are not mutually exclusive. 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.

If the Tradies Club seeks to redevelop their site in the future, consideration should be given to incorporating the adjacent car park (Block 20 Section 34) into the 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. The strategy proposes that car park be sold to the Tradies Club subject to these outcomes being achieved.

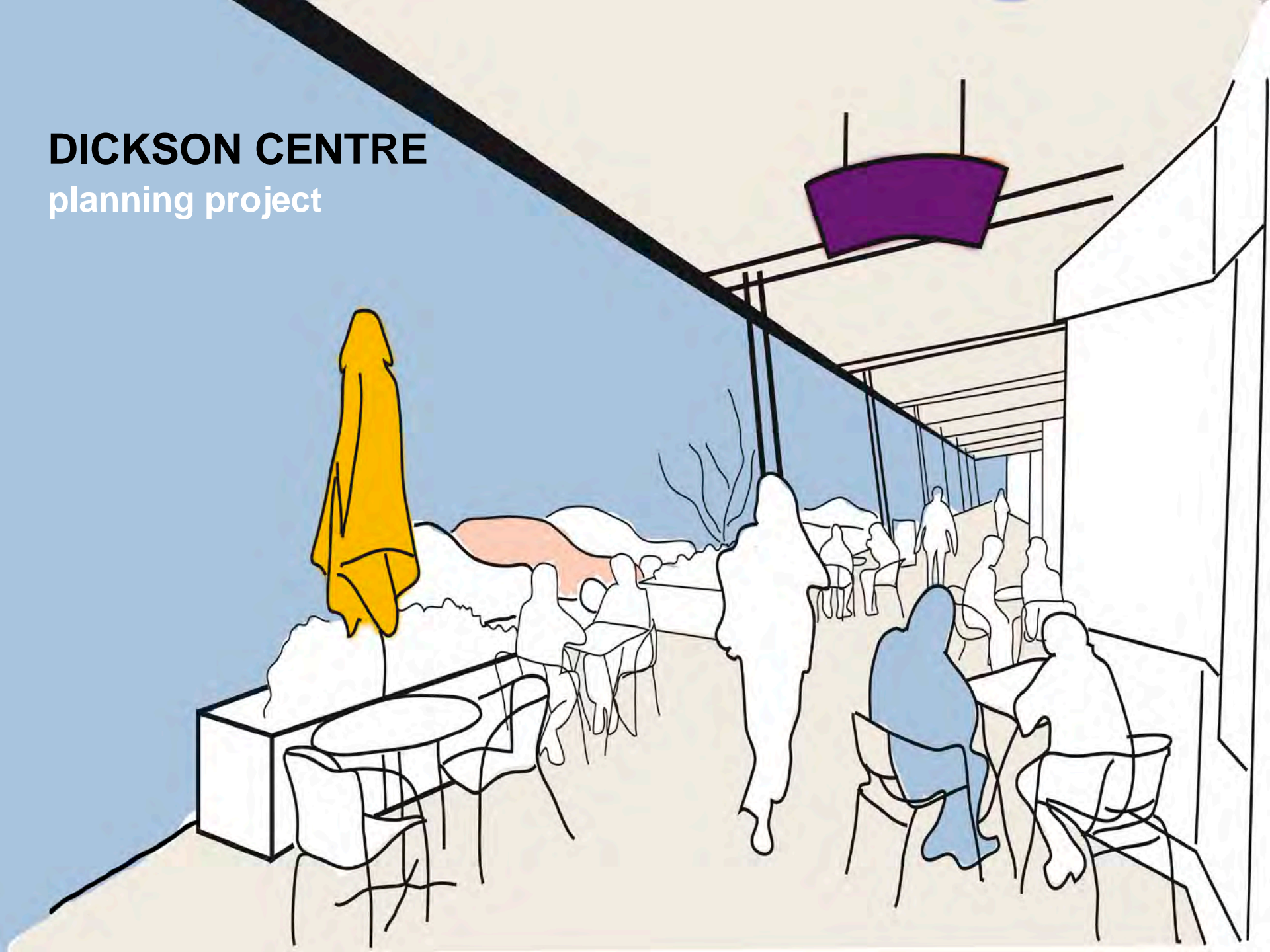
If the site is not included in any redevelopment of the Tradies Club the public car park should be retained.

While it is not proposed that the Dickson Centre should become a major employment location, the continuing relevance of the restrictions on the maximum size of office developments should be reviewed.



03.03.10

DICKSON CENTRE
planning project



DICKSON CENTRE

Urban Planning and Design Framework



MARCH 2010

Dickson Centre framework report

- Document which concludes the consultation and research undertaken by the consultant.
- Outlines consultant's recommendations for guiding future development and redevelopment in the centre.

11.11.10

8 months + 8 days

(of fun)

EPC – March

Minister sign off - April



Parking strategy – July, August

Framework report consultation – August, September

Consultation report – October, November

Implementation plan – October, November

DICKSON CENTRE

Consultation report



NOVEMBER 2010



ACT Planning &
Land Authority

DICKSON CENTRE

Implementation Plan



NOVEMBER 2010



ACT Planning &
Land Authority

DICKSON CENTRE

Consultation report



NOVEMBER 2010



ACT Planning &
Land Authority

Summary of project consultation

- Workshops
- Information displays
- Surveys
- Interviews with key lessees and tenants
- Technical working group
- Summary of outcomes
- Advertising
- AND...

27 submissions

(in response to the framework report)

the good...

I've just had a quick read through the vision for the Dickson Centre Planning Project... In summary, I love it. In particular the ideas relating to pedestrian links/arcades/laneways are great

I was very impressed by the plan especially the potential new pedestrian routes through the blocks on Woolley Street and to the drain (the Dickson canal?) and pedestrian bridges across it.

Just reviewed the Dickson Centre Urban Planning and Design Framework Report Plan. Looks good.

and the downright ugly...

Your so-called discussion paper is a tissue of inventions to support your firm intentions to “develop” and ruin inner Canberra with facilities that are nothing more than a poor excuse for overdensity and a compensation for not providing adequate facilities in the new outer suburbs.

...we are unimpressed and our hopes have been disappointed. The proposed Urban Planning and Design Framework lacks insight, logic, imagination and is heavily skewed toward considerations for the second supermarket.

Summary of project

- framework report
- consultation

Implementation

- tools
- actions
- + land release
- + capital works
- + further investigation
- + THE PRECINCT CODE (Territory Plan variation 18 months +)

DICKSON CENTRE Implementation Plan



NOVEMBER 2010



ACT Planning &
Land Authority

Task

Parking study

Noise study

Office height study

Time

Cool stuff we may see happen in Dickson in our lifetime

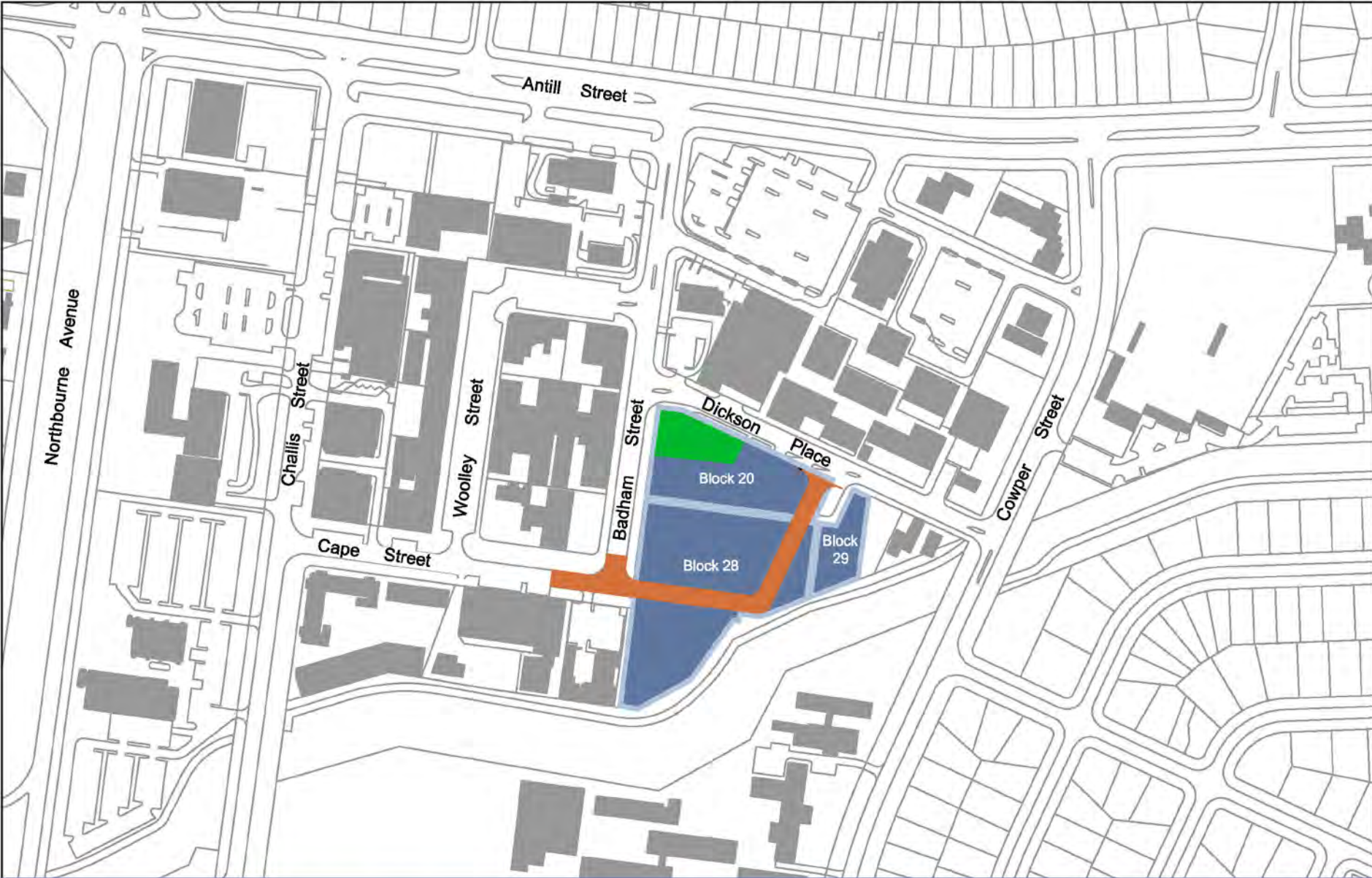


Blocks 19 and 21 Section 30 Dickson



Off-site works





Block amalgamation

Blocks 20, 28 and 29
Section 34

Open space



What's next?

- [REDACTED]
- [REDACTED] Dickson Centre Planning Project is complete (!!!)
- Each agency will be forwarded actions for completion, some will happen quickly, some will take years and be subject to budget availability



DICKSON CENTRE

Implementation Plan



NOVEMBER 2010



ACT Planning &
Land Authority

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Abbreviations and acronyms

ACT	Australian Capital Territory
ACTPLA	ACT Planning and Land Authority
The framework report	The Dickson Centre Urban Planning and Design Framework Report
The project	The Dickson Centre planning project
LDA	Land Development Agency
LaPS	Land and Property Services
TAMS	Territorial and Municipal Services

Executive summary

This Dickson Centre Implementation Plan is the final document produced as part of the Dickson Centre planning project. The Dickson Centre planning project commenced in August 2009 and involved extensive research and consultation.

The consultation and research was completed by Purdon Associates who produced the Dickson Centre Urban Planning and Design Framework Report (the framework report) which was put out for public comment in August 2010. Submissions were sought from the public on the framework report. Twenty-seven submissions were received. The framework report and the submissions received on it have been used to produce the Dickson Centre consultation report and this implementation plan.

The consultation report provides an outline of the consultation process undertaken as part of the planning project and key outcomes from consultation and can be found on the project webpage.

The implementation plan outlines the tools and actions necessary to effect change in the Dickson Centre in accordance with the findings of the Dickson Centre planning project.

Key implementation actions to note are:

- Land release of Blocks 19 and 21 Section 30 (currently surface car parks) for mixed use (supermarket) and multi storey car park.
- Pedestrian connection through the north west corner of Block 24 Section 30 (McDonalds).
- Land release of Block 20 Section 34 for amalgamation with Blocks 28 and 29 Section 34 (Tradies) and creation of a new pedestrian and vehicular connection from the corner of Cape and Badham Streets through Blocks 28 and 20 Section 34 to Dickson Place.
- Land release of Block 20 Section 30 to the lessee of Block 10 Section 30 (Harris Scarf) for the purposes of a retail anchor.
- Investigate rezoning Block 13 Section 72 (north of the swimming pool) from CZ6 Leisure and Accommodation Zone to CFZ Community Facility Zone and then allowing for land release.
- Investigate land release of Block 2 Section 33 for mixed use development including proposed bus station.
- Investigate creating a pedestrian and road connection from Cape Street to Northbourne Avenue through Block 4 Section 33.
- On Sections 31, 32 and 34 allow buildings heights of 6 storeys where the upper levels are for residential use or only 4 storeys where the upper levels are for non-residential uses.
- On Section 30 allow buildings heights of 3 storeys.
- On Block 21 Section 30 allow building heights to 6 storeys on the part of the Block fronts Antill Street.

Introduction

The role of group centres such as Dickson is changing due to population growth and changing demographics and lifestyles. Extensive residential redevelopment in the inner north is placing additional pressure on the Dickson Centre and other nearby centres. In addition, retail studies indicate that given the expected population growth in north Canberra, there will be a deficiency in supermarket space of 5,700m² in 2010 increasing to 8,100m² by 2017. This suggests that north Canberra can support an additional two to three major supermarkets by 2017.

The Dickson Centre planning project was initiated to ensure the Dickson Centre is able to respond to these changes and to investigate the possibility of developing a supermarket in the Centre. The objectives of this project were to:

- develop a framework to guide urban planning and urban design decisions that foster sustainable redevelopment and development in the Dickson group centre and
- identify if there is a need for any variations to the Territory Plan to support the abovementioned urban planning framework.

The ACT Planning and Land Authority initiated and led this project. Purdon Associates were engaged to complete the consultation, research and Dickson Centre Urban Planning and Design Framework Report phases of the project (see Table 1 below).

Project context and phases

This Dickson Centre Implementation Plan is the final document produced as part of the ten-phase Dickson Centre planning project, which was launched in August 2009 and involved extensive consultation with residents, business owners, land owners, community groups and government agencies and research.

The consultation and research culminated in the Dickson Centre Urban Planning and Design Framework Report (the framework report) which was put out for public comment. The framework report and the submissions received on it have been used to produce the consultation report and ultimately this implementation plan.

This implementation plan outlines the tools and actions necessary to effect change in the Dickson Centre in accordance with the findings of the Dickson Centre planning project. All three of these reports can be found on the project webpage.

1	Framework report
2	Consultation report
3	Implementation plan

The ten phases of the Dickson Centre planning project are outlined in Table 1 below.

Table 1

Phases	Timeframe
1 Dickson Centre planning project launched	August 2009
2 Consultation	August – October 2009
3 Research	August – December 2009
4 Framework report completed	March 2010
5 Framework report sent to Cabinet for information	May-July 2010
6 Framework report released for public comment	September – October 2010
7 Consultation report completed	November 2010
8 Implementation plan completed	November 2010
9 Implementation plan sent to Cabinet for approval	December 2010
10 Dickson Centre planning project completed	January 2011

Study area

This implementation plan focuses solely on the area shown in the figure below.



Implementation plan development

Pivotal in producing this implementation plan were the project team, consultation and research.

Project team

ACTPLA was the agency tasked with initiating and leading the Dickson Centre planning project.

ACTPLA engaged Purdon Associates to coordinate the initial phases of the Dickson Centre planning project including consultation, research and production of the framework report. Purdon Associates engaged Browns Consultation as a sub-consultant to complete the traffic and parking assessment.

ACTPLA then put the framework report out to the public for comment, completed the consultation report and this implementation plan.

Dickson Centre planning project			
ACTPLA	1	Dickson Centre planning project launched	August 2009
	2	Consultation	August – October 2009
Purdon	3	Research	August – December 2009
	4	Dickson Centre Urban Planning and Design Framework completed	March 2010
ACTPLA	5	Dickson Centre Urban Planning and Design Framework sent to Cabinet for information	May-July 2010
	6	Dickson Centre Urban Planning and Design Framework released for public comment	September – October 2010
	7	Consultation report completed	November 2010
	8	Implementation plan completed	November 2010
	9	Implementation plan sent to Cabinet for approval	December 2010
	10	Dickson Centre planning project completed	January 2011

Consultation

The views received through the consultation and submission processes have been considered in finalising the implementation plan.

As part of consultation the project team engaged:

- the community (including lessees, business owners, local residents and community organisations)
- key government stakeholders
- lessees/tenants of major parcels of land in the Dickson Centre.

Details of how each of these groups was engaged can be found in the Dickson Centre Consultation Report.

Research

The following research was undertaken by Purdon Associates:

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

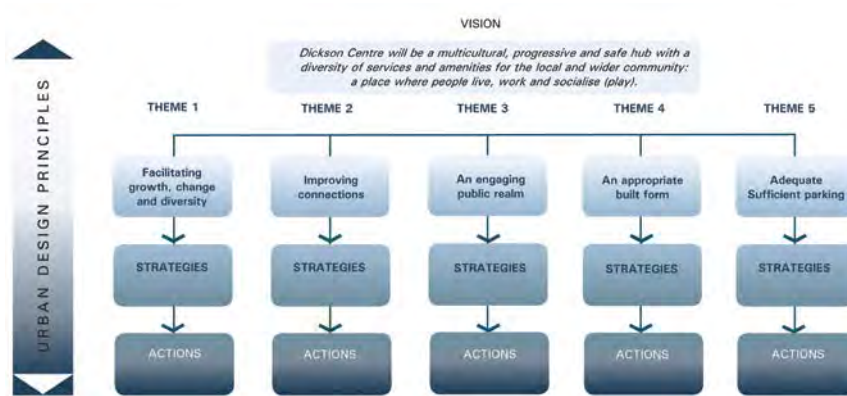
Document:	Produced by:	Date:
ACT Commercial Centres And Industrial Areas Floorspace – Summary report	Barbara Davis and Associates and ACTPLA	July 2007
ACT Retail Study – Extracts	IBECON	2007
ACT Supermarkets ACT Commercial Centres and Industrial Areas Floorspace Inventory	ACTPLA	July 2007
Community Consultation and Cultural Profile Report	Susan Conroy	April 1998
Dickson Neighbourhood Plan	ACTPLA	July 2003
Dickson Section Master Plan	ACTPLA	August 2003
Dickson Urban Design Capacity Study	SKCM	2003
Traffic and Parking Assessment – Part of Dickson Urban Design Capacity Study	Maunsell Australia Pty Ltd (Canberra office)	October 2003
Draft Dickson Central Area Planning Study (to inform Dickson Central Area Planning Study and Urban Design Code)	ACTPLA	October 2005
Draft Dickson Central Area Planning Study and Master Plan, Precinct Code	ACTPLA	10 February 2006
Mixed Use in Canberra: Dickson – Presentation to Policy Committee	ACTPLA	7 July 2005
Retail Capacity Assessment – Dickson Town Centre Urban Design Study	SKCM and SGS Economics & Planning	6 November 2003
Reflecting Dickson: a summary – Moving towards the Dickson Neighbourhood Plan	ACT Planning and Land Management (PALM)	November 2002
Revealing Dickson – Moving closer towards the Dickson Neighbourhood Plan	ACT Planning and Land Management (PALM)	January 2003
Safe Routes Community Plan	Bell Planning Associates	Prior to 2000
Street tree planting	ACT Government	None provided
Survey – Dickson – Business and Employee Survey	Forbes Mason & Associates Pty Ltd	2002

Framework report

Vision

The framework report prepared by Purdon Associates identified the vision for the Dickson Centre. This vision was developed with the community. It indicates the outcomes to be achieved and provides the basis against which to assess the overall success of the future development of the Dickson Centre. It identifies where the centre is heading and why.

The vision is underpinned by five themes that were identified through the consultation process as broad aims necessary to achieve the vision. Each theme is supported by a set of specific strategies aimed to achieve its directive. This implementation plan outlines the actions that are specific to achieve each strategy. Some of the actions outlined in the framework report have been removed or changed; reasons for each are outlined later in this report. The vision will be realised when these actions are complete.



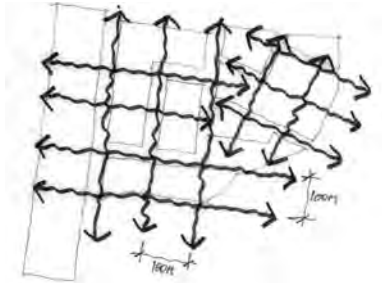
Urban design principles

The vision, themes, strategies and actions are all overseen by a set of seven spatial principles and six non-spatial urban design principles. These principles will be critical in ensuring the Dickson Centre vision is realised.

This implementation plan takes each of the actions developed from the themes and strategies and links them back to each of the urban design principles. As a result of comments from the community and further evaluation:

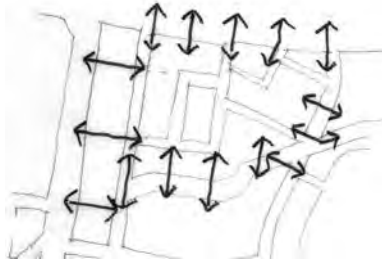
- 1) A new principle, diversity, needs to be added to the principles. The diversity principle is considered necessary as it is one of the key aspects of the vision, *"diversity of services and amenities"*.
- 2) The grid and scale and grain principles actually related to the broader principle of character. Consequently, grid and scale and grain principles have been combined into one principle, character.

Spatial principles



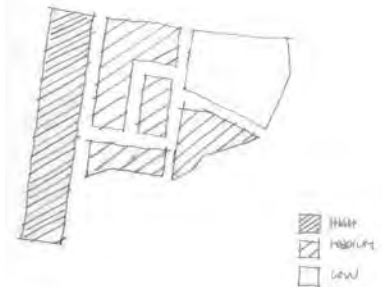
Permeable

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 when route choices occur frequently.



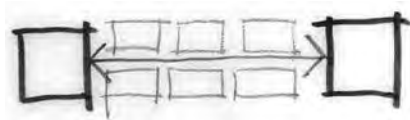
Connected

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



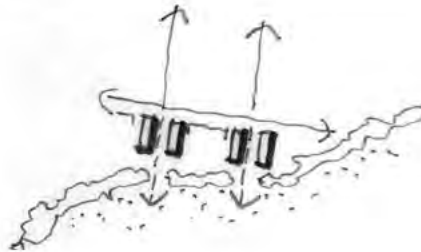
Height

Higher buildings will spatially mark the centre but not detract from the significance of the Northbourne Avenue corridor as a major approach route. Building heights will step down from the Northbourne Avenue corridor to the retail core.



Anchors

Supermarkets and many other large retailers attract large numbers of people to a centre and are important anchors. Anchors should be located to maximise pedestrian movement past specialty/small scale retailing.



Views and vistas

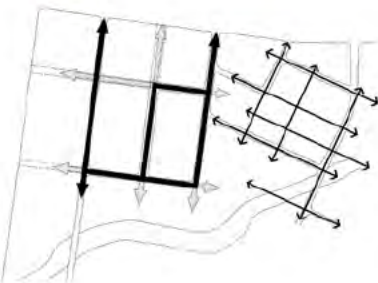
Views and vistas along recognisable routes promote legibility, ease of movement and a sense of connection. Defining vistas into and out of the centre will reinforce the centre as a focal point in and for the community. Aligning buildings along routes facilitates safety and reinforces the vista.

Vistas into and out of the centre are to be opened up and buildings are to be oriented to create visual and physical connections to surrounding areas and to maximise views into the centre.



Diversity

Dickson is valued by residents for the variety of services and amenities available and for the cultural diversity present in Woolley Street where Chinese, Japanese, Korean, Vietnamese, Italian, Turkish, Indian cuisine can be found.



Character

The clashing grid street pattern is distinctive to the Dickson Centre and maximises frontage opportunities and access. This geometry is to be retained.

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

Non-spatial principles

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

- development of the car parks should not preclude future development elsewhere in the centre
- future retail development should benefit the whole centre and particularly small scale and local businesses in the retail core
- large scale retail development should not extend west 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
- key land uses are located in walking distance of each other.

Implementation

Implementation tools

Five tools are available to implement the Dickson vision.

Capital works

The improvements to the public realm could be implemented either through capital works expenditure or by off-site works specified in a deed of agreement as part of a land release.

Further investigations

A number of actions identified in the framework report will require further investigation to test their viability before implementation can occur.

Land release

A number of blocks within the Dickson Centre, mainly car parks, are owned by the ACT Government. This land can be released to interested parties through an auction, tender/expression of interest or direct sale process. A deed of agreement will be placed on any land to be released which may include off site works requirements such a paving and landscaping and replacement car parking that contributes to the public realm of the Centre.

Operational

This implementation tool relates to operations already undertaken by the ACT Government.

Territory Plan variation

Many people think the ACT Government decides which blocks of land are developed and when it will happen. This is not usually the case. Most development and construction is directed by the Territory Plan, which shows where development can go and what we and our neighbours can build.

The Territory Plan can be changed through a process called Territory Plan variation. This is a legal process which, when complete, alters the range of land uses permissible on a site and/or changes the development controls applicable to a site.

Market factors and developer interest are some of the factors that influence when a site is developed. If the right market factors are not lined up, a site may remain undeveloped indefinitely. However, increasing the development opportunities on a block of land through a Territory Plan variation may encourage a developer to take advantage of the opportunities available through a particular block of land.

The Dickson Centre planning project has identified numerous changes to be made to land use within the Dickson Centre. Consequently, a precinct code which focuses on the Dickson Centre is proposed. A statutory process to vary the Territory Plan will be required to introduce the new precinct code. This process typically takes between one and two years. As required by the Territory Plan variation process, a draft precinct code will be released for comment to the general public before it is approved

Implementation actions

There are 33 implementation actions. Of these actions, the first 10 need to occur in a specific order. The remaining 23 implementation actions can occur as the budget become available.

Implementation action 1 - Temporary car parking

Tool

Further investigation

Responsible agency

LaPS

Other implementation actions which this is dependent or will support

N/A

Action

Liaise with lessees of existing large private car parks (Block 2 Section 33 and Block 4 Section 33) about using these car parks for weekend public use.

Implementation action 2 - Temporary car parking

Tool

Further investigation

Responsible agency

LaPS

Other implementation actions which this is dependent or will support

Action 3.

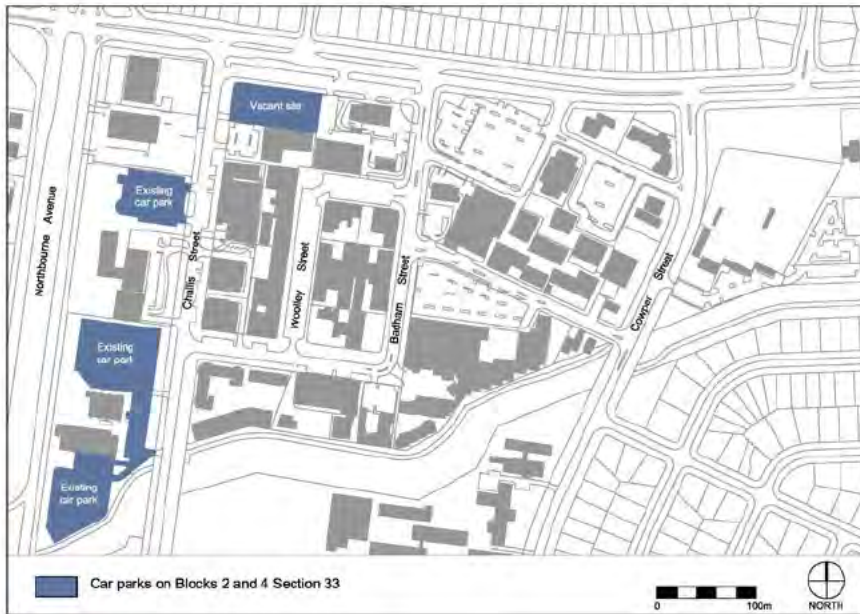
Action

Liaise with lessees of Blocks 6 and 7 Section 32 about using the site for the purposes of temporary car parking during completion of action 2.

Spatial Principles

Connected

By providing sufficient car parking for the centre it provides access for centre users.



Implementation action 3 – Land release of Blocks 19 and 21 Section 30 for mixed use (supermarket) and multi storey car park

Tool

Land release

Responsible agency

LDA

Other implementation actions which this is dependent on or will support

Dependant on completion of actions 1 and 2.

Action

Release jointly part of Block 21 Section 30, for a mixed use development that includes a full line supermarket, and Block 19 Section 30, for a multi storey car park and retail.

Deed of Agreement requirements relating to release of Block 21 Section 30 will include but will not be limited to:

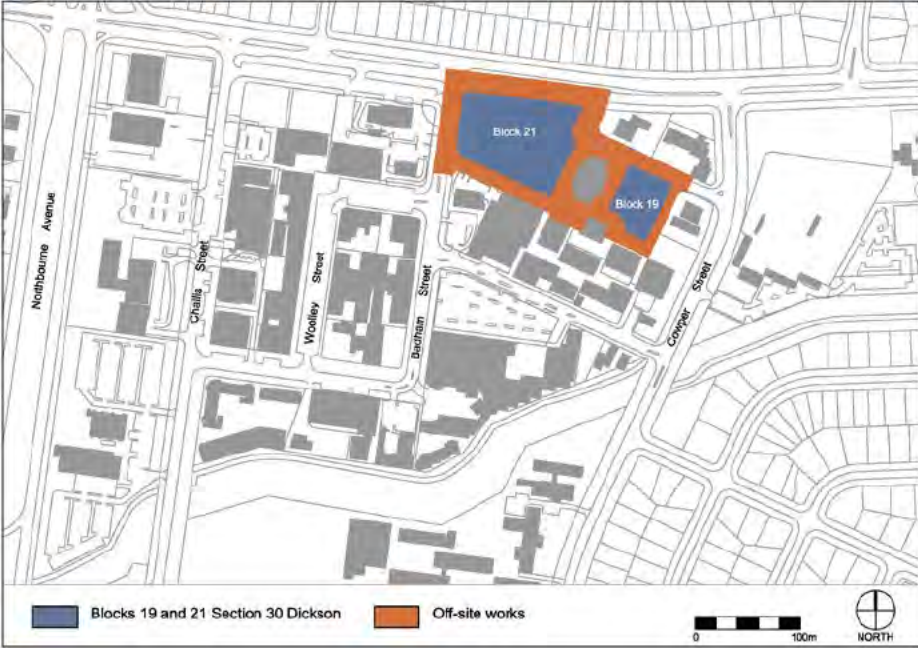
- the supermarket is to be up to 4000m²;
- commercial and/or residential uses are to be on the upper levels of the building;
- the development is to be setback at least 20m from Woolworths to create an open pedestrian area;
- pedestrian access to the supermarket is to be from the linear open space;
- the development is to address the adjacent pedestrian paths with active frontages;
- the floor level of the retail and other ground floor uses are all to be at street level;
- speciality retailing is to be oriented towards and open onto the pedestrian routes adjacent to the site, effectively wrapping around the supermarket;
- the entry to the development is not to be enclosed;
- the access to the car park should be from the public realm and not within the development;
- the building should be sited so it does not overshadow the public realm;
- reconstruct the existing roadway to the north of McDonalds and Woolworths supermarket to create a new pedestrian plaza between the new development on Block 21 Section 30 and the existing Woolworths development;
- remove vehicular access road to the west of the library to create a secondary public plaza between Block 21 Section 30 and the library;
- develop a landscape treatment for the rear of blocks adjacent to Antill Street to be implemented as part of any development of Block 21 Section 30;
- all car parks existing on Block 21 Section 30 are replaced on either Block 21 or Block 19 within the multi storey car park; and
- any additional new car parking spaces generated as part of the developments on Block 19 and 21 are provided for in accordance with Territory Plan requirements.

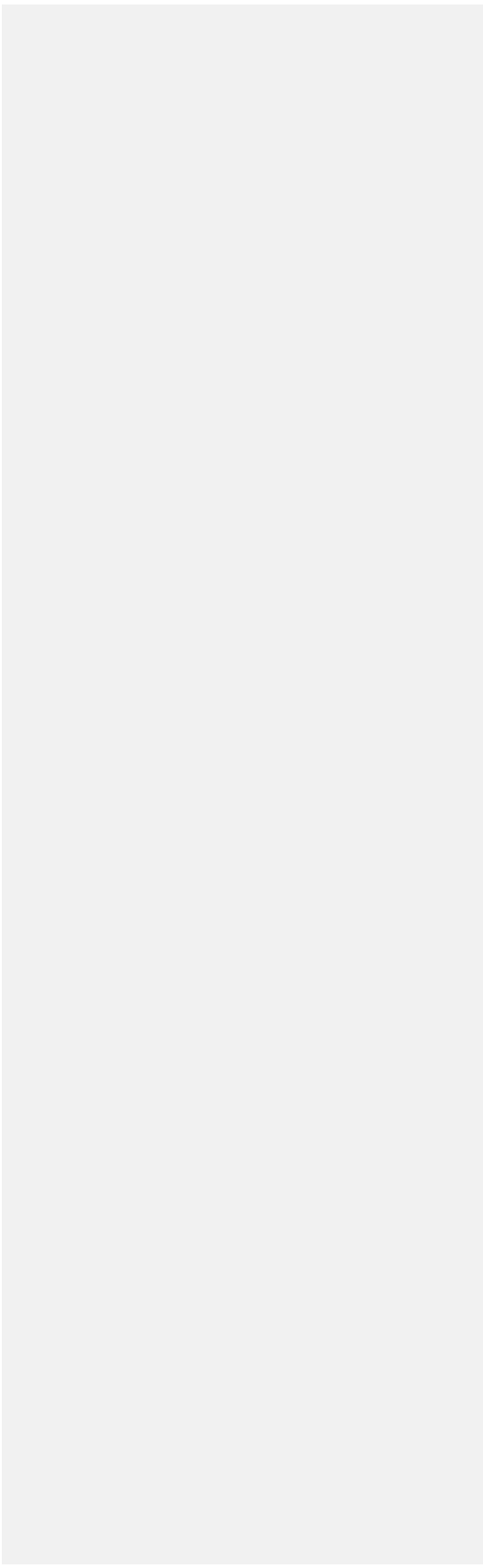
Deed of Agreement requirements relating to release of Block 19 Section 30 will include but will not be limited to:

construct a multi storey car park which provide retail space at ground level on the southern and western frontages of the block;

- ensure the multi storey car park is no higher than 12m; and
- all car parks existing on Block 19 Section 30 are replaced within the multi storey car park.

Spatial Principles	
Permeable	This action supports the creation of the east west pedestrian link through the centre.
Views and Vistas	This action will support the creation of an east to west view through the retail core.
Diversity	This action will increase diversity in supermarket retailing and in provision of retail options.
Character	This action will maintain the grid geometry of the centre.





Implementation action 4 – Streetscape guide

Tool

Further investigation

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is to occur before commencement of any capital works.

Is to occur before approval of the precinct code.

Action

Develop a planting, paving, street furniture theme for the centre. Develop a streetscape guide with this information for the centre.

In particular, investigate the feasibility of using the blossoms that were a feature of the original Dickson Centre for the new entry plantings.

Spatial Principles

Permeable

This action supports the creation of improved permeability through the centre by ensuring it that all pedestrian connections are of a high amenity and are legible.

Implementation action 5 – Pedestrian connection through Block 24 Section 30

Tool

Further investigation

Responsible agency

LaPS

Other implementation actions which this is dependent or will support

Is to occur before construction on Blocks 19 and 21 Section 30 commences.

Action

Liaise with the lessee of Block 24 Section 30 about:

- removing the two driveways through the northern boundary which provide access to the site's northern car park;
- the ACT Government constructing a new in-out driveway through the site's eastern boundary to Badham Street; and
- surrendering part of their Block (the north eastern corner) to the ACT Government.

Implementation action 6 – Pedestrian connection through Block 24 Section 30

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is to occur before construction on Blocks 19 and 21 Section 30 commences.

Is subject to outcomes of further investigation (action 5).

Is subject to approval of the streetscape guide.

Action

Remove:

- the two driveways which run through the northern boundary of Block 24 Section 30.

Construct:

- a new in-out driveway on the eastern boundary of Block 24 Section 30 providing access from the site's northern car park to Badham Street.

Remove and reinstate:

- car parking spaces affected by the removal and construction of the new car parks and changing of the Block's boundary.

Relocate:

- the existing pedestrian crossing between Block 2 Section 32 and Block 24 Section 30 further north.

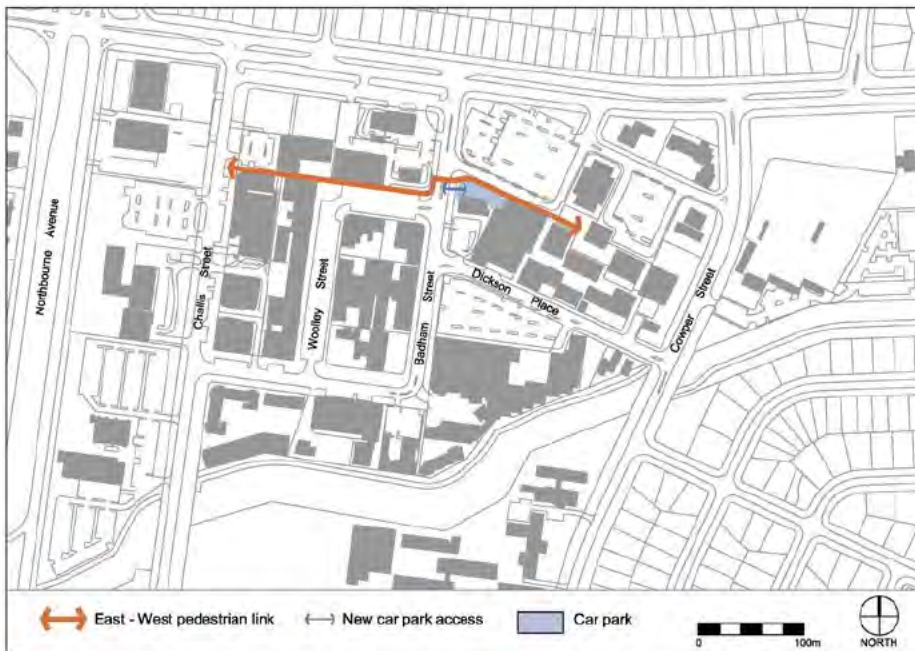
Spatial Principles

Permeable

This action supports the creation of the east west pedestrian link through the centre.

Character

This action will maintain the grid geometry of the centre and will aid in improving the connection for pedestrians between the two grids.



Implementation action 7 – Traffic and car parking study

Tool

Further investigation

Responsible agency

ACTPLA

Other implementation actions which this is dependent or will support

Is to occur before development of the precinct code is commenced.

Action

Investigate:

- the feasibility of reducing parking requirements for the Dickson Centre
- the possibility of establishing a parking contributions fund
- the provision of signage to existing car parks so that legibility and improve usage of existing car parking spaces
- the feasibility of extending on-street parking:
 - along the northern end of Challis Street adjacent to Block 6 Section 32
 - Challis Street south adjacent to Block 3 Section 34, and
 - Cape Street adjacent to Block 9 Section
- the feasibility of establishing a parking bank in the Dickson Centre to meet anticipated future demand including the following options:
 - developing a parking structure on Block 20 Section 34; and
 - amalgamating Block 20 Section 34 with Blocks 28 and 29 Section 34 and developing a parking structure on these Blocks in conjunction with broader development. Any development of a parking structure on any of these Blocks is to ensure a frontage to Dickson Place.

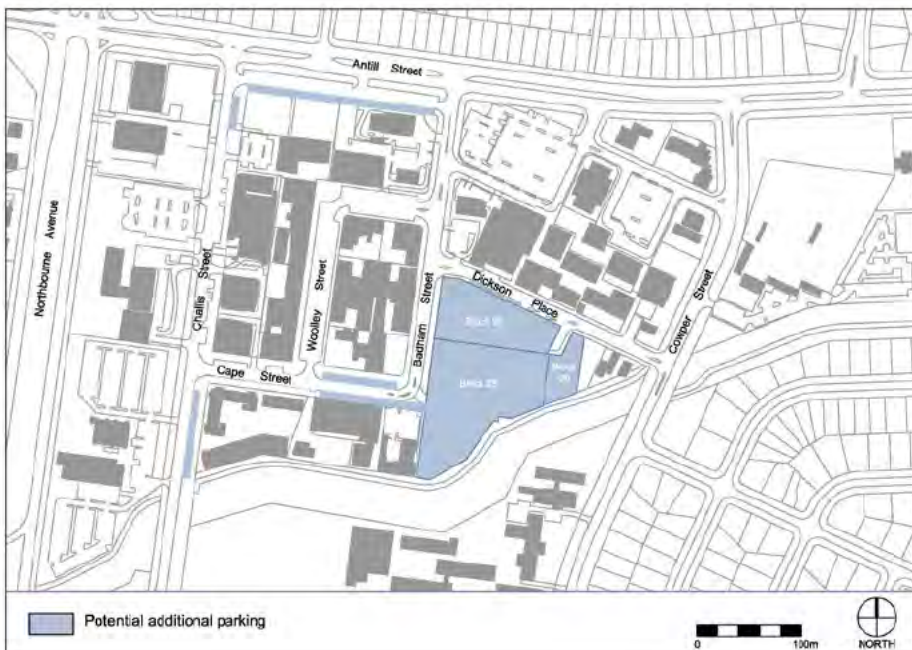
Spatial Principles

Connected

By providing sufficient car parking for the centre it ensure the centre can be accessed by its users from surrounding areas.

Diversity

Providing off site car parking will allow for a number of sites within the Dickson Centre to increase their development intensity thus providing a variety of building sizes and uses.



Implementation action 8 – Noise study

Tool

Further investigation

Responsible agency

ACTPLA

Other implementation actions which this is dependent or will support

Is to occur before development of the precinct code is commenced.

Action

Investigate the feasibility of enhancing noise amelioration measures for multi-unit housing in the Dickson Centre including:

- a requirement for thicker glass, and
- sound insulation.

Investigate the feasibility of:

- establishing an interactive program that provides people with information about noise levels in the vicinity of entertainment activities. The Brisbane City Council interactive noise information is a useful model;

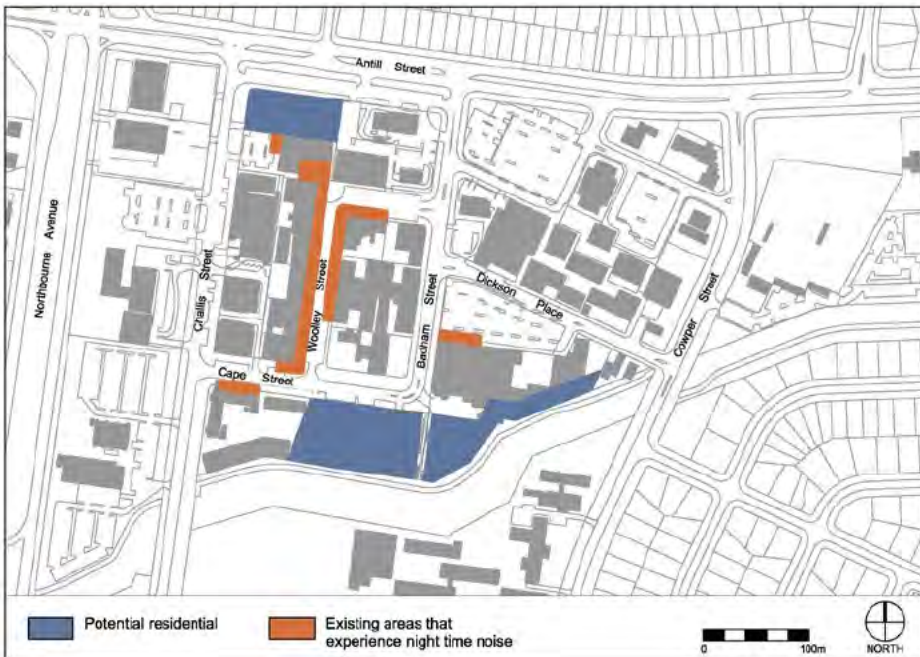
Investigate the feasibility of making changes to legislation:

- that regulates bin pick up hours of other uses and sealing bin corrals of all future/renovated pubs/food establishments (Territory Plan);
- 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
- regarding liquor licensing laws to allow publicans to control patrons on leaving venue.

Spatial Principles

Diversity

Through the precinct code it is proposed to introduce more diversity through residential to the Dickson Centre. To ensure that conflicts between new residential and the existing entertainment precinct are avoided further research is required.



Implementation action 9 – Office heights study

Tool

Further investigation

Responsible agency

ACTPLA

Other implementation actions which this is dependent or will support

Is to occur before development of the precinct code is commenced.

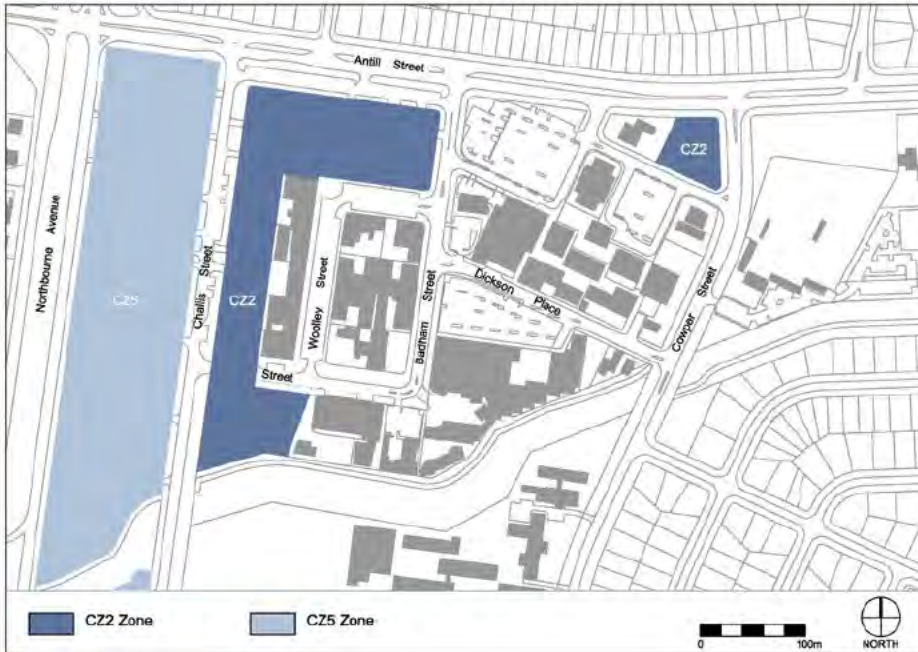
Action

Investigate the appropriateness of existing height limits for offices (land zoned as CZ2 and CZ5) in the Dickson Centre.

Spatial Principles

Height

This study will need to be completed in consideration of this principle.



Implementation action 10 – Precinct code

Tool

Territory plan variation

Responsible agency

ACTPLA

Other implementation actions which this is dependent on or will support

After completion of the:

- traffic and car parking study
- the noise study, and
- the office heights study.

Action

Vary the Territory Plan to include a precinct code for the Dickson Centre. Specific requirements to be included in the precinct code can be found in Appendix 1.

Spatial Principles

Permeable

Connected

Height

Anchors

Views and Vistas

Diversity

Character

The precinct code will address all of the spatial principles.
Refer to Appendix 1 for more detail.

Implementation action – Noise conflict monitoring

Tool

Operational

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

No timeframe.

Action

Proactively monitor noise levels in relation to legislative requirements.

Spatial Principles

Diversity

Through the precinct code it is proposed to introduce more diversity through residential to the Dickson Centre. To ensure that conflicts between new residential and the existing entertainment precinct are avoided monitoring is require to ensure venues are complying with

Implementation action – Land release of Block 20 Section 34

Tool

Land release

Responsible agency

LDA

Other implementation actions which this is dependent or will support

Subject to completion of the traffic and car parking study.

Subject to the precinct code being approved.

Action

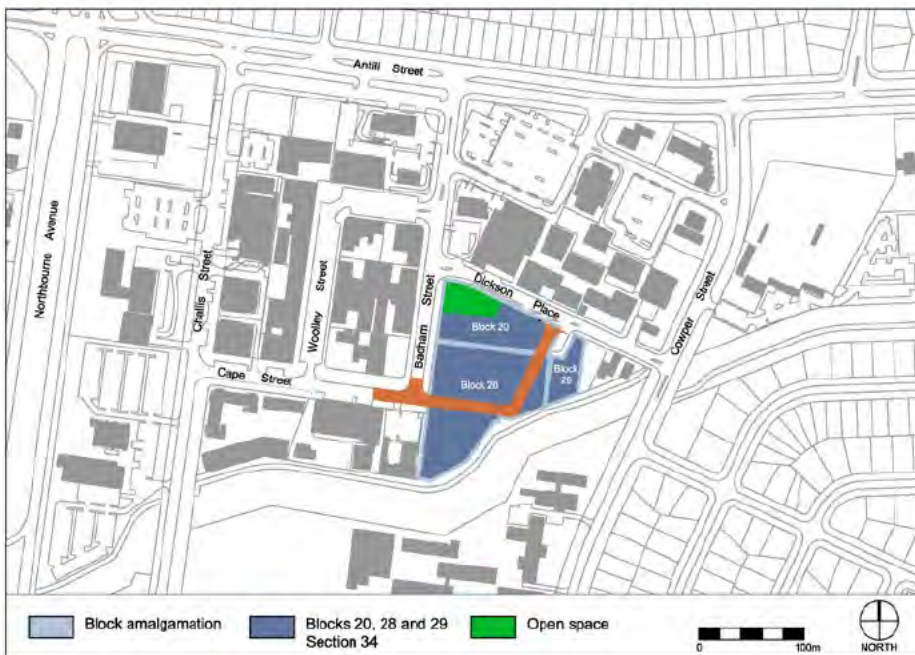
Release (as a direct sale) Block 20 Section 34 to the lessee of Blocks 28 and 29 Section.

Deed of Agreement requirements relating to release of Block 20 Section 34 will include but will not be limited to:

- Block 20 Section 34 is to be amalgamated with Blocks 28 and 29 Section 34
- all public car parking on Block 20 Section 34 is to be replaced somewhere on Blocks 20, 28 and 29 Section 34
- establish a new pedestrian and vehicular connection from the corner of Cape and Badham Streets through Blocks 28 and 20 Section 34 to Dickson Place
- provide a 5m setback from any development to Badham Street and Block 25 Section 34, and
- develop public open space on the north west corner of Block 20 Section 34 (at the intersection of Badham Street and Dickson Place).

Spatial Principles

Permeable	The requirements to be placed on the Deed of Agreement that a road through the site is to be constructed will help in increasing permeability through the centre. Also, the precinct code will require that there be setbacks provided so the north south pedestrian connection along Badham Street through to the Dickson Drain is strengthened.
Views and Vistas	The precinct code will require that there be setbacks provided so the north south pedestrian connection along Badham Street through to the Dickson Drain is strengthened. This will also assist in creating a vista.
Diversity	The requirements in this precinct code will potentially see a diversity of uses introduced into this part of the centre.
Character	The requirements to be placed on the Deed of Agreement will ensure the grid geometry of the centre is maintained.



Implementation action – Land release of Block 20 Section 30

Tool

Land release

Responsible agency

LDA

Other implementation actions which this is dependent or will support

Subject to completion of the traffic and car parking study.

Subject to the precinct code being approved.

Subject to resolving the location of the public toilets, bus shelter and electrical substation.

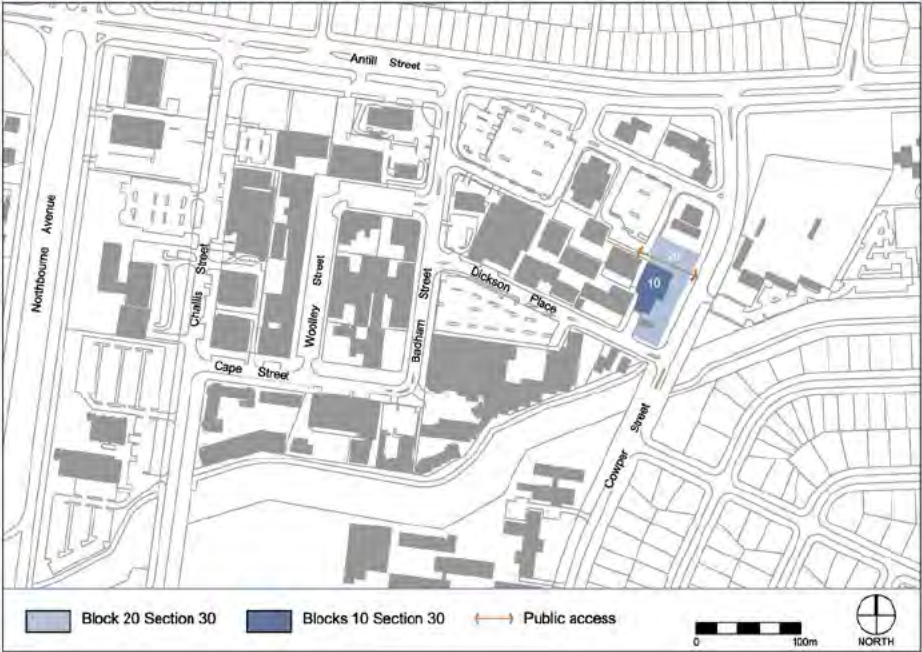
Action

Release part of Block 20 Section 30 (as a direct sale) to the lessee of Block 10 Section 30.

Deed of Agreement requirements relating to release of Block 20 Section 30 will include but will not be limited to:

- a retail anchor is to be established on the site to facilitate achievement of the anchor principle outlined for the centre
- the development is to address the adjacent pedestrian paths with active frontages
- the floor level of the retail and other ground floor uses are all to be at street level
- the entry to the development is not to be enclosed
- the building should be sited so it does not overshadow the public realm, and
- provide a pedestrian and visual connection through the site to the pedestrian crossing to the swimming pool.

Spatial Principles	
Permeable	The requirements to be placed on the Deed of Agreement will assist with strengthening the east to west pedestrian link through the centre.
Connected	The requirements to be placed on the Deed of Agreement will assist in improving connections to areas outside the centre.
Anchors	A retail anchor at this end of the retail core will encourage movement of pedestrians through the retail core.
Views and Vistas	The requirements to be placed on the Deed of Agreement will assist in creating a east to west vista through the retail core.
Character	The requirements to be placed on the Deed of Agreement will assist in maintaining the geometry of the centre.



Implementation action – Investigate the land release of Block 13 Section 72

Tool

Further investigation

Responsible agency

LDA

Other implementation actions which this is dependent or will support

N/A

Action

Undertake a site investigation to assess the feasibility of varying the Territory Plan so that Block 13 Section 72 is rezoned from CZ6 Leisure and Accommodation Zone to CFZ Community Facility Zone.

Investigate the possibility of providing a new access roadway from Cowper Street east along the southern boundary of Block 13 Section 72 to facilitate development of this area.

Implementation action – Territory Plan variation for Block 13 Section 72

Tool

Territory Plan variation

Responsible agency

ACTPLA

Other implementation actions which this is dependent or will support

Subject to completion of further investigation for Block 13 Section 72.

Action

Vary the Territory Plan so that Block 13 Section 72 is rezoned from CZ6 Leisure and Accommodation Zone to CFZ Community Facility Zone.

Implementation action – Capital works for road for Block 13 Section 72

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Subject to completion of further investigation for Block 13 Section 72.

Subject to approval of the Territory Plan variation.

Action

Construct a new access roadway from Cowper Street east along the southern boundary of Block 13 Section 72.

Implementation action – Land release of Block 13 Section 72

Tool

Land release

Responsible agency

LDA

Other implementation actions which this is dependent or will support

Subject to approval of the Territory Plan variation.

Action

Release Block 13 Section 72

Deed of Agreement requirements relating to release of Block 13 Section 72 will include but will not be limited to:

- development is to be in accordance with the Territory Plan.

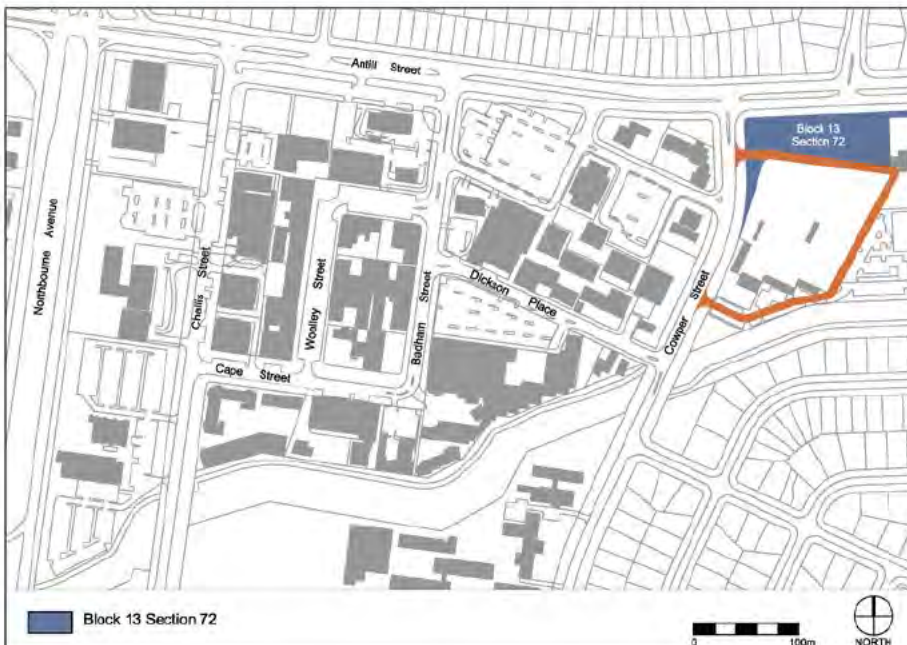
Spatial Principles

Permeable

The proposed road connection through Block 13 Section 72 will increase permeability of this area of Dickson.

Diversity

Ensuring this Block is reserved for CFZ Community Facility Zone will ensure a diversity of uses are maintained in Dickson.



Implementation action – Bus station location feasibility study

Tool

Further investigation

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Consideration of further investigations into providing a connection from Cape Street to Northbourne Avenue.

Action

Undertake detailed feasibility study to determine a location for the Dickson Bus Station site.

Implementation action – Investigate land release of Block 2 Section 33 for mixed use development (including bus station)

Tool

Further investigation

Responsible Agencies

TAMS, LDA, ACTPLA, LaPS and National Capital Authority

Other implementation actions which this is dependent or will support

After a decision has been made regarding the location of a bus station.

Action

Investigate the feasibility of releasing Block 2 Section 33 as a mixed use development site which connects to the Dickson Centre bus station.

Implementation action – Land release of Block 2 Section 33 for mixed use development (including bus station)

Tool

Land release

Responsible agency

LDA

Other implementation actions which this is dependent or will support

After further investigation into the feasibility of releasing Block 2 Section 33 has been completed.

Action

Release Block 2 Section 33, for a mixed use development that incorporates the bus station.

Key requirements to be placed on the Deed of Agreement relating to Block 2 Section 33:

- commercial and/or residential uses are to be on the upper levels of the building
- the site is to allow for a pedestrian link to be provided from Challis Street to Northbourne Avenue
- the development is to address adjacent pedestrian paths with active frontages
- the floor level of ground floor uses are all to be at street level, and
- the building should be sited so it does not overshadow the public realm.

Commented [HTS1]: If land is not release need to require pedestrian link as part of capital works

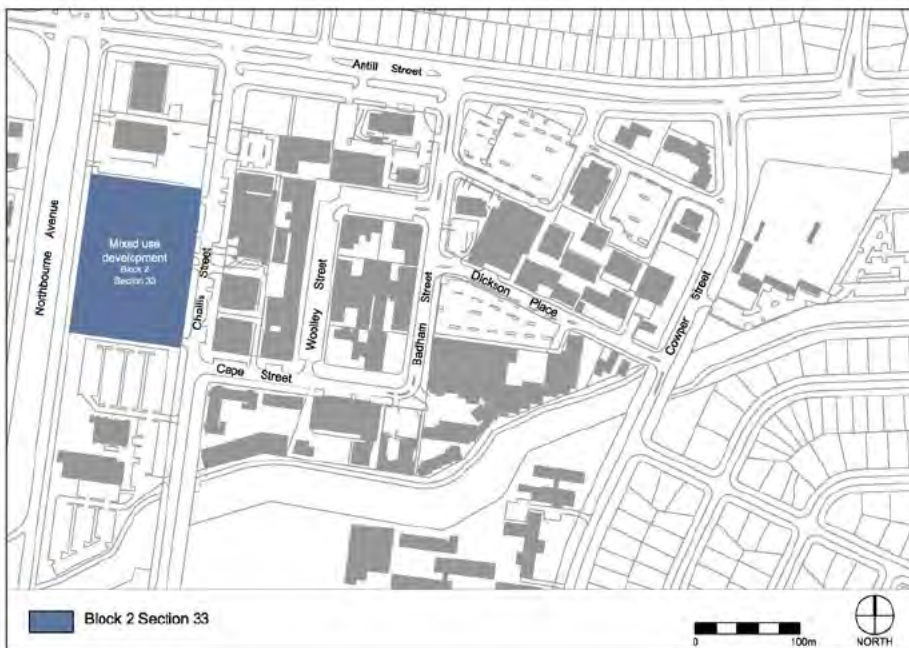
Spatial Principles

Connected

Requiring a connection through the Block to Northbourne Avenue will improve connections to the surrounding area.

Anchors

A significant mixed use development on this site would pull pedestrian traffic towards this end of the centre for uses other than office.



Implementation action – Connection from Cape Street to Northbourne Avenue

Tool

Further investigation

Responsible agency

ACTPLA

Other implementation actions which this is dependent or will support

To be considered as part of the bus station feasibility study.

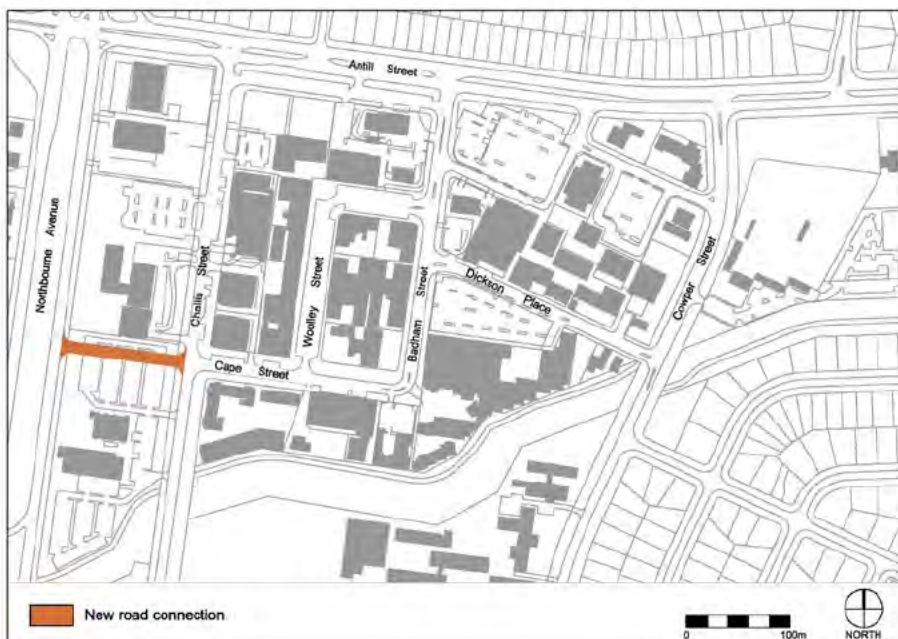
Action

Investigate ways to facilitate the provision of either a roadway or pedestrian connection extending Cape Street westward to Northbourne Avenue through Block 4 Section 33.

Spatial Principles

Connected

Providing a connection from Cape Street directly through to Northbourne Avenue would provide a more direct connection for vehicles and pedestrians to Northbourne Avenue.



Implementation action – On street car parking

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

After completion of the traffic and car parking study.

Action

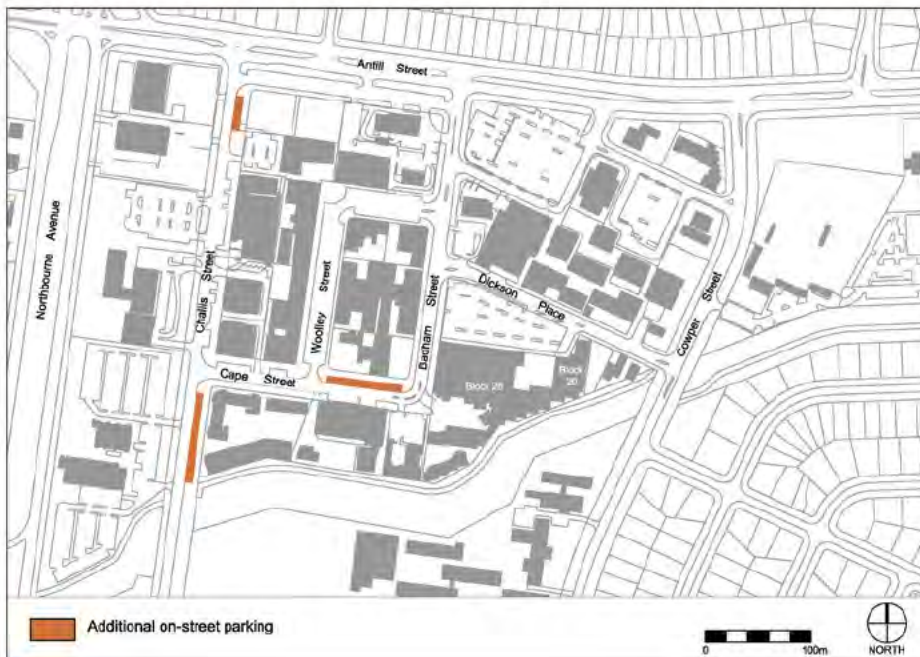
Extend on-street parking:

- along the northern end of Challis Street adjacent to Block 6 Section 32
- Challis Street south adjacent to Block 3 Section 34, and
- Cape Street adjacent to Block 9 Section.

Spatial Principles

Connected

By providing sufficient car parking for the centre it provides access for centre users.



Implementation action – Pedestrian connections to surrounding areas

Tool

Further investigation

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

N/A

Action

Investigate:

- relocating the pedestrian crossing on Antill Street so that it is better aligned with pedestrian access points into the centre; and
- ways to improve the pedestrian/vehicular intersection at the Cowper Street and Dickson Place intersection.

Implementation action – Pedestrian connections to surrounding areas

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Subject to findings of the pedestrian connections further investigation.
Is subject to approval of the streetscape guide.

Action

Remove and reconstruct:

- pedestrian crossing on Antill Street so that it is better aligned with pedestrian access points into the centre; and

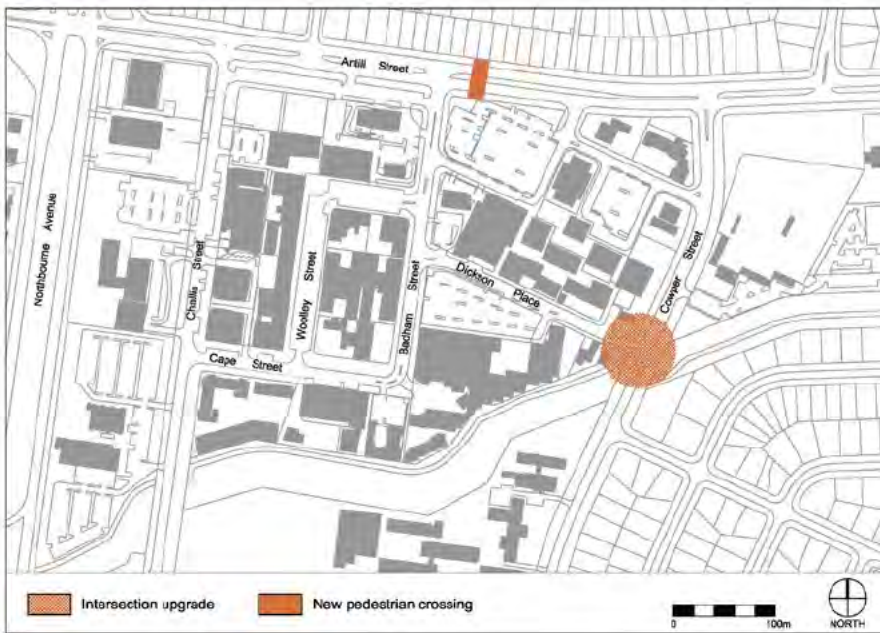
Make improvements in accordance with:

- the finding of further investigations at the pedestrian/vehicular intersection at the Cowper Street and Dickson Place intersection.

Spatial Principles

Connected

Providing a pedestrian crossing on Antill Street at the location below would strengthen the north south connection through the centre. Improving the Dickson Place, Cowper Street intersection would improve connections to surrounding areas.



Implementation action – Dickson Drain pedestrian connections

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

Action

Construction additional pedestrian crossings over the Dickson Drain in the vicinity of Daramalan College in locations that reflect pedestrian desire lines.

Implementation action – Mid block pedestrian connection

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

Subject to the redevelopment of Blocks 3 and 8 Section 31 and their inclusion of a mid block pedestrian connection from Woolley Street to Badham Street in accordance with the precinct code.

Action

Relocate the existing pedestrian connection south of Woolley Street across Badham Street so it lines up with any mid block pedestrian connection created in the future.

Spatial Principles

Permeable

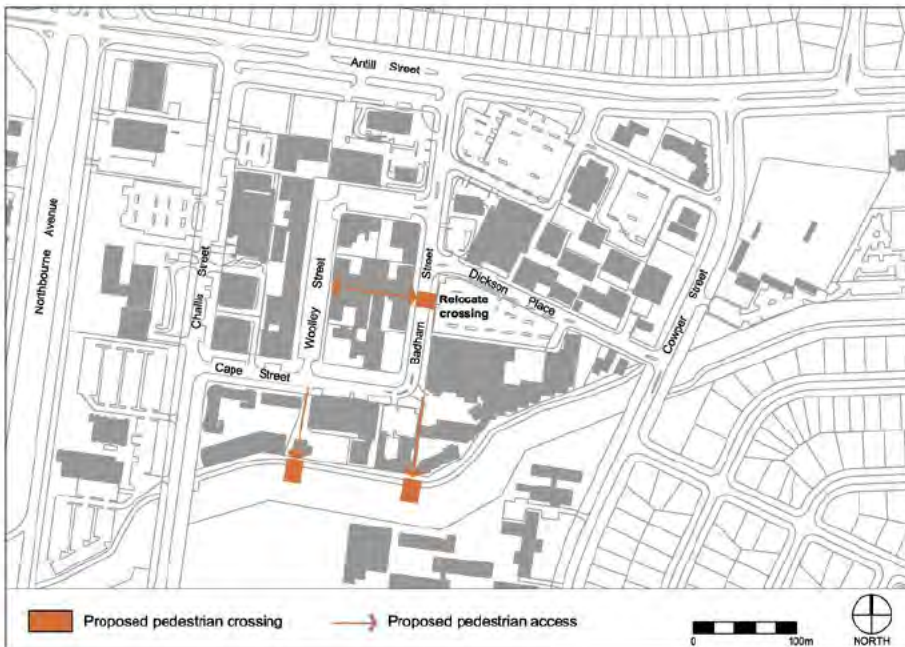
The proposed Dickson Drain crossings would strengthen the north to south permeability of the centre. Providing a crossing adjacent to a new mid block link would further strengthen east to west movement through the site.

Connected

The proposed Dickson Drain crossings would strengthen connections to areas outside the centre.

Views and Vistas

The proposed Dickson Drain crossings would continue a vista which runs north to south down Badham Street.



Implementation action – Woolley Street verge widths

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

After completion of the traffic and car parking study.

Action

Increase verge widths on the eastern and northern sides of Woolley Street to:

- increase the area available for outdoor dining; and
- reinforce the east to west pedestrian link.

The double row of 90 degree angle parking along Woolley Street is to be maintained but the increase in verge widths will result in decreased vehicle movement aisle.

Implementation action – Cape Street verge width

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

After completion of the traffic and car parking study.

Action

As sites are redeveloped adjacent to Cape Street, extend the width of the verge.

Implementation action - Antill Street road reserve and verge width

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

After completion of the traffic and car parking study.

Action

Increase the verge width on the southern side of the Antill Street service road.
Establish a tree lined boulevard in accordance with the centre streetscape guide.

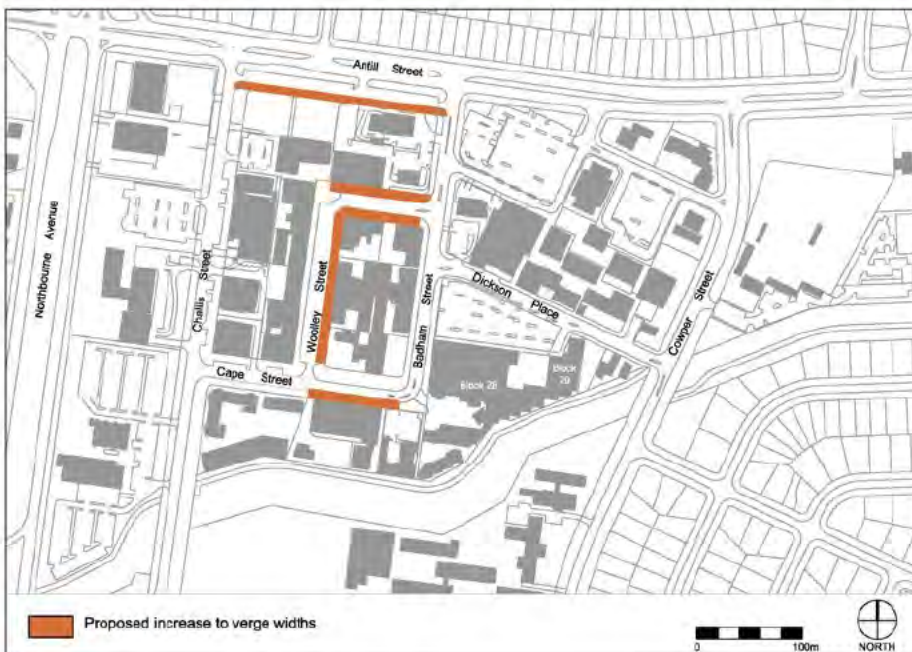
If Blocks 6 and 7 Section 30 are developed for:

- residential uses improve the streetscape in the Antill Street road reservation. Some of the road reservation 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, or
- office uses, the area should remain as public parking but the landscape treatment should be improved.

Spatial Principles

Permeable

The above mentioned actions would improve the amenity and safety of pedestrian connections through the centre thus making it more permeable.



Implementation action – Signage

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

After completion of the traffic and car parking study.

Action

- that increases leg bility through the centre i.e. name and provide signage for the following places: the different precincts; the centre entrance; the Dickson Drain; the pedestrian pathways both existing and proposed through the centre; and
- that assists with car parking management such as signs indicating the public car parks under the Coventry Apartments and the Tradies Club.

Spatial Principles

Permeable

Providing well placed signage would increase the legibility of the centre and thus increase permeability through the centre.

Connected

Providing signage pointing out public car parks access to the centre is made easier.

Implementation action – Centre maintenance and public realm

Tool

Further investigation

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

No timeframe.

Action

Establish a dialogue with local businesses/lessees to identify ways they can participate in the management of the public realm.

Negotiate with lessees in Section 30 where shops have more than one frontage to the public realm, the secondary and other frontages are to include public art, advertising or other visual material along blank facades to increase pedestrian interest.

Spatial Principles

Permeable

Improving the quality of the public realm assists in improving the permeability of the centre as it increases the amenity and attractiveness of existing pedestrian areas.

Implementation action – Landscaping – centre entrances

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

Action

Provide new entry plantings near the main intersections (Challis/Antill Streets Badham/Antill Streets Cowper/Antill Streets, Cowper Street/Dickson Place).

Implementation action - Landscaping – Dickson Drain

Tool

Capital works

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

Is subject to approval of the streetscape guide.

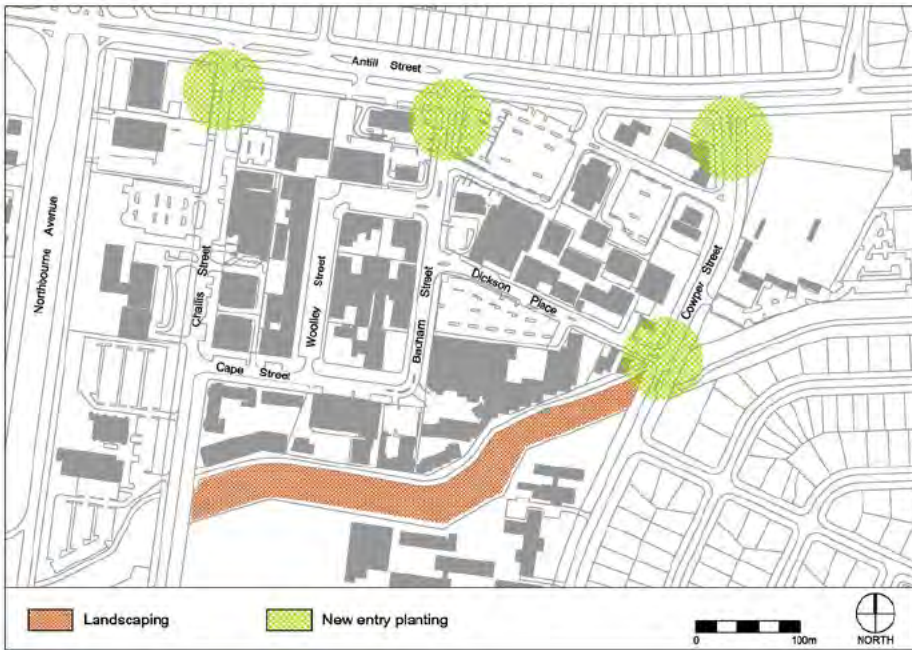
Action

Increase landscaping along the Dickson Drain immediately adjacent to the boundaries of the private leases.

Spatial Principles

Permeable

Improved landscaping helps with legibility and improved pedestrian environment which in turns makes the centre more permeable.



Implementation action – Lighting assessment

Tool

Further investigation

Responsible agency

TAMS

Other implementation actions which this is dependent or will support

No timeframe.

Action

Assess the lighting levels throughout the centre and pedestrian approaches to ensure they conform to Australian standards.

Spatial Principles

Permeable

Ensuring lighting is consistent with Australia Standards increases the safety of pedestrian connections through the centre and thus its permeability.

Framework report actions changed or not recommended for implementation

Tool	Action number in the framework report	Action	Reason for change or removal
Territory Plan variation – Precinct code	n/a	Require that surface car parking be retained on Block 19 Section 30.	This action has been removed. It has been determined that Block 19 Section 30 is required for the purposes of a multi storey car park.
Territory Plan variation – Precinct code	8	Encourage ongoing restaurant use Sections 31 and 32 through concessions for parking (recognising the multi-use of spaces in the centre).	This action has been changed. A traffic and car parking study is to be completed before the development of the precinct code. This traffic and car parking study will consider the provisions proposed by the action to the left and recommend what provisions should be included in the precinct code in regards to car parking.
Territory Plan variation – Precinct code	12	Active frontages: To ensure active frontages only, the following uses are to be located at the ground level on frontages to the public realm (unleased Territory land accessible to the public) of buildings in Section 30, Blocks 2-4 Section 31, and Blocks 13, 14, 20, 28 and 29 Section 34: business agency, community use, drink establishment, hotel, public agencies, restaurant, shop).	This recommended action for inclusion in the precinct code has been changed. The change has been made so the content of the action and where it applies is clearer.
Territory Plan variation – Precinct code	16	Undertake a site investigation to assess the feasibility of releasing Block 13 Section 72 (next to the Dickson swimming pool) for community uses.	This action has been changed. It will be addressed through the following actions: <ul style="list-style-type: none"> • further investigation • Territory Plan variation • capital works, and • land release.
Territory Plan variation – Precinct code	20	To allow for an improved connection between the Dickson Drain and the centre: <ul style="list-style-type: none"> • buildings on Block 16 Section 34 are to be set back a minimum of 10m from the boundary with Block 25 Section 34 (the pedestrian path) • buildings on Block 28 Section 34 are to be set back a minimum of 5m from the boundary with Block 25 Section 34 	This action has been changed. It was identified by a submission that a 15 metre wide pedestrian connection through to the Dickson Drain is significant. Further review found that a pedestrian connection of 6 metres wide would be more appropriate. Thus, it is proposed that Block 16 is setback 2.5 metres and Block 28 is setback 1m from Block 25. This will result in a pedestrian access of 6 metres as Block 25 is 2.5

		<ul style="list-style-type: none"> this allows for the existing pedestrian connection to be widened to at least 15m wide 	metres wide.
Territory Plan variation – Precinct code	26	If Blocks 28 and 29 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, provided that Block 20 Section 34 is amalgamated with Blocks 28 and 29.	This action has been changed. This action will be placed on the deed of agreement if Blocks 28 and 29 Section 34 are released.
Capital works	28	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.	This action has been removed.
Territory Plan variation – Precinct code	31	Require a pedestrian connection to be provided on Block 2 Section 33 from Challis Street to Northbourne Avenue.	This action has been changed. It will not be included as part of the Territory Plan variation as it will be required as part of the release of Block 2 Section 33 or as capital works if it is decided not to release Block 2 Section 33.
Capital works	32	Relocate pedestrian crossings in Badham Street to better link with existing pedestrian movement routes.	This action has been changed. It will be included as part of an action which focuses on restructuring Block 24 Section 30 so a more direct pedestrian link is created.
Management	34	Liaise with the lessees of Block 24 Section 32 to upgrade and widen (where feasible) the existing pedestrian connection, which links Woolley Street to Challis Street.	This action has been changed. This action will be included in the precinct code. Any new development on Block 24 Section 32 will be required to widen the pedestrian connection and improve the quality of the public realm in accordance with the streetscape guide.
Capital works	37	Remove vehicular access road to the west of the library to create a secondary public plaza between Block 31 Section 30 and the library.	This action has been changed. This action will be placed on the deed of agreement when Blocks 19 and 21 Section 30 are released.
Capital works	37	Adjust the existing access from Badham Street into the northern car park (by moving it 20m to the north).	This action has been removed. Given Block 21 Section 30 is to be released, Block 21 Section 30 will no longer be used as a surface car park.
Capital works	37	Extend the open space visually to the east across Cowper Street toward the swimming pool.	This action has been changed. This action will be placed on the deed of agreement if Block 20 Section 30 is released.
Capital works	37	Remove some parking spaces along southern boundary of Block 19 Section 30 and relocate the aisles in the car park.	This action has been removed. It has been determined that Block 19 Section 30 is required for the purposes of a multi storey car park.
Capital works	38	Create a strong landscaping and planting theme for the linear open space based on a master plan developed in conjunction	This action has been changed. A streetscape guide will be created for the Dickson Centre.

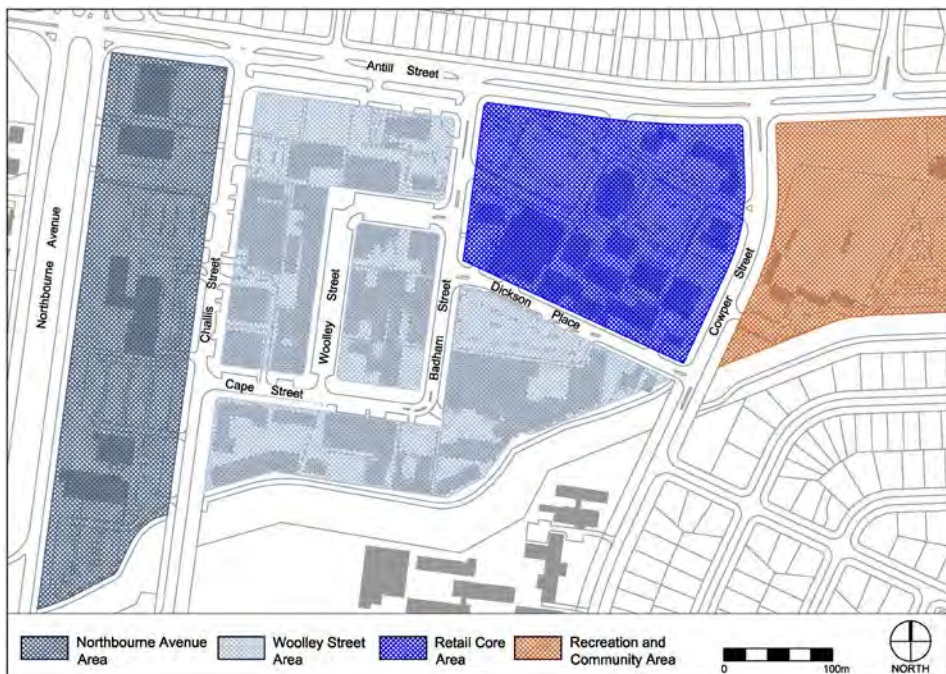
		with the community: <ul style="list-style-type: none"> introduce a consistent landscape and street furniture theme, and include small commercial 'kiosks' and outdoor seating in the central plaza area. 	
Capital works	39	Continue the landscape theme from the linear park along the northern side of Woolley Street.	This action has been changed. A streetscape guide will be created. This will outline details of how the Dickson Centre should be landscaped. Any new development or capital works will be required to comply with this streetscape guide.
Management	42	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.	This action has been changed. Further investigations are to be undertaken to determine how the north western corner of Block 24 Section can be restructured to create a more direct pedestrian link.
Capital works	50	Provide new entry plantings near the main intersections (Challis/Antill Streets Badham/Antill Streets Cowper/Antill Streets,).	This action has been changed. The Cowper Street/Dickson place entrance has been added because this is a major entry point for Dickson residents who walk o the centre. This was identified through the consultation process.
Capital works	51	Develop a landscape treatment for the rear of blocks adjacent to Antill Street to be implemented as part of any development of Block 21 Section 30.	This action has been changed. A streetscape guide will be created. This will outline details of how the Dickson Centre should be landscaped. These requirements will be placed on the deed of agreement when Blocks 19 and 21 Section 30 are released.
Territory Plan variation – Precinct code	62	Ground and first floor levels of higher buildings are to be built to the front property boundary.	This recommended action for inclusion in the precinct code has been changed. The change has been made so the content of the action and where it applies is clearer.
Territory Plan variation – Precinct code	70	Include a parking strategy in the precinct plan based on the following approach <ul style="list-style-type: none"> replace parking displaced by the redevelopment maximise on-street parking (refer to action 0) encourage basement parking for developments located in Sections 31, 32 and 34, and waive or reduce parking requirements arising from redevelopment in Section 30, except Block 21 Section 30 	This action has been changed. A traffic and car parking study is to be completed before the development of the precinct code. This traffic and car parking study will consider the provisions proposed by the action to the left and recommend what provisions should be included in the precinct code in regards to car parking.

Territory Plan variation – Precinct code	73	<p>Require that future parking provision be in accordance with the following rates:</p> <ul style="list-style-type: none"> • Supermarket: 5 spaces per 100m² GFA • Retail (ex supermarket): 3 spaces per 100m² GFA • Non –retail commercial: 1 space per 100m² GFA • Services: 3 spaces per 100m² GFA • Residential Existing code requirements 	This action has been changed. The proposed car parking rates will be subject to the 'car parking study' before inclusion in the Territory Plan as a precinct code.
Territory Plan variation – Precinct code	76	<p>Include the following provisions in the Dickson Centre Precinct Code</p> <ul style="list-style-type: none"> • parking on Block 21 Section 30 is to be replaced on-site, • parking on Block 20 Section 34 may be replaced on-site at a location with a frontage to Dickson Place. 	<p>This action has been changed. It will not be included as part of the Territory Plan variation as it will be required as part of the release of:</p> <ul style="list-style-type: none"> • Blocks 19 and 21 Section 30, and • Block 20 Section 34.

Appendix 1 – Precinct code

The framework report identified a number of requirements for the precinct code which have since been found to be better addressed through use of other tools (i.e. land release, further investigation or capital works). Details of the requirements which will not be included in the precinct code but will be addressed through some other means have been outlined in the table A number of Territory Plan – precinct code requirements identified in the table “framework report actions changed or not recommended for implementation”. The precinct code will be framed around the four areas identified within the Dickson Centre. The four areas are:

- Northbourne Avenue
- Woolley Street
- Retail core, and
- Recreation and community.



The requirements outlined in the framework report have been separated into these areas here. There are also a number of general requirements which will relate to development throughout the centre. All of the requirements outlined here will still be subject to the findings of the:

- traffic and car parking study
- the noise study, and
- the office heights study.

In addition, it is expected with closer inspection of the centre that some requirements will not be appropriate and some areas will require additional specific design requirements not yet identified. The opportunity to comment on this precinct code will be provided through the draft Territory Plan variation process which requires public notification.

General requirements

Include CEPTD requirements in the precinct code.

Limit vandalism and graffiti by using resistant finishes and appropriately limiting access to some areas.

Residential

Encourage residential development on:

- Blocks 4, 6, 15, 16, 28 and 29 Section 34
- Blocks 29 and 30 Section 32, and
- Block 21 Section 30.

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

- 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

Car parking

Require that any new development on public car parks is to include provision for replacement of all the existing public parking spaces, in addition to the new development generated by the new development.

Active frontages

To ensure active frontages only the following uses are to be located at the ground level on frontages to the public realm (unleased Territory land accessible to the public) of buildings in Section 30, Blocks 2-4 Section 31, and Blocks 13, 14, 20, 28 and 29 Section 34:

- business agency, community use, drink establishment, hotel, public agencies, restaurant, shop,
- residential uses may be located on the ground floor of frontages to the public realms of developments located on Blocks 29 and 30 Section 32
- residential uses may be located at the rear of development in Section 34
- elsewhere within the centre residential use is not to be located on the ground floor

The following guidelines apply in the locations shown in the figure over the page.

- ground floor facades to all streets requiring active frontages to be predominantly transparent
- the main building entries to be from the street.

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.

Northbourne Avenue area requirements

N/A

Woolley Street area requirements

Land use

Retain the floor space limits on the maximum size of shops in the mixed services zone other than for bulky goods retailing.

Allow for small scale convenience retailing in/near the future bus station on Challis Street.

Building height

This provision applies irrespective of the proposed land use:

- Sections 31, 32 and 34: maximum building height of 6 storeys (RL595) where the upper levels are for residential use, and
- Sections 31, 32 and 34: maximum building height of 4 storeys (RL587) where upper levels are for non-residential uses.

Character

On Sections 31, 32 and 34 require:

- provision of awnings on new development
- zero setbacks to the front boundary, and
- articulation of building frontages.

Active frontages

Ground floor residential units fronting Antill Street are to have direct pedestrian access from the street.

Setbacks

Buildings on Blocks 4 and 6 Section 34 should be set back a minimum of 6m from the boundary with Block 3 Section 34

Development on Blocks 21, 24 Section 30 and Blocks 20 and 28 Section 3 is to be setback 5m from the Badham Street frontage.

Pedestrian connections

Encourage the provision of pedestrian connections in the following sections:

- Blocks 3 and 8 Section 31 - Badham Street to Woolley Street (covered walkways)
- Blocks 2 and 30 Section 32 – Woolley Street to Antill Street, and
- Block 11 Section 32 - Woolley Street to Challis Street (laneway).

Retail core area requirements

Character

To maintain the human scale, variation in uses and built form and general character of the retail core (Section 30)

- prohibit the amalgamation of blocks where adjacent public spaces have to be incorporated,
- prohibit malls and covered walkways.

Ground floor development in Section 30 (retail pedestrian area) is required to address the major public area.

Allow limited redevelopment of sites in Section 30 to a maximum of three (3) storeys (RL587) provided that:

- solar access to the adjacent public realm is not reduced from existing levels.

Height

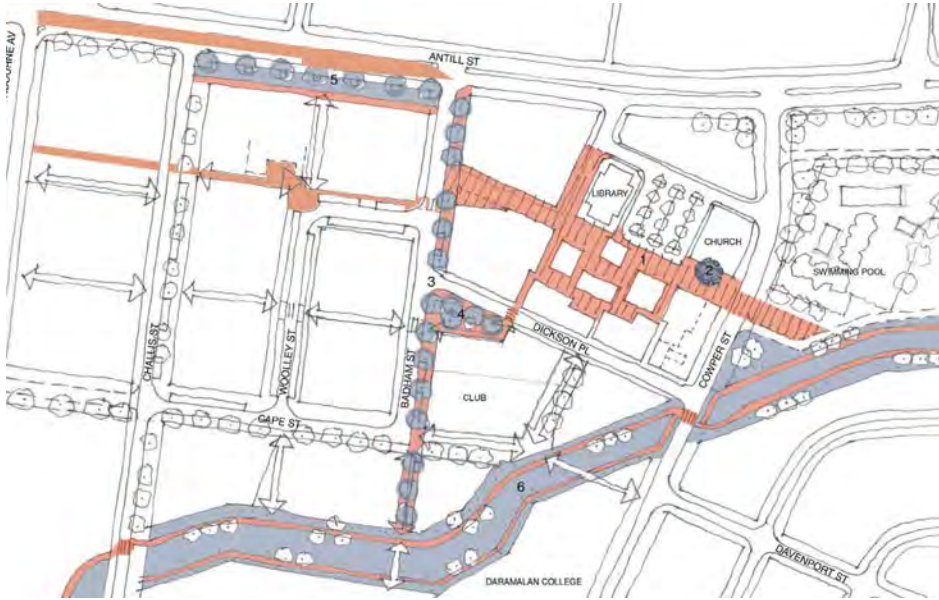
The following site-specific height controls apply:

- Section 30: maximum building height 3 storeys (RL587), except (part) Block 21 Section 30 which may extend to 6 storeys (RL595).

Recreational and community area requirements

N/A

Active frontages figure



DICKSON CENTRE

Consultation report



NOVEMBER 2010



ACT Planning &
Land Authority

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Abbreviations and acronyms

ACT	Australian Capital Territory
ACTPLA	ACT Planning and Land Authority
The framework report	The Dickson Centre Urban Planning and Design Framework Report
The project	The Dickson Centre Planning Project
LDA	Land Development Agency
LAPS	Land and Property Services
TAMS	Territorial and Municipal Services

Introduction

This consultation report provides an outline of the consultation process undertaken as part of the Dickson Centre Planning Project. It includes the approach taken to the consultation as well as the outcomes. The report provides a summary of responses to issues raised and addresses how these comments have been considered and addressed in developing the framework report and the subsequent implementation plan.

The consultations were undertaken between August 2009 and September 2010.

This report should be read in conjunction with the framework report, which presents the issues and recommendations developed through consideration of issues, community consultation and research and the resulting implementation plan, which provides ACTPLA's conclusions following consideration of community comment on the framework report and establishes a pathway to implement the plan.

ACTPLA initiated and led this project. Purdon Associates were engaged to complete the consultation, research and Dickson Centre Urban Planning and Design Framework Report phases of the project.



Consultation objectives and context

The purpose of consultation was to ensure all groups and individuals within the community were informed about the proposal to review planning of the Dickson Centre, and the potential development of a second supermarket, and had an opportunity to have a say.

It is important to note that multi faceted consultation and research activities provided input into the framework report. Hence, not every comment received will be directly reflected in the report and implementation plan. Highest priority was given to the outcomes of the community workshops as many issues and trade-offs were debated in groups and joint directions were suggested. It is also worth noting that in many instances comments received contradicted other comments and consideration of all the issues and feedback was undertaken to develop the final implementation plan.

In the time between completion of the framework report and its release for community comment, the Government announced the release of a supermarket site in the Dickson Centre. A parking strategy was subsequently developed to address parking issues during and after the construction of the new supermarket and was included in the framework report as an addendum.

The consultation process was designed to provide the most valuable input within the project timeframes and budgetary constraints.

The specific objectives of the consultations were to:

- engage stakeholders with an interest in the Dickson Centre
- identify key issues important to the community which needed to be addressed as part of the research for the project
- identify community attitudes towards the type and form of development that might occur at the centre
- identify potential adverse impacts that should be addressed and ways to minimise these
- bring differing viewpoints in the community together and deliberate priorities to achieve balanced outcomes, and
- disseminate as widely as possible the information being considered in the development of the framework report.

Consultation methodology

Engagement with the community

Engaging with the community was a major part of the Dickson Centre Planning Project and was undertaken in three stages.

Stage 1 focused on presenting information to the community and seeking feedback on issues affecting the centre and developing a centre vision.

Stage 2 asked the community to develop and comment on plans and ideas which addressed issues facing the centre identified in Stage 1. The information and outcomes from Stage 1 and 2 were used to produce the Dickson Centre Urban Planning and Design Framework Report.

Stage 3 saw the release of the Dickson Centre Urban Planning and Design Framework Report to the public for four weeks. People were invited to lodge submissions on the report.

Stages 1 and 2 of the consultation process were undertaken by the project consultants, Purdon Associates, while stage 3 was undertaken by ACTPLA.

A summary of the overall approach is outlined below:

Promotion of the consultations:

- ACTPLA webpage
- two (2) project newsletters letterbox dropped to all businesses within the centre and suburbs surrounding the centre
- direct mailing of a copy of the newsletters to all lease holders
- hanging of posters in the centre to advise of events and that the framework report was available for comment
- advertisements in the community noticeboard section of the Canberra Times
- advertisements in the Northside Chronicle, and
- creation of a mailing list from all consultation events and those who registered their interest on the project website. For each major event an email was sent to all of those on the mailing list.



Opportunity for input:

- two workshops with members of the community and key business and community stakeholders
- two community information displays
- web based surveys and comments, and
- the framework report was placed on the project webpage and hard copies were put in the Dickson Library and at the ACTPLA shop front. Written submissions were invited via post, email and hand delivery.

Engagement with Government

In the early phase of the Dickson Centre Planning Project it was identified that a number of government agencies had interests in the Dickson Centre. Thus, a technical working group was established and included the following agencies and departments.

- ACTPLA Development Policy Section
- ACTPLA Development Services
- ACTPLA Infrastructure Policy Section
- CMD ArtsACT - ACT Cultural Council
- CMD Business & Industry Development
- TAMS ACT Library and Information Services
- TAMS PCL Design and Development
- TAMS Transport Planning and Strategy

This group met four (4) times. These meetings were run by Purdon Associates in conjunction with ACTPLA. The key purpose of the group was to:

- ensure effective communication between Government agencies regarding the projects
- identify project issues and stakeholders
- advise the group of any work relevant to the project
- discuss work undertaken by specialist consultants
- review and comment on the framework report, and
- ensure information about the project was taken back to each agency.

Engagement with lessees/tenants of major parcels of land in the Dickson Centre

Purdon Associates either met with or spoke over the phone with the following lessees/tenants of major parcels of land. They were advised of what was proposed by the framework report for their site and what opportunities existed for input.

Organisation	Lessees / tenant	Block and Section
ACTTAB	Lessee	Block 29 and 30 Section 32
Baptist Memorial Church	Lessee and tenant	Block 1 Section 30
[REDACTED]	Lessee	Block 4 Section 33
Coles (with Perrins and Riverview Group)	Possible tenant	Block 2 Section 32
Harris Scarfe	Lessee and tenant	Block 10 Section 30
Macquarie Bank	Lessee	Block 31 Section 30
McDonalds	Lessee and tenant	Block 24 Section 30
Perrins	Lessee	Block 2 Section 32 and Blocks 4, 6, 15 and 16 Section 34
Woolworths	Tenant	Block 31 Section 30
Kmart (Coles)	Possible tenant	Unknown
[REDACTED]	Lessee	Block 4 Section 30

First stage of consultation

The overall aim of the first stage was to:

- present information to the community
- seek community input on issues affecting the centre, and
- develop a centre vision.

Vision workshop

A vision workshop was held on Tuesday 25 August 2009 at Dame Pattie Menzies House. The workshop was open to lessees, business owners, local residents, community organisations and anyone with an interest in the centre. Over 80 people attended.

At this workshop the project approach was discussed. Small table groups were then asked to answer the following questions:

- What are the three words that describe Dickson to you?
- What do you value most about Dickson? What are its strengths?
- What are the main problems with Dickson?
- If your hopes were realised, what would be different about Dickson in five to ten years?
- How, if at all, should the 2003 Vision for the Dickson suburb be changed?
- What is your favourite place in Dickson?
- What are the centre's strengths and weaknesses?



Participants were also asked to imagine how they hoped the centre would be different in five to ten years. The aspirations emerging from the conversations held over these questions had much in common and the ideas were subsequently formulated into a vision for the centre. From here the consultants, Purdon Associates, with ACTPLA, worked towards collating this information and creating the following draft vision for the centre:

Dickson centre will be a vibrant, 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).

This vision was subsequently refined as a result of further consultation.

First community information display

The first community information session was held on 8 September 2009 from 5-7pm at the Dickson shopping centre.

The results of the vision workshop were presented at a community information display set up outside an entrance to the Dickson Woolworths. It was attended by over 100 people shopping at the centre during the display period.

The purpose of the information display was to test the outcomes of the vision workshop with the wider community, in particular the draft vision.

Members of the community were generally aware of the planning project. They were very interested to receive feedback from the workshop and to provide their own comment about the future of the centre.

Attendees strongly supported the findings of the vision workshop and added their own insights about the centre. The comments from this display were used to refine the vision for the centre to:

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).

Web based surveys and comments

In addition to face-to-face consultation events, members of the community could also participate by completing a survey on the internet or sending a written submission.

Ninety-two (92) surveys were received and the results can be seen in Appendix 1.

Key Messages

The messages from the community that came out of Stage 1 consultations were:

- Improve public spaces and facilities
- Retain the range and diversity of services
- Address the conflict between pedestrian areas and vehicles
- Increase the amount of parking, possibly in a structure or basement
- Develop additional supermarket space
- Retain diversity and role of the centre as an entertainment hub



Favourite places identified by participants

Major Issues

Major Issues Identified in Stage 1 Consultations were:

Access

- Poor access across Northbourne Avenue
- Pedestrian access – pool and surrounding area
- Congested intersections
- Connection to surrounding area
- Access for people with mobility disabilities

Traffic and parking

- Congested intersections
- Through traffic
- Lack of parking
- Short-stay parking
- Lighting in parking areas
- Staff parking

Public transport

- Need better public transport
- Need a bus interchange
- Buses should travel along Challis Street

Open space and public areas

- Lack of a focal point – meeting place
- Little green space in the centre
- Need children's play area
- Landscape quality poor
- Sullivan's Creek Wetlands

Safety

- Retail core unsafe at night
- Bicycle path unsafe
- Lighting

Character of the centre

- Has a village atmosphere
- Open centre – keep
- Not a mall – small scale
- Entertainment – food
- Inconsistent appearance
- Make centre busier

Building height

- Taller buildings in the centre
- Medium/high density residential on the edge
- Overshadowing and solar orientation

Comments from the community on these draft principles were used to refine them further to develop the five themes and strategies which underpin the vision for the Dickson Centre. These themes and strategies can be seen in the table below.

Theme 1	Theme 2	Theme 3	Theme 4	Theme 5
Facilitating growth, change and diversity	Improving connections	Enhance the public realm	An appropriate built form	Sufficient parking
Strengthen the retail core	Improve connections to the centre	Create a linear open space	Locate higher buildings on the edges	A flexible approach to meeting needs
Encourage residential development	Improve permeability in the centre	Better streetscapes	Maintain lower scale to street	Tailor parking to centre requirements
Balance residential and entertainment uses	Support public transport	A landscaped entry	Reinforce active frontages	Replace displaced public parking
Require pedestrian generating uses at ground level		Create a stronger sense of place	Maintain character of retail core	Maximise on-street parking
Make sites available for community facilities		Integrate Dickson Drain into the centre's public realm	Maintain strong frontages	Improve parking management
Allow the centre to grow		Establish a safe public realm		
		Maintain the public realm		

Web based surveys and comments

In addition to face to face consultation events, members of the community were again able to participate to the process through completing a survey on the internet or by sending a written submission.

Nine survey submissions were received and the results can be found in Appendix 2.

Key messages

The depth of understanding of the issues and the number of ideas from the community helped to guide the framework report. The community generally supported the themes and urban design principles.

Key messages were:

- Improve public spaces and facilities including open areas and lighting.
- Retain the range and diversity of services available.
- Address the conflicts between pedestrian areas and vehicles, possibly by separation through closing streets to create pedestrian malls and increased public areas.
- Increase the amount of parking, possibly in a structure or basement.
- It is recognised that an additional supermarket should be developed, provided that it is not at the expense of local centres in north Canberra.
- The diversity and role of the centre as an entertainment hub should be retained.

The design workshop analysis of plans prepared by the community can be found as Appendix 3.

Issues and outcomes from the technical working group

The technical working group discussed:

- outcomes of community consultation
- traffic issues
- car parking issues
- land release
- provision of green space
- noise issues
- potential residential locations
- bus movement through the centre
- pedestrian connections
- appropriate heights for the centre
- implementation methods

Third stage of consultation

With the vision, themes and urban design principles, developed in conjunction with the community, Purdon Associates were able to develop strategies and recommend actions aimed at ultimately achieving the vision. These were all described in the framework report which was released to the community on 27 August 2010. The framework report was placed on the project webpage and copies placed in the Dickson Library and the ACTPLA shop front.

The opportunity to comment closed on 24 September 2010. Twenty-seven submissions were received in total. Requests for extension of time were not granted and late submissions (1) are not included.

Key messages

Support

- Framework report represented views of community and contained appropriate proposals.
- Second supermarket on Block 21 Section 30 supported by a large majority.
- Mixed use development as proposed would lead to a more vibrant centre.
- Proposed buildings heights considered appropriate.
- Proposed pedestrian connections, laneways and the central pedestrian spine are good for the centre.

Concerns

- Framework report was overly focussed on delivering a second supermarket site and missed opportunities to deliver other important improvements to the centre.
- Parking strategy was not well considered.
- Adverse impact of a multi storey carpark on Block 19 Section 30.
- Opportunities to activate the Antill Street frontage missed.
- Location of the loading dock in relation to the above point and associated traffic impacts to the centre and amenity impacts to the residents opposite.
- Community facilities are not well integrated with the centre and the suggestion this area, to the east of the project area, should be included.
- Existing traffic issues in the Dickson area not sufficiently addressed and will worsen with the proposed actions.
- Noise – proximity of residential to clubs and bars.
- Opportunities to provide better connections to surrounding suburbs for pedestrians and cyclists missed.

Trade-offs

- Agreed that a good public realm was needed but framework needs to provide more guidance to achieve this.
- While a second supermarket was generally supported there was concern that smaller supermarkets in the catchment would suffer.
- Pedestrian and cyclist connections are important and supported but there was concern the framework did not provide the most optimum solutions to this.
- Improvements to Dickson Place contained in the report were missed by several respondents and seen as having a high priority.
- Development is supported, however an appropriate and high quality built form needs to be delivered.

A summary of submitter comments received and the ACT Government's response can be found in Appendix 4.

Exclusion issues

Matters raised that are outside the scope of the project have been referred to the relevant agencies for consideration.

Most of these issues related to existing traffic conditions, pedestrian and cycle access to the centre, public transport and the safety of the cycle path along the drain. These have been referred to TAMS.

The desire for a community/ business based group which drove the improvements and management of the centre was also raised. ACTPLA is investigating models for this in order to make recommendations; however, implementation is outside the role of ACTPLA.

Other raised issues which are outside the scope of the study include the potential for a retail incubator at the centre, make up of retail, behaviours of cyclists and the creation of a business and community reference group.

Outcomes of the submissions

The submissions assisted in the identification of issues which require further consideration and/or further investigation before a precinct code is developed for the Dickson Centre.

The precinct code will include specific conditions for development in the Dickson Centre which will create the centre the community desires.

The next stage of the project has already started with the drafting of an implementation plan for presentation to the ACT Legislative Assembly Cabinet. The implementation plan will provide a step by step process for achieving the precinct code. The implementation plan will outline:

- where further investigation is required
- capital works which should be implemented by government, or as a requirement of development
- what controls the precinct code should include.

The implementation plan will be accompanied by this consultation report.

Variation to the Territory Plan – Consultation

The draft variation to the Territory Plan, which will be developed as a result of this report, is required to be publically notified. Opportunity for comment will be provided at that time.

Appendix 1

1st webpage survey

Appendix 2

2nd webpage survey

Appendix 3

Analysis of plans prepared by the community at the design workshop

Appendix 4

Submitter comments on the framework report

Submitter comments		ACT Government's response
General comments - Supporting		
24	I've just had a quick read through the vision for the Dickson Centre Planning Project... In summary, I love it.	<p>Nine submissions specifically supported the report and three disagreed.</p> <p>In general people were in support of growth in the Dickson Centre and of the development of a second supermarket, provided the quality of design was high and the public realm was improved.</p> <p>It is also noted that there is need to outline more clearly the design and development issues beyond the supermarket issue.</p>
23	The major part of the planning report has dealt thoroughly with the core area of the Dickson centre and has come up with appropriate and exciting proposals that appear to have community support,	
22	I was very impressed by the plan especially the potential new pedestrian routes through the blocks on Woolley Street and to the drain and pedestrian bridges across it.	
20	Just reviewed the Dickson Centre Urban Planning and Design Framework Report Plan. Looks good.	
19	In general I am in agreement with the frame work report and the recent action to release another supermarket site.	
25	I think that supermarket and related parking on blocks 21 and 19 are popular decisions and the associated pedestrian precinct would be a useful early development	
7	We also support the consolidation and intensification of residential and smaller scale independent retail development in the centre.	
15	Would like to convey endorsement of the recommendations of the report	
13	Endorse the recommendations of the Framework as a way forward in re-energising and renewing one of the prime group centres in the ACT	
General comments - Opposing		
21	Your so-called discussion paper is a tissue of inventions to support your firm intentions to "develop" and ruin inner Canberra with facilities that are nothing more than a poor excuse for over density and a compensation for not providing adequate facilities in the new outer suburbs.	
7	Unfortunately, we are unimpressed and our hopes have been disappointed. The proposed Urban Planning and Design Framework lacks insight, logic, imagination and is heavily skewed toward considerations for the second supermarket.	
7	The proposed Framework seems to us to be fundamentally focussed on developing the second supermarket while managing the interests of the existing one, at the expense of a fully thought through and	

	thoroughly evidenced plan for the Dickson Centre.	
Community consultation process		
	The Framework Reports does not resemble the outcomes of the community consultation.	<p>Highest priority was given to the outcomes of the community workshops as they reflect integrated views of diverse members of the community. The workshops outlined areas of improvement which were considered in the framework report process. On the whole submissions were in favour of the process and outcomes.</p> <p>The input from those who did take advantage of the many opportunities to contribute to the process is appreciated. Although it would be good to see more involvement, the participation rate was similar or better to that experienced on other projects.</p> <p>There will be opportunity to comment on the draft variation to the Territory Plan when it is released for comment.</p>
21	Those who attended community consultation opposed any development at the Dickson shops and said that they all liked the shops, the walkways, the cafes as they are now and nobody wanted a second supermarket.	
12	It is pretty pointless to submit the report for public comment almost a year after the "consultations" started and several months after the location of the "centrepiece", the new supermarket site, was announced.	
7	We urge ACTPLA to re-engage with the community so that there is opportunity for further reflection and refinement of the proposed Framework.	
3	Two workshops totalling fewer than 150 people do not constitute extensive community consultation in my opinion.	
3	I trust that ACTPLA will engage in a further round of consultation when the precinct code is prepared and look forward to being more closely involved then.	
Project scope		
23	<p>Failing of the report is its limited scope. The redevelopment of the area between Dickson Pool and the playing fields (Rosevear and Hawdon Place) is surely essential to consider as part of the study. This area is a wasteland of underdevelopment mainly due to its inappropriate zoning which allows only uses for which there is little demand. Building height and area restrictions are also low for an area close to a major group centre where there is no existing housing to adversely affect. Present development is a mishmash of abandoned buildings, carparks, and scattered single and two storey buildings, and the whole area has an air of neglect. Four or five storey apartment development, with perhaps a few taller buildings, would be a more appropriate use of this land.</p>	<p>Dickson suburb has five different precincts, which include the community precinct and the commercial and retail hub. The Dickson Centre Planning Project focused on the commercial and retail hub but included the area between Cowper Street, Rosevear Place, Antill Street and the Dickson drain so that the connections from the commercial and retail hub and the community precinct could be improved.</p> <p>Unfortunately further consideration of the remainder of the community precinct was outside the scope of this project.</p>
26	While the Dickson Centre might be considered to go from Cowper St across to Badham Street, there is a possibility to extend right across to Northbourne Avenue. This may help with transport issues. Consider extending/ relocating the	

	Dickson centre across to Northbourne Avenue.	
Cyclist links		
9	Dickson is used by many cyclists and the use of bikes should be encouraged. There needs to be adequate end of trip facilities such as bike racks.	The precinct plan for the centre will include provisions for appropriate and well sited end of trip facilities for cyclists.
26	Bicycle parking/ racks should be located on the outskirts of the centre	
Pedestrian links		
24	In particular the ideas relating to pedestrian links/arcades/laneways are great – they encourage people to spend more time 'ambling' through Dickson or walking/riding through there instead of rushing from point to point via car.	<p>The community response has been strongly in favour of the proposed pedestrian links.</p> <p>The feedback also tells us further improvements are needed to connect the centre to the surrounding suburbs for pedestrians and cyclists.</p> <p>These will be considered in the development of the precinct code and in recommendations to TAMS for capital works.</p>
	Strengthen connections that encourage pedestrian and cycle movement and public transport usage	
20	I really like the shared zones aspect and I'm happy with the thought and planning around pedestrian, cycle, and vehicle.	
24	Need to be careful when designing laneways i.e. some laneways in Manuka work while others don't. Laneways actually need to lead from one point to another and character needs to be retained.	
	Concerns about providing north-south pedestrian links from the Centre to the Dickson Drain as there is limited passive surveillance to the Dickson Drain.	
7	Although acknowledging the existing form of the Centre, the proposed pedestrian spine (Figure 7) fails to address the actual pedestrian traffic flow of residents. That is to say it leads to the Dickson Drain and does not provide suitable connectivity to residents entering from nearby.	
26	Consideration should be given to covering in the centre walkways, and providing wind barriers around the edges.	
27	ACTPLA needs to ensure that there is very good customer pedestrian access from the new supermarket to the pharmacy.	
13	Setbacks for the widened pedestrian link to the east of Section 34 Block 16 which connects the new pedestrian bridge across the Dickson Drain to Cape street should be shared equally between blocks 16 and 28.	
8	Improvements to the existing open air and inward focussed pedestrian environment of the centre is supported and is essential and unique character of the Dickson Centre. Improvements to legibility and visibility of pedestrian routes in the vicinity of McDonalds is supported.	
8	The proposed mid block pedestrian	

	connections increase permeability and access throughout the centre and are supported.	
Centre edges		
23	The Centre turns its back on Antill Street and consequently is difficult to recognise as a shopping centre from main approach routes. A consistent built edge along the Antill Street frontage should be promoted.	The report does allow for a mix of residential fronting Antill Street. This could have been expressed more clearly in the report. Connecting the centre to the surrounding suburbs is an important consideration in the next stages of design of the Dickson Centre.
4	We endorse the spatial and non-spatial principles, however we note that they omit to mention the importance of protecting the symbiotic relationship between the centre and adjacent residential area.	
Supermarket		
3	competition by smaller supermarkets in the catchment may be worsened rather than improved - the Centre will exert more gravity locating two major supermarkets next door to each other will not maximise the foot traffic that benefits small traders - separating anchors is the normal practice	The community expressed overall support for the supermarket but identified that more consideration was needed on the location of the loading zone, impacts to smaller supermarkets in the catchment and impacts on small retail in the centre. The design details of the loading bay will be considered further as part of the land release of Block 21 Section 30. Most respondents recognised that in order to thrive, group centres must cater for weekly shopping needs. Smaller scale retail outlets require adequate supermarket shopping opportunities to draw shoppers to the centre, enabling access a significant customer base.
12	The "consultation", and in particular the comments by the Chief Planning Executive, constrained the process far too much.	
7	We recognise and need for a second supermarket in Dickson, and we understand the implications this has for the use of the Dickson Centre, especially regarding traffic generation and car-parking.	
12	No consideration seems to have been given to locating the new supermarket on the present Dickson library site.	
11	I am writing to object to another supermarket at Dickson. In my view, it would be better to build in Watson. This area is growing and so a supermarket there would be more convenient for residents and would also service future demand.	
10	Support the initiative for the development of a second supermarket	
7	There is no discussion of the economics of how small scale local businesses may or may not be beneficially impacted upon by the retail strategy proposed for the centre. Indeed, virtually all discussion about future retail development focusses upon maximising attractiveness for the new supermarket while minimising disruption to Woolworths, with no demonstrated understanding of the small scale retail economics	

	of the centre.	
7	The location of the new supermarket and its potential to increase retail traffic to existing retailers is questionable. The proposed location suggests that existing retail areas could suffer as there is no linkage to these. The supermarkets will be located close to each other and relatively separate from existing retail, limiting or even discouraging through traffic to other parts of the centre.	
6	Proposed location of the new supermarket loading dock is not supported as semi trailers will sit and idle their diesel engines at all hours of the day and night. Residential amenity will be greatly reduced. Instead could the loading dock be located closer to the Shell service station on Badham Street where petrol tankers already use a purpose built service road to access the service station? This will have the added benefit of removing semi trailers from the congested area around Dickson Library and Dickson Health Centre.	
23	The truck loading bay should be located within the site, with the service road discharging into Badham Street through the short stay carpark, instead of onto Antill Street.	
7	The Framework should consider alternative locations or configurations for the Woolworths loading bay, including a design option that creates a shared delivery area for both supermarkets. Heavy vehicle traffic into the centre will double once the second supermarket is established. This should be directed to a single, safely managed area.	
27	The building of this second supermarket and parking appears to have many positive consequences for existing business proprietors including a much greater customer base.	
Building heights		
23	The building height should also be substantially increased.	In general building heights proposed within the centre were considered appropriate by respondents. However, several respondents did suggest high limits should be considered.
26	Consider a tall building in the area that will be visible from a distance.	
23	... proposing a consistent built edge along Antill Street. Five or six storey mixed-use buildings with design guidelines similar to those adopted in the Braddon commercial zone master plan would probably be appropriate here.	
13	Higher development along the southern side of Section 34 would provide a frame for the centre and have no deleterious overshadowing impact. Higher densities will assist in achieving sustainable and affordable urban development. Height	

	limits on Section 34 should be increased to 10 storeys.	
15	Understand the principle of stepping down from Northbourne avenue but do not consider that it should be rigidly applied at the expense of increasing residential density in the centre. Advantages in allowing for taller buildings to the southern edge of the centre - up to 10 storeys	
8	In order to encourage redevelopment the proposed increases in height are supported	
Retail – General		
10	Believe the report places undue emphasis on the need to strengthen the retail core – no opportunities exist for some new retail proposals in the core	Feedback raises the issue that further consideration of restrictions on development of retail may be required prior to development of the precinct code.
10	Retail floor area restrictions have resulted in no new development within the retail core and prevented retail outlets from locating at nearby non-core areas – not addressed in this study and may have the effect of undermining the recommendation for high density residential land at Dickson Centre	
Cape Street extension		
22	I like the extension of Cape Street at both ends but also wondered if it could be extended across the drain to meet Cowper St to provide another access point and lessen traffic at the awkward intersection of Cowper Street, Dickson Place, bridge over the drain and the bike path.	<p>The extension of Cape Street to Cowper Street for vehicular traffic was considered, however was not included for two key reasons:</p> <ul style="list-style-type: none"> ▪ The traffic arrangements in the framework aim to keep significant traffic to the edges rather than through the core of the centre ▪ The extension of Cape Street to Cowper Street would provide a route to Northbourne Avenue from residential areas impacting on traffic volumes around the centre. <p>Development of the Cape Street to Northbourne Avenue connection is a long term strategic objective. Such development would not occur until the redevelopment of Block 4 Section 33.</p> <p>ACTPLA does not have a record of a development being approved for block 4 Section 33</p>
14	Development approval is been gained for the redevelopment of Block 4 Section 33 which would be adversely impacted on by the extension of Cape street to Northbourne Avenue.	
Dickson Place		
7	The current state of Dickson Place (a neglected poorly lit service area and busy transit route with no passive surveillance at night time) and the lack of treatment of it in the proposed Framework will mean this will remain an area of poor amenity and danger. This is exacerbated by the fact that Dickson Place is the location of the loading bay for Woolworths. As a primary route into the centre for local residents Dickson Place is currently a poor corridor	<p>The report does make a number of recommendations to improve Dickson Place, however, these could be more clearly outlined in the report.</p> <p>The report encourages development of blocks within the retail core along Dickson Place as a priority including active frontages to Dickson Place. The report also recommends that Block 20 Section 34 (existing car park) be amalgamated with any redevelopment of Blocks</p>

	for community access its centre. The Framework should more directly address improvements to Dickson Place.	28 and 29 Section 34 providing an opportunity to transform Dickson Place from a service road to an address road.
22	Accessing from Hackett mostly use Dickson Place. Anything to address the eyesore of Dickson Place's north side would be great.	
7	The master plan proposes the eventual development of a small open space at the intersection of Dickson Place and Badham Street. While this small pocket of open space makes sense because it is close to the heart of the centre, it's amenity would be questionable because it is opposite the Woolworths loading bay where several large trucks per day try to manoeuvre. These trucks have to negotiate extremely tight movements in this vicinity, often need to use traffic islands and surrounding footpaths for extra space. The noise from the loading bay and the generally amenity of it would not be in harmony with the proposed open space.	
Traffic		
3	Circulation due to reduced parking has not been accounted for in the consultant's report. Traffic existing nearby residential areas and travelling in the vicinity of the centre will be delayed by heavily congested traffic loads at particular times and will need consideration and management traffic speeds will be affected and traffic calming measures may be needed overflow parking into nearby areas and the pool parking will produce friction and may reduce the number of pool patrons and divert other centre users.	The consultation process has highlighted concerns the community has with traffic in the Dickson area. Some of these issues can be addressed through new development and the requirements for developers to address potential traffic impacts, and others are able to be addressed by further investigation and capital works. Further investigation and capital works issues will be referred to TAMS for consideration.
8	Pick up, set down and taxi pick up is still needed for the existing supermarket. Removal of these would present an unfair advantage to the new supermarket.	
7	The expected increase in traffic as part of further development of the centre requires fundamental issue to be addressed.	
7	Inclusion of road amendments linking the proposed community facilities at the eastern point of the centre will provide additional traffic "bottle necks" at an intersection where there is already poor visibility and access for entering traffic (Antill St / Cowper St / access to surface car parking).	
5	The road network around the Dickson Group Centre will have to be upgraded in the short term.	

	Redevelopment proposed on such a scale will necessitate costly public measures for road and transportation infrastructure to cater for the new retail, supermarket facilities, and local residential population increases in Dickson and Lyneham.	
Car parking - General		
12	For the rest, I remain very concerned that insufficient surface parking has been made available and the result will be that there will be a spill over into residential streets in Downer and Dickson.	A number of submissions have raised concerns with the proposed parking solutions. The next stage of the process will include a detailed car parking study.
5	The planning and design framework proposed to increase the residential population on the periphery of the retail by about 1000. If this projection becomes to fruition, the consequences for congestion in such a small space are truly frightening. For starters car parking will still have to be provided – even though fossil fuel depletion will make this mode of transportation a possible fossil in its own right by 2030.	In order to obtain development approval for any increased development of sites within the centre traffic issues are required to be investigated and addressed. As with all redevelopment work in centres, disruption and short term impacts on tenants can be expected during construction.
13	Recommend that the parking for residential development also be adjusted in recognition of sustainable and affordable development	
13	Endorse the actions to strengthen the retail core with respect to parking, including a parking fund and a parking bank.	
8	Privatising carparking on the new site leaves issues such as operating hours and fees at the discretion of the lessee and has risks for the viability of existing supermarket and the centre generally.	
8	New six storey developments could significantly increase demand for car parking from new residents and employees. The final parking strategy will need to be adequately resolved prior to approving more intensive forms of development at the Dickson Centre.	
3	During construction there will be significant economic impacts on local businesses due to lack of nearby parking, noise, dust, and unsightly temporary works – this needs careful consideration ... any background studies should be made publicly available to ensure that there is full understanding of the reasoning and rationale.	
Multi storey car park		

3	If a multi-storey carpark replaces the existing surface parking as proposed, shoppers will be forced to push their trolleys across a non- smooth surface for a considerable distance and then take a lift to upper levels	<p>Six submitters are unhappy with the proposal for a multi-storey car park.</p> <p>The car parking strategy in the framework report recommends a multi- storey car park to ensure the centre is able to remain accessible and continue to function during the construction phase and to ensure all car parks removed as part of development are replaced.</p>
8	Carpark is the furthest distance from Woolworths and presents logistic concerns particularly for the elderly and less mobile who need to push trolleys a greater distance and negotiate lift access.	
8	The multi level carpark has a shortfall of 84 spaces if it is to replace the existing on block 21.	
21	Nobody wanted an underground or multilevel carpark of any kind.	
8	Any reduction in the current levels of convenient and available spaces would be detrimental to the continued operation of Woolworths. The proposed multi level carpark is not supported as an alternative to at grade parking available on either block 21 Section 30 or Block 20 Section 34	
19	<p>I am not however in favour of the concept of an above ground multi-storey on Block 19. My concerns are that it along with the new supermarket building will "enclose" the central area in such a way as to change the nature of Dickson completely. There will effectively be a wall around the existing Dickson centre that will block visual access into and out of the centre. While the existing car parks are far from visually satisfying they do not block the view.</p> <p>I accept that additional parking is necessary if there is to be an expansion of the centres trade and during construction of the supermarket/parking. If multistorey parking has to be the answer it would be better at the swimming pool parking area or 1/2 storey underground in front of the tradies.</p>	
7	The parking strategy in the Addendum is an afterthought, not a strategy, and apart from a passing reference to the report's recommendation to retain Block 19 Section 30 for surface car-parking, bears no connection to the rest of the proposed Framework. This is so transparently a rushed attempt to appease the temporary car-parking concerns of Woolworths that it simply can't be taken seriously. It brings the intent, sincerity and merits of the planning process and its outcomes into question, undermining our confidence in the entire document.	
7	The parking strategy is in conflict with all	

	<p>other car-parking advice in the report. It demonstrates a lack of substantive understanding of and commitment to ideas raised elsewhere in the document such as the establishment of car-parking banks. It makes absolutely no attempt to demonstrate its relationship to carparking across the entire centre.</p>	
7	<p>In a shallow acknowledgement of the current scale of the centre in and around Block 19 Section 30, the parking strategy makes reference to the need for 'very specific requirements'.</p> <p>a. The first has nothing to do with scale or the amenity</p> <p>b. The second is actually only just a general requirement of a height limit, and a very general statement about the 'eventual construction' of retail on the western and southern ground floor edges.</p> <p>c. The third requirement simply makes it clear that the only purpose of the multi-level car park on Block 19 Section 30 is to replace the 153 car-parking spaces temporarily lost to Woolworths.</p> <p>d. The fourth requirement surrenders the new multi-level car-park to the ACT Government. Again this has nothing to do with scale or amenity.</p> <p>e. The fifth requirement requires the Block 21 Section 30 car-park to meet parking demand generated by the new supermarket and associated retail, allocates some (but not all) of the replacement parking required as a consequence of the site's development, and, bizarrely, is required to meet car-parking generated by 'future retail' at the proposed multi-storey car-park on Block 19 Section 30.</p> <p>Block 19 Section 30 is one of the Dickson Centre's prime north-facing blocks. It offers the potential for so much more that a permanent three storey car-park designed to address a temporary carparking issue. It is surrounded by small scale, low rise development and offers the opportunity to enhance the public realm considerably if its development is designed appropriately.</p>	
6	<p>I have calculated that by building multi level carparks on Blocks 19 and 21 in Dickson, you will need to remove in excess of 50 mature trees, you will greatly reduce</p>	

	available open space, you will create more motor vehicle traffic congestion, more overshadowing of sunny public space, you will basically ruin the character of this part of Dickson Shops.	
Noise		
16	<p>Excess noise has a major impact on the people that live in the surrounding area. And it's the responsibility of government to look after the most vulnerable people that cannot fight for this issue. Noise pollution can cause such enormous damage and heartbreak in the community.</p> <p>There should be no development that allows excess noise to take place, unless there is consideration and compensation for the people that live in the existing property surrounding.</p> <p>The issue that prospective Dickson residents could be warned online about the impact of living near a bustling entertainment precinct should only be consider if the developers and government were required to paid and retro fit all existing property with thicker glass and sound insulation.</p>	The precinct code will provide recommendations on appropriate noise attenuation and appropriate separation of noisy venues. Further investigation into successful models employed elsewhere will be undertaken in the development of the precinct code.
The Dickson drain		
25	As a user of the Dickson Creek footpath I welcome developments consistent with other Creek landscaping but until Cape St redevelopment is available I am a bit concerned that security and pollution cannot be improved without lighting and oversight from upper level residential development	Works to improve the Dickson Drain and make it more attractive to existing and potential users need to be addressed through a number of actions. These actions are made up of capital works such as lighting, which can be implemented at any time budget is available, and future development which will be required to overlook the drain.
18	We have concerns about the proposed pedestrian crossing over the drain in the vicinity of the Daramalan College. It is not clear what issues these are intended address	
Residential development		
5	The plans provided have the potential for congestion, noise, overshadowing and increased criminal behaviour arising from redevelopments on the periphery of the retail core. This will be facilitated by changes to the new Dickson Centre Precinct Code by zoning parcels of commercial land to allow higher order mixed uses. The 'immortals' (the young) and ACTPLA planners may view such redevelopment as 'progress'. Those slightly more advanced in age might tend to disagree, and think that the current mix of retail, commercial and public facilities provided in the Dickson Group Centre is vibrant enough, without eight storey mixed	The overwhelming response from the community was that increased residential development is supported, but that issues such as traffic, parking and noise needed to be carefully considered.

	use developments towering over existing infrastructure.	
10	Commend the report for its analysis of the need for residential development.	
Green space		
9	I would like to stress the importance of a big park with equipment being required in the proposed park area. There are no parks with play equipment in the area and there are many children that visit Dickson shops everyday.	Open space is recommended in the north west corner of Block 20 Section 34. The green space could not be expected to be favoured as a seating and respite location as raised. However, the small pocket of space could be utilised for tree planting, improving the microclimate and visual amenity of the area and providing a small 'city lung' space to sequester carbon dioxide and remove air pollutants.
7	The master plan proposes development of a small open space at the intersection of Dickson Place and Badham Street. While this small pocket of open space makes sense because it is close to the heart of the centre, it's amenity would be questionable because it is opposite the Woolworths loading bay where several large trucks per day try to manoeuvre. These trucks have to negotiate extremely tight movements in this vicinity, often need to use traffic islands and surrounding footpaths for extra space. The noise from the loading bay and the generally amenity of it would not be in harmony with the proposed open space.	
Bus station		
7	As a matter of sound planning principle, the Framework should not, under any circumstances, be finalised until the final location and format of the proposed bus interchange is known. The bus interchange will have a fundamental impact on pedestrian movement and retail prospects in the centre. One would expect that the co-location of the second supermarket with or in very close proximity to the bus interchange should be a fundamental consideration.	TAMS are considering the location of a bus interchange on Challis Street and advise feasibility planning for such a facility will be undertaken this financial year as part of the Northbourne Avenue bus and cycle way priority study.
	Nobody wanted a bus interchange in Challis St, or a road through from Cowper St.	
18	The proposal to have the bus interchange in Challis St would add congestion to this area rather than decrease it.	
8	The proposed bus station on Challis street is likely to provide increased benefits to retail businesses in Dickson and less demand for long stay carparking, freeing parking for customers.	
Daramalan College – Bus and car parking		
18	Daramalan College has limited space available for staff, student and visitor parking. To resolve the problem, it is requested that you consider enclosing the open stormwater drain that is located along the	The college is outside the study area and parking for the college has not been considered as part of this report. We note, however, that this issue has been raised with TAMS separately.

	northern boundary of the College between the College and the Dickson shops and runs between Cowper and Challis Streets. The covered stormwater drain area could be used for community parking out of school hours providing a valuable community resource.	
General centre maintenance		
7	<p>There has been a recent history of minimal expenditure on the development and maintenance of the public realm in the centre. Infrastructure is rarely upgraded or maintained. The streets are rarely cleaned and graffiti is poorly managed.</p> <p>Some of the proceeds raised from the release of blocks for development should be reserved for the development and maintenance of the public realm in the centre. Failing to take the one-off opportunity presented by releasing the remaining public land in Dickson will simply mean that many of the public realm improvements proposed by the Framework are unlikely to ever happen because they will never be funded.</p>	<p>Comments related to maintenance of the centre will be forwarded to the relevant area of TAMS.</p> <p>A condition of sale and development of blocks within the centre will be the improvement of adjacent public realm space.</p>
Community facilities		
7	The Concept Plan proposes placing new community uses away from the core of the centre, to the extremities of it, north of the swimming pool. These uses would be quite disconnected from the main centre and thus potentially difficult to access by users who may be visiting the centre for other reasons. New community uses could be co-located within or surrounding green open space on Block 19 Section 30.	Community input throughout the process did not highlight a need to reconsider relocation of community facilities. The benefits of locating some high use community facilities with the retail core could be further considered. However, this use must be weighed against the high demand for retail space within the core.
Supermarket policy		
5	<p>The policy to increase the number of full line supermarkets in Canberra is deeply flawed. Increasing competitiveness in Dickson will not in the long term achieve substantially lower prices. There a number of reasons for this:</p> <p>As Australia's climate changes and the total costs of production and supply rise due to resource depletion (chiefly water, soil fertility, fossil fuels, skills and human labour), prices will inevitably rise in a non-linear fashion.</p> <p>There should be more emphasis placed on increasing local production and distributive systems for local producers. Increasing competition to accommodate one or two extra larger-scale players will not make a great deal of difference. It will hurt the smaller retailers currently operating in local shopping centres (Watson, Hackett, Ainslie</p>	In formulating its supermarket competition policy the ACT Government acknowledges there are a number of international and national factors, outside of its control, that may impact on supermarket competition and prices in the ACT. The Government's policy seeks to address the price and non-price factors that are within its control. These include increasing the supermarket competition and diversity in group centres such as Dickson. The introduction of additional supermarkets will increase the competitive dynamics in the Dickson catchment. It should be noted that any existing public car parking lost to new development must be replaced.

	<p>and Lyneham), although they may pick up more trade from the vulnerable frail and elderly components of the community.</p> <p>Any savings associated with increased competition has to be offset against the economic and social costs of additional supermarket facilities (land and parking). Parking costs will increase dramatically.</p>	
Infrastructure		
5	There will also be a need to upgrade ACTEWAGL infrastructure at public expense to cater for extensive redevelopment.	There are a number of capital works actions identified which will be referred to the relevant agency for consideration.
4	Given the extent of change proposed, there is considerable scope for the government to enhance the public realm	Any sites that are subject to land release will also require developers to complete certain public realm improvements.
Safety		
3	Safety and security are of primary importance to the existing local community and warrant a full social impact assessment.	Unfortunately funds are not available to undertake a full social impact assessment. However, a precinct code is to be prepared for the Dickson Centre. This precinct code will include CPTED (Crime Prevention Through Environmental Design) principles.
Increased development rights/ developable land		
3	The projected development capacity (total GFA) does not appear to have been calculated for the centre as a whole but is a vital piece of information.	Overall community response has been in support of the proposed growth in the centre. Even though the recommendations in the framework report may see the centre grow, the centre will still provide services consistent with a group centre. The purpose of group centres are to serve groups of nearby suburbs and to incorporate a wide range of shopping, community, recreation and business facilities.
3	The group centre role of Dickson appears to be changing to something more akin to town centre status, which will have implications for the city as a whole.	
13	A setback of 6m for Block 4 Section 34 from the boundary of Block three results in the loss of a sizeable amount of developable land.	