

Dickson Streetscapes Concept Masterplan Report

We wish to acknowledge the Ngunnawal people as the Traditional Custodians of the ACT and recognises any other people or families with connection to the lands of the ACT and region.

We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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ACCESSED.

Accessibility



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Figure 1. Dickson Streetscapes study area

Executive Summary

Create a vibrant Group Centre that offers a welcoming, well-connected, safe and thriving destination.

Project Brief

The streets in Dickson Group Centre are car dominated and do not encourage pedestrians to visit or explore the local environs and businesses. Inconsistencies in road and footpath materials, including pavement, landscaping and lighting, result in a poor public environment and wayfinding experience throughout the Group Centre. The proposed Masterplan aims to support high quality urban renewal outcomes within the precinct, integrating existing, new and proposed developments and linkages with the light rail and transport interchange, whilst retaining its multicultural uses, strong sense of identity and community focus.

The City Renewal Authority have delivered Stage 1 of the Dickson Streetscapes program - the Woolley St upgrades, including a shared zone that prioritises pedestrians and provides a space for social gatherings and events at the centre of the 'Eat Street' precinct. The success of these upgrades was evident during the Lunar New Year celebrations from 2023.

This Masterplan (Stage 2) undertook a feasibility study to understand the functionality and uses of the streets within the Dickson Group Centre. These findings of the feasibility study were used to inform and develop the Preferred Concept Masterplan. The Masterplan outcomes aim to prioritise and stage a program of upgrades that create a high-quality public realm for the community that is safe, accessible, well-connected, enjoyable and resilient.



The proposed concept masterplan aims to capture and reflect the vibrancy of Dickson and wishes of the community for a safer, more enjoyable streetscape experience supporting it as one of Canberra's favourite retail and dining destinations. This masterplan is aimed to be delivered within the next 10 years to support the growing community within Dickson.

Masterplan Objectives

- + Improve the connectivity, accessibility and attractiveness of the Dickson Group Centre to encourage people to visit and stay longer.
- + Enhance safety, walkability and wayfinding with improved lighting, footpaths, visibility and consistency throughout the Group Centre.
- + Encourage and support both day-time and night-time activity, both within the public realm and local businesses.
- + Improve environmental and social sustainability outcomes and climate change resilience.
- + Enhance a sense of place through integrating art, history and culture that celebrates Dickson's diverse community and village character.
- + Encourage continued private investment and upgrades to surrounding buildings and businesses, to support the urban renewal effort.

Process and Deliverables

Site Investigations and Place Analysis

Site Investigations and Place Analysis works were undertaken based on the use of publicly accessible data, inputs from consultants and on-the-ground observations/imagery to create a comprehensive overview of the material and immaterial conditions that shape the current streetscapes of Dickson.

Analysis was produced at both macro (suburb) and micro (site) scales to enable a broader contextual understanding whilst also focusing on the finer detail of the immediate context.

The Place Analysis undertaken by Inhabit Place was undertaken over several weeks in early 2024 to understand the qualitative and quantitative information of the people who live in, work in and/or visit Dickson. Recorded data includes patterns of movement, time in place, intercept surveys, interviews and imagery to

help elucidate the human characteristics of site. This data has been synthesized into key findings about how people are currently using the space and what desires they have for future interventions.

Key findings for the extensive analysis are as follows:

- + The Group Centre is zoned as commercial, the actual uses are far more varied with residential being the fastest growing use in the area with future developments likely to be mixed use i.e. a combination of commercial and residential.
- + The community make up is varied, but trends towards an older demographic.
- + The area is well supplied with public transport and has a high number of cyclists when compared with greater Canberra.
- + There is a lack of cycling infrastructure within the site even though there is a high representation of cyclists.
- + Dickson is a car reliant suburb with much of the area being dedicated to car parks, both government owned and privately owned, however this appears to be interlinked with the demographics of the area.
- + East-west links are missing in the site, with a lot of circumnavigation required currently to move across site.
- + There are high number of good street tree planting but nowhere in the site is reaching 30% coverage.
- + There are several car crash hot spots at intersections and pedestrian crossings.
- + Only half the community (surveyed) feels safe at all times in Dickson.

Transport Feasibility Study

The Transport Feasibility Study sought to identify existing issues and opportunities within the streetscape improvements study area and evaluate the impact of the proposed design on sustainable travel modes, traffic, and parking.

Based on this study, it was understood that the current street network in the Dickson Group Centre is car dominant and does not sufficiently support walking and cycling access, connectivity and safety. As the Group Centre continues to develop it is important that this street network follows suit, to continue to support its function.

The findings suggest that the proposed improvements will enhance safety and connectivity for walking and cycling while having minimal impact on driving and parking. The proposed parking reductions and reclaiming of carriageway for walking and cycling are expected to have a minor effect on intersection performance and parking availability. However, careful management of these upgrades is recommended to mitigate any potential risks.

Concept Design Options

Three Concept Design Options were developed to explore streetscape design initiatives that sought to balance the integration of the following:

- + Active Transport - Pedestrians
- + Active Transport - Cyclists
- + Public Transport
- + Vehicles - Private
- + Vehicles - Commercial
- + Climate Resilience & Sustainability
- + Amenity

The Concept Design Options proposed the following key moves to improve the overall experience for public realm, including:

- + Improve connectivity by creating a more permeable, safer and accessible streetscape.
- + Support pedestrian and cyclist movement through the streetscapes. The wider pedestrian and cyclist networks have been taken into consideration to ensure Dickson remains a destination with access to key active travel networks.
- + Rationalising on-street parking to support greater opportunities within the public realm. Utilisation of parking has been taken into consideration to ensure viability and an overall approach to the Concept Design Option/s.
- + Ensure the viability and future opportunities for local businesses is maintained with the integration of wider footpaths and activity zones within the street.
- + Commercial access to businesses is maintained.
- + Sustainability initiatives and climate resilience in embedded within the streetscape to improve amenity and comfort within the public realm.

Community, Stakeholder and Authority consultation was undertaken throughout the development of the Concept Design Options to inform the Preferred Option which was to be further developed and incorporated within the Concept Masterplan.

Concept Masterplan

Based on the previous stage findings, and community and stakeholder consultation undertaken, the development of the Concept Masterplan develops and ingrates these key ideas within a framework to be delivered within the next 10 years.

The Masterplan focuses on Dickson as a destination within Canberra's North. The Masterplan focuses on creating a vibrant public realm and high quality streetscape outcomes that support the community and visitors to stay longer and enjoy what Dickson has to offer.

The Masterplan responds to the following:

- + Needs of the community addressing concerns regarding provision of trees, adequate shading within the public, improved and more inclusive footpaths, improved perception of safety and retention of parking within the Group Centre.
- + Meeting ACT Government targets including tree canopy coverage (30%) and site permeability (20%).
- + Supports the needs of businesses, in a post COVID landscape, through the retention of on-street parking, increased opportunities for activation within the streets and increased pedestrian permeability and public realm amenity.
- + The Masterplans improves the user experience with the inclusion of wider footpaths, more shade, greater public realm amenity and more reasons to visit and stay.
- + Slower traffic speeds (30km an hour) and safer more frequent crossing points within the Group Centre.

Summary table

	Existing	Proposed
On-street Parking	289	245 (85% retention)
Canopy Cover	19%	> 40%
Permeability	-	20%

1.1 The Masterplan

Introduction

Dickson Streetscapes is the Stage 2 design component of the Dickson Revitalisation Program - a community initiated program to transform Dickson.

The Dickson Streetscapes project has undertaken a series of tasks and studies to inform the development and delivery of the Streetscapes Masterplan including a feasibility study to understand the functionality and uses of the streets within the Dickson Group Centre Study Area, and concept design options to explore the possibilities on how the overall pedestrian experience and functionality can be improved. The preferred concept design option is an amalgamation of three schemes, examining existing conditions and potential opportunities – striking the balance between site specific street-by-street considerations, and a holistic approach to the Dickson Group Centre study area.

The findings of the feasibility study and the preferred option have been used to inform the Concept Masterplan, supporting Dickson Group Centre as a strong destinational retail, dining and shopping precinct and employment hub with on-street activation and high pedestrian activity, now and into the future. The Concept Masterplan includes an overall vision for Dickson Streetscapes, a material palette to improve the public realm experience and improved connectivity throughout the Dickson Group Centre Study Area, from the light rail stop through to the Dickson Shops and Pool.

Key transport related issues outlined in the feasibility report are as follows:

- + Dickson serves as a central location for employment, dining, shopping and community facilities;

- + Currently the street network in Dickson is car dominant and does not sufficiently support walking and cycling access, connectivity and safety;
- + The primary mode share for travelling to Dickson is private vehicles, whilst walking is the dominant mode of travel within the streetscapes study area;
- + Footpaths are generally within the desirable range, with exceptions on some streets where they are too narrow or don't exist;
- + A consistent treatment of raised pedestrian crossings at intervals and reduced speed limits would be beneficial for pedestrian safety, noting many reported pedestrian collisions in the study area occurred at or near zebra crossings;
- + Interactions between driveways and footpaths is high due to commercial vehicle access requirements and the quantity of driveways on streets, contributing to a reduction in pedestrian comfort and safety;
- + There is an established cycling network surrounding the study area, with limited designated cycling infrastructure to support these routes;
- + Dickson is highly connected to the ACT's public transport network including Stage 1 light rail (Gungahlin to City) and the Dickson R9 rapid bus route that travels along Cape Street, Badham Street and Poppyfield Street;
- + The use current on-street parking on some streets is higher than others within the Group Centre. There is a variety of off-street parking opportunities within the Group Centre which is currently under-utilised. A balanced approach to parking across the study area will enable some reductions in on-street car parking;
- + Commercial vehicle access is essential to maintain functionality and support businesses given Dickson is a strong retail centre.

The feasibility study includes an assessment of the concept design options and determines that the preferred option is expected to enhance walking and cycling in the study area, contributing to better place-making in the future.

A key component of the project involved undertaking stakeholder and community consultation to garner community support and interest in the improvements, to ensure the project addressed the key concerns from the community and key stakeholders, and align with Government standards, targets and initiatives. Casting a wide net of perspectives and inputs and weighing them up against the existing conditions and opportunities for the site.

The design outcomes of this masterplan aim to prioritise and propose a staged implementation of upgrades works that create a high-quality public realm that is safe, accessible, well-connected, enjoyable and resilient.

Key project benefits include -

- + Provide a legible, accessible and pedestrian friendly urban environment.
- + Improve pedestrian safety through a holistic approach to movement within the study area;
- + Improve pedestrian amenity with wider footpaths and increased tree planting for comfort and natural shade;
- + Strengthen wayfinding between the different precincts of the Group Centre, from the light rail stop through to the Dickson Shops and Dickson Pool.
- + Support a vibrant social and economic hub through increased day-time and night-time activity.
- + Encourage continued private investment in housing, dining, retail and business opportunities within the Group Centre.
- + Encourage active travel through investing in improved infrastructure.
- + Enhance sustainable urban renewal outcomes across the City Renewal Precinct.

Nov 2023	Task 1 Site Investigations & Place Analysis Site Survey & Analysis Place Analysis Summary Report
Dec 2023	
Jan 2024	
Feb 2024	
Mar 2024	Task 2 Transport Feasibility Study and Concept Design Options Urban Design and Transport Feasibility Study Report Concept Design Options Report
Apr 2024	
May 2024	
Jun 2024	
Jul 2024	Targeted Stakeholder Consultation
Aug 2024	Task 3A Draft Concept Masterplan Draft Concept Masterplan Report & Drawings Draft Concept Masterplan Cost Plan Draft Materials Palette
Sep 2024	
Oct 2024	
Nov 2024	Public Consultation
Dec 2024	Task 3B Final Concept Masterplan Final Concept Masterplan Report & Drawings Final Concept Masterplan Cost Plan Final Materials Palette
Jan 2025	
Feb 2025	
Mar 2025	
Apr 2025	
May 2025	
Jun 2025	
Jul 2025	
Aug 2025	
Sep 2025	

1.2 About Dickson

Introduction

Dickson is thriving hub offering a range of activities and experiences. It is home to the unofficial China Town of Canberra whilst also functioning as a key shopping precinct for North Canberra and surrounds.

Dickson is a suburb within North Canberra located along Canberra's primary movement corridor Northbourne Avenue.

Dickson attracts people from all over Canberra and the ACT Region due to its diverse offering of food and beverage outlets, commercial offices including ACT Government offices and co-working facilities (WOTSO), as well as multiple large scale supermarkets and smaller grocers.

It is the closest shopping hub for residents who live on the outskirts of the ACT, including residents who live across the border and is accessed via multiple modes of transport, most recently the light rail corridor.

Dickson's population is expected to grow by 270% by 2060.¹ Responding to this expected population increase, in addition to the growing employment projections for Dickson (2,700 people employed within Dickson by 2063), there must be a greater focus on the Group Centre's public realm offering, to provide increased access to amenity and an improved experience.

As housing density increases, more pressure will be placed on the public realm and public infrastructure to deliver an activated and engaging alternative to the residential backyard. Responding to our changing climate, our public spaces must perform a series of different functions to enhance the overall liveability of the suburb and mitigate the impacts of climate change.





The Dickson Streetscapes Masterplan provides an opportunity to re-position Dickson as a thriving commercial and social community hub that supports the needs of the community today, whilst ensuring its ability to meeting the future needs of a growing Group Centre.



¹ ABS Census Data

1.3 Dickson in time

Introduction

<p>1840-1850s</p> <p>Early pastoralists often gave breastplates to Aboriginal leaders during negotiations to secure cooperation with local clans, and grazing rights to their land. William Wright grew up on Lanyon station, on the Murrumbidgee River south of Majura.</p>	<p>1912</p> <p>Walter Burley Griffin Plans were selected as the winning design for the capital, and the Commonwealth Territory was gazetted. Freehold lan was resumed and leases offered, causing many families to leave</p>	<p>1924-26</p> <p>The official aerodrome extended from a NW corner north of Dickson Library to a SE corner near Dutton St and Majura Avenue, taking in the whole western portion of Majura playing fields and the entire central residential portion of Dickson between Cowper St and Dickson wetlands. A small runway known as Northbourne Aviation Ground operated in an area between Antill Street and the Dickson Library. The runway was declared operational on the 4 March 1924 and remained open until 26 November 1926 at which time aircraft operations were transferred to a site on the western side of the current Canberra Airport.</p>	<p>1925</p> <p>FCC formed and Griffin Plan gazetted</p>	<p>1940-64</p> <p>A 25-year lease was granted in 1940 to Dr Bertram Thomas Dickson, Chief of the Plant Industry Division of the CSIR, for Dickson Experiment Station. Dickson Experiment Station began operating during World War II and initially focused on trialling crops to aid the war effort including opium, rubber and pyrethrum, with assistance from the Women's Land Army.</p>	<p>1956-65</p> <p>Suburban streets and subdivisions starting in 1959, streets and houses built by NCDC. Original creek re-aligned and concrete stormwater channels build in 1958-59.</p>	<p>1970s</p> <p>Dickson Shops & Woolley Street Precinct 1970s</p>
<p>Pre-colonial 2024</p>						
<p>1826</p> <p>Ngunnawal people watched the climbing plant <i>Hardenbergia violacea</i> closely. The appearance of its bright purple flowers indicated that certain fish species in the nearby Molonglo and Murrumbidgee rivers had grown fat, and were ready for eating.</p> 	<p>1826</p> <p>Ngunnawal warriors (and other local Indigenous Groups) walked to Weereewa (Lake George), north of Majura, to join a regional uprising of 1000 Aboriginal Peoples angry about pastoral colonisation and its destructive effects on Aboriginal land and society. Governor Darling decided to send a detachment of troops 'to enforce obedience and disperse them'.</p>	<p>1919</p> <p>Solider Settlement Scheme granted small blocks to returned soldiers</p> <p>1926</p> <p>A RAAF De Havilland DH9 crashed at the Canberra Aerodrome in Dickson killing the pilot Philip Mackenzie Pitt and the navigator William Edward Pitt. They were to take aerial photographs of the FCT. The only relic of this crash, the bomb site, is in the CDHS collection.</p> 	<p>1928</p> <p>Dickson was gazetted on 28 September 1928 and took in the whole of what are now the suburbs of Dickson and Downer. All of the land in Dickson had been earmarked for an Industrial area on the final 1918 Griffin Plan.</p> 	<p>1948</p> <p>Town Planning Section formed. Dept. of Interior hired its first town planner, Trevor Gibson. By 1950, Industrial Area of Griffin Plan was changed to residential and shown accordingly on new Outline Plan for the city 1951.</p>	<p>1959-66</p> <p>Dickson shops and Post Office, roads, shops, carpark and pool built by NCDC by 1965. Baptist memorial Church privately built in 1964. New post office built in 1966.</p>	<p>1968-69</p> <p>Dickson Library NCDC commissioned Enrico Taglietti to design new district library in modern style. Place heritage listed by ACT Government in 2008.</p> 

1.4 Strategic Positioning Introduction



CRA Sustainability Strategy 2021-2025

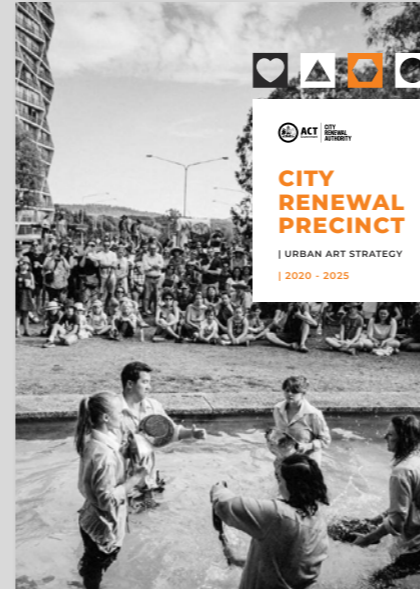
Organisation ACT Government | City Renewal Authority
Year 2021

Resilience and climate-wise design

- + Climate Resilience
- + 30% tree canopy cover
- + Limit urban heat islands to no higher than 1 degree above 2017 average across precinct by 2031
- + Provide an increasing presence of appropriate plants, both native and deciduous
- + Recognised leader on 'nature in the city'
- + 30% water permeable surfaces in urban footprint by 2045
- + Healthy comfortable buildings and outdoor space
- + 100% of public space upgrades include placemaking initiatives helping people to get active and connect with others.
- + Leadership in creating and measuring how places help to improve wellbeing.

Social and economic vibrancy

- + People-centred urban design and liveability
- + Access to community and basic commercial services within an easy walk (10 minutes).
- + Permeable street-facing façades that attract people.
- + Community safety promoted with smart and appropriate LED public lighting in more than 50% of the precinct.
- + Increase in communal and public open space (20% of site area for developments with more than 30 apartments), including productive gardens and or nature pockets.
- + Inclusive, accessible places for all
- + An increasing number of garden beds supporting cultural plant use.
- + Inclusive, safe, sustainable city that fosters a sense of belonging.
- + Achieve excellence in accessibility, child and age friendly city measures and 'enjoyable places'.
- + Enable active living and travel
- + Healthy active living and sustainable transport
- + Priority cycle and pedestrian routes to aim for 50% tree canopy shade.
- + Child and age friendly city design outcomes enabled through public space upgrades.



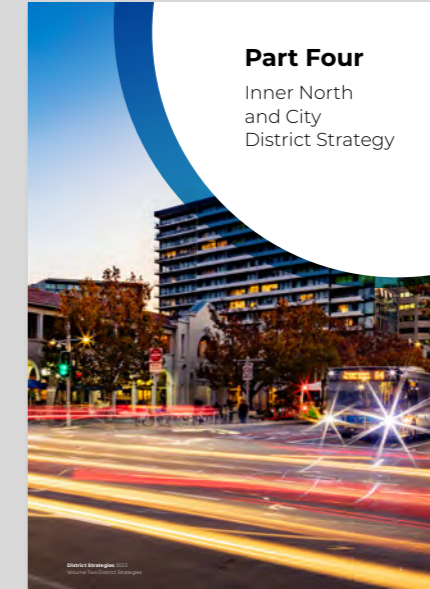
CRA Urban Art Strategy 2020-2025

Organisation ACT Government | City Renewal Authority
Year 2018

The renewal of Dickson will be responsive to community aspirations by delivering a diverse array of community driven arts and cultural activation alongside the built form transformation, ensuring its multicultural nature is strengthened.

Neighbourhood Urban Art Opportunities

Urban art outcomes in Dickson should aid in its transformation into a contemporary urban village at the tip of the precinct, sustained by its multicultural and community focused foundations. Here urban art outcomes have the opportunity to respond to the filigree nature of Dickson, particularly in Dickson Village, providing opportunities to connect the Group Centre through aiding in legibility, movement and discovery. Opportunities also exist through permanent outcomes located within the southern green spine defined by Sullivan's Creek.



Inner North and City District Strategy

Organisation ACT Government
Year 2023

Employment hubs and economic activity

- + The Inner North and City District has one group centre at Dickson and eight local centres. Dickson is the ACT's largest group centre. It has a more strategic economic function and office-based employment than other group centres.

Blue Green Network

- + Protect, enhance and restore habitat values in key blue-green corridors including re-naturalisation of Sullivans Creek and its tributary waterways where possible, connections to Banksia Street and Dickson Wetlands and linkages between reserves, urban open space and Garden City precincts and application of water sensitive urban design.

City Precinct Renewal Program – Place-based planning and project delivery

- + Dickson – a thriving urban centre. The Dickson group centre will offer a 'complete lifestyle' with housing choices, leisure and dining, retail, business and employment opportunities, while retaining its multicultural uses, strong sense of identity and community focus. It is a transport hub with links to buses, light rail and active travel networks. New development will contribute a greater mix of uses while expanding its fine-grain elements.



ACT Transport Strategy

Organisation ACT Government | Transport Canberra and City Services Directorate

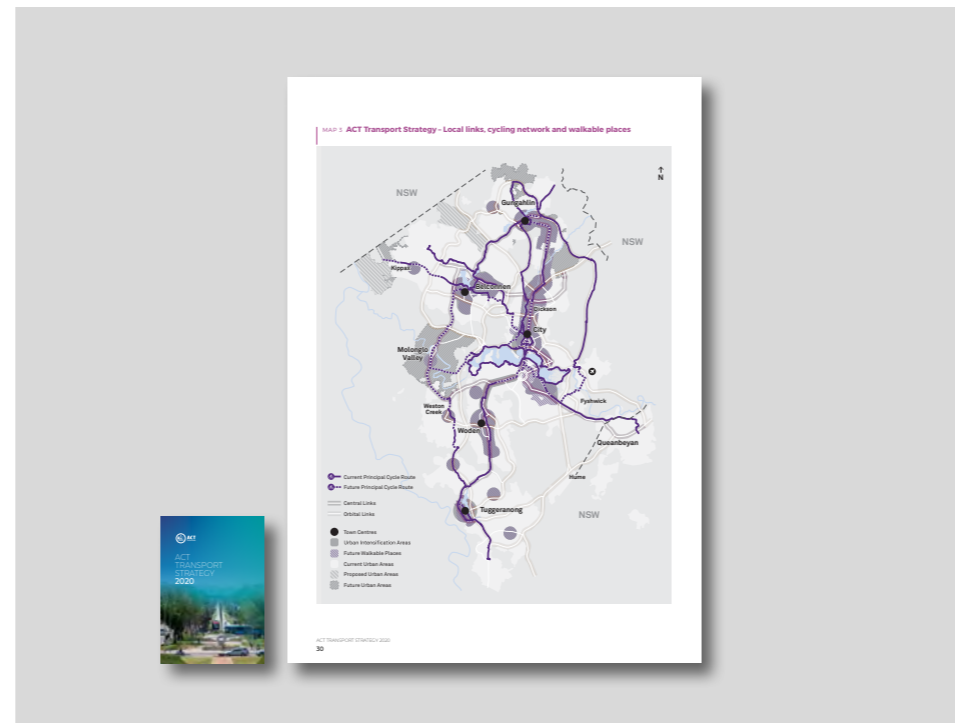
Year 2020

Summary

- + Vision for a world class system that supports a compact, sustainable and vibrant city.
- + Convenient and connected public transport.
- + High quality environments for walking and cycling.
- + Road network that allows movement of people and goods safely and reliably.
- + Framework for planning and investment in transport for the next 20 years.
- + Developed alongside ACT Climate Strategy 2019-2025 and ACT Planning Strategy 2018.
- + Climate Strategy sets out pathways for reducing transport emissions and encouraging a shift to walking, cycling and public transport.

Principles

- + People focused - meets the needs of all Canberrans with high-quality customer experience and accessible design.
- + Safe - Improves the safety performance of our network to enable safe and secure travel by all transport types.
- + City shaping - integrated with land use planning to shape a more compact, vibrant, and accessible city.
- + Future focused - pro-actively plans for future scenarios by acting ahead of the curve wherever possible, remaining adaptable and embracing new technologies and ways of doing things.
- + Connected - services work together seamlessly and across Territory borders to create a whole journey experience with a clear path from start to finish.
- + Flexible - Provides a wide range of journey opportunities, and the ability to travel at different times of the day and to change destination mid-trip.
- + Reliable - Gets people and goods to where they need to be, when they need to be there, in a predictable manner, remaining resilient to unforeseen event's.
- + Efficient - Uses space and resources well to carry the greatest amount of people and goods around the city.



- + Sustainable - Leads the way in the switch to zero emission transport technologies and provides choices that will reduce the ACT carbon emissions.
- + Healthy - Improves health and wellbeing of all Canberrans by expanding opportunities to travel by public transport, walking and cycling.

Walking and Cycling for a liveable city

Walkable places - The City, Town and Group Centres

- + High quality footpaths
- + Seating to allow rest stops for older people
- + Safe opportunities to cross the road
- + Clear walking priority at intersections

Walkable suburbs and school environments

- + Provide high quality walking environments to improve access to local shops and public transport
- + Local streets will be designed to be safe, intuitive environments for people walking and cycling
- + ACT's Living Infrastructure Plan includes a goal to increase shade cover of Canberra's urban footprint by increasing the number of trees located on footpaths and shared paths to contribute to the quality of walking environment and improve resilience in the context of a changing climate.

Cycling

- + Canberra's climate, flat gradients and existing off-road shared path network making cycling a transport mode with considerable potential for growth.

Parking

- + Recognises the importance of parking for residents and business, and parking's contribution to the viability of centres.

Mode Share for all trips in the ACT: 2017 household travel study

- + 76.5% vehicle
- + 14.2% walking
- + 4.6% bus
- + 2.7% cycling
- + 2.0% other



Dickson Place Plan

Organisation ACT Government | City Renewal Authority

Collaborators Spaced Out Placemakers, Place Laboratory, Town Team Movement

Year 2018

Acknowledge and connect

Dickson has a number of distinct, physically separated precincts; Woolley Street, Badham Street, Dickson village. It is important to acknowledge and respect these differences and also find new ways to better connect and integrate them.

Every action counts

Activation does not always mean big festivals and colourful murals. Everyone can be involved by just saying hello or smiling at a neighbour.

Fun for everyone

Dickson should be an inclusive environment with public spaces reflective of the entire population. Play slows people down and brings happiness and life, even in periods when shops are closed.

Prioritise people

More spaces for people will bring more people into Dickson, facilitating a stronger, safer and more prosperous community for traders and residents.

We are all part of a the team

We are all part of the team Working collaboratively with traders, residents and government will create a stronger community and result in increased engagement, authenticity and improved onground activation.

Grey to green

A splash of colour and planting green spaces will provide a more comfortable and beautiful Dickson, representative of the love for our community!



Dickson Centre Masterplan 2011

Organisation ACT Government | ACT Planning & Land Authority

Year May 2011

The Dickson centre vision

Dickson centre will be a multicultural, progressive and safe hub with a diversity of services and amenities for the local and wider community, a place where people live, work and play.

The place – urban character

The Dickson centre consists of four precincts as shown in the diagram below. Each precinct has its own distinct built form and public realm which makes it unique. Each precinct is described over the following pages, with relevant comments from consultation shown in the boxes.

- + The scale of development is larger than the retail core precinct which reflects the subdivision pattern.
- + The road and pedestrian networks run north to south and east to west which clashes with the road and pedestrian network of the retail core which runs on an angle.
- + Blocks are large and typically square with a similar depth to frontage ratio.
- + Parking is on-street either as angled or parallel parking.

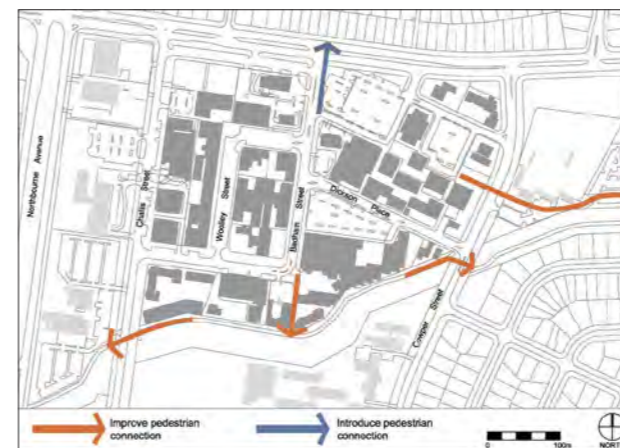
The people – community and business

In addition to the distinct built form and public realm that is found in each precinct, each also has a character which is a result of the people who use the centre, being the business owners and community.

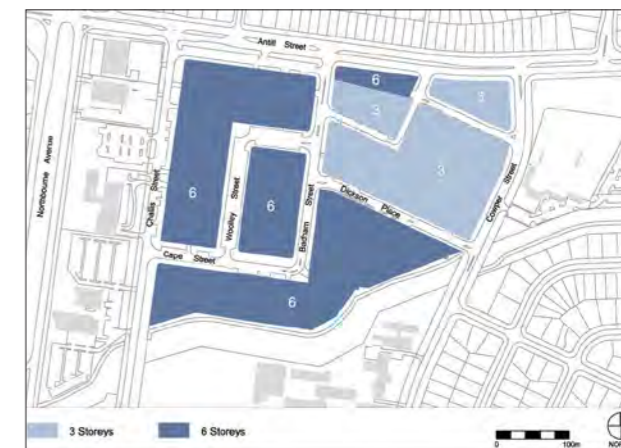
- + Composed mostly of entertainment venues such as restaurants and bars with some retail and office space.
- + Generates much of the centre's night time activity.
- + Relaxed feel.
- + Diverse, lots of variety.
- + Good on street car parking.
- + Wide streets.



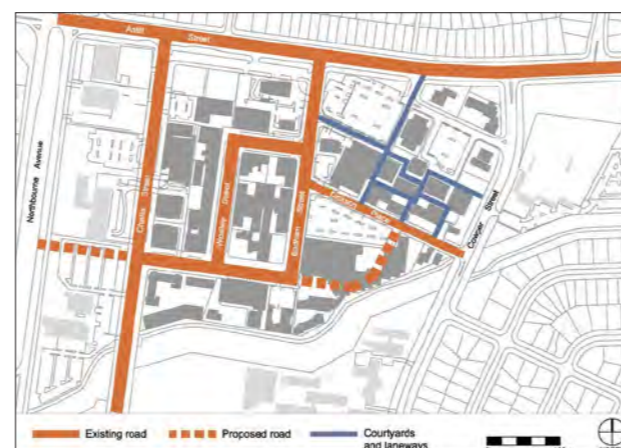
Permeable



Connected



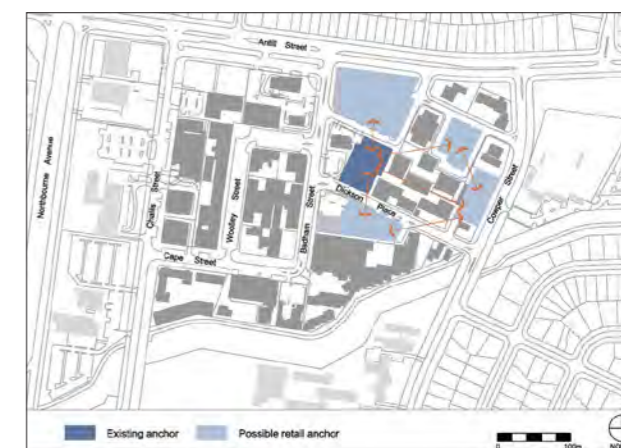
Building Height



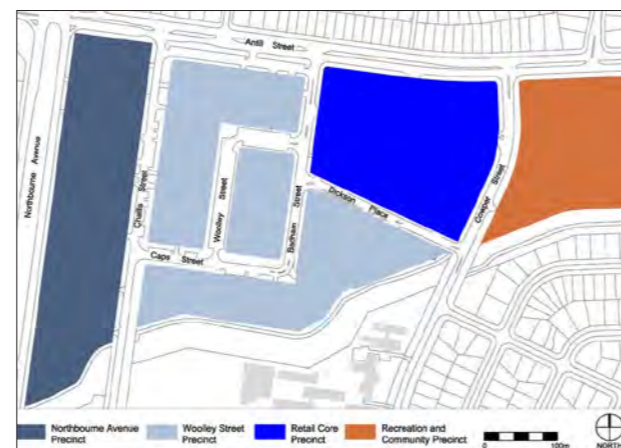
Character



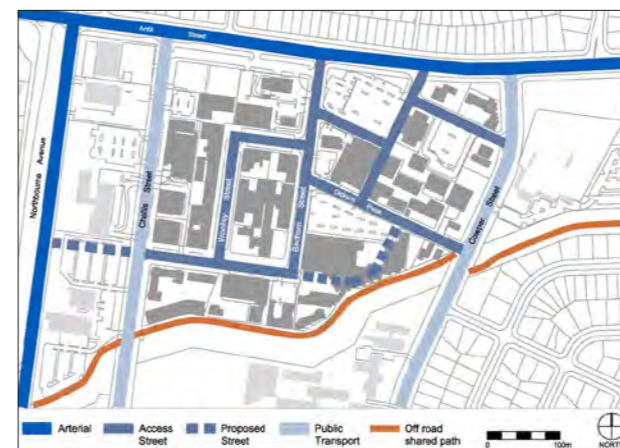
Views & Vistas



Anchors



Reinforce Precincts



Circulation

1.5 Stakeholder & Community Engagement

Introduction

Key Stakeholders

The City Renewal Authority, Communication Link and OCULUS met with Pedal Power on 25 July 2024, to brief them on the development of the Concept Design Options. Below is a summary of the key items raised by those members who joined the session.

Summary items

- + 'See and avoid' principle: Emphasis on applying a 'see and avoid' principle and ensuring preconditions for their success.
 - This includes making sure shared paths or have sufficient sight lines to ensure users can see each other and either stop comfortably or shift trajectory.
- + Shared paths vs separated bicycle only paths – separated bicycle only paths are not essential (especially in a group centre) provided that environmental conditions support 'see and avoid' principle. I.e. clear sightlines and slow speed. Cyclists in a shared environment naturally tend to slow down.
- + Bicycle path standards: Representative suggested that all separated bicycle only paths should be wider than 2.5 meters to meet new standards, with a preference for 3.5 metres but tolerating 3 metres. Example was provided with new Commonwealth Bridge extension developing a 5-metre-wide separated bicycle only path (suggestions to refer to MIS standards).
- + Challis Street as a cyclist link: Challis Street seen as a missing north-south link for cyclists travelling at slow to medium speed that do not feel confident on Northbourne.
- + Wayfinding: Wayfinding signs especially near Woolley street carpark desirable to help cyclists navigate from Challis street to the shops. Ensure signage is clear and legible from a distance and whilst in motion.

- + Speed limit support: Strong support for the 30 km/h speed limit for motor vehicles.
- + Raised crossings: Suggestions were made to ensure crossings are raised to slow traffic, with the new crossing at Mort Street / Eloura Street cited as a good example.
 - There was also a specific suggestion to create a raised crossing at the corner of Challis Street and Cape Street.
 - Ensuring sightlines are provided near raised / wombat crossings.
- + Buses and Challis St/Cape St intersection – Turning heavy vehicles in a confined environment pose significant fatality risk to cyclists. Pedal Power advocates that buses entering or exiting the east end of the bus interchange only do so via Cape Street. A raised junction should be considered – the new Mort St / Eloura Street intersection cited as a good example.
- + Removal of car parking: Support was expressed for changes to car parking to facilitate clearer sightlines or free up space where required to enable cycling infrastructure.

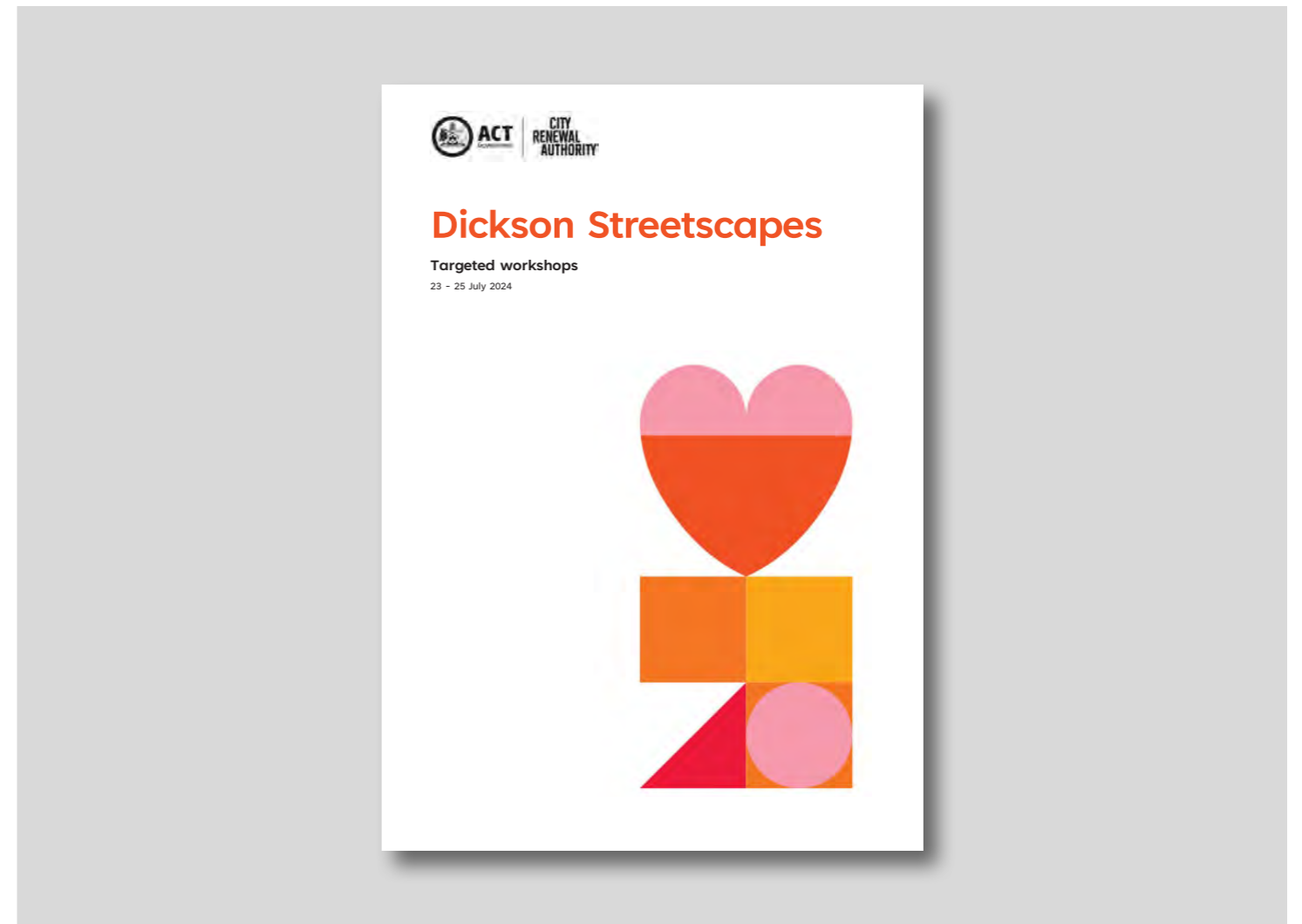


Figure 2. Dickson Streetscapes Targeted Workshops Summary Report, City Renewal Authority / Communication Link.

Business & Building Owners

The City Renewal Authority, Communication Link and OCULUS met with the Dickson Tradies, Kink and Curl and Active Planning on 25 July 2024, to brief them on the development of the Concept Design Options. Below is a summary of the key items raised by those members who joined the session.

Summary items

Antill Street (Minor)

- + Revitalising: Support for the section between Badham and Challis to be refreshed.
- + Impact of parking loss: Respondents voiced concerns about options that decrease parking, citing that the loss of parking will be detrimental to local businesses.
- + Overflow parking solution: The current parking serves as a great overflow; suggestions to consider the possibility of multi-storey parking to maximise parking availability in the area.
- + Traffic movement: Concerns were raised about options to restrict traffic movement to one-way which may exacerbate congestion on Challis Street.

Challis Street

- + Option preference: Options 2 and 3 are considered better due to retention of more on-street parking.
- + Traffic from existing apartments: Respondents noted that traffic from existing apartments is causing issues, and this needs to be addressed more thoroughly in the design.
- + Traffic analysis: Analysis of traffic movement within surrounding network needed, especially during peak hours.
- + Safety concerns: Respondents noted that Challis street coming off Antill Street is dangerous to cross. The northern end requires more attention than currently proposed.
- + Mid-block pedestrian connection : There is concern that the path from Woolley street to Challis street (south of section 32 block 24) is not included. This is viewed as an important pedestrian connection.

Cape Street

- + 90-degree parking safety: Concerns were raised about the safety of 90-degree parking, with suggestions to consider revising the current setup or exploring alternative options.
- + Bike safety: Some participants expressed that they do not feel safe riding bikes along Cape Street. They suggested incorporating a dedicated bike lane or expanding the existing footpath and minimising clutter to address this issue.
- + Support for shared paths: There was a general preference for shared paths. If a cycle lane was to be dedicated, preference for it to be raised to same level as footpath and physically separated from road and footpath.

Badham Street

- + Involvement of Dickson Tradies: Dickson Tradies keen to continue to collaborate due to overlaps with their redevelopment project, to ensure designs align.
- + Seating considerations: There is a need for seating to be distributed throughout the area, designed to be comfortable, usable, and durable.
- + Vandalism concerns: Vandalism is recognised as a significant issue in the area citing that this needs to be factored into the design elements.
- + Badham raised crossing: While making the Badham raised crossing pedestrian-friendly is a good idea, there is concern that too many raised crossings or shared zones may discourage driving into Dickson due to slow movement.
- + Improved crossings: Improved pedestrian crossings supported.

Poppyfield Street

- + Dedicated bike path: Concerns were raised that implementing a separated cycle path along Poppyfield Street would create significant safety risks due to conflicts with cars, service vehicles and pedestrian traffic.

Woolley Street

- + Extending shared zone: Support for extension of current shared zone on Woolley St corner.
- + Street vibe: Woolley street appears to have a great distinct vibe or feel – strong support to maintain this.
- + Parking reduction: Reducing parking on Woolley Street is acceptable as long as it is replaced by parking on nearby streets.
- + Pedestrian pathways: It was noted that community members often cut through the grass to get from McDonald's to the shopping centre, which needs to be addressed.
- + Carriageway entrances: There is an opportunity to activate the carriageway entrances to create a laneway culture.

Other

- + Parking: Must be designed to be safe and functional, e.g. for parents, elderly, etc.
- + Scooters: Concerns were raised about speed and parking locations of some scooters.
- + Outdoor frontage utilisation: Suggestions to ensure the final design supports businesses that want to utilise their outdoor frontages effectively.
- + Balancing character with innovation: There is a desire to avoid a generic design response. To ensure the character of Dickson is retained, while incorporating innovative and fun elements.
- + Public art: Inclusion of public art is encouraged.

Residents

The City Renewal Authority, Communication Link and OCULUS met with the Dickson Residents Group, Dower Community Association, North Canberra Community Council and Greater Canberra on 23 July 2024, to brief them on the development of the Concept Design Options. Below is a summary of the key items raised by those members who joined the session.

Summary items

- + Cyclist safety: Concerns were raised regarding cyclist safety along Challis Street.
 - It was suggested that a barrier to slow down cyclists at the crossing would be desirable to prevent accidents (DRG).
 - Strong agreement on the need to slow down cyclists for safety reasons (DRG).
 - Attendees report feeling unsafe when leaving the bike way on Challis Street due to conflicts with cars and pedestrians (GC).
- + Trees: Questions were raised regarding impacts on existing trees due to the straightening of the cycle path (GC).
- + Antill Street (Minor) traffic: Concerns were raised about impacts of restricting traffic movement to one-way (DRG).
- + Plantings: Support for understorey planting to benefit bees and birds (GC).
- + Retaining bus shelter: Suggestions to retain the bus shelter (DRG).
- + Project support: Strong support for the design intent, particularly the creation of intergenerational spaces (DRG).
- + Shade structures: Recommendation for temporary shade structures to mitigate severe heat stress in summer (DRG).

1.6 Your Say Better City Streets Introduction

Key Findings from Survey Feedback

The following summarises quantitative feedback from the YourSay survey.

Benefits

- + Community benefits (ranked #1 by 36%) followed by Safety benefits (ranked #1 by 29%) then by Environmental benefits (ranked #1 by 20%) are valued most highly.

Existing street condition

- + Significant dissatisfaction exists, especially with Dickson Place (44% rated highly unsatisfied) and Badham Street (34% rated highly unsatisfied).

Re-purposing parking

- + There's very strong support (82%) for re-purposing on-street parking for amenities.
- + A majority (58%) favour even more ambitious ideas (e.g. green spaces, play areas), while 18% oppose the concept.

Satisfaction with design meeting objectives

- + There was high satisfaction with better walking environment (35% highly satisfied, 34% satisfied) and improved pedestrian safety (43% satisfied, 27% highly satisfied).
- + Positive feedback also covered higher quality public spaces (37% satisfied, 27% highly satisfied) and a more sustainable urban environment (34% satisfied, 26% highly satisfied).
- + Regarding the draft masterplan's proposed improvements to cycling conditions, 76% of respondents were highly satisfied, satisfied or neutral, including 37% who were highly satisfied or satisfied.
- + Approximately 10% were highly unsatisfied, and 14% were unsatisfied.

Satisfaction with proposed street designs

- + There was generally good satisfaction across all street designs.
- + There was strong support for Badham Street (48% satisfied, 32% highly satisfied) and Dickson Place (36% highly satisfied, 25% satisfied), while Woolley Street East-West saw mixed support (34% satisfied, 22% highly satisfied, 18% neutral), indicating some variation in reception across the different street plans.

Overall sentiment

- + Sentiment towards the proposed upgrades is generally positive.
- + Creating community spaces (ranked #1 benefit by 36%) and improving safety (ranked #1 by 29%) are highly valued, and the design strongly addresses walking and safety objectives, although satisfaction regarding cycling conditions is low.

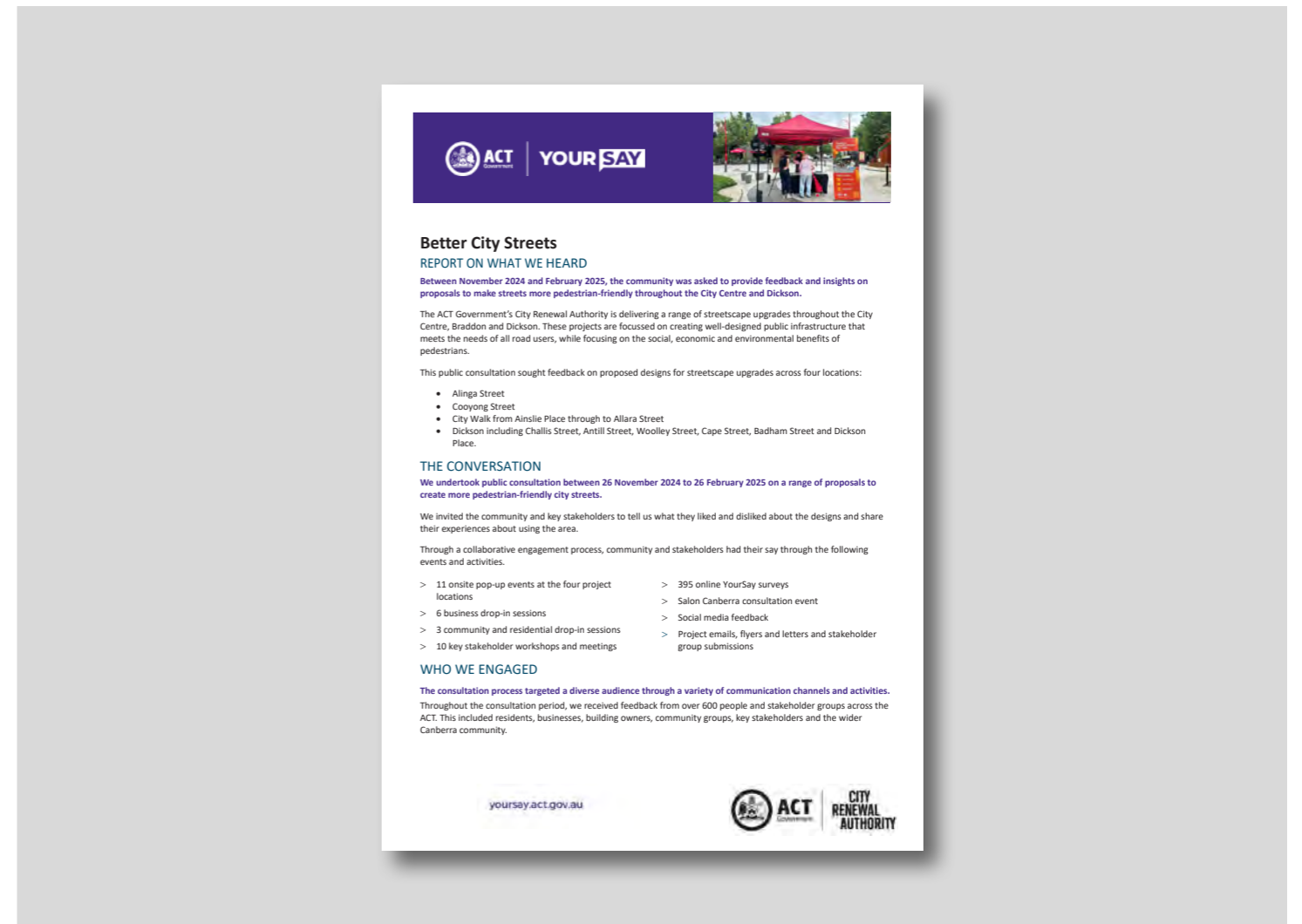


Figure 3. Your Say Better City Streets Listening Report, City Renewal Authority.

Key Findings from Consultation Events

Key Theme: Pedestrian Experience And Active Travel

This theme is about prioritising pedestrians and cyclists over cars to create a safer, more welcoming and vibrant environment.

Existing issues

- + Lack of pedestrian and cycle connectivity between key locations and surrounding areas. Unsafe/unappealing routes (e.g., from Sullivan's Creek, Ainslie).
- + Unsafe pedestrian crossings, intersections (Badham St/Dickson Place) and visibility issues.
- + Narrow footpaths, uneven surfaces, obstacles and frequent driveway crossovers, especially on Dickson Place and Badham Street.
- + Cyclists feeling unsafe navigating the streets.
- + Lack of shade and shelter, and lack of security of bikes when people take active transport.
- + Lack of wayfinding signage.

Considerations

- + Exploration of more ambitious designs incorporating landscaping, shared spaces, traffic calming and accessibility.
- + Raised pedestrian crossings and wider footpaths should be key priorities.
- + More shade trees, shelters and rest areas.
- + Consider dedicated cycle lanes (on-road and off-road), physically separated from traffic and pedestrians.
- + Shared wider footpaths with smooth surfaces, clear of obstacles.
- + Ensure direct connections between areas with high pedestrian and cyclist activity.
- + Incorporate clear and informative wayfinding signage.

Key Theme: Traffic Management And Parking

This theme is about reducing car dominance.

Most respondents support reallocating some of the space currently used for parking toward other uses, however others were opposed to any on-street parking reduction.

Existing issues:

- + Too much space dedicated to cars.
- + Concerns about a reduction in on-street parking spaces impacting accessibility for people with disabilities, families, and access to businesses.
- + Desire for more accessible parking as well as short-stay parking spaces to facilitate access to short-stop services such as collecting takeaway on Woolley Street, outside Vinnies and childcare centres.
- + Safety concerns relating to 90 degree on-street parking, especially for cyclists.
- + Concerns about the balance of parking for residents and non-residents and upgrades could impact parking available for residents and their visitors.
- + Traffic congestion.
- + Inadequate loading zones for businesses.

Considerations:

- + Carefully consider the impact of reduced parking on accessibility and business viability.
- + Consider angled parking, managed short-term parking and shared use.
- + Exploration of more ambitious designs for Woolley Street incorporating larger shared spaces, one-way traffic or closing street to traffic.
- + Explore options for restricting vehicle access to the precinct or creating pedestrian-only zones.
- + Raised pedestrian crossings were strongly supported. Consider further traffic calming measures such as chicanes.
- + Ensure adequate loading zones for businesses.

Key Theme: Safety And Security Issues

This theme is about addressing safety concerns and reducing anti-social behaviour to create a more welcoming and secure environment.

Existing issues:

- + Safety concerns at night.
- + Antisocial behaviour, vandalism, homelessness and crime.
- + Regular reports of bike theft.

Considerations:

- + Design safe spaces including increased lighting and CCTV cameras.
- + More secure bike racks.

Key Theme: Sustainability And Amenity

This theme is about creating more visually appealing, comfortable and functional public spaces that reflect the unique character of Dickson.

Existing issues:

- + Lack of sufficient trees and greenery.
- + Lack of visually pleasing or consistent design aesthetic.
- + Limited outdoor recreation and outdoor dining spaces.
- + Poor quality and maintenance of paving.
- + The existing condition of Badham Street, Antill Street and Dickson Place highlighted as unsatisfactory.

Considerations:

- + Maximise tree canopy cover and incorporate diverse plantings, especially native plants. Avoid those that aggravate hay fever or drop large seed balls.
- + Use high-quality, durable paving materials that are easy to clean and maintain.
- + Incorporate public art and sculptural elements that reflect the area's heritage and character.
- + Provide seating, lighting, water fountains and other amenities that enhance comfort and usability.
- + Be consistent with general design style.

2.0 Site Context & Analysis




2.1 Active Transport - Walkability Site Context & Analysis

Walking is the dominant mode of travel within the Dickson Group Centre Study Area, key analysis findings include:

- + The Dickson Group Centre Study Area is accessible within 5 minutes of Woolley Street (centre point within the Dickson Group Centre).
- + Pedestrian permeability from Northbourne Avenue isn't adequately supported to the east;
- + Pedestrian connectivity could be improved in an East / West direction through additional site permeability and through-site links, crossing points and wider footpaths.
- + An increase in mixed-use developments will increase foot traffic and put additional pressure and demand on the footpath network.



Legend

-  Travel time to local centre
-  Existing site connections
-  Project identified connections





2.2 Active Transport - Cycling Site Context & Analysis


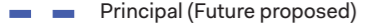

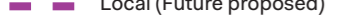
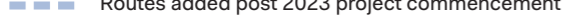
North Canberra district mode share indicates that there is higher levels of walking and cycling compared with the rest of the ACT, key analysis findings include:

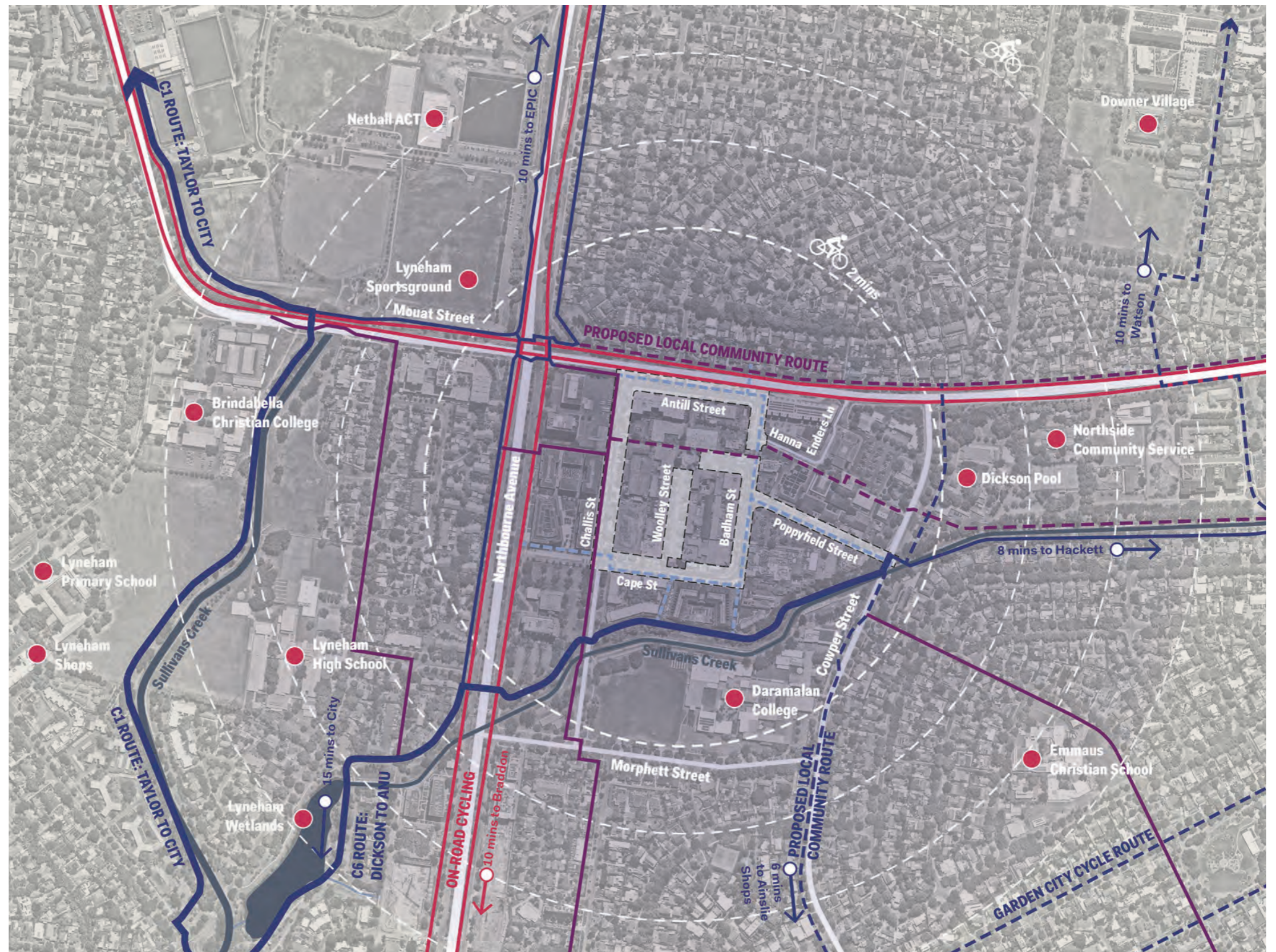
- + Dickson Group Centre is surrounded by ACT's cycling networks. Main routes within the Study Area include:
 - C6 - ANU to Dickson
 - Local route along Challis Street
- + No current provision for dedicated cycling infrastructure within the Dickson Group Centre Study Area.
- + Dedicated cycling infrastructure and / or improved crossing points could assist in reducing the number of collisions that occur within the Study Area.
- + There is opportunity to strengthen the connection into the Sullivan's Creek C6 route.

Legend

-  On-Road Cycling Routes
-  Travel time to local centre

Community Routes

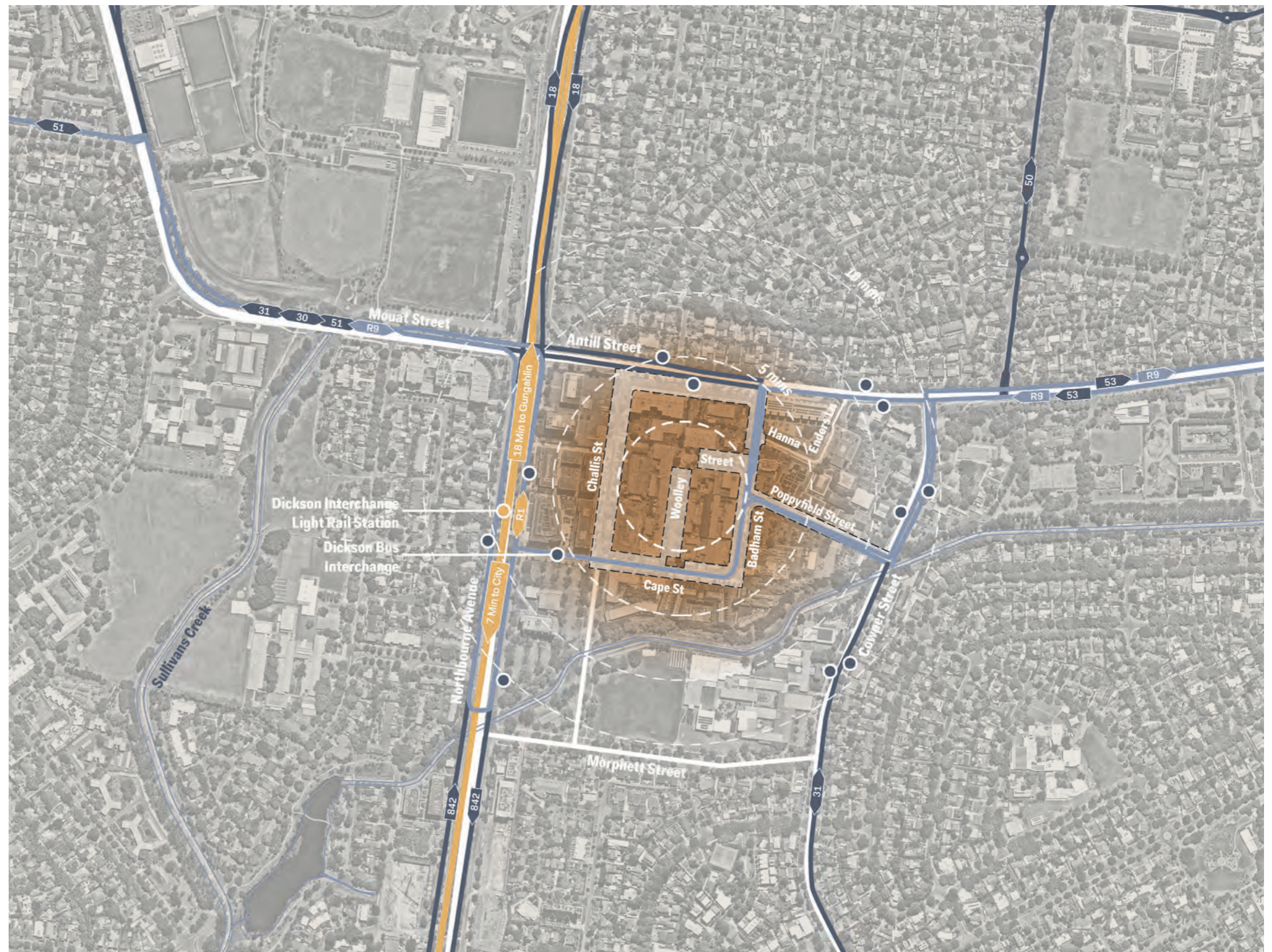
-  Principal (CBR Cycle Routes)
-  Principal (Future proposed)
-  Local
-  Local (Future proposed)
-  Routes added post 2023 project commencement








2.3 Public Transport Site Context & Analysis

Dickson Group Centre Study Area is positioned adjacent Northbourne Avenue and Antill / Mouat Streets, two major public transport corridors servicing North Canberra. Key analysis findings include:

- + Dickson Group Centre Study Area is highly connected to the ACT's public transport network with access to:
 - Light Rail (R1)
 - Rapid Bus Route (R9)
 - Local Bus network
- + Opportunity to improve wayfinding and accessibility of public transport within and the Study Area.
- + Opportunity to improve access to and from bus stops.
- + Bus routes through the study area may impact the potential to reduce traffic lane widths.



Legend

-  Light rail network
-  Bus network - rapid route
-  Bus network
-  Bus stops
-  Light rail stops



2.4 Public Transport - Bus Routes

Site Context & Analysis

Several bus routes pass through the study area connecting to the Dickson bus interchange. Key findings of the analysis include:

- + The Dickson bus network is concentrated to:
 - Badham Street;
 - Cape Street; and
 - Poppyfield Street is east bound only.
- + Bus routes 18, 30, 51 and 53 start and end at the Cowper Street bus stop.
- + Bus route 53 drops off on Antill Street southern verge west bound, on the way to the Dickson interchange, however in the future this could be a more prominent bus stop for other routes.

Legend

	Rapid Bus Route - R9: Belconnen Interchange, Bruce, Dickson Interchange, Watson
	Local Bus Route - 18: Gungahlin Pl, Franklin, Harrison, Mitchell, Dickson Interchange
	Local Bus Route - 30: Dickson Interchange, Kaleen, Giralang, Bruce, Belconnen Interchange
	Local Bus Route - 31: City Interchange, Braddon, Ainslie, Dickson Interchange, Lyneham, Kaleen, Belconnen Interchange
	Local Bus Route - 50: Watson, Downer, Dickson, Dickson Interchange, Lyneham, O'Connor, Australian National University (ANU), City Interchange
	Local Bus Route - 51: Dickson, Dickson Interchange, North Lyneham, Lyneham, Turner, O'Connor, ANU, City Interchange
	Local Bus Route - 53: Dickson, Dickson Interchange, Hackett, Ainslie, City Interchange, ANU, Acton
	Bus route start/end point
	Direction of bus route

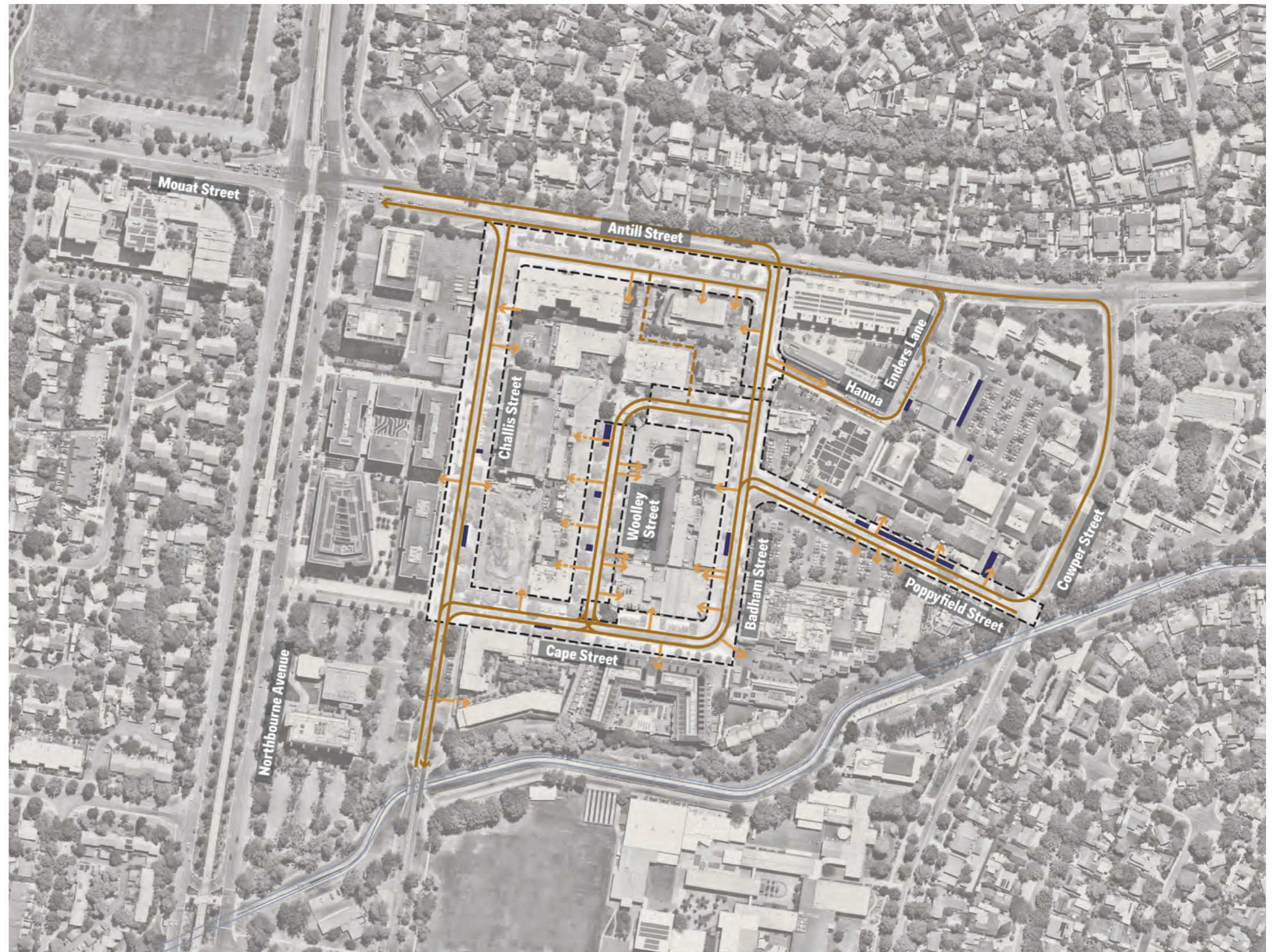


2.5 Vehicles & Parking - Commercial Vehicles






Site Context & Analysis

Due to the large number of retail and dining outlets, commercial vehicle access is essential for supporting the function of Dickson Group Centre as a major retail destination. Key findings include:

- + Existing Commercial vehicle access is provided on all streets to service the streets within the study area, and the Dickson shops
- + Heavy vehicle access is required on:
 - Badham Street for oil tankers.
 - Poppyfield Street for BOH deliveries (Woolworths & McDonald's).
- + Challis Street, Badham Street and Cape Street are B-Double routes.
- + Poppyfield Street is the primary loading zone area for the Dickson Shops.
- + The Dickson Group Centre Study Area has a high number of driveways including:
 - Challis Street - approximately every 40m
 - Woolley Street - approximately every 40m
 - Poppyfield Street - approximately every 50m



Legend

-  Commercial vehicle streets
-  Vehicular through-site link
-  Driveway access through building envelope
-  Open driveway access
-  Loading zones

2.6 Vehicles & Parking - Private Vehicles + Loading

Site Context & Analysis

Parking supply is well distributed within the Dickson Group Centre Study Area both on-street and off-street, with varied utilisation rates for on-street parking depending on the time of day and day of the week. Key findings of the analysis include:

- + Streets with higher ground floor activation e.g. retail and food and beverage outlets, appear to have higher maximum utilisation rates than those without.
- + Streets with higher ground floor activation have a greater mix of parking types e.g. DDA, loading and short stay.

Utilisation Rates

Street Name	Utilisation rates (Sat)		Utilisation rates (Thu)		Peak times
	Average	Max	Average	Max	
Antill St	40%	52%	36%	57%	10am - 4pm
Badham St	71%	87%	60%	93%	11am - 7pm
Cape St	81%	91%	79%	89%	10am - 7pm
Challis St	58%	83%	61%	77%	12pm - 5pm
Dickson Pl	35%	48%	35%	48%	12 - 2pm, 5pm
Woolley St	58%	79%	49%	84%	12 - 4pm*

*Parking utilisation data captured between 8am - 6pm on Thursday, and 10am - 7pm Saturday. Parking rates after 7pm are likely higher due to evening trade food and beverage offerings.

Legend

	2P Paid		5min Free
	1P Paid		DDA Parking
	1/2P Paid		Motorcycle Parking
	3P Free		Popcar Car Share parking
	2P Free		Loading zone
	1P Free		Back of house / customer only parking
	1/2P Free		Parking numbers estimated
	1/4P Free		Future parking numbers estimated

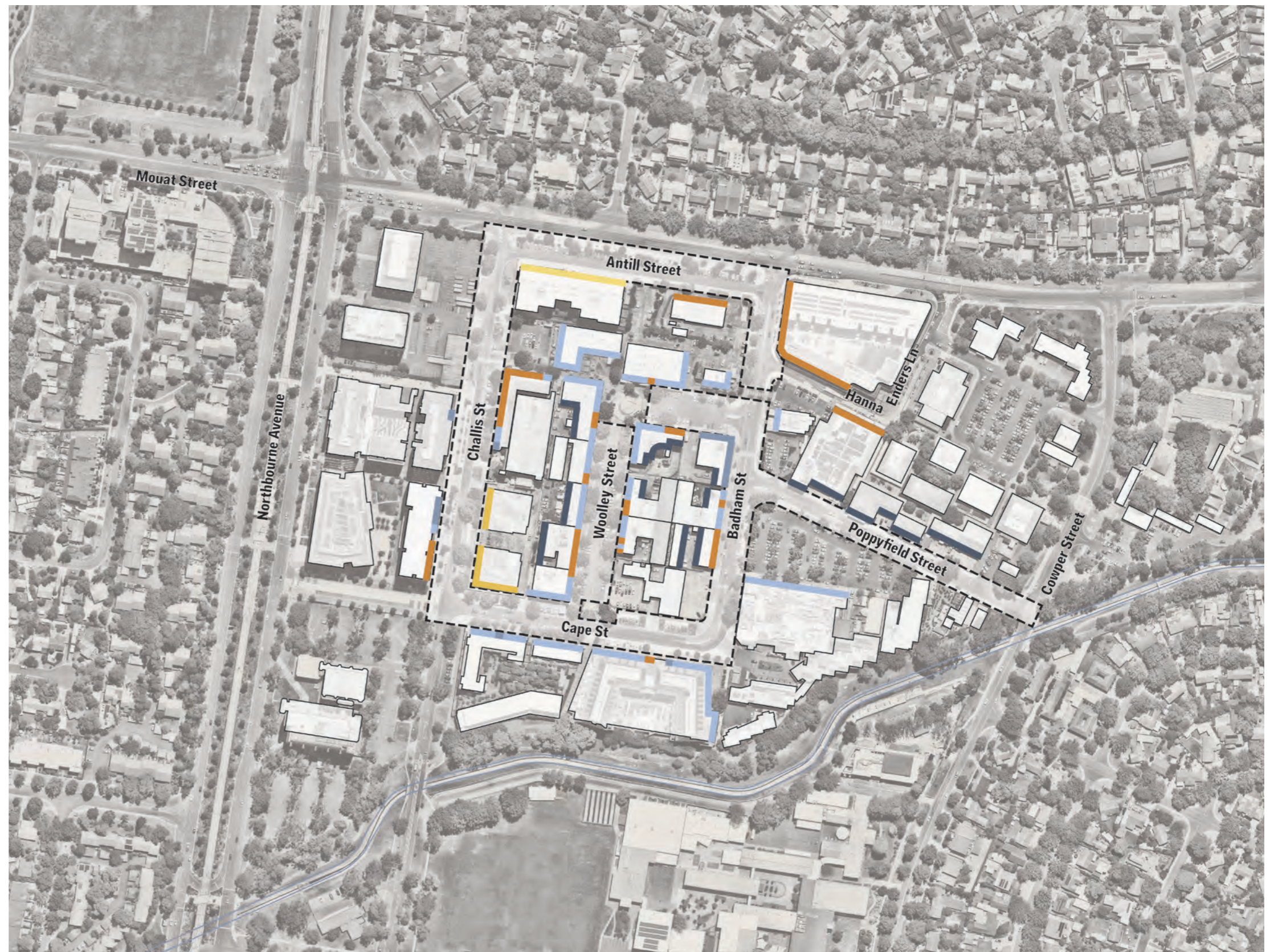


2.7 Ground Floor Interfaces

Site Context & Analysis

Dickson is a strong retail, dining and shopping precinct with a mix of residential and back of house areas throughout. Key findings of the analysis include:

- + Businesses are predominantly food and beverage outlets, with small mix of retail offerings scattered throughout.
- + Hours of trade vary across the day, but the majority of food and beverage offerings are dine-in / takeaway restaurants, with a small portion of daytime only traders.
- + Takeaway outlets such as KFC and McDonalds provide minimal activation of frontages, however their drive through facilities contribute a considerable amount of night-time use.
- + Mixed retail offerings include dry cleaners, hair salons / barbers, liquor shops whilst health and fitness include gyms providing in some cases 24 hour access and use.
- + Back of house areas servicing Woolley Street are located off-street, behind shopfronts.
- + Back of house areas servicing the Dickson Shops directly interface Poppyfield Street on the northern verge, limiting the potential to activate these facades.
- + Limited verge impacts opportunities for outdoor dining and active frontages.



Legend

- Residential - Ground floor courtyards and/or building entries
- Commercial - Retail, health and fitness
- Food and beverage
- Back of house / loading



2.8 Amenity

Site Context & Analysis

Amenity in the Dickson Group Centre Study Area is not equitably distributed, highlighting a need to increase and improve amenity across the streetscapes. Key findings of the analysis include:

- + Streetscape amenity within the Dickson Group Centre Study area is concentrated in and around new developments including:
 - DKSN, Challis Street
 - Woolley Street upgrade works
- + Antill Street, Badham Street, Poppyfield Street and the north of Challis Street are under-served with a lack of amenity.
- + Equitable distribution of amenity will support increased pedestrian and cycling within the streetscapes, and provide necessary infrastructure to support equal access and vulnerable user groups.
- + Streets with higher amenity correlate with higher ground floor activation.



Legend

- Public bench seating
- Shade structure / outdoor dining zone
- Bicycle parking
- X Bicycle parking (no.)
- Bins

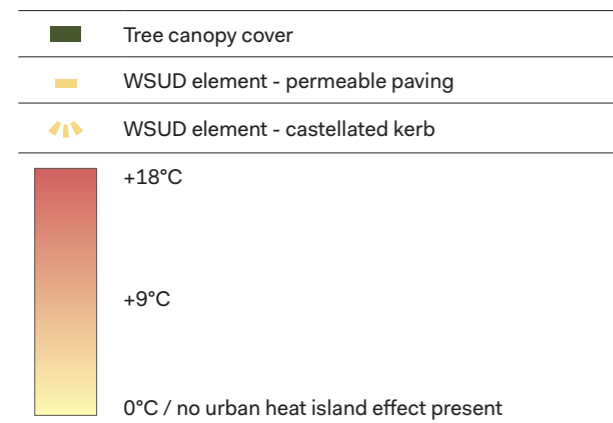


2.9 Climate - Heat & WSUD Site Context & Analysis

The heat mapping highlights a significant need to increase tree planting in the Dickson Group Centre Study Area. Key findings of the analysis include:

- + Tree canopy coverage within the Dickson Group Centre Study Area is far below the ACT Government's 30% canopy cover target:
 - Antill, Cape, Challis and Badham are all <20%.
 - Poppyfield Street is <25%.
 - Woolley Street just meets the 30% target.
- + The lack of shade, particularly for west and north facing facades is a barrier to creating comfortable streetscapes and interior environments.
- + There is a direct correlation between significant heat islands and low tree canopy coverage and/or significant hardscape including:
 - The eastern end of Cape Street.
 - The southern verge of Antill Street.
 - The north-eastern end of Woolley Street.
 - The eastern verge of Badham St (north) and western verge of Badham St (south).
 - The northern verge of Poppyfield Street due to the high quantity of driveways and loading zones.
 - Carriageways generally, where canopies are not large enough to provide significant shade.

Legend



*Thermal data is indicative only. Data is sourced from 2017 CSIRO study and does not include recent developments.



2.10 Incidents

Site Context & Analysis

Extracted from the ACT Government Open Data Portal, the following captures crashes which have been reported by the Police or the Public through the AFP Crash Report Form since 2012.

Within the site boundaries there were 362 vehicular incidents, 11 pedestrian incidents and 23 cyclist incidents (49 including the Challis St/Sullivans Creek crossing).

Hotspots are weighted by number of incidents and severity (darker colours representing a higher number of incidents/higher severity of incidents).

Key findings of the analysis include:

- + Incidents are more frequent at intersections.
- + Pedestrian incidents are more common at or near pedestrian zebra crossings.
- + Vehicular incidents appear to be more prevalent in areas with a higher provision of on-street parking.



Legend

- Pedestrian incidents
- Cyclist incidents
- Vehicle incidents



3.0 Community Perception

3.1 Place Audit

Community perception

The Place Audit was conducted by Inhabit Place from 20/02/2024 to 02/03/2024 at various times across the day. Each street was audited separately however the accompanying image is an overview of the key insights for the whole project area.

6,142 people were observed and 270 intercept surveys were completed during the Audit period.

The Insights show key observational data as observed, or collected via Intercept Surveys and conversations such as:

- + Age
- + Gender
- + Postcode
- + Movement
- + Posture
- + Frequency of visit
- + Time of visit
- + Length of stay
- + Weather
- + General observations
- + Impressions (Intercept Surveys)

Interpretation of Results

The Place Audit reveals a generally positive to neutral outlook of Dickson from the community, with a wide range of users, uses and activities taking place across the study area, and a large number of people visiting from outside of Dickson.

The current amenity is well used however the community noted a desire for additional seating and shade, which is a key driver for the masterplan design. People are wanting to spend longer occupying Dickson's streetscapes, as shown in the observations data, but are hindered by the existing condition, as shown in the communities wants data.

Perceived safety, however, is low with only half the community feeling safe at all times in Dickson. This issue repeatedly came up during intercept surveys (particularly in Poppyfield Street). This is another key driver for the design.

Survey Questions

- + Conversation - Have you spoken to anyone new while you've been here?
- + Familiarity - Do you recognise anyone in the space?
- + Feel - Describe how the space makes you feel?
- + Frequency - How often do you visit the space?
- + Impressions - Rank responses as Very Poor, Poor, Neutral, Good, Very Good
- + Improvements - What would inspire you to spend more time here/ What would make your experience more comfortable?
- + Interview Comments – Further comment on the space
- + Postcodes - Where you reside
- + Reason - What brought you to this space?
- + Safety - Do you feel safe in the space?

Key Comments

I like the trees and greenery. I like to see more of that. I'd like to see less dirt and some grass. I commute here every day. I feel safe walking back at night, because the main road is busy and well lit, so at night I usually walk along the strip close the road, less so on the path near this building - which I walk on during the day

I'd like to see better cycling infrastructure, I ride with my kids to school through here. The main road is too busy to have my kids on there and there's no foot path next to road, so we end up riding through the carpark. Later in the day this area becomes congested and it's hard to find parking. I work servicing the builds around here and I struggle to get my work vehicle near to the job site

It can be very dangerous at night we need more of a police presence area. It can look nice when it's well-maintained. Need to keep this laneway open, because parking can be an issue. I've lived in the area my whole life, it's not that safe at night, but in the day it's good. (Elderly man with a walker who lives in apartment along street)

Too many big trucks driving through the car park. It's very, very unnerving. Even buses sometimes. Why do they come through here. No cars spaces for visitors

It would be nice to have a shared zone where cars and people can hang out, that would be tables and chairs with more shade. But you would have to slow down cars - 20kms (not like a road) or make it one way to slow vehicles, I wouldn't want to hang out here with all the cars

Lots of conflicting modes of movement

Don't close the road because it will kill the shops. Positive outlook on this precinct compared to others

I'd like to see more garden beds and greenery. I know it can't happen instantly, but I'd like to see more large trees on the street for more natural shade

The man has worked here for 15 years, currently at Panda Fresh Mart. He thinks it has gone downhill. People don't sit in the pavilion area it is useless. Needs more trees, some were cut down.

Demographics Comparison - Participants

Age Groups	Dickson Census	Surveys
0-4 Years	4.4%	2.55%
5-14 Years	8.5%	4.08%
15-24 Years	18.4%	13.41%
25-64 Years	61%	69.27%
65+ Years	7.4%	10.69%

Gender

Male	48.6%	55.88%
Female	51.4%	44.38%
Not specified		1.74%
Total no. of people	3,292	233

Post code

2602 (Canberra, Dickson, Lyneham, O'Connor, Watson, Ainslie)	100%	60.89%
2601 (Canberra, Acton)		7.75%
2612 (Braddon, Campbell, Reid, Turner)		5.90%
2913 (Casey, Franklin, Ginninderra Village, Ngunnawal, Nicholls, Palmerston)		4.06%
2617 (Belconnen, Bruce, Evatt, Giralang, Kaleen, Lawson)		2.95%

<p>Audit purposes:</p> <p>Baseline observation to inform capital works program</p>	<p>During this period:</p> <p>The weather was Cloudy, Clear Sky</p>	<p>People are predominantly spending time in the place.</p>
<p>Those spending time are Hanging Out (54%), Eating & Drinking (26%), Smoking (8%).</p>	<p>They stay for 9 minutes on average.</p>	<p>Those moving through are Walking (89%), Riding a bike (8%), Riding a eScooter (1%).</p>
<p>They are mostly Standing (51%), Sitting (41%), Moving around (7%).</p>	<p>The place is frequented mostly by people from 2602, 2601, 2612 and has a noticeable representation from out of area</p>	<p>54% feel safe at all times, 35% feel safe but only during the day, and 5% don't feel safe at any time</p>
<p>The provided infrastructure is generally considered in good condition.</p>	<p>They are here to shopping, eating/drinking, work.</p>	<p>People visit most regularly on a daily basis and the space is busiest mostly between 1pm and 3pm, and 11am and 1pm.</p>
<p>It is considered a socially connected place</p>	<p>There are more young and old spending time in the space then moving through.</p>	<p>Most people spend time between 11am and 1pm, and 5pm and 7pm and move through between 1pm and 3pm, and 5pm and 7pm.</p>
<p>People want shade, seats, nothing and currently feel the space is ok, good, fine.</p>		<p>They are 43% woman, 54% male and 2% other.</p>
<p>There are more women and girls spending time in the space then moving through.</p>		<p>There is an age representation of 2% 0-4 years, 4% 5-14 years, 15% 15-24 years, 69% 25-64 years and 9% 65+ years.</p>

Figure 4. Place Audit Key Information. Image Inhabit Place.



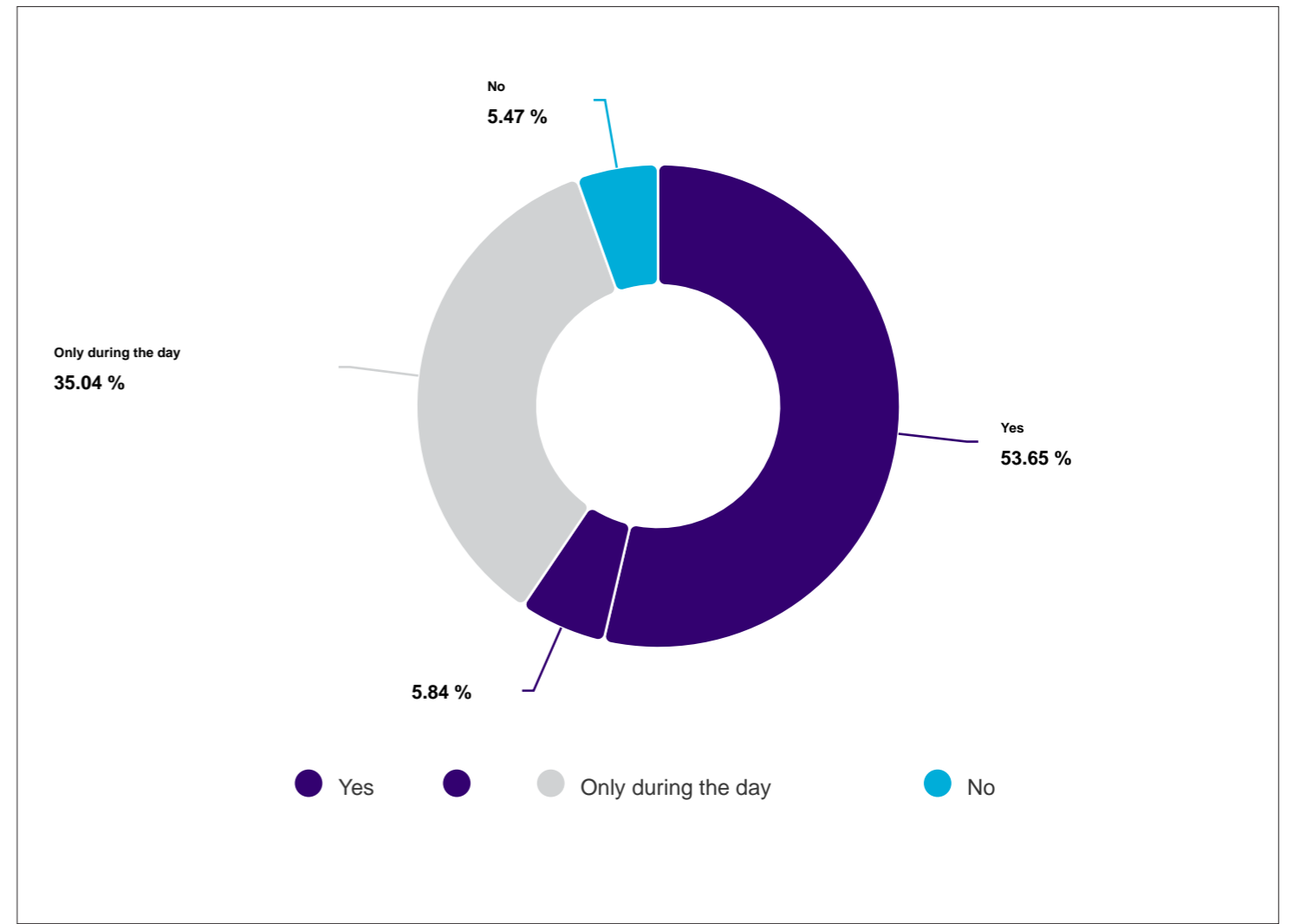
Perception of Safety

The Place Audit, revealed a variety of locations where people felt safe at different times of the day.

- + Antill Street majority felt safe all the time, whereas a proportion of people only felt safe during the day
- + Challis Street was a more even distribution of safe and safe during the day only
- + Cape Street majority safe, and a large proportion during the day only
- + Badham Street was fairly equal with safe / safe during the day
- + Woolley Street mostly safe, with a small portion of people feeling safe during the day only
- + Poppyfield Street majority only felt safe during the day with the highest proportion of feeling unsafe

Legend

- Safe
- Safe only during the day
- Not safe
- N/A

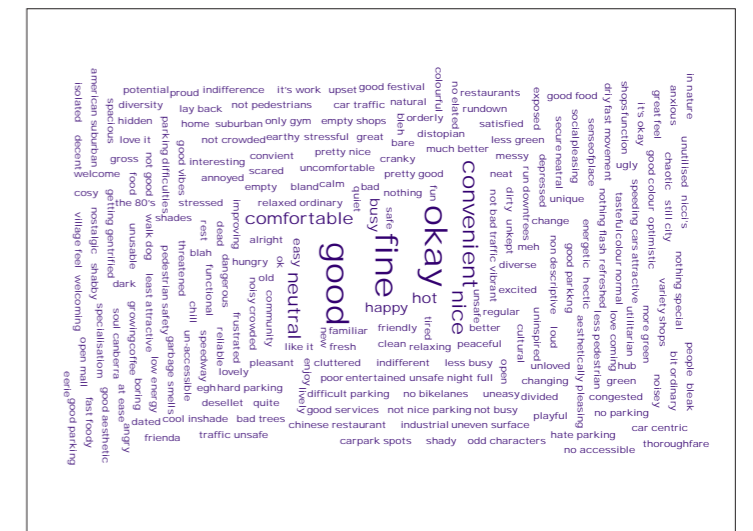


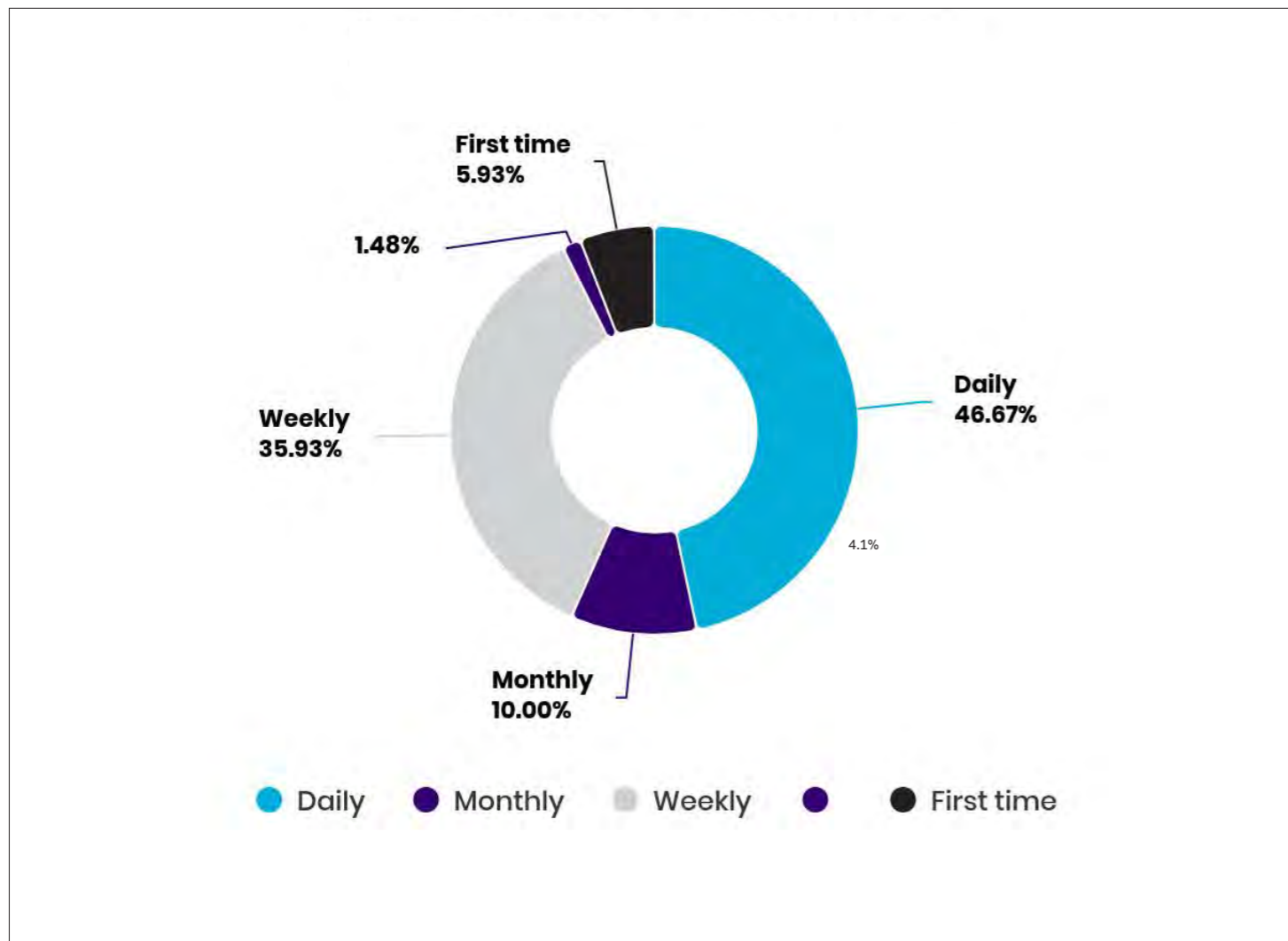
Do you feel safe?

Key feedback on how the community felt whilst visiting Dickson include:

- + Okay
- + Fine
- + Good
- + Convenient
- + Comfortable
- + Happy
- + Hot
- + Nice

From 270 Intercept Surveys conducted from 20/02/24 to 02/03/24 at various times across the day.

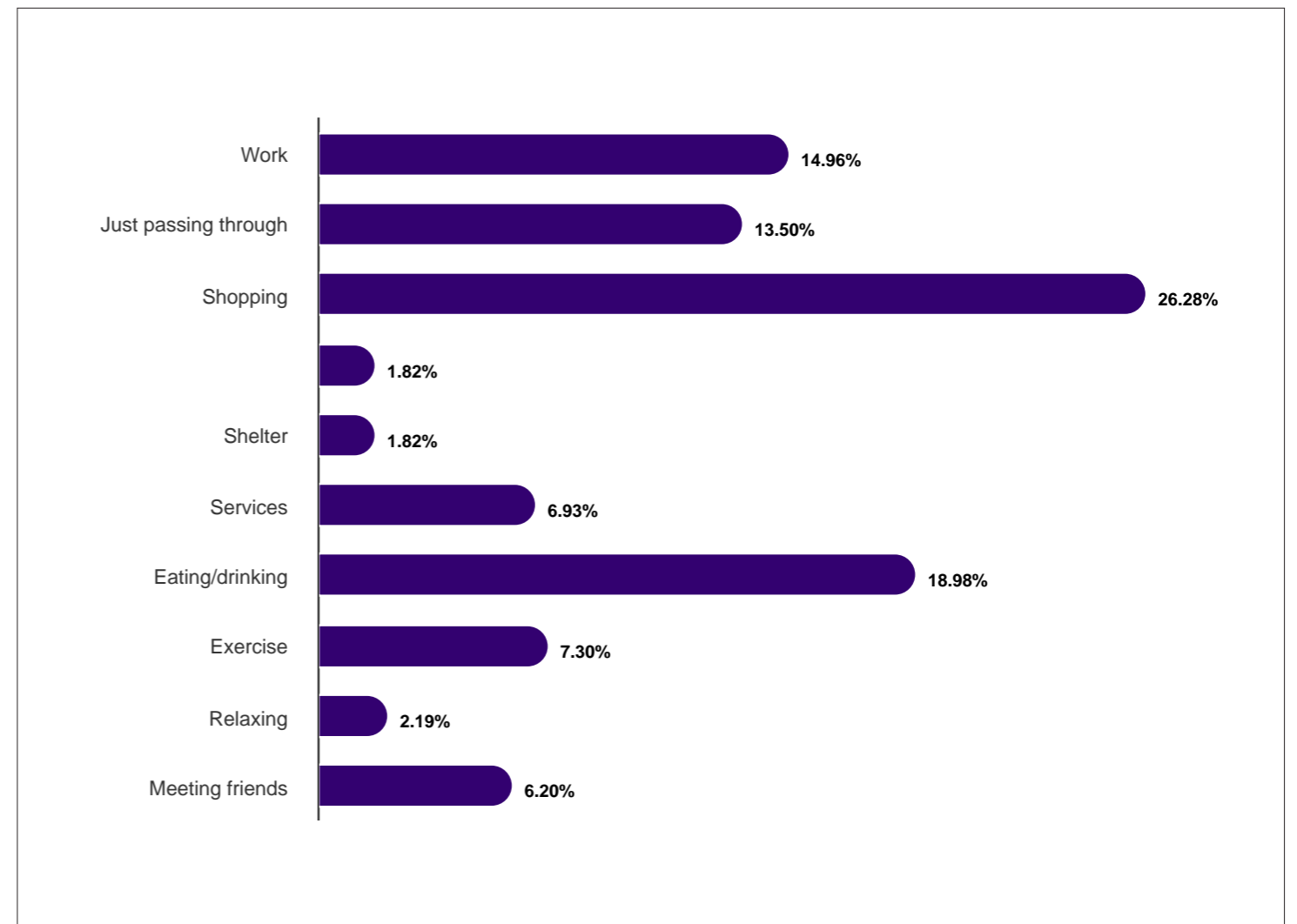




How often do you visit?

A high percentage of visitors surveyed visit daily and weekly, indicating they are likely locals or workers in the area.

From 270 Intercept Surveys conducted from 20/02/24 to 02/03/24 at various times across the day.



How is the space being used?

The majority of the participants surveyed were visiting Dickson for shopping purposes, followed by eating and drinking, work and just passing through.

From 270 Intercept Surveys conducted from 20/02/24 to 02/03/24 at various times across the day.

4.0 Existing Conditions

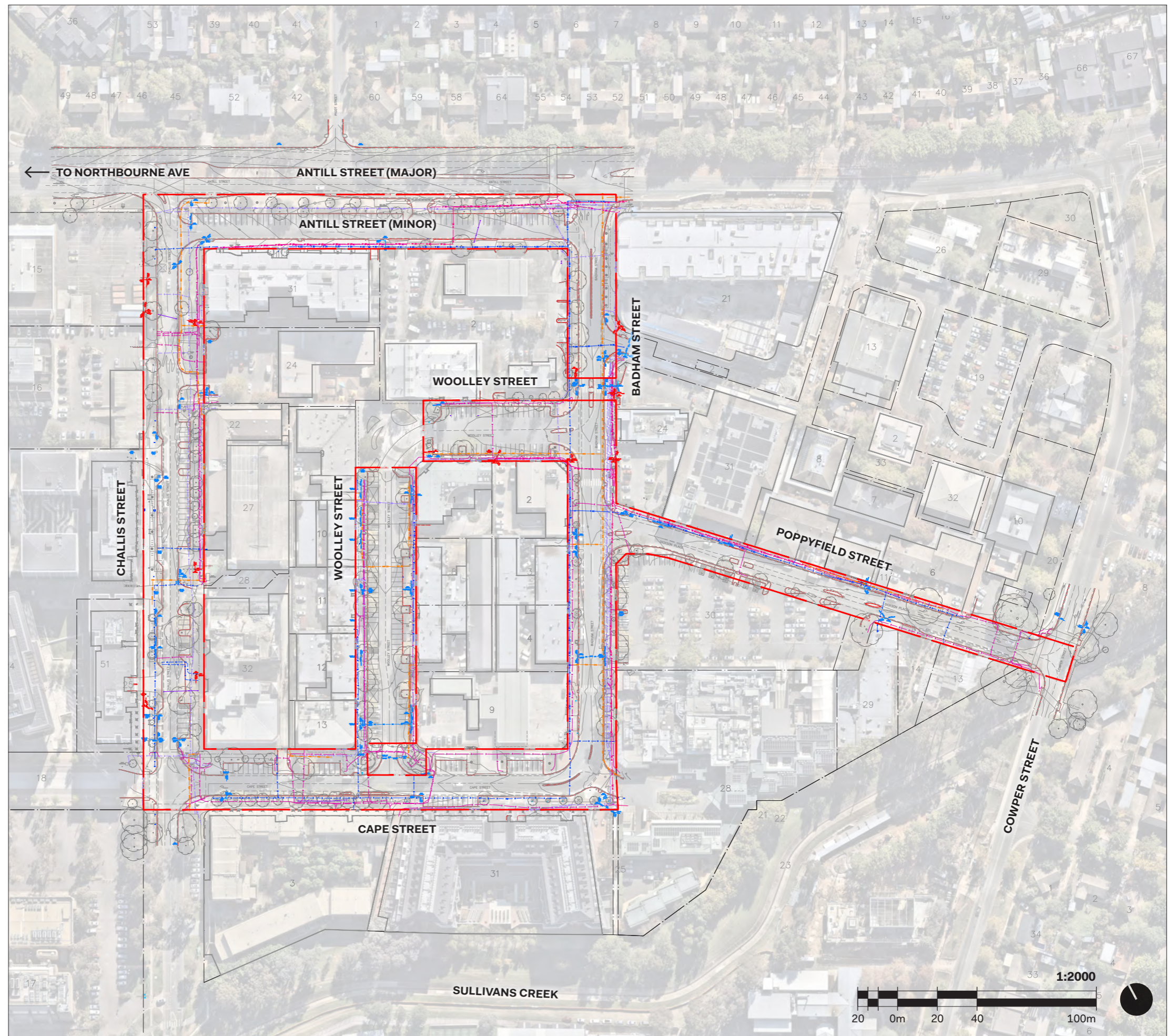
4.1 Site Conditions | Existing Existing Conditions

Existing conditions within Dickson's streetscapes are reflective of different decades and styles. There's an over-supply of hardscape, and an under-supply of amenity and natural shade.

The streetscapes are slowly being upgraded, with new developments and landscape upgrades bringing a more contemporary look and feel to the mix. This however, has resulted in mis-matched streetscapes in terms of materiality, amenity and infrastructure, contributing to the overall sense that it's busy and increasing the visible contrast between old and new.

Some of the key challenges within Dickson's streetscapes are as follows:

- + Footpaths are often narrow or don't connect, which causes conflict between pedestrians and cyclists.
- + Footpaths are misaligned and at odds with desire lines and general pedestrian movement, particularly in an east west direction.
- + Objects and obstacles make it feel cluttered and affect legibility resulting in very little opportunity for intuitive wayfinding.
- + Canopy cover is low, and there is an abundance of hardscape throughout.
- + There are multiple styles, colours and sizes of light poles, parking meters, bins, bike racks, contributing to the 'messiness'.
- + The lack of infrastructure, amenity and canopy cover contributes to the ability to enjoy, occupy and feel safe in the streetscapes.
- + On-street parking and wide streets result in an imbalance between spaces for cars and spaces for people.
- + Buses and commercial vehicles require access along many of the streets, with multiple driveways throughout.
- + Underground services throughout.



4.2 Materials Palette | Existing Existing Conditions

Challis Street

Pavement

Challis Street is materially eclectic and lacks a consistent character. Recent upgrades include grey tones, undeveloped areas feature a combination of red brick and in-situ concrete pavement.

Furniture & Fixtures

Consistent streetscape finishes have been applied with the new development works on the western side of the street. This includes street furniture, bicycle parking and lighting. The undeveloped areas of Challis Street are noticeably dated in comparison.

Miscellaneous

Service units and other elements are common place along Challis Street. The offset requirements almost make these elements hard to disguise within landscape treatments. These elements are required, but their locations are often aligned with movement pathways and desire lines, contributing to the number of obstacles in the public realm.



Antill Street (minor)

Pavement

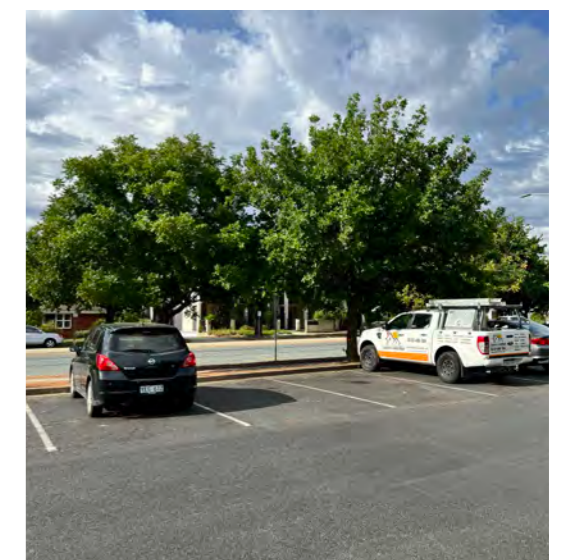
Mismatched pavements due to retrofitting and repairs along street. The pedestrian footpath changes in width and is disrupted by multiple drive crossings. In situ concrete finishes.

Furniture & Fixtures

Bollards installed for safety, along with parking, ticket machines and road signage are the only furniture and fixtures within Antill Street.

Miscellaneous

There is a low amount of street tree planting and next to no permeability with the street being entirely hardscaped. There is a lack of street tree plantings along the footpaths to provide shade and amenity for users and north facing apartments interfacing directly onto hardscape with no street trees.



Woolley Street

Pavement

Mismatched pavements due to new and existing public realm works. The dominant pavement type is brick, with the new works incorporating grey tones, precast concrete paver, and cobblestones to denote 'shared zones'.

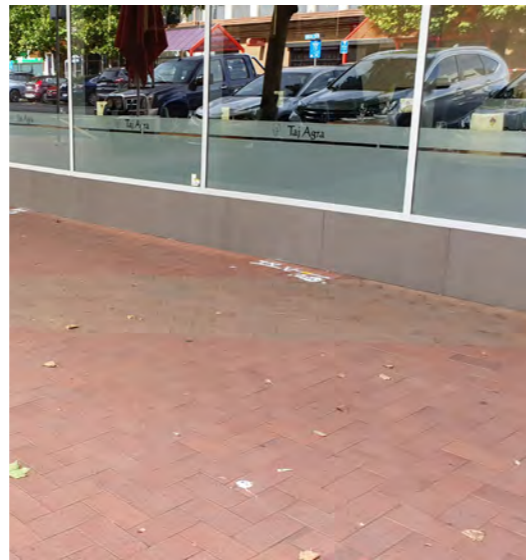
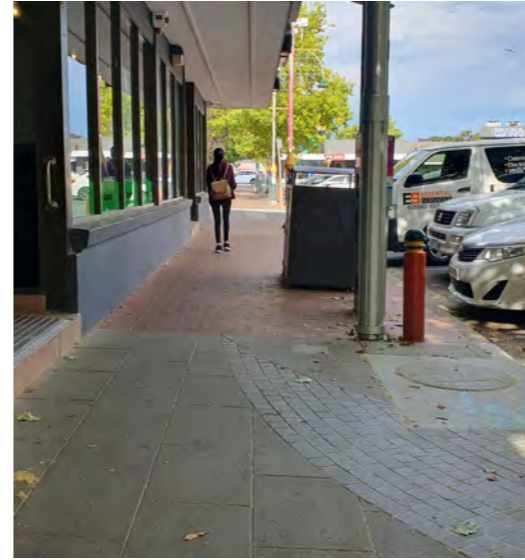
Furniture & Fixtures

Numerous types of bins and lighting elements, with additional planters and furniture to enhance amenity. Lighting elements are a legacy item that relates to the character of Woolley Street.

Red is used as a pop of colour throughout, symbolic of Woolley Street's Chinatown heritage.

Miscellaneous

As part of the Stage 1 public realm upgrade works, public realm enhancements have been installed including shared zone pavement, public art, planting and informal seating elements.



Cape Street

Pavement

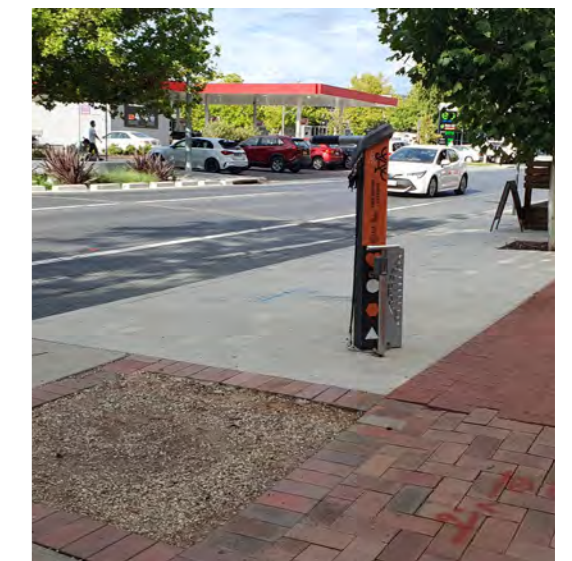
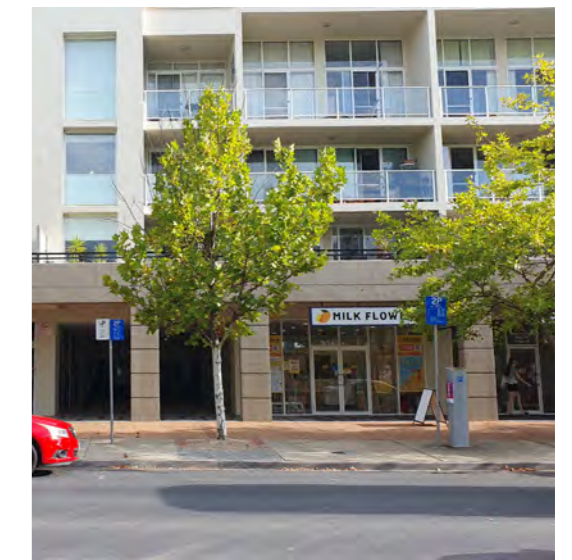
New developments along Cape Street have introduced granite paved surfaces, in contrast to the mixed brick pavements.

Furniture & Fixtures

New upgrade works at the intersection to Woolley Street have provided new furniture and fixtures within the streetscape, providing a striking contrast to the existing elements.

Miscellaneous

WSUD / raingarden beds and raised weathered steel planters within the streetscape are an improved addition to Cape Street providing greater amenity for the street.



Badham Street

Pavement

Brick and insitu concrete pavements characterise the wide streetscape.

Furniture & Fixtures

Planters, specific to businesses, are located along Badham Street to improve amenity.

Miscellaneous

Streetscape planting is incorporated to provide thresholds and additional amenity for the streetscape, however there is a lack of large tree canopy coverage along large portions of the street.



Poppyfield Street

Pavement

The limited extent of footpath is insitu concrete with permeable paved tree surrounds where required.

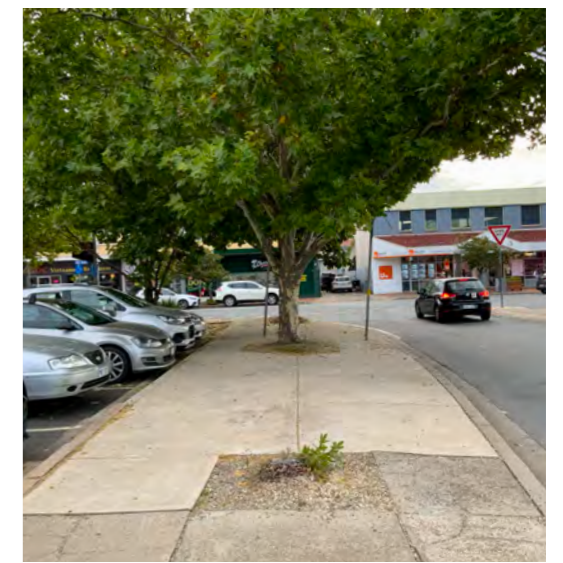
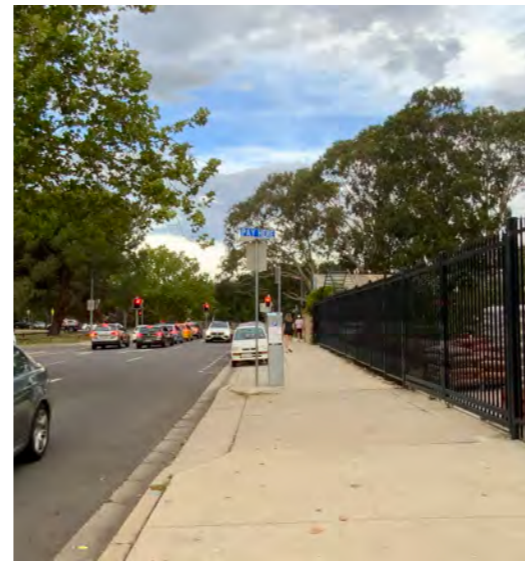
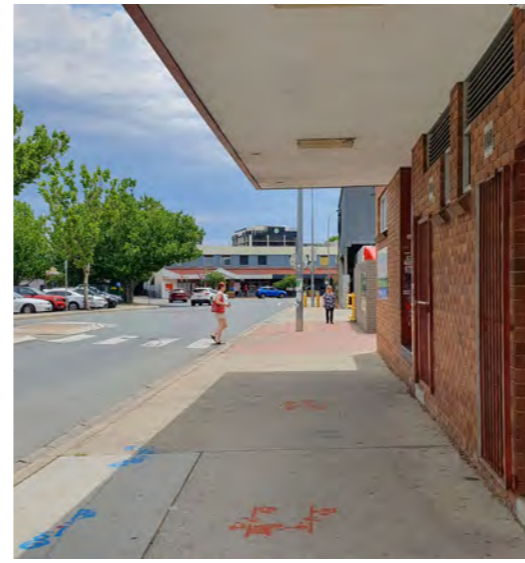
Furniture & Fixtures

Poppyfield Street does not incorporate any furniture or fixtures to support and/or encourage occupation or amenity.

Miscellaneous

Designated zebra crossings provide access to the Dickson Shops. The northern side of the street is dominated by loading zones and driveway access for businesses and back of house areas.

Walls along the northern verge have been uplifted with public murals.



4.3 Street Tree Palette | Existing

Existing Conditions

A preliminary tree assessment was undertaken for the street trees within the Dickson Group Centre Study Area. Below we have included the tree species that characterise the different streets within the Study Area.

Challis Street



Eucalyptus mannifera
Red Spotted Gum



Pistacia chinensis
Chinese Pistachio



Pistacia chinensis
Chinese Pistachio



Platanus orientalis
Oriental Plane Tree

Woolley Street



Fraxinus sp.
Ash Tree



Largestroemia indica
Crepe Myrtle



Platanus x acerifolia
London Plane Tree



Quercus cerris
Turkey Oak



Platanus x acerifolia
London Plane Tree



Prunus serrulata
Flowering Cherry

Cape Street



Platanus x acerifolia
London Plane Tree



Platanus orientalis
Oriental Plane Tree

Badham Street



Fraxinus sp.
Ash Tree



Lagerstroemia indica
Crepe Myrtle

Poppyfield Street



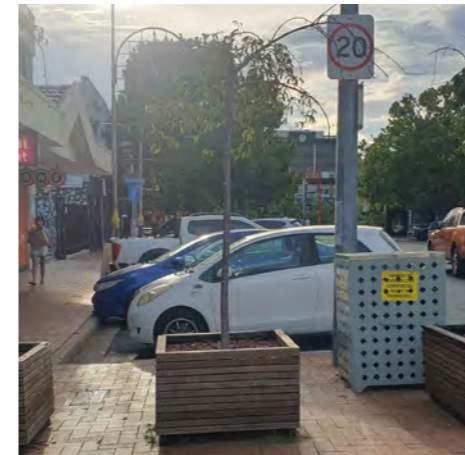
Platanus x acerifolia
London Plane Tree



Platanus orientalis
Oriental Plane Tree



Platanus x acerifolia
London Plane Tree



Prunus serrulata
Flowering Cherry

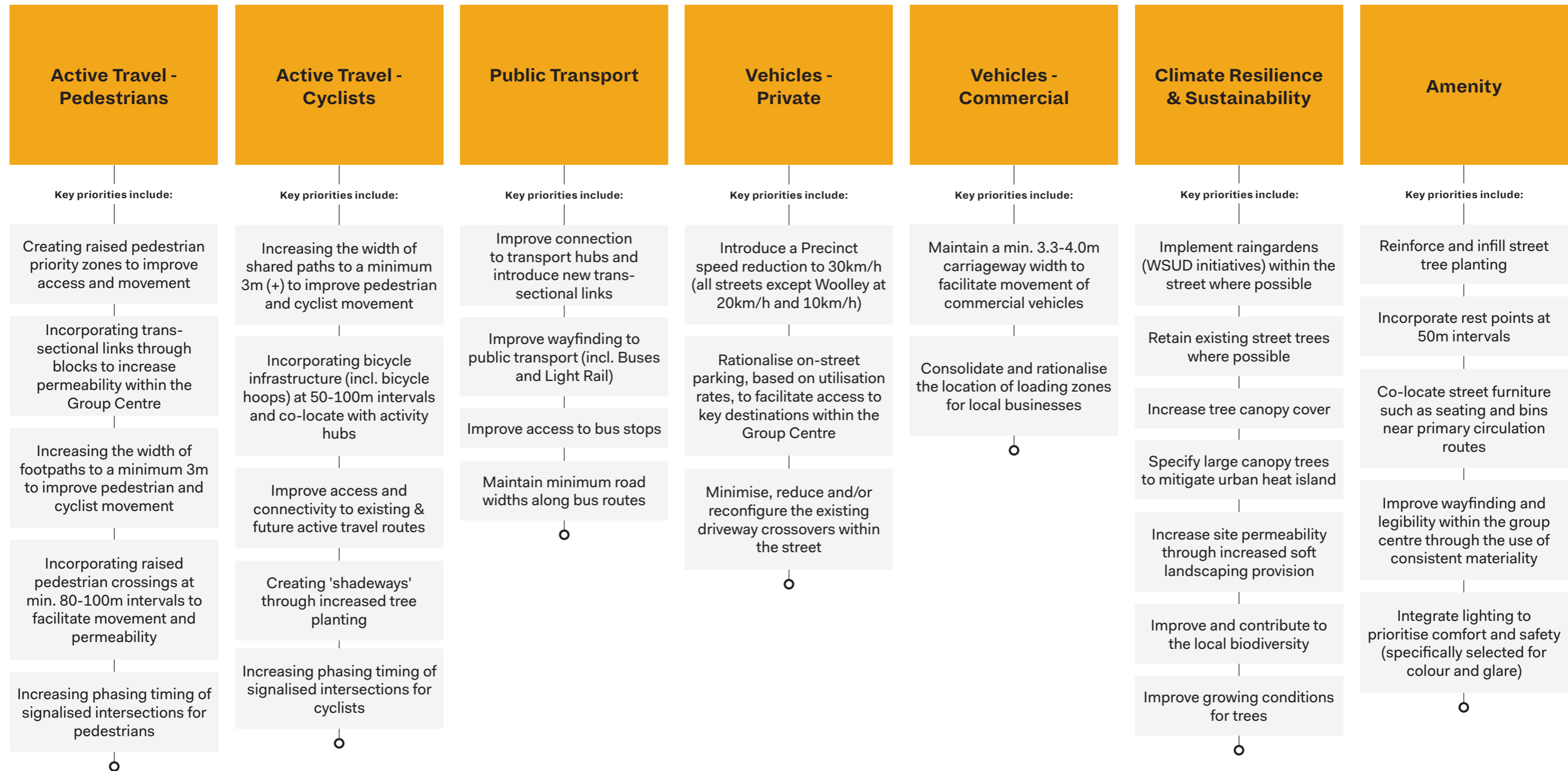
5.0 Concept Masterplan

5.1 Key Masterplan Priorities

Concept Masterplan

To assist in creating vibrant and considered masterplan where pedestrians are afforded the highest priority in street, public space access and circulation terms, and streetscapes are inclusive and accessible, legible, and support local businesses and the local economy, the below Key Masterplan Priorities have been developed to ensure that the masterplan delivers best practice ambitions suitable for the conditions, opportunities and constraints of the study area. These priorities have been developed in response to key site analysis and feasibility study findings and community / stakeholder feedback and are based on the ACT Government's strategy and standards, as well as, interstate guidelines.

- ACT Government strategies and standards and other interstate guidelines:
- Design Guide - Best practices for urban intersections and other active travel infrastructure in the ACT Draft (ACT, 2023)
 - Australian Standards including - AS2890.5:2020 and AS1428.1:2021
 - Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management (2016)
 - Gender Sensitive Urban Design Toolkit and Framework (ACT, 2023)
 - Guide to Road Design Part 3: Geometric Design Edition 3.4 (2021)
 - Guide to Road Design Part 6A: Paths for Walking and Cycling (2021)
 - Healthy Streets Design Check (2021)
 - Municipal Infrastructure Design Standards (ACT, 2021)
 - NSW Cycleway Design Toolbox
 - Urban Design Guide (ACT, 2023)
 - Urban Street Design Guide (NACTO)
 - Walking Space Guide (NSW, 2020)



5.2 Concept Masterplan

Dickson, a vibrant Group Centre that offers a welcoming, well-connected, safe and thriving destination.

Dickson is a unique and eclectic suburb in Canberra's inner north with a distinctive and diverse offering.

The proposed streetscape masterplan aims to capture and reflect the vibrancy of Dickson and wishes of the community for a safer, more enjoyable streetscape experience supporting it as one of Canberra's favourite retail and dining destinations, with a vibrant street life full of amenity and tree lined streets. It aims to deliver a pedestrian priority experience with improved amenity to support the local community and businesses, with increased day and night-time activation.

Through the strategic re-distribution of parking and improved permeability and connections to the C6 Sullivans Creek and future local community route on Antill Street, the masterplan aims to support Dickson as an inclusive and accessible destination.













A minimum 85% on street parking has been retained across the Group Centre to reflect utilisation rates and provide opportunities for increased verge width to accommodate tree planting, wider more inclusive footpaths and dedicated amenity zones for outdoor dining, seating, bicycle parking outside of the footpath and circulation zones.

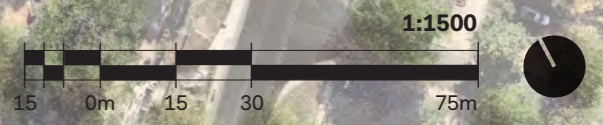
The masterplan supports the increase in tree canopy coverage of greater than 30% across the Group Centre to encourage a climate resilient Group Centre that enhances and contributes to local biodiversity, creating more attractive streetscapes for all. This provides greater opportunities for improved thermal comfort to support walkability and cycling, with broader benefits of reducing urban heat island affects and hot, exposed building facades.

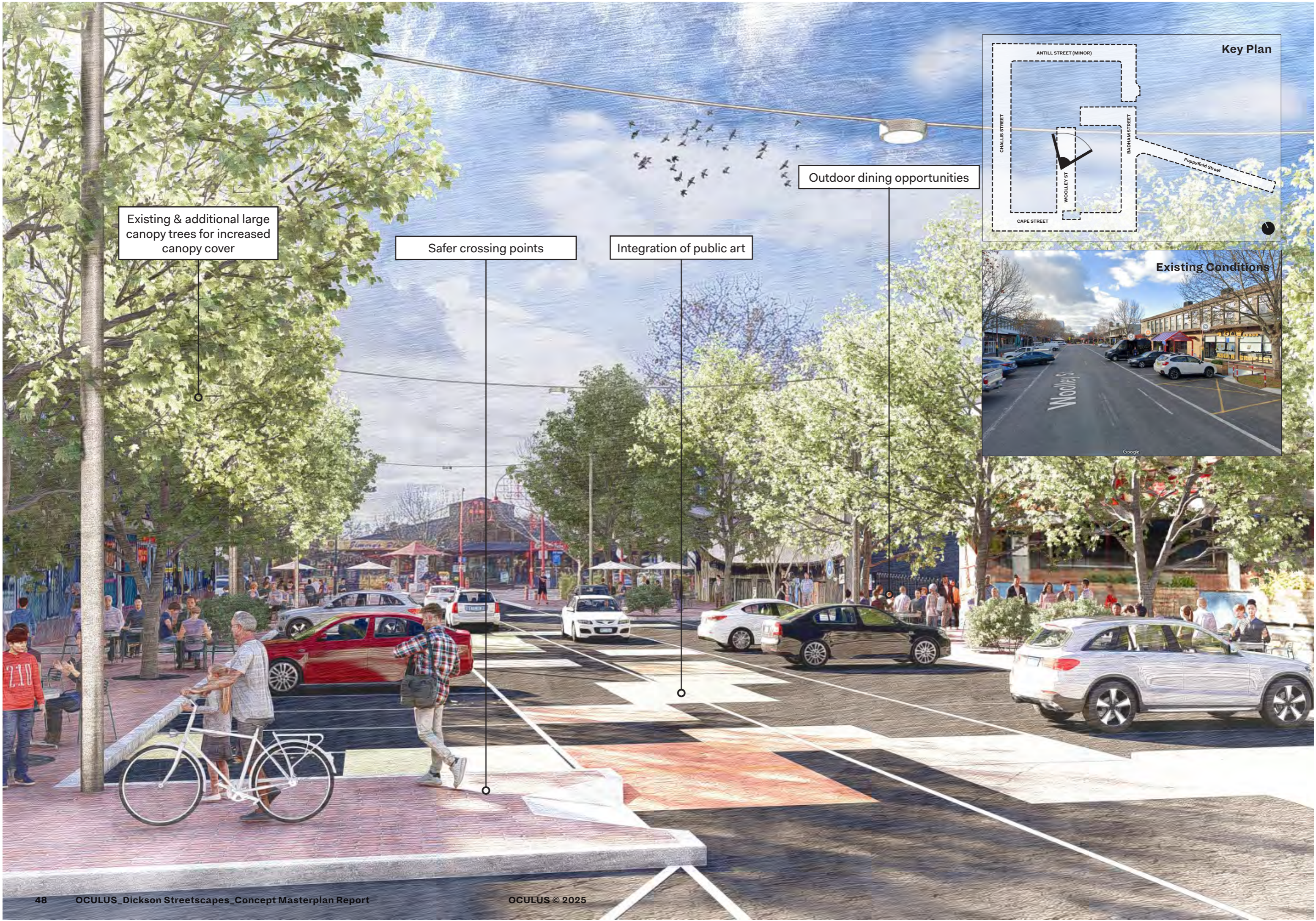
Due to the conditions of Dickson's streetscapes and the specific requirements to support Dickson as a retail and commercial precinct, the approach to cycling within the Dickson Group Centre is to minimise interactions with vehicles and support cycling on wide shared paths. To support both pedestrians and cyclist on a shared path, obstacles have been minimised, sightlines have been increased adopting the 'see and avoid' principle in low speed shared environments.



Legend

-  Existing tree
-  Proposed tree
-  Planting
-  Raingarden
-  Amenity zone (e.g. street furniture, bike racks, and other amenities)
-  Potential outdoor dining zones
-  ① Raised (accessible) priority zebra crossing
-  ② Raised (accessible) pedestrian priority zone
-  ③ Bus pull-in bay
-  ④ Existing through-site link
-  ⑤ Potential future through-site link
-  ⑥ Potential future public art opportunities



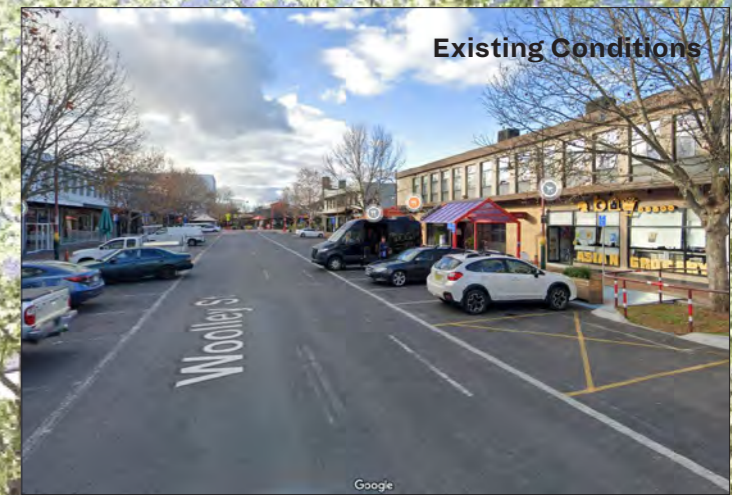
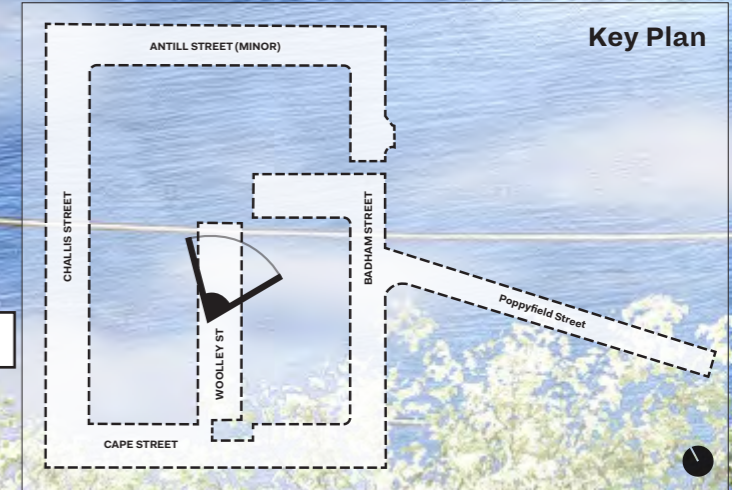


Existing & additional large canopy trees for increased canopy cover

Safer crossing points

Integration of public art

Outdoor dining opportunities



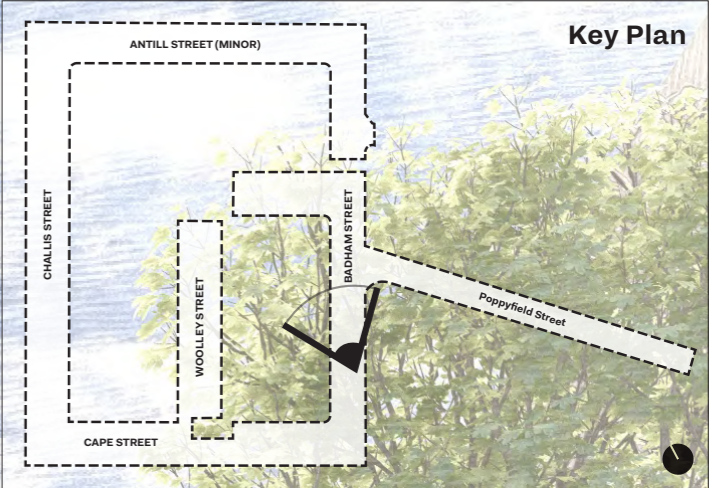
New large canopy trees for increased canopy cover

Parallel parking between raingardens

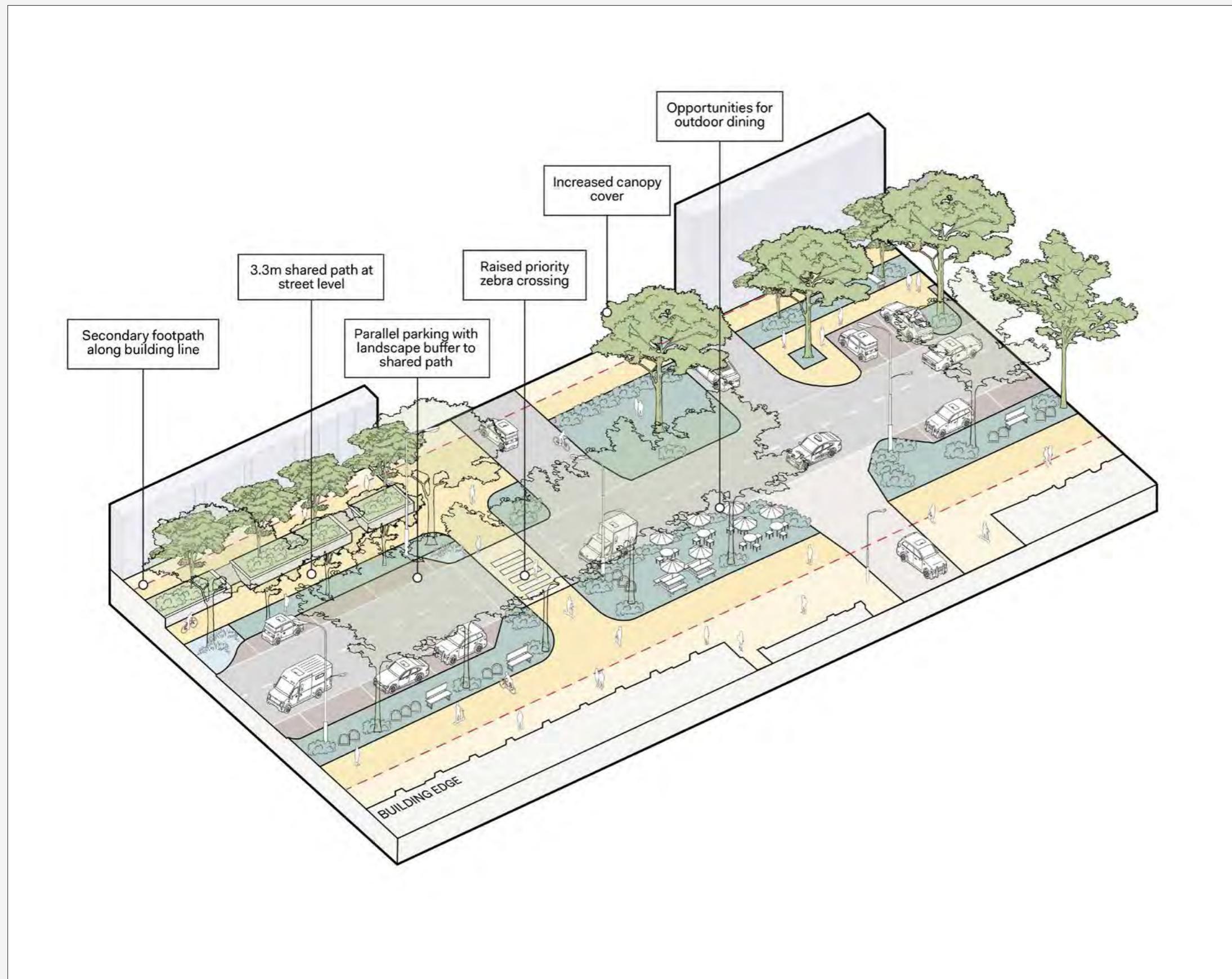
Safer crossing points

30km/hour speed limit

Outdoor dining opportunities



5.3 Challis Street Concept Masterplan



Summary

A leafy green street with amenity to support local businesses and ground floor activation. Easy to access by foot, bike or car, where people can enjoy moving through or gathering in a more comfortable and safer environment. Continuous footpaths, consistent materials and additional crossing points prioritise intuitive wayfinding and accessibility for all, making it more enjoyable to occupy and move about and more attractive to consider sustainable transport options.

Challis Street will streamline access and movement increasing east/west permeability and connectivity between the public transport network, various developments along Northbourne and the rest of the Group Centre and beyond.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

Mid-block raised pedestrian crossings to facilitate east-west movement

Proposed trans-sectional link to increase site permeability and movement

Public Transport

Improved wayfinding through clear sightlines, organised zones and consistent materiality

Vehicles

30km/hour speed limit

On-street parking retention - 67%

Climate Resilience & Sustainability

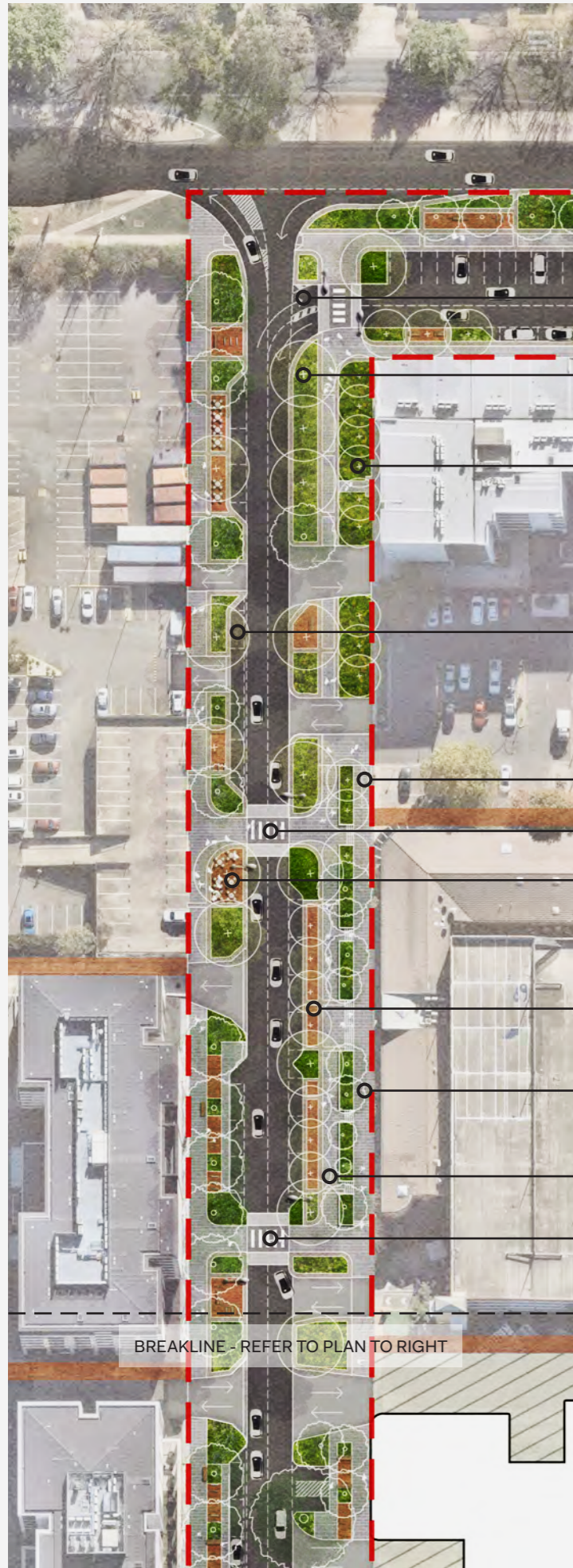
Increased tree canopy cover - >40%

Increased permeable areas - >20%

Amenity

Rest points every 50m along the street

Increased bicycle parking along the street



Left turn onto Challis Street & right turn onto Antill only

Additional street trees & plantings

Proposed secondary row of street trees

On-street parallel parking

Ramp access from Challis Street to laneway towards Woolley Street

Raised crossing

Outdoor dining opportunities

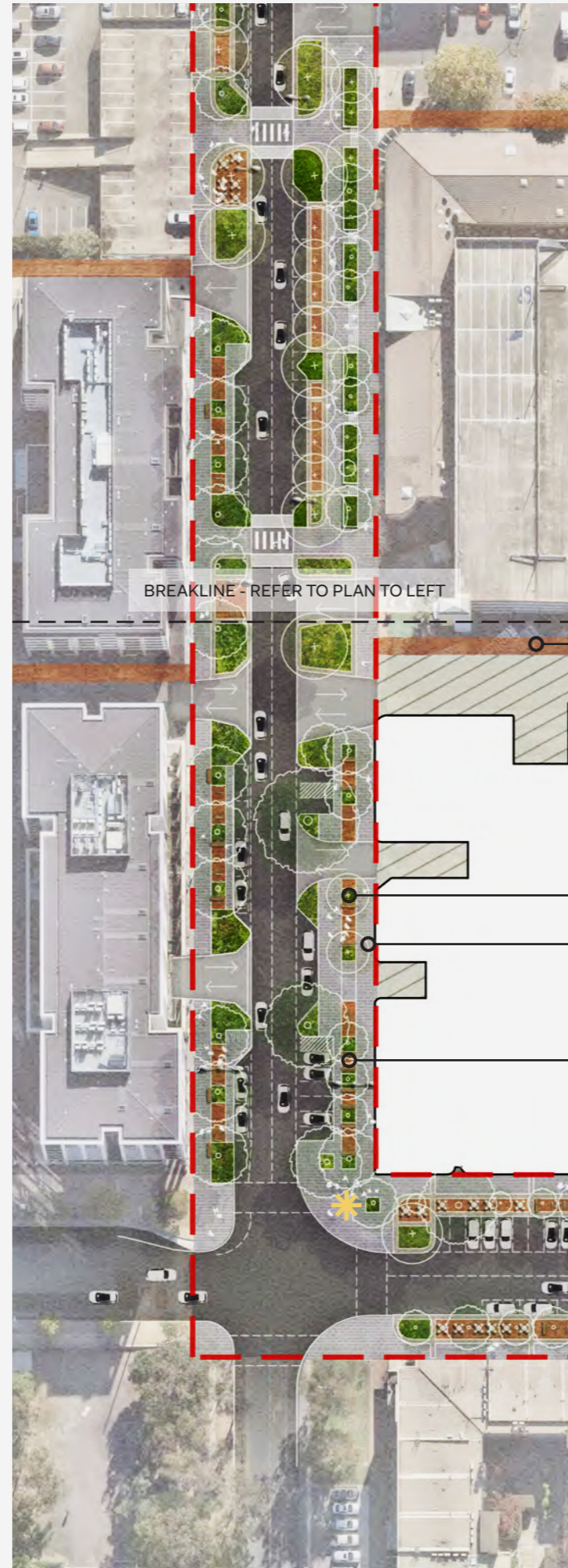
Pedestrian access from parallel parking

Secondary footpath to upper level

4m wide shared path

Raised crossing

BREAKLINE - REFER TO PLAN TO RIGHT



BREAKLINE - REFER TO PLAN TO LEFT








Proposed trans-sectional link to Woolley Street

Additional trees for increased tree canopy cover & plantings

3.3m shared path

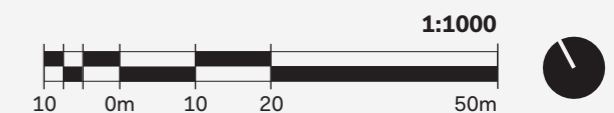
Amenity pockets

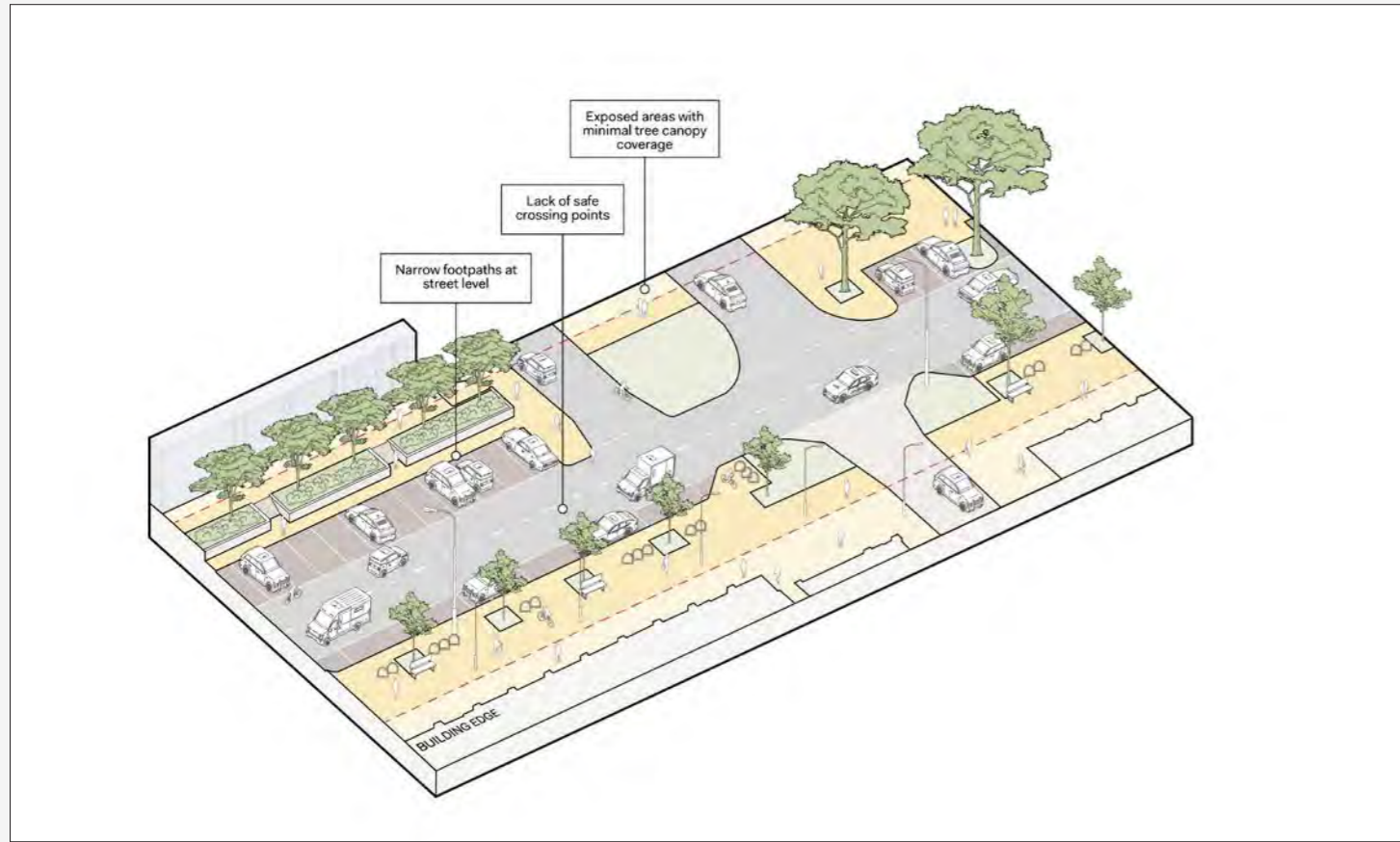
Legend

-  Existing tree
-  Proposed tree
-  Planting
-  Raingarden
-  Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
-  Potential outdoor dining zones
-  Future potential public art opportunity

Summary Table

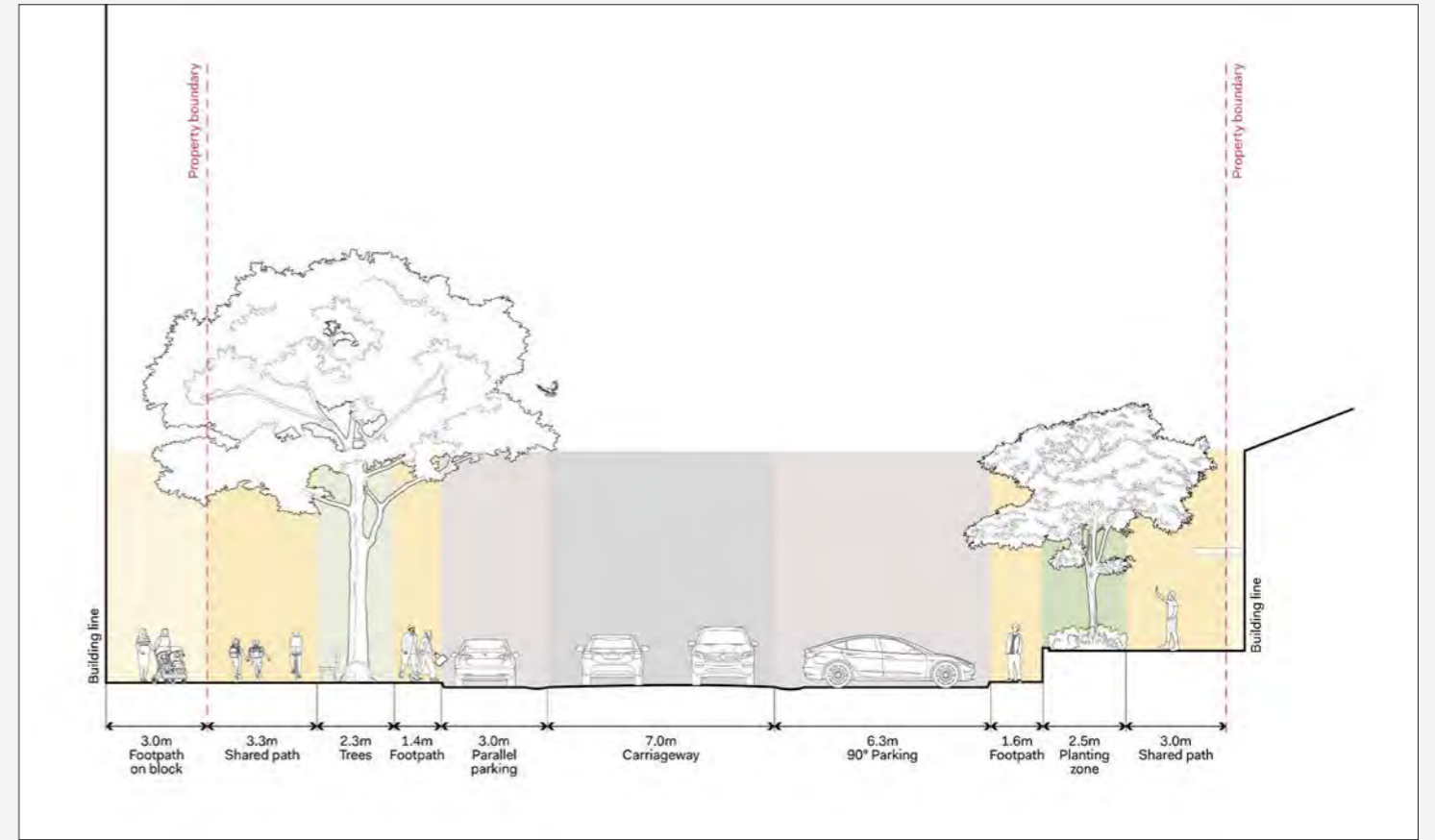
	Existing	Proposed
On-street Parking	48	32 67% retention
Canopy Cover	16%	> 40%
Permeability	-	>20%



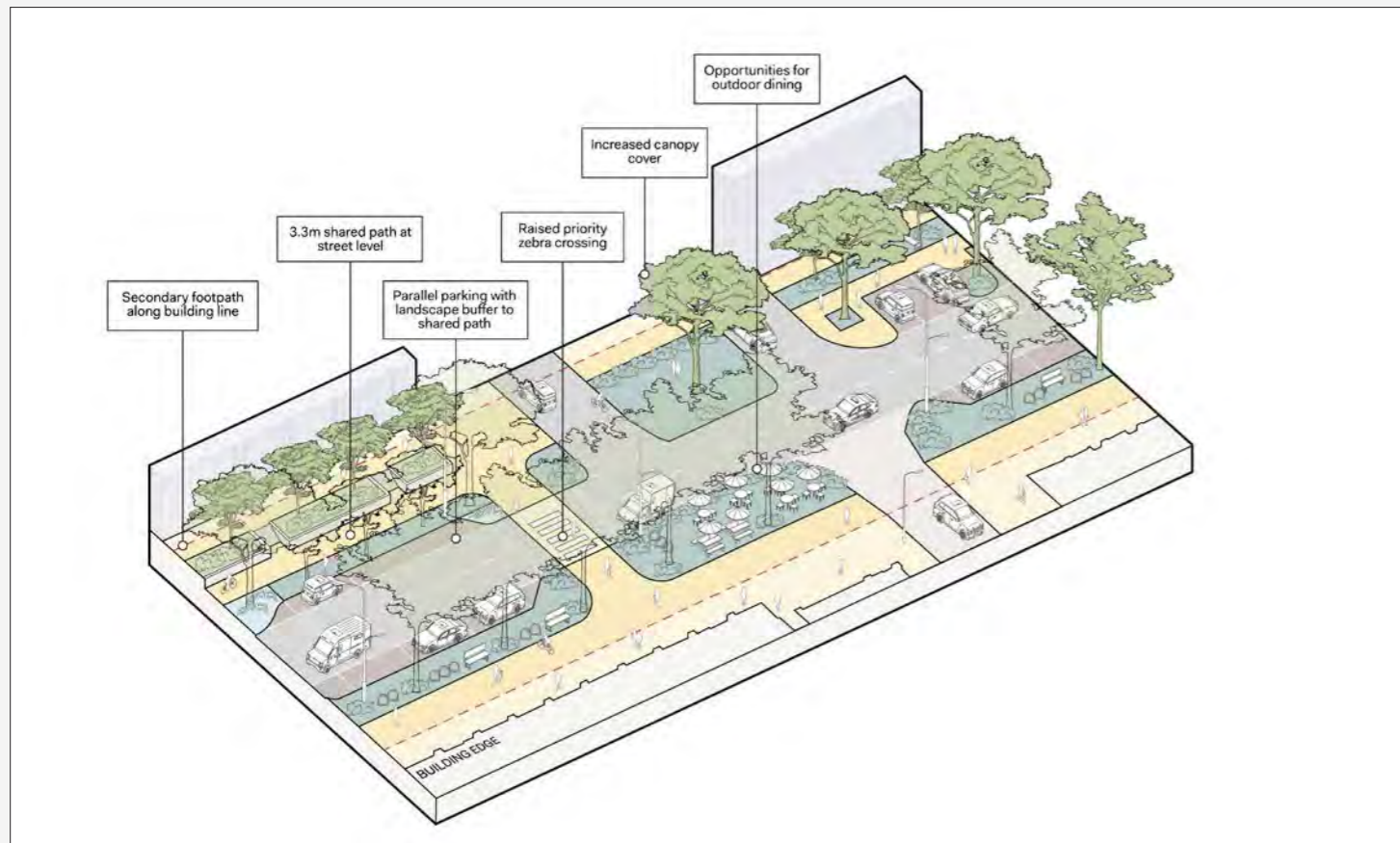


Existing | Challis Street Axonometric

Scale NTS

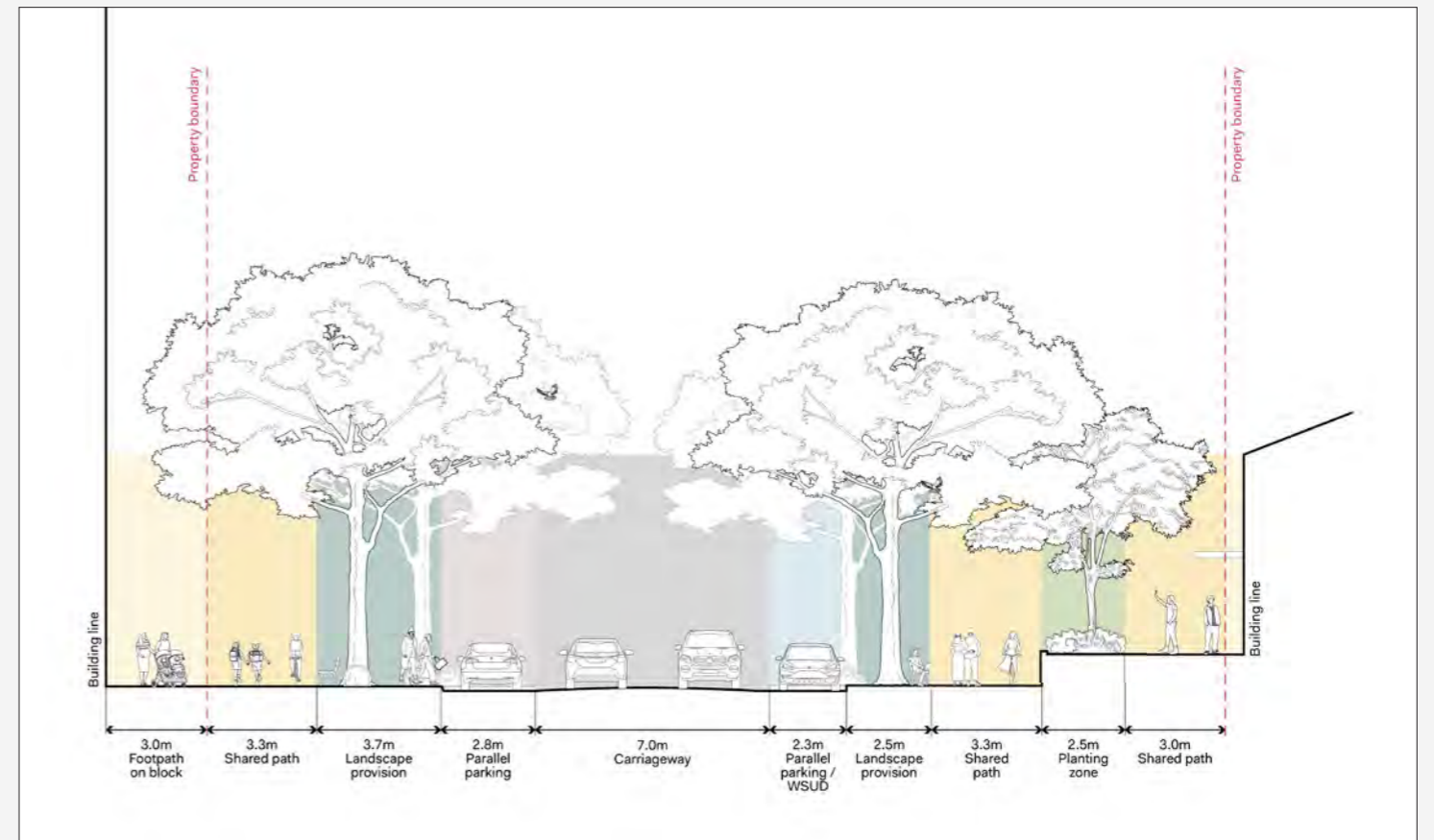


Existing | Challis Street Typical Section



Proposed | Challis Street Axonometric

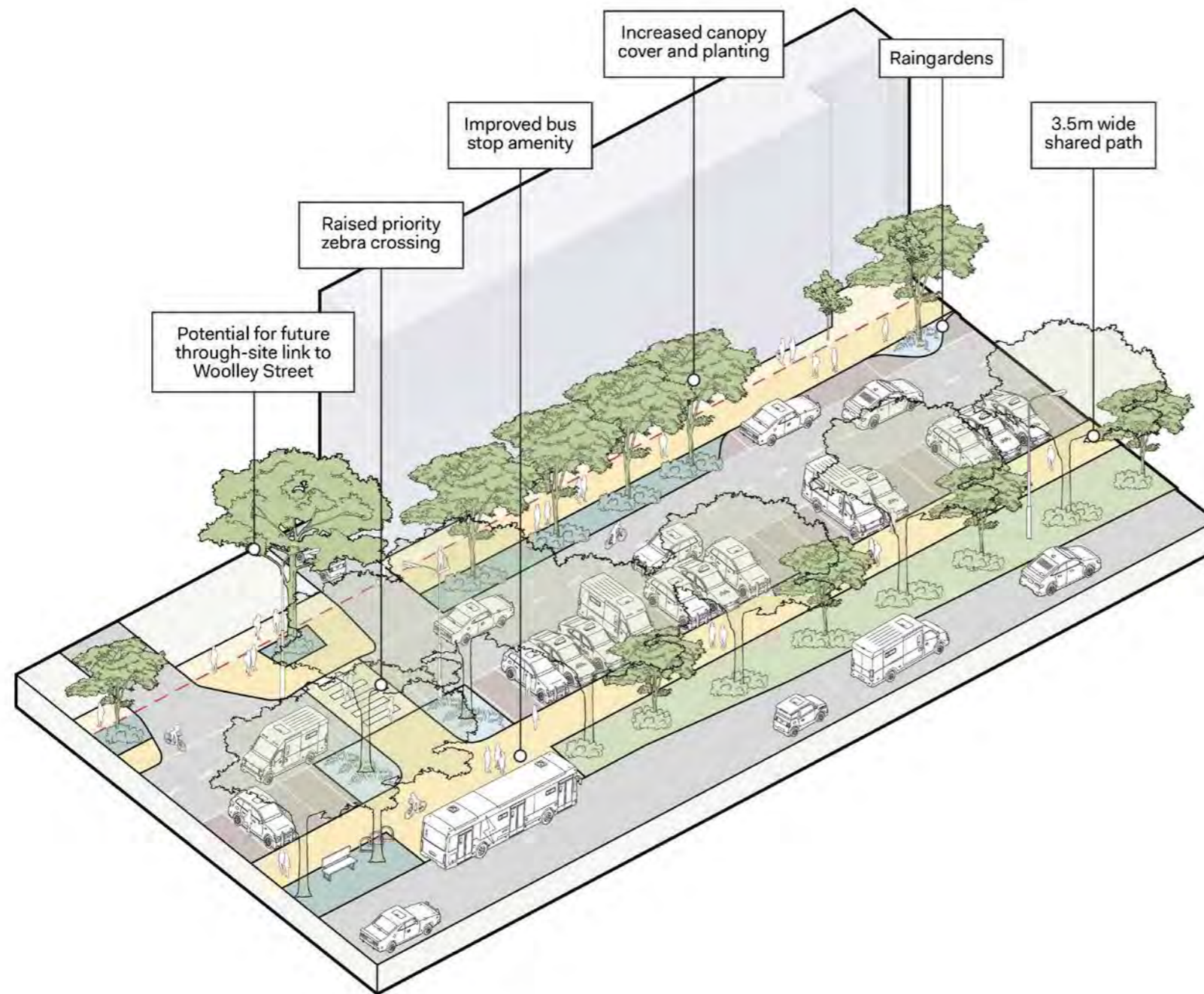
Scale NTS



Proposed | Challis Street Typical Section



5.4 Antill Street (Minor) Concept Masterplan



Summary

A functional support streetscape with convenient parking and increased tree canopy. By foot or bike, full length and consistent footpaths to both sides of the street improve circulation and connectivity to the broader pedestrian network. Amenity pockets provide respite and bicycle parking under the shade of large canopy trees. Safety for pedestrians and cyclists is prioritised through multiple raised crossings, vehicle turning alternations and buffers to intersections to minimise potential conflicts with vehicles. A potential future trans-sectional link will improve pedestrian access to and from Woolley Street.

Antill Street enables greater amenity on other streets with a higher proportion of existing car parks retained to offset reductions elsewhere, increased tree canopy cover and permeable surfaces.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

3no. raised pedestrian crossings to improve safety, circulation and movement

Trans-sectional link to increase site permeability and movement to Woolley Street

Public Transport

Improved wayfinding through multiple pedestrian connections to the bus stop, clear sightlines, organised zones and consistent materiality

Vehicles

30km/hour speed limit

On-street parking retention - 100%

Climate Resilience & Sustainability

Increased tree canopy cover - >40%

Increased permeable areas - >20%

Amenity

Rest points every 50m along the street

Increased bicycle parking along the street



Left turn onto Challis Street & right turn onto Antill only

Increased canopy cover & planting

3.5m shared path

Raingardens

Proposed parallel parking bays

Rest points at intervals

Raised crossing to align with potential future through-site link







Improved bus pull-in bay

Amenity pockets

Increased canopy cover & planting buffer to Antill St (maj.)

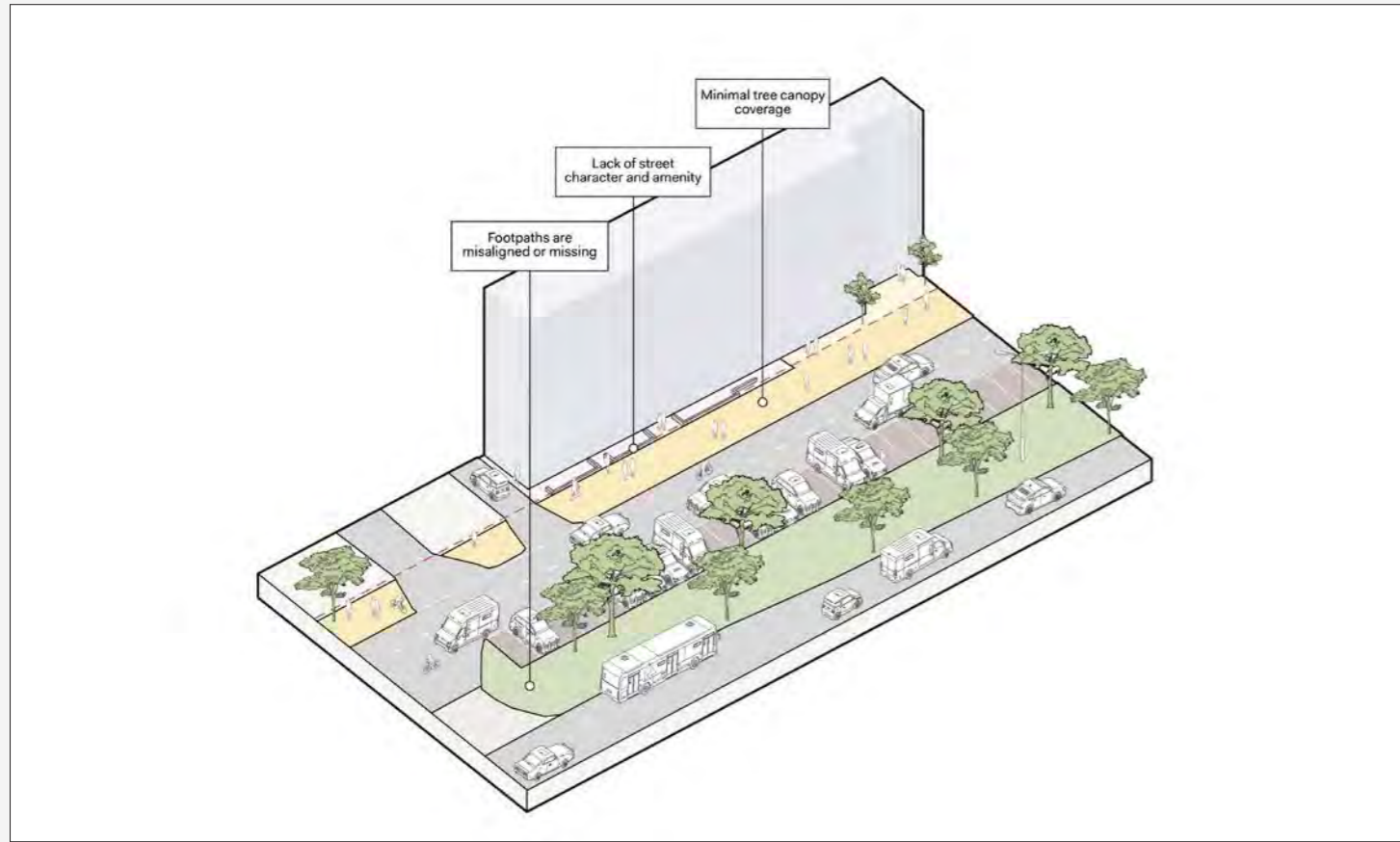
Raised crossings at either end

Legend

-  Existing tree
-  Proposed tree
-  Planting
-  Raingarden
-  Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
-  Potential outdoor dining zones

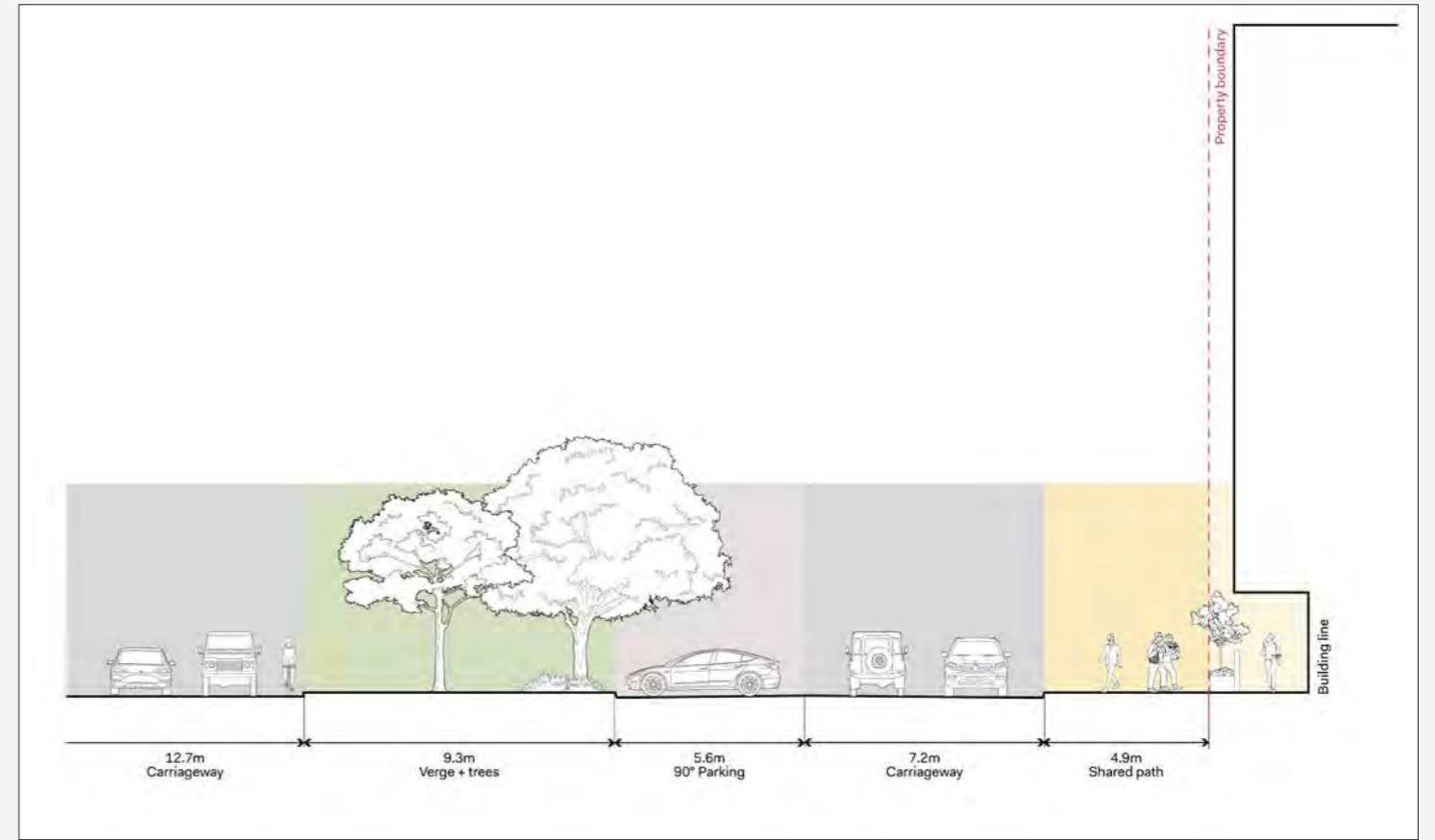
Summary Table

	Existing	Proposed
On-street Parking	63	63 100% retention
Canopy Cover	13%	> 40%
Permeability	-	>20%

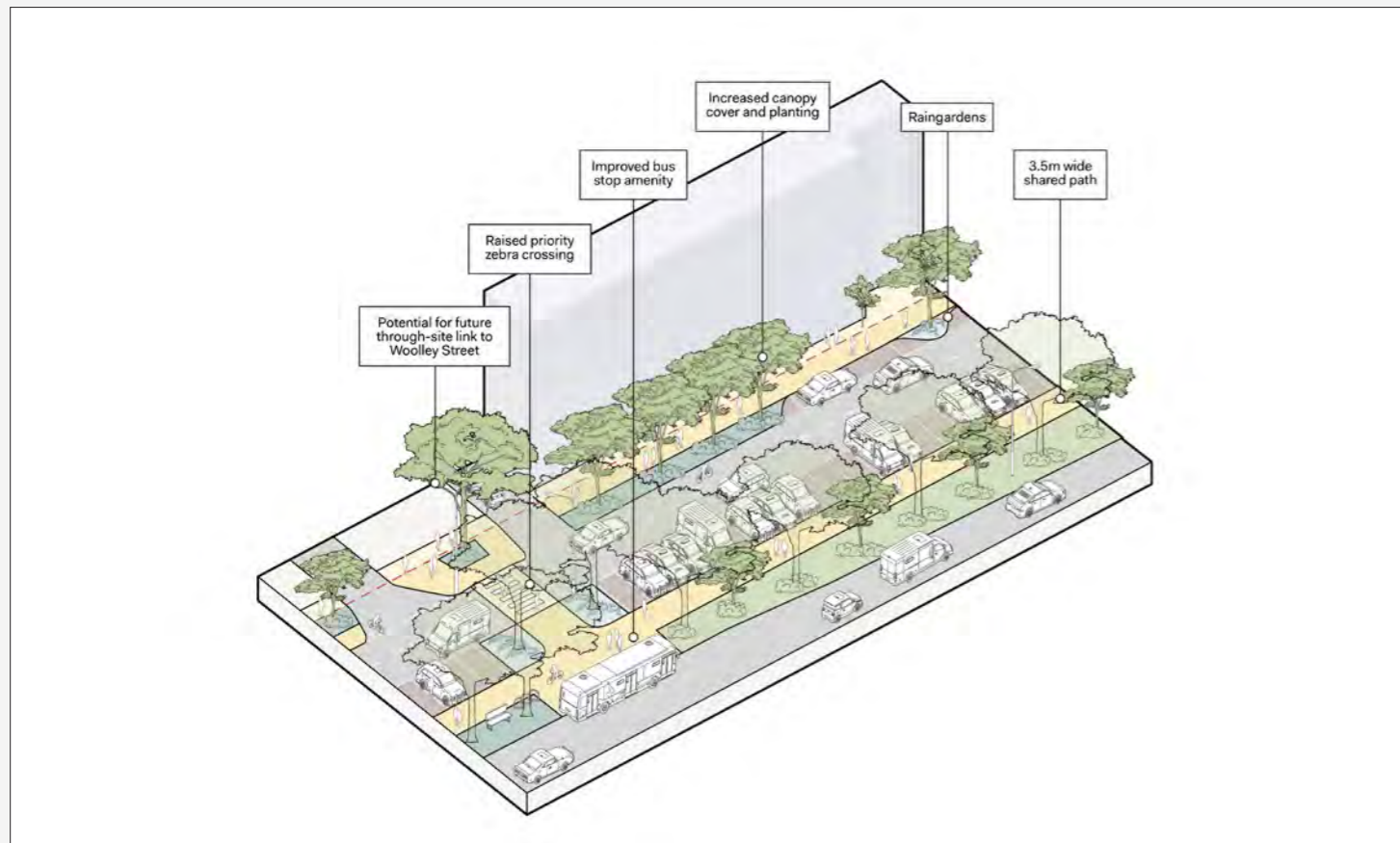
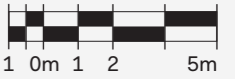


Existing | Antill Street (Minor) Axonometric

Scale NTS

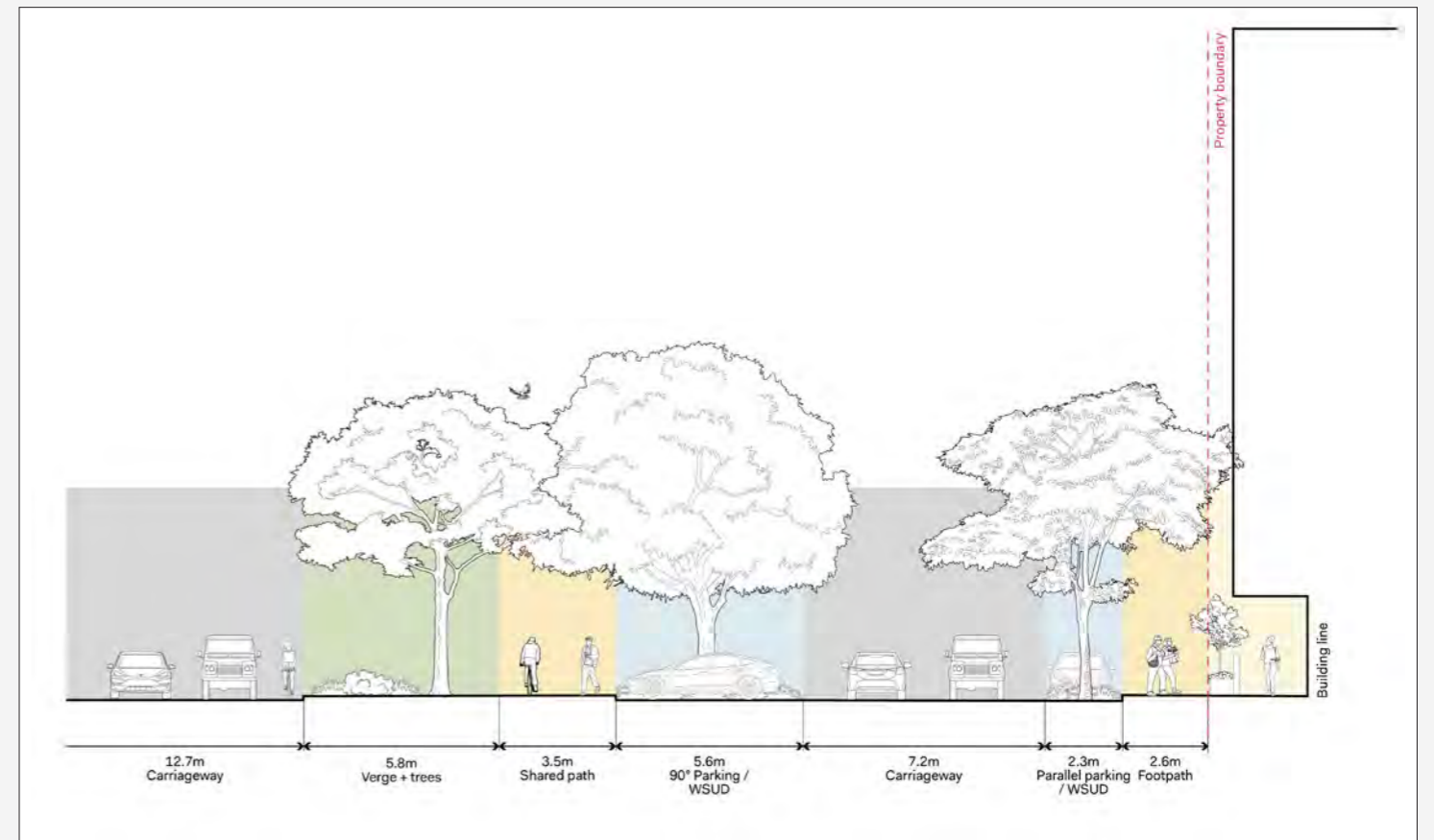


Existing | Antill Street (Minor) Typical Section



Proposed | Antill Street (Minor) Axonometric

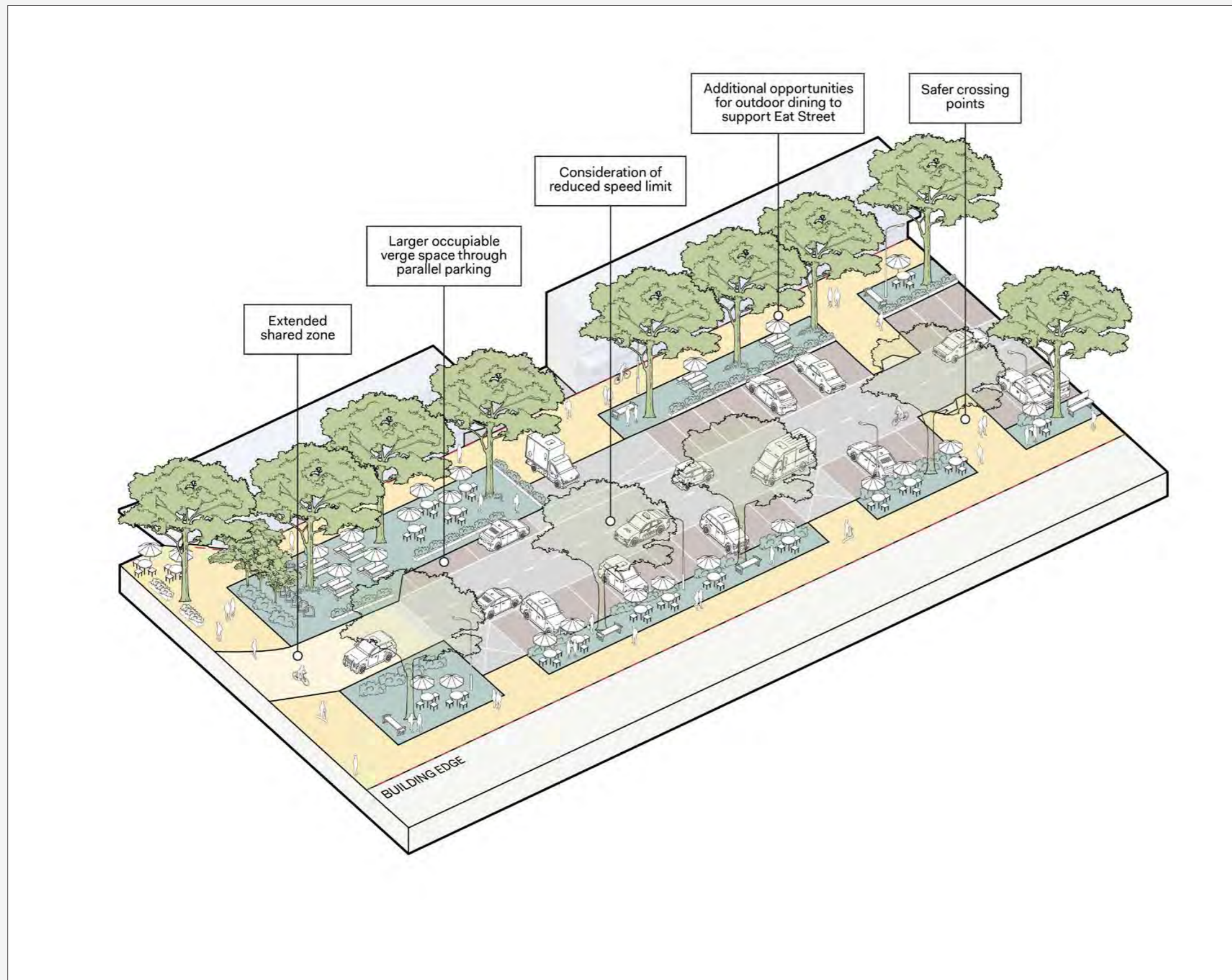
Scale NTS



Proposed | Antill Street (Minor) Typical Section



5.5 Woolley Street | North-South Concept Masterplan



Summary

A bustling 'eat street' with leafy green trees and an environment that promotes the shared use of public space. Plenty of places to sit, eat, play, discover, park, have a chat, pause, gather and enjoy the sights, smells and sounds of Canberra's vibrant 'multicultural eat street. Where local residents and visitors from anywhere can be immersed in the beating heart of Dickson and discover Woolley Street's diverse range of food, retail and other offerings in a revitalised public space.

Woolley Street will be amplified as a major attractor for Dickson. Bolstered as a destination and nexus for activity and social exchange. A foodies haven where people are seen and heard, enjoying great food, great company, culture and a vibrant public life.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

Raised intersection at Cape Street to improve safety, circulation and movement

Extended shared zone mid-way

Proposed trans-sectional links to increase site permeability and movement to Badham / Challis St's

Public Transport

Improved wayfinding through clear sightlines, organised zones and consistent materiality

Vehicles

On-street parking retention - 85% (Woolley total)

Climate Resilience & Sustainability

Increased tree canopy cover - >40% (Woolley total)

Increased permeable areas - >20% (Woolley total)

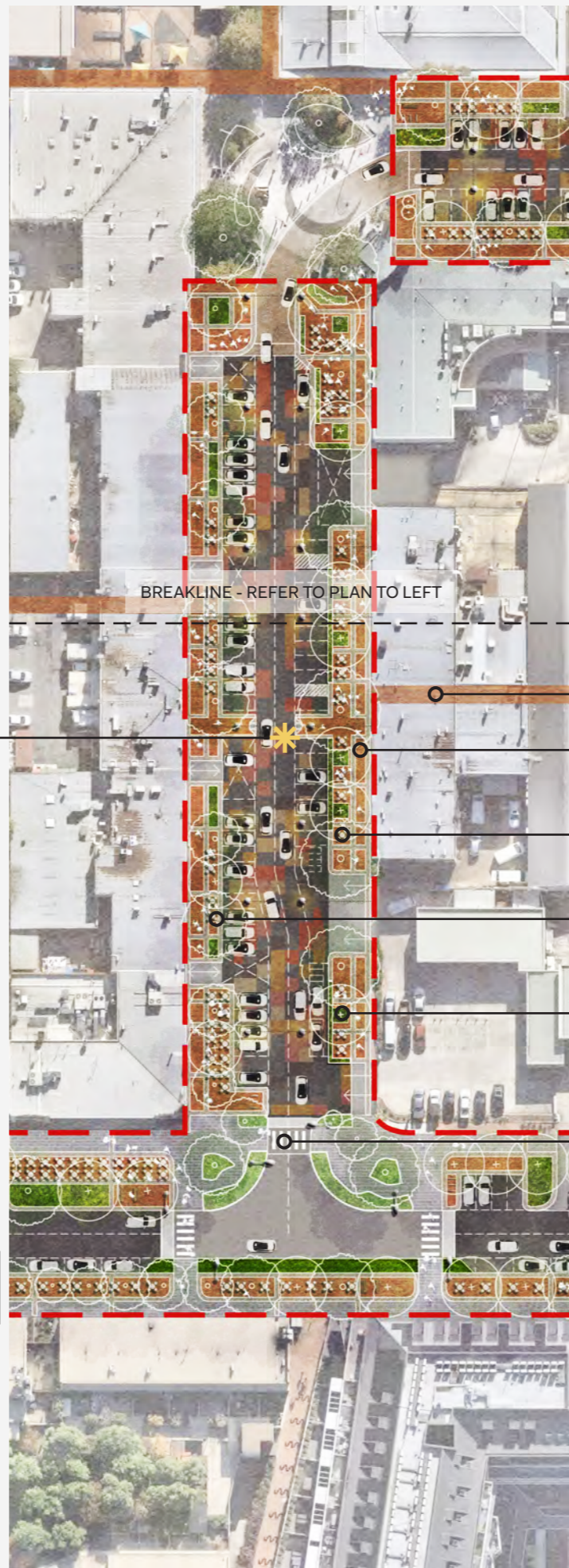
Amenity

Rest points every 50m along the street

Increased bicycle parking along the street



- Public artworks integrated within carriageway
- Extended shared zone
- Additional opportunities for outdoor dining
- Public artworks integrated within carriageway
- 3m wide shared paths



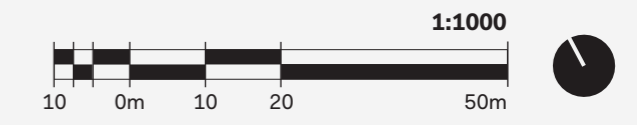
- Public artworks integrated within carriageway
- Proposed trans-sectional link to Badham Street
- Large occupiable verge space & shared paths
- Additional outdoor dining opportunities
- Amenity pockets
- Increased canopy cover & planting
- Narrower streets with safer crossing points

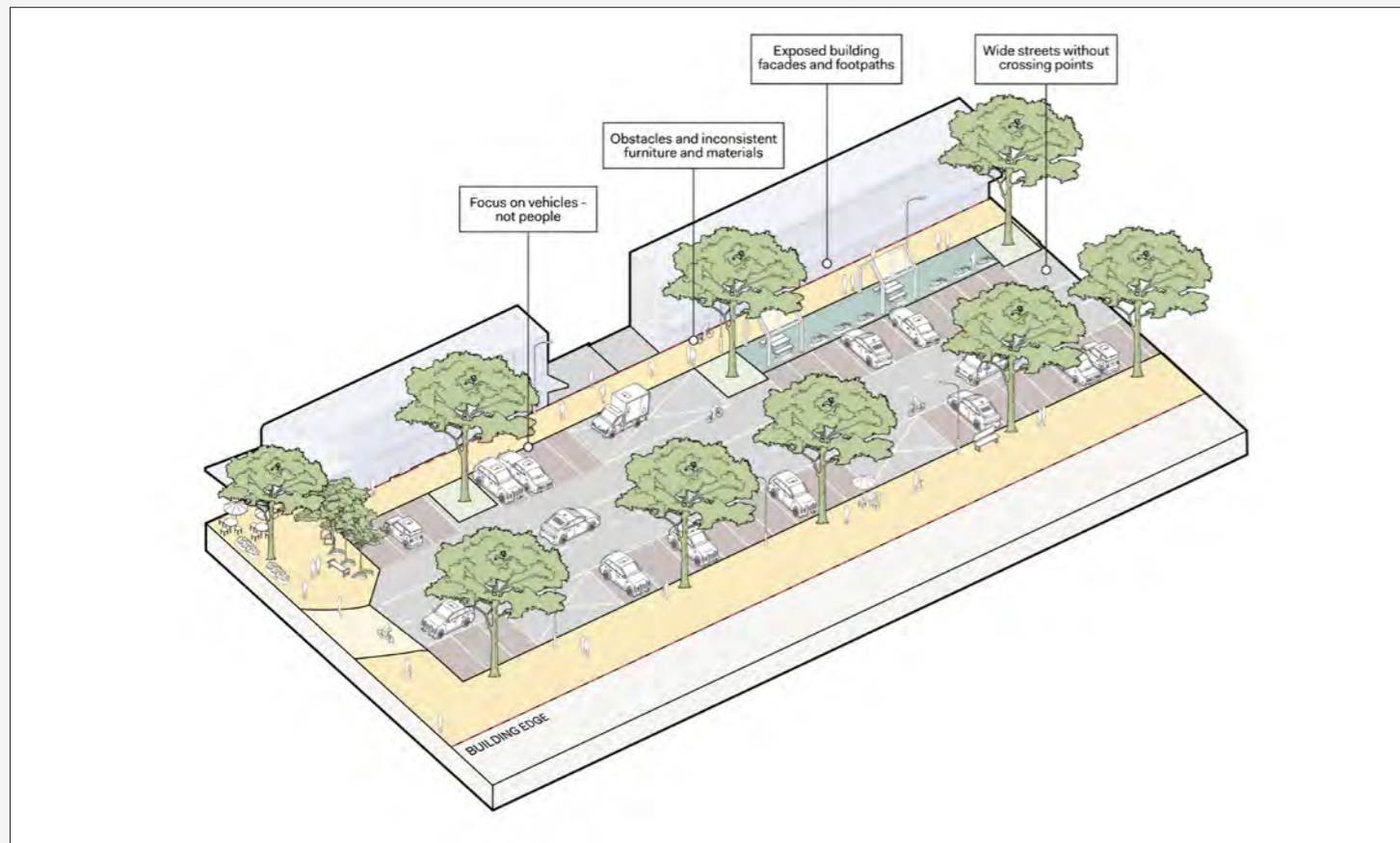
Legend

- Existing tree
- Proposed tree
- Planting
- Raingarden
- Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
- Potential outdoor dining zones
- Future potential public art opportunity

Summary Table

	Existing	Proposed
On-street Parking	101	86 85% retention
Canopy Cover	32%	> 40%
Permeability	-	>20%



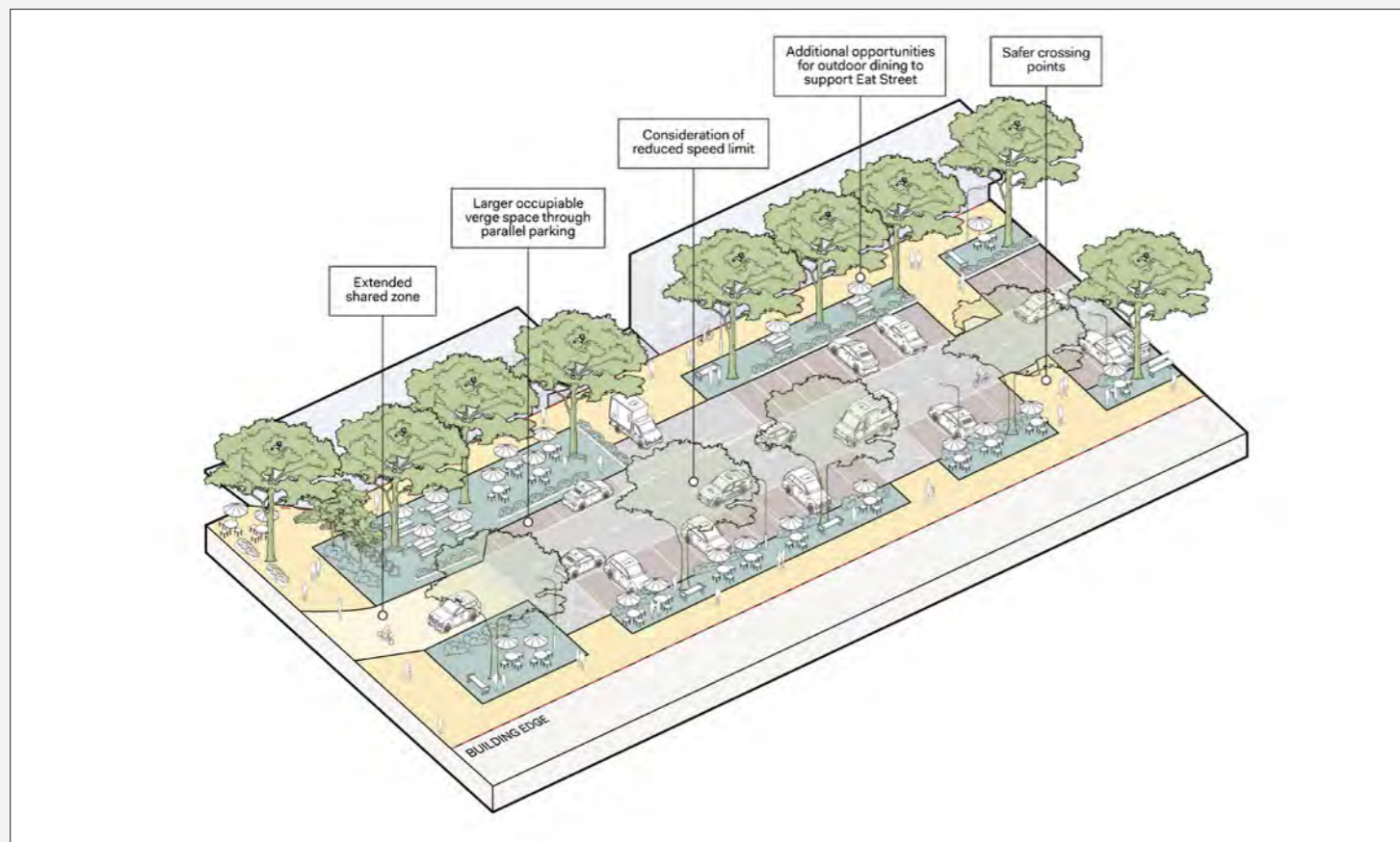


Existing | Woolley Street | North-South Axonometric

Scale NTS

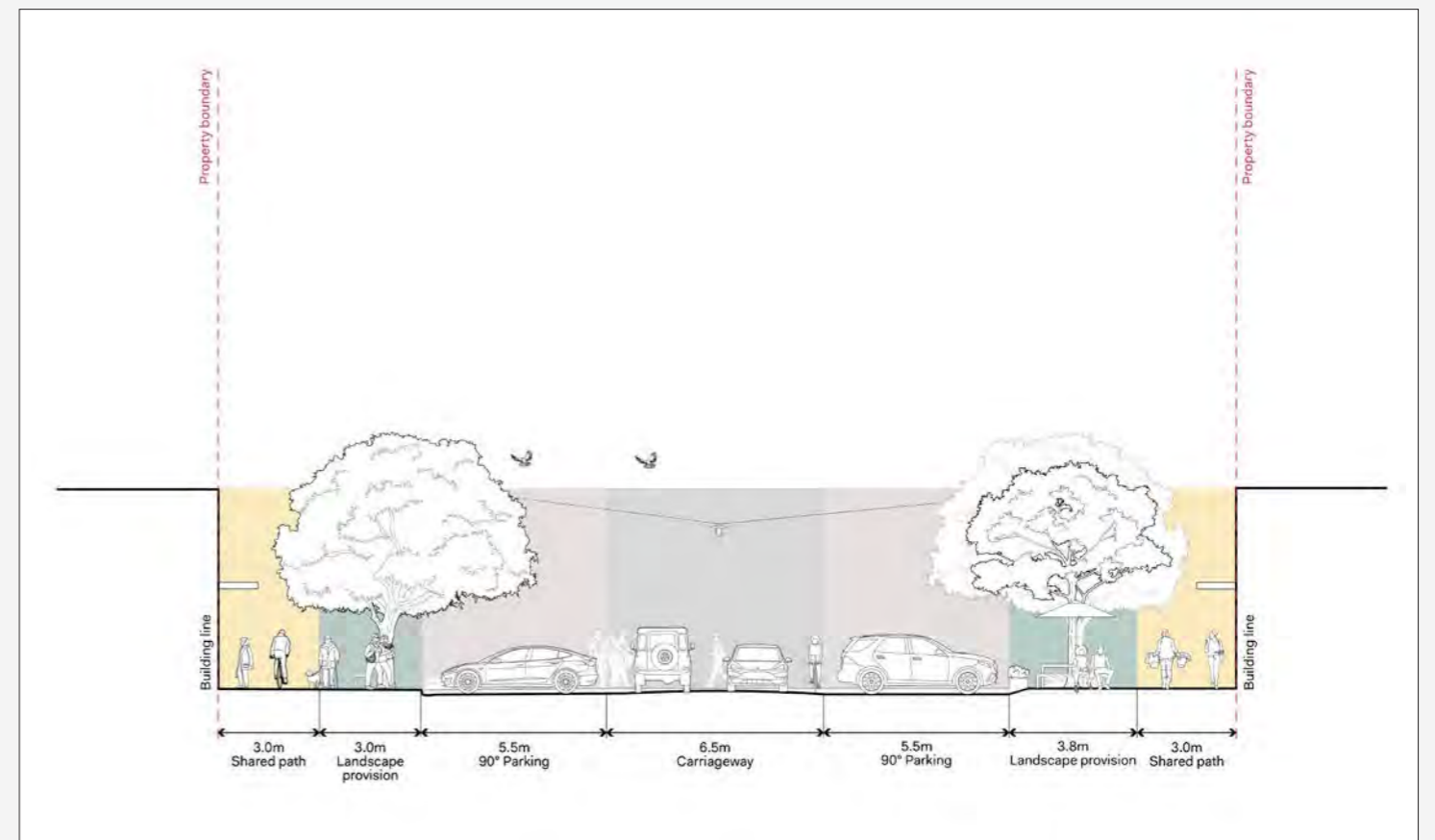


Existing | Woolley Street | North-South Typical Section



Proposed | Woolley Street | North-South Axonometric

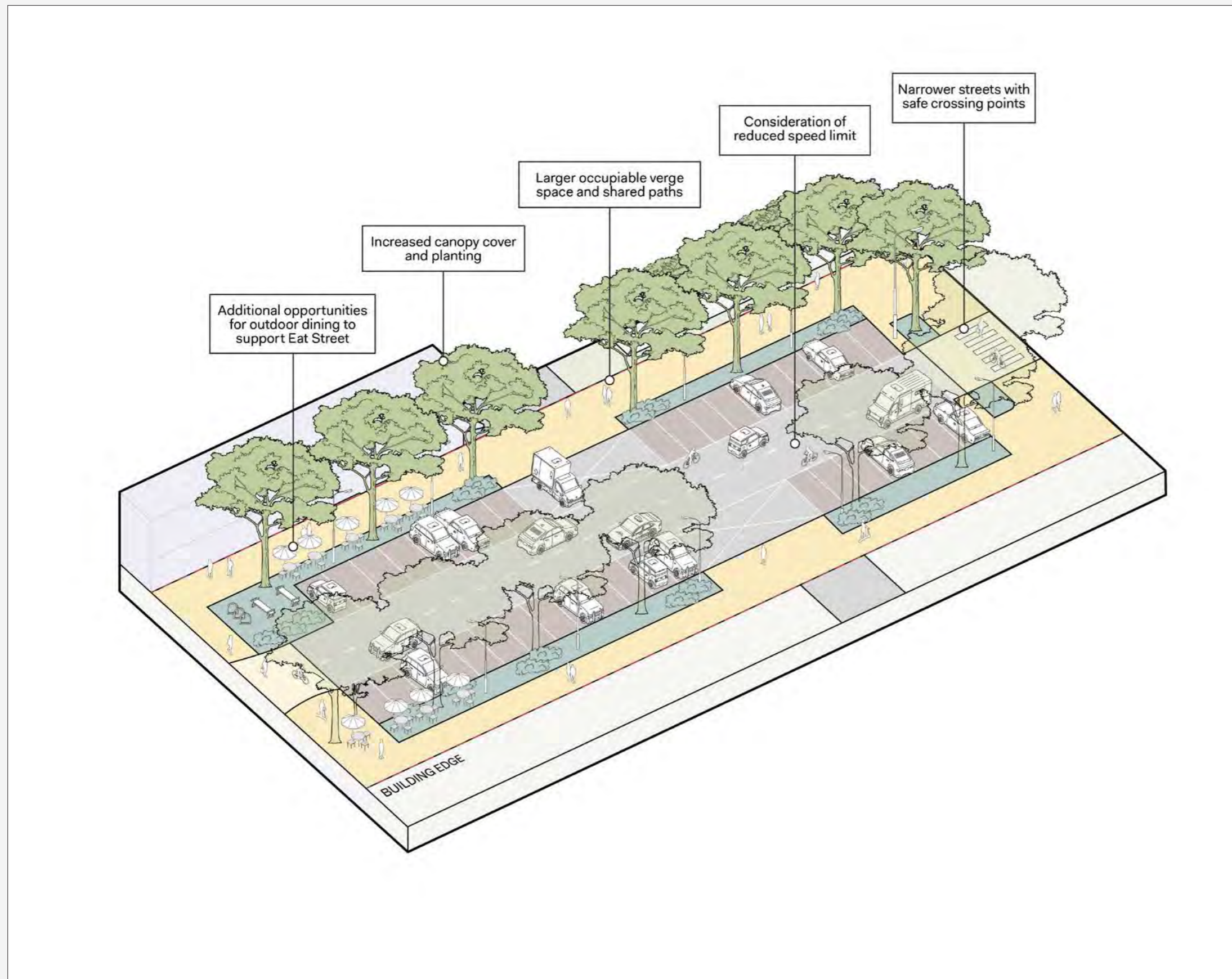
Scale NTS



Proposed | Woolley Street | North-South Typical Section



5.6 Woolley Street | East-West Concept Masterplan



Summary

A bustling 'eat street' with leafy green trees and an environment that promotes the shared use of public space. Plenty of places to sit, eat, play, discover, park, have a chat, pause, gather and enjoy the sights, smells and sounds of Canberra's vibrant China Town. Where local residents and visitors from anywhere can be immersed in the beating heart of Dickson and discover Woolley Street's diverse range of food, retail and other offerings in a revitalised public space.

Woolley Street will be amplified as a major attractor for Dickson. Bolstered as a destination and nexus for activity and social exchange. A foodies haven where people are seen and heard, enjoying great food, great company, culture and a vibrant public life.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

Raised intersection at Badham Street to improve safety, circulation and movement

Extended shared zone mid-way

Proposed trans-sectional link to increase site permeability and movement to Antill Street

Public Transport

Improved wayfinding through clear sightlines, organised zones and consistent materiality

Vehicles

On-street parking retention - 85% (Woolley total)

Climate Resilience & Sustainability

Increased tree canopy cover - >40% (Woolley total)

Increased permeable areas - >20% (Woolley total)

Amenity

Rest points every 50m along the street

Increased bicycle parking along the street



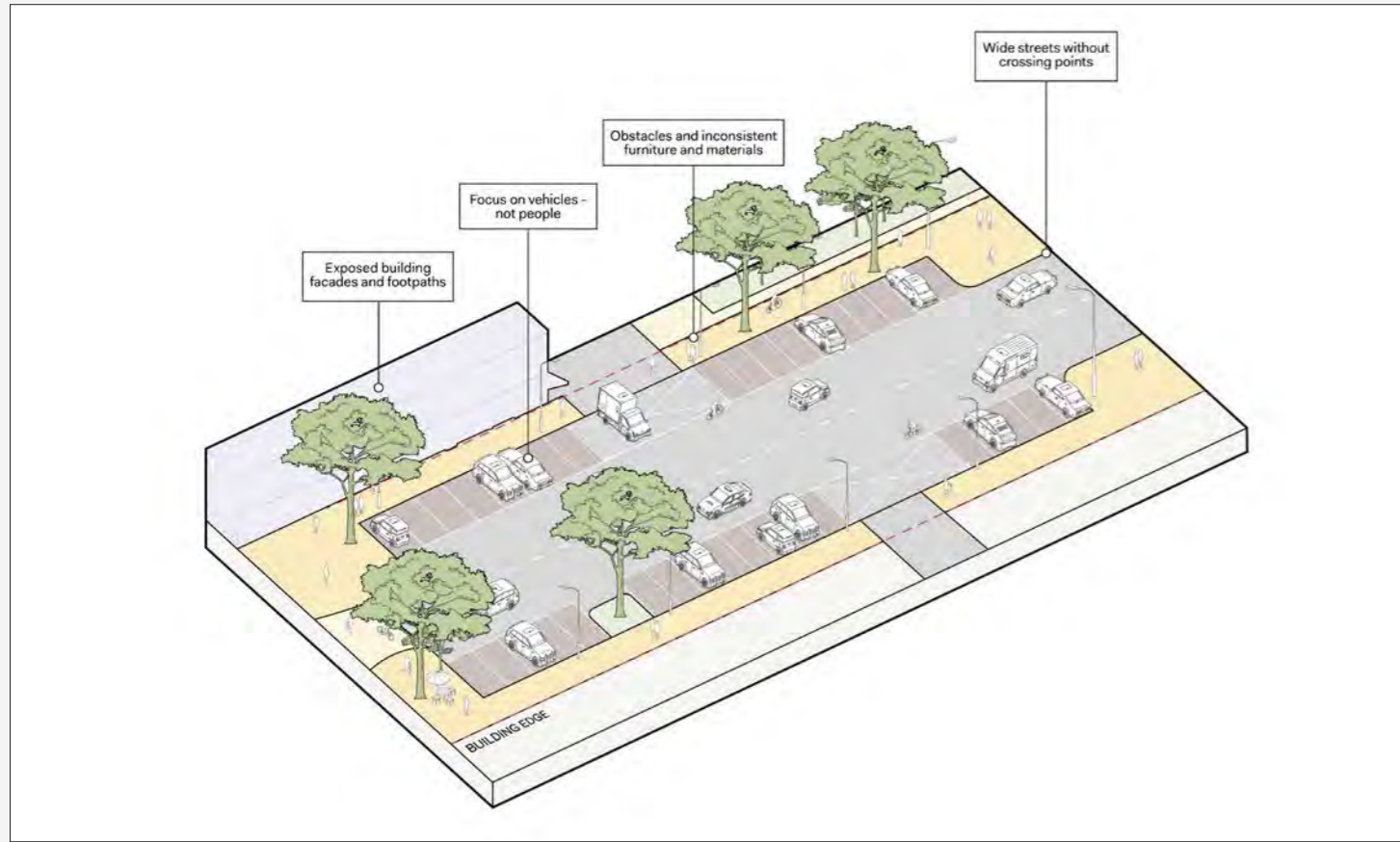
- Increased canopy cover & planting
- Additional outdoor dining opportunities
- Public artworks integrated within carriageway
- Larger occupiable verge space & shared paths
- Raised intersection, narrower street & safer crossing points

Legend

- Existing tree
- Proposed tree
- Planting
- Raingarden
- Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
- Potential outdoor dining zones
- Future potential public art opportunity

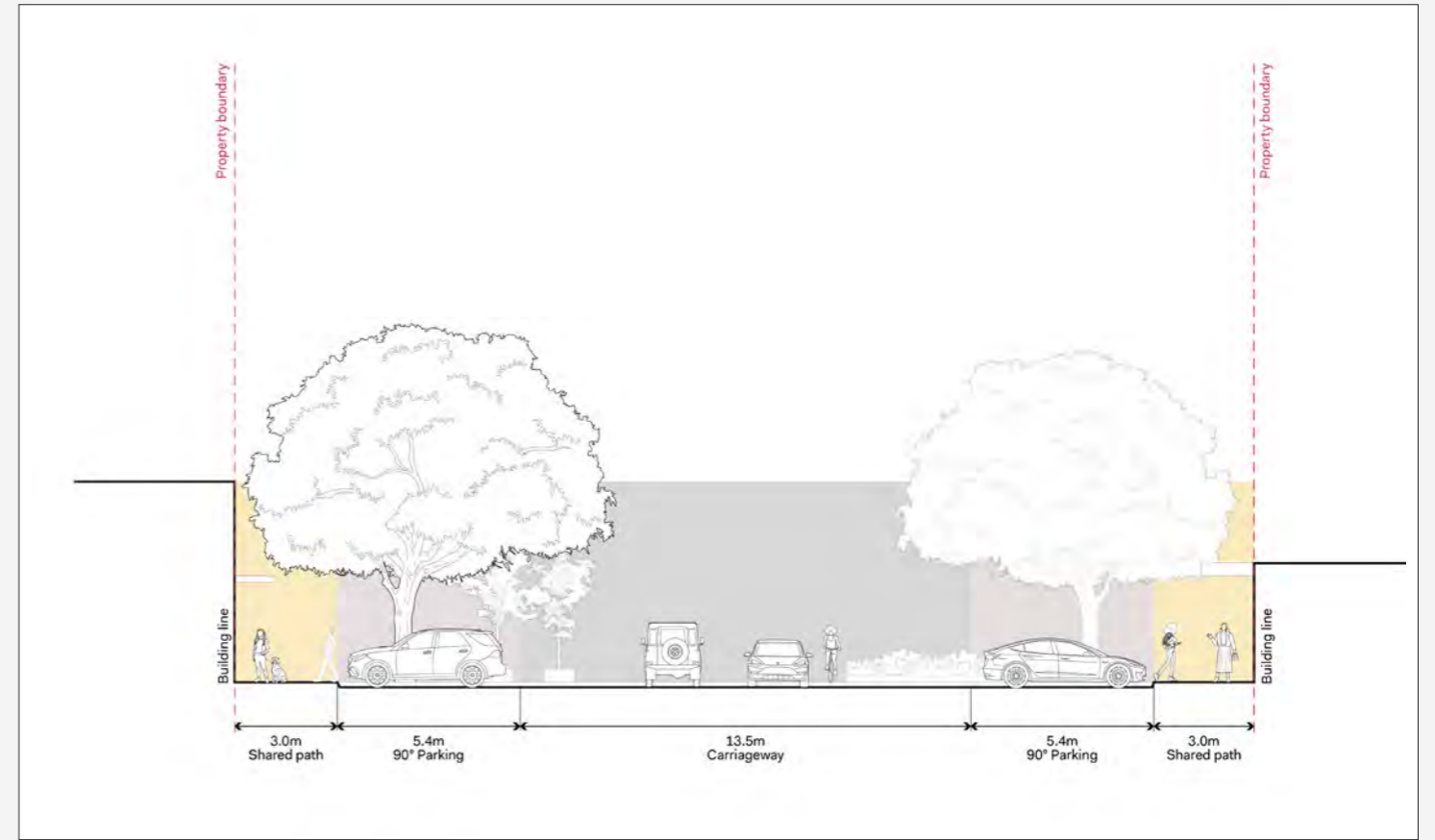
Summary Table

	Existing	Proposed
On-street Parking	101	86 85% retention
Canopy Cover	32%	> 40%
Permeability	-	>20%

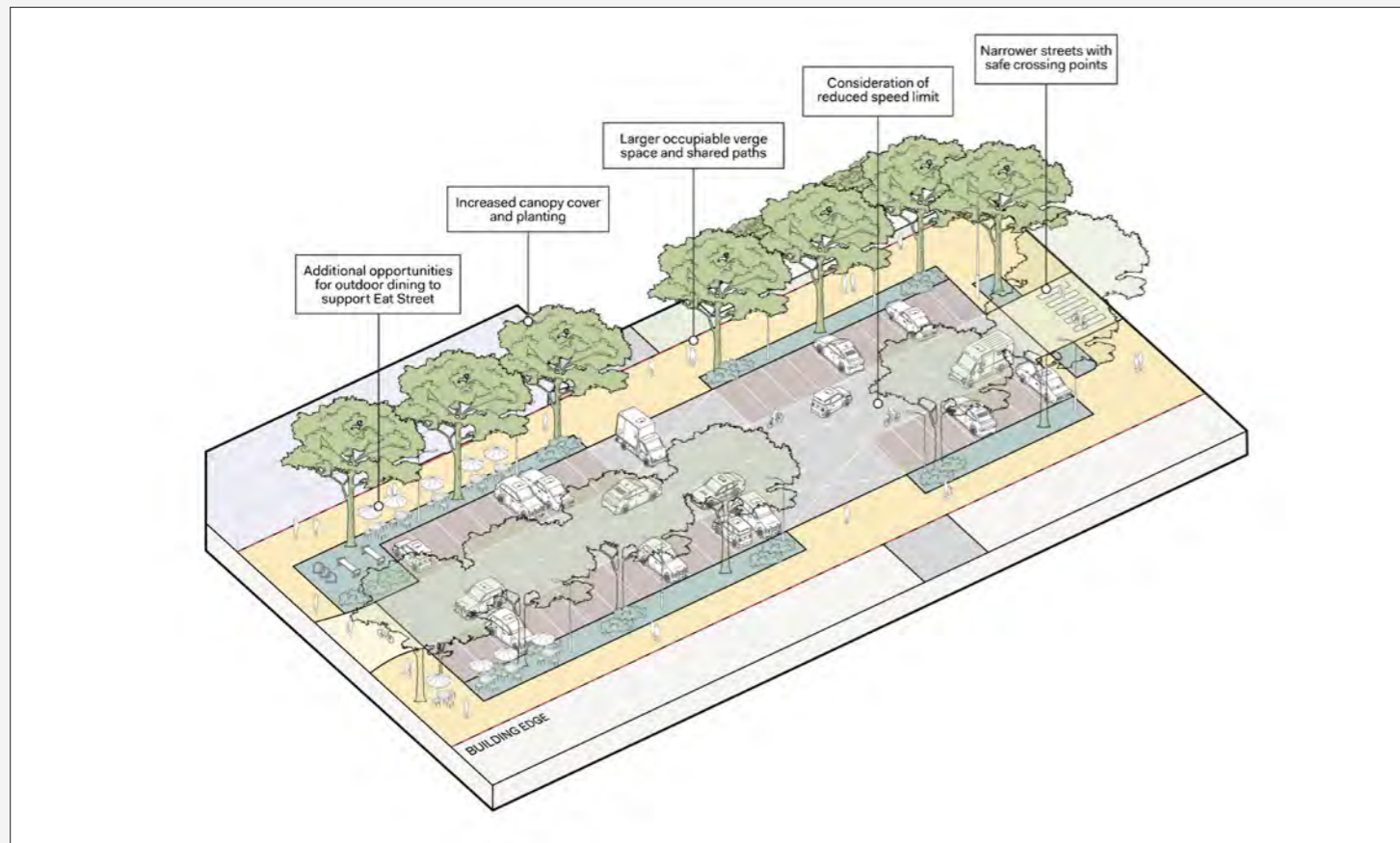


Existing | Woolley Street | East-West Axonometric

Scale NTS

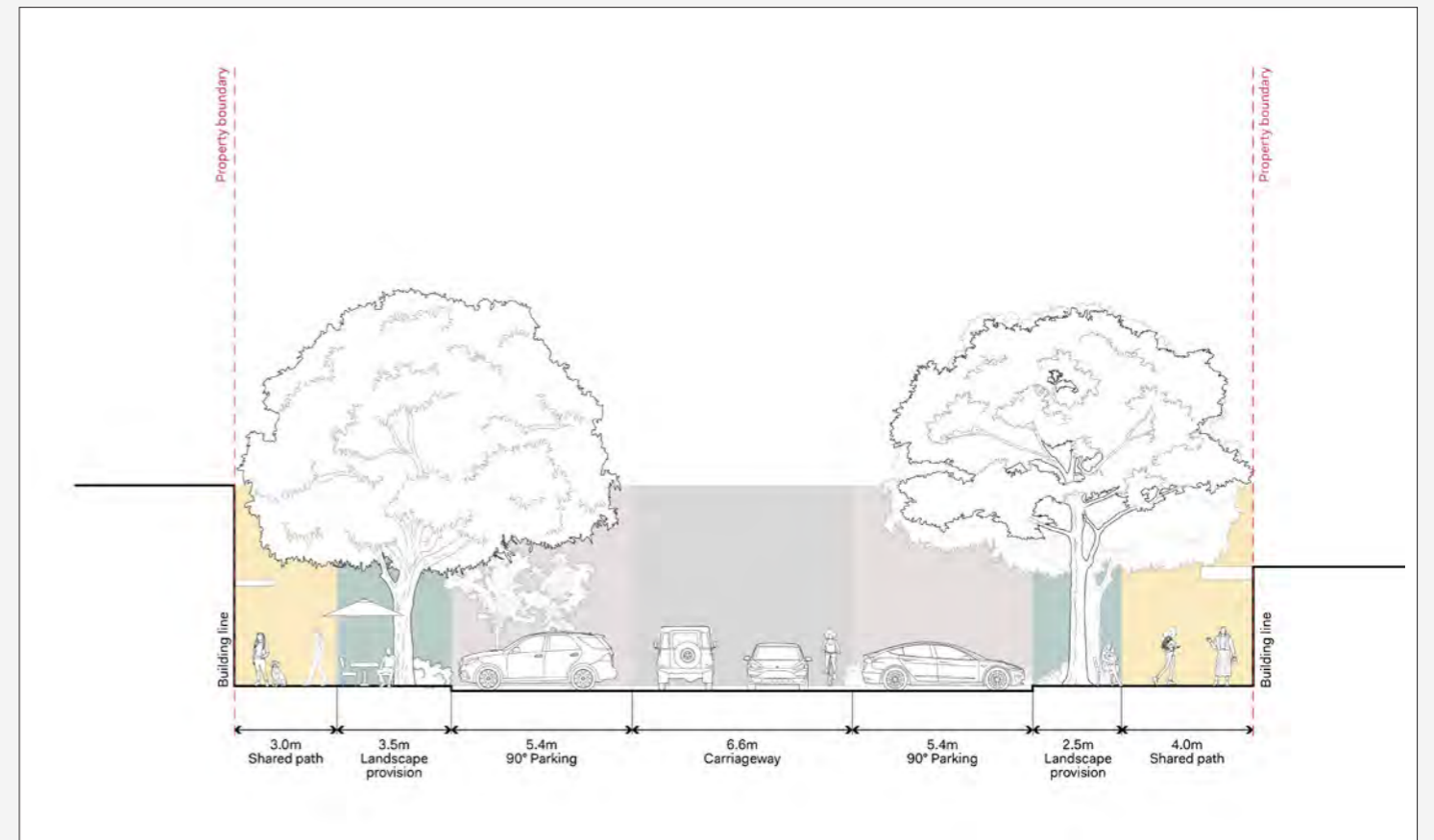


Existing | Woolley Street | East-West Typical Section



Proposed | Woolley Street | East-West Axonometric

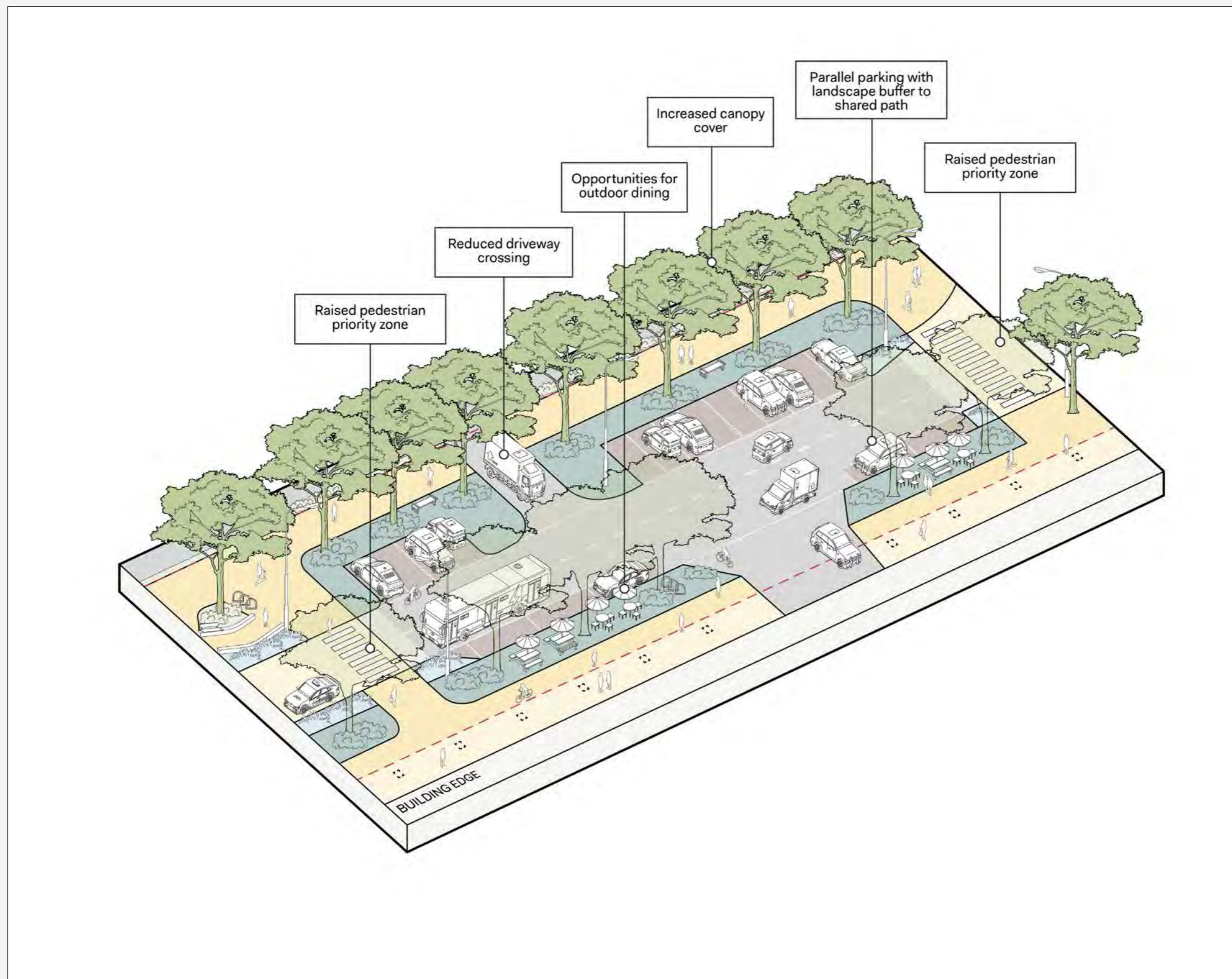
Scale NTS



Proposed | Woolley Street | East-West Typical Section



5.7 Cape Street Concept Masterplan



Summary

A secondary 'eat street' and key east/west link, with large leafy green trees, lots of planting, bike racks and rest points and a thriving food and beverage presence. Where diners can enjoy eating and drinking under the shade of established street trees, watching cyclists and pedestrians strolling or rolling by. Raised pedestrian priority areas promote a safe, pedestrian friendly environment. On-street car parking supports local businesses, day and night-time economies and accessibility for all.

Cape Street is the gateway to Dickson's heart from the south west. It will provide more opportunities to enjoy and occupy the streetscape and improved connectivity for vehicles, pedestrians and cyclists accessing or exiting via this side of the Dickson Group Centre.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

Raised intersections to improve safety, circulation and movement

Safer crossing points

Public Transport

Improved wayfinding through clear sightlines, organised zones and consistent materiality

Vehicles

30km/hour speed limit

On-street parking retention - 83%

Climate Resilience & Sustainability

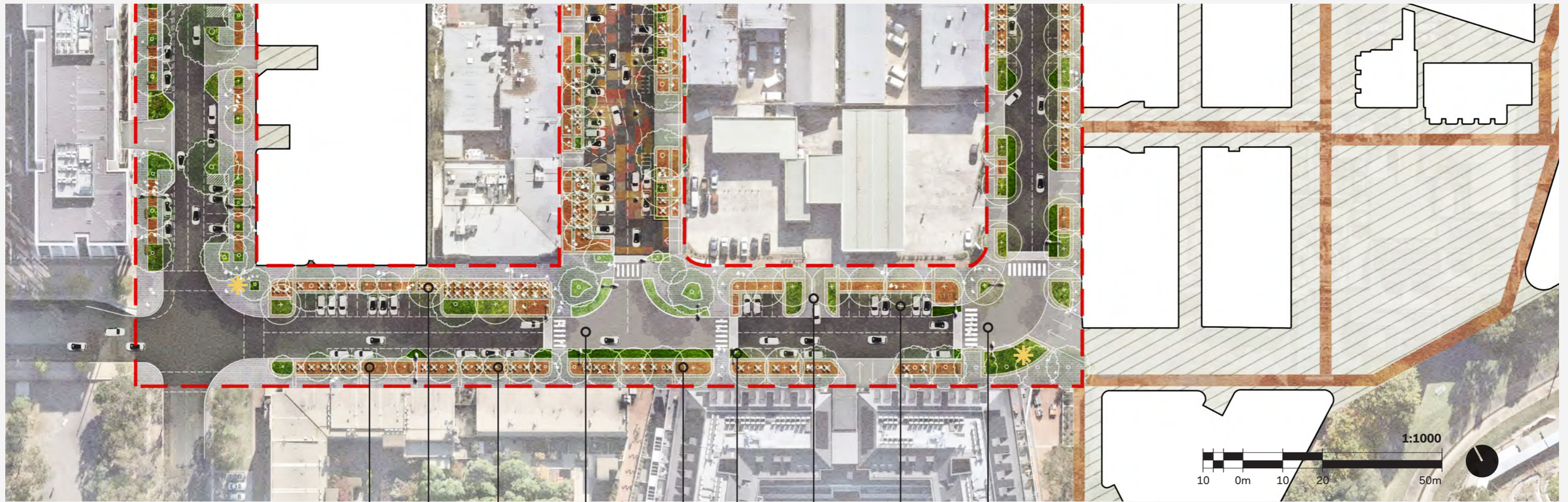
Increased tree canopy cover - >40%

Increased permeable areas - <10%

Amenity








Rest points every 50m along the street

Increased bicycle parking along the street



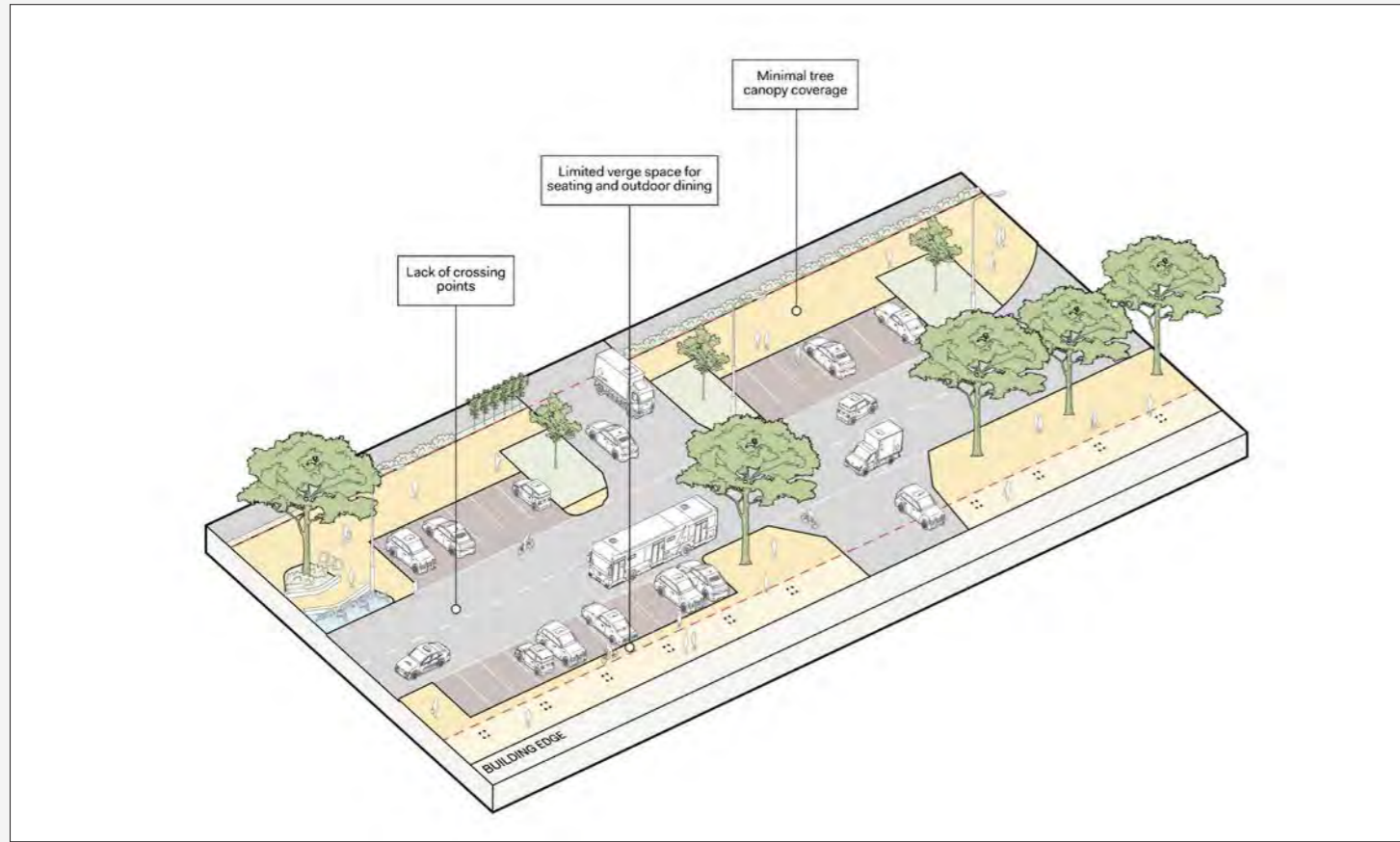
- Amenity pockets
- Increased canopy cover & planting
- Outdoor dining opportunities
- Raised pedestrian priority zone
- Rest points near crossings
- Raingardens
- Reduced driveway crossing
- On-street parking
- Raised pedestrian priority zone

Legend

-  Existing tree
-  Proposed tree
-  Planting
-  Raingarden
-  Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
-  Potential outdoor dining zones
-  Future potential public art opportunity

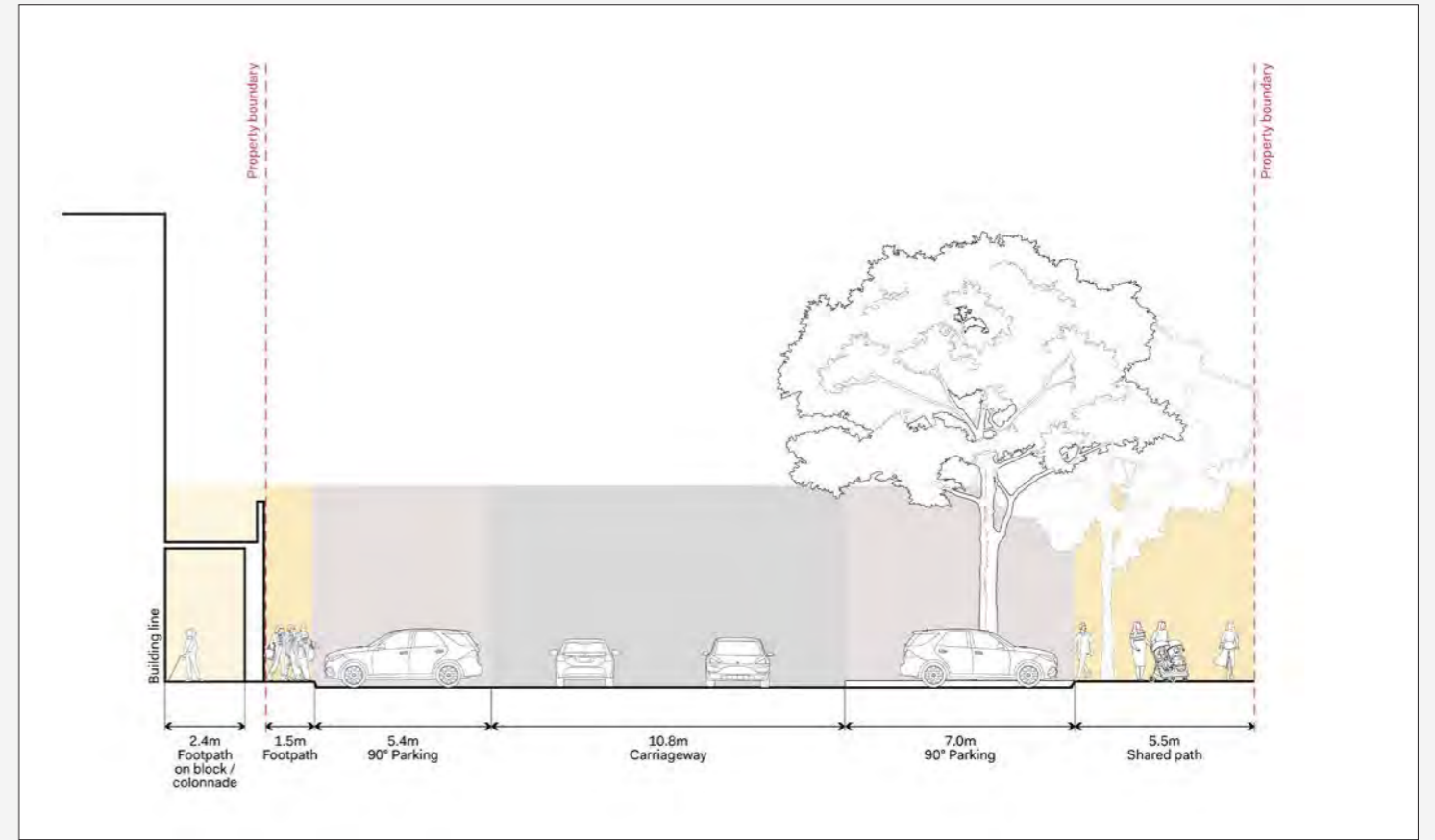
Summary Table

	Existing	Proposed
On-street Parking	46	38 83% retention
Canopy Cover	17%	> 40%
Permeability	-	>10%

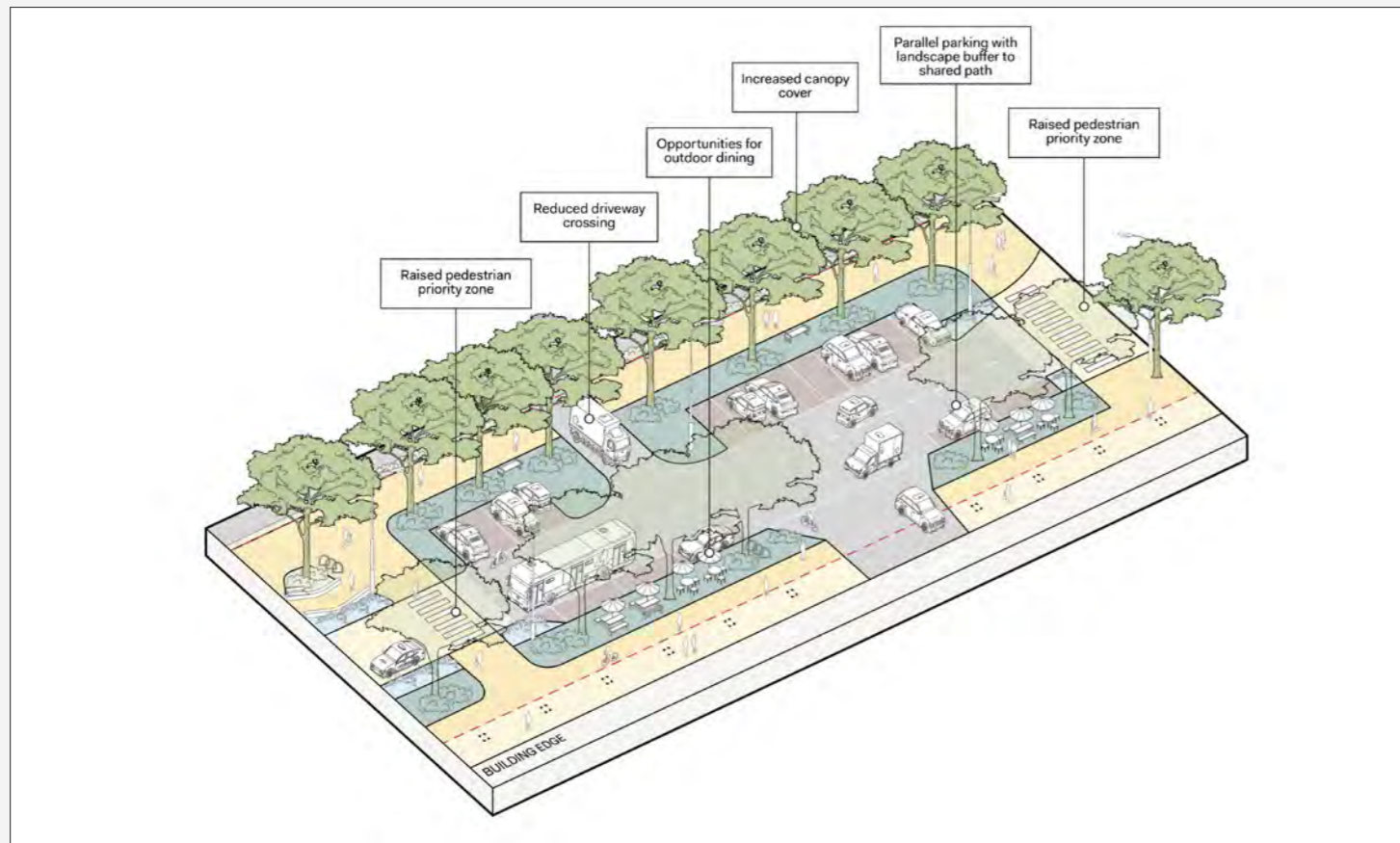
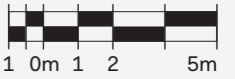


Existing | Cape Street Axonometric

Scale NTS

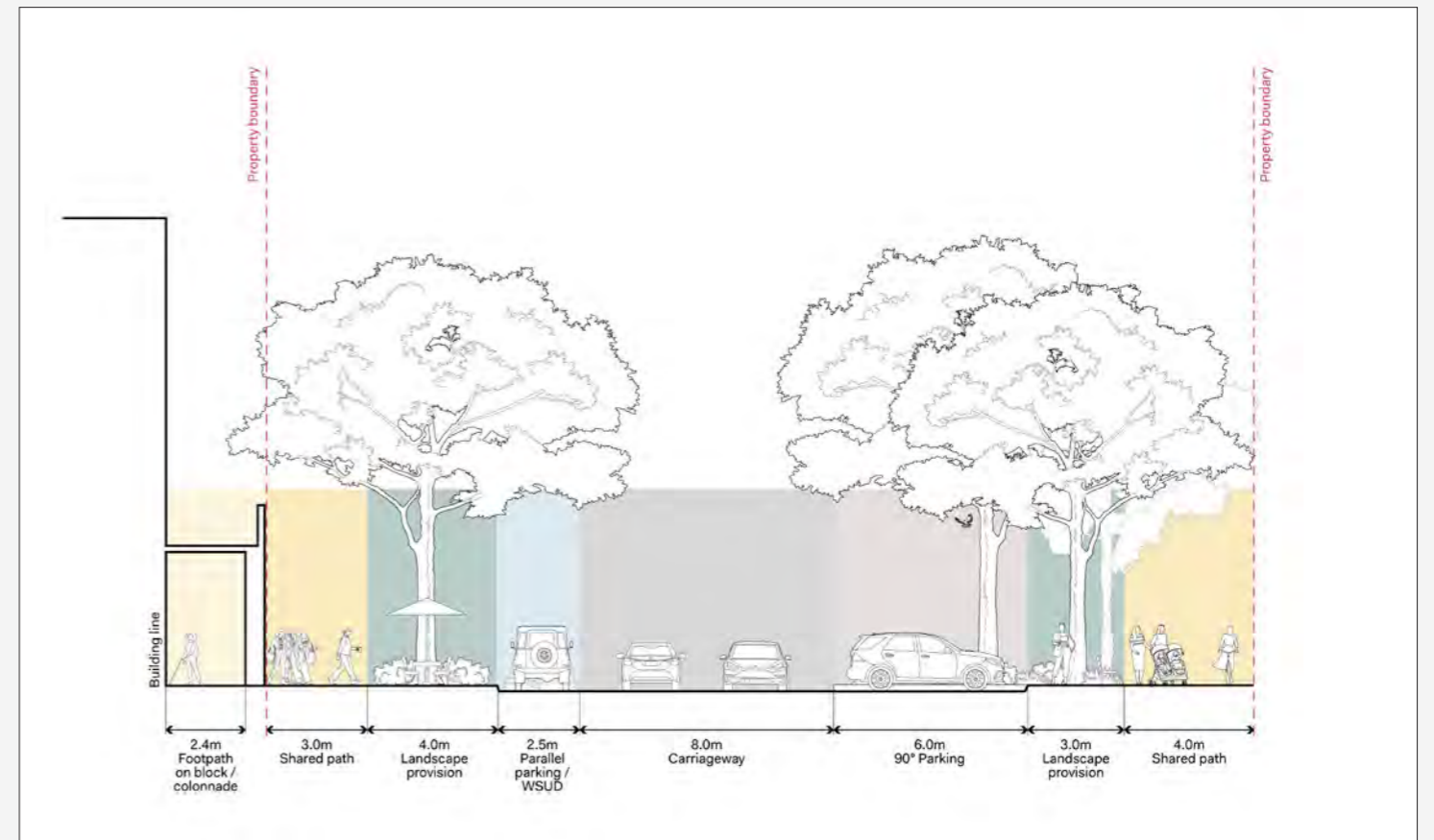


Existing | Cape Street Typical Section



Proposed | Cape Street Axonometric

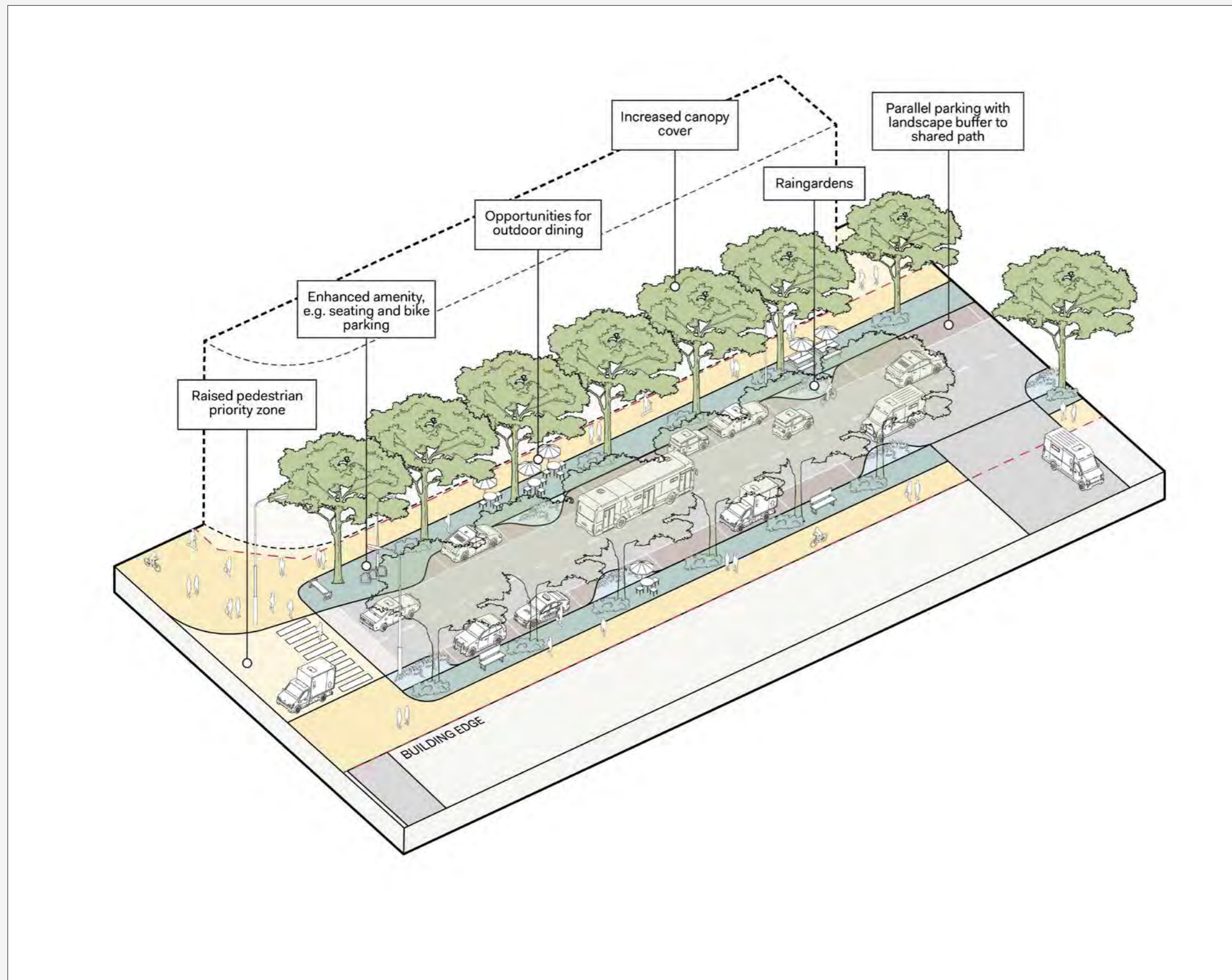
Scale NTS



Proposed | Cape Street Typical Section



5.8 Badham Street Concept Masterplan



Summary

A leafy green street with plenty of on-street parking, outdoor dining opportunities and amenity to support ground floor activation. Consistent width for the full length of the street with raised and safer crossing points to improve east/west connectivity and movement to and from Dickson Shops. Amenity for commuters of all types combined with outdoor dining opportunities provides Badham Street with more to offer and reasons to stay. Sustainability is a priority with raingardens to help capture stormwater runoff and additional tree plantings to reduce urban heat island.

Badham Street is an important bridge between the eastern and western sides of Dickson Group Centre and will facilitate improved connectivity.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

Raised intersections to improve safety, circulation and movement

Raised crossings at intervals

Narrower street with safer crossing points

Public Transport

Improved wayfinding through clear sightlines, organised zones and consistent materiality

Vehicles

30km/hour speed limit

On-street parking retention - 80%

Climate Resilience & Sustainability

Increased tree canopy cover - >40%

Increased permeable areas - >10%

Amenity

Rest points every 50m along the street

Increased bicycle parking along the street



- Increased canopy cover & planting
- Narrower street with reduced speed
- Amenity pockets
- Improved east/west connectivity & safer crossing points
- Raised pedestrian priority zone
- Outdoor dining opportunities
- Flush kerb DDA parking opportunities



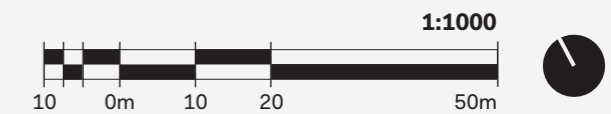
- Raingardens
- Pedestrian access from parallel parking
- On-street parallel parking
- Outdoor dining opportunities
- Amenity pockets
- Improved east/west connectivity
- Raised pedestrian priority zone

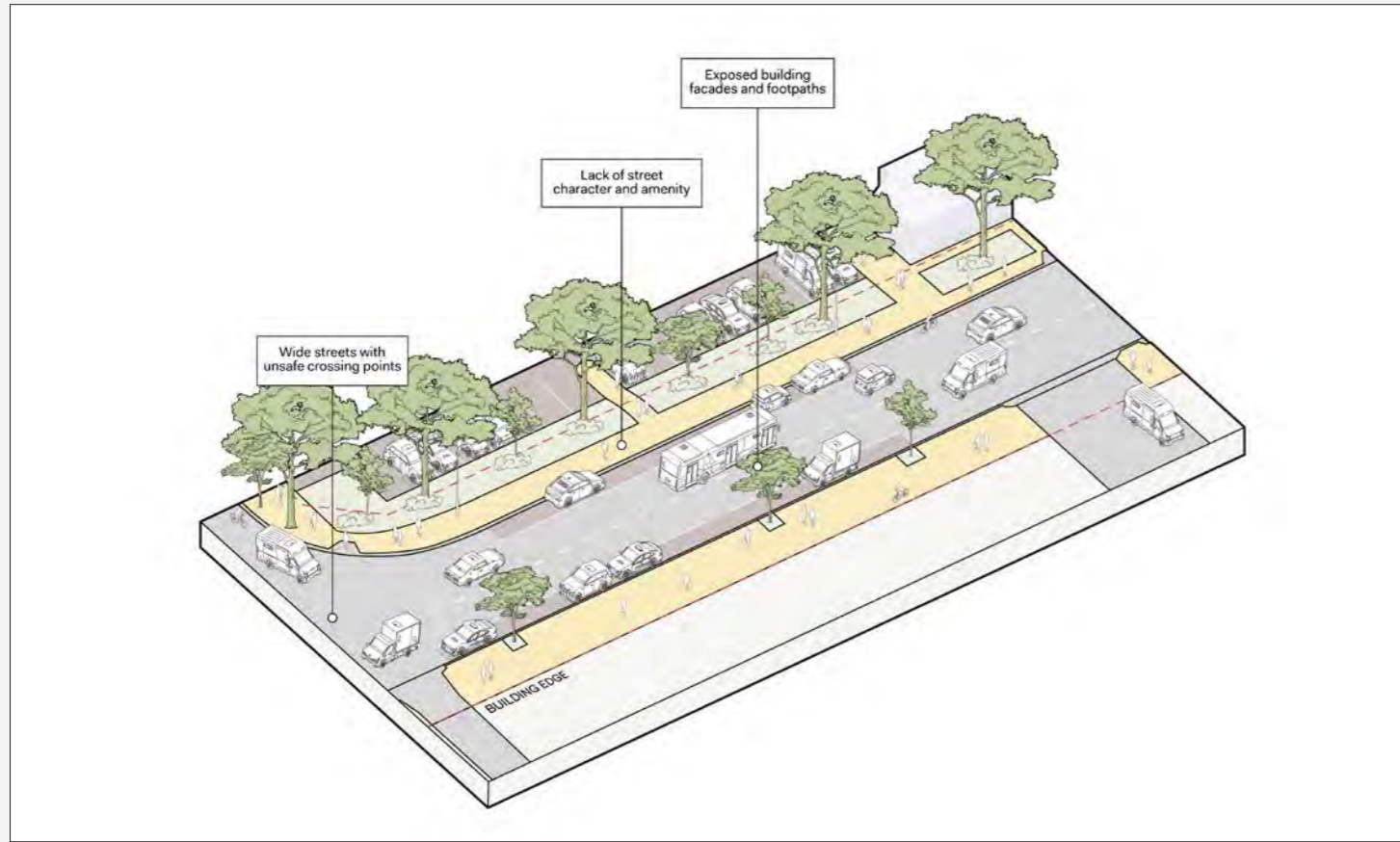
Legend

- Existing tree
- Proposed tree
- Planting
- Raingarden
- Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
- Potential outdoor dining zones
- Future potential public art opportunity

Summary Table

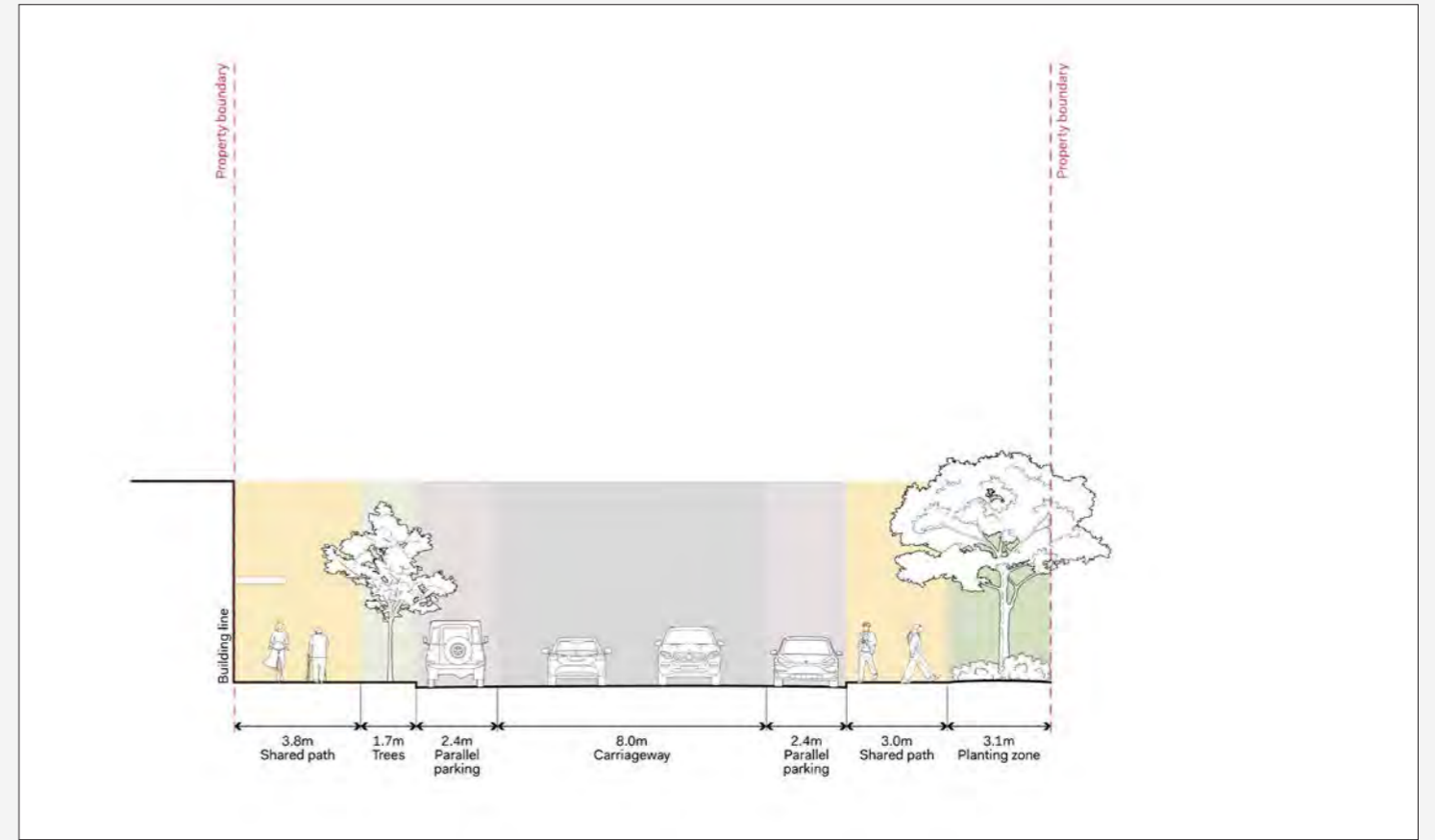
	Existing	Proposed
On-street Parking	15	12 80% retention
Canopy Cover	15%	> 40%
Permeability	-	>10%



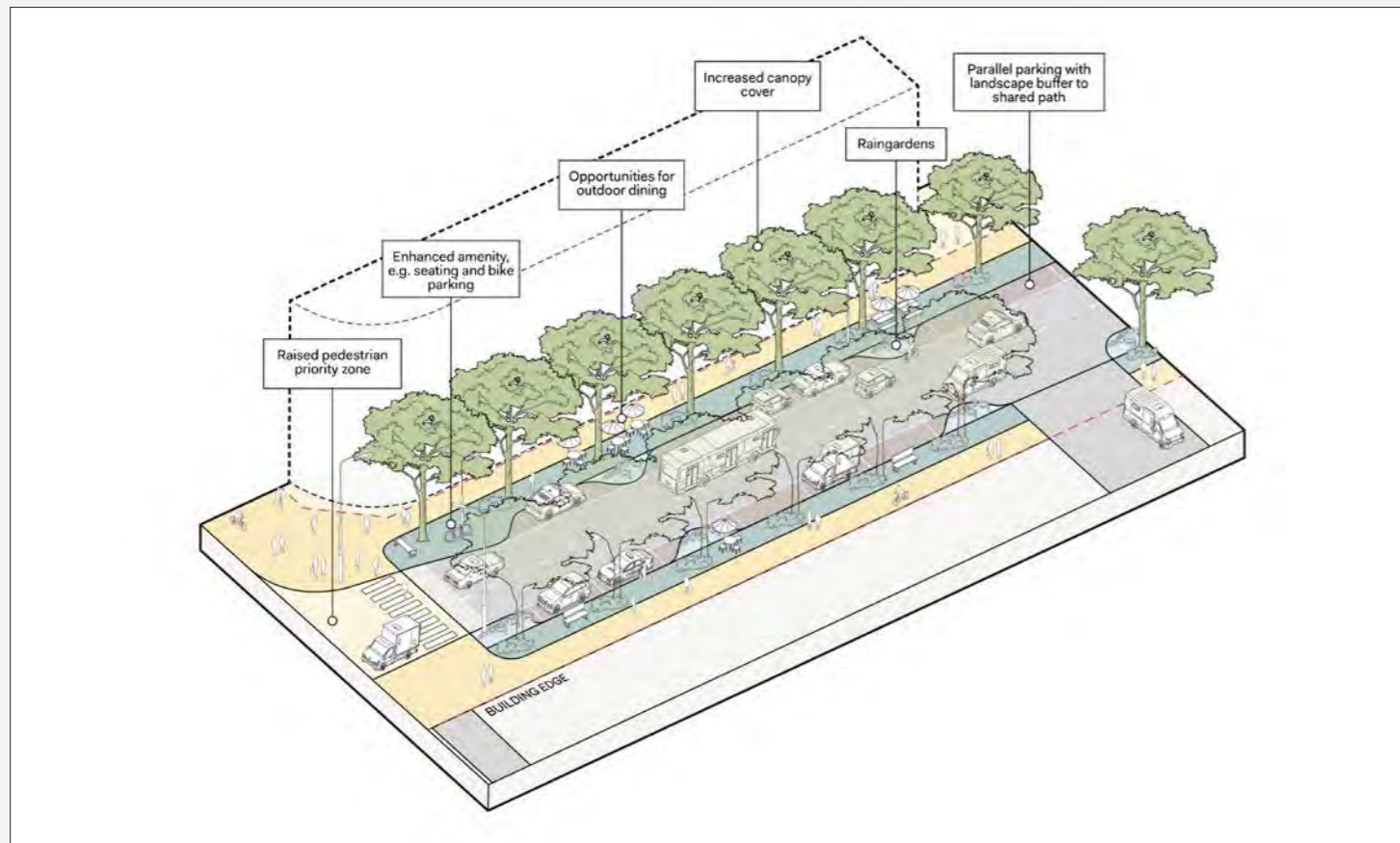
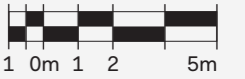


Existing | Badham Street Axonometric

Scale NTS

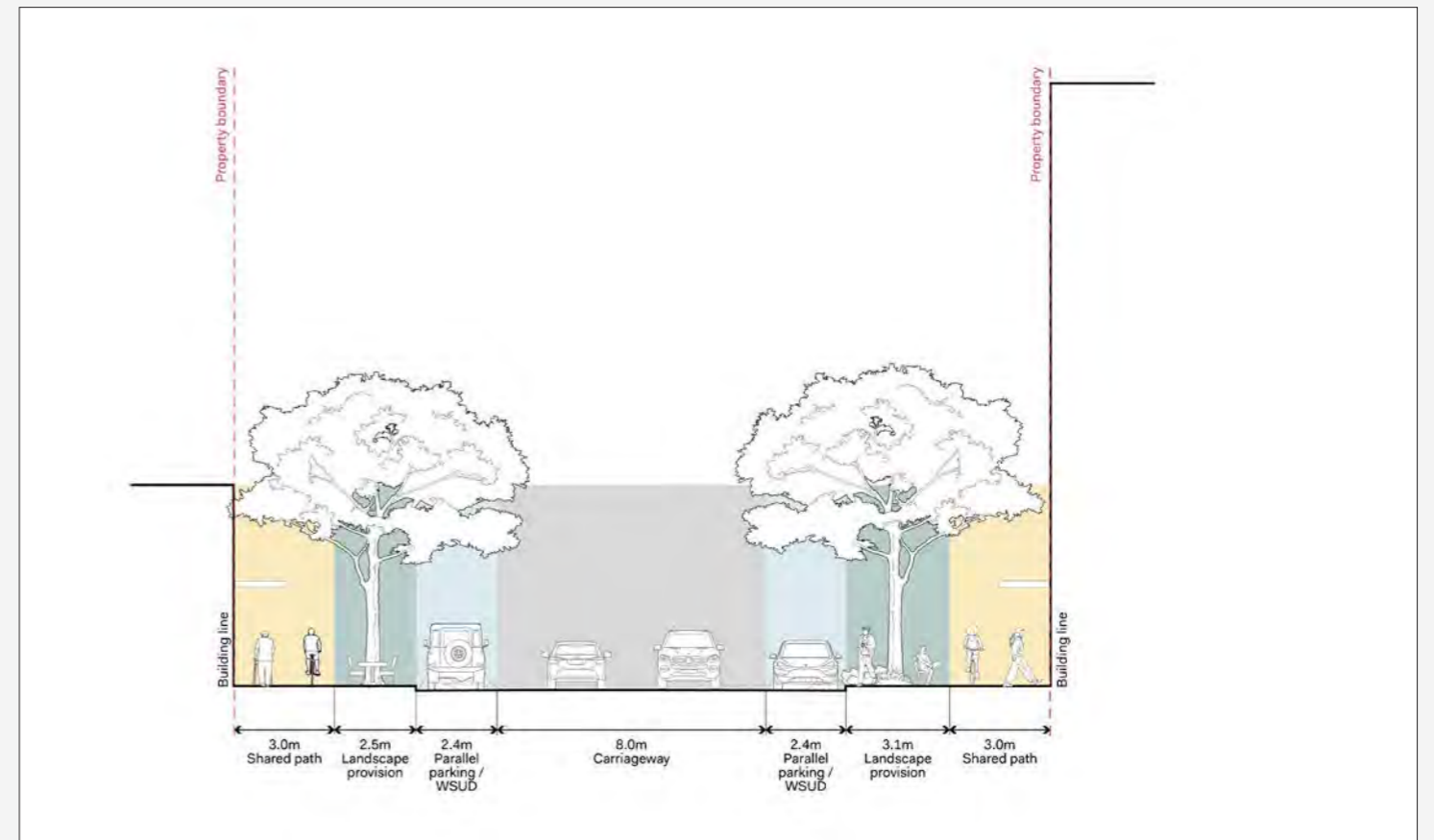


Existing | Badham Street Typical Section

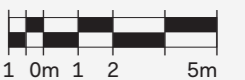


Proposed | Badham Street Axonometric

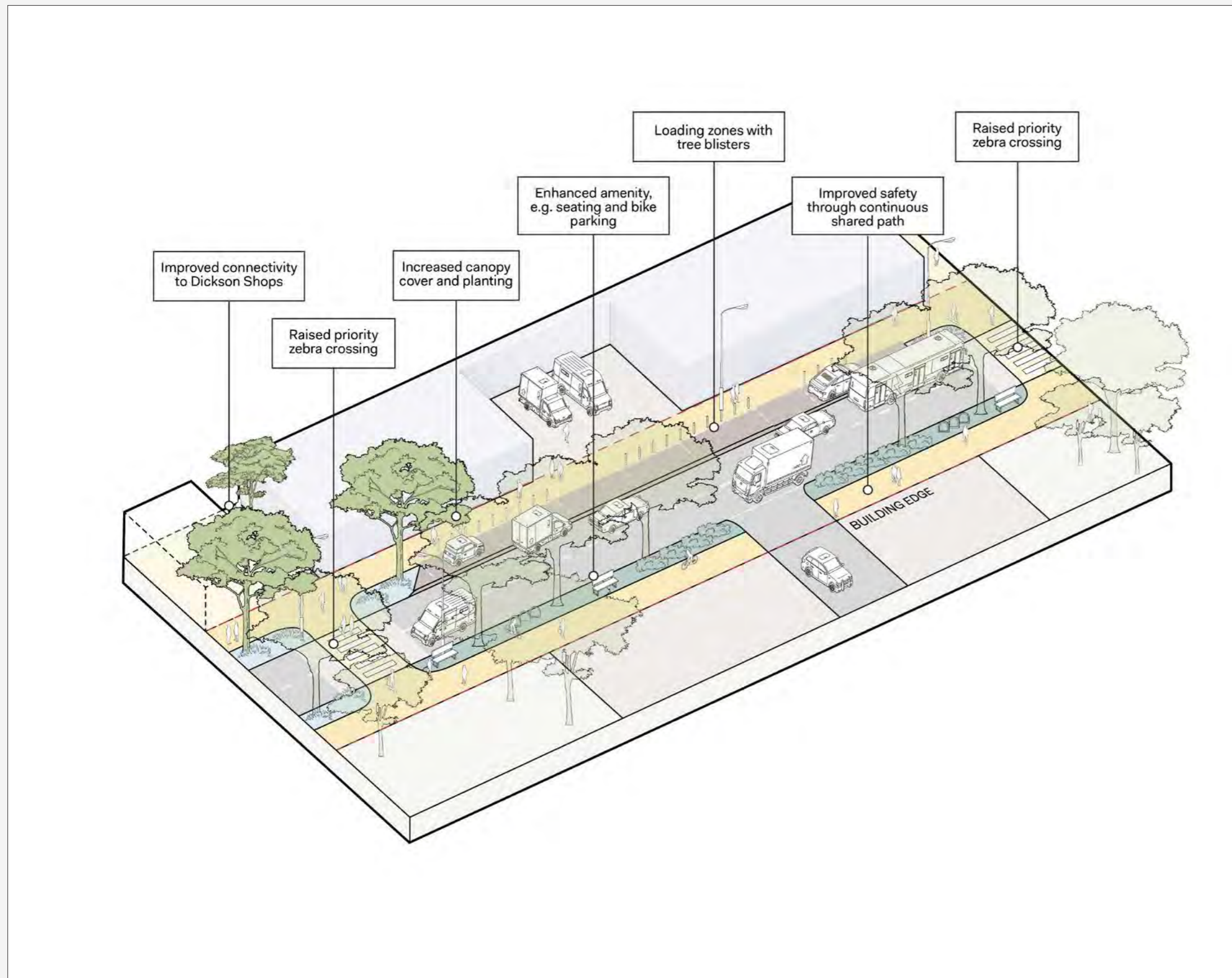
Scale NTS



Proposed | Badham Street Typical Section



5.9 Poppyfield Street Concept Masterplan



Summary

A safer streetscape for all, with new canopy trees that provide beneficial natural shade to both sides of the street, and footpaths that are wider and continuous, with separated areas for sitting, amenity or parking a bicycle. The objective for Poppyfield Street is to create a streetscape that people feel comfortable using, with the necessary elements to support the functionality of the Dickson shops and group center, as well as future developments coming online.

Poppyfield Street is a key entry point from the east, and will be an important street for providing access, retaining key movement and functionality such as goods delivery capability, whilst also positively contributing to sustainability initiatives through increased tree canopy, planting and WSUD.

Key Moves

Active Travel

3.0-4.0m shared path to enable the safe movement of pedestrian and cyclists

Raised pedestrian crossings to facilitate pedestrian movement into the Dickson shops

Public Transport

Improved wayfinding through clear sightlines, organised zones and consistent materiality

Vehicles

30km/hour speed limit

On-street parking retention - 80%

Proposed on-street parallel parking along the southern verge

Climate Resilience & Sustainability

Increased tree canopy cover - >40%

Increased permeable areas - <10%

Amenity

Rest points every 50m along the street

Increased bicycle parking along the street



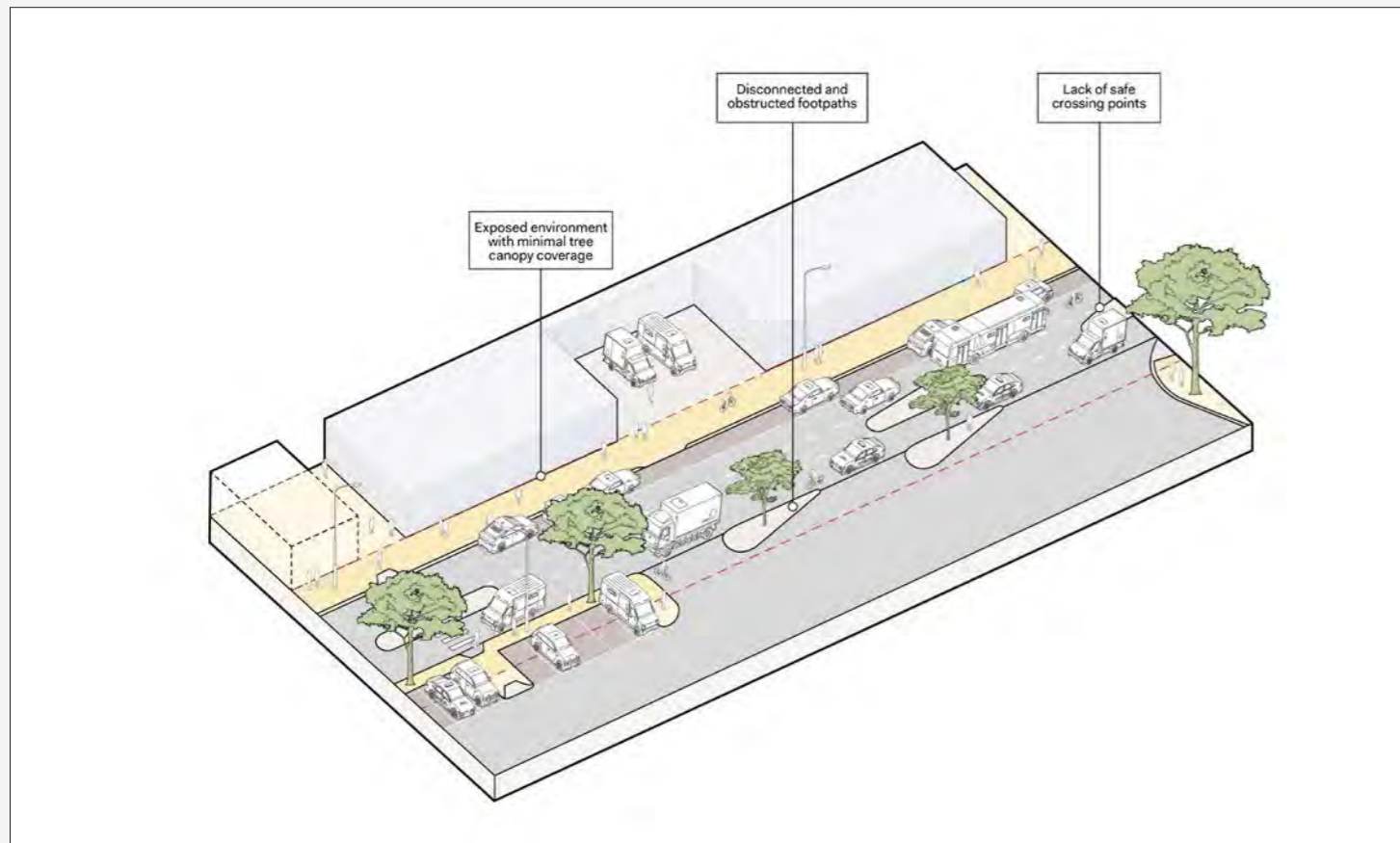
- Public art opportunity
- Enhanced amenity e.g. seating and bike parking
- Parallel parking to southern verge
- Raised priority zebra crossing
- Loading access to back of shops
- Mural opportunities to existing walls
- Raised priority zebra crossing
- Mountable kerb / parallel loading zones to service Dickson shops
- Improved safety through continuous 3m shared path

Legend

- Existing tree
- Proposed tree
- Planting
- Raingarden
- Amenity zone (e.g. permeable paving, street furniture, bike racks, and other amenities)
- Potential outdoor dining zones
- Potential future artwork opportunities

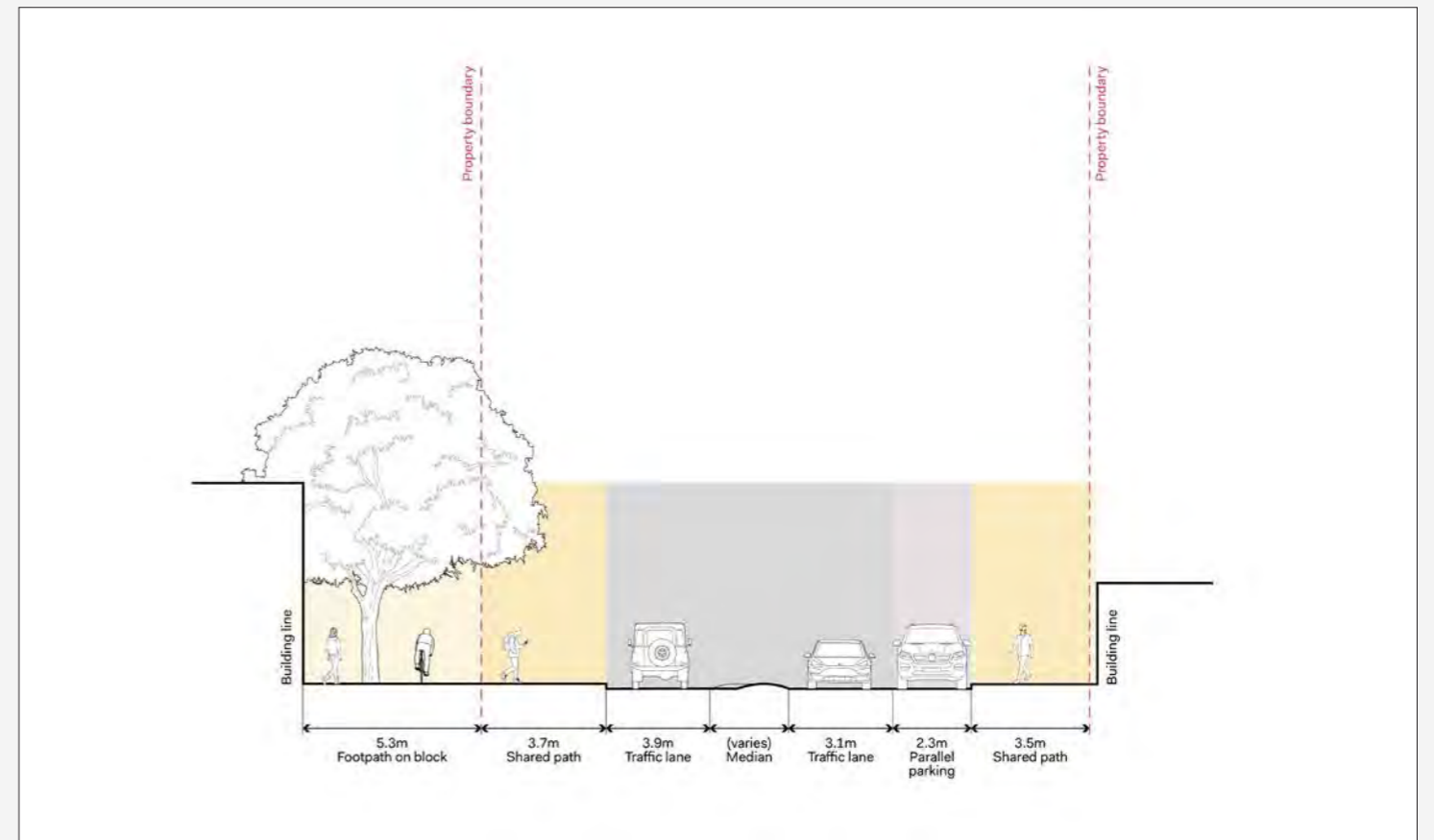
Summary Table

	Existing	Proposed
On-street Parking	16	14 88% retention
Canopy Cover	21%	> 40%
Permeability	-	<10%

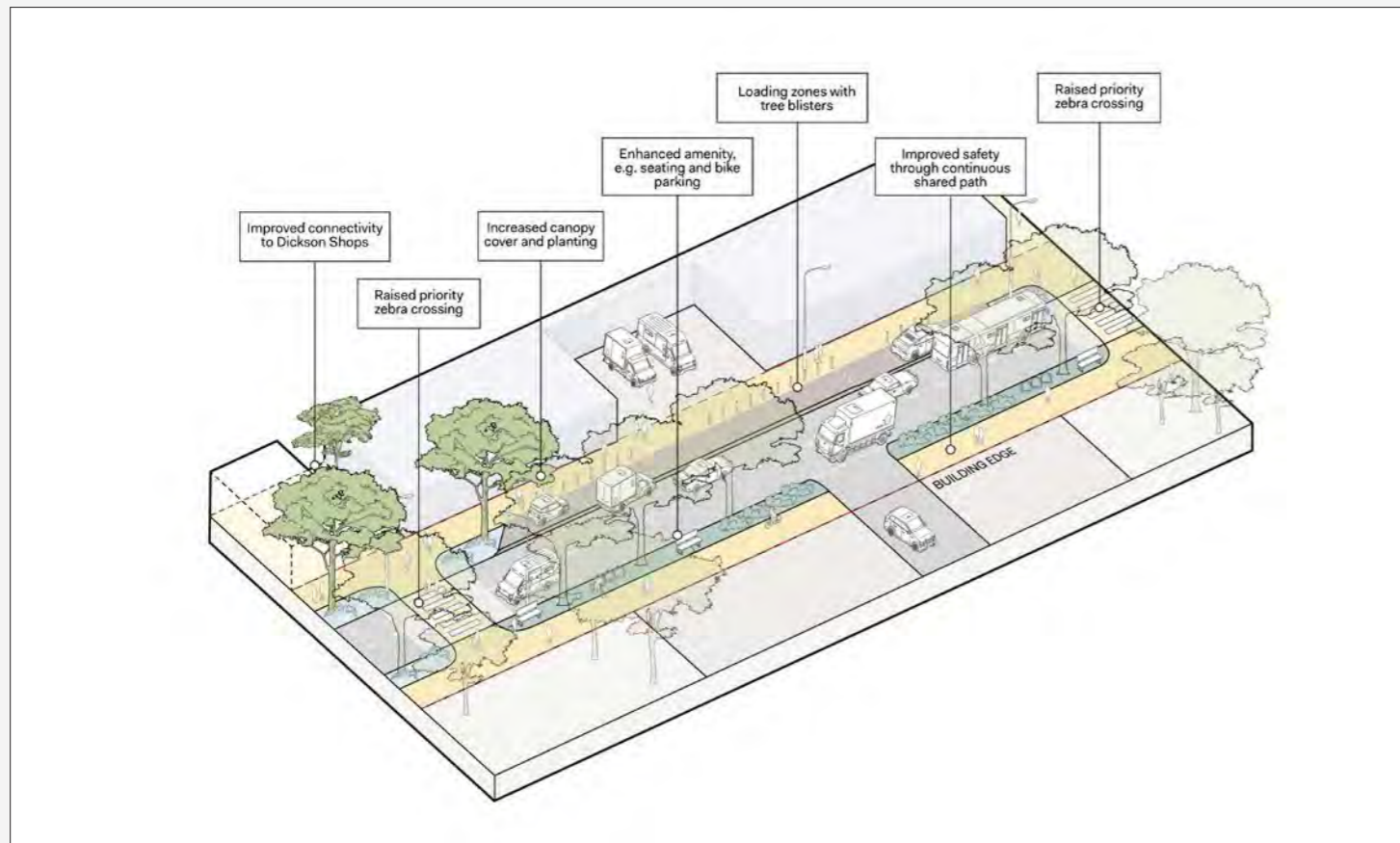
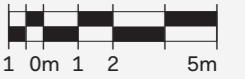


Existing | Poppyfield Street Axonometric

Scale NTS

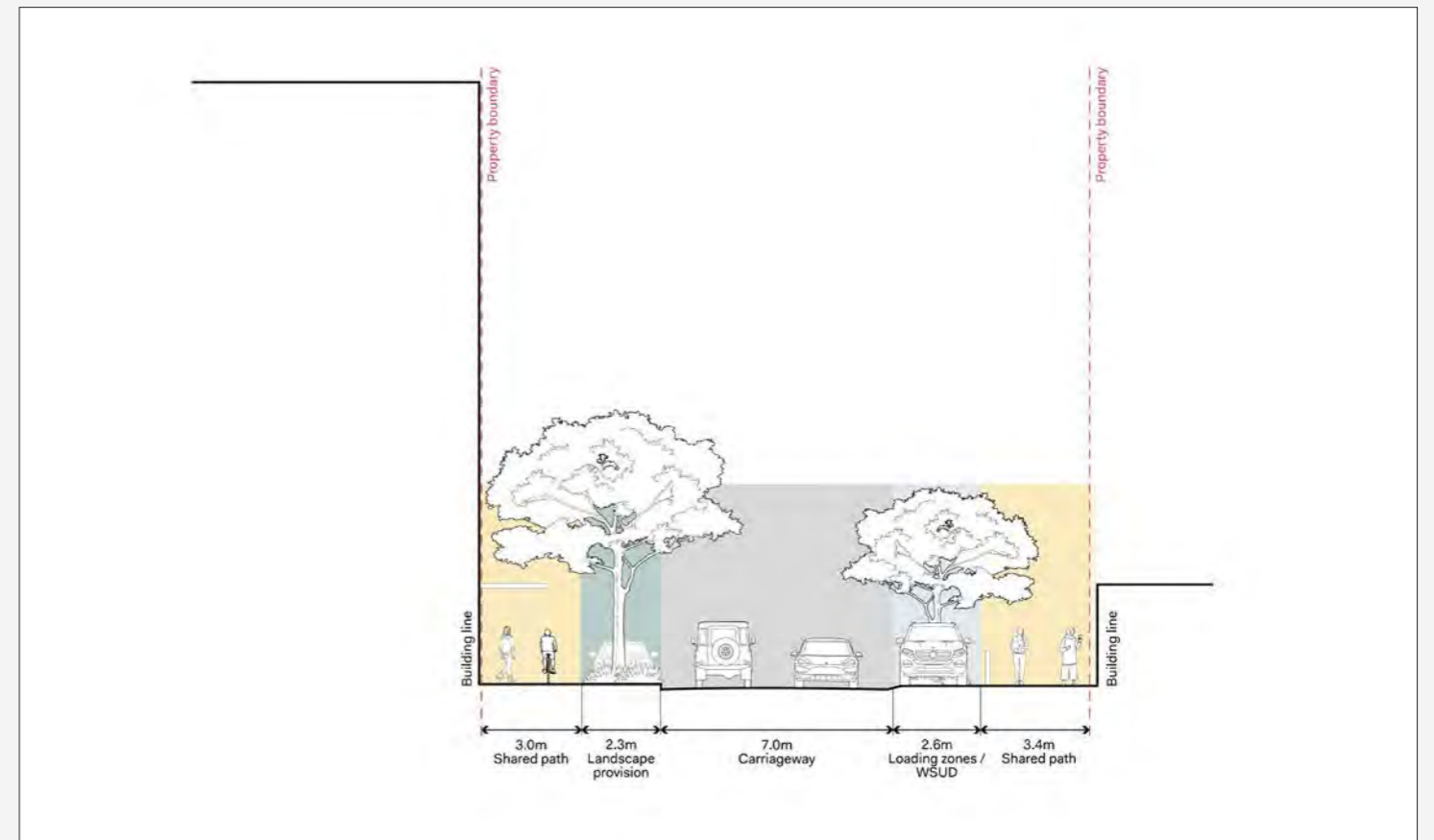


Existing | Poppyfield Street Typical Section

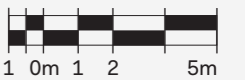


Proposed | Poppyfield Street Axonometric

Scale NTS



Proposed | Poppyfield Street Typical Section



6.0 Design Palettes

6.1 Materials Palette

Design Palettes

The proposed material palette looks to provide a series of warm, textural and durable materials that emphasise the existing character of Dickson. Public art opportunities and select furniture elements are to build on the representation of the diverse communities within Dickson.

Pavement



Footpath / Shared Paths

Location: All streets
Material: Precast concrete paver (grey) to match Stage 1A upgrade works



Banding & Margins

Location: All streets
Material: Precast concrete paver (grey)

Furniture & Fixtures



Bench

Location: All streets
Material: DDA aluminium/timber (or similar) seat with backrests and armrests



Bike Rack

Location: All streets
Material: Semi hoop bicycle parking

Lighting



Character Street Lights

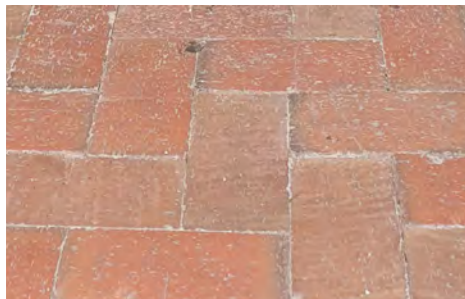
Location: Woolley Street
Material: Powder-coated (red) character lighting

Future Potential Artworks



Sculpture

Location: All streets
Material: TBD by artist



Activity Node Paving

Location: All streets
Material: Recycled Dickson bricks



Permeable Paving

Location: All streets
Material: Precast concrete paver with aggregate mix



Bins

Location: All streets
Material: Aluminium/timber clad bins with stainless steel frame



Bollards

Location: All streets
Material: Steel bollards with custom panel for artwork integration (powder-coat optional)



Catenary

Location: Woolley Street
Material: Suspended catenary lighting



Murals

Location: Poppyfield Street / All streets
Material: TBD by artist



Raised Priority Zebra Crossing

Location: All streets
Material: Insitu concrete with white line marking



Street Lighting

Location: All streets
Material: 'Multi-pole' aluminium to match bus interchange



Pavement

Location: Woolley Street
General notes: Artwork is indicative only and does not depict intended finish.

6.2 Planting Palette

Design Palettes

The following tree species selection builds upon the existing street trees that characterise Dickson's streets. Consideration has been given to climatic conditions, shading requirements, available soil volume, appropriateness of species and avoidance of allergenic species based on proposed location. These species have been work-shopped with Government stakeholders, noting all proposed tree species will be assessed in future design stages against all relevant Government standards and policies, and are therefore subject to change.

Challis Street



Primary Street Tree

Botanical name: *Pistacia chinensis* 'Male form'
Common name: Chinese Pistachio

Antill Street (Minor)



Primary Street Tree

Botanical name: *Ulmus parvifolia* 'Todd'
Common name: Chinese Elm

Woolley Street



Primary Street Tree

Botanical name: *Acer x freemanii* 'Jeffersred'
Autumn Blaze
Common name: Red Spotted Gum

Cape Street



Primary Street Tree

Botanical name: *Platanus acerifolia*
'Bloodgood'
Common name: London Plane Tree

Badham Street



Primary Street Tree

Botanical name: *Zelkova serrata* 'Green Vase'
Common name: Japanese elm

Poppyfield Street



Primary Street Tree

Botanical name: *Zelkova serrata* 'Green Vase'
Common name: Japanese elm



Secondary Street tree - At Intervals

Botanical name: *Eucalyptus mannifera*
Common name: Red Spotted Gum



Secondary Street tree - At Intervals

Botanical name: *Eucalyptus mannifera*
Common name: Red Spotted Gum

6.3 Planting Palette

Design Palettes

The proposed planting palette provides a range of species suitable to the conditions of Dickson's streetscapes and Canberra's climate. The palette is mostly native, including species with Ngunnawal cultural uses and many flowering bird and pollinator attracting species. The palette provides a mix of foliage and flower colours for visual interest, diversity and broader biodiversity benefits.

Streetscapes



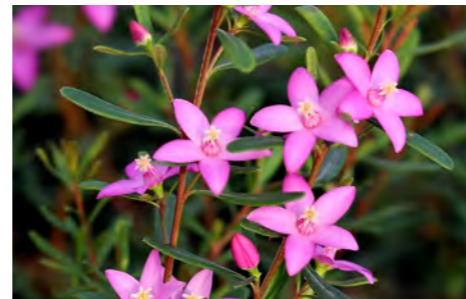
Shrub (M)(N)

Botanical Name: *Westringia* spp.
Common Name: Native rosemary



Shrub (N)

Botanical Name: *Baeckia virgata* (dwarf form)
Common Name: Twiggia Heath Myrtle Dwarf



Shrub

Botanical Name: *Crowea exalata*
Common Name: Waxflower



Shrub (M)(N)

Botanical Name: *Rhagodia spinescens* var. *deltophylla*
Common Name: Spiny saltbush



Rush (M)(N)

Botanical Name: *Ficinia nodosa*
Common Name: Knobby club rush
*MIS 25



Rush (M)(N)

Botanical Name: *Juncus pallidis*
Common Name: Pale rush



Grasses / Accent (C)(N)

Botanical Name: *Xanthorrhoea australis*/
glauca
Common Name: Grass Tree



Grasses / Accent (C)(M)(N)

Botanical Name: *Poa labillardierei* spp.
Common Name: Tussock grass



Grasses / Accent (N)

Botanical Name: *Lomandra* spp.
Common Name: Mat rush



Grasses / Accent (N)

Botanical Name: *Anigozanthos* hybrid
'Landscape Orange'
Common Name: Kangaroo Paw



Sedge (C)(M)(N)

Botanical Name: *Carex appressa*
Common Name: Tall Sedge



Sedge (M)(N)

Botanical Name: *Eleocharis acuta*
Common Name: Sharp Spike Sedge



Groundcovers (M)(N)

Botanical Name: *Brachyscome multifida*
'Break O Day'
Common Name: Native daisy



Groundcovers (M)(N)

Botanical Name: *Chrysocephalum apiculatum*
Common Name: Common everlasting



Groundcovers (M)

Botanical Name: *Convolvulus mauritanicus*
Common Name: Blue Rock Bindweed



Groundcovers (C)(M)(N)

Botanical Name: *Hardenbergia* spp.
Common Name: False sarsparilla

(C) Ngunnawal Plant Use
(M) MIS 25 plant species
(N) Native species
MIS25 Plant species for Urban Landscape
Projects, Ngunnawal Plant Use guide

7.0 Implementation Strategy

7.1 Strategy

Implementation Strategy

The Implementation Strategy has been considered to address the following:

Quick Wins

Can be delivered within a shorter 2-3 year timeframe with smaller funding or leverage off development works within the area to undertake streetscape works.

Streetscape Implementation

Streetscape implementation projects have also been identified that require the following:

- + Kerb & services re-alignment
- + Updated on-street parking arrangements
- + Pedestrian priority zones
- + Raised pedestrian crossings

These works may need to be coordinated with other works associated with other streets to ensure alignment and non-abortive works are undertaken.

Strategic Alignment

Further to this, the Masterplan identifies key trans-sectional links that are additional to or revised from what is proposed within the Territory Plan. We have rationalised and maintained these links within the Masterplan, as they are critical to ensure we create a permeable and accessible Group Centre. These links will be required to undergo review with CED and other Government agencies to manage their incorporation into the Territory Plan.

Delivery

Priority 01

Badham Street & Poppyfield Street - enhance pedestrian connectivity through increased pedestrian priority zones.

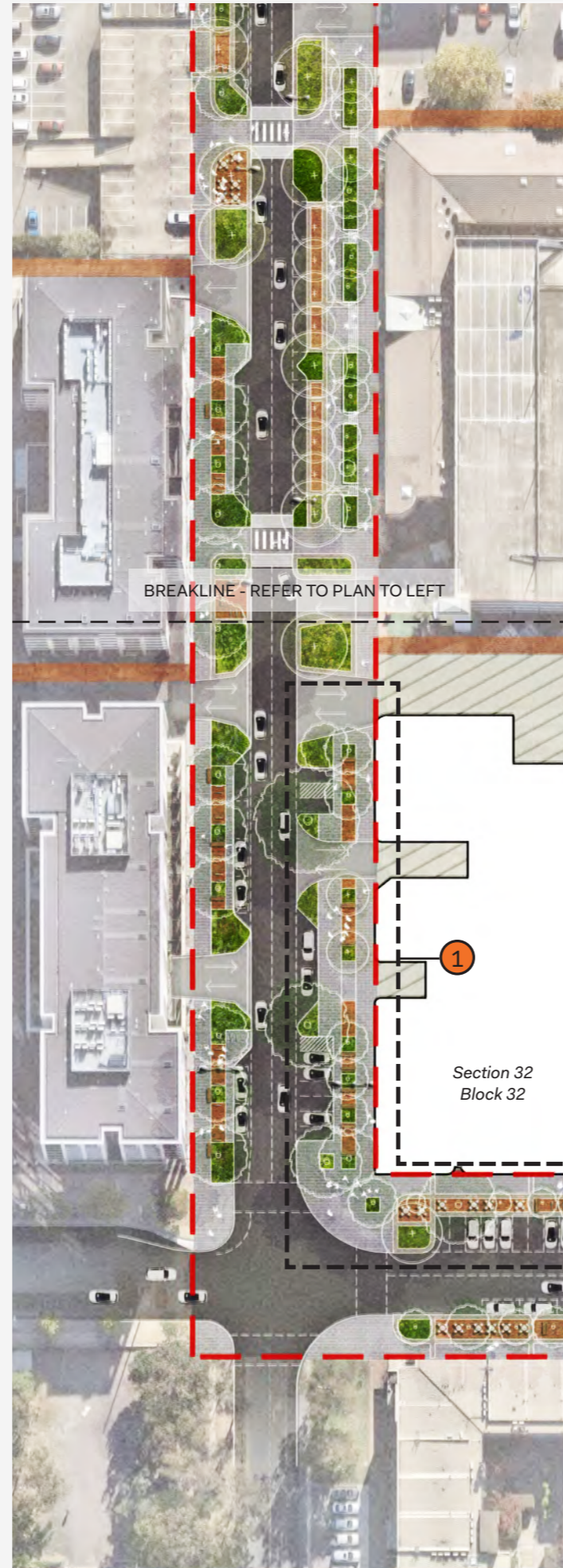
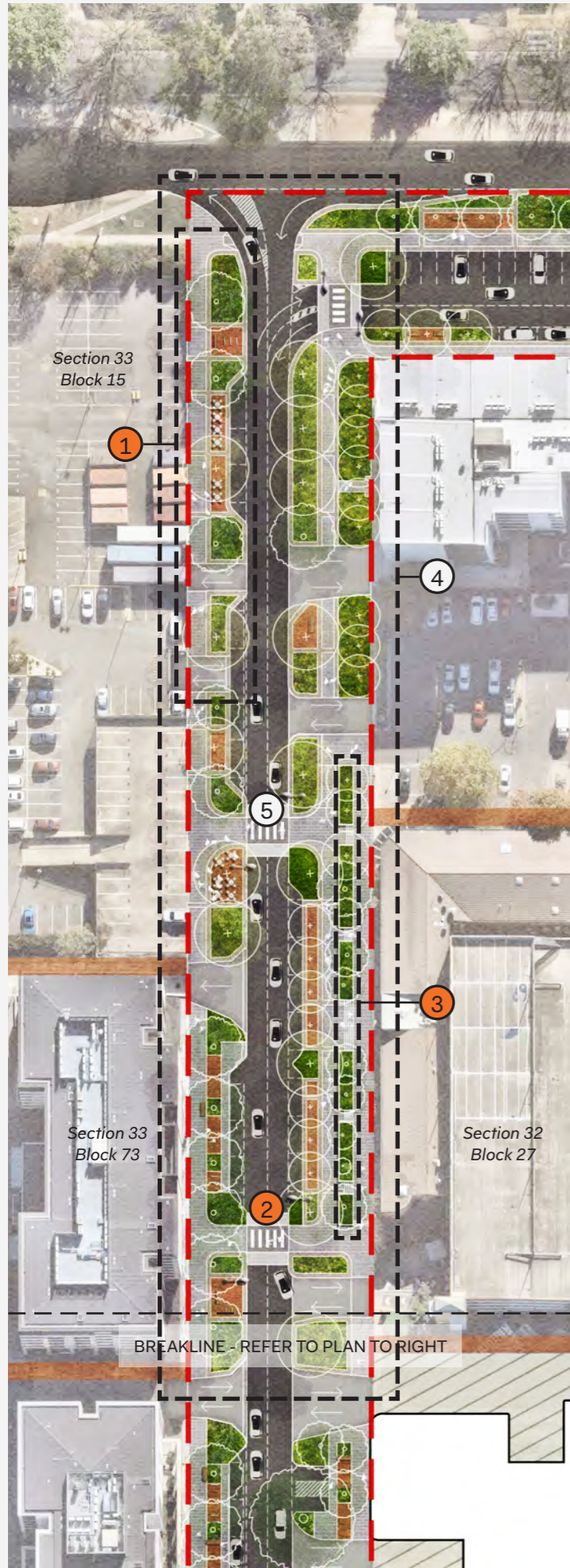
Priority 02

Woolley Street & Cape Street - to improve pedestrian connectivity, and bolster the 'heart of Dickson' as a destination.

Priority 03

Challis Street & Antill Street - strengthen connection to Northbourne Avenue and provide parking opportunities to support the 'heart of Dickson as a destination.





7.2 Challis Street

Quick Wins

Timeframe: 2-3 years

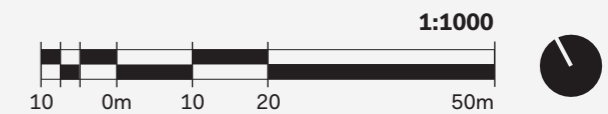
- ① Leverage off future developments to implement and enhance the streetscape including:
 - + Section 32 Block 32
 - + Section 33 Block 15
- ② Implement raised pedestrian crossing between Section 33 Block 73 and Section 32 Block 27 to improve safe east west connectivity
- ③ Implement infill street tree planting

Undertake works where kerb realignment works are not nominated to be undertaken.

Streetscape Implementation

Timeframe: 5-10 years

- ④ Undertake further site investigation works and detailed design documentation to implement the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting
- ⑤ Implement raised pedestrian crossing between Section 33 Block 16 and Section 32 Block 22 to improve access to the existing trans-sectional link to Woolley Street





7.3 Antill Street | Minor

Quick Wins

Timeframe: 2-3 years

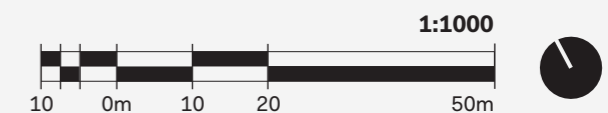
- ① Leverage off ICON Water sewer upgrade works to implement and enhance the streetscape including:
 - + Street tree planting & understorey planting
 - + Footpath pavement works

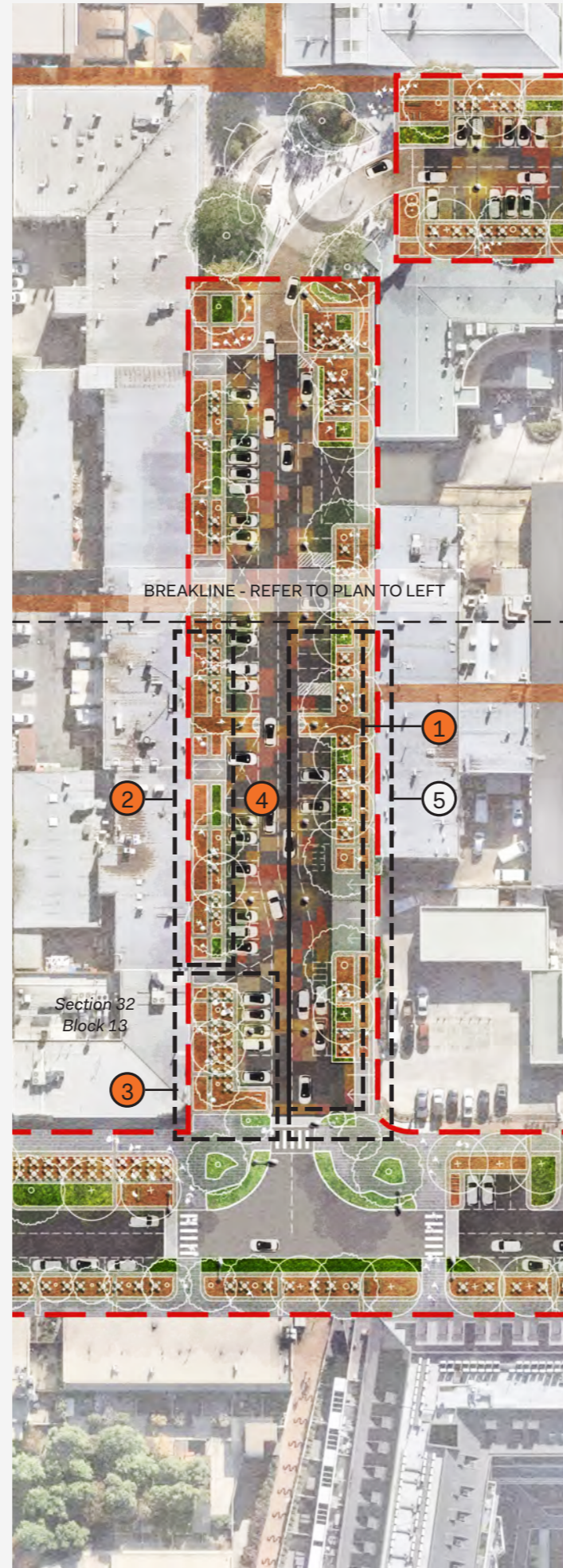
Note. Antill Street (Major) pavement works to align with implementation of the Gungahlin & Inner North Active Travel Masterplan works along Antill Street.
- ② Undertake minor kerb realignment works to improve bus pull in bay alignment on Antill Street (Major)

Streetscape Implementation

Timeframe: 5-10 years

- ③ Undertake further site investigation works and detailed design documentation to implement the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting
- ④ Implement raised pedestrian crossings to improve safe and inclusive movement to the Group Centre





7.4 Woolley Street | North South

Quick Wins

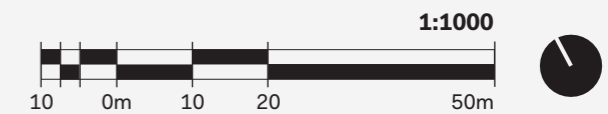
Timeframe: 2-3 years

- ① CRA to undertake temporary works with the removal of existing structures to improve public realm amenity.
- ② Undertake streetscape beautification works including:
 - + Street tree planting & understorey planting
 - + Footpath pavement works
- ③ Update kerb alignment adjacent to Section 32 Block 13 to increase landscape amenity zone
- ④ Apply artwork 'stencilling' to carriageway to denote a change in environment and the 'Heart of Dickson'

Streetscape Implementation

Timeframe: 5-10 years

- ④ Extend Stage 1A Woolley Street upgrade works to increase the raised pedestrian priority zone
- ⑤ Undertake further site investigation works and detailed design documentation to implement the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting





7.5 Woolley Street | East West

Quick Wins

Timeframe: 2-3 years

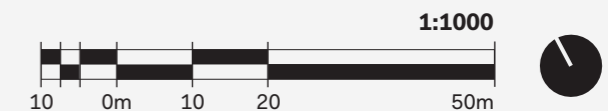
- ① Apply artwork 'stencilling' to carriageway to denote a change in environment and the 'Heart of Dickson'
- ② Implement raised pedestrian crossing between across Badham Street as a temporary measure, prior to the installation of the pedestrian priority zone (item 5).

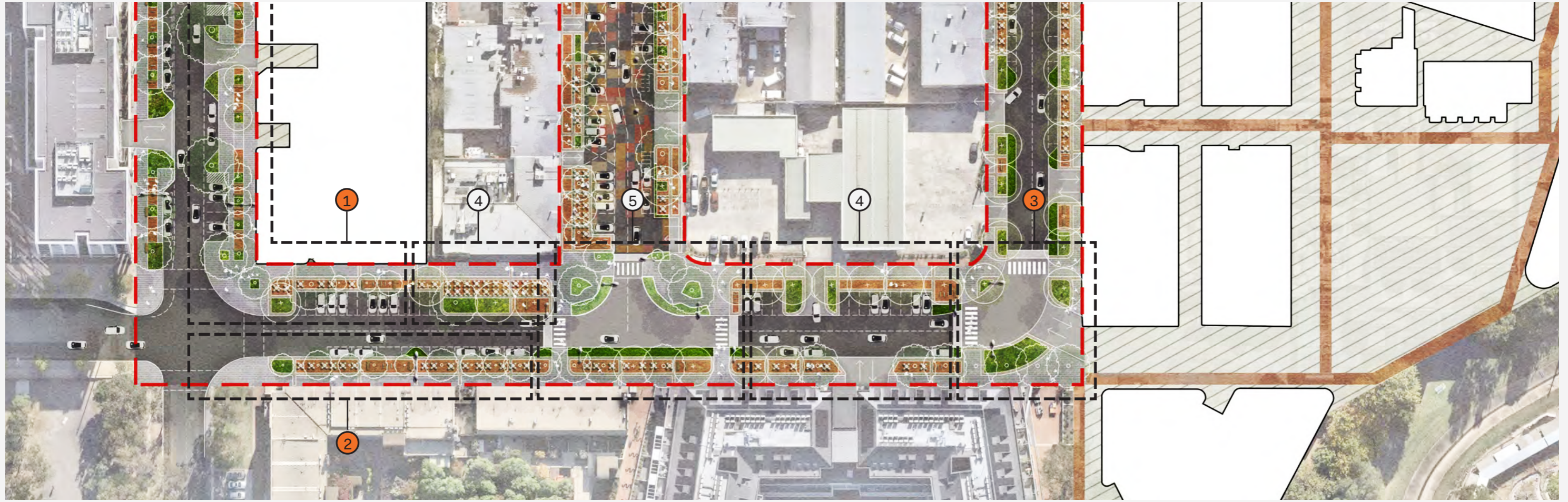
- ③ Undertake further site investigation works and detailed design documentation to implement the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting

Streetscape Implementation

Timeframe: 5-10 years

- ④ Extend Stage 1A Woolley Street upgrade works to increase the raised pedestrian priority zone
- ⑤ Implementation of pedestrian priority zone. This work to be undertaken with Badham Street and Poppyfield Street upgrade works





7.6 Cape Street

Quick Wins

Timeframe: 2-3 years

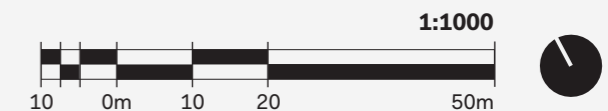
- ① Leverage off future developments to implement and enhance the streetscape outside Section 32 Block 32
- ② Undertake streetscape beautification works including:
 - + Street tree planting & understorey planting
 - + Footpath pavement works

Note. Works do not include modifications to kerbs.
- ③ Implementation of pedestrian priority zone. This work to be undertaken with Badham Street upgrade works (to be in alignment with future Tradies Development).

Streetscape Implementation

Timeframe: 5-10 years

- ④ Undertake further site investigation works and detailed design documentation to implement the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting
- ⑤ Implementation of pedestrian priority zone. This work to be undertaken with Woolley Street North South upgrade works





7.7 Badham Street

Quick Wins

Timeframe: 2-3 years

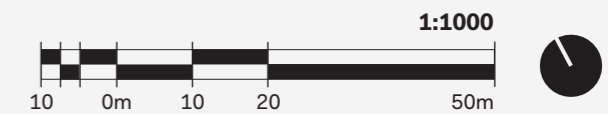
- ① Undertake streetscape beautification works including:
 - + Street tree planting & understorey planting
 - + Footpath pavement works

Note. Works do not include modifications to kerbs. Works to be undertaken in alignment with future Tradies Development works.
- ② Implementation of pedestrian priority zone. This work to be undertaken with Cape Street upgrade works (to be in alignment with future Tradies Development works).

Streetscape Implementation

Timeframe: 5-10 years

- ③ Undertake further site investigation works and detailed design documentation to implement the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting
- ④ Implementation of pedestrian priority zone. This work to be undertaken with Woolley Street and Poppyfield Street upgrade works





7.8 Poppyfield Street

Quick Wins

Timeframe: 2-3 years

- ① Undertake streetscape beautification works including:
 - + Street tree planting & understorey planting
 - + Footpath pavement works

Note. Works do not include modifications to kerbs.

- ② Implementation of raised pedestrian crossings to facilitate movement into/from Dickson Shops

Note. Works do not include modifications to kerbs. Works to be undertaken in alignment with future Tradies Development works.

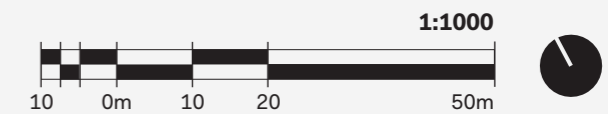
- ③ Implementation of the following works:
 - + Kerb alignment
 - + Potential services realignment
 - + Updated on-street parking layout
 - + Footpath pavement works
 - + Street tree planting & understorey planting

Note. Works do not include modifications to kerbs. Works to be undertaken in alignment with future Tradies Development works.

Streetscape Implementation

Timeframe: 5-10 years

- ④ Implementation of pedestrian priority zone. This work to be undertaken with Woolley Street and Badham Street upgrade works



7.9 Future Design Considerations Implementation Strategy

The Masterplan is a visioning document to guide development of Dickson's streetscapes for the next 5-10 years. It has been designed in response to existing conditions, anticipated changes with new developments and to promote the vision for Dickson as one of Canberra's most beloved retail and commercial destinations.

Many of the key design moves are impacted by the current needs of the community and to maintain Dickson as a strong retail centre, including retaining a large proportion of on-street carparks to provide equitable access and service adjacent businesses.

On-street parking was noted as a high priority item during consultation with businesses, local residents and visitors / workers in the area.

Should private vehicle usage reduce in the future, opportunities to reduce on-street parking and private greater public realm enhancements, particularly on streets such as Woolley Street, could include the following:

- + Transform the whole of Woolley Street into a shared zone and flush kerb environment.
- + Increase understorey planting and Water Sensitive Urban Design (WSUD) opportunities to provide softening and increased planting within the streetscapes and to help manage stormwater run off.
- + Increase outdoor dining areas and amenity zones, including more public furniture, more informal play opportunities and areas for gathering and occupying the streets.
- + Decommission existing fossil fuel gas lines to enable increased street tree planting.
- + Redirect services into the road.

As future projects come online, upgrades to Dickson's streetscapes will be guided by the Masterplan. As with all public realm upgrades, all works will be required to go through the relevant design and approvals processes to ground truth the Masterplan proposal and ensure alignment with all relevant standards, codes and guidelines.

Future phases will need to consider the following:

Underground services

- + Detailed investigations of underground services to capture any new or upgraded services to inform final tree planting opportunities and locations, kerb realignments and other infrastructure changes within Dickson's streetscapes.
- + The ACT is phasing out fossil fuel gas by 2045, therefore the removal or decommissioning of existing gas lines may provide more flexibility for street tree planting in the future.

Overhead powerlines

- + Instances of overhead powerlines may prohibit large tree planting, particularly on Antill Street. Future tree planting opportunities are recommended to be reviewed.
- + Future under-grounding of powerlines may be required in the future, provided they meet the relevant clearances to other underground services and existing trees.

Trees

- + Tree planting locations are indicative and will be determined on a site specific basis depending on latent conditions.
- + Tree planting methodologies such as structural soils or strata-vault systems to meet Available Soil Volume requirements and MIS requirements, are to be undertaken in consultation with relevant Government authorities.
- + Where trees are proposed in paving areas, consider permeable paving treatments to increase passive irrigation and minimise impacts to trees.

Security & Crime Prevention Through Environmental Design (CPTED)

- + An increase in tree canopy may reduce natural sightlines and visibility. The tree planting palette considers canopy shape and size noting that formative pruning by a suitably qualified professional may be required in consultation and with approval from relevant Government authorities.

- + CCTV in pedestrian corridors between the Dickson light rail station and the Dickson Group Centre may be desirable in the future, particularly on Cape Street and the Dickson interchange as a high pedestrian movement route.
- + Increase in tree canopies may result in a reduction in the ability to deploy CCTV services in the future. Tree canopies and shapes will change in the future, further reducing visibility. Ongoing assessments and formative pruning in consultation with relevant Government authorities is advised.

Lighting

- + Upgrade of 100% of street lighting in the study area is recommended due to poor extent and condition of existing street lighting, and significant addition of trees.
- + The use of 3000k warm white for all street lighting could be explored in alignment with recent trends towards warmer light colours to reduce environmental impact.
- + Typical pole type recommended to be 'Multi-pole' style with aluminium finish for consistency with bus interchange.
- + For road lighting, 10.5m or 12m high poles with 4.5m outreach arms are recommended. Long outreach arms recommended to extend luminaires past tree canopies as much as possible.
- + Bespoke design recommended for Woolley Street to suit special character of the street.

Communications

- + The provision of new tree plantings may require the diversion of existing in-ground communication services for public services including public WI-FI and telecommunications provisions to buildings.
- + Existing public WI-FI network to be retained.
- + Public services requiring communications such as 'Smart City' initiatives and CCTV, expanded public WI-FI network may be required in the future.
- + The extent of new tree planting may limit the ability to install new communication networks, utilising in-ground networks for services including CCTV, smart lighting and other ACT Government

'Smart City' initiatives.

DDA parking and Loading Zones

- + Allocation of DDA and loading zone car parks on each street to match existing, unless changes to land use require updates to this provision.
- + All car parks to AS1428.1.
- + Ensure on-street parking spaces consider all members of society including those with accessibility requirements or limited mobility (DDA, families with young children), support for existing economy (short term parking for takeaway and pickup), and servicing of businesses (loading).

Sightlines and Swept Paths

- + Sightlines from driveways and swept paths for large vehicles have been tested as part of the Masterplan design development.
- + Sightlines and swept paths to be reviewed in future design phases.

Rapid bus routes

- + Raised crossings have been proposed on all streets within the study area as a consistent treatment for pedestrian and cyclists priority and increased permeability throughout Dickson Group Centre.
- + Traffic modelling to be undertaken in future design stages to determine any potential delays to rapid bus routes.

Standards, Codes and Guidelines

- + The Masterplan design reflects current standards, codes and guidelines.
- + All future works will need to be cross checked against all relevant standards, codes and guidelines, to ensure it complies with the requirements current at the time.

