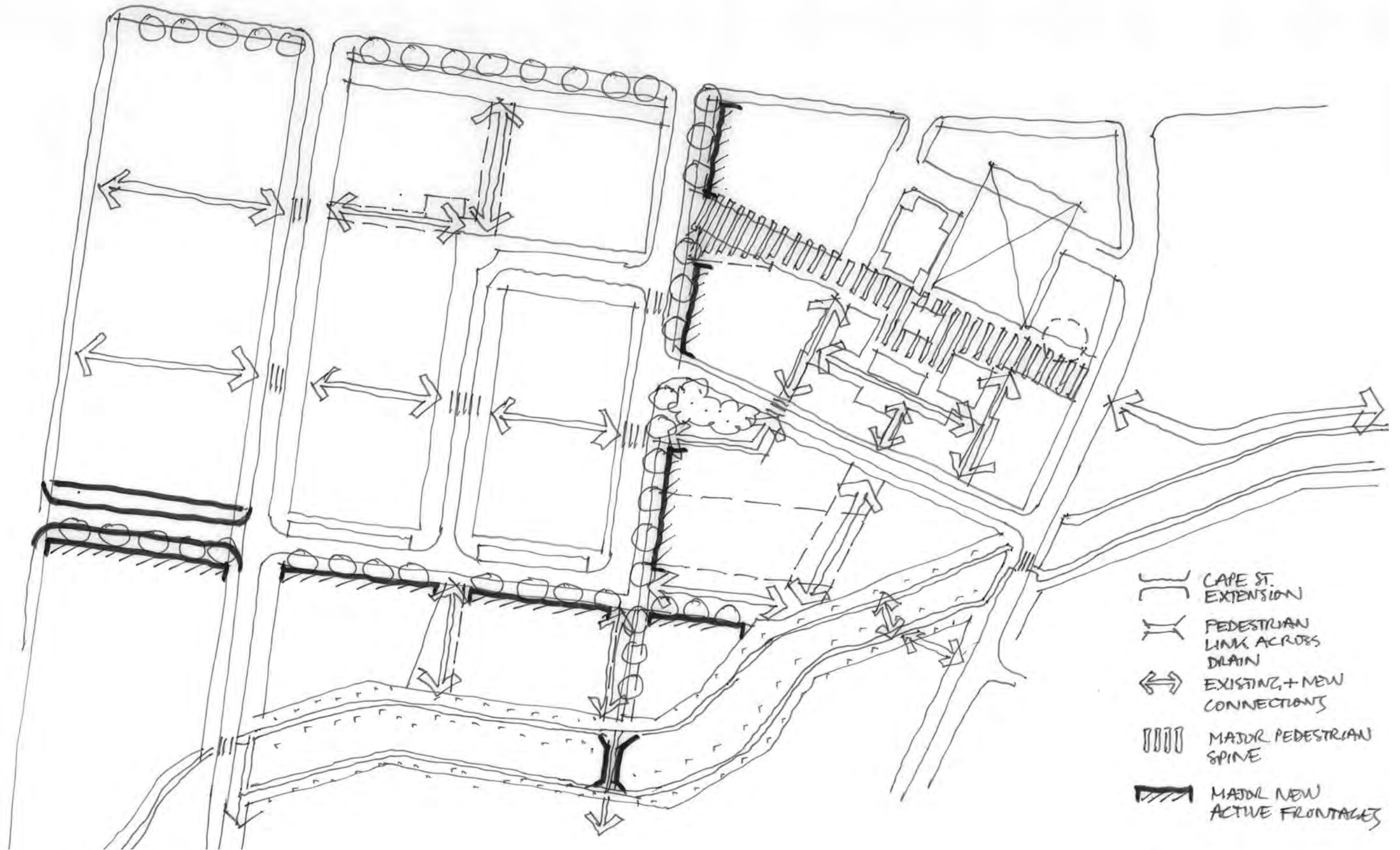


Figure 5: Urban structure and connections



3.2.3 Strategies

Improving vehicular movement

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

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

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

Improving pedestrian and bicycle connections in the centre

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

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

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

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

Improving pedestrian and bicycle connections to the centre

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

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

Public transport

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

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

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

Theme 2 – Improving connections
Strategy - Improving vehicular movement
<p>Actions</p> <p><i>Territory Plan</i></p> <ul style="list-style-type: none"> Provide increased development incentives for Block 4 Section 33 (TransACT building site) to facilitate provision of a roadway extending Cape Street westward to Northbourne Avenue. <p><i>Capital works</i></p> <ul style="list-style-type: none"> Provide a new access roadway from Cowper Street east along the northern boundary of the swimming pool site to facilitate development of this area. If 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. Adjust the existing access roadway from Badham Street into the northern car park (by moving it 20m to the north) to maximise the area for pedestrian movement. Provide a new entry driveway into the southern public car park directly from Badham Street to increase access to this car park for users of the mixed services area.
Strategy - Improving pedestrian and bicycle connections in the centre
<p>Actions</p> <p><i>Territory Plan</i></p> <ul style="list-style-type: none"> Increase development incentives to encourage the provision of pedestrian connections in the following sections: <ul style="list-style-type: none"> Blocks 3 and 8 Section 31 - Badham Street to Woolley Street (covered walkway) and Block 11 Section 32 - Woolley Street to Antill Street (laneway). <p><i>Capital works</i></p> <ul style="list-style-type: none"> Upgrade and widen (where feasible) the existing pedestrian connection (which links Woolley Street to Challis Street) in Section 32. This pedestrian connection is located on leased land. The pedestrian crossing across Badham Street is not linked to existing pedestrian movement routes and therefore many people cross on other parts of the street. If redevelopment of Blocks 3 and 8 Section 31 occurs and a pedestrian connection is provided, relocate the pedestrian crossing currently between Westpac and McDonalds across Badham Street to the south so it aligns with the location of the new pedestrian connection.
Strategy - Improving pedestrian and bicycle connections to the centre
<p>Actions</p> <p><i>Territory Plan</i></p> <ul style="list-style-type: none"> Require that future redevelopment of Blocks 16 and 28 Section 34 allows for the existing pedestrian connection between Blocks 16 and 28 Section 34 (which connects the corner of Badham and Cape Streets to the Dickson drain near the Tradies) to expand to at least 15m wide. <p><i>Land release</i></p> <ul style="list-style-type: none"> The existing pedestrian connection between Blocks 16 and 28 Section 34 (which connects the corner of Badham and Cape Streets to the Dickson drain near the Tradies) should be amalgamated into Block 16 Section 34. <p><i>Further investigations</i></p> <ul style="list-style-type: none"> Investigate relocating the pedestrian crossing on Antill Street so that it is better aligned with pedestrian access points into the centre. Investigate ways to improve the pedestrian/vehicular interaction on Cowper Street.
Strategy - Public transport
<p>Actions</p> <p><i>Territory Plan</i></p> <ul style="list-style-type: none"> Allow for small scale convenience retailing in/near the future bus interchange on Challis Street. <p><i>Further investigation</i></p> <ul style="list-style-type: none"> Recommend that TAMS adopt a modified version of Concept 3 (Strategic Public Transport Network Plan) for the Dickson bus interchange by incorporating a bus interchange using a smaller part of the motor registry site potentially with direct (bus only) access to Northbourne Avenue.

3.3 Theme 3 - Enhance the public realm

3.3.1 Existing situation

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

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

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

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

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

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

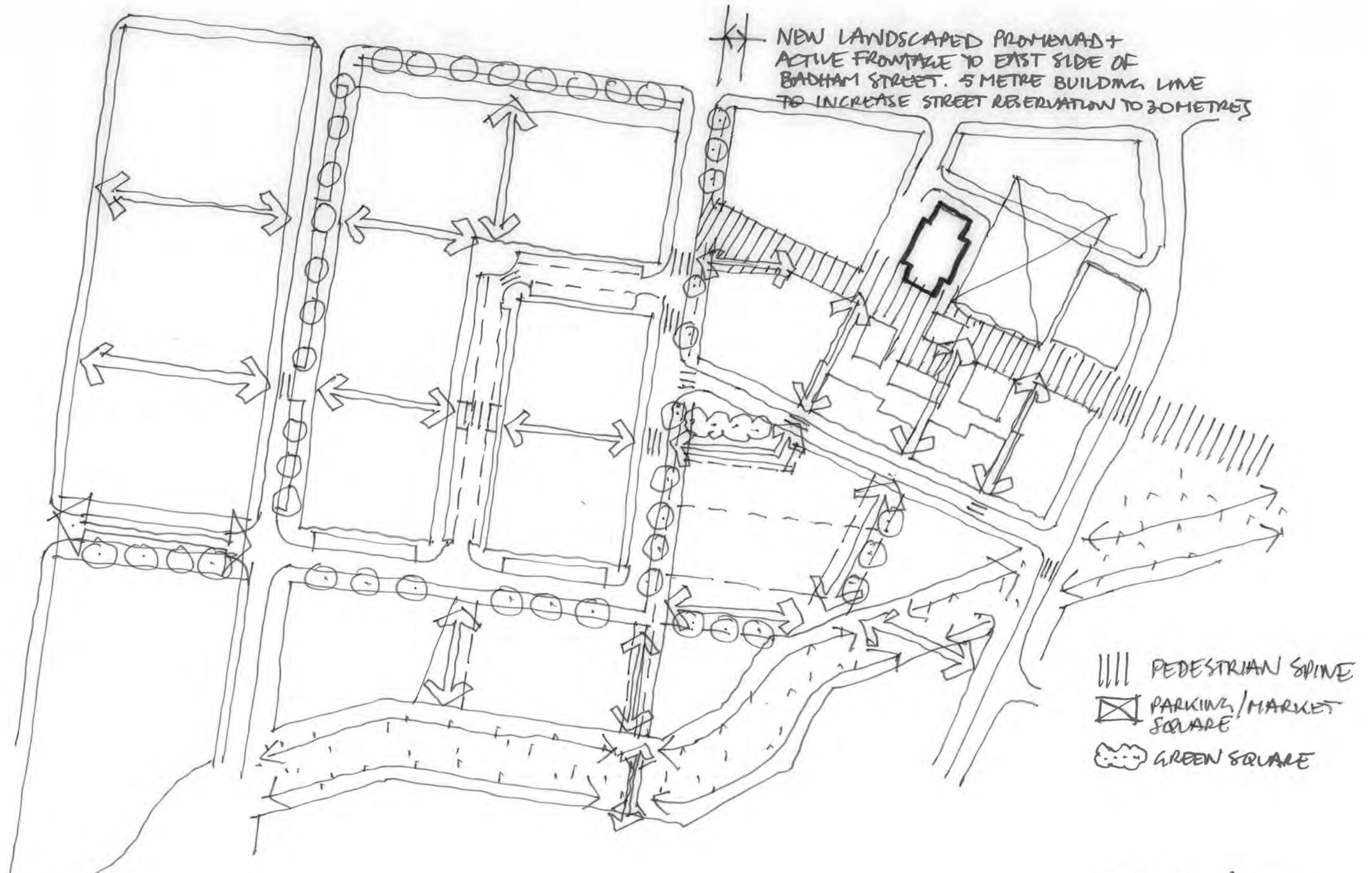
The strategies seek to build on the existing positive unique characteristics of Dickson to establish a new level of amenity, diversity and flexibility for the future centre.

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 6: Enhance the public realm



3.3.3 Strategies

A linear open space

Improving and expanding the open space would transform the centre.

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

Better streetscapes

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

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

Landscape the entry to the centre

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

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

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

The strategy proposes that the entries be landscaped.

Create a stronger sense of place and a simple signage system

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

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

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

Integrate the Dickson drain into the centre's public realm

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

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

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

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

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

Establish a safe public realm

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

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

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

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

Maintain the public realm

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

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

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

Theme 3 - Enhance the public realm

Strategy - A linear open space in the retail core

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

Strategy - Better streetscapes

Actions

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

Strategy - Landscape the entry to the centre

Actions

Capital works

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

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

Actions

Capital works

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

Theme 3 - Enhance the public realm

- Provide directional signs, especially to basement and other public parking.

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

Actions

Further investigations

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

Capital works

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

Strategy - Establish a safe public realm

Actions

General

- Maximise 24/7 surveillance of public spaces by:
 - requiring a mix of uses throughout the centre
 - introducing residential development which overlooks public spaces
 - maximising pedestrian movement through the area
 - providing appropriate lighting through the area
 - providing appropriate video camera surveillance where passive surveillance is unachievable
 - minimising the number of alcoves and dead ends created
 - requiring transparent retail frontage
 - creating night time activities in areas currently held by day time only.
- Many of these actions are addressed elsewhere in this framework.

Territory Plan

- Limit vandalism and graffiti by using resistant finishes and appropriately limiting access to some areas.

Strategy - Maintain the public realm

Actions

Maintenance

- 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

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

3.4.2 Intent

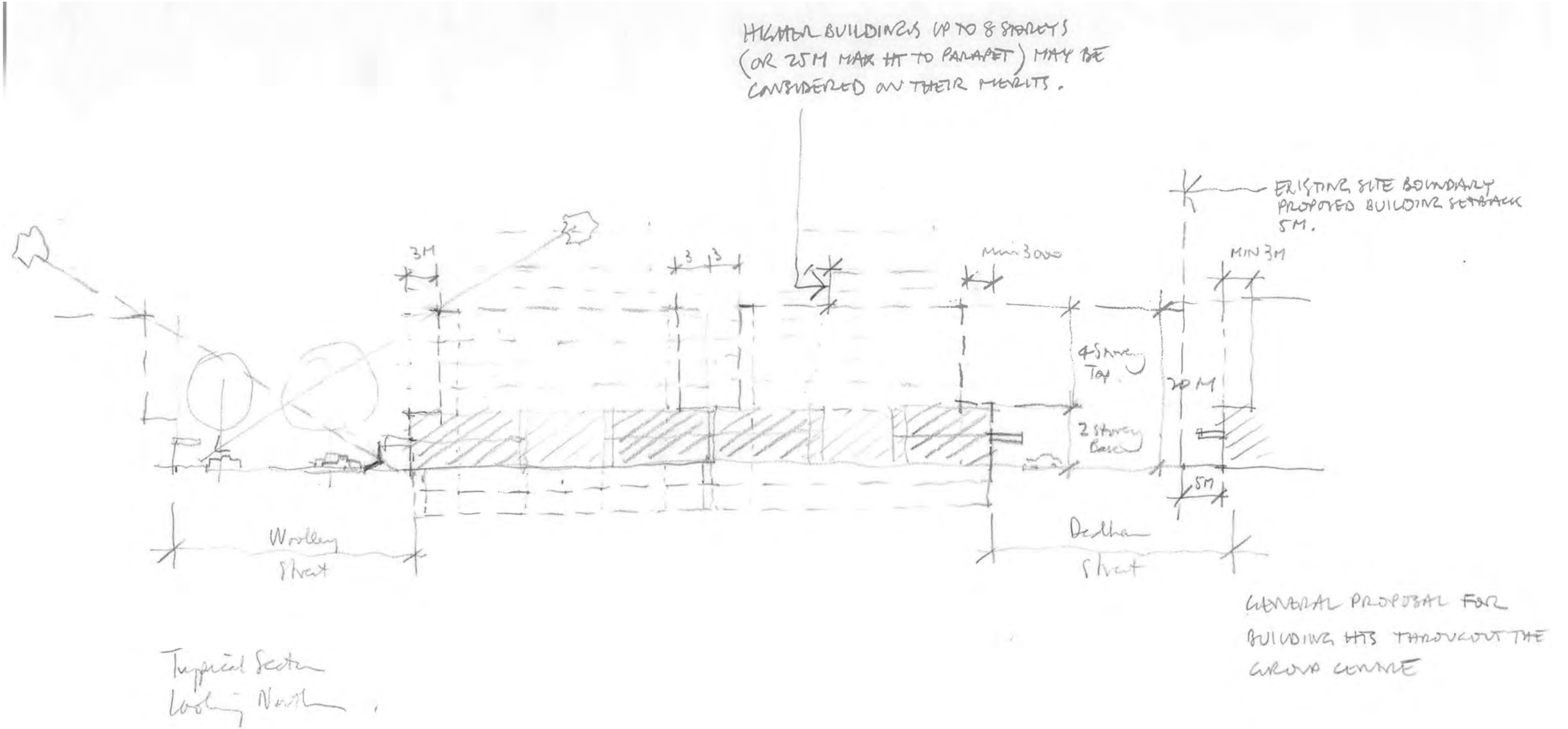
The overall intent is to enable the Dickson Centre to grow and respond to the pressures for change. The built form theme proposes the intensification of development in the centre. It also recognises that the scale of development should be consistent with the use and character of the area, should enhance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

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

The objectives are to:

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

Figure 7: Building heights



3.4.3 Strategies

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

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

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

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

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

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

Building massing

Within the above height provisions, buildings are to include a two 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 (refer to drawing).

Building zones

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

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

Ground floor design

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

Encourage refurbishment of the built form in the retail core

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

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

Theme 4 - An appropriate built form

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

Actions

Territory Plan

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

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

Strategy - Building massing

Actions

Territory Plan

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

Strategy - Building zones

Actions

Territory Plan

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

Strategy - Ground floor design

Actions

Territory Plan

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

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

Actions

Territory Plan

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

Maintenance

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

3.5 Theme 5 – Sufficient Parking

3.5.1 Existing Situation

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

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

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

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

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

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

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

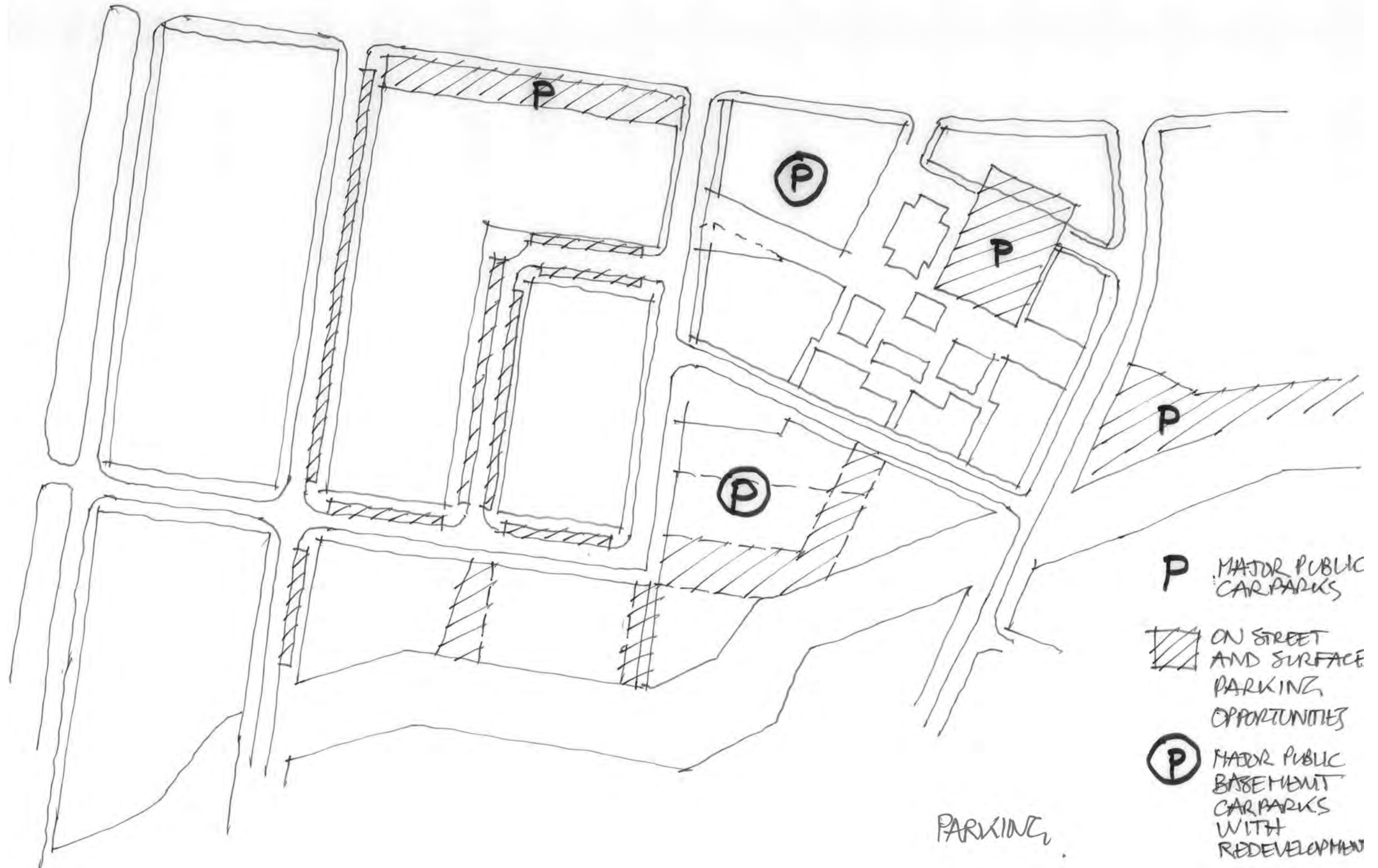
Parking standards could be reduced because of the centrality of the centre, the high proportion of multi-purpose trips associated with the mix of uses in the centre and the public transport proposals.

3.5.2 Intent

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

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

Figure 8: Parking



3.5.3 Strategies

Maximize opportunities for on-street parking

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

Reduce parking provision to support improved public transport

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

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

Investigate the establishment of a parking bank

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

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

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

Replace displaced parking

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

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

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

Improve parking management

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

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

Theme 5 – Sufficient parking

Strategy - Maximise opportunities for on-street parking

Actions

Capital works

- Maximise on-street parking in front of businesses in the mixed services area by using existing wide verges (that are not needed to facilitate pedestrian movement) for parking. Possible areas include:
 - Challis Street northern end
 - Challis Street south adjacent to the Coventry development
 - Cape Street adjacent to the Caltex/Woolworths service station

Strategy - Reduce parking provision to support improved public transport

Actions

Further investigations

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

Strategy - Investigate the establishment of a parking bank

Actions

Further investigations

- Investigate the feasibility of providing a parking bank in Dickson by investigating the possibility of:
 - reserving Block 20 Section 34 (the existing car park located to the north of the Tradies) as a parking bank in the form of a multi-level structured car park
 - allowing Block 20 Section 34 to be amalgamated into Block 28 Section 34 (the Tradies Club site) provided any future redevelopment of the Block 28 Section 34 include a parking bank and which also includes replacement of existing and potential car parking spaces.

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

Strategy - Replace displaced parking

Actions

- Any new development on public car parks shall include provision for replacement of all the existing public parking spaces, in addition to the new development generated by the new development.

Strategy - Improve parking management

Actions

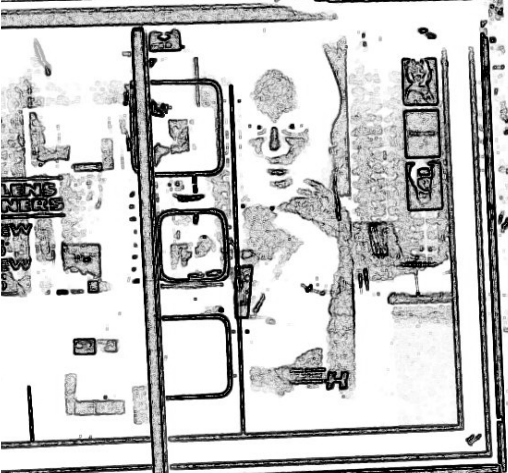
Management

- 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.



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4.0 Making the Place



4.1 Implementation processes

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

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

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

- Tradies Club site (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)
- TransACT House site (Block 4 Section 33).

4.1.1 Rezoning

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

4.1.2 Land release

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

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

4.1.3 Capital works

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

- re-paving and landscaping of the existing roadways along the northern boundary of the Woolworth's site and western boundary of the library site to create a pedestrian plaza
- provision of a new entry driveway into the McDonald's car park
- re-configure the layout of the existing eastern car park to facilitate the reduced land area

- construction of new road connecting Cape Street with Northbourne Avenue
- increase in footpath width along the southern side of the service road adjacent to Antill Street
- increase in footpath width along the eastern side (of the north-south aligned section) of Woolley Street
- increase in footpath width along the northern side (of the east-west aligned section) of Woolley Street
- provision of an entry driveway into the southern car park off Badham Street and adjustment to parking spaces
- relocation of existing pedestrian crossing to align with future pedestrian arcades
- landscape plantings along the Dickson drain, and
- naturalisation of the Dickson drain.

4.1.4 Planning provisions for Precinct Code

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

These key planning provisions include:

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

4.1.5 Sustainability measures

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

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

- Water – Water sensitive urban design requirements for new development, including:
 - a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003
 - water tanks to be connected to toilets, laundry and external taps, and
 - systems to capture all bathroom and laundry grey water
- Public transport – At least 95% of all residential units will be within 400m walking distance from a trunk/frequent service bus stop
- Solar – building envelopes and setbacks to ensure solar access is maintained to adjacent properties. The main daytime living

area and 50% of private open space to all residential units to be provided with a minimum of three hours of direct sunlight on 21 June, and

- Energy – A minimum five star energy rating for residential units.
- Noise – Increase requirements for thicker glass and sound insulation in the Dickson Centre Precinct Code

4.1.6 Further investigations:

- Survey of the northern car park site (Block 21 Section 30) to adjust cadastral boundaries to ensure that at least 15m separation is provided from the southern boundary to the northern boundary of the Woolworths site (Block 31 Section 30) and that at least 15m separation is provided from the eastern boundary to the western boundary of the library site (Block 13 Section 30).
- 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.

4.2 Supermarket site

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

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

4.2.1 Intent

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

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

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

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

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

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

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

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

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

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

replaced. Therefore the basements would have to accommodate 430 spaces. Therefore two basements would be required.

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

The proposed development should incorporate the following features:

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

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

4.3 Implementation priorities

The framework aims to enhance the Dickson Centre public realm and to provide opportunities for its future development that will 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 actions outlined above could or should be implemented in the short-term. Therefore implementation priorities need to be identified and agreed.

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

- Release Block 21 Section 30 for a supermarket, specialty shops and residential uses with associated basement parking. The above discussion identifies matters to be included in release documents.

- 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 the lessees of Blocks 6 and 7 Section 32 regarding their interest in residential development and acquisition of part of the parking area to the north of their site.
- 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.

4.4 Conclusion



Attachments



Attachment A

Dickson Centre Background Report

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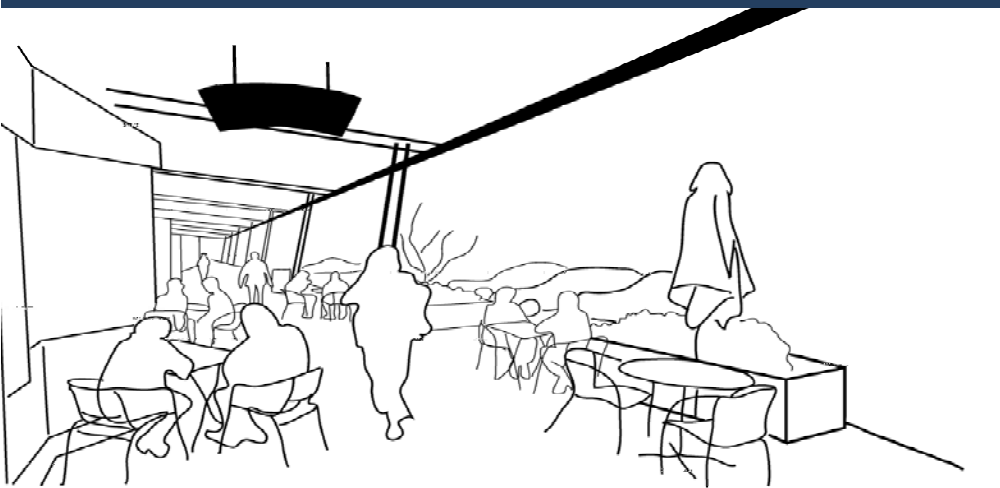
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REVISION No.	DATE	COMMENT	REVISED BY	CHECKED BY
0	06/10/2009	Initial Report Template	TF	
1	21/12/2009	1 st Working Draft	TF	CP
2	01/02/2010	Revisions incorporating Client Comment	TF	
2a	02/02/2010	Chapter 4 re-organised	TF	
3	09/02/2010	Report Divided,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





SUBMISSION TO EXECUTIVE POLICY COMMITTEE

Agenda Item No.	For Tash to announce.
Date of Meeting	16 February 2010
Subject	Draft Dickson Centre Urban Planning and Design Framework
Branch	Planning Services
Presented by	Helena Seagrott and Gay Williamson

Note: Please find attached to this minute a copy of the draft Dickson Centre Urban Planning and Design Framework. This framework has not yet been formatted for final presentation. Once EMC agrees on the content of the framework it will be formatted in a publishing program called In Design. By delaying final formatting it allows for the framework to be easily changed.

Purpose

1. To seek a recommended position of EPC in relation to the draft Dickson Centre Urban Planning and Design Framework.

Background

This submission outlines the key components of the Dickson Centre Urban Planning and Design Framework produced by Purdon Associates. This framework is the product of six months of research, analysis and community engagement. In its full format the framework is supported by an appendix entitled Background Report. This Background Report outlines background research, analysis and community engagement processes and outcomes. The Background Report provides the justification for the strategies and actions proposed by the framework.

Issues

Key principles of the framework

The vision (see page 6 and 7 of the framework report) is underpinned by several spatial principles. The future development and redevelopment of the Dickson Centre is based on these spatial principles (see page 9 and 10 of the framework report).

Permeable

Permeable centres offer a choice of routes and facilitate social interaction. Walkability will be maximised if there is a choice routes every 80-100 metres. New roads will increase access and frontage within the centre.

Grid

The clashing grid street pattern is distinctive to the centre and maximises frontage opportunities and access.

Connected

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

Height

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

Edges

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

Anchors

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

Scale and grain

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

Precincts

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

Views and vistas

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

Key actions of the framework

Detailed below are actions outlined in the framework which are either significant and/or require further discussion at EMC.

Land release

- Release Block 21 Section 30 (existing public car park north of Woolworths) for a mixed use development that includes a full line supermarket.

Territory Plan – Rezoning and Dickson Centre Precinct Code

- Allow residential development as part of the proposed development of Block 21 Section 30, subject to more detailed investigations about the feasibility of three levels of basement parking.

- Maintain the character of the remaining retail core by reinforcing the human scale by:
 - retaining the existing 2 storey building height limits;
 - limiting new development; and
 - prohibiting the amalgamation of blocks.
- Residential uses may be located on the ground floor of any residential developments located on:
 - Section 34 (except Block 20); and
 - Blocks 6 and 7 Section 32.
- Encourage residential development adjacent to the Centre between Challis Street and Northbourne Avenue.
- Ground floor residential units fronting Antill Street are to have direct pedestrian access.
- Provide increased development incentives for Block 4 Section 33 (TransACT building site) to facilitate provision of a roadway extending Cape Street westward to Northbourne Avenue.
- 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.
- Introduce development incentives for Blocks 3 and 8 Section 31 and Block 11 Section 32 to facilitate provision of new arcade (without incentives development on these sites may be 12m above ground level).
- Provide a new entry point into the McDonalds car park (north of the building) directly accessing Badham St. Alternatively provide an incentive for McDonalds to remove these car parking spaces and convert to a pedestrian area with the possible inclusion of a small area for new retail shops immediately adjoining the Woolworths supermarket.
- The following site-specific height controls apply:
 - permit 12m building height on Block 21 Section 31;
 - Retain the four (4) storey height limit on Block 2 Section 32 in order to retain existing service station (in the event that the service station is relocated, height limits could be increased to match those elsewhere on Section 32);
 - permit 20m building height on Blocks 6 and 7 Section 32;
 - permit 20m building height on Blocks 4, 6, 15 and 16 Section 34; and
 - permit 20m high buildings on Blocks 28 and 29 Section 34.
- Ground floor facades to all streets requiring active frontages to be predominantly transparent.

Capital works

- Provide a new access roadway from Cowper Street east along the northern boundary of the swimming pool site to facilitate development of this area.
- Extend the open space visually to the east across Cowper Street toward the swimming pool.

Further investigations

- Investigate the feasibility of requiring thicker glass in residential units located in entertainment areas (or strengthen the noise provisions of the Multi-Unit Development Code).
- Discuss the feasibility of relocating the Baptist Church with representatives of the Parish Council.
- Undertake site planning to identify community use sites adjacent to the Dickson pool.
- Undertake site investigations prior to releasing Motor Registry as a development site (following decision regarding location of bus interchange).
- Recommend that TAMS adopt a modified version of Concept 3 (Strategic Public Transport Network Plan) for the Dickson Bus Interchange by incorporating a bus station /interchange using a smaller part of the motor registry site potentially with direct (bus only) access to Northbourne Avenue
- Seek the agreement of DECCEW to incorporate the section of the channel from Cowper Street to Challis Street as a pilot project for the naturalisation of this channel as part of the Integrated Urban Waterways Project.
- Investigate the feasibility of reducing parking requirements contained in the Code. These investigations should be undertaken in the short term so that they can influence development requirements for Block 21 Section 30.
- Investigate the feasibility of providing a parking bank in Dickson.
- Liaise with owners of existing large private car parks (adjacent to ACTPLA; within Telstra site and within TransACT site to have the parking spaces available for weekend public use.)

Recommendation

The Executive Policy Committee's recommended position is sought on the attached draft Dickson Centre Urban Planning and Design Framework. It is recommended that the Executive Policy Committee endorse the framework as acceptable to be released as a draft for the purposes of community consultation.

Note: The approved draft framework will be forwarded to the Minister for Planning for information and to seek his advice/support to release the draft framework for final community consultation.

Decision by Executive Policy Committee

Date: