

### 3. Achieving the vision – a framework for change

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#### 3.1 Theme 1 – Facilitating growth, change and diversity

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

##### 3.1.1 Existing situation

Dickson is one of the largest and most diverse group centres in Canberra. It is widely recognised as a social hub and the primary convenience retail centre in north Canberra. It is an employment centre and many community services and recreation activities are located there. Food/entertainment activities are of metropolitan significance and contribute to the multicultural atmosphere, attracting many people who would not otherwise visit the centre.

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

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

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

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

##### 3.1.2 Intent

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

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

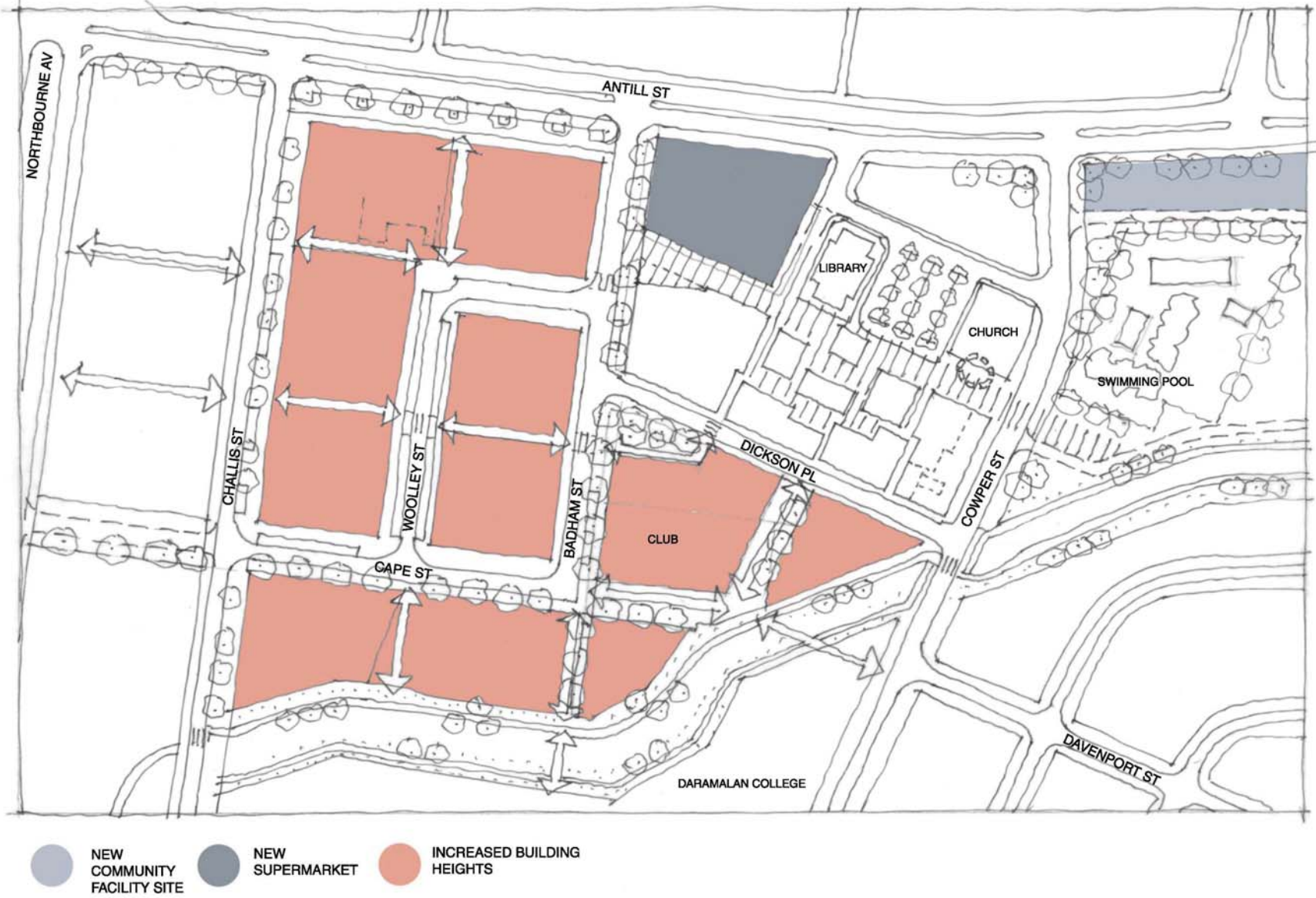
The objectives are to:

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

Figure 5 identifies the major growth opportunities.

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

Figure 5: Facilitating growth, change and diversity



### 3.1.3 Strategies

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

#### *Strengthen the retail core*

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

This strategy proposes the development of a new full line supermarket to be located on Block 21 Section 30 which is currently a car park. The proposed location has been identified because of its size and to enable small scale retailers to benefit from the additional retail trade that will be generated and to diversify retailing in the centre.

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

The proposal to develop additional supermarket space is considered in more detail in section 3.6 on p47.

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

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

In order to concentrate major retailing in the core, the current Territory Plan restricts the size of individual shops located to the west of Badham Street to a maximum of 100m<sup>2</sup> or 300m<sup>2</sup> depending on the location. The framework proposes that limitations on the size of individual shops outside of the retail core be retained.

#### *Encourage residential development*

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

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

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

#### *Balance entertainment and residential uses*

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

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

#### *Pedestrian generating uses at ground level*

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

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

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

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

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

### *Support the development of new community uses*

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

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

### *Allow the centre to grow*

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

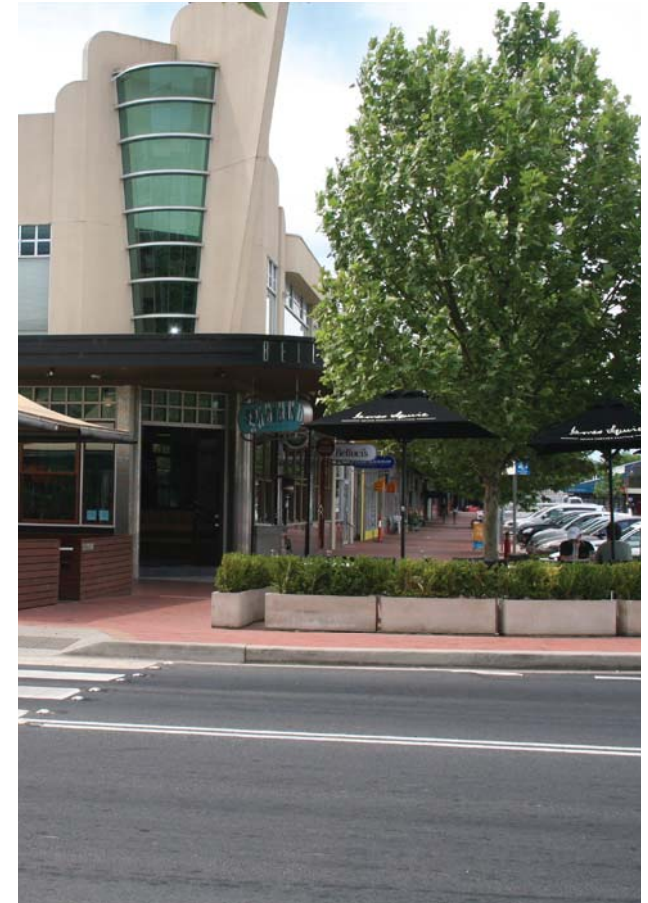
The Motor Registry site represents a major development opportunity in the centre. The site has also been identified as a possible location for a bus station. These two uses are not mutually exclusive. The strategy proposes that following a decision about the location of a bus station, all or part of the site should be sold for a mixed use development.

If the Tradies Club seeks to redevelop their site in the future, consideration should be given to incorporating the adjacent car park (Block 20 Section 34) into the site provided that certain public benefits were achieved.

These would include replacement of the existing public parking, development of a small open space area at the intersection of Dickson Place and Badham Street, establishment of new connections through the site and an increased setback to Badham Street. The strategy proposes that the car park be sold to the Tradies Club subject to these outcomes being achieved.

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

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



## Theme 1 – Facilitating growth, change and diversity

### Strategy 1 – Strengthen the retail core

#### Actions

##### *Land release*

1. Release part Block 21 Section 30 (currently the Woolworths car park) for a mixed use development that includes a full-line supermarket.
  - o Prepare an implementation plan for the release of Block 21 Section 30.
  - o Prepare a parking management strategy to address the short term loss of parking arising from the release of Block 21 Section 30 to alleviate the impact on the centre's operation, particularly existing retailers. This strategy should be prepared prior to the release of the site.
2. Support the direct grant of (part) Block 20 Section 30 to the lessees of Block 10 Section 30 to facilitate expansion of the secondary retail anchor, if sought, provided that:
  - o the location of the public toilets, bus shelter and electrical substation is resolved.

##### *Territory Plan*

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

### Strategy 2 – Encourage residential development

#### Actions

##### *Territory Plan*

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

### Strategy 3 – Balance entertainment and residential uses

#### Actions

##### *Territory Plan*

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

##### *Operational*

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

##### *Further investigation*

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

#### Strategy 4 – Pedestrian generating uses at ground level

##### Actions

###### *Territory Plan*

12. To ensure active frontages only the following uses are to be located at the ground level on frontages to the public realm (unleased Territory land accessible to the public) of buildings in Section 30, Blocks 2-4 Section 31, and Blocks 13, 14, 20, 28 and 29 Section 34:
  - o business agency, community use, drink establishment, hotel, public agencies, restaurant, shop).
13. Residential uses may be located on the ground floor of frontages to the public realms of developments located on Blocks 6 and 7 Section 32.
14. Residential uses may be located to the south of Section 34.
15. Elsewhere within the centre residential use is not to be located on the ground floor.

#### Strategy 5 – Sites for community uses

##### Actions

###### *Further investigation*

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

#### Strategy 6 – Allow the centre to grow

##### Actions

###### *Land release*

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

###### *Further investigation*

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

## 3.2 Theme 2 – Improving connections

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

### 3.2.1 Existing situation

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

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

Similarly, permeability could be improved in the centre. The community has expressed a strong desire for better integration between the retail core and the Woolley Street precinct.

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

### 3.2.2 Intent

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

Within this context, the objectives are to:

- improve permeability and legibility of the centre
- improve the ease and safety of walking and cycling in the centre, and
- improve access between the centre and the surrounding areas.

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

### 3.2.3 Strategies

#### *Improving connections to the centre*

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

The strategy proposes that pedestrian connections be improved, including additional crossings over the Dickson Drain. Additional strategies to improve the Dickson Drain are proposed under Theme 3 – Enhance the public realm.

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

#### *Improve permeability in the centre*

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

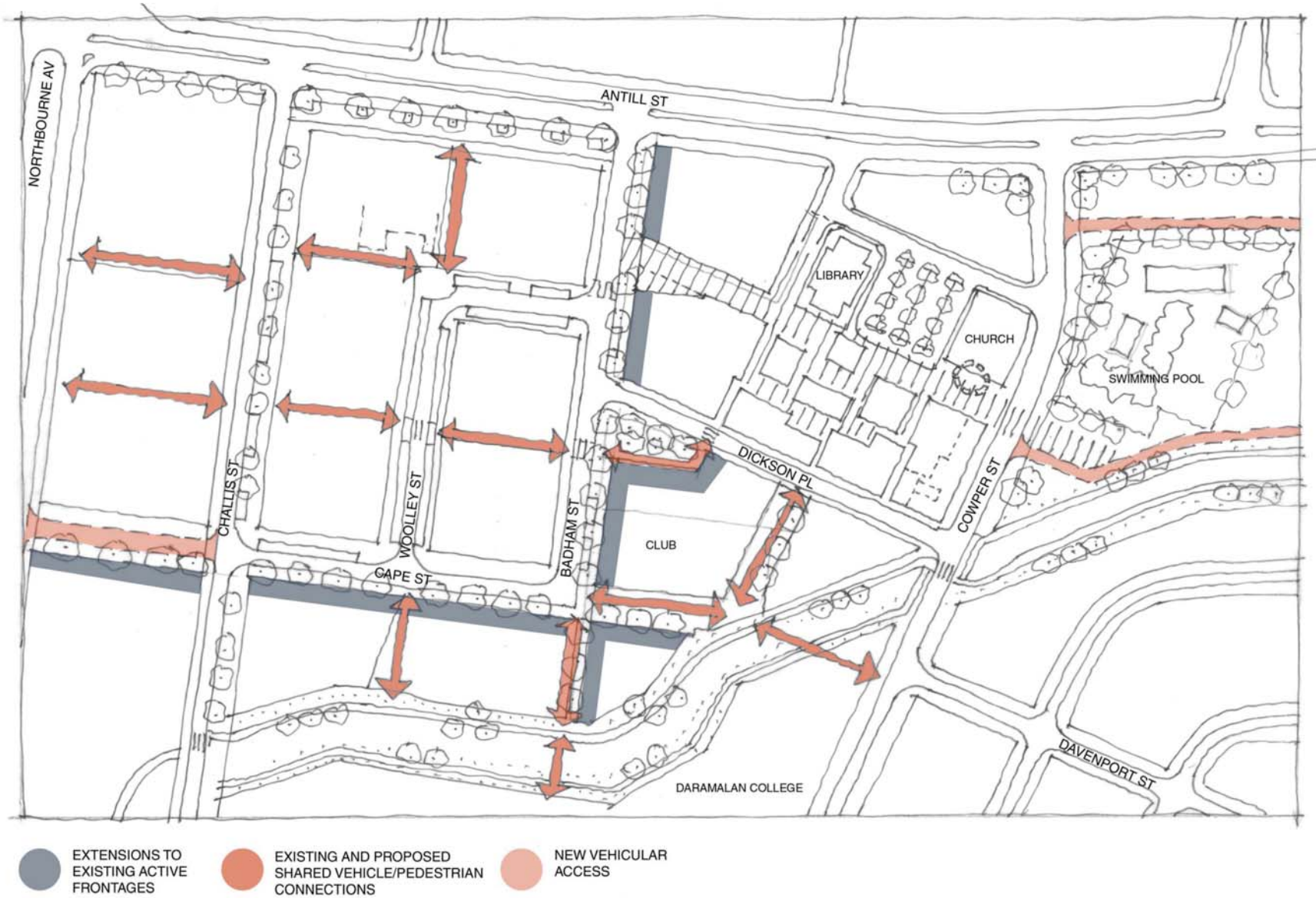
It also aims to encourage the development of arcades in the Woolley Street precinct in strategically located sites as they are redeveloped. These proposals would reduce distances between pedestrian routes from between 200 metres to 400 metres to about 100 metres.

#### *Public transport*

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

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

Figure 6: Connections



## Theme 2 – Improving connections

### Strategy 7 – Improve connections to the centre

#### Actions

##### *Territory Plan*

20. To allow for an improved connection between the Dickson Drain and the centre:
  - buildings on Block 16 Section 34 are to be set back a minimum of 10m from the boundary with Block 25 Section 34 (the pedestrian path)
  - buildings on Block 28 Section 34 are to be set back a minimum of 5m from the boundary with Block 25 Section 34.

This allows for the existing pedestrian connection to be widened to at least 15m wide.

21. To allow for improved visual connections between Dickson Drain and the centre:
  - buildings on Blocks 4 and 6 Section 34 should be set back a minimum of 6m from the boundary with Block 3 Section 34.

##### *Capital works*

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

##### *Land management*

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

##### *Further investigations*

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

### Strategy 8 – Improve permeability (roads)

#### Actions

##### *Territory Plan*

26. If Blocks 28 and 29 Section 34 are redeveloped, the development should include an extension of Cape Street to link with the unnamed extension of Dickson Place into the car park, provided that Block 20 Section 34 is amalgamated with Blocks 28 and 29.

##### *Capital works*

27. Provide a new access roadway from Cowper Street east along the northern boundary of the swimming pool site to facilitate development of this area.
28. Provide a new entry driveway into the southern public car park directly from Badham Street to increase access to this car park for users of the mixed services area.

##### *Further investigations*

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

## Strategy 9 – Improve permeability (pedestrian and bicycles)

### Actions

#### *Territory Plan*

30. Encourage the provision of pedestrian connections in the following sections:
  - o Blocks 3 and 8 Section 31 - Badham Street to Woolley Street (covered walkway)
  - o Blocks 2 and 7 Section 32 – Woolley Street to Antill Street, and
  - o Block 11 Section 32 - Woolley Street to Challis Street (laneway).
31. Require a pedestrian connection to be provided on Block 2 Section 33 (Motor Registry site) – Challis Street to Northbourne Avenue

#### *Capital works*

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

#### *Management*

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

## Strategy 10 – Public transport

### Actions

#### *Territory Plan*

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

#### *Further investigation*

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

### 3.3 Theme 3 - Enhance the public realm

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

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

#### 3.3.1 Existing situation

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

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

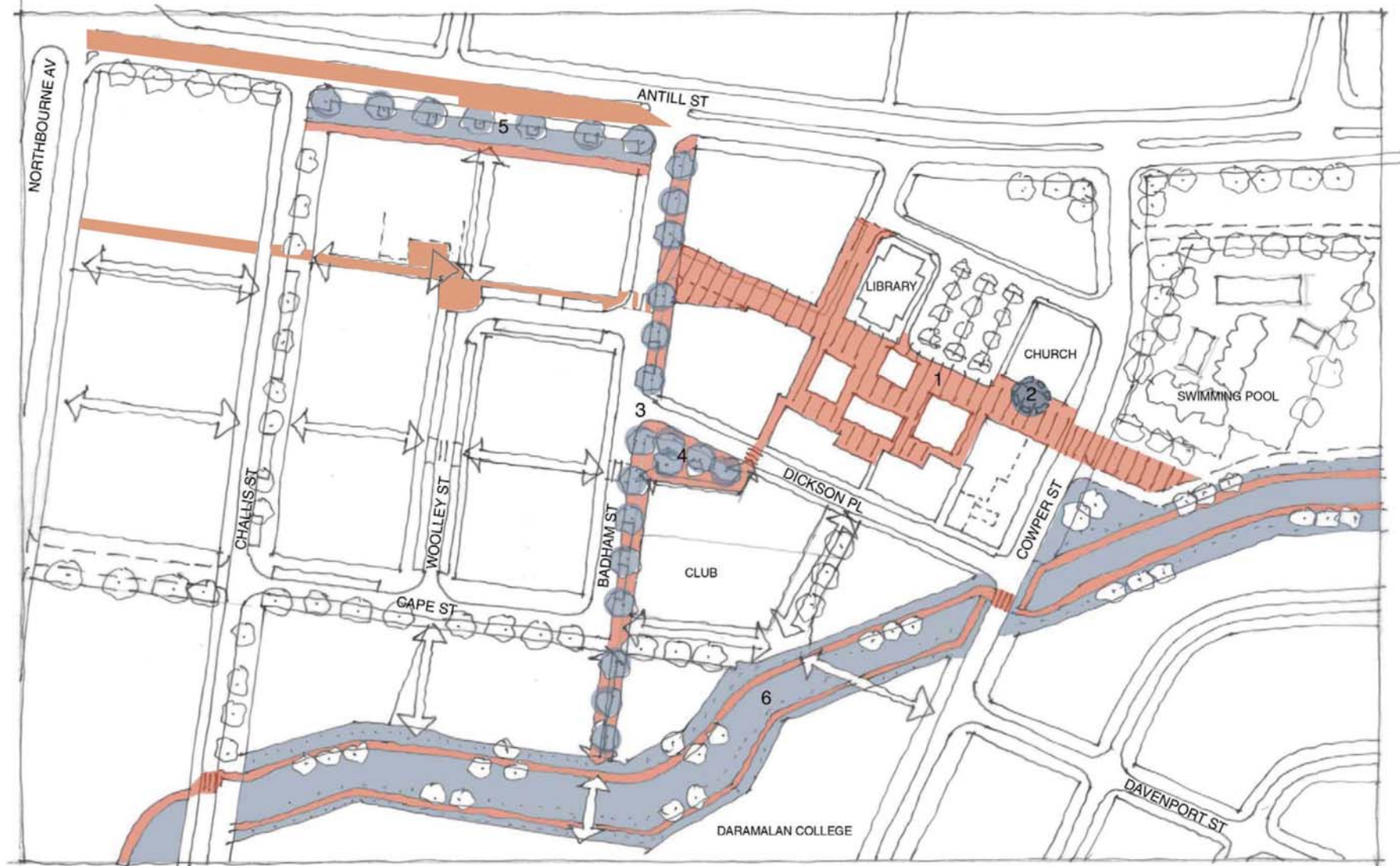
The strategies aim to improve the quality of the public realm to reflect the role of the centre and its contribution to the wellbeing of the community. Over time, the strategy to embellish and extend the existing public realm will create a more attractive place for everyone who lives, works or recreates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

#### 3.3.2 Intent

The aims of the public realm strategy are to:

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

Figure 7: Enhance the public realm



- 1. PEDESTRIAN SPINE
- 2. NEW PLAYGROUND OPPORTUNITY
- 3. NEW LANDSCAPED PROMONADE AND ACTIVE STREET FRONTAGE TO EAST SIDE OF BADHAM STREET. 5M BUILDING LANE TO INCREASE STREET RESERVATION TO 30M.

- 4. GREEN SQUARE
- 5. NEW LANDSCAPED FRONTAGE WITH PARKING
- 6. LANDSCAPED CYCLE WAY WITH IMPROVED PEDESTRIAN ACCESS TO IMPROVE SAFETY

### 3.3.3 Strategies

#### *Create a linear open space*

Improving and expanding the open space would transform the centre.

The strategy proposes the creation of a linear open space that extends from Cowper Street to Woolley Street. The character and size of the linear open space would change as it passed through different precincts but it could be unified using a consistent theme along its length. The linear open space would be a series of connections between focal points where the space widened out, routes intersected or pedestrian activity increased. These focal points are to be marked with landscaping or other elements.

#### *Better streetscapes*

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

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

#### *A landscaped entry to the centre*

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

The entry points from Antill Street into the centre could be landscaped to mark the gateways. Cherry trees were previously planted at these points. Their replacement would be a symbolic connection with the history of the centre.

The strategy proposes that the entries be landscaped.

#### *Create a stronger sense of place and a simple signage system*

Some roads into the retail core and the Dickson Drain are not named. The lack of street names weakens the centre's identity and creates confusion for visitors.

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

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

#### *Integrate the Dickson Drain into the centre's public realm*

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

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

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

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

#### *Establish a safe public realm*

The community considers that the retail core is unsafe at night when most of the shops are closed. The lack of active frontages and passive surveillance in other parts of the centre also reduces perceived safety.

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

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

#### *Maintain the public realm*

Many parts of the public realm, particularly in the core, have not been well maintained. The community frequently expressed concern about the lack of maintenance.

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

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

### Theme 3 - Enhance the public realm

#### Strategy 11 – A linear open space in the retail core

##### Actions

##### *Capital Works*

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

##### *Management*

40. Liaise with the lessee of Block 24 Section 30 to develop a new driveway entry to the site from Badham Street as part of proposed public realm improvements.
41. Also liaise with the above lessee to incorporate part of the existing car park on the site into the linear open space.
42. Alternatively, provide an incentive for McDonalds to remove these car parking spaces and pedestrianise the area with the possible inclusion of a small area for new retail shops immediately adjoining the Woolworths supermarket.

#### Strategy 12 – Better streetscapes

##### Actions

43. Increase verge widths in Woolley Street (while maintaining the double row of 90o angle parking, but resulting in a reduced vehicle movement aisle) to enhance the area available for outdoor dining on the eastern side of Woolley Street as well as facilitating increased pedestrian movement along the northern verge.
44. As sites are redeveloped on the eastern side of Badham Street, visually extend the streetscape by requiring avenue planting to match the planting on the western side of the street.
45. Increase verge widths on the northern side of Woolley Street to further reinforce the linear park and ensure comfortable pedestrian movement, while retaining the adjacent 90o angle parking.
46. As sites are redeveloped adjacent to Cape Street, extend the width of the verge and footpath and introduce the landscape theme adopted throughout the centre, including planting and pavement treatment.
47. If the lessee decides to develop residential uses on Blocks 20 and 30, Section 32 the streetscape in the Antill Street road reservation adjacent to Blocks 2, 20 and 30 Section 32) should be improved. Not all of the land is required as road reservation and some could be consolidated with the adjacent blocks and become private open space. The northern part of the area is to remain public parking but landscaped in a manner consistent with a residential environment.
48. If Blocks 20 and 30 Section 32 are developed for office uses (as approved), the area should remain as public parking but the landscape treatment should be improved.
49. Increase the verge width on the southern side of the Antill Street Service Road to enable establishment of a tree-lined boulevard.

### Strategy 13 – Landscape the entry to the centre

#### Actions

##### *Capital works*

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

##### *Further investigations*

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

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

#### Actions

##### *Capital works*

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

##### *Operational*

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

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

#### Actions

##### *Capital works*

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

##### *Further investigations*

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

### Strategy 16 – Establish a safe public realm

#### Actions

##### *Territory Plan*

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

##### *Further investigation*

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

### Strategy 17 – Maintain the public realm

#### Actions

##### *Maintenance*

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

### 3.4 Theme 4 - An appropriate built form

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

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

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

#### 3.4.1 Existing situation

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

The built form ranges from small one (1) and two (2) storey buildings in the retail core to larger scale buildings in the Woolley Street and Northbourne Avenue precincts.

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

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

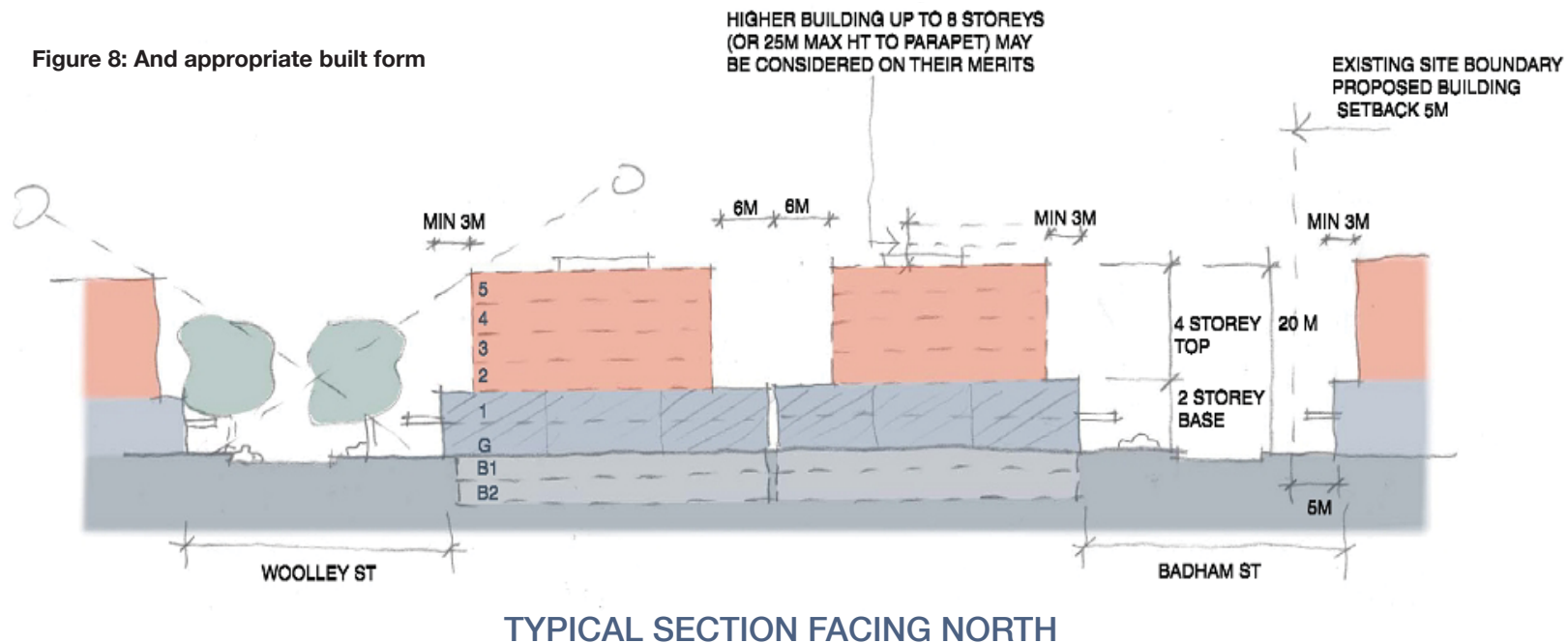
#### 3.4.2 Intent

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

The objectives are to:

- ensure that the built form contributes positively to the public realm
- relate maximum building heights to the predominant uses and character of a precinct, and
- ensure the building heights do not adversely affect solar access of the public realm.

Figure 8: And appropriate built form



### 3.4.3 Strategies

#### *Locate higher buildings on the edges of the centre*

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

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

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

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

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

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

#### *Maintain lower scale to the street*

Within the before mentioned height provisions, buildings are to include a two (2) storey base to reflect the existing building height and street facades. Buildings above this height are to be setback from the front boundary to open the streetscapes to solar access (Figure 8).

#### *Reinforce active frontages*

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

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

#### *Maintain character*

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

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

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

#### *Maintain strong frontages*

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

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

## Theme 4 - An appropriate built form

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

#### Actions

##### *Territory Plan*

61. The following site-specific height controls apply (Figure 5):
- Section 30: maximum building height 3 storeys (RL587). This provision applies irrespective of the proposed land use.
  - Sections 31, 32 and 34: maximum building height of 6 storeys (RL595) where the upper levels are for residential use, and
  - Sections 31, 32 and 34: maximum building height of 4 storeys (RL587) where upper levels are for non-residential uses.

### Strategy 19 – Maintain a lower building scale to the street

#### Actions

##### *Territory Plan*

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

### Strategy 20 – Maintain strong frontages

#### Actions

##### *Territory Plan*

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

### Strategy 21 – Reinforce active frontages

#### Actions

##### *Territory Plan*

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

##### *Management*

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

### Strategy 22 – Maintain character and diversity

#### Actions

##### *Territory Plan*

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

## 3.5 Theme 5 – Sufficient Parking

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

Parking should be accessible but not dominate a centre.

### 3.5.1 Existing situation

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

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

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

### 3.5.2 Intent

The primary objective of this strategy is to support the continued development of the centre. As noted in the Sustainable Transport Plan, parking affects the competitiveness and attractiveness of centres.

This strategy also aims to:

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

### 3.5.3 Strategies

#### *Adopt a flexible approach to meeting future parking demand*

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

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

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

#### *Tailor parking provision to centre requirements*

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

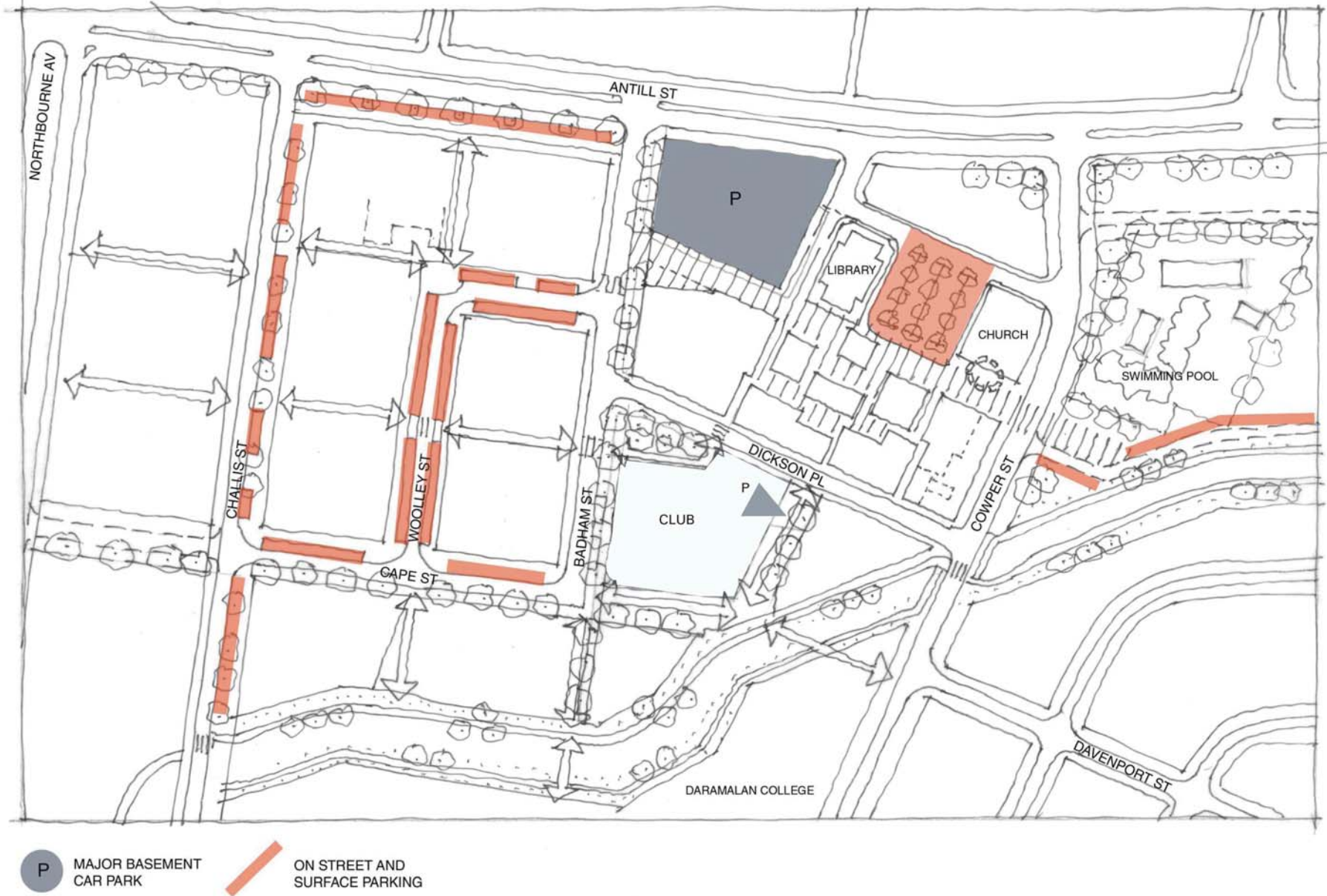
The existing traffic and parking guidelines assume that the level of access and activity is the same at all group centres. This approach is no longer suitable for Dickson. Based on the availability of public transport, trunk and local bicycle networks and the amount of residential development in walking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

#### *Replace displaced parking*

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

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

Figure 9: Parking



### *Maximize on-street parking*

Visitors to centres invariably prefer on-street parking if it is available. On-street parking adds to the vitality of a centre. The strategy proposes that on-street parking be maximised throughout the centre.

### *Retain surface parking (Block 19 Section 30)*

It is anticipated that pressures to redevelop Block 19 Section 30 (eastern car park near the church) will increase in the longer term. However this strategy proposes that the site be retained as a surface car park. The parking area is close to small traders and community uses in the eastern and northern part of the retail core.

### *Improve parking management*

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

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

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



## Theme 5 – Sufficient parking

### Strategy 23 – Adopt a flexible approach to meeting parking demand

#### Actions

##### *Territory Plan*

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

##### *Further investigation*

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

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

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

#### Actions

##### *Territory Plan*

73. Require that future parking provision be in accordance with the following rates:
- |                           |                                    |
|---------------------------|------------------------------------|
| ○ Supermarket             | 5 spaces per 100m <sup>2</sup> GFA |
| ○ Retail (ex supermarket) | 3 spaces per 100m <sup>2</sup> GFA |
| ○ Non –retail commercial  | 1 space per 100m <sup>2</sup> GFA  |
| ○ Services                | 3 spaces per 100m <sup>2</sup> GFA |
| ○ Residential             | existing code requirements         |

OR

##### *Further investigations*

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

### Strategy 25 – Replace displaced parking

#### Actions

##### *Territory Plan*

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

### Strategy 26 – Maximise on-street parking

#### Actions

##### *Capital works*

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

### Strategy 27 – Improve parking management

#### Actions

##### *Further investigation*

78. Investigate the options for the installation of directional and entry signage to parking areas in particular and the centre in general.
79. Ensure that signage includes public parking at the Coventry.

##### *Management*

80. Liaise with lessees of existing large private car parks (Block 2 Section 33 and Block 4 Section 33) about using these car parks for weekend public use.

### 3.6 Proposed supermarket

The proposed release of a site for a full-line supermarket is the major action proposed in this framework to strengthen Dickson.\* Section 5.1.1 considers options for siting a supermarket and concludes that a mixed use development including a supermarket of up to 4000m<sup>2</sup> should be developed in the centre.

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

#### 3.6.1 Proposed development size

The proposed development would include:

- mixed use development including supermarket, speciality retailing and commercial and/or residential uses on the upper levels
- the gross floor area of the supermarket would be about 4000m<sup>2</sup>
- about 500m<sup>2</sup> of speciality retailing
- replacement parking for 237 cars, and
- parking generated by the development.

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

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

Figure 10: Supermarket - schematic plan



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

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

## Urban design

The community strongly supports the development of additional supermarket space as it believes that it would increase choice and competition. On the other hand it does not support the development of a mall that would internalise retailing and not be in character with the rest of the Dickson Centre. They do not want a 'big box' or an enclosed mall that would take from the centre and give little in return.

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

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

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

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

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

### Access

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

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

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

**Figure 11: Services vehicle 'swept' path**



## Parking

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

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

**Table 1: Parking estimates**

Use	Floor space	Parking
Supermarket	4000m <sup>2</sup>	200
Speciality	500m <sup>2</sup>	25
Replacement parking		237
<b>Total</b>		<b>462 spaces</b>

## Traffic generation

Traffic generation was calculated for a slightly smaller supermarket development than is now proposed. A supermarket of 4000m<sup>2</sup> GFA could generate additional peak traffic volumes of approximately 455 vehicles per hour and 4477 vehicles per day on the local road network. These volumes have been calculated using the NSW RTA Guide to Traffic Generating Developments and are based on surveys conducted in 1990. These surveys indicate that traffic generated had reduced since 1978 and this trend is expected to continue with the implementation of sustainable transport initiatives.

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

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

## Parking management

The proposed redevelopment of the car park on Block 21 Section 30 is likely to disrupt the operation of the Dickson Centre and potentially impact on retail sales. A parking management strategy will therefore be required as part of the implementation plan for the release of the site. This strategy should specifically seek to minimise the impacts during construction on existing retailers arising from the loss of the surface parking area. This would support that alternative parking would need to be provided prior to commencement of any construction on Block 21 Section 30. It is beyond the scope of this report to address this issue.

## Off-site works

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

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

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

## Varying the planning controls

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

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

## 3.7 Implementation process

The framework will be implemented through several approaches including:

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

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

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

### 3.7.1 Rezoning

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

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

### 3.7.2 Dickson Centre Precinct Code

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

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

### 3.7.3 Land release

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

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

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

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

### 3.7.4 Capital works

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

- construct an east-west linear open space from Cowper Street to Badham Street with extensions adjacent to the western boundary of the library
- re-configure the existing eastern car park (as part of the development of the linear open space)
- upgrade streetscapes and construct on-street parking:
  - Challis Street adjacent to Blocks 24 and 6 Section 32
  - Challis Street adjacent to Block 3 Section 34, and
  - Cape Street adjacent to Block 9 Section 31.
- increase the width of footpaths:
  - the southern side of the service road adjacent to Antill Street
  - the eastern side (of the north-south aligned section) of Woolley Street
  - the northern side (of the east-west aligned section) of Woolley Street
- construct a driveway into the southern car park off Badham Street
- relocate the existing pedestrian crossing to align with future pedestrian arcades, and
- enhance the landscape plantings along the Dickson Drain and naturalise the drain (within the constraints of channel).

### 3.7.5 Negotiations with lessees

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

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

Negotiations with the lessees of McDonald's should occur prior to the release of (part) Blocks 19 and 21 Section 30 for a mixed-use development, especially if the proposed development includes off-site works.

### 3.7.6 Further investigations

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

- survey of the northern car park site (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.

### 3.7.7 Sustainability measures

The ACT Government is committed to achieving a more sustainable urban form. ACTPLA is undertaking the Sustainable futures program to review planning policy to deliver this outcome. This program will

focus on reviewing planning policy and identifying strategies and measures that complement the ACT Government's sustainability policy, People, Places and Prosperity and will assist in achieving targets set out in the action plan Weathering the Change. A key outcome of the program is a review of the Territory Plan to include changes to design standards and provisions to address issues of public transport, housing choice and infrastructure.

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

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

## 3.8 Implementation priorities

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

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

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

- release Block 21 Section 30 for a mixed use development including a supermarket, specialty shops and possibly residential uses with associated basement parking
- vary the Territory Plan zoning and introduce a Dickson Centre Precinct Code
- establish the linear open space from Cowper Street to Badham Street
- initiate discussions with Dickson businesses with a view to identifying how they can be more actively involved in planning for the future of the centre, including being more accountable for some aspects of the public realm.