

Carter, Tania (ACTPLA)

From: George, Amanda on behalf of BARR
Sent: Tuesday, 3 May 2011 12:26 PM
To: Carter, Tania (ACTPLA)
Subject: FW: Dickson Centre master plan

From: [REDACTED]@gmail.com]
Sent: Tuesday, 3 May 2011 12:22 PM
To: ACTPLA Communications
Cc: BARR; Seselja, Zed
Subject: Re: Dickson Centre master plan

Dear people,

What is the status of the plan in the attached newsletter? I went to those planning meetings and I'm sure that the area being considered stopped at Cowper St. Now it stretches right out to past Rosevear Place, showing "new building, height to be determined". As a tenant of one of the existing leaseholders in that area, I can say this causes huge uncertainty and is highly unfair. It was definitely excluded from the consultation process.

A number of other aspects of this plan are really bad and should be modified. In particular, the amount of open space needs to be improved if more people are to live here at higher density in apartments. Your newsletter is quite dishonest on this point, showing happy families with kids sitting on green grass, when in fact the area is very small and will be surrounded by 3-storey buildings to the north, and 6-storey buildings on all other sides. It would be far too shaded and too highly trafficked for grass to grow. The only other area of open space on the plan is the area between the cycle path and the Dickson drain, which is currently neglected, unlit, and the site of several recent assaults.

I await your response with interest.

[REDACTED]

On 3 May 2011 08:38, ACTPLA Communications <ACTPLA_Communications@act.gov.au> wrote:

Good morning

Thank you for your interest in the Dickson group centre over the last 18 months. ACTPLA has now completed the master plan that you contributed to during our consultation period. The attached newsletter outlines the master plan.

To see the complete master plan and other information, please go to our website at www.actpla.act.gov.au/dickson. There is also a link from our home page at www.actpla.act.gov.au

Regards
ACTPLA Communications

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attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

[REDACTED]@grapevine.net.au

PO Box [REDACTED]
Ainslie
ACT 2602 AUSTRALIA

Mobile: [REDACTED]

Carter, Tania (ACTPLA)

From: Wilson, Chris
Sent: Wednesday, 4 May 2011 10:09 AM
To: Carter, Tania (ACTPLA)
Subject: FW: Dickson Centre master plan

Hi Tania, this one was copied to the CM, but we'll leave the response to you.

Chris

From: Collins, Jacob
Sent: Wednesday, 4 May 2011 10:04 AM
To: Wilson, Chris
Subject: FW: Dickson Centre master plan

Please refer to ACTPLA

From: Lustri, Chantelle **On Behalf Of** STANHOPE
Sent: Tuesday, 3 May 2011 3:04 PM
To: Collins, Jacob
Subject: FW: Dickson Centre master plan

Hi Jake – Please forward to Barr's office FAA, no response necessary from CMO.

Thanks very much

Chantelle Lustri
Media Officer to the Chief Minister
Ph: 6205 2775
Mob: 0434 560 770

From: [REDACTED]@gmail.com]
Sent: Tuesday, 3 May 2011 12:22 PM
To: ACTPLA Communications
Cc: BARR; Seselja, Zed
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4/05/2011

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Bourke, Katie

11/07012
E2011/0382

From: [redacted]@gmail.com]
Sent: Tuesday, 31 May 2011 5:26 PM
To: CORBELL
Subject: Dickson Centre master plan
Attachments: DicksonNewsletter-plus-comment.pdf

Dear Simon,

Firstly, congratulations on becoming the ACT Minister for Planning. I always thought you did well when you last had this portfolio, and I much preferred your way of handling things in a far less combative manner than Mr Barr.

Secondly, I realise that you have inherited a number of planning matters that you may want to revisit. One of those must be the situation with the Dickson plan. I went to the planning meetings for that, because I'm a Dickson resident and I also work at ANCA arts studios and gallery in Rosevear Place. I previously sent the letter below to Mr Barr and ACTPLA but have received no response. Neither can I find an answer to this query in the planning document on ACTPLA website. I'd really appreciate some reply. I realise that no-one is going to come and redevelop our lease tomorrow but these lines on the map will have an impact, since if the zoning, use and height conditions for ANCA are changed it will impact on our rates and therefore the rents ANCA has to charge artists. This is not a wealthy group of people (and ANCA as an organisation doesn't receive government funding for running costs). We definitely haven't been consulted on any changes in our area.

Thirdly, the area east of Cowper street along Antill is currently zoned as 'community and recreation'. There is an opportunity, as it currently stands, to use blocks adjacent to ANCA for other arts facilities and form an arts hub or centre. If development in this area is allowed to continue in an ad hoc manner this opportunity to attain a cultural 'critical mass' could easily be lost.

Yours Sincerely,

[redacted signature]

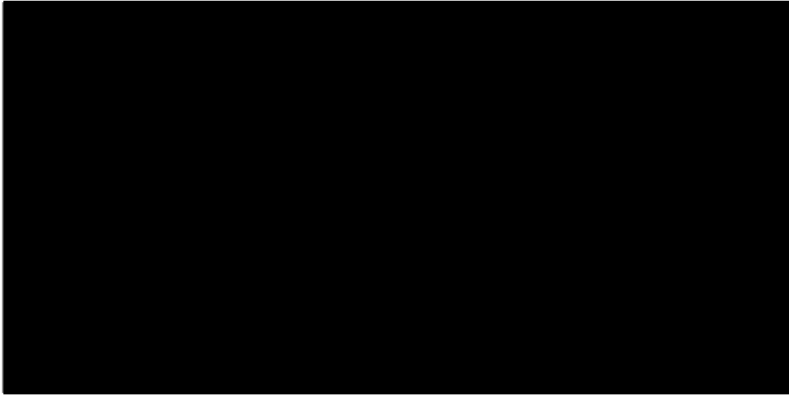
TO: [redacted]
FROM: [redacted]
SUBJECT: [redacted]
DATE: [redacted]
DLO
reply
information
to

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[redacted signature]





23.6.2011

Simon Corbell MLA

ATTORNEY GENERAL
MINISTER FOR POLICE AND EMERGENCY SERVICES
MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT
MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MEMBER FOR MOLONGLO



Dear

I refer to your email of 3 May 2011 and 31 May 2011 to Mr Andrew Barr MLA and me regarding the Dickson Centre Master Plan. First, I apologise for the delay in responding to your earlier email.

I note your concerns about the land to the east of Cowper Street. I can assure you that this land was not included in the master plan and that there is no proposal to change zoning, land use or height requirements in this area. However, given its proximity, the plan released in May 2011 identified that this area would require future detailed investigation, largely because of the concerns you raise about ad hoc development. Group and local centres are important meeting places and keeping opportunities for community organisations to locate in and near these centres must be addressed.

The proposed park on the corner of Dickson Place and Badham Street is not large, but it does provide some 'green' respite that currently does not exist within the Dickson Centre. I believe, given its northern aspect and with due care in its design, this space could become a 'jewel' similar to the Manuka lawns or Green Square in Kingston.

I agree that the provision of good, open space is an important consideration given the residential development anticipated. The drain to the south of the centre presents an excellent opportunity to create this green, open space and its enhancement will be considered in future budgets.

Thank you for participating in the Dickson consultation and for taking the time to raise your concerns, I trust that I have adequately addressed these.

Yours sincerely

Simon Corbell MLA
Minister for the Environment and Sustainable Development

*Thanks for
your kind
comments
also!*

23.6.11

ACT LEGISLATIVE ASSEMBLY



Simon Corbell MLA

ATTORNEY GENERAL
MINISTER FOR POLICE AND EMERGENCY SERVICES
MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT
MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

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[REDACTED]

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Yours sincerely

Simon Corbell MLA
Minister for the Environment and Sustainable Development

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
Phone (02) 6205 0000 Fax (02) 6205 0535 Email corbell@act.gov.au



Clearance and Performance Assessment

Objective Number	Date Due
11/09147	15.6.11 – GS 16.6.11 – CPE 17.6.11 - MO

Subject:

Dickson Master Plan – [REDACTED]

- Ministerial
- Agency Submission
- Information Brief
- Meeting Brief
- Media Event
- Question On Notice (QoN)

Sign Off:

Chief Planning Executive

Date

16/6/11.....

Executive Officer

Date

Branch

Planning Services

Business Unit Name

Design Policy

Action/Contact Officer

Gay Williamson

Telephone 71770

This section to be completed by the Minister's Office

Further Action/Comments

.....
.....
.....

Signature.....

Dengate, Clinton

From: Egle, Craig
Sent: Monday, 12 October 2009 11:55 AM
To: Seagrott, Helena
Cc: Williamson, Gay
Subject: Dickson - last weeks meeting with Colin Stewart and Purdons

Follow Up Flag: Follow up
Flag Status: Flagged

Helena

Following are a few thoughts on last weeks design meeting at Stewart's office:

- The design includes the creation of two 'axes' which required major demolition within the retail precinct (including demolition of Woolworths and McDonalds). This seems to be an expensive approach that does not in itself result in the creation of a new supermarket site and does not necessarily create good connectivity (due to location) between the retail and service areas (across Badham Street).
- Reuse of the Harris Scarf store as a supermarket appears to be logical however, suitable parking will be a significant issue.
- The design for the relocation of Woolworths requires a major basement to accommodate parking. This notion appears sound but is very costly. Are we (ACTPLA) prepared to consider roof top parking rather than basement?...particularly as the supermarket buildings will most likely be single storey.
- The proposed links across Cape Street to the stormwater route seem like a good idea if the development pattern on the Cape street south blocks can be demonstrated to be advantageous to the proponent.
- Changing the character of the stormwater course (to a wetland) seems to be appropriate.....but requires surveillance.
- Consider the pattern of use at the proposed development at the corner of Challis and Antill (ie. ground floor retail fronting Challis Street and the service road.....with poor links to the carpark to the south of the development site).
- How is Wooley Street being improved?
- Not sure what is now proposed for the Tradies site (and adjacent carpark)
- Can we improve connections across Cowper Street to the pool forecourt and is it possible/desirable to relocate community type facilities to the east of Cowper Street?

I hope these help.

Cheers

Craig Egle | Design Policy | Planning Services Branch | ACT Planning and Land Authority

☎ (02) 6205 1818

✉ craig.egle@act.gov.au

Dengate, Clinton

From: [REDACTED]@purdon.com.au>
Sent: Thursday, 18 February 2010 4:02 PM
To: Seagrott, Helena
Subject: Dickson Part 1 revisions
Attachments: Dickson - Final report - Part 1 - For [REDACTED]180210.doc

Hi Helena

Attached is the revised part 1 as discussed

[REDACTED]
Purdon Associates Pty Ltd
3/9 McKay Street, Turner ACT 2612
Tel 02 6257 1511 Fax 02 6248 8347
www.purdon.com.au
[REDACTED]@purdon.com.au

Planning Sustainable Futures

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1.1 Theme 1 – Reinforcing a mixed use centre

1.1.1 Existing situation

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

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

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

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

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

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

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

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

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

Figure 4 identifies the major growth opportunities.

1.1.2 Intent

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

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

1.1.3 Strategies

The growth opportunities included in the framework are:

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

Strengthen the retail core

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

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

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

The proposal to develop additional supermarket space is considered in section 2.2 below.

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

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

Encourage residential development

Residential development in the centre is limited. Increasing the supply of dwellings would enliven the centre and support other uses. It would increase pedestrian activity and reduce reliance on cars. Increasing

residential development in the centre is a fundamental component of the framework and will have many benefits.

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

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

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

Balance entertainment and residential uses

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

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

Release the Motor Registry site

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

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

Support development of new community uses

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

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

Reinforce active frontages

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

The Territory Plan requires uses that generate activity in public places to be located on the ground floor. The Plan does not include specific built form provisions to encourage the development of active frontage oriented to the street. It is proposed to reinforce active frontages

through the introduction of built form controls including a requirement for transparent glass, no blank walls and direct entries from the street.

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

Allow some residential development at ground level

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

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

Maintain character and diversity

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

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

Theme 1 – Facilitating growth, change and diversity
Strategy 1 – Strengthen the retail core
Actions
<i>Land release</i>
▪ Release Block 21 Section 30 car park for a mixed use development that includes a full-line supermarket.

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

1.2 Theme 2 –Improving connections

1.2.1 Existing situation

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

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

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

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

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

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

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

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

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

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

1.2.2 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
- integrate parts of the centre and the centre with the surrounding areas.

1.2.3 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

Actions

Territory Plan

- Provide increased development incentives for Block 4 Section 33 (TransACT building site) to facilitate provision of a roadway extending Cape Street westward to Northbourne Avenue.

Capital works

- 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

Actions

Territory Plan

- Increase development incentives to encourage the provision of pedestrian connections in the following sections:
 - Blocks 3 and 8 Section 31 - Badham Street to Woolley Street (covered walkway) and
 - Block 11 Section 32 - Woolley Street to Antill Street (laneway).

Capital works

- 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

Actions

Territory Plan

- 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.

Land release

- 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.

Further investigations

- 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

Actions

Territory Plan

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

Further investigation

- 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.

1.3 Theme 3 - Enhance the public realm

1.3.1 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.

1.3.2 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.

1.3.3 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

Theme 3 - Enhance the public realm

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

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

Actions

Theme 3 - Enhance the public realm

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; and
 - 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.

1.4 Theme 4 - An appropriate built form

1.4.1 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.

1.4.2 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.

1.4.3 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); and
 - 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; and
 - 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.

1.5 Theme 5 – Sufficient Parking

1.5.1 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.

1.5.2 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.

1.5.3 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

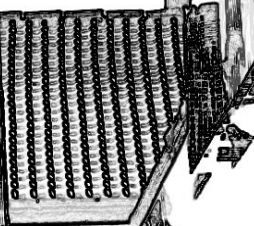
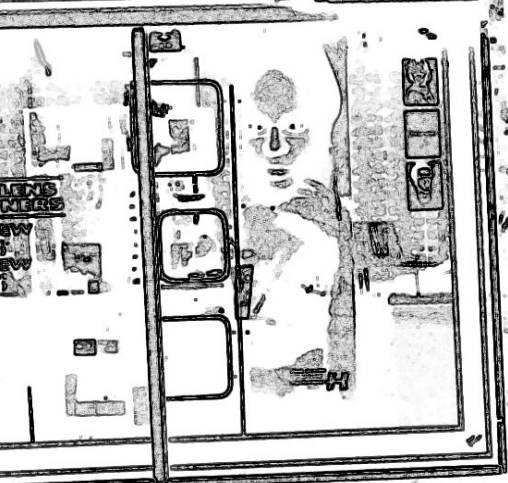
Several of the office buildings along Northbourne Avenue have on-site surface parking controlled by boom gates. The supply of spaces out of office hours (when parking demand is high) could be increased and parking spaces used more efficiently, if these spaces were available for public use.

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 <i>Capital works</i> <ul style="list-style-type: none"> ▪ Maximise on-street parking in front of businesses in the mixed services area by using existing wide verges (that are not needed to facilitate pedestrian movement) for parking. Possible areas include: <ul style="list-style-type: none"> ▪ Challis Street northern end; ▪ Challis Street south adjacent to the Coventry development; ▪ Cape Street adjacent to the Caltex/Woolworths service station; and
Strategy - Reduce parking provision to support improved public transport
Actions <i>Further investigations</i> <ul style="list-style-type: none"> ▪ Investigate the feasibility of reducing parking requirements for the Dickson Centre contained in the Territory Plan. These investigations should be undertaken in the short term so that they can influence development requirements for Block 21 Section 30.
Strategy - Investigate the establishment of a parking bank
Actions <i>Further investigations</i> <ul style="list-style-type: none"> ▪ Investigate the feasibility of providing a parking bank in Dickson by investigating the possibility of: <ul style="list-style-type: none"> ▪ reserving 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; and ▪ 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. <p>These investigations should be undertaken in the short term so that they can influence development requirements for Block 21 Section 30.</p>
Strategy - Replace displaced parking
Actions <ul style="list-style-type: none"> • Any new development on public car parks shall include provision for replacement of all the existing public parking spaces, in addition to the new development generated by the new development.
Strategy - Improve parking management
Actions <i>Management</i> <ul style="list-style-type: none"> ▪ 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.

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

RISTS



2.0

Making the Place

2.1 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; and
- 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); and
- TransACT House site (Block 4 Section 33).

2.1.1 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.

2.1.2 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.

2.1.3 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.

2.1.4 Planning provisions for Precinct Code

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

These key planning provisions include:

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

2.1.5 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

2.1.6 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.

2.2 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.

2.2.1 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.

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

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

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

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

The proposed development would also include specialty shops located externally. The number of small shops should be limited to ensure that other retailers 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.

Dengate, Clinton

From: Seagrott, Helena
Sent: Friday, 6 August 2010 1:40 PM
To: Isaks, Paul; Alsford, Marty
Subject: Dickson Centre Planning Project - Parking Strategy

Hi Paul and Marty

Paul, obviously we haven't had the chance to chat regarding the Dickson Parking Strategy. Nonetheless, to keep things moving along please find it attached.

Marty, please find attached the Dickson Parking Strategy. Please forward to whoever else you think needs to see it in LAPS.

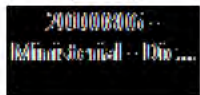
Can you both please review this document and get your comments back to me by COB Tuesday 10 August.

Any questions, please ring.

Cheers
Helena

Helena Seagrott

Urban Planner / Urban Designer | Design Policy
p 6205 4965 | e helena.seagrott@act.gov.au | web www.actpla.act.gov.au





B R I E F

22 August 2010

SUBJECT Dickson Centre Planning Project Report - Parking Strategy

MINISTER FOR PLANNING

Chief Planning Executive

PURPOSE

To provide you with information about the possible car parking issues that may occur as a result of implementing actions recommended by the Dickson Centre Planning Project Report.

To provide you with information about the parking strategy prepared for the Dickson Centre in response to the possible car parking issues which may occur.

To seek your agreement on the proposed way forward for the parking strategy and the Dickson Centre Planning Project Report.

BACKGROUND

The Dickson Centre Planning Project Report (the Report) represents the final stage of a community consultation process which started in August 2009. The 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.

The report proposes the release of two government owned sites currently used for car parking. These sites are:

- Block 21 Section 30 (237 car parking spaces); and
- Block 20 Section 34 (134 car parking spaces).

This Brief outlines the parking strategy's key content.

ISSUES

The Dickson Centre Planning Project Report recommends a number of actions which could potentially create temporary and permanent car parking issues within the centre. The biggest concerns surrounding car parking in the centre relate to:

- the short to medium-term loss of car parking spaces where existing government owned sites, currently used for car parking, are released for development, and
- the long term undersupply of car parking spaces in the centre as a result of intensified development.

Consultation strategy

ACTPLA has met with representatives from both TAMS and LAPS and discussed the parking strategy as it is outlined below. This strategy was agreed to by all parties.

Commented [HTS1]: Paul. Obviously we haven't met yet! However, it would be appreciated if you could review this document and provide your feedback.

PARKING STRATEGY

Note: It is important to note that observations of the centre by Brown Consulting (who prepared the Traffic and Parking Assessment) found that there is currently a surplus of parking spaces available at all times. This is despite an undersupply of car parking in accordance with the requirements of the Territory Plan's Parking and Vehicular Access Code. This surplus of spaces, despite the technical shortcoming, is considered to exist because of dual and complementary use of parking spaces in the centre. Dual use relates to a motorist using a single parking space whilst conducting multiple activities in the Centre i.e. 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. For example day activity is focused to the east of the site in the Retail Core of the Centre whereas during the evening activity is focused to the west of the centre along Woolley Street where all the restaurants are.

Short to medium term parking management

Action 1 - Use of vacant leased site

Block 6 and 7 Section 32 (the ACTAB site) is vacant. This site could potentially be used for the purposes of a temporary car park whilst Action 3 is being completed. However, lessee agreement will be necessary.

Commented [HTS2]: Marty. As discussed, David Dawes is to speak with the owner of this site and see if they would be interested in such an opportunity. I'll reword this as necessary.

The site is currently vacant and has approval for a 4 storey commercial and retail development with 2 levels of basement car parking. At present no development is occurring on this site. The Dickson Centre Planning Project Report recommends a Territory Plan variation increasing the development rights of this site:

- a maximum building height of 6 storeys (RL595) where the upper levels are for residential use, and
- a maximum building height of 4 storeys (RL587) where upper levels are for non-residential uses.

The lessee of this site may be interested in waiting for the above recommended Territory Plan variation before seeking to benefit from these increased development rights.

Consequently, during this period of waiting for the variation Block 6 and 7 could be used as temporary car park whilst Block 21 Section 30 is developed. The lessee could benefit financially from this car park.

Action 2 - Additional signage

As stated above, observations of the centre found that there is currently a surplus of parking spaces available at all times. To ensure all car parks are used to their full potential, awareness of available car parking could be improved by:

- installation of entry and direction signage to public parking areas
- installation of entry and direction signage to the public parking under the Coventry building, and
- provision of electronic signage highlighting the number of available spaces in the major public car parks.

Action 3 - Staging of development

Stage development so that car parks on Block 21 Section 30 and Block 20 Section 34 are not lost at the same time. This can be achieved by releasing one site and once its development is complete release the other site. Given:

- the recent announcement advising the release of Block 21 Section 30 as a site appropriate for a supermarket,
- the strong community support for provision of an additional supermarket in the Dickson Centre, and
- interest expressed by a number of supermarkets,

it is recommended that Block 21 Section 30 be the first to be released.

Action 4 - Release Block 21 and 19 Section 30 as one site and require the developer to construct a multi storey car park on Block 19

Block 21 Section 30 has 237 car parking spaces. During development of this site these car parking spaces will be lost. The developers of Block 21 will be required to replace these car parks. This action suggests releasing Block 21 and 19 at the same time and requiring that the developer construct the replacement parking on Block 19 before commencing development of Block 21 as a mixed use development including supermarket and speciality retail. Constructing a multi storey car park on Block 19 will reduce the number of basement car parks necessary on Block 19 and reduce the costs associated with developing the site.

Detailed design measures for the multi storey car park on Block 19 will need to be considered and required of the development. The provision of an active frontage at ground level nearest to the Retail Core will be expected.

Action 5 - Use of other existing car parks

There are a number of car parking areas, within the Dickson Group Centre or on its edges, which are unutilised underused at certain times (i.e. evenings and weekends) which could be used to increase the number of car parking spaces available to centre users until development of Block 21 Section 30 and Block 20 Section 30 is complete. It is proposed to investigate the possibility of utilising the following existing car parking sites:

- Block 27 Section 32 (multi storey car park accessed off Challis Street approximately 200+ spaces) during evenings and weekends,
- Block 9 Section 72 (swimming pool car park, approximately 55 spaces) during winter when the swimming pool is closed,
- Block 2 Section 33 (Motor Registry site, approximately 75 spaces) during evenings and weekends, and

- Block 4 Section 33 (Australian Construction Services site approximately 130 spaces) during evenings and weekends.

Long term parking management

All car parking spaces removed as part of development/redevelopment of the centre will be required to be replaced in addition to the provision of extra car parking spaces required for the new use.

For some redevelopment, where development rights are recommended to be increased, it may not be possible to provide additional car parking spaces due to site constraints. Consequently, Action 72 of the report recommends investigating the possibility of developing a parking bank on Block 20 Section 34. The finer details of this parking bank are to be investigated once community and government support is confirmed. However, it is vital that this investigation be one of the first priorities as Territory Plan variations hinge on the provision of a parking bank so that undersupply of car parking does not become a significant issue for the centre.

OPTIONS

The option for progressing this matter is as follows.

Option 1

Agree to the parking strategy. This will then be produced as an addendum to the Dickson Centre Planning Project Report. The Report will then be printed and release of the Report can be arranged so it can go out for four weeks of public comment. Also agree to release the Kingston Centre Planning Project Report.

KEY MESSAGES

It is proposed that you release the reports at the Dickson or Kingston Centre. You launched the Dickson and Kingston Centre Planning Projects at Dickson in August 2009.

Key messages will include:

- The draft Dickson and Kingston Centre Planning Project Reports are now available for public comment for four weeks.
- These reports are the result of the community consultation and research undertaken as part of the Dickson and Kingston Centre Planning Projects. The reports contain the consultant's recommendations to allow the Centres to develop and redevelop in the future.
- This work delivers on the neighbourhood planning action under the Greens Parliamentary Agreement.

BUDGET IMPLICATIONS

N/A

CRITICAL DATE

As soon as possible so the reports can be released for public comment.

RECOMMENDATIONS

It is recommended that you agree to Option 1 outlined above.

Name Kelvin Walsh
Section/Branch Planning Services
Date ?? August 2010

AGREED/ NOT AGREED/ NOTED/ PLEASE DISCUSS

Andrew Barr MLA
Minister for Planning

Contact Officer: Ms Helena Seagrott
Position: SOGC
Branch: Planning Services
Phone: 6205 4965
Date: ?? August 2010



B R I E F

22 August 2010

SUBJECT Dickson Centre Parking Strategy

MINISTER FOR PLANNING

Chief Planning Executive

PURPOSE

To provide you with information about the possible car parking issues that may occur as a result of implementing actions recommended by the Dickson Centre Planning Project Report.

To provide you with information about the parking strategy prepared for the Dickson Centre in response to the possible car parking issues which may occur.

To seek your agreement on the proposed way forward for the parking strategy and the Dickson Centre Planning Project Report.

BACKGROUND

The Dickson Centre Planning Project Report (the Report) represents the final stage of a community consultation process which started in August 2009. The 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.

[REDACTED] This Brief outlines the parking strategy's key content.

ISSUES

The Dickson Centre Planning Project Report recommends a number of actions which could potentially create temporary and permanent car parking issues within the centre. The biggest concerns surrounding car parking in the centre relate to:

- the short to medium term loss of car parking spaces where existing government owned sites, currently used for car parking, are released for development, and
- the long term undersupply of car parking spaces in the centre as a result of intensified development.

Consultation strategy

ACTPLA has met with representatives from both TAMS and LAPS and discussed the parking strategy as it is outlined below. This strategy was agreed to by all parties.

PARKING STRATEGY

Note: It is important to note that observations of the centre by Brown Consulting (who prepared the Traffic and Parking Assessment) found that there is currently a surplus of parking spaces available at all times. This is despite an undersupply of car parking in accordance with the requirements of the Territory Plan's Parking and Vehicular Access Code. This surplus of spaces, despite the technical shortcoming, is considered to exist because of dual and complementary use of parking spaces in the centre. Dual use relates to a motorist using a single parking space whilst conducting multiple activities in the Centre i.e. 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. For example day activity is focused to the east of the site in the Retail Core of the Centre whereas during the evening activity is focused to the west of the centre along Woolley Street where all the restaurants are.

Short to medium term parking management

Action 1 - Use of vacant leased site

Block 6 and 7 Section 32 (the ACTAB site) is vacant. This site could potentially be used for the purposes of a temporary car park whilst Action 3 is being completed. However, lessee agreement will be necessary.

The site has a current approval for a 4 storey commercial and retail development with 2 levels of basement car parking. At present no development is occurring on this site. The Dickson Centre Planning Project Report recommends a Territory Plan variation increasing the development rights of this site:

- a maximum building height of 6 storeys (RL595) where the upper levels are for residential use, and
- a maximum building height of 4 storeys (RL587) where upper levels are for non-residential uses.

The lessee of this site may be interested in waiting for the above recommended Territory Plan variation before seeking to benefit from these increased development rights.

[REDACTED]
[REDACTED]. Consequently, during this period of waiting for the variation Block 6 and 7 could be used as temporary car park whilst Block 21 Section 30 is developed. The lessee could benefit financially from this car park.

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Commented [HTS1]: Marty. As discussed, David Dawes is to speak with the owner of this site and see if they would be interested in such an opportunity. I'll reword this as necessary.

Action 4 - Staging of development

Stage development so that car parks on Block 21 Section 30 and Block 20 Section 34 are not lost at the same time. This can be achieved by releasing one site and once its development is complete release the other site. Given:

- the recent announcement advising the release of Block 21 Section 30 as a site appropriate for a supermarket,
- the strong community support for provision of an additional supermarket in the Dickson Centre, and
- interest expressed by a number of supermarkets,

it is recommended that Block 21 Section 30 be the first to be released.

Action 5 - Release Block 21 and 19 Section 30 as one site and require the developer to construct a multi storey car park on Block 19

Block 21 Section 30 has 237 car parking spaces. During development of this site these car parking spaces will be lost. The developers of Block 21 will be required to replace these car parks. This action suggests releasing Block 21 and 19 at the same time and requiring that the developer construct the replacement parking on Block 19 before commencing development of Block 21 as a mixed use development including supermarket and speciality retail.

Constructing a multi storey car park on Block 19 will reduce the number of basement car parks necessary on Block 19 and reduce the costs associated with developing the site.

Detailed design measures for the multi storey car park on Block 19 will need to be considered and required of the development. The provision of an active frontage at ground level nearest to the Retail Core will be expected.

Action 6 - Use of other existing car parks

There are a number of car parking areas, within the Dickson Group Centre or on its edges, which are unutilised at certain times (i.e. evenings and weekends) which could be used to increase the number of car parking spaces available to centre users until development of Block 21 Section 30 and Block 20 Section 30 is complete. It is proposed to investigate the possibility of utilising the following existing car parking sites:

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Long term parking management

All car parking spaces removed as part of development/redevelopment of the centre will be required to be replaced in addition to the provision of extra car parking spaces required for the new use.

For some redevelopment, where development rights are recommended to be increased, it may not be possible to provide additional car parking spaces due to site constraints. Consequently, Action 72 of the report recommends investigating the possibility of developing a parking bank on Block 20 Section 34. The finer details of this parking bank are to be investigated

once community and government support is confirmed. However, it is vital that this investigation be one of the first priorities as Territory Plan variations hinge on the provision of a parking bank so that undersupply of car parking does not become a significant issue for the centre.

OPTIONS

The option for progressing this matter is as follows.

Option 1

Agree to the parking strategy. This will then be produced as an addendum to the Dickson Centre Planning Project Report. The Report will then be printed and release of the Report can be arranged so it can go out for four weeks of public comment. Also agree to release the Kingston Centre Planning Project Report.

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- This work delivers on the neighbourhood planning action under the Greens Parliamentary Agreement.

BUDGET IMPLICATIONS

N/A

CRITICAL DATE

As soon as possible so the reports can be released for public comment.

RECOMMENDATIONS

It is recommended that you agree to Option 1 outlined above.

Name	Kelvin Walsh
Section/Branch	Planning Services
Date	?? August 2010

AGREED/ NOT AGREED/ NOTED/ PLEASE DISCUSS

Andrew Barr MLA
Minister for Planning

Contact Officer: Ms Helena Seagrott
Position: SOGC
Branch: Planning Services
Phone: 6205 4965
Date: ?? August 2010

Dengate, Clinton

From: Walsh, Kelvin
Sent: Friday, 13 August 2010 3:05 PM
To: Ellis, Greg
Cc: Seagrott, Helena; Savery, Neil; Egle, Craig
Subject: RE: Dickson Centre Parking Strategy

Greg

Thank you for your comments on the Dickson Centre Parking Strategy.

It is understood that you are suggesting an alternative way in which the solutions we discussed and agreed on at last Wednesday's meeting could be presented to the Minister for Planning. It is important to note that a number of suggestions outlined in your email depart from what was discussed and agreed to at our meeting. These are highlighted in our response to your email which can be found in red below.

Largely, we support your proposed approach and much will be used when finalising the Minister's Brief. However, as you will see in the response below we will re-craft, where necessary, to ensure that a variety of other factors are taken into consideration and are consistent with the direction of the planning being undertaken for the centre.

Kind regards

Kelvin.

Kelvin Walsh

Director Planning Services
ACT Planning and Land Authority
telephone 02 6207 1950
e-mail kelvin.walsh@act.gov.au

 Please respect the environment and think about the impact of printing this email.

From: Ellis, Greg
Sent: Wednesday, 11 August 2010 7:33 PM
To: Walsh, Kelvin; Seagrott, Helena
Cc: Alford, Marty; Tomlins, George; Goth, Kathy; Wright, DavidT (CMD)
Subject: Car Parking Strategy in Dickson
Importance: High

Kelvin/Helena – you've asked for our comments on your draft brief. We have a slightly different perspective on how the options should be presented.

At present there are 237 car spaces on the large 'Woolies' carpark (Block 21, Section 30) and 114 on the 'Library car park' (Block 19, Section 30) – for a total of 351 spaces. While there are further 134 spaces on the Tradies car park (Block 20, Section 34) we see inclusion of this car park in the discussion as obscuring the main message we need to convey to Ministers about what needs to be achieved. The Tradies car park can be retained as a parking bank no matter what strategy the Government adopts.

(We also have concerns about the use of the Tradies' car park in terms of a couple of other issues: notably that any structure would be an ideal opportunity for an ALDI, but ALDI in this location would not be a good competition outcome; also we expect there would be resistance to the development of the Tradies' at a number of levels).

Importantly of the 237 spaces on Block 21, some 64 are all-day spaces used by workers in Dickson rather than shoppers and, as such, need not be replaced in the retail area of the Centre. This means that effectively there are 287 retail spaces at the moment – of which 173 are on Block 21 and 114 are on Block 19. The following analysis does not include the provision of the 64 full time spaces.

Options

LAPS believes there are essentially only two viable strategies, each with different sets of costs and benefits, but essentially only these two:

1. Develop the 'Library carpark' (Block 19) as a structured car-park; once built, allow the redevelopment of Block 21 for development of the supermarket which would have basement car parking (roof top parking would probably not be required given the structure which would be on Block 19).
2. Release Block 21 for development and require that the development be staged so that the first part of the development – about half of the site – will establish basement parking which can be used along with the new surface area (**assume this refers to the Potts site**) before commencement of the building of the supermarket on the other half of the development. Under this second option Block 19 would remain as it is.

In both these scenarios, the government would seek to ease the parking losses through a series of measures, in particular:

- Agreement with the Owner of Blocks 29 and 30 (**these blocks are actually Blocks 6 and 7**) (section 32) the vacant site owned by Potts (about 100 spaces) leased by the Territory from Potts so that the parking on the site is free and Potts make their money from the lease and not from any parking fees).
- Additional signage to alert drivers to other parking options in Dickson.

Implementation

Option 1 would unfold like this:

The Potts site would be gravel to add 100 car spaces (a sealed car park would cost around \$350,000 and is not considered justified). The developer would commence construction of the structured car park on the 'Library car park'; and would deliver around 300 spaces. While the 100 spaces would be a close substitute for the 114 spaces lost while Block 19 is under construction, it needs to be noted that under both options, the Potts site will mainly be of benefit in providing parking for construction workers – and probably some all day parking. Provision for construction workers will lessen pressure on existing parking, however, it means there will inevitably be a loss of convenient short term parking for shoppers while the structured car park is built.

Agree.

Once the structured car park on Block 19 is completed (which might or might not include an ALDI – **see comments below**), the Potts site could then be closed. Development of the supermarket and speciality shops on Block 21 could then proceed. This would mean that while the development of the supermarket takes place the available car parking would be 300 spaces compared to the current 287.

Assuming one level of basement parking, there would be scope for more than the 173 spaces currently available on the site as it is. Assuming say 150 places in a single basement level this would deliver a total of around 450 spaces compared with today's 371. So around 100 additional to what is available today on the two car parks. (Without roof top parking, there would be scope to release the site for other floors of development above the supermarket)

Agree with this option. However, further investigation into the feasibility of a multi storey structured car park is necessary. Engineering advice is necessary to confirm how many car parks this site could realistically accommodate given the site constraints and the delicate nature in which this multi storey car park would need to be constructed on this site. It is vital to keep in mind that construction of a multi storey car park on this site will not just "work" and quite possibly without very specific requirements being placed on it, this structure could end up being a very permanent reminder of a solution to a short term problem.

Option 2 would unfold like this:

The Potts site would be made gravel or sealed to add 100 car spaces. The developer would then commence construction of underground and surface parking on half of Block 21. This would initially mean a loss of around 120 car spaces which would be nearly compensated for by the 100 spaces on the Potts site (though, as above, this overvalues the substitution because the Potts site will mainly be of value to construction workers not Woolworths shoppers).

When this half of the development is completed there would be around, say, 175 spaces again available on Block 21 (75 below ground 100 on the surface). The Potts site could then be closed and construction on the second half of Block 21 commenced. This would mean that there would be around then be about 289 car spaces on the two car parks (114 spaces on Block 19; and 175 spaces on Block 21) compared to the 371 spaces on the two car parks today. The development could then finish the second half of the basement parking (75) and include roof top parking (say 150) for an additional 225 spaces for a total of 514 spaces or around 143 more than are available on the two car parks today.

Agree with this option as long as it is understood that on Block 21 there will be no space to provide for surface car parking because the entire site will be required to accommodate a full line supermarket, loading and unloading areas, car park access and speciality retail.

Notes:

- i. In both cases the Potts site would not necessarily need to be closed immediately alternative parking was finalised. This would depend on the agreement with Potts. Certainly it would be advantageous to keep the Potts parking open for as long as construction continued.
Agree.
- ii. Under Option 1 it would be possible to stage the development of the large car park in much the same way as it is to be staged under Option 2 so that not all the car parking on the site is lost while Block 21 is being developed. This would mean that the parking provision during construction would be much higher and would put less burden on the Potts site which it can be anticipated will not be favoured by Wollworths or its customers.
Agree.

Pros and Cons

Option 1 delivers more car spaces. These spaces would be mean the cost is higher but there would be two large advantages to this additional costs:

- It would allow for the establishment of an ALDI on the ground floor of a four storey structured car park on (Block 19).
Provision of an additional supermarket on Block 19 was not agreed to at the meeting on 4 August 2010. Nor was it agreed that a 4 storey car park would be appropriate on Block 19. ACTPLA does not support a 4 storey building on Block 19 as it would conflict with:

1. The Group Centres Development Code

For land within a Group Centre within the CZ1 Core Zone, such as Block 19, the rule is that maximum building heights are 2 storeys (R5). The Criteria to this rule states:

Building heights comply with all of the following:

- a) are compatible with existing, or future desired character of, adjacent development
- b) are appropriate to the scale and function of the use
- c) minimise detrimental impacts, including overshadowing and excessive scale.

Given the retail core is largely composed of 1 and 2 storey buildings, a building of 4 storeys is considered to be out of character as it would be at least double the height of any other building. Thus it is considered unlikely that such a use would be approved without a Territory Plan variation which can cause delays of at least 12-18 months.

2. Dickson Centre Planning Project Report principles

The following principle is outlined in the Dickson Centre Planning Project Report, *"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."* As stated above, the retail core is largely composed of 1 and 2 storey buildings. Consequently, a building of 4 storeys would conflict with the retail core's character.

- Basement retailing in Block 19 could significantly defray the costs.
By basement it is assumed that ground floor is being referenced. Without ground floor retailing a multi storey car park on Block 19 would conflict with several of the key principles outlined in the Dickson Centre Planning Report, mainly being;
 - *all development is to be undertaken in a way that maximises safety and security and contributes positively to the public realm.*
It is considered that a large bulky building such as a multi storey car park without some active frontages would create a space that would feel unsafe, particularly for those trying to access the medical centre.
 - *development will contribute towards the amenity and liveability of the centre*
Without active frontages a multi storey car park could quite possibly become an unattractive bulky structure highly visible from an otherwise active and vibrant retail core.
- It would ensure by the higher provision that there was more than ample spaces during the development phase of Block 21.
- Because rooftop parking would not be required there would be more opportunity to release the supermarket site for multi-level development above the supermarket
Similar to Block 19, Block 21 is within the CZ1 Core Zone of a Group Centre. As stated above, the rule is that maximum building heights are 2 storeys (R5) on this land. Given the rest of the centre's buildings are 1 – 2 storeys it is considered unlikely that a multi-level development above a supermarket could be approved against the criteria for this rule. Thus a Territory Plan variation, taking at least 12 – 18 months, would be required.

- This would cause less disruption to Woolworths' trading and so should be less likely than Option 2 to be subject to delays as a result of legal challenge by Woolworths.

Agree.

Option 2 delivers fewer spaces but should be cheaper (not sure that this Option would be cheaper as the developer would need to provide more basement parking instead) as it avoids the cost of a structured car park (on Block 19) and therefore allows the Territory to sell Block 19 at a later stage for whatever purposes are paramount at that time. It will also mean that construction on Block 21 can start sooner than in Option 1 which requires the structured car park to be developed first. The primary disadvantages are:

- There will be far less car parking available while the first half of the construction on Block 21 is taking place. This is bound to be of serious concern to shoppers and to Woolworths and other traders;
- A good opportunity to bring ALDI into Dickson as preferred by John Martin will not be available (others have been hard to identify).

Summary

The decision to be made is really a trade-off between on the one hand lower costs and shorter delivery times of option 2 versus the lower public inconvenience and greater future provision for parking and flexibility of Option 1. The biggest advantage of Option 2 would appear to be that it would deliver the supermarket faster than Option 1 and without a structured car park on Block 19. However, the advantage of Option 1 is that it would deliver a better more flexible public outcome with less disruption to the Centre and its users though presumably at a somewhat higher cost – these costs however can probably be mitigated in the additional car parking structure and through greater development opportunity (eg. above the supermarket) which could be accommodated in a centre where parking was already abundant. The risks of Options 2 to a legal challenge by Woolworths would also appear to be higher and if this is correct the subsequent delays would undermine Option 2's most strongest feature.

These considerations are subject to closer analysis but LAPS believe both Options warrant closer examination.

The paper presented to the Minister for Planning (the car parking strategy) should present both options as feasible and needing further analysis and without recommending one over the other. Next steps would appropriately be:

- Present the options as an addendum to the Dickson Centre Planning Report. Release the Dickson Centre Planning Report to the public for 4 weeks so they can make comment.
- Feasibility of both options in more detail.
- A business case for release of the land (i.e, notably, if Option 1 were preferred, the blocks could be released either as one development or separately with the LDA making a loss on the development of Block 19 before recouping that loss in the sale of Block 21);
- Supporting measures (signage, long stay parking issues etc); and
- A communications strategy.

Regards
Greg

Dengate, Clinton

From: Ellis, Greg
Sent: Sunday, 15 August 2010 2:29 PM
To: Walsh, Kelvin
Cc: Seagrott, Helena; Savery, Neil; Egle, Craig; Tomlins, George; Alsford, Marty
Subject: RE: Dickson Centre Parking Strategy

Thanks Kelvin

My apologies if my email seems to canvass issues which were at odds with what you took to be our agreement. I had a slightly different view of how we finished our discussion i.e. that while there were strong areas of agreement, that we were not of the same mind as you on the relevance of car parking solutions on the periphery of the group centre, and that there were particulars that needed to be resolved.

Nevertheless, moving on, I see there is agreement on some fronts but disagreement about the suitability of a structure on Block 19. I don't wish to question the validity of your concerns, they certainly need consideration. However, I am a bit puzzled by the reference to the Group Centre Code as on my reading Dickson is exempt i.e. "there is no applicable rule"; and, as such, there should be nothing in the code which would stand in the way of the structured option. I assume it would be open to ACTPLA to interpret the exemption this way; indeed the specification qualifications applying to the Jamison Group Centre (R8 and R9) would seem to point pretty clearly to Dickson being different.

Likewise I thought ACTPLA's advice regarding the planning studies was that they were consultation documents not definitive statements of what would eventually be decided in master planning for Dickson. Are we really going to constrain Dickson's future development so severely?

It would be good if we could discuss this early in the week.

(Your assumption about the reference to basement being ground floor is correct)

Regards
Greg

From: Walsh, Kelvin
Sent: Friday, 13 August 2010 3:05 PM
To: Ellis, Greg
Cc: Seagrott, Helena; Savery, Neil; Egle, Craig
Subject: RE: Dickson Centre Parking Strategy

Greg

Thank you for your comments on the Dickson Centre Parking Strategy.

It is understood that you are suggesting an alternative way in which the solutions we discussed and agreed on at last Wednesday's meeting could be presented to the Minister for Planning. It is important to note that a number of suggestions outlined in your email depart from what was discussed and agreed to at our meeting. These are highlighted in our response to your email which can be found in red below.

Largely, we support your proposed approach and much will be used when finalising the Minister's Brief. However, as you will see in the response below we will re-craft, where necessary, to ensure that a variety of other factors are taken into consideration and are consistent with the direction of the planning being undertaken for the centre.

Kind regards

Kelvin.

Kelvin Walsh

Director Planning Services
ACT Planning and Land Authority
telephone 02 6207 1950
e-mail kelvin.walsh@act.gov.au

 Please respect the environment and think about the impact of printing this email.

From: Ellis, Greg
Sent: Wednesday, 11 August 2010 7:33 PM
To: Walsh, Kelvin; Seagrott, Helena
Cc: Alsford, Marty; Tomlins, George; Goth, Kathy; Wright, DavidT (CMD)
Subject: Car Parking Strategy in Dickson
Importance: High

Kelvin/Helena – you’ve asked for our comments on your draft brief. We have a slightly different perspective on how the options should be presented.

At present there are 237 car spaces on the large ‘Woolies’ carpark (Block 21, Section 30) and 114 on the ‘Library car park’ (Block 19, Section 30) – for a total of 351 spaces. While there are further 134 spaces on the Tradies car park (Block 20, Section 34) we see inclusion of this car park in the discussion as obscuring the main message we need to convey to Ministers about what needs to be achieved. The Tradies car park can be retained as a parking bank no matter what strategy the Government adopts.

(We also have concerns about the use of the Tradies’ car park in terms of a couple of other issues: notably that any structure would be an ideal opportunity for an ALDI, but ALDI in this location would not be a good competition outcome; also we expect there would be resistance to the development of the Tradies’ at a number of levels).

Importantly of the 237 spaces on Block 21, some 64 are all-day spaces used by workers in Dickson rather than shoppers and, as such, need not be replaced in the retail area of the Centre. This means that effectively there are 287 retail spaces at the moment – of which 173 are on Block 21 and 114 are on Block 19. The following analysis does not include the provision of the 64 full time spaces.

Options

LAPS believes there are essentially only two viable strategies, each with different sets of costs and benefits, but essentially only these two:

1. Develop the ‘Library carpark’ (Block 19) as a structured car-park; once built, allow the redevelopment of Block 21 for development of the supermarket which would have basement car parking (roof top parking would probably not be required given the structure which would be on Block 19).
2. Release Block 21 for development and require that the development be staged so that the first part of the development – about half of the site – will establish basement parking which can be used along with the new surface area (**assume this refers to the Potts site**) before commencement of the building of the supermarket on the other half of the development. Under this second option Block 19 would remain as it is.

In both these scenarios, the government would seek to ease the parking losses through a series of measures, in particular:

- Agreement with the Owner of Blocks 29 and 30 (**these blocks are actually Blocks 6 and 7**) (section 32) the vacant site owned by Potts (about 100 spaces) leased by the Territory from Potts so that the parking on the site is free and Potts make their money from the lease and not from any parking fees).
- Additional signage to alert drivers to other parking options in Dickson.

Implementation

Option 1 would unfold like this:

The Potts site would be gravel to add 100 car spaces (a sealed car park would cost around \$350,000 and is not considered justified). The developer would commence construction of the structured car park on the ‘Library car park’;

and would deliver around 300 spaces. While the 100 spaces would be a close substitute for the 114 spaces lost while Block 19 is under construction, it needs to be noted that under both options, the Potts site will mainly be of benefit in providing parking for construction workers – and probably some all day parking. Provision for construction workers will lessen pressure on existing parking, however, it means there will inevitably be a loss of convenient short term parking for shoppers while the structured car park is built.

Agree.

Once the structured car park on Block 19 is completed (which might or might not include an ALDI – see comments below), the Potts site could then be closed. Development of the supermarket and speciality shops on Block 21 could then proceed. This would mean that while the development of the supermarket takes place the available car parking would be 300 spaces compared to the current 287.

Assuming one level of basement parking, there would be scope for more than the 173 spaces currently available on the site as it is. Assuming say 150 places in a single basement level this would deliver a total of around 450 spaces compared with today's 371. So around 100 additional to what is available today on the two car parks. (Without roof top parking, there would be scope to release the site for other floors of development above the supermarket)

Agree with this option. However, further investigation into the feasibility of a multi storey structured car park is necessary. Engineering advice is necessary to confirm how many car parks this site could realistically accommodate given the site constraints and the delicate nature in which this multi storey car park would need to be constructed on this site. It is vital to keep in mind that construction of a multi storey car park on this site will not just "work" and quite possibly without very specific requirements being placed on it, this structure could end up being a very permanent reminder of a solution to a short term problem.

Option 2 would unfold like this:

The Potts site would be made gravel or sealed to add 100 car spaces. The developer would then commence construction of underground and surface parking on half of Block 21. This would initially mean a loss of around 120 car spaces which would be nearly compensated for by the 100 spaces on the Potts site (though, as above, this overvalues the substitution because the Potts site will mainly be of value to construction workers not Woolworths shoppers).

When this half of the development is completed there would be around, say, 175 spaces again available on Block 21 (75 below ground 100 on the surface). The Potts site could then be closed and construction on the second half of Block 21 commenced. This would mean that there would be around then be about 289 car spaces on the two car parks (114 spaces on Block 19; and 175 spaces on Block 21) compared to the 371 spaces on the two car parks today. The development could then finish the second half of the basement parking (75) and include roof top parking (say 150) for an additional 225 spaces for a total of 514 spaces or around 143 more than are available on the two car parks today.

Agree with this option as long as it is understood that on Block 21 there will be no space to provide for surface car parking because the entire site will be required to accommodate a full line supermarket, loading and unloading areas, car park access and speciality retail.

Notes:

- i. In both cases the Potts site would not necessarily need to be closed immediately alternative parking was finalised. This would depend on the agreement with Potts. Certainly it would be advantageous to keep the Potts parking open for as long as construction continued.
Agree.
- ii. Under Option 1 it would be possible to stage the development of the large car park in much the same way as it is to be staged under Option 2 so that not all the car parking on the site is lost while Block 21 is being developed. This would mean that the parking provision during construction would be much higher and would put less burden on the Potts site which it can be anticipated will not be favoured by Woolworths or its customers.
Agree.

Pros and Cons

Option 1 delivers more car spaces. These spaces would be mean the cost is higher but there would be two large advantages to this additional costs:

- It would allow for the establishment of an ALDI on the ground floor of a four storey structured car park on (Block 19).
Provision of an additional supermarket on Block 19 was not agreed to at the meeting on 4 August 2010. Nor was it agreed that a 4 storey car park would be appropriate on Block 19. ACTPLA does not support a 4 storey building on Block 19 as it would conflict with:

1. The Group Centres Development Code

For land within a Group Centre within the CZ1 Core Zone, such as Block 19, the rule is that maximum building heights are 2 storeys (R5). The Criteria to this rule states:

Building heights comply with all of the following:

- a) are compatible with existing, or future desired character of, adjacent development
- b) are appropriate to the scale and function of the use
- c) minimise detrimental impacts, including overshadowing and excessive scale.

Given the retail core is largely composed of 1 and 2 storey buildings, a building of 4 storeys is considered to be out of character as it would be at least double the height of any other building. Thus it is considered unlikely that such a use would be approved without a Territory Plan variation which can cause delays of at least 12-18 months.

2. Dickson Centre Planning Project Report principles

The following principle is outlined in the Dickson Centre Planning Project Report, *"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."* As stated above, the retail core is largely composed of 1 and 2 storey buildings. Consequently, a building of 4 storeys would conflict with the retail core's character.

- Basement retailing in Block 19 could significantly defray the costs.
By basement it is assumed that ground floor is being referenced. Without ground floor retailing a multi storey car park on Block 19 would conflict with several of the key principles outlined in the Dickson Centre Planning Report, mainly being;
 - *all development is to be undertaken in a way that maximises safety and security and contributes positively to the public realm.*
It is considered that a large bulky building such as a multi storey car park without some active frontages would create a space that would feel unsafe, particularly for those trying to access the medical centre.
 - *development will contribute towards the amenity and liveability of the centre*
Without active frontages a multi storey car park could quite possibly become an unattractive bulky structure highly visible from an otherwise active and vibrant retail core.
- It would ensure by the higher provision that there was more than ample spaces during the development phase of Block 21.
- Because rooftop parking would not be required there would be more opportunity to release the supermarket site for multi-level development above the supermarket
Similar to Block 19, Block 21 is within the CZ1 Core Zone of a Group Centre. As stated above, the rule is that maximum building heights are 2 storeys (R5) on this land. Given the rest of the centre's buildings are 1 – 2 storeys it is considered unlikely that a multi-level development above a supermarket could be approved against the criteria for this rule. Thus a Territory Plan variation, taking at least 12 – 18 months, would be required.
- This would cause less disruption to Woolworths' trading and so should be less likely than Option 2 to be subject to delays as a result of legal challenge by Woolworths.
Agree.

Option 2 delivers fewer spaces but should be cheaper (not sure that this Option would be cheaper as the developer would need to provide more basement parking instead) as it avoids the cost of a structured car park (on Block 19) and therefore allows the Territory to sell Block 19 at a later stage for whatever purposes are paramount at that time. It will also mean that construction on Block 21 can start sooner than in Option 1 which requires the structured car park to be developed first. The primary disadvantages are:

- There will be far less car parking available while the first half of the construction on Block 21 is taking place. This is bound to be of serious concern to shoppers and to Woolworths and other traders;
Agree.
- A good opportunity to bring ALDI into Dickson as preferred by John Martin will not be available (others have been hard to identify).

Summary

The decision to be made is really a trade-off between on the one hand lower costs and shorter delivery times of option 2 versus the lower public inconvenience and greater future provision for parking and flexibility of Option 1. The biggest advantage of Option 2 would appear to be that it would deliver the supermarket faster than Option 1 and without a structured car park on Block 19. However, the advantage of Option 1 is that it would deliver a better more flexible public outcome with less disruption to the Centre and its users though presumably at a somewhat higher cost – these costs however can probably be mitigated in the additional car parking structure and through greater development opportunity (eg. above the supermarket) which could be accommodated in a centre where parking was already

abundant. The risks of Options 2 to a legal challenge by Woolworths would also appear to be higher and if this is correct the subsequent delays would undermine Option 2's most strongest feature.

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- Supporting measures (signage, long stay parking issues etc); and
- A communications strategy.

Regards
Greg

Dengate, Clinton

From: Alsford, Marty
Sent: Tuesday, 7 September 2010 9:42 AM
To: Seagrott, Helena
Subject: Dickson parking
Attachments: Dickson Parking during Construction on block 21 section 30.pdf

Helena, the draft car parking report for today's meeting.

Marty Alsford
Senior Manager
Strategic Project Facilitation
Department of Land and Property Services
Ph 02 6205 9889
Fax 02 6205 4835

Parking during Construction on block 10 section 42 Dickson

1.0 Purpose

This study is to explore options to provide 240 parking spaces within reasonable walking distance of block 21 section 30 Dickson. Coles desire to acquire block 21 to construct a supermarket with basement and upper level carparking conceptually shown in Figure 1.

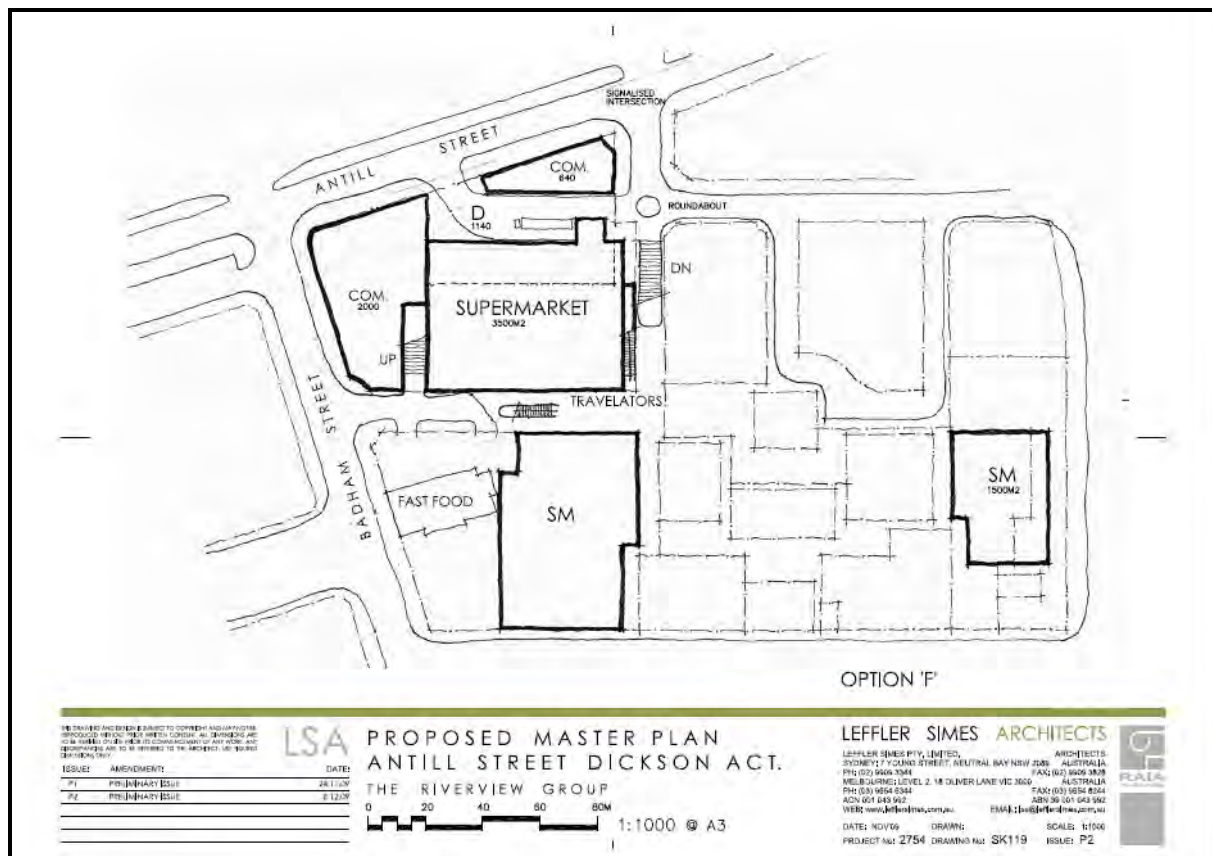


Figure 1 Preferred Conceptual layout

2.0 Background

Coles intend to bid to acquire block 21 section 30 Dickson with a view to constructing a supermarket and car parking structure thereon. Currently block 21 is zoned TZ1 Transport and CZ1 core zone. The block is Territory owned and is developed as surface car park for some 240 cars. 183 car parking spaces are paid parking and 54 spaces are all day and free. The other spaces are used to store shopping trolleys, presumably under licence to the ACT Government. Many of the users of the paid parking would shop at the existing Woolworths supermarket.

If Coles is successful in acquiring the block, it will construct a structure with sufficient car parking on the site to accommodate the current parking spaces plus that deemed to be required for the proposed commercial development. Coles believe they will need to demonstrate that the car parking which is usually fully utilised during weekdays, can be relocated to an appropriate place during construction of the replacement car park.

Much of the car parking within the Dickson Group Centre is time restricted and a large percentage of this is also paid parking. Further out, there are pockets of unrestricted parking which is typically used by employees in the area. These include Southwell Park and the playing ovals on Antill Street.



Figure 2 Extract from Territory Plan

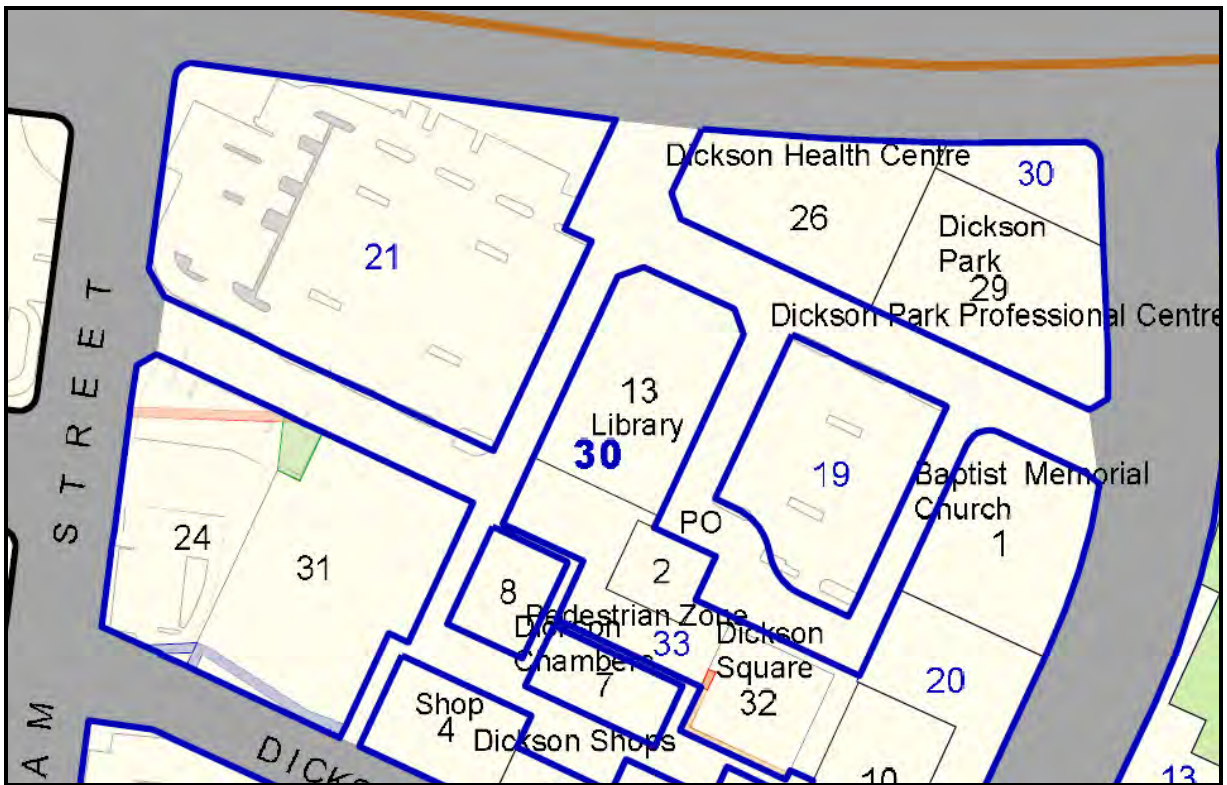


Figure 3 Section 30 Dickson

The ACT has recently conducted a planning study of Dickson and the results have been posted on their website. That study reported the following parking within the group centre. There is additional off street parking outside of that planning study area.

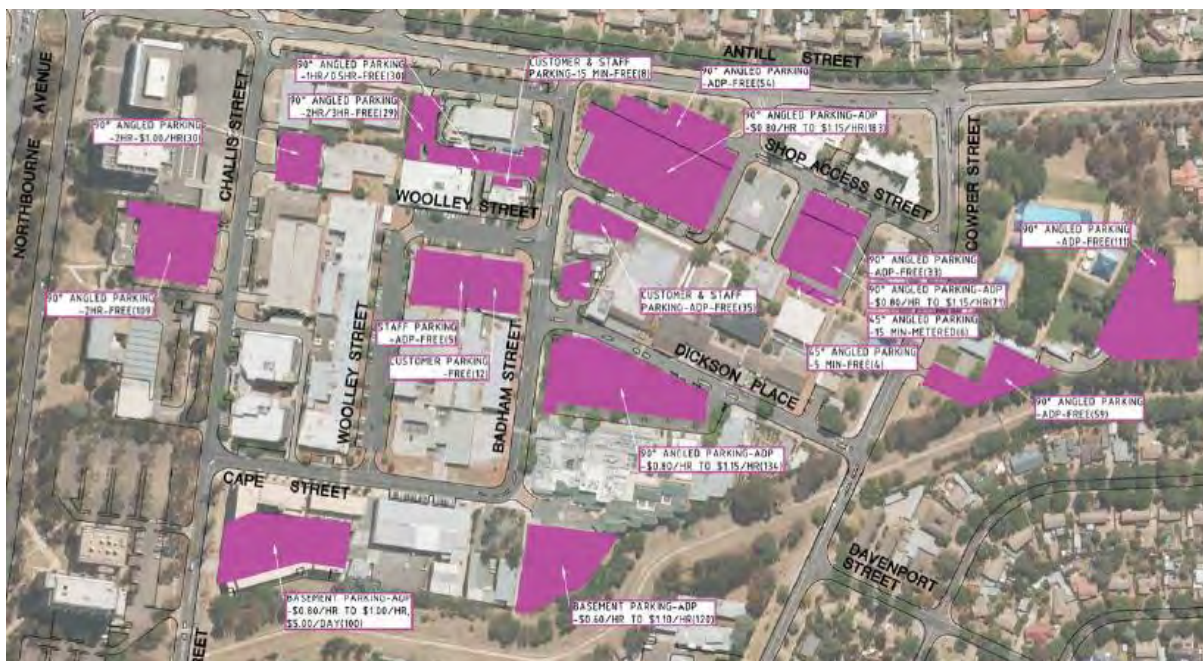


Figure 4 Planning Study - Off Street Parking Stock

2.1 Parking Provision Summary from the recent planning study

The recent planning study¹ found as follows:

The total amount of public parking available, within the study area, is in excess of 1,250 spaces. Assuming that these spaces are primarily servicing the retail areas (approximately 25,000m² GFA), this would equate to a parking rate of approximately 5 spaces per 100m² GFA.

The number of public parking spaces available in the area is as shown in Table 1.

Table 1 Dickson Group Centre Parking

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, 2,000 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 land uses within the centre*
- *Changes away from the government providing the overall car parking to the current obligation for all new developers to address their parking demand.*

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

¹ The Dickson Centre Urban Planning and Design Framework Report has been released for public comment. This report represents the final stage of an extensive community consultation process undertaken as part of the Dickson Centre Planning Project.

3.0 Existing Parking supply

Within the area, there are a number of locations with varying levels of spare capacity which could accommodate some additional parking demand. All distances from block 21 have been measured from the centre of block 21 to the centre of the alternative car parking along a typical walk path. Each of these sites is examined in more detail below.

However, it will be shown that the available spaces are quite distant from block 21.



Figure 5 Aerial view of Dickson and surrounds

3.1 Underutilised public parking

There are a number of carparks associated with nearby playing fields which could be utilised although the distance is somewhat excessive.

3.1.1 Southwell Park playing fields

There is gravel car parking associated with the playing fields at Southwell Park. The closest of these is some 640 metres from block 21. It contains some 72 spaces but is currently generally full during weekdays.

The next nearest Southwell Park car park is bitumen and some 800 metres from block 21. It contains over 120 spaces. At 820 metres from block 21 there is a further carpark at Southwell Park which is gravel and contains some 80 spaces.

Being fully utilised and somewhat distant from block 21, this site is very much a fallback position if a time restriction were to be applied.

3.1.2 Swimming pool

When inspected in winter, there were some 120 spare car parking spaces at the far end of the Dickson Pool car park of which only about 15 were in use. This car park is some 380 metres from block 21. Being somewhat distant from block 21, this site is very much a fallback position if a time restriction were to be applied to closer locations. This parking was installed upon the introduction of pay parking in Dickson for long stay use.



Figure 6 Playing field options

3.1.3 Car parking at Downer Playing Fields

This car park is some 700 metres distant and contains some 50 spaces

3.1.4 Antill Street Playing Fields

This car park is some 920 metres distant and contains some 80 to 100 spaces. It was less than 10% occupied during the weekday inspection

3.1.5 Underutilised public parking summary

Most of the available spaces in this category are too far to be significant in any proposal other than for all day parking required by displacement of closer all day parking converted to short stay.

3.2 Underutilised private parking

Within the group centre, there are a few facilities which do not attract parking to the maximum possible level.

3.2.1 Tradies Club parking

Many club patrons are assumed to park on block 20 section 34 immediately in front of the Tradies Club because they traditionally have parked there. The club constructed a basement car park as part of the Hotel development a number of years ago. This basement car park appears to be underutilised during the day. It contains some 120 spaces over two basement levels and has the potential to be subject to pay parking.

It could be quite busy on Fridays. A couple of inspections indicated the underground carpark was about 40% full and that pay parking was not in force. Notwithstanding the signage it was possible for any car to drive through the site unimpeded. Technically, this is trespass.

3.2.2 Behind Pizza Hut

The building at the corner of Challis Street and Cape Street has a ground level of public paid parking behind the ground floor retail outlets. There is a further lower level which was not inspected but may be for service vehicles and tenants. The carpark is accessed off Challis Street and has some 100 spaces. On inspection it was estimated that the parking was about 40% utilised. The public appear to be welcome to use this carpark.

3.2.3 Underutilised private parking summary

It may be possible to encourage greater usage of these locations by negotiation with the owners.

3.3 Walking distances

At section 3.2.4 of the ACT Parking and Vehicular Access General Code, maximum walking distances for Group Centres are specified as shown in Table 2.

Table 2 ACT Code requirements for maximum walking distance

Parking Type	Long Stay parking	Short Stay parking	Operational Parking
Maximum walking distance	Onsite or within 400m	Onsite or within 200m	Onsite or within 100m

Therefore typical customer parking should be within 200m.

Any change to the parking regime in an area is likely to cause some displacement to occur. Some users will be required to park further out. Time restrictions will cause such displacement and all day parkers are those most likely to be displaced, and most appropriately displaced.

4.0 Options to construct additional parking supply

There are a number of options to construct additional parking in the Dickson precinct. Some of these are discussed here.

4.1 ACT TAB site

The former ACT TAB buildings on section 32 have been demolished and the site is roughly levelled and fenced off with timber hoardings as shown in Figure 7.



Figure 7 ACT TAB site

The fenced off area is 37 metres by 90 metres or some 350m². One traffic aisle within a car park varies from 16.6 metres to 17.4 metres wide so two aisles should be possible within 37 metres. Each aisle could be some 34 to 36 bays in length giving a maximum yield of **144 spaces**. Some 8 to 10 spaces could be lost in the provision of crossover aisles resulting in around 130 spaces on the site for planning purposes. These spaces are some 230 metres distant by footpath from the current parking on block 21.

4.2 Construct a deck over block 19

There are some 110 parking spaces in the main current car park on block 19. The construction of a deck over this site could produce an additional 60 spaces on an upper level with the loss of say 8 spaces on the ground level producing a net **52 spaces**. An initial look at the construction of one deck level indicates that it is reasonably straight forward in relation to ramps.

The provision of more than one deck level is likely to require excavation of the ground level due to available ramp distance of this constrained site. A staggered deck height arrangement might be necessary if more than one level is required. It is likely that construction would require the closure of this car park. A more detailed examination of this site may increase the yield if an additional aisle can be provided.

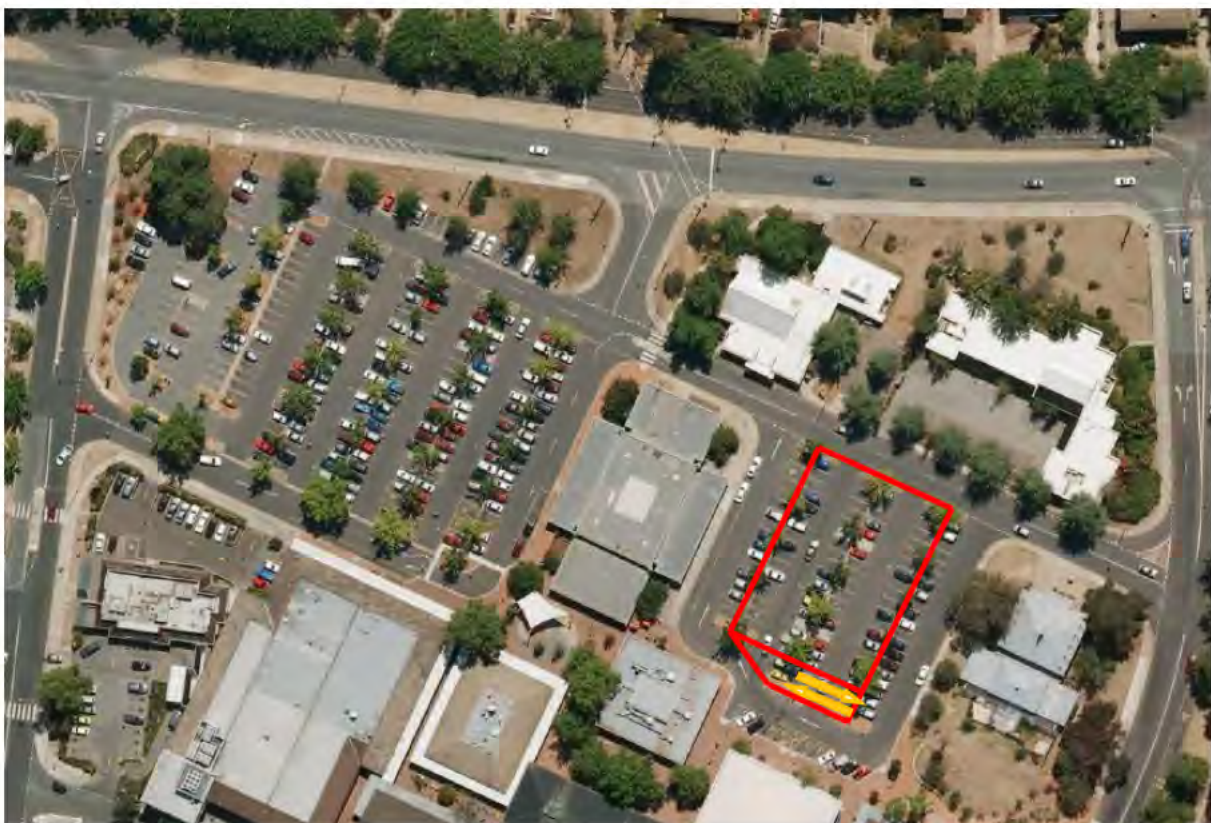


Table 3 Structure over block 19

4.3 Construct a deck over block 20 section 34

This block contains some 134 public short stay paid parking spaces. In the construction of a deck above this parking, an existing aisle could provide the ramp to the next level with minor loss of existing parking on completion. It is estimated that 4 to 6 spaces would be lost from the ground floor.

Potentially **110 to 120 spaces** could be provided on an upper level and it would appear that a further level at a similar yield is possible. There will be issues of no parking on the site during construction and the aesthetics of the structure. It is likely that all existing landscaping would be lost during construction.

A detailed investigation is necessary to optimise a structure on this site.



Figure 8 Structure over block 20 section 34

4.4 Construct the building in two stages

Although more expensive, it should be possible to construct the building in two stages, roughly half in each stage.

- One option would be to commence with the end which provides access to the basement car park.
- The other option would be to commence with the end which provides access to the two upper level car parks.

The current design has these access points at either end of the building. Both options should leave sufficient access to the existing car parks, possibly with some minor works and additional signage. In either case, it should be possible to provide access to some 40% of the proposed new parking on completion whilst maintaining at least 40% of the existing car parking on block 21 or 96 to 100 spaces.

If the basement car park access is constructed in stage 1, some 80 car spaces should be available during Stage 2.

If the upper two level car park access is constructed in stage 1, some 160 car spaces should be available during Stage 2.

This analysis would seem to favour construction from the end which connects to the upper levels of car parking.

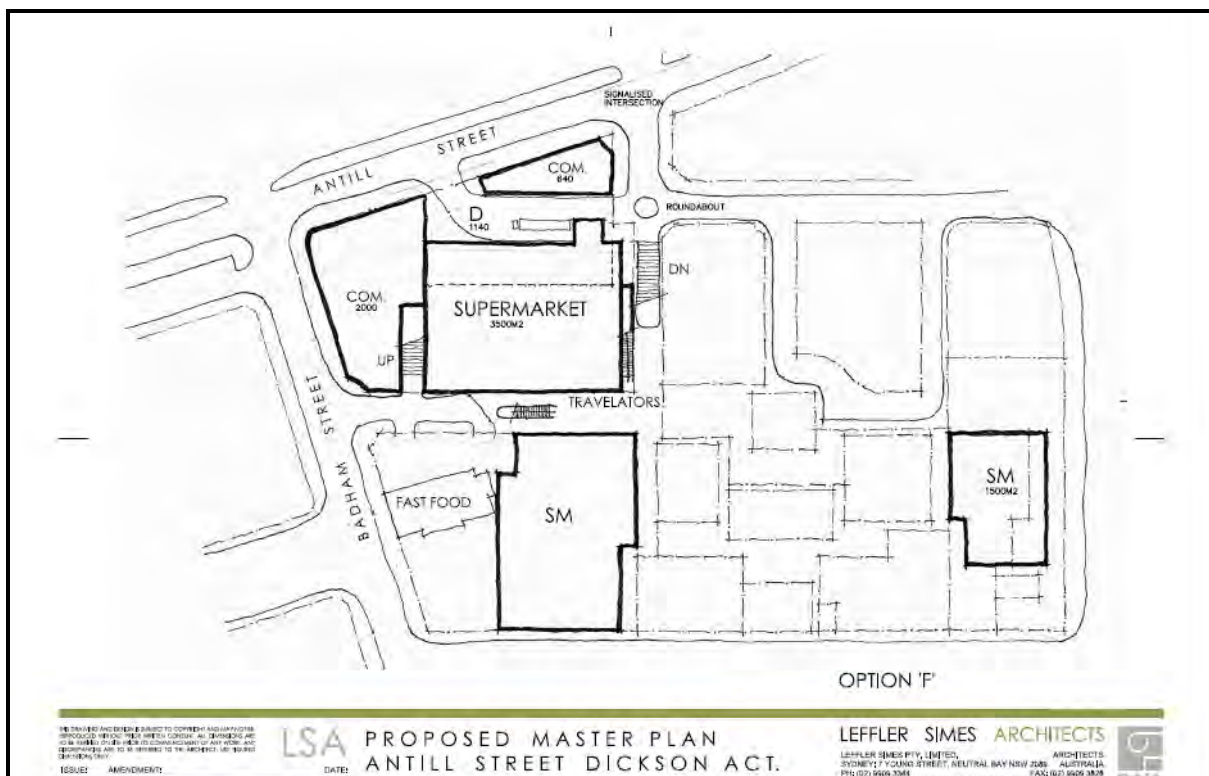


Figure 9 Current Supermarket Proposal for block 21

There is some potential to provide an additional 14 spaces as sketched in Figure 10 in association with a staged development. However, it is likely that space outside the building footprint will be required for construction staff and materials.



Figure 10 Possible additional 14 spaces

4.5 Place Time restrictions on existing all day parking close to block 21

There are 33 all day parking spaces on block 19 and possibly another 40 all day spaces on the Antill Street service road in front of Coles service station which could be converted to time restricted parking for shoppers. This would displace 70+ employees requiring all day parking to the other available parking at greater walking distances and provide **70 spaces** for shoppers.

Dengate, Clinton

From: Thew, Tony
Sent: Wednesday, 27 October 2010 1:20 PM
To: Seagrott, Helena
Cc: Keirnan, Catherine
Subject: RE: Submissions

Thanks.
Other materials also received.
tony

From: Seagrott, Helena
Sent: Wednesday, 27 October 2010 1:10 PM
To: Thew, Tony
Cc: Keirnan, Catherine
Subject: Submissions



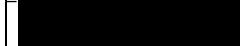
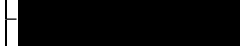
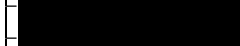
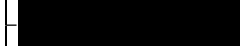
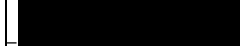
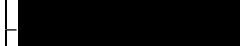
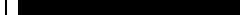
Hi Tony

I just sent through what Catherine and I believe to be supermarket related submissions or ones that need a bit more attention (Charter Hall and two Perrin submissions).

Please find below a full list of submissions which we believe need individual responses, I have sent all of these to Kelvin for his review.

Thank you for all of your assistance.

Cheers
Helena

	CBRE on behalf of the Tradies
	Charter Hall
	Daramalan College
	Dickson Residents Group
	Munns Sly Architects
	National Capital Authority
	North Canberra Community Council
	Perrins
	Perrins

Helena Seagrott

Urban Planner / Urban Designer | Design Policy
p 6205 4965 | e helena.seagrott@act.gov.au | web www.actpla.act.gov.au

<< OLE Object: Picture (Metafile) >>

Dengate, Clinton

From: Thew, Tony
Sent: Monday, 1 November 2010 10:19 AM
To: Seagrott, Helena; Walsh, Kelvin; Savery, Neil
Cc: Keirnan, Catherine
Subject: RE: Dickson submitters

Helena,

Kelvin is on leave. So Neil will be Kelvin for the week.

Neil & I are meeting with David Dawes today to discuss the correspondence and other matters.


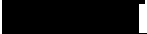
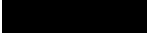
I will brief you on the meeting later today.
tony

From: Seagrott, Helena
Sent: Monday, 1 November 2010 9:57 AM
To: Thew, Tony; Walsh, Kelvin
Cc: Keirnan, Catherine
Subject: Dickson submitters

Hi Tony and Kelvin

Thank you for reviewing those submissions I'm concerned about.

So, just to be clear, out of those 9 submissions I raised with you we are responding individually to the following:

-  (Woolworths)
-  (Perrins)
-  (Perrins)
- CBRE (The Tradies)

We will also arrange a meeting with TAMS and Daramalan College.

Tony, I understand it would be best for you to prepare the response to the Charter Hall submission? Is this correct?

Cheers
Helena

Helena Seagrott

Urban Planner / Urban Designer | Design Policy
p 6205 4965 | e helena.seagrott@act.gov.au | web www.actpla.act.gov.au

<< OLE Object: Picture (Metafile) >>

Dengate, Clinton

From: Thew, Tony
Sent: Monday, 1 November 2010 3:38 PM
To: Keirnan, Catherine; Seagrott, Helena
Subject: FW: Charter Hall Submission
Attachments: Dickson_CQR_Response_24Sep10.pdf

FYI

From: Thew, Tony
Sent: Monday, 1 November 2010 3:37 PM
To: Dawes, David; Tomlins, George; Ellis, Greg
Cc: Savery, Neil; Walsh, Kelvin
Subject: FW: Charter Hall Submission

David /George/Greg,

On 24 September 2010 we received comments from Charter Hall in regard to the Dickson Centre Urban Planning & Design Framework Report.

I have attached a copy of that correspondence.

We will in due course formally respond to this correspondence however before doing so would you be kind enough to consider the content of the letter and provide us with your comments.

Regards
tony

From: PlanningProjects
Sent: Monday, 1 November 2010 3:20 PM
To: Thew, Tony
Subject: Charter Hall Submission

Hi Tony

Charter Hall submission as requested.

Cheers
Helena

Helena Seagrott

Urban Planner / Urban Designer | Design Policy
p 6205 4965 | e helena.seagrott@act.gov.au | web www.actpla.act.gov.au

24 September 2010

Charter Hall Retail Management Limited

ABN 46 069 709 468
AFS Licence No. 246996
Responsible entity of
Charter Hall Retail REIT

Design Policy
ACT Planning and Land Authority
GPO Box 1908
CANBERRA ACT 2601

Direct +61 2 8908 4000
Australia 1300 365 585
International +61 2 8908 4036
Registry 1300 303 063
Fax +61 2 8908 4040
www.charterhall.com.au

By Email: PlanningProjects@act.gov.au

Level 11, 333 George Street
Sydney NSW 2000
GPO Box 2704
Sydney NSW 2001

Dear Sir / Madam,

RE: COMMENTS IN RESPONSE TO THE DICKSON CENTRE URBAN PLANNING AND DESIGN FRAMEWORK

Introduction

Charter Hall Retail REIT ("CQR") is the owner of Block 31 Section 30 Dickson. Existing development on site comprises a single storey supermarket building with a gross floor area of 3055m². The supermarket is tenanted by Woolworths who has been established in this building for more than thirty years.

The existing Woolworths supermarket building is in urgent need of enlargement and renovation, in order to satisfy the current and future demands of its customers. The preferred size for a full-line supermarket is at least 4,000m². To this end CQR (previously known as Macquarie CountryWide Trust - MCW) held discussions with the ACT Government in 2008, concerning strategies and options to develop a new supermarket anchored complex within the Dickson Centre. One option proposed was to replace the existing Woolworths supermarket with a new supermarket complex on Block 21 Section 30 Dickson, thereby allowing the existing supermarket site to be redeveloped for other retail uses.

The existing public car park on Block 21 Section 30 has capacity for 237 car spaces. This car park is the most accessible and preferred car park used by all customers to the Group Centre. This car park has been available for use by supermarket customers since the commencement of a retail centre at Dickson in the early 1960s.

The identification in the framework study of Block 21 Section 30 as a site to be offered for a mixed use development, including a full-line supermarket with basement or roof top carparking, is by no means a new suggestion and provides a number of obvious opportunities to rectify structural deficiencies inherent in the layout of the existing centre.

This submission provides responses to proposals in the Framework report that are likely to have an adverse effect on the continued operation of a viable supermarket on Block 31, as well as any other potential impacts likely to affect the performance and convenience of the overall centre.

Background

The Dickson shopping centre was the first of its kind to be planned and developed by the National Capital Development Commission. The development of this Group Centre in the early 1960s, introduced a middle level retail centre into a previous two level hierarchy - comprising a neighbourhood centre and town centre. The *Group Centre* was introduced as a "supermarket dominated primary convenience centre".



The Dickson (Group) Centre is notably the most diverse group centre in Canberra. Apart from its supermarket and department store, the centre also includes a wide range of small shops, take away food premises, offices, personal services, financial institutions, and health facilities. The Centre is supported by good access to the metropolitan road network, pedestrian networks and public transport facilities.

Beyond the retail core area there is a club facility (Canberra Tradesmen's Union Club) and nearby motel. A number of large office developments are located within an office corridor, with frontages to Northbourne Avenue. Other facilities at Dickson include an open air swimming pool, health centre, library, community centre, art gallery and artists' workshops, and a gymnasium.

The Woolley Street precinct, bounded by Badham and Challis Streets, is known as the "China town" of Canberra, because of its predominant development with Chinese and Asian style restaurants.

The urban form of the retail core is low rise, with shop fronts oriented towards the central pedestrian walkways. This provides a unique and pleasant environment in which to shop, similar to an open air mall. The implication that this is a physical defect of the Centre (p.70) is wholly rejected by CQR.

The subject study – *Dickson Centre Urban Planning and Design Framework* – builds on the considerations and analyses of earlier studies, particularly the 2003 Dickson Neighbourhood Plan, and the Dickson Urban Design Capacity Study (SKCM, 2003).

Group Centres – Canberra Central

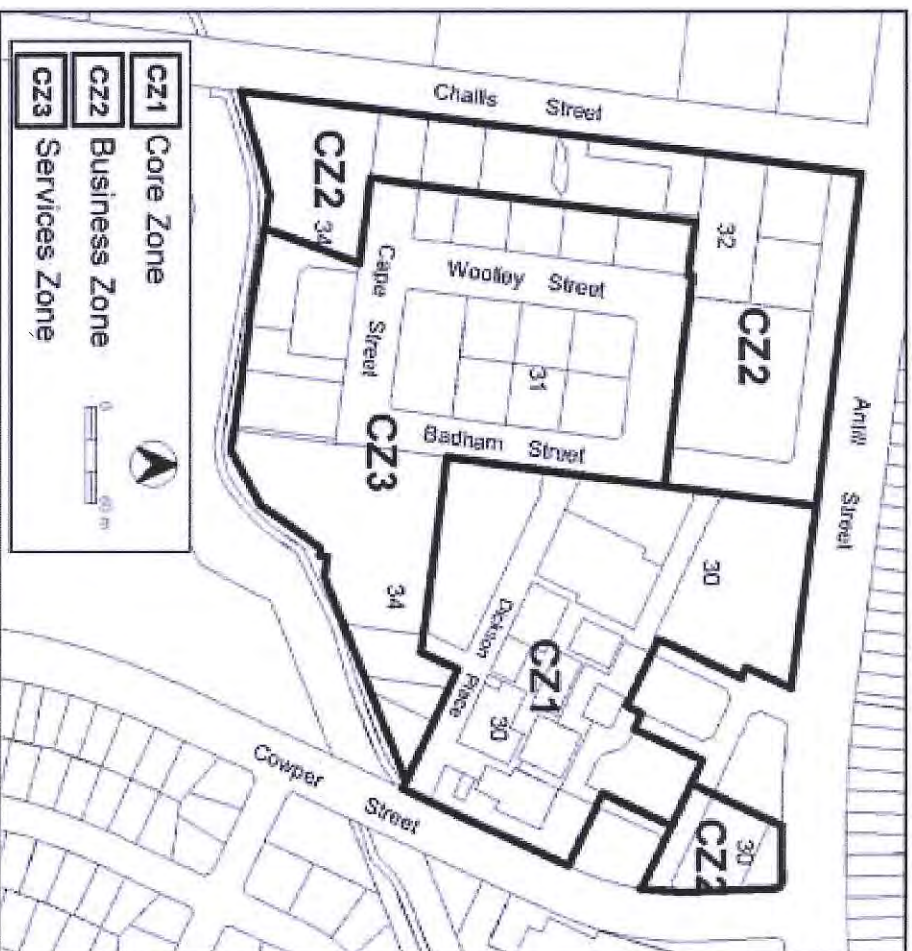


Figure A6 Dickson Group Centre Zones

(Extract: Group Centres Development Code, Territory Plan)

Dickson Centre Urban Planning and Design Framework Report

The ACT Planning and Land Authority (ACTPLA) has invited public comment on the Framework until 24 September 2010. The Chief Minister’s announcement on 6 May 2010, of the release of supermarket sites, including one at Dickson, would appear to have pre-empted informed assessment of the proposed concepts and the opportunities for business owners, lessees and other interested persons to contribute ideas and comments to the framework study.

The stated aims of the framework study are 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. Five themes have been determined to underpin an integrated framework, aimed at revitalising the centre and maximising its potential. A relevant sub-theme is to *strengthen the retail core*.

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

The vision statement is supported by a number of urban design principles, to guide planning and development; and themes that amplify the vision and underpin the proposed strategies and actions. Of these, the spatial principle relating to height intends that building height will step down from Northbourne Avenue – with the lowest heights earmarked for that part of the retail core, between Badham Place and Antill Street (including Block 31).

The principle of maintaining retail anchors at the western and eastern ends of the centre, to maximise pedestrian movement, is confirmed as a spatial principle for the centre.

The six stated non-spatial principles are as follows:

- *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 developments should not extend west across Badham Street until development opportunities in the retail 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.*

Figure 4: Concept Plan visually illustrates the actions proposed in the framework report. The significant concepts included in this Plan that are likely to have an impact on the continued viability of the existing retail (supermarket) premises at Block 31, are listed as follow:

- A proposed new retail development on an existing public car park site (Block 21 Section 30), including provision for a full line supermarket (4,500m² GFA total)
- The re-definition of the geometry of Block 24 Section 30 (McDonalds restaurant and carpark) to increase the dimensions of pedestrian walkways leading to Badham Street
- The proposed location of a travelator, opposite the frontage and main entrance to the Woolworths supermarket on Block 31, providing access to basement parking on Block 21
- The proposed pedestrianisation of driveway access to the frontage of Block 31, currently used for set down and pick up of customers, including use by taxi services
- The proposed removal of the southern car park (134 car spaces) located on Block 20 Section 34, and its replacement with an area of open space and an extended walkway from Dickson Place to Badham Street.

Demand and location analyses for supermarket sites

The ACT Government Supermarket Competition Policy was published in 2008 in response to the Australian Competition and Consumer Commission's (ACCC) national review into the competitiveness of retail prices for standard groceries.

In light of the ACCC report, the ACT Government commissioned Mr John Martin to conduct a review of the ACT's Supermarket Competition Policy. The review produced 15 recommendations based on the current state of competition and diversity within the ACT supermarket sector, associated policy and forecasted trends. In this review, Dickson is identified as a group centre with a shortage of a *full line supermarket capacity and competition.*

The brief for the Framework study included a requirement to identify a future supermarket site in, or near to, the study areas. The Martin Review noted that ACTPLA's current review of Dickson provided the opportunity to improve the supermarket competition and diversity within Central Canberra through increasing zoning flexibility and facilitating direct land sales.

The framework study refers to recent retail studies undertaken by ACTPLA (not referenced) which indicate that given the expected population growth in north Canberra, there will be demand for an additional 5,700m² of supermarket space in 2010, increasing to 8,100m² by 2017. This is interpreted as a suggestion that north Canberra can support two or three additional full line supermarkets by 2017 (p82).

The stated intent for identifying 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 as part of the framework study:

- a major full line supermarket with a gross floor area of about 4,000m² plus speciality retailing
- a smaller supermarket with a gross floor area of about 1,500m² to 2,000m².

The framework study has considered several options for locating new supermarket facilities at Dickson. The assessment concluded that a new supermarket(s) should be located within the existing retail core area (land zoned CZ1) in order to support existing retail activity, *especially independent retailers*.

Intended development parameters for the proposed retail development on Block 21 are that the development will face the retail core with service access to be provided from Antill Street; development capacity would be dictated by the requirement to provide car parking within a multi-level basement; and the scale of a large supermarket building will be humanised by the provision of speciality retail outlets and active frontages to the public domain.

Responses to the vision and concept plan for the Dickson Centre

In order to respond to the proposals and concepts of the Framework study, CQRl provides the following comments under subject headings.

1. New retail development and supermarket site

Privatisation of existing car park

The most significant issue for CQR, arising from the Framework concepts, is the effective privatisation of what is currently, and was envisaged in the original planning of the centre to be, a public car park (Block 21 Section 30).

Once the public car park becomes integrated with a privately leased site and development, the control of that site, including hours of opening, security, access, time limits and charging regimes etc, is at the discretion of the lessee. This situation has obvious risks for the viability of the continued operation of the supermarket, and centre generally, especially for all retailers trading extended hours.

There is no consideration or lateral thinking evident in the analysis of location options for new supermarket sites; or the opportunity presented by the current need for Woolworths to re-establish a larger format supermarket at Dickson, and the related need to redevelop and upgrade the retail facility (supermarket) currently provided on Block 31. A joint venture or similar development partnering approach to facilitating the location of a new Woolworths supermarket on Block 21, would release Block 31 for a smaller supermarket and new retail tenancies. CQR, as owners of Block 31, would welcome approaches from ACTPLA to pursue such an arrangement.

The redevelopment of Block 31 could resolve some of the physical/structural deficiencies of the western end of the centre, allowing the southern laneway to be widened. The redevelopment of Block 31 (as suggested) would achieve the stated objectives for satisfying retail demand, particularly since Block 2 Section 32 (Perin Group) may also be the subject of a supermarket proposal in the near future.

It is noted that Figure 10 – Schematic Plan – shows access to the travelator notionally within the public domain. However, such a location potentially impacts on the continued provision of convenient access to the existing Woolworths entry. CQR's concern will be to ensure that this access remains open to the

public on a twenty-four hour basis each day of the week. However such a level of access is at significant risk, given that the basement car park will be on privately leased land. It is most unclear as to the obligations, if any, to be imposed on the lessee to address issues such as ensuring an appropriate level of access for the public (vehicular and pedestrian), management of time limits, imposition and collection of parking charges, safety, security and general maintenance.

Assuming that contractual obligations are intended to be imposed, it is unclear how these would be pragmatically given effect. The simple inclusion of conditions in the crown lease is unlikely to prove effective. Administration of leases is the responsibility of the ACT Planning and Land Authority for whom oversight of contractual arrangements of this nature is not core business.

2. Removal of car parking on Block 20 Section 34 (Tradies Car Park)

The Dickson Centre Concept Plan shows the removal of this car park and places a pedestrian link, open space and new development over the existing car park. This car park currently provides an alternative, publicly accessible car park for customers of Woolworths supermarket, as well as to other retail outlets located at the southern end of the Dickson Centre.

The ACT Government seems to be contemplating a redevelopment "deal" with the Tradesmen's Club through the written *Strategy6 – Allow the centre to grow*.

Amalgamate Block 20 Section 34 with Blocks 28 and 29 Section 34 in the event that Blocks 28 and 29 are redeveloped subject to:

- *The public parking on Block 20 being replaced*
- *Establishment of new vehicular and pedestrian connections through Blocks 28 and 20*
- *A 5 m setback to Badham Street and Block 25 (pedestrian walkway).*
- *The development of an open space at the intersection of Badham Street and Dickson Place*

It is noted that there is no indication of the management strategy or program for removal of the existing parking and its replacement. We further note that while there is reference to the public parking being replaced there is no overt reference to an overall increase in parking to accommodate both existing capacity and future demand. The quantum and means of accommodating replacement car parking should be finalised before any redevelopment occurs that may increase overall parking demand.

3. Parking demand and supply

The Framework highlights a number of 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.*

The Framework suggested two methods demand could be met:

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

CQR is in agreement with the statement that parking affects the competitiveness and attractiveness of centres and the intent of the related strategy to balance public transport use with the desire for ample accessible parking in the centre. However, with supermarkets, the majority of customers find it convenient to use private vehicles for conveying their weekly grocery purchases. Customers without access to private vehicles, tend to use taxis to transport their shopping to home. Accordingly, the availability of convenient car parking is an essential component to the viability and operation of a retail centre.

In our experience as owners, managers and developers of supermarket anchored centres, it is continually proven that the provision of on-grade carparking (rather than basement or multi storey) is significantly preferred by customers. Through the maintenance of an efficient and easily accessible on grade carpark, the viability of the retail centre is maintained.

The ACT Government has raised the prospect of parking contribution schemes for commercial centres in Canberra, over many years. However, such a scheme has yet to be instituted anywhere in Canberra. The suggestion of providing a "parking bank" is considered to be equally uncertain and as yet, untried or untested in Canberra.

4. Proposed multi level car park on Block 19 Section 30

Block 19 Section 30 was originally intended to be maintained as a surface car park. However, an addendum to the framework recommends that it be used as a multi-storey car park to accommodate the loss of parking from Block 21 Section 30. This car park location is at the furthest distance from the existing Woolworths supermarket, of all the currently available on site car parks at Dickson. This presents logistic concerns, particularly for elderly and less mobile customers, who would need to push trolleys a greater distance to this carpark, including the need to negotiate lift access.

The intended parking management strategy is to require the provision of a multi level car parking structure on Block 19, prior to the commencement of any development on Block 21. The required car parking provision is given as 114 car spaces (to replace existing surface capacity) and a further 153 spaces, being the current requirement for a supermarket of 3055m². However, the Territory's intentions with regard to the provision of a shortfall of 84 spaces (from total available on Block 21) has not been revealed. This will have an immediate impact on customers and businesses at Dickson, once construction commences on Block 21.

Of particular concern to CQR is the intended staging processes for the removal and replacement of public car parking spaces. Any reduction in the current levels of convenient and available spaces for supermarket customers, would be exceedingly detrimental to the continued operation and commercial performance of the Woolworths supermarket.

5. Proposed Direct Sale of part Block 20 Section 30

A suggested action of the framework report is to support the direct grant of part of Block 20 Section 30, to the lessees of Block 10 Section 30 (Harris Scarf department store) *to facilitate expansion of the secondary retail anchor, if sought, provided that the location of the public toilets, bus shelter and electrical substation is resolved.*

Similar to the suggested direct dealing with the Canberra Tradesmens' Club in relation to the adjacent surface car park on Block 20 Section 34, the Framework proposals are likely to create an inequitable situation, providing significant benefits to some existing lessees, more than others.

6. Increase to building heights, densities and new residential development

An increased level of intensity is proposed through opportunities to increase maximum building heights, within the retail core and surrounding sections. The potential for increased building heights within the retail core is modest – up to three storeys. In the Woolley Street precinct, the scale of redeveloped buildings could be six storeys, in locations where public areas would not be overshadowed.

In order to encourage the redevelopment of older building stock, the proposed increases in height are supported, to ensure the viability of new development and the provision of all parking generated by each new development, within basement levels.

Opportunities to provide intensified mixed use developments, including residential uses, are supported in order to improve and sustain the diversity of retail businesses at Dickson.

New six storey mixed use developments could significantly increase demand for car parking from new residents and employees. Accordingly, the final parking strategy for the Dickson Centre, including alternative mechanisms for parking provision, will need to be adequately addressed and resolved by the ACT Government, prior to approving more intensive forms of development at the Dickson Centre.

7. Other comments on framework concepts

Enhanced pedestrian movement systems

There is currently poor legibility of pedestrian and cycle routes through Dickson with the western commercial and food precincts not well connected with the retail core and community facilities – east-west movement is not effective or formal. The Framework promotes mid-block pedestrian connections to be included in redevelopment proposals to increase permeability and access throughout the Centre.

The suggested improvements, particularly between Northbourne Avenue -Challis-Woolley-Badham Streets, are likely to enhance the prominence of the retail frontages to Block 31, and are therefore supported by CQR.

Public Transport

The ACT Strategic Public Transport Network Plan proposes a new bus station to be located at Dickson, linked to new park-and-ride initiatives for sites between Gungahlin and the City Centre. This is the subject of a current design brief and all three possible locations for the bus station are between Challis Street and Northbourne Avenue.

The proposed bus station on Challis Street is likely to provide a range of increased benefits to existing retail businesses at Dickson. In addition, improved access to public transport services at this location is likely to result in less demand for long stay car parking, thereby increasing the availability of parking for supermarket customers.

Improvements to the public realm

Increased opportunities to improve the existing open air and inward focussed pedestrian environment of the Dickson Centre, is supported by CQR. This is the essential and unique physical character of the Dickson Centre and should not be compromised by any new developments. The improvement to legibility and visibility of pedestrian routes to the retail core, in the vicinity of Block 24 (McDonalds) is also supported, with the concurrence of the affected lessee. However, CQR's support is tempered by the need to retain a convenient set down and pick up area, including taxi services, for supermarket customers. This is considered to essential to the efficient operation of as Woolworths or any other supermarket.

Conclusion and Summary of Concerns / Comments

To conclude, CQR's position with respect to the proposals and concepts of the Framework study is summarised as follows:

- Concepts and strategies for the provision of a new retail development and full-line supermarket on Block 21, ignores the opportunity to encourage the relocation of Woolworths to a contemporary facility, thereby releasing Block 31 for redevelopment and provision of a second, smaller supermarket and potentially a range of smaller retail offers.
- Removal of the existing vehicle set down/pick up facilities at the frontage of Block 31, would be detrimental to the existing operation of Woolworths supermarket, and would provide an unfair advantage to the proposed new supermarket development on Block 21.
- The intended removal and replacement of convenient public parking within new private developments, provides an unacceptable level of risk and uncertainty for the operator of the supermarket on Block 31 (currently Woolworths) in terms of access, security, maintenance, costs. The replacement of all on-grade parking with a basement or deck carpark is not considered to be an acceptable comparison, and existing retailers will suffer as a result.
- Removal of the southern public car park (The Tradie's Club car park) should not be contemplated prior to determination of a car parking strategy which maintains the *status quo* of existing public car spaces, in convenient locations to the existing Woolworths supermarket and other retail businesses within the Centre.
- The proposed multi level car park on Block 19 is not supported as an alternative to at grade parking currently available on either Block 21 Section 30 or Block 20 Section 34.

Yours sincerely,


Senior Development Manager

Dengate, Clinton

From: [REDACTED]@purdon.com.au>
Sent: Wednesday, 10 November 2010 11:20 AM
To: Seagrott, Helena
Subject: RE: Dickson Centre - Stakeholders

Hi Helena

Yes, [REDACTED] is the lessee of 4/30. I will check my records re the block [REDACTED] leases as it is not in my diary but I recall it is one of the blocks in the service trades area in the area around Woolley and Badham.

Will get back to you.

[REDACTED]

[REDACTED]
Purdon Associates
Ph: 02 6257 1511
Fax: 02 6248 8347
Email: [REDACTED]@purdon.com.au

>>> "Seagrott, Helena" <Helena.Seagrott@act.gov.au> 09-Nov-10 4:17:33 pm >>>
Hi [REDACTED]

All looks good. Just two questions:

- 1) please confirm [REDACTED] is the lessee for Block 4 Section 30; and
- 2) What Block is [REDACTED] associated with?

Hope you had a safe trip to Sydney.

Cheers
Helena

Helena Seagrott
Urban Planner / Urban Designer | Design Policy
p 6205 4965 | e helena.seagrott@act.gov.au | web www.actpla.act.gov.au

From: [REDACTED]@purdon.com.au]
Sent: Monday, 8 November 2010 3:05 PM
To: Seagrott, Helena
Subject: Re: Dickson Centre - Stakeholders

Hi Helena

We spoke with the following:

[REDACTED] (Shell station and land at south of centre)
[REDACTED] (for Coles)
[REDACTED] (Coles)
[REDACTED] (Harris Scarfe)

[REDACTED] (lessee)
Representatives of the Tradies Club
[REDACTED] (Macquarie Countrywide)
Representatives of woolies (I have not been able to find their details)

I am off to Sydney this afternoon but will ring to check if this is OK

[REDACTED]

[REDACTED]
Purdon Associates
Ph: 02 6257 1511
Fax: 02 6248 8347
Email: [REDACTED]@purdon.com.au

>>> "Seagrott, Helena" <Helena.Seagrott@act.gov.au> 05-Nov-10 3:31 pm >>>

Hi [REDACTED]

As discussed, can you please confirm that these are the organisations you spoke with?

Cheers
Helena

Helena Seagrott

Urban Planner / Urban Designer | Design Policy
p 6205 4965 | e helena.seagrott@act.gov.au | web www.actpla.act.gov.au



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Dengate, Clinton

From: Seagrott, Helena
Sent: Wednesday, 21 September 2011 12:29 PM
To: [REDACTED]
Cc: Egle, Craig; [REDACTED]; Riches, Ben; [REDACTED]
Subject: Kambah, Erindale and Dickson

David

As requested, please find below comments on each of the plans presented by Riverview Group at the meeting on Wednesday 14 September 2011.

Attendees:

- [REDACTED] – Riverview Group
- [REDACTED] - Coles
- [REDACTED] – Cox Architects
- [REDACTED] – AECOM (was present for discussion on Dickson only)
- Craig Egle - ESDD
- Helena Seagrott - ESDD
- Ben Riches – ESDD (was present for discussion on Kambah only)

Note:

- ESDD appreciates that Riverview Group/Cox Architects are preparing plans for the purposes of introducing supermarkets (being Coles) into each of these centres.
- ESDD are in the process of preparing a master plan for each of these centres that are based on consultation, meetings with stakeholders, interagency advice and feedback from specialists on economics, infrastructure, traffic, transport, parking and community facilities. The master planning process takes into consideration a much broader range of issues, concerns and factors than the plans prepared by Riverview Group/Cox Architects.
- [REDACTED]
- Whilst ESDD are able to discuss the plans provided by Riverview Group/Cox Architects in principle these plans do not necessarily sit within the master plans, particularly given they are in draft stage and have not being endorsed by Government.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dickson

- Did not discuss the design presented by Riverview Group for Block 21 Section 30. The design has not changed since Riverview Group/Cox's meeting with ESDD on 1 July 2011. ESDD has previously provided comments on this design for Block 21 in respect to master plan intent.
- [REDACTED] advised:
 - Of discussions being held with Tradies regarding possibility of putting a temporary double deck car park on Block 20 Section 34. Helena advised that this is a matter for discussion with EDD and is outside the scope of the master plan.
 - Macro Plan Australia are to complete a retail analysis. [REDACTED] will forward to Design Policy week starting 19/09/11.
 - [REDACTED] is responsible for traffic analysis and is further investigating access to the proposed building's basement car park for Block 21 Section 30 and if "Dickson Lane" will be one way or two ways.

- Once Riverview Group confirms tenants for their proposed building for Block 21 Section and traffic and retail analysis is complete Riverview Group will contact EDD about consulting with tenants and lessees in the Dickson centre retail core area (Section 30).
- The master plan project team had nothing further to add.

Cheers
Helena

Helena Seagrott

Urban planner / designer | p: 02 6205 4965

Design Policy | Strategic City Planning and Design

Environment and Sustainable Development Directorate | **ACT Government**

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 | www.actpla.act.gov.au

Dengate, Clinton

From: Seagrott, Helena
Sent: Wednesday, 16 November 2011 9:51 AM
To: Mundy, Graham
Subject: RE: CONFIDENTIAL Dickson Tradies decision

Thanks Graham, for the update.

Helena Seagrott | Urban planner/designer

Phone 02 6205 4965

Strategic City Planning and Design | Environment and Sustainable Development | **ACT Government**

Macarthur House, Level 2 Annexe, 12 Wattle Street, Lyneham | GPO Box 1908 Canberra ACT 2601 | www.environment.act.gov.au

From: Mundy, Graham
Sent: Wednesday, 16 November 2011 8:03 AM
To: Seagrott, Helena
Subject: FW: CONFIDENTIAL Dickson Tradies decision

Helena

Please see the e-mail below from Ross McKay advising [REDACTED].

Cheers

Graham

From: McKay, Ross
Sent: Tuesday, 15 November 2011 2:06 PM
To: Mundy, Graham
Subject: Fw: CONFIDENTIAL Dickson Tradies decision

Graham, I suggest we cancel this afternoon's meeting given the direction we are heading in as set out below
Ross

From: Peters, Clint
Sent: Monday, November 14, 2011 05:13 PM
To: McKay, Ross
Subject: RE: CONFIDENTIAL Dickson Tradies decision

Ross,

I have agree with what you have proposed below, I have nothing further to add at this point.

Keep me in the loop on this one, I am keen to understand how it progresses.

Regards,

Clint Peters | Director
Sales | Marketing | Estate Management.

Phone: 02 6205 2461 | Fax: 02 6207 5101 | Mobile: 0411 449 771

Land Development Agency | Economic Development Directorate | ACT Government

Level 6 TransACT House, 470 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | Web:
www.lda.act.gov.au

From: McKay, Ross


Sent: Monday, 14 November 2011 4:38 PM

To: Peters, Clint

Subject: CONFIDENTIAL Dickson Tradies decision

Importance: High

Clint,

Further to our conversation, is there anything that should be added to the advice provided to 



Ross McKay | Director | Sustainable Land Strategy |
T: 02 62050675 | F: 02 62054835 | M: 0409469645
[Economic Development Directorate | ACT Government](http://www.economicdevelopment.act.gov.au)

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