

Dickson Centre Planning Study

Are you completing this survey on behalf of yourself or an organisation?			Response Percent	Response Count
Myself	<input checked="" type="checkbox"/>		95.5%	84
Organisation	<input type="checkbox"/>		4.5%	4
Please indicate your organisation's name.				4
<i>answered question</i>				88
<i>skipped question</i>				4

Please indicate your organisation's name.		
1	Blue Gum Community School	Aug 18, 2009 1:48 AM
2	ACT Property Group	Aug 19, 2009 1:47 AM
3	The G-Gungahlin	Aug 25, 2009 5:41 AM
4	book passion	Aug 30, 2009 10:14 AM

Dickson Centre Planning Study

What suburb do you live in?		Response Count
		92
<i>answered question</i>		92
<i>skipped question</i>		0

Response Text		
1	Spence	Aug 11, 2009 11:59 PM
2	forrest	Aug 12, 2009 12:00 AM
3	forrest	Aug 12, 2009 12:03 AM
4	Dickson	Aug 12, 2009 12:23 AM
5	Dickson	Aug 12, 2009 2:51 AM
6	Watson	Aug 12, 2009 3:52 AM
7	-	Aug 12, 2009 3:56 AM
8	Dickson	Aug 12, 2009 4:01 AM
9	Carlingford	Aug 12, 2009 4:02 AM
10	City	Aug 12, 2009 5:52 AM
11	Ainslie	Aug 12, 2009 7:44 AM
12	Dickson	Aug 12, 2009 9:00 AM
13	Campbell	Aug 12, 2009 9:05 AM
14	Dickson	Aug 12, 2009 9:17 AM
15	watson	Aug 12, 2009 12:17 PM
16	Downer	Aug 12, 2009 12:19 PM
17	Downer	Aug 12, 2009 11:06 PM
18	Hackett	Aug 13, 2009 2:21 AM
19	Downer	Aug 13, 2009 5:54 AM
20	O'Connor	Aug 13, 2009 11:23 AM
21	Downer	Aug 14, 2009 12:35 AM
22	Downer	Aug 14, 2009 7:22 AM
23	Downer	Aug 16, 2009 7:41 AM
24	Dickson	Aug 16, 2009 11:49 AM
25	dickson	Aug 16, 2009 11:13 PM
26	Downer	Aug 17, 2009 1:07 AM
27	Cook	Aug 17, 2009 1:45 AM
28	Flynn	Aug 17, 2009 3:17 AM
29	Hackett	Aug 17, 2009 5:14 AM
30	hackett	Aug 17, 2009 9:24 PM
31	Dickson	Aug 18, 2009 1:48 AM
32	dickson	Aug 18, 2009 4:49 AM

Response Text		
33	Watson	Aug 18, 2009 5:57 AM
34	Downer	Aug 18, 2009 5:58 AM
35	Dickson	Aug 18, 2009 6:41 AM
36	Watson	Aug 18, 2009 9:30 AM
37	Hackett	Aug 18, 2009 10:25 AM
38	Dickson	Aug 18, 2009 12:03 PM
39	Fyshwick	Aug 19, 2009 1:47 AM
40	Ainslie	Aug 19, 2009 2:10 PM
41	Downer	Aug 20, 2009 1:17 AM
42	Downer	Aug 20, 2009 2:15 AM
43	O'Connor	Aug 20, 2009 10:26 AM
44	Lyneham	Aug 20, 2009 11:20 AM
45	Turner	Aug 20, 2009 12:00 PM
46	O'Connor	Aug 20, 2009 1:20 PM
47	Watson	Aug 20, 2009 10:27 PM
48	HACKETT	Aug 20, 2009 10:46 PM
49	O'Connor	Aug 20, 2009 10:48 PM
50	Kaleen	Aug 20, 2009 10:50 PM
51	Downer	Aug 20, 2009 11:22 PM
52	braddon	Aug 20, 2009 11:25 PM
53	Ainslie	Aug 20, 2009 11:38 PM
54	North Lyneham	Aug 21, 2009 1:25 AM
55	inner Downer - across Antill St from Dickson	Aug 21, 2009 4:26 AM
56	Nicholls	Aug 22, 2009 12:17 PM
57	Downer	Aug 23, 2009 1:34 AM
58	Kingston	Aug 24, 2009 1:00 AM
59	ainslie	Aug 24, 2009 2:36 AM
60	TURNER	Aug 24, 2009 6:03 AM
61	Watson	Aug 24, 2009 10:05 PM
62	Downer	Aug 25, 2009 4:22 AM
63	Gungahlin	Aug 25, 2009 5:41 AM
64	O'Connor	Aug 25, 2009 7:15 AM
65	Lyneham	Aug 25, 2009 11:25 AM
66	Dickson	Aug 25, 2009 11:50 AM
67	Dickson	Aug 26, 2009 3:11 AM
68	Dickson	Aug 26, 2009 4:50 AM
69	Downer	Aug 26, 2009 8:00 AM
70	Turner	Aug 26, 2009 12:29 PM
71	Dickson	Aug 27, 2009 12:05 AM
72	Watson	Aug 27, 2009 5:44 AM
73	Downer	Aug 27, 2009 12:27 PM
74	Watson	Aug 27, 2009 10:08 PM
75	Chapman	Aug 30, 2009 10:14 AM
76	Dickson	Aug 31, 2009 5:41 AM
77	Macquarie	Aug 31, 2009 9:54 AM


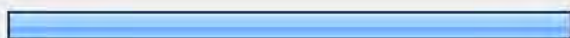
Response Text		
78	Ainslie	Sep 2, 2009 2:05 AM
79	Hackett	Sep 2, 2009 4:09 AM
80	Downer	Sep 3, 2009 10:37 PM
81	North Lyneham	Sep 4, 2009 1:31 AM
82	watson	Sep 4, 2009 10:59 AM
83	Palmerston	Sep 7, 2009 1:37 AM
84	ARanda	Sep 8, 2009 4:23 AM
85	Dickson	Sep 8, 2009 9:55 AM
86	Ainslie	Sep 8, 2009 11:06 PM
87	Reid	Sep 9, 2009 1:50 AM
88	Aislie	Sep 9, 2009 3:19 AM
89	Downer	Sep 12, 2009 9:57 AM
90	downer	Sep 13, 2009 5:42 AM
91	Downer	Sep 20, 2009 6:01 AM
92	Dickson	Sep 20, 2009 6:23 AM

Dickson Centre Planning Study

Do you shop and/or use the services in the Dickson group centre?			Response Percent	Response Count
Yes	<input checked="" type="checkbox"/>		96.5%	83
No	<input type="checkbox"/>		3.5%	3
Other (please specify)				3
			<i>answered question</i>	86
			<i>skipped question</i>	6



Other (please specify)		
1	you might like to know which of these I use	Aug 12, 2009 12:03 AM
2	doctors and medical shop socialise	Aug 17, 2009 9:24 PM
3	I will be moving there in March 2010	Aug 24, 2009 1:00 AM

Dickson Centre Planning Study

Do you work in the Dickson group centre?			Response Percent	Response Count
Yes			13.3%	11
No			86.7%	72
Other (please specify)				2
			<i>answered question</i>	83
			<i>skipped question</i>	9

Other (please specify)		
1	nearby	Aug 18, 2009 1:48 AM
2	I used to work there	Aug 24, 2009 1:00 AM

Dickson Centre Planning Study

Would you like ACTPLA to email you updates on the Dickson Centre Planning Study?			Response Percent	Response Count
Yes			59.3%	51
No			40.7%	35
If yes, please type your email address				43
answered question				86
skipped question				6

If yes, please type your email address		
1	[REDACTED]	Aug 12, 2009 2:51 AM
2	[REDACTED]	Aug 12, 2009 3:52 AM
3	[REDACTED]	Aug 12, 2009 4:01 AM
4	[REDACTED]	Aug 12, 2009 4:02 AM
5	[REDACTED]	Aug 12, 2009 7:44 AM
6	[REDACTED]	Aug 12, 2009 9:00 AM
7	[REDACTED]	Aug 12, 2009 9:17 AM
8	[REDACTED]	Aug 12, 2009 11:06 PM
9	[REDACTED]	Aug 13, 2009 2:21 AM
10	[REDACTED]	Aug 13, 2009 11:23 AM
11	[REDACTED]	Aug 14, 2009 7:22 AM
12	[REDACTED]	Aug 16, 2009 7:41 AM
13	[REDACTED]	Aug 16, 2009 11:49 AM
14	[REDACTED]	Aug 17, 2009 1:07 AM
15	[REDACTED]	Aug 17, 2009 3:17 AM
16	[REDACTED]	Aug 17, 2009 5:14 AM
17	[REDACTED]	Aug 18, 2009 1:48 AM
18	[REDACTED]	Aug 18, 2009 5:58 AM
19	[REDACTED]	Aug 18, 2009 9:30 AM
20	[REDACTED]	Aug 19, 2009 1:47 AM
21	[REDACTED]	Aug 20, 2009 2:15 AM
22	[REDACTED]	Aug 20, 2009 10:27 PM
23	[REDACTED]	Aug 20, 2009 11:22 PM
24	[REDACTED]	Aug 23, 2009 1:34 AM
25	[REDACTED]	Aug 24, 2009 1:00 AM
26	[REDACTED]	Aug 24, 2009 2:36 AM
27	[REDACTED]	Aug 24, 2009 10:05 PM
28	[REDACTED]	Aug 25, 2009 4:22 AM

If yes, please type your email address

29		Aug 25, 2009 5:41 AM
30		Aug 25, 2009 7:15 AM
31		Aug 25, 2009 11:25 AM
32		Aug 26, 2009 3:11 AM
33		Aug 26, 2009 4:50 AM
34		Aug 26, 2009 12:29 PM
35		Aug 27, 2009 12:05 AM
36		Aug 27, 2009 10:08 PM
37		Aug 30, 2009 10:14 AM
38		Sep 3, 2009 10:37 PM
39		Sep 8, 2009 4:23 AM
40		Sep 8, 2009 11:06 PM
41		Sep 9, 2009 1:50 AM
42		Sep 20, 2009 6:01 AM
43		Sep 20, 2009 6:23 AM

Dickson Centre Planning Study

Do you see any current or potential issues relating to public transport in Dickson group centre?		
		Response Count
		45
<i>answered question</i>		45
<i>skipped question</i>		47

Response Text		
1	test	Aug 12, 2009 12:23 AM
2	There already are issues with public Transport in Dickson. It takes 45-50 mins to on the No 2 & 6 services to get from Dickson to Barton. Needs new central bus stop, more direct services for people to commuting to the Inner South would	Aug 12, 2009 4:10 AM
3	No.	Aug 12, 2009 5:56 AM
4	Dickson should be a hub between civic and beloconnen - encourage fewer cars, esp. around Chinatown.	Aug 12, 2009 9:20 AM
5	There is limited disabled parking outside of the major parking areas.	Aug 12, 2009 11:10 PM
6	the bus station isn't central to the hub of the centre	Aug 13, 2009 4:41 AM
7	The main bus stop at Dickson shops and taxi rank is not centrally located. There is nto a keen pedestrian link from Northbourne Ave- a main transport route and the shops.	Aug 13, 2009 6:09 AM
8	I think the bus stop could be in a more convenient place than Cowper St.	Aug 13, 2009 11:26 AM
9	Ability of buses stop along Anthill St to collect/drop passengers. Cowper St is very busy - is this the best place for the main bus terminus? Will consideration be given to including Dickson in any future light rail route? If so we should be making allowances for this now.	Aug 14, 2009 7:41 AM
10	Possibly a more obvious bus stop area/transport hub? I don't use public transport, so I'm not sure what is at Dickson.	Aug 16, 2009 7:57 AM
11	No	Aug 17, 2009 3:37 AM
12	The current bus depot is pretty seedy and is not well connected to the shopping area, so that catching the bus doesn't seem like a practical option for shoppers.	Aug 17, 2009 4:44 AM
13	I think the bus stops/shelters are in dire need of a renovation! also more bicycle parking facilities right across the planning study are would be great.	Aug 17, 2009 5:39 AM
14	keep public transpt top priority. Many schools in area, youth, access to shops, medical hub, restaurants, POOL etc	Aug 17, 2009 9:43 PM
15	ACTION bus services can be erratic - at times, buses don't turn up when scheduled -disincentive to use public transport, despite our attempts to use public transport with our pre-school and school students (so that they're more likely to be public transport users in the future)	Aug 18, 2009 1:54 AM
16	Not enough parking. (I know - that's private transport but it's a fact)	Aug 18, 2009 6:00 AM
17	No	Aug 18, 2009 9:32 AM
18	no	Aug 18, 2009 12:12 PM
19	I can't believe that it takes me between 45 minutes and an hour to commute from Downer to Russell, or vice versa. It really makes the alternatives (car: 10 minutes, bike: 20 minutes) look very attractive.	Aug 20, 2009 4:25 AM

Response Text		
20	I don't generally use public transport	Aug 20, 2009 12:03 PM
21	Yes. The location of the main bus stops on Cowper Street seems to have an impact on traffic flow at busy times of the day. In addition, there is insufficient under cover seating for folk who are waiting for buses, whether at the Cowper Street stops or at the stops that are on Antill Street.	Aug 20, 2009 10:51 PM
22	Main bus stop should be upgraded - it's not particularly attractive	Aug 20, 2009 10:55 PM
23	A bus to ANU that doesn't involve transferring at Civic would be good.	Aug 20, 2009 11:27 PM
24	I currently don't use public transport to Dickson, but I might be encouraged by more frequent buses	Aug 20, 2009 11:42 PM
25	No Public transport is USELESS if you need to transport shopping or library books or go to the Medical Centre, so forget it and give us carparks!!!	Aug 21, 2009 4:29 AM
26	If Canberra gets a tram network, make trams operate in Dickson making the town centre look similar to those in Melbourne.	Aug 22, 2009 12:29 PM
27	Yes. The bus services to the south are inconvenient. The bus shelters need upgrading.	Aug 24, 2009 1:02 AM
28	Not enough public transport to Dickson	Aug 24, 2009 6:04 AM
29	-bus interchange on Challis St, that includes diversion of buses from Northborne Ave a VERY good idea	Aug 25, 2009 4:25 AM
30	No	Aug 25, 2009 5:42 AM
31	No	Aug 25, 2009 11:50 AM
32	Bus transport should with high frequency come into the heart of the Dickson group centre, so that it is a visible and viable option. A well designed, welcoming bus interchange should be part of this.	Aug 26, 2009 5:00 AM
33	- not enough parking for bikes.	Aug 26, 2009 8:01 AM
34	Accessible public transport is a must but do not create an interchange as it attracts vagrants (see Civic or Woden interchange).	Aug 26, 2009 12:33 PM
35	Not for me personally, as I walk or ride there.	Aug 27, 2009 12:07 AM
36	I think Dickson provides some unique opportunities to be the gateway to the city centre from the north. Park and ride. Get your dinner on the way home.	Aug 27, 2009 5:49 AM
37	Public transport is OK - except most of the good buses only go down Northbourne, so you have to walk a bit further to get to them (we live more towards the Hackett end of Downer).	Aug 27, 2009 12:35 PM
38	I think the taxi rank needs relocating to a more utilised area. In the evenings, the area is very quiet and dark, which can be concerning especially for older people. I would be concerned if the existing bus stop on Cowper St was relocated to Challis St, as I have heard suggested in a recent transport study, as I do not believe it would be as convenient to the shopping precinct. Most of the Wooley St area are restaurants.	Aug 27, 2009 10:20 PM
39	There should be more free parking available in the centre.	Aug 31, 2009 5:43 AM
40	No	Sep 3, 2009 10:44 PM
41	I am aware of the possible configurations for a Dickson interchange discussed in the McCormick Ranken Cagney report	Sep 8, 2009 4:27 AM
42	The Dickson centre is heavily trafficked at night, when public transport generally winds down. Public transport to and from Dickson should increase during its peak periods.	Sep 9, 2009 1:53 AM
43	Yes. The main terminal is perhaps best described as "uninviting" or squalid.	Sep 12, 2009 10:08 AM
44	There is not very good public transport from Downer to access the Northbourne Corridor. I haven't really tried to use the public transport very much.	Sep 13, 2009 5:48 AM
45	I don't use public transport much, but when I have, I have found the area around Dickson to be well serviced by buses	Sep 20, 2009 6:05 AM

Dickson Centre Planning Study

Do you see any current or potential issues affecting walking or cycling to and in the Dickson group centre?		
		Response Count
		51
<i>answered question</i>		51
<i>skipped question</i>		41

Response Text		
1	test	Aug 12, 2009 12:23 AM
2	better street lighting on approaches to Dickson, specifically Cowper street bike path	Aug 12, 2009 3:56 AM
3	Need to ensure enough pedestrian areas, especaily pedestrian only areas. Obviously looking at way that would get traffic moving around the centre would be good rather than through as is currently the case.	Aug 12, 2009 4:10 AM
4	No.	Aug 12, 2009 5:56 AM
5	This should be kept/made more accessible and enhanced, reduce number of cars.	Aug 12, 2009 9:20 AM
6	Main cycle path is heavily used. I often walk down to Dickson.	Aug 12, 2009 11:10 PM
7	Cycling access to Dickson centre is pretty good from Hackett but messy one there having to tangle with vehicles comming in and out of car parks.	Aug 13, 2009 2:45 AM
8	the bike path that runs behind dickson place doesn't connect to the shops very well	Aug 13, 2009 4:41 AM
9	As above. There is no clear pedestrian link from Northbourne Avenue to Dickson shops.	Aug 13, 2009 6:09 AM
10	No.	Aug 13, 2009 11:26 AM
11	Walking Crossing Anthill St difficult and sometimes dangerous by foot. Cowper street and area near bus terminus is very chaotic, too many pedestrian crossings, traffic lights that are poorly placed resulting in long delays for cars, buses, bikes and pedestrians. Badham Street seems to cut the whole area in half. Whoolley Street, supposedly a restaurant zone is far too busy and we could consider shutting some of it off to vehicle traffic (supported though by better parking)	Aug 14, 2009 7:41 AM
12	Need better + SAFER on road lanes on Antill St! Could do with more bike parking. Maybe block off some streets to cars and have a more pedestrian friendly area?	Aug 16, 2009 7:57 AM
13	The cycle path from Northbourne Ave to Dickson College carries a lot of pedestrian and cycle traffic and should be lit. The pedestrian crossing from the pool is dangerous--drivers seem feel that they've done their bit if they don't hit you: some traffic calming is needed.	Aug 16, 2009 11:59 AM
14	Yes--- Dickson shops are extremely poorly connected for cyclists and walkers, to surrounding suburbs. Furthermore cycling and walking within Dickson shopping centre is unpleasant and difficult.	Aug 17, 2009 1:13 AM
15	The cycle path can be a dangerous place, particularly at night and on the weekends.	Aug 17, 2009 3:37 AM

Response Text		
16	Shops could be more cycle-friendly, particularly the Chinatown end.	Aug 17, 2009 4:44 AM
17	there is a general need to enhance lighting/warning signals on most pedestrian crossings in the busier suburbs of Canberra and Dickson is no exception.	Aug 17, 2009 5:39 AM
18	Keep cycle paths and open areas with trees. Bike racks essential	Aug 17, 2009 9:43 PM
19	Our pre-school likes to walk into the Dickson group centre (e.g. for the library) on a regular basis. However, we need to have a safe access route - otherwise we have to have such a high staff:student ratio as to make such trips unworkable.	Aug 18, 2009 1:54 AM
20	Cycling around Dickson is chaos. Very dangerous where Northbourne on-road bike path crosses Antill st. Many walking areas are badly lit at night.	Aug 18, 2009 6:00 AM
21	No	Aug 18, 2009 9:32 AM
22	It is unclear who has the right of way (vehicles or pedestrians) at the driveway in front of Safeway/Woolworths.	Aug 18, 2009 12:12 PM
23	<p>Yes.</p> <p>Cycling - On-Road Cycle Lanes ----- Access by bike to the Dickson group centre from the south along Cowper St is not ideal. There is a cycle lane from Majura Ave north along Cowper St, but it disappears prior to reaching the group centre. On-road cycling along Antill St is generally fantastic - east of the group centre there is plenty of room for bikes, even (generally) without dedicated bike lanes. In the busy area between Northborne Ave and Cowper Sts there is less room on the road and a number of squeeze points. Fixing these issues would provide a lovely feeder route into the Dickson to Woden cycle lane.</p> <p>Multi-use Offroad paths ----- The Sullivans Creek cycle path is a great resource for those wanting a nice walking, cycle or skating route off-road. This path is of generally good quality, but it is important for access to the group centre for this path to be maintained at a high standard.</p> <p>Footpath access ----- Footpath access to and within the Dickson group centre is generally very good. The width of the footpath outside the Dickson Tradies Club on Badham St, and outside the Cape St Centre leave a bit to be desired.</p>	Aug 20, 2009 4:25 AM
24	I think cycling facilities in the actual centre should be improved, with either clearly marked bike lanes on the roads or dedicated cycleways. Cycling to and from Dickson is great, but actually getting around is quite dangerous as you're either on the footpath which is very narrow in places, or on the roads with lots of cars pulling out backwards and nearly missing you.	Aug 20, 2009 12:03 PM
25	The bikepath from Challis Street to Cowper Street behind the Cape Street shops is in very bad condition. It is pretty unsafe to ride your bike at normal speed.	Aug 20, 2009 10:30 PM
26	Cycling in the carparks is liking taking your life into your own hands but I suspect that is more to do with motorist inattention than any particular flaws with the parking lots. Some proper cycle lanes on Cowper Street, Antill Street, Cape Street and Woolley Street would be handy. Alternatively given the character of Woolley street (loads of restaurants etc) it might be worth considering turning that whole area into a pedestrian/cyclist precinct and move the cars further away.	Aug 20, 2009 10:51 PM
27	Linking the east and west parts (shopping and dining) so it is easier to walk from one part to the other would be good - too many roads dividing up the shopping/dining precincts	Aug 20, 2009 10:55 PM
28	A lot of kids travel to/from Southwell Park - an overpass over Northbourne Ave ??	Aug 20, 2009 11:27 PM
29	At present it is easy to get to Dickson by bicycle - there are bike lanes and bike paths leading to Dickson - however once in the centre of Dickson it is very confusing for cyclists to work out how to get safely to where they are going. There are no clear bike-safe routes inside the area. The amount of dedicated bicycle parking could also be increased - at present bikes are often chained up to signs, benches etc.	Aug 20, 2009 11:34 PM

Response Text		
30	Currently -- insufficient bicycle parking along Badham & Woolley Streets	Aug 20, 2009 11:42 PM
31	Yes, cyclists are a complete pest and should be made to stay ON THE BIKE PATH.	Aug 21, 2009 4:29 AM
32	No.	Aug 22, 2009 12:29 PM
33	No	Aug 24, 2009 1:02 AM
34	No	Aug 24, 2009 6:04 AM
35	More cycling securing places are required.	Aug 24, 2009 10:06 PM
36	-current cycleway along Mouat, across Northborne, onto Antill, abruptly ends at Challis - should be extended to Cowper and linked along Challis to one along drainage to Dickson College	Aug 25, 2009 4:25 AM
37	No	Aug 25, 2009 5:42 AM
38	Cycling in on the path from the South is good, but coming to/from Mouat st there is little choice but to ride on the roads, which tend to be busy. Not sure what could be done about this.	Aug 25, 2009 11:31 AM
39	Woolley Street is too wide - pavements should be widened further to intensify the pedestrianisation, with restaurants and cafes to spill out further into the space, on street parking reduced on Woolley Street, plenty of bike stalls for locking up bikes	Aug 26, 2009 5:00 AM
40	cars go too fast around the centre	Aug 26, 2009 8:01 AM
41	Cycle paths should be included and widened. Dickson has a large number of both pedestrians and cyclists and they currently must share one narrow path southbound.	Aug 26, 2009 12:33 PM
42	Traffic can be quite haphazard - I've been struck by a car twice since I've lived in the area.	Aug 27, 2009 12:07 AM
43	No	Aug 27, 2009 5:49 AM
44	Approaching by bicycle from the north is OK but not brilliant - friendliest way is the pedestrian crossing from the pool side. But then you have to cycle through the mall, which is quite busy and with lots of street furniture, or through the carpark	Aug 27, 2009 12:35 PM
45	More safe areas to lock bicycles in well used areas required.	Aug 27, 2009 10:20 PM
46	The top end of Badham St cuts Dickson into two distinct areas. Crossing it is a distinct problem for pedestrians.	Sep 3, 2009 10:44 PM
47	Improved cycling infrastructure is needed for Dickson	Sep 8, 2009 4:27 AM
48	Yes. The pedestrian lights across Antill St are very slow to change and are regularly ignored by pedestrians and cyclists in particular but also by motorists on occasions. There needs to be greater policing of cyclists, if indeed there is any. At least one-third don't wear helmets and few dismount to cross major streets and some still insist on cycling around the entrance to shops. Many ignore red lights.	Sep 12, 2009 10:08 AM
49	It is tricky to get around, the roads all cross back overthemselves. There is no good path down Antil to Dickson on the left hand side. It is awkward getting across all the roads and corners if you want to access different parts of Dickson at the one time. E.g. if you want to go to a shop in wooley st, then to the post office, or something like that, you have to negotiate the traffice. There is a bike path behind Dickson, but coming from the Downer side of antil, it isn't a good option to use. I would not like to ride my bike up challis street, as cars are always zooming around. It is a bit crazy with the cars.	Sep 13, 2009 5:48 AM
50	The pedestrian lights crossing Antill st greatly help those walking or cycling to Dickson from Downer. The crossing on Cowper St near the pool seems to be heavily used and can slow down traffic moving along Antill.	Sep 20, 2009 6:05 AM
51	Cycling paths in the centre could be better.	Sep 20, 2009 6:27 AM

Dickson Centre Planning Study

What do you think the character of Dickson group centre should be? How do you think Dickson's character could be enhanced?		
		Response Count
		49
<i>answered question</i>		49
<i>skipped question</i>		43

Response Text		
1	test	Aug 12, 2009 12:23 AM
2	<p>The focus of the Dickson shopping precinct is focused on transactional behaviour, not lifestyle behaviour. This is an issue of both design and the nature of business undertaken in the precinct.</p> <p>Additionally, design of the shopping precinct can do with improvement - currently it does not encourage shoppers to migrate from eg Woolworths to the Harris Scarfe end of the precinct.</p> <p>The area around Cowper Street (Hudson's, Harris Scarfe) can be improved with additional capacity for night life activities (restaurants, cafe's).</p>	Aug 12, 2009 3:56 AM
3	Should open for pedestrain access, public transport and cycle, walking freindly. Have enough space for restureants, cafe's, incorpoarte high density accomidation. Hopefully this would make it a 'green' project that would encourage less car use and promote the benifits of inner city living as opposed to suburban sprail.	Aug 12, 2009 4:10 AM
4	Dickson is a great place for cafes and restaurants, and has the potential to be a good grocery shopping destination. Dickson needs more than one supermarket, and possibly more fruit and veg markets.	Aug 12, 2009 5:56 AM
5	Retain community focus, small, locally owned shops and small businesses. I don't want to see dickson become generic and full of chain stores.	Aug 12, 2009 9:20 AM
6	The character should reflect its 'china-town' status of Canberra and the alternative nature of the area - fresh organic food produce sellers and the like, and its location for coffee.	Aug 12, 2009 11:10 PM
7	I like being able to stroll around the night time restaurant precinct in Wooley St. I look forward to it being enhanced as a family pedestrian precinct while still having traffic flow through. More residential towers near by might encourage more growth and variety of services. Parking can be frustrating. I like having the library and swimming pool nearby and would like some competition to Wollies so they don't have 100m long lines at the checkouts.	Aug 13, 2009 2:45 AM
8	it should have a nice community feel, parts of dickson feel like they are forgotten, particularly the back of the shops along Dickson place. the area with the Tradies and The Garden centre should be integrated more into the overall Dickson shops area	Aug 13, 2009 4:41 AM
9	The character of Dickson as a restaurant hub is very valuable. The area could be enhanced with more open spare, and streerscaping- particularly on the western side of Dickson where there is limited public seating etc.	Aug 13, 2009 6:09 AM
10	More active streetscapes - turn the shopping centre "inside out" so that there are shopfronts along Dickson Place rather than the backs of shops.	Aug 13, 2009 11:26 AM

Response Text		
11	Casual dining and social atmosphere which strongly supports pedestrian use. Supermarkets and ugly service stations not the prime focus. Range of shopping and service options. Enhanced green spaces - cleaner spaces and better lighting.	Aug 14, 2009 7:41 AM
12	Cleanup and renew the restaurant/cafe areas to be more pleasant and people friendly. Stick to local small businesses, ie. avoid slabs of ghastly chain stores (like in Civic). Sometimes there appears to be the 'more is better' assumption for re-development. This should be avoided & there is already enough shopping in Civic, Fyshwick etc. Add more trees etc to the area. It would also be nice to clean up the Asian restaurant strip as that could be done up quite nicely.	Aug 16, 2009 7:57 AM
13	More amenity--- a pleasant place to hang out in, with interesting small shops and restaurants (though the supermarket(s) are important for people to, and need adequate convenient parking). Give priority to pedestrians and cyclists within the shopping centre, slow down cars and encourage parking on periphery. Encourage residential expansion (for example above shops and in apartments nearby).	Aug 17, 2009 1:13 AM
14	I think the character of Dickson has developed over many years based on the communities requirements. I dont think the 'character of Dickson' should be enhanced by removing sectors of the centre that dont fit the perceived needs of the future.	Aug 17, 2009 3:37 AM
15	Less car traffic. More outdoor dining and pedestrian friendly.	Aug 17, 2009 4:44 AM
16	I like the 'busy' feeling of Dickson group centre. The group centre should continue to provide all of the retail and community services that it currently does. Woolley Street has become a lively cafe/restaurant district in recent years, meanwhile there are some really nice courtyards in the 'main' shopping centre area near the post office/banks and Woolworths. I think the centres character could be enhanced by keeping the 'lively' street front feeling of Woolley Street and also keeping the pedestrian freindly spaces within the main shopping area as nice courtyards for relaxing at cafes etc. The best thing about Dickson group centre is the lively atmosphere that has developed over recent years (particularly in the forementioned street/courtyards), and the 'humble jumble' feeling of all the businesses particulary in Woolley street. I think adding 2 more levels of residential accommodation (bringing the average height to 4 levels) across the planning area would help to enhance the bustling 'busy' feel of Dickson group centre. The 3/4 level developent at the southern end of Woolley Street is a good example of how extra levels of apartments can be added above shops in this area and how this actually enhances the street scape and general amenity of the area.	Aug 17, 2009 5:39 AM
17	Multi cultural, Mix of activities restaurants, medical, shops, VIBRANT COLOURFUL SPIRIT REFLECTED IN THE PUBLIC ART AND STREET SCAPES. Green, sustainable, walk, bikes get out of cars OWN THE STREETS DAY AND NIGHT	Aug 17, 2009 9:43 PM
18	By ensuring it meets the requirements of a child-friendly city, it will be more welcoming to families who will spend time there so 'claim the space' as a space where they feel safe so more likely to return.	Aug 18, 2009 1:54 AM
19	More lively, more safe, less dodgy dark corners, more for kids, a park!!!	Aug 18, 2009 6:00 AM
20	I would like to see the character of Woolley St as Chinatown further developed. Maybe part of the street could be turned into a pedestrian only area by paving over the road, and the character of this area enhanced with large statues of Chinese lions standing astride Chinese gateways at either end of the street.	Aug 18, 2009 6:45 AM
21	Improve ugly buildings, particularly library. Extend Woolworths, or allow another large supermarket in the area	Aug 18, 2009 9:32 AM
22	The recent redevelopment of the Jamison Centre is a great example of a modern shopping district. the current lack of competition and dominance by Safeway/Woolworths at Dickson is a big turn off. The Dickson library and cafes are excellent, as is the diversity of restaurants.	Aug 18, 2009 12:12 PM

Response Text		
23	<p>When I was growing up in Belconnen, Dickson was where we came for a great dinner. This tradition is important and should continue. From a government perspective I think a pleasant pedestrian environment, and plentiful parking are the keys to ensure this continues. The few establishments that are able to offer alfresco dining in the area are very popular - and it would be great to see other restaurants able to offer the service.</p> <p>A better link/connection between the restaurant area around Woolley St and the shopping centre needs to be created.</p> <p>It is key to continue to the tradition of having fantastic restaurants along Woolley St.</p>	Aug 20, 2009 4:25 AM
24	I think Dickson is a great shopping centre. Some quieter areas and bike paths could do with more light though as they are quite dark at night and you don't feel very secure.	Aug 20, 2009 12:03 PM
25	The Dickson group centre should have an open character. Not enclosed like civic or belconnen.	Aug 20, 2009 10:30 PM
26	Woolly Street is starting to have really nice pavement vibe with all the restaurants and cafes. Getting rid of some of the cars and deepening the side walks would allow this vibe to develop further. Introduction of more gardens and trees would also make this space more attractive.	Aug 20, 2009 10:51 PM
27	More human friendly. Some of the building (Woolies, MacDonalds) are eyesores as is the street between the shopping precinct and the Tradies.	Aug 20, 2009 10:55 PM
28	Community, families. Build on the links to the many sporting facilities nearby. A playground near the library. Better links to pool and community facilities in the east.	Aug 20, 2009 11:27 PM
29	I love the outdoor, pedestrian-only feel of the area east of Woolworths. This area could be expanded at the expense of the car parks (a multi-storey car park instead?) Please don't turn Dickson into an indoor shopping mall. The outdoor spaces are why I like Canberra.	Aug 20, 2009 11:42 PM
30	A small suburban shopping centre for Dickson Downer ONLY. NOT a "hub". Majura and Harrison etc. need to go ELSEWHERE to shop .	Aug 21, 2009 4:29 AM
31	Dickson shopping centre should look similar to the town centres in Melbourne by adding a tram network. The centre can also be enhanced by making it have a Sydney feeling, such as having an indoor market, similar to Sydney's Paddy's markets. Finally and most important, the town centre should be the home for Canberra's Chinatown, I think that if a more traditional Chinese design, but also incorporated into Australian design, the centre would have more of a "Chinatown" feeling. By adding such things as an entry arch to the Chinatown and traditional Chinese street lamps, Dickson can be a great Chinatown.	Aug 22, 2009 12:29 PM
32	Dickson's character is diverse and interesting. This should be maintained, however the centre could do with more investment by businesses and an improvement of services. The centre of the suburb is currently the Woolworths shopping centre, which is not a desirable centre to have.	Aug 24, 2009 1:02 AM
33	Enhanced but not changed. Please do not put a big block building up like so many other suburbs have received where I have lived.	Aug 24, 2009 6:04 AM
34	Improving the ambience of the "square" dining area making more user friendly areas for outdoor dining	Aug 25, 2009 5:42 AM
35	must retain the diverse mix of businesses and residents, retain a diverse socio-economic mix, don't lose lower rent businesses, establish a small business incubator, establish art studios, increase residential density in the heart of the centre, reduce surface car-parking and use this space more efficiently, make sure the public infrastructure that is built is looked after and maintained, make sure the streets are kept tidy, deal with the awfully unsafe and unattractive Dickson Place	Aug 26, 2009 5:00 AM

Response Text		
36	more public spaces, grass, trees.	Aug 26, 2009 8:01 AM
37	In small clusters of owner occupied shops. A 'shopping center' feel must be avoided at all costs. Another supermarket is also a must. Aldi would be good because it does not detract from other small businesses (butcher, baker, chemist, newsagent etc...).	Aug 26, 2009 12:33 PM
38	Much more open with wider footpaths and places to park my bike. The Dickson Square area is quite claustrophobic.	Aug 27, 2009 12:07 AM
39	Retail, service with a real social flavour where you want to go and have dinner. Wooley street is a great example. Parking is abysmal though and is exactly why I try to avoid it.	Aug 27, 2009 5:49 AM
40	Asian grocers and restaurants are distinctive feature of Dickson, especially in the "street" half. Pedestrian mall area is higgledypiggledy and not that inviting - I find the shops kind of closed in on themselves, with a lot of shading in winter meaning the cafes are often not as warm as they could be.	Aug 27, 2009 12:35 PM
41	I like the Dickson area as it has developed,with stand alone shoping buildings connected by open, public spaces. I would hate to see any of it (re) developed into mall type space.	Aug 27, 2009 10:20 PM
42	It is a bit old and dated at the moment. A new supermarket would be beneficial, and also a playground for young children, as they do in other neighbourhood centres (eg. Gunghalin) and shopping centres.	Aug 31, 2009 5:43 AM
43	A better linking between Woolley St and Dickson Place. Currently they seem almost two different centres. This linkage needs to be both physical and perceptual	Sep 3, 2009 10:44 PM
44	Retention of its multicultural features and small specialist shops would be welcome	Sep 8, 2009 4:27 AM
45	Character is ok at present. A mix of dining choices. Woolworths should be relocated in order to stop dining traffic clashing with shopping traffic - these are two fundamentally different uses causing accessibility problems as they are accessed at the same time.	Sep 9, 2009 1:53 AM
46	I am looking forward to another supermarket to ease the current congestion. There certainly is no need for more cafes or restaurants.	Sep 12, 2009 10:08 AM
47	The character is a bit dodgy, cars hoon around because they quickly have to take opportunities to turn. It is hard to stop at dominos to pick up pizzas, the parking behind KFC is all pokey and inaccessible, it is a bit creepy walking around there when it starts to get dark, e.g. if you have to go to the pharmacy. The character that I like is that I see people around there who are part of the community, e.g. in the library, at the health centre, at the shops and post office etc. There is a good range of shops, but it is awkward getting around the roads both by foot and by car.	Sep 13, 2009 5:48 AM
48	The outdoor cafes within the shopping centre help bring a good atmosphere. The restaurants in Woolley St do this also.	Sep 20, 2009 6:05 AM
49	It should be a service and cultural hub for the inner north.	Sep 20, 2009 6:27 AM

Dickson Centre Planning Study

Do you have any other suggestions, issues or points to add about the Dickson Centre Planning Study?		
		Response Count
		34
<i>answered question</i>		34
<i>skipped question</i>		58

Response Text		
1	test	Aug 12, 2009 12:24 AM
2	<p>I'd encourage you to make a special point of inviting the local trade unions that have members working in the area. If you havent already. So that they can canvesse workers (and that those that live around the area) to encourage them to participate in your consultation if you are really serious about 'community consultation'. Worker make business work after all and we do buy what sold at local bussinesses. The LHMU has lots of members working a range of venues in the areas and the Community and Public Sector Union has members working at ACT Government and APS Government building in the immediate facinity (not to mention all those public servants who commute from Dickson to Civic, the Inner South and Woden for work).</p> <p>Thanks for the oppportunity for feed back.</p>	Aug 12, 2009 4:18 AM
3	<p>The current lack of competition for the Dickson Woolworths is a real problem. Dickson Woolworths has a very poor selection of groceries, the isles are crushed and the checkout lines are always excessively long, virtually every hour of the day. I suspect the poor quality service is related to the lack of competition, so it would be great if a Coles or similar opened in the Dickson Centre.</p>	Aug 12, 2009 5:58 AM
4	<p>Has a lot of potential if done the right way - don't turn into another mall (aka canberra centre or Gungahlin) and retain local, community focus.</p>	Aug 12, 2009 9:21 AM
5	<p>Access to an alternative major supermarket is the biggest suggestion. But I think enhancements like culturally relevant art to the areas 'china-town' status, covered walkways and giving the area more green/garden areas would be good.</p>	Aug 12, 2009 11:13 PM
6	<p>parts of the Dickson centre are really awful and run down, e.g: The back of the shops in Dickson Place, and the location of the dump bins in the loading zone off Dickson Place.</p> <p>The footpath on the corner of the Gym and The Garden is awful, it's a completely different levels.</p> <p>The area out the front of the library (with the shade sails) doesn't seem to ever have any real use.</p> <p>The businesses outside the general shopping centre seem excluded from the overall Dickson feel, The Garden and the gym particularly, the walkway next to the fruit shop ends nowhere, it would be better if there was some type of pedestrian crossing here maybe.</p> <p>The illustrations on the walls around the main bus stop are great though.</p> <p>Does Woolley street need to be so wide? Wouldn't it be great if the road wasn't as wide and there was outdoor seating for the restaurants? This could encourage some more trendy bars and cafes to open and Dickson could turn into a really vibrant kinda place.</p>	Aug 13, 2009 4:52 AM

Response Text		
7	<ul style="list-style-type: none"> - Less car parking to discourage drivers. - The whole of Whooley Street should be paved, so cars are discouraged and have to drive really slow. - more open space for office workers in their lunchtime etc. - more mixed use residential- with shops on the groundfloor, and apartments/offices on the top. - the party lights in the restaraunt district are awesome too. 	Aug 13, 2009 6:15 AM
8	There needs to be another supermarket at Dickson - the Woolworths is a joke. It is always busy, and is only one of two supermarkets in Canberra North (the other being in the City), which is hardly appropriate from a competition perspective. Perhaps there could be a direct land sale to Aldi, like was done in Holt / Conder.	Aug 13, 2009 11:28 AM
9	This will be our only opportunity to change this area for many many years. We should not shy away from making some difficult decision, especially relating to cars, parking and public transport.	Aug 14, 2009 7:44 AM
10	Don't rush it :-). Probably stick up a few signs around the shops etc to let users know what is planned for the area.	Aug 16, 2009 7:58 AM
11	<p>Regarding cycling access points: while the main Sullivan's Creek path runs right next to Dickson shops, there is only one super-safe and convenient way to access the shops from it--- via the pedestrian crossing at the pool. Even so this requires one to cycle on the foot path, which isn't so good especially near the shops. There should be several access points from the path (for example at Challis street) which lead onto either bike paths that are separate from cars, or onto quiet (slow) streets. At the moment once you leave the bike path, you only have the option of the footpath or else onto quite busy streets--- an option that is only suitable for confident cyclists, and certainly not for children.</p> <p>Regarding walking access points: the access from Sullivan's creek path is good, if not terribly pleasant. The access from the North (Downer) is TERRIBLE. The single pedestrian traffic light is extremely slow to change (and occasionally cars ignore it altogether). It is really difficult to cross Antill St further down (closer to Northbourne Avenue)--- as a parent with a pram it was downright dangerous. Things like traffic islands in the middle would help here, with ramps allowing one to cross the gutters. Also that northern boundary of the shops should be more permeable for walkers.</p>	Aug 17, 2009 1:22 AM
12	Not at this stage.	Aug 17, 2009 3:37 AM
13	<p>There are a loud informal lobby 'group' in Canberra who are continually complaining about just about every development that is planned. I truly believe in 'good' planning and design (so that plans/buildings within those plans meet the objectives of the plans). Dickson is an ideal place to further intensify residential density while at the same time strengthen it's vital role as a retail/community service hub, as it is within inner north, yet a fair distance from the City and also next to a major public transport corridor. As with Kingston, Dickson is developing into a vibrant urban environment, one where people who actually like living in a city, can go to and feel like they actually DO live in a city!</p> <p>Canberra has many beautiful open spaces, parks, reserves and green belts and i'm not for one second saying we should encroach on those. What we should be doing is increasing the urban density within the current urban 'footprint'. There is still a long way to go in this city, but thankfully it seems planners in more recent times have started realising that carefully planned and supervised urban intensification can and will be a blessing for a city like Canberra.</p> <p>It will still leave plenty of areas in the city for people who want that relaxed country feeling while also providing lifestyle choice for those of us who love city living. The Dickson and Kingston planning study is one of those moments where decisions can be made to continue to make this city less car focussed and more poeple focussed and in doing so, further enhance the experience of living in this special city.</p>	Aug 17, 2009 5:45 AM

Response Text		
14	<p>Dickson as a hub works well with a mix of sporting activities, shops and restaurants.</p> <p>POOL MUST STAY in the mix, along with CHINA TOWN and the restaurant STRIP</p> <p>ARTWORKS AND PLANTINGS ARE ESSENTIAL FOR DEVELOPMENT OF CREATIVE ENERGY</p> <p>BICYCLES AND FOOT TRAFFIC TO BE ENCOURAGED</p>	Aug 17, 2009 9:44 PM
15	<p>Dickson group centre has huge potential as a child-friendly, family-friendly and people-friendly meeting space where people come together to socialise and enjoy spending time and money!</p>	Aug 18, 2009 1:57 AM
16	<p>A grassy park would be great. I used to work in the Dickson centre and there was nowhere nice and sunny and grassy to go and sit and eat lunch. A central park with play equipment for the kids would be great.</p> <p>Woolworths sucks. More supermarket competition is needed to improve price competitiveness and stock. Give locals some choice (although Watson IGA is fabulous).</p> <p>Dickson is really creepy at night to get around and feels unsafe - badly lit and lots of dark empty corners. I send the hubby to get what we need because I feel unsafe.</p> <p>More short-term parking needed for popping into shops/cafes without competing with the workers who park there all day. More long-term parking needed for workers.</p> <p>Cafe culture on Woolie st is and Cape st is great and has improved with the Cape st development (residential and restaurants). More residential in the centre may help it feel more populated.</p>	Aug 18, 2009 6:16 AM
17	<p>I strongly support allowing another supermarket outlet to operate in the Dickson Centre. The current Safeway/Woolworths, would have to be the worst i have ever come across in Australia. It takes longer standing in a queue to pay for something than it does to actually do the shopping in the first place. I purchased milk from a service station cheaper than what it was available at the Dickson Safeway/Woolworths. Interstate visitors have been shocked at this supermarket at the prices, service and out dated feel of the supermarket. I personally have noticed the level and quality of customer service drop over the years there and now i only shop there as a last resort.</p>	Aug 18, 2009 12:17 PM

Response Text		
18	<p>Parking (Woolley St) ----- Is an issue around Woolley St in the evenings (and to a lesser extent at lunchtime). Allowing public access (at least in the evening) to the multistorey car park located on Challis St would go a very long way to relieving this issue.</p> <p>Once this carpark is accessible to the public (at a reasonable cost, and with appropriate signage pointing them in the right direction) then it opens up options for improving Woolley St. Currently Woolley St/Cape St and Badham St are dominated by the car. With the multistorey car park open it will take away much of the need to park on these streets, and access would primarily be via Challis St - a wider street better able to cope with the traffic volumes.</p> <p>Woolley St could become dominated by the pedestrian - with alfresco dining from existing restaurants, and maybe even some stand-alone kiosk-style restaurants. The whole area would be paved with the existing red pavers. The road should continue to exist as a single lane one-way street - but be on the pavers, seperated from the pedestrians by artistic bollards. Cars should be allowed to parallel park along this street - with a 15 minute timelimit - to allow quick and easy pickup of take-away meals.</p> <p>Parking (Shopping Centre) ----- There is plenty of car parks available in the shopping centre.</p> <p>Supermarket ----- Woolworths Dickson is a complete disgrace. Their lack of respect for their customers leads to a chronic lack of staff. This lack of staff leads to incredibly long queues at the checkout, meaning the quickest shop becomes an expedition. Another large supermarket in the Dickson Group Centre is needed to provide them with the competition they need to perform adequately (similar to what has been done at Coolemon Court and Jamison recently).</p> <p>Shopping Center ----- The shopping centre area of Dickson is looking sad and dated. Recent work adding the sheep outside the post office, and the shadecloth area outside the library and the artwork on the eastern external wall (near the bus stop) have done a little to brighten up the area - but its not really enough. This being said the eclectic mix of interesting shops is lovely - I'd hate to knock down the existing structures and get a mini-Belconnen Mall or Canberra Centre with all the same stores you see at malls the world over!</p>	Aug 20, 2009 4:54 AM
19	<p>The design of the carpark near the Tradies Club really needs a rethink. It has weird tight turns and no one seems to understand or follow the arrows. The entry/exit spots are too narrow and this is exacerbated when service vehicles are parked at the curb behind the shops.</p>	Aug 20, 2009 10:52 PM

Response Text		
20	<p>Yes, we all know this is an underhand attempt by ACTPLA to put in yet MORE medium density housing and development. We DO NOT NEED any second grocery shop - if you want one either rebuild in Downer - the shopping area you previously destroyed - or put one on the petrol station site in Watson where again you are destroying a viable community shopping precinct.</p> <p>We DO NOT WANT out of suburb residents parking in our streets like they do now in Braddon, because there are no carparks in Dickson - we want them to STAY AWAY.</p> <p>What we do want is NO MEDIUM density development, a restoration of the library hours at Dickson library to include Sundays again and a return to free carparking at the Dickson shop carparks.</p> <p>We also want to see either a clear-way OR lights from Melba street out into Antill as we cannot even get out of our own suburb (Downer) and into Cowper street most days. Daramarlam College is much to blame for this, no parents should be allowed to deliver students to school via Cowper Street.</p>	Aug 21, 2009 4:36 AM
21	No.	Aug 22, 2009 12:29 PM
22	I would love to see open areas with trees and dining with potential for entertainment groups, bands, etc	Aug 25, 2009 5:44 AM
23	A second supermarket to take the load off Woolworths would be good. I often try to shop in the city instead to avoid having to go into Dickson Woolworths.	Aug 25, 2009 11:33 AM
24	Don't over plan Dickson, it is one of Canberra's more 'organic' spaces - place management would be useful to ensure that it can be regularly monitored for the degree to which it upholds its character - residential development should continue to be part of the evolving mix - must remember that its is not simply a 'consumer / shopping' space - it is a genuine community space, something that is very hard to obtain or acquire if displaced by large scale and greedy commercial or retail development - put people first	Aug 26, 2009 5:04 AM
25	Please help! Dickson Woolworths is a nightmare! The rest of Dickson shopping is very pleasant indeed. Please do not lose the character of a great neighbourhood shop just give us another supermarket!!!	Aug 26, 2009 12:34 PM
26	<p>Fix up the creek out the back of the shops and make it an area that people can meet and spend time.</p> <p>The surface parking is hideous, please rectify.</p> <p>Another supermarket would be quite handy too.</p> <p>At the moment the area feels quite fragmented - offices on one side, then some restaurants, a supermarket and then a bunch of shops. Maybe go for a more mixed use approach, with offices above shopfronts and restaurants.</p> <p>Another idea would be to extend the streets down towards Sullivan's Creek to create a sense of geometry. Along with landscaping improvements to the creek itself, it would create quite an open feel to the group centre and remove some of the claustrophobia I've mentioned before.</p>	Aug 27, 2009 12:11 AM
27	Not yet.	Aug 27, 2009 5:49 AM
28	I hope this study is not hijacked by any perceived requirement for another large supermarket to be included into the area (as defined by the study map). The only way I could see this occurring would be to either remove significant car park space (thus requiring under ground space), or by the removal existing shops which would not only reduce the existing variety of shops but lessen the character of the centre. I would not like to see Dickson become yet another mall type development. One only has to look at how the expanded Canberra Centre has ripped the guts out of life in the City outdoor shopping areas, or compare it to the sterility of other mall based group centres such as Macquarie, which are just big car parks servicing an enclosed building.	Aug 27, 2009 10:29 PM

Response Text		
29	<p>I would most like to see a new supermarket with lots of free parking available. I currently drive to the Coles in Gungahlin as the Dickson Woolworths is always full, cramped and you have to pay for parking.</p> <p>I would also like to see a playground for young children. Currently in Dickson there isn't a decent playground for my toddler.</p>	Aug 31, 2009 5:45 AM
30	<p>Make Woolley St an even more distinctly a multicultural eating and shopping area. Its current mixture of cars and people during the evening is a feature that should be retained and if possible improved. A more obvious "China town" precinct visually linked to Dickson Place would be of benefit.</p> <p>A second supermarket could be of some value, but if it led to even less diversity in shops this would be a negative.</p> <p>A hardware store or something similar would be wonderful, Gungahlin and Belconnen are both a significant distance. Michell is closer but who knows where to go to buy what.</p>	Sep 3, 2009 10:53 PM
31	I haven't yet seen the Dickson centre planning study	Sep 8, 2009 4:31 AM
32	More parking needs to be provided in the form of a multi-level parking facility. On street parking should be sacrificed on Woolley Street and the street closed, making it pedestrian access only.	Sep 9, 2009 1:56 AM
33	<p>The supermarket is way too small for the population it services, although I note some improvements are currently being made. I'm not convinced that the improvements will be sufficient to allow the supermarket to adequately service the population. (I do my grocery shopping at Belconnen, Gungahlin or Kaleen because the Dickson supermarket is so inadequate).</p> <p>Parking is insufficient at Dickson as well - the free parking seems to be always taken by workers in the area (or who bus into the city).</p> <p>Is the pool part of the study? If so, it's a beautiful pool, but a shame that it is only an outdoor pool and thus is available for such a short period of the year.</p> <p>I appreciate the initiative to plan for the future development of the Centre.</p>	Sep 20, 2009 6:10 AM
34	<p>Need to remove open car parks less of a concrete jungle.</p> <p>Building heights shouldn't be an issue.</p> <p>Need to provide for a new supermarket and smaller grocers.</p> <p>There should better flow between cafe area and shops and recreation areas.</p> <p>Need better access links to public transport on Northbourne avenue.</p> <p>Challis street and Dickson Place could be better utilised.</p>	Sep 20, 2009 6:35 AM

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Dickson Centre Supermarket Siting Options Discussion Paper

7 December 2009

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1 Introduction

The Dickson Centre, also referred to as the Dickson Group Centre, relates to the area of land bound by Antill St, Challis St, Cowper St and the “Dickson Drain” (Figure 1). Recent retail studies indicate that given the expected population growth in north Canberra, there will be a deficiency in supermarket space of 5,700m² in 2010 increasing to 8,100m² by 2017. This suggests that north Canberra can support an additional 2-3 major supermarkets by 2017.

This Discussion Paper provides an outline of the range of siting options available within the Dickson Centre for an additional full-line supermarket. Its purpose is to identify the consequences of different sites and not to recommend a preferred option.

1.1 Scope

This Discussion Paper presents a ‘desk-top’ analysis of a range of siting options, based on field investigations and other research undertaken as part of the overall *Dickson Centre Urban Planning Framework Review* project. It is not intended that the assessment of options considers the proposals to the extent necessary in response to detailed design of a supermarket. Further detailed analysis of site layout, building design, and feasibility would be required after consideration of the broad options.

1.2 Supermarket “Requirements”

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 etc. A generic plan for a full-line supermarket is shown at Figure 3. A 4,000m² GFA supermarket (defined as ‘shop’ under the Territory Plan), requires provision of 160 car parking spaces.

In addition, development on any of the 3 public car parks identified as possible options in this report (named for the purposes of this report as the northern, southern and eastern car parks) would require replacement of existing parking, as each of the car parks is ‘designated’ as car parks under the Territory Plan and the applicable Development Code establishes criteria for new development to replace the parking spaces in addition to the parking generated by new development.

The northern car park comprises 250 spaces over 7,867m² site area, the southern car park 120 spaces over 5,282m² site area and the eastern car park 100 spaces over 2,371m² site area.

A site (basement) of 5,000m² can accommodate approximately 200 car spaces (however, allowing for inefficiencies in site dimensions, basement ramps, building pillars, services etc, it is more likely the parking yield would be in the order of 150 spaces. On this basis a 4,000m² supermarket on the northern car park, for example, would require provision of 410 car spaces (160 for the new development + 250 replacement spaces). This excludes any speciality shops associated with the development.

Figure 1: Study Area



Figure 2: Siting Options and Land Areas



Figure 3: Generic Full-line Supermarket Layout

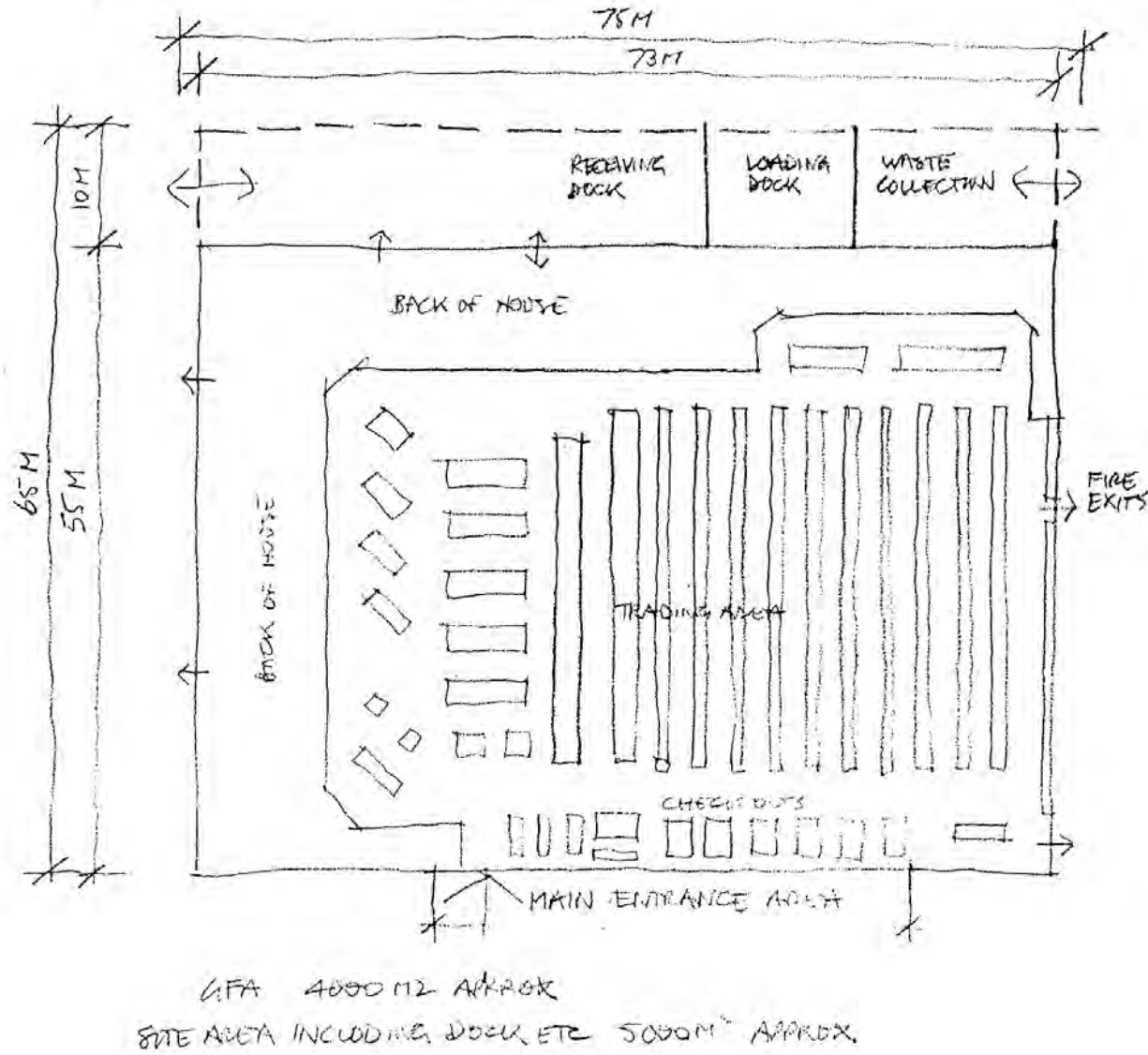
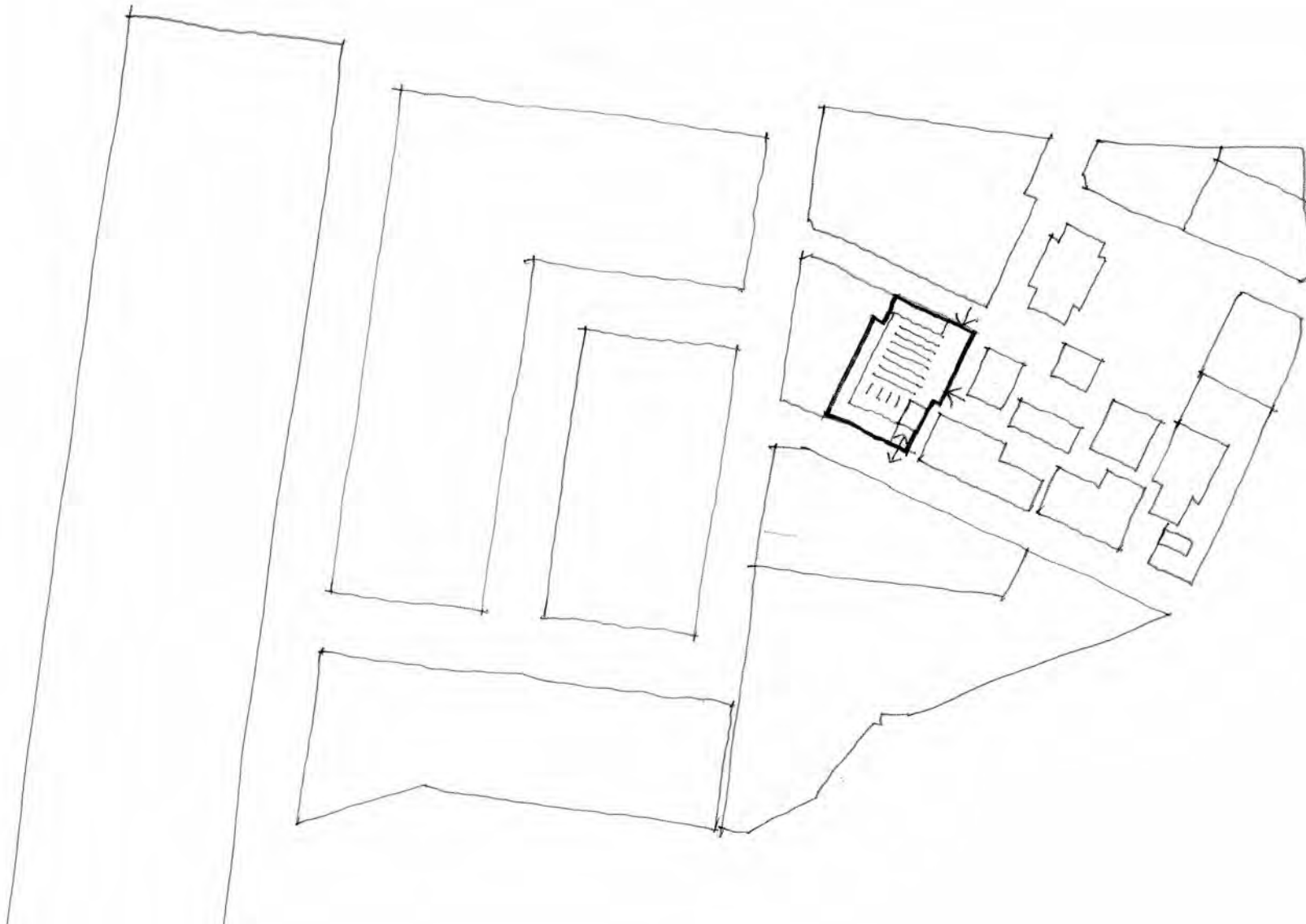


Figure 4: Existing Supermarket



2 Option 1 - Do Nothing

This option assumes that no sites are released for a supermarket and the status quo remains (Figure 4).

Although this discussion paper does not recommend options, it is considered that doing nothing is not an options.

2.1 Assessment

Advantages:

- There is no disruption to the existing parking arrangements during construction

Disadvantages:

- Woolworths would continue overtrading
- Community expectation of increasing competition and greater choice would not be achieved
- Supermarket competition would not be increased

3 Option 1 – Creation of Central Plaza

This option proposes a significant change to the core area of Dickson through the creation of a major central plaza. To achieve this it would be necessary to relocate the existing Woolworths supermarket and existing McDonalds outlet onto the site currently used as the northern surface car park. This relocation would allow for an expanded supermarket. Existing car parking spaces would be replaced in a basement car park, as well as parking generated by the additional development. Upon completion of these 2 facilities, the existing McDonalds and Woolworths buildings would be demolished. This would allow creation of a major area of public open space establishing a ‘town square’ or ‘piazza’ of approximately 3,000m² (which is similar in size to Civic Square adjacent to the Legislative Assembly). A new development site would be created including establishment of the central plaza and re-alignment of Dickson Place. This site would create an opportunity for a second full –line supermarket of the same size as the relocated Woolworths supermarket. This option enables the whole development site of (xxxm²) to be used for basement parking with both supermarket sites having the same access to the basement parking, accessed via travelators into the public realm (central plaza) and accommodating about 600 cars per level. The option could be implemented as 1 or 2 development sites.

3.1 Assessment

Advantages:

- Creates visually and physically connected east-west route that is legible through the centre
- Opportunity for a centrally located focal point that would link the two parts of the centre
- Potential for high quality public realm
- McDonalds relocated to a more visible site
- Creates opportunities for well located specialty shops within the central plaza
- Creates 2 equal sized full-line supermarket sites
- Capacity for a 580-600 space basement car park on single level – parking adequate to for replacement + additional supermarket and shops
- Consumer and retail preference is for single level basement (after surface parking)
- Parking would egress to public space not leased land
- Considerable additional development potential because of capacity for additional second basement (residential, office, cinema etc) or alternatively potential to include a second basement to use as a “parking bank” if required. Assuming 600 spaces on a second level about 450 residential units could be accommodated on-site (excluding any consideration of building heights or traffic impacts)

- Open non-mall development
- Woolworths would benefit from a new supermarket and would also bear the costs arising from loss of the main car park during construction

Disadvantages:

- Requires negotiation with Macquarie Countrywide + Woolworths and McDonalds
- Would not be possible to market test value of sites
- Most difficult option to implement
- Cannot be achieved without negotiation with existing lessees
- Longer implementation period than other options
- Some visual impact on Antill Street
- Service access to be resolved
- Significant time delay in establishing the second supermarket
- New building alignment potentially contrary to existing urban design character
- Major capital works expenditure in re-aligning Dickson Place
- Without an anchor development at the eastern end of the centre (eg, small supermarket such as Aldi) the smaller independent retailers could be disadvantaged as retail ‘weight’ shifts to the west

Figure 5: Option 1 (Central Plaza)



4 Option 2 – Northern car park

This option proposes creation of a development site for a new supermarket on the site of the existing northern surface car park. This site has a nominal area of 7,500m² which could readily accommodate a full-line supermarket. However, an area of land between the existing Woolworths supermarket and the new supermarket to allow for pedestrian movement and vehicular access would reduce the development site to approximately 6,000m². In addition areas for basement access and landscaping around Antill Street and Badham Street would reduce to size of the site to approximately 5,000m². This results in a significant design challenge to site a supermarket without adverse visual impact at the gateway to the centre, and potentially prevents any additional specialty retailing from being established associated with the new supermarket.

4.1 Assessment

Advantages:

- Easy to implement
- Capacity to 'sell' site on-market with open competition – government preferred release technique
- No negotiation with existing lessees required
- Delivers 4000m² supermarket (total supermarket space = approx 7000m²)
- Two basements are required to meet parking generated and replace existing public parking
- Open non-mall development possible
- Some additional development capacity provided that third and possibly fourth basements are constructed. An additional 400 spaces could be accommodated in additional two basements. Assuming 1.5 spaces per unit about 230 residential units could be constructed. Feasibility of four basements has not been tested

Disadvantages:

- Capacity to include specialty shops is limited and potentially located in sub-optimal locations
- Does not improve the public realm
- 2 basements (approx 200-250 per level) required for replacement + new retail space parking generation
- Limited additional development potential with a third basement required for additional development on-site
- Potential visual impact on Antill Street would have to be managed at detailed design stage
- Public benefit is less than Option 1 but the public realm would be improved
- The outcome would be two different sized supermarkets although both would be full-line supermarkets
- Woolies potentially disadvantaged by having smaller supermarket
- Major disruption to parking for the centre during the construction period
- A Woolworths competitor would control the public parking area in the basement
- Circulation around the site could be difficult

Figure 6: Option 2 (Northern Car Park)



5 Option 3 - Northern car park + Adjustment/Relocation to McDonalds

This option is similar to Option 2 above. In addition it proposes that the Government approach McDonalds to hand back the northern part of their site, which is not well related to the entry to the building or to its drive through area or that McDonalds be relocated to a new site closer to Antill Street.

If the first of these approaches were implemented it would be possible to construct a full-line supermarket on the northern car park and enlarge the driveway near Woolworths to create a public focal point.

If the second of these approaches were implemented in addition to the above it would be possible to provide a new site for McDonalds and sell the balance of the former McDonalds site on the market. Woolworths could purchase the site to enlarge their supermarket if interested in doing so. The second approach assumes that the northern car park is large enough to accommodate the supermarket and a site for McDonalds, which has not been tested.

5.1 Assessment

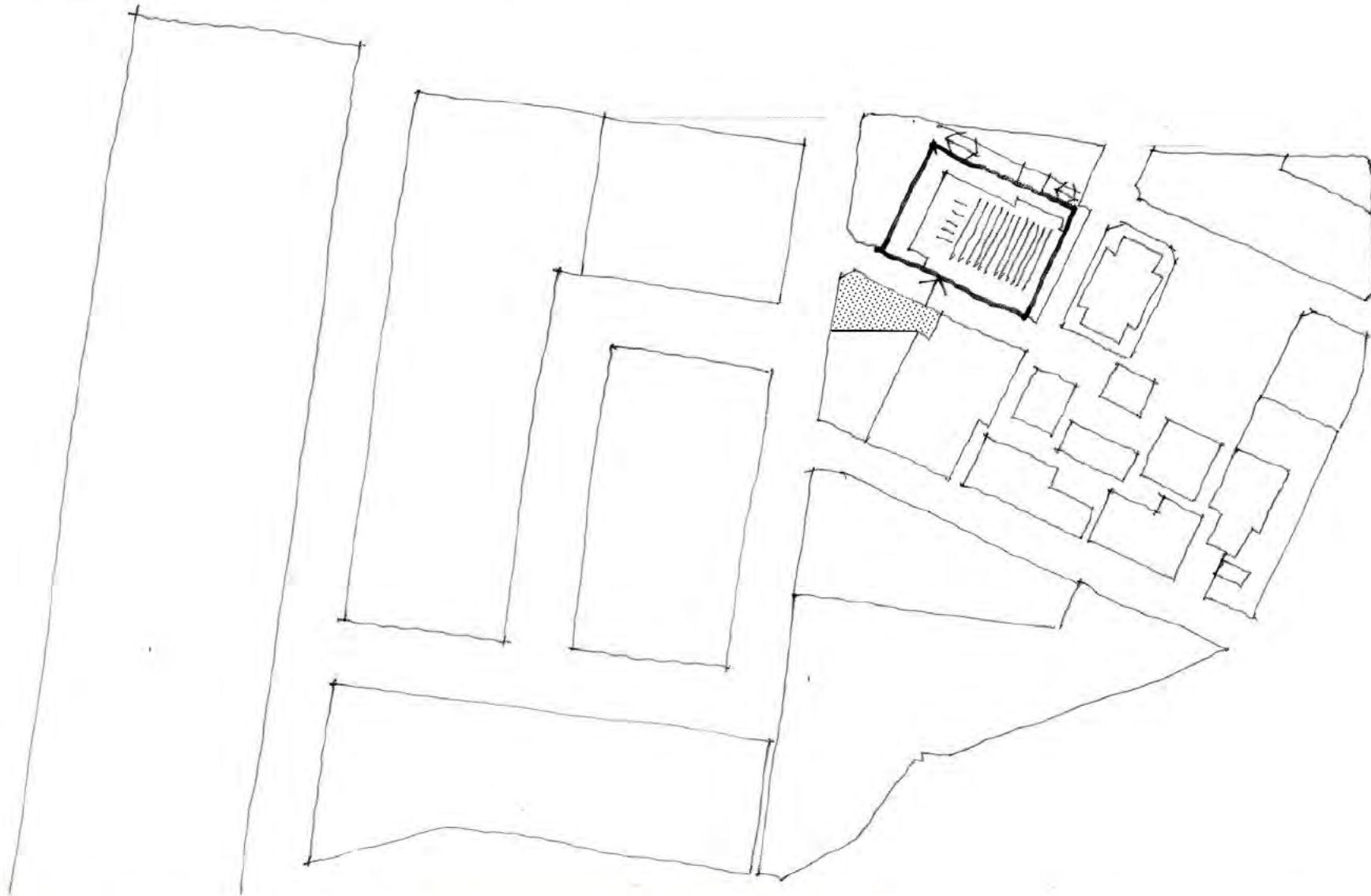
Advantages:

- Opportunity to reinforce existing pedestrian links creating a better physical connection
- Opportunity to create a focal point along the existing pedestrian route – with some, if not complete visual connection between the east and western parts of the centre
- Easy to implement
- Capacity to ‘sell’ site on-market with open competition – government preferred release technique
- No negotiation with existing lessees required
- Delivers 4000m² supermarket (total supermarket space = approx 7000m²)
- Open non-mall development possible
- Development potential as per previous option

Disadvantages:

- Capacity to include specialty shops is limited and potentially located in sub-optimal locations
- 2 basements (approx 200-250 per level) required for replacement + new retail space parking generation
- Limited additional development potential with a third basement required for additional development on-site
- Potential visual impact on Antill Street would have to be managed at detailed design stage
- Public benefit is less than Option 1 but the public realm would be improved
- The outcome would be two different sized supermarkets although both would be full-line supermarkets
- Woolies potentially disadvantaged by the having smaller supermarket
- Major disruption to parking for the centre during the construction period
- A Woolworths competitor would control the public parking area in the basement
- Circulation around the site could be difficult
- Two basements may not be feasible where supermarkets are competing

Figure 7: Option 3 (Northern Car Park + McDonald's Adjustments)



6 Option 4 – Southern Car Park + Tradies Club Site

This option proposes creation of a supermarket site through the redevelopment of the Tradies Club and the southern surface car park. Existing car parking spaces would be replaced in a basement car park, as well as parking generated by the additional development. This option enables the whole two sites (Tradies site and southern car park of 15,516m²) to be used for basement parking. The option could be implemented as 1 or 2 development sites.

6.1 Assessment

Advantages:

- Large site with considerable development potential
- Tradies are understood to be considering redevelopment of their site and a supermarket could be integrated into the development
- Parking could be provided as part of the redevelopment of the site
- Minimal disruption to existing traders
- Activates the rear part of the retail core

Disadvantages:

- New supermarket remote from other core retail activity
- Reliant on redevelopment of Tradies Club
- Requires negotiation with Tradies Club
- Difficult option to implement, especially if the Club is not interested in developing a supermarket
- The timeframe of the Club may not be consistent with the Government's timeframe
- Cannot be achieved without negotiation with the Club
- Service access to the site would have to be resolved
- Existing surface parking would have to be replaced.

Figure 8: Option 3 (Southern Car Park and Tradies Club)



7 Option 6 – Eastern Car Park and Church Site

This option proposes creation of a development site for a new supermarket on the site of the existing eastern surface car park. The car park site has a nominal area of 2,371 and the church site is 1,837m² resulting in an overall development site of 4,208m². Minor adjustments to the site could increase its area slightly. This area could not accommodate a full-line supermarket to current industry standards but would facilitate a smaller supermarket with a 'selling area' of approximately 2,400m² and GFA of up to 3,000m². This is a similar size to many existing supermarkets in group centres, including the existing Woolworth's in Dickson.

However, an area of land between the Library and new supermarket would be required to be retained as public open space as well as between the new supermarket and existing shops, to allow for pedestrian movement and vehicular access. This would reduce the development site to approximately 3,000m² or about 3,500m² if the additional land referred to above was included. In addition, areas for basement access and landscaping would reduce to size of the site to approximately 2,500m² – 3,000m². This would result in a supermarket having a maximum GFA of about 1,500m² – 2,000m². As such the site could not realistically be developed as a full-line supermarket. Also the replacement of the existing 100 car spaces plus provision of 60 spaces for the new development would result in the need for a 2-level basement.

The development could not proceed without a suitable alternative site being located for the existing church. It is possible that land between the existing Pool and Antill Street would be sufficient to accommodate a new church.

7.1 Assessment

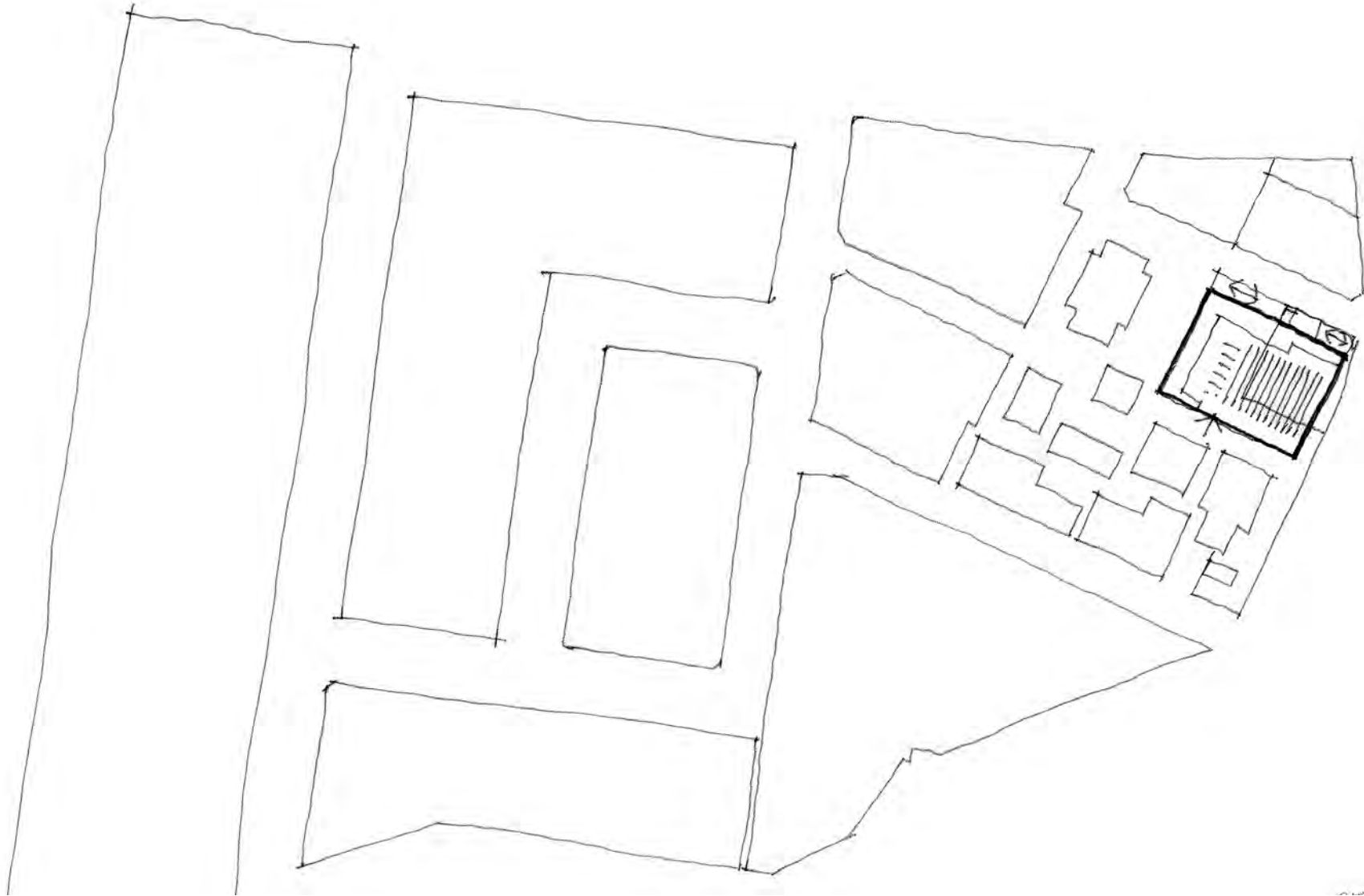
Advantages:

- The main public car park is retained as surface parking which would benefit some smaller retailers and Woolworths
- A supermarket at the eastern end would anchor this part of the centre and increase traffic
- The site could be released to the market and does not require negotiation with lessees
- Retail core activities are retained in the retail core

Disadvantages:

- Small scale retailers would not have direct access to surface parking
- Opportunities to use surface parking for markets and other weekend activities in the future would be removed
- The development site does not result in the development of a full-line supermarket and would not achieve the objective of increasing supermarket competition
- Impact of loss of parking spaces during construction
- Requires negotiation with church

Figure 9: Option 6 (Eastern Car Park & Church Site)



8 Option 7 – Supermarket West of Badham Street

This Option considers the redevelopment of the existing Shell Services Station, KFC outlet and other specialty shops for a new supermarket. All these existing facilities are on one block with a total site area of 7,191m². This option makes use of the existing Antill St service road for access to loading docks, basement car parks etc.

It is likely that the site configuration would allow some additional specialty retailing to be accommodated on site in addition to the new supermarket.

8.1 Assessment

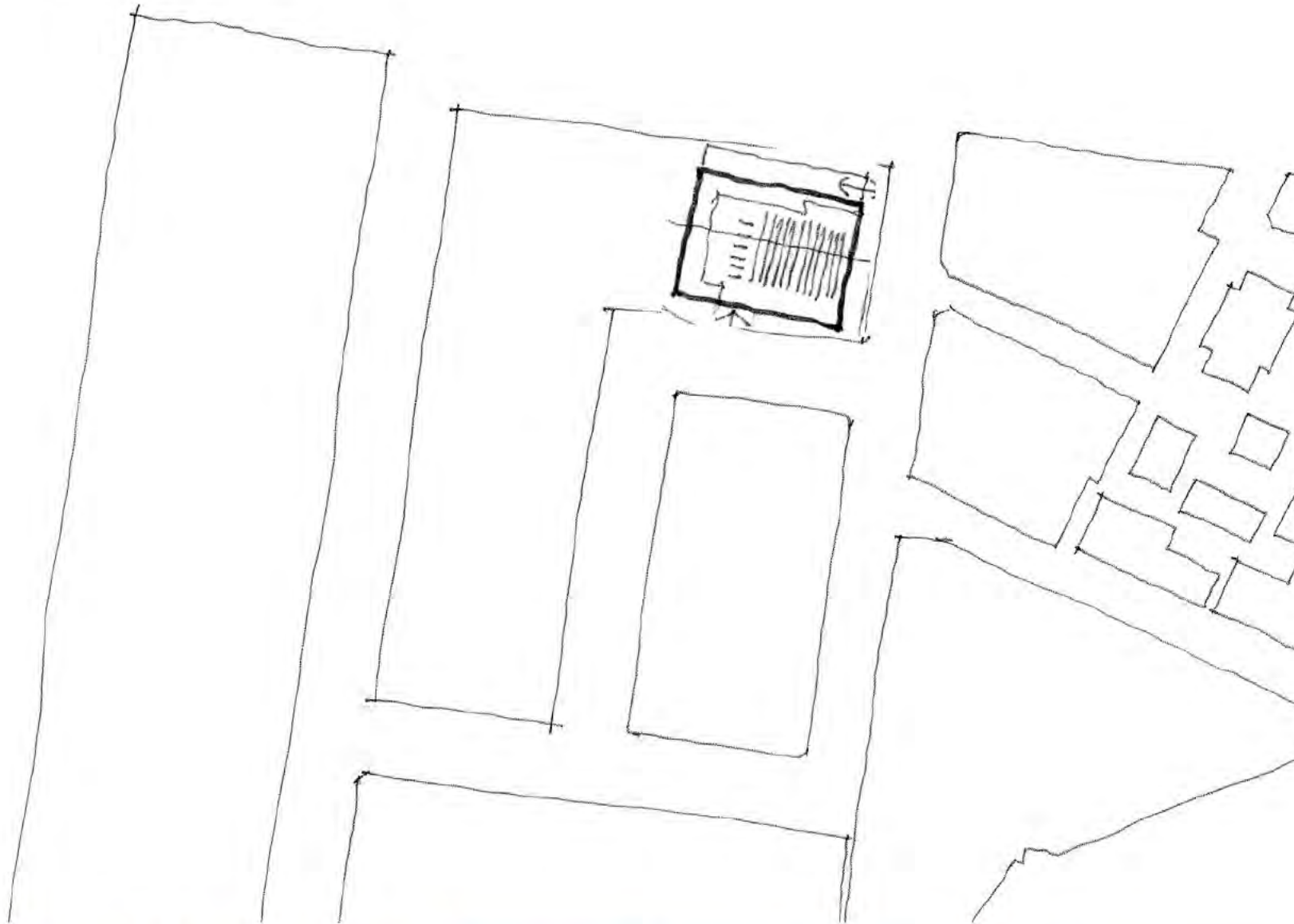
Advantages:

- Relatively easy to implement – technical variation to the TP
- Adequate site area to accommodate the supermarket and specialty shops
- Increased supermarket space (+4000m²)
- CUC return to government (assuming codification is not introduced in the interim) rather than return from land sale
- Does not require replacement parking and therefore additional development potential on-site
- Minimal parking disruption during construction
- Basement parking for the supermarket could be accommodated on a single level
- Additional development capacity based on second and subsequent basements

Disadvantages:

- The site is outside the retail core and any associated increase in customers to the centre would not benefit existing smaller traders
- The principle of locating core retailing on the eastern side of Badham Street is not maintained creating pressure for additional core retailing in the service trades area
- Increased pedestrian traffic across Badham Street would have adverse traffic impacts and conflict with traffic/pedestrians
- There would be an adverse impact on smaller shops in core retail area
- There would be no benefits to the public realm
- It would potentially create two centres around separate basement parking
- Assuming that the service station continues to operate It would be necessary to identify an alternative site and also to [potentially] agree to direct sale of the site

Figure 10: Supermarket West of Badham St



9 Other Options

9.1 Other Sites

There are a range of other potential supermarket siting options within the Dickson area that have not been assessed as part of this discussion paper. These are listed below, but have not been assessed:

- Redevelopment of Caltex/Woolworth's Service Station
- South of Cape St
- Former ACTTAB Site
- West of Challis St
- Eastern extension of Woolworths
- Out of Centre

These sites are either too small for a full-line supermarket, not within the retail core of the centre or the lessee is known not to be interested in developing a supermarket on their site.

9.2 Smaller Supermarket

It would also be possible to develop a smaller supermarket on the site of the Harris Scarfe shop at the eastern end of the centre. During the centre study some discussions were held with the existing lessee regarding the possibility of leasing the site to an operator such as Aldi. The lessee was interested in principle but has ongoing leasing commitments with Harris Scarfe.

In order for this site to be suitable for an Aldi, the existing site would have to be amalgamated with unleased land. The advantage of the re-use of this site is that it would generate no or minimal additional parking requirements.

10 Conclusions

This paper has identified the advantages and disadvantages of several alternate sites for a full-line supermarket. The assessment has been at a general level and does not include financial feasibility or concept design aimed at resolving circulation, access or other issues.

Each of the sites has advantages and disadvantages and there are likely to be different returns from the options.

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