

BLOCK 21 SECTION 30

DICKSON PRECINCT, ACT

LANDSCAPE DA REPORT

DECEMBER 2018
ISSUE D

Prepared for:

The logo for Coles, featuring the word "coles" in a bold, lowercase, red sans-serif font.

COLES

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The logo for Turf Design Studio, featuring the word "turf" in a bold, lowercase, black sans-serif font with a blue horizontal bar above the 'f'.

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SITE CONTEXT AND ANALYSIS

SITE CONTEXT



LEGEND

- - - Precinct Boundary
- Block 21 Section 30
- Dickson Drain

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INTRODUCTION

The development of Block 21 Section 30 within the Dickson Precinct aims to add vibrancy to the current public domain through a safe, sustainable and attractive design scheme. The scheme will shift the focus to pedestrian and cycle access and, encourage activation and engagement for day and night.

SITE LOCATION

- The Dickson Precinct is located within the suburb of Dickson in the inner north of the Canberra region. The precinct's catchment continues to increase as the population of surrounding suburbs grow.
- Block 21 Section 30 is located on the northern edge of the Dickson Group Centre in Dickson, Canberra. The entire development site totals 7867m².

CONTEXT

The precinct is surrounded by low density residential dwellings, though there is an increasing presence of medium density development.

THE LOCAL ENVIRONMENT

The Dickson Drain runs along the southern edge of the precinct boundary, with a walking track running adjacent to the drain.

SITE CONTEXT AND ANALYSIS

TRANSPORT AND CONNECTIVITY



PUBLIC TRANSPORT

The Dickson Precinct currently prioritises vehicular transportation with extensive car parking currently located on the site. Please see section 10 of the Traffic Impact Assessment prepared by Northrop for detailed commentary on pedestrian and cyclist traffic and public transport.

LEGEND

- B Bus Stop
- L Indicative Future Light rail Stop
- Cycle Storage
- Formal Pedestrian Connections
- Bus Route
- Express Bus Route
- Zebra Crossing
- Future Light rail
- Precinct Boundary
- Site

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SITE CONTEXT AND ANALYSIS

URBAN FRAMEWORK



FACILITIES AND AMENITIES

The surrounding building character is primarily retail and community buildings. Retail borders the site on the western and southern boundary, whilst community buildings are present to the east. The most significant building surrounding the site is the Dickson Library. This is a heritage listed building and continues to serve as a major community focal point. Woolworths is the only building operating with extended business hours, which reduces the activation of surrounding space to only the daytime.

- LEGEND
- ③ Mc Donalds
 - ④ Woolworths
 - ⑤ St George Bank
 - ⑥ Australia Post
 - ⑦ Library
 - ⑧ Community Facility
 - ⑨ Church
 - ① Coles Express
 - ② KFC

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SITE CONTEXT AND ANALYSIS

SPATIAL CHARACTER



SPATIAL TYPOLOGY

The Dickson Precinct is dominated by retail and retail amenity, notably car parking. There is a selection of community based facilities in the north east, and a linear open greenspace along the south of the boundary. Green open space (not including car parks) is sparse within the remainder of the precinct. Small pedestrianised plazas connect the retail, community and amenity spaces together.

LEGEND

- - Precinct Boundary
- Community
- Parking
- Commercial
- Open Space
- Residential
- Public Plaza

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SITE CONTEXT AND ANALYSIS

STREET CHARACTER - HARDSCAPE

PAVING



1. Dickson Library



2. Pedrian Zone - Dickson Centre



3. Badham Street



4. Antill Street

SITE ANALYSIS

The present paving character is not particularly well maintained nor consistent. Pathway amenities vary across the site. Heavily pedestrianised areas favour red brick paving, whilst the general footpath conditions are large concrete sections in varying condition.

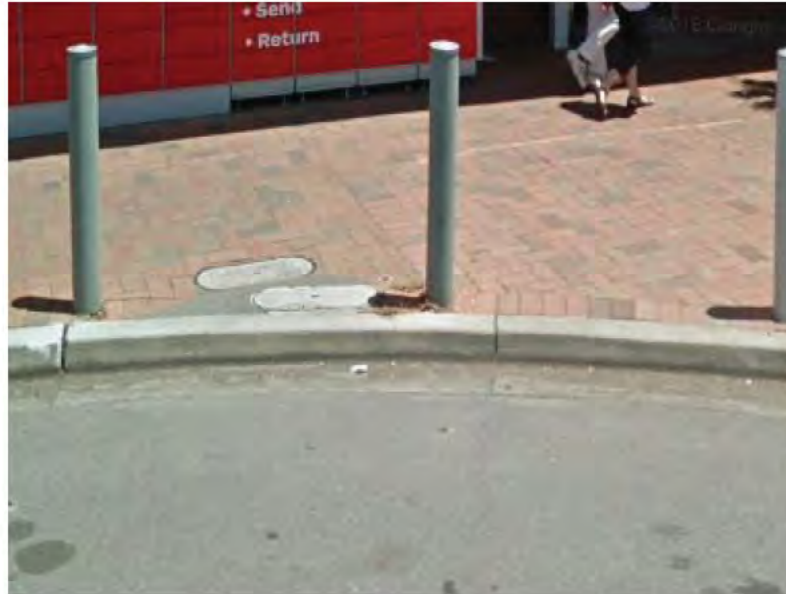


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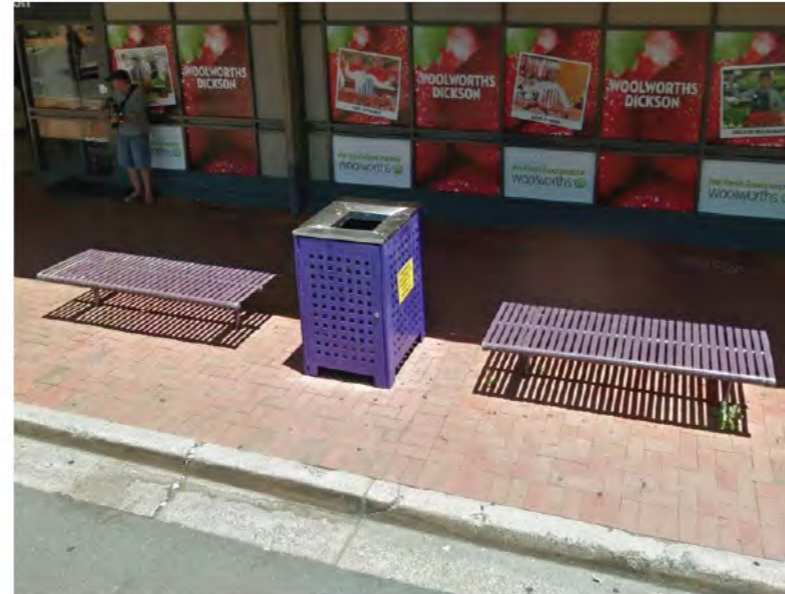
SITE CONTEXT AND ANALYSIS

STREET CHARACTER - HARDSCAPE

URBAN FURNITURE AND FIXINGS



1. Bollards - Dickson Place Lane



2. Seating and Bins - Road A



3. Seating - Dickson Library



4. Seating - Dickson Centre

SITE ANALYSIS

The retail core of the Dickson precinct features a selection of purple coloured furniture and fixtures. Urban elements are not well maintained and are primarily for daytime use due to lack of lighting in the plaza areas during the evening and limited retail buildings with extended trading hours.



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SITE CONTEXT AND ANALYSIS

STREET CHARACTER - SOFTSCAPE

TREE PLANTING



1. Tree in grass verge - Badham Street



2. Tree in concrete - Road A



3. Tree in raised planter - Dickson Centre



4. Tree in gravel pit - On Site

SITE ANALYSIS

Tree planting is inconsistent in species, size, spacing and condition across the site. Most of the species are deciduous. Perimeter planting often occurs in grassed verges.



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STREET TREE CHARACTER



Badham Street - Looking North

Plane Trees on the western of the street and no discernible pattern or hierachy on the eastern side.



Road A

Assorted size and placement of deciduous species.



Antill Street - South

Small deciduous species due to overhead powerlines, including Flowering Cherry.



Antill Street - North

Well established Quercus spp. (Oak)

SITE ANALYSIS

The present street tree character favours deciduous trees with minimal understory. The renewed planting scheme will seek to use evergreen trees in selected areas to not inhibit solar access and also increase the quality and presence of understory planting. No trees presently on site are endemic to the region, they are primarily Plane Trees, Flowering Pears and Radiata Pines.

Planting palette will include drought tolerant species as required by the rules set in R27 Dickson Precinct Map and Code. It will also follow the recommended species list provided in the Design Standards for Urban Infrastructure.



Dickson Precinct - Summer/Spring



Dickson Precinct - Winter.

Note barren landscape condition created by deciduous planting.

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DESIGN RESPONSE KEY PRINCIPLES

PEDESTRIAN PRIORITY STREET



CONNECT WITH EXISTING RETAILS PRECINCT



RESPECT EXISTING HERITAGE



CREATE A HIGH QUALITY STREETScape



IMPROVE THE CIVIL PUBLIC REALM



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PUBLIC DOMAIN

The public domain design seeks to offer a high quality civic space through an improved landscape and urban furniture treatment while connecting in with the surrounding retail precinct. The connectivity is further improved through a pedestrian priority shared zone connecting the civic plaza, Woolworths and Dickson Library. The plaza will be complemented with a open aired awning that will be trailed with climbers enhancing the civic nature of the plaza while maximising sun through the winter months. The landscape treatment *“to be consistent and incorporate the principles of the Canberra Central Design Manual (to the extent the planning Authorities Deem Appropriate)”*.

STREETSCAPES

There are 3 key streets that border the site, Antill Street, Badham Street and the unnamed road known as Road A. These street will be upgraded and enhanced through high quality landscape and urban furniture. The street tree planting for all streets will be an appropriate scale in relation to the road reserve width. Additionally the pedestrian footpaths along the road reservation will maintain a minimum unobstructed width for 4m in accordance with the Multi Unit Housing Development Codes.

ANTILL STREET

Antill Street will be upgraded to embrace the avenue nature of the street with the planting of Quercus species to match the existing character across the road. The Antill building frontage will be softened through a combination of large street tree planting, a lush understory mix and a combination of climbers from ground level and cascading plants from the parapet level above to achieve the appropriate greening of the facade.

BADHAM STREET

The existing London Plain trees along Badham Street create a strong street tree character that should be recognised. The design will embrace this character through matching the species and updating the landscape quality though a strong understory species. Urban furniture will be co-located with the planter beds creating breakout space along this frontage.

ROAD A SHARED STREET

Road A will consist of a pedestrian priority shared zone increasing pedestrian movement and connectivity between the existing retail and the new development. A combination of fixed and movable furniture creates an open fixable space while maintaining connections with the surrounding building and precinct. The planting and furniture have been strategically placed to promote free flowing moment while maintaining sight lines and promoting slow streets.

URBAN ELEMENTS

The Elements such as paving, furniture and lighting will be developed further during detailed design In accordance with Canberra Central Design Manual (CCDM). The seating and light will be selected to achieve both high quality design standards and aesthetically suiting the design while functionally achieving the accessibility and lighting standards. For indicative character refer to hardscape page.

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AMENITY

Solar access has been studied by the architectural design to minimise overshadowing of the existing and proposed plaza. Trees selection of deciduous trees species and the strategic placement of trees will reduce the overshadowing of the plaza in winter and provide substantial shade in summer in accordance with the Commercial Zones Development Code section 4.1 Landscape C14.

ACCESSIBILITY

Gently graded pathways will provide accessibility for all age groups and degrees of mobility; ensuring that users can access site amenities comfortably. All ground surfaces and stairways have been designed in accordance with AS1428.

LIGHTING

Lighting of external spaces will be provided to ensure access points are well lit, improving visibility and the sense of safety. Lighting the civil spaces will ensure a safe levels of illumination for movement through the plaza and connecting with the surrounding retail facilities.

DRAINAGE AND IRRIGATION

Drainage design will be consistent with overall stormwater requirements, paving will be drained into garden beds wherever possible to allow infiltration of rain water to the water table and reducing stormwater runoff.

Detailed design will specify drainage cells to all soft landscape zones on structure. Consideration has been given to the incorporation of low water demand and low maintenance plant species in all areas to reduce mains consumption and fertiliser contamination of drainage water.

SOIL

The planting will comprise a complementary mix of indigenous and exotic species. Soil requirements will therefore vary according to soil chemistries enjoyed by individual species. For indigenous vegetation, soil profiles will be provided which have modest nutrient levels, particularly phosphorus. Suggested material would equal Australian Native Landscapes 'Low P' mixture. In areas where exotic species are to be planted an industry standard organic soil mixture will be provided. Consideration will be given to the planting arrangement to ensure species sensitive to nutrient will be grouped together.







Trees in paving or without full clearances to have advanced planting methods including strata supporting cells (e.g. StrataCell, StrataVault, or equal) will be developed in detail design phase

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GROUND LEVEL LANDSCAPE PLAN

LEGEND

Hardscape

-  Existing paving to be retained
-  Road
-  P1a - Proposed granite unit paving
-  P1b - Proposed concrete unit paving
-  P1c - Proposed cobble threshold sets
-  Awning Over

Urban Elements

-  Circular seat
-  Seating with back rest
-  Motorbike parking
-  Fixed seating elements

Softscape

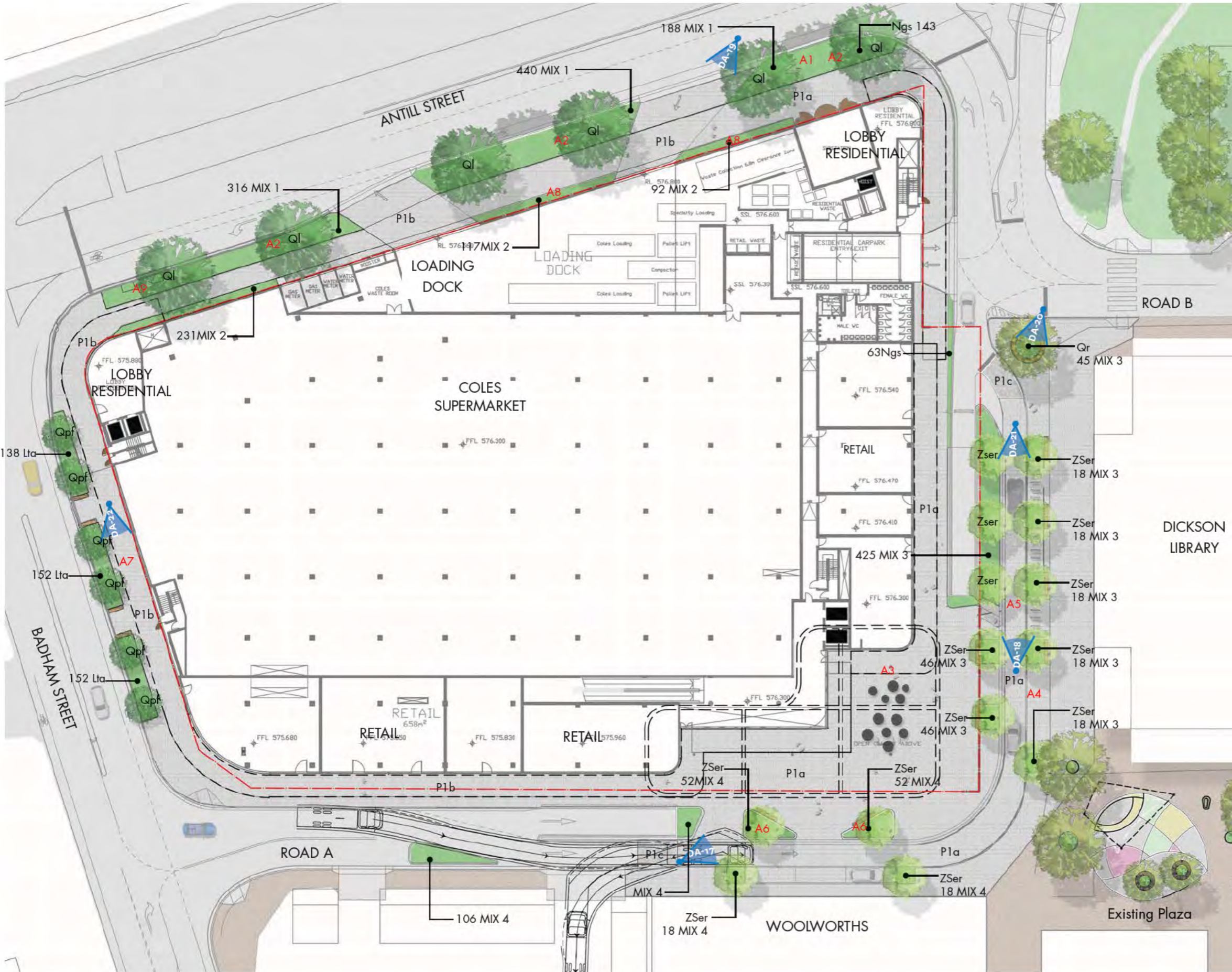
-  Indicative trees
-  Planting in deep soil
-  Raised planters

NOTE:

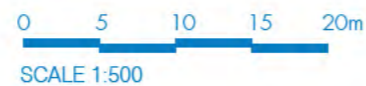
Refer to page L-DA-28 for Plant Schedule

AMENDMENTS SCHEDULE

- A1** - Substation has been shifted to Antill St
- A2** - The footpath on Antill Street has been shifted from along the verge.
- A3** - Addition of an outdoor plaza with fixed bespoke seating
- A4** - Existing Loading zone locations have been retained
- A5** - Addition of trees, planting, motorcycle & bike parking along Road A. Trees to be crown lifted so as not to obstruct views to heritage library
- A6** - Raised planters with trees & planting over basement added
- A7** - Street furniture added to Badham Street
- A8** - Screening climber planting along Antill Street facade
- A9** - Inclusion of bollards to prevent illegal parking in verge

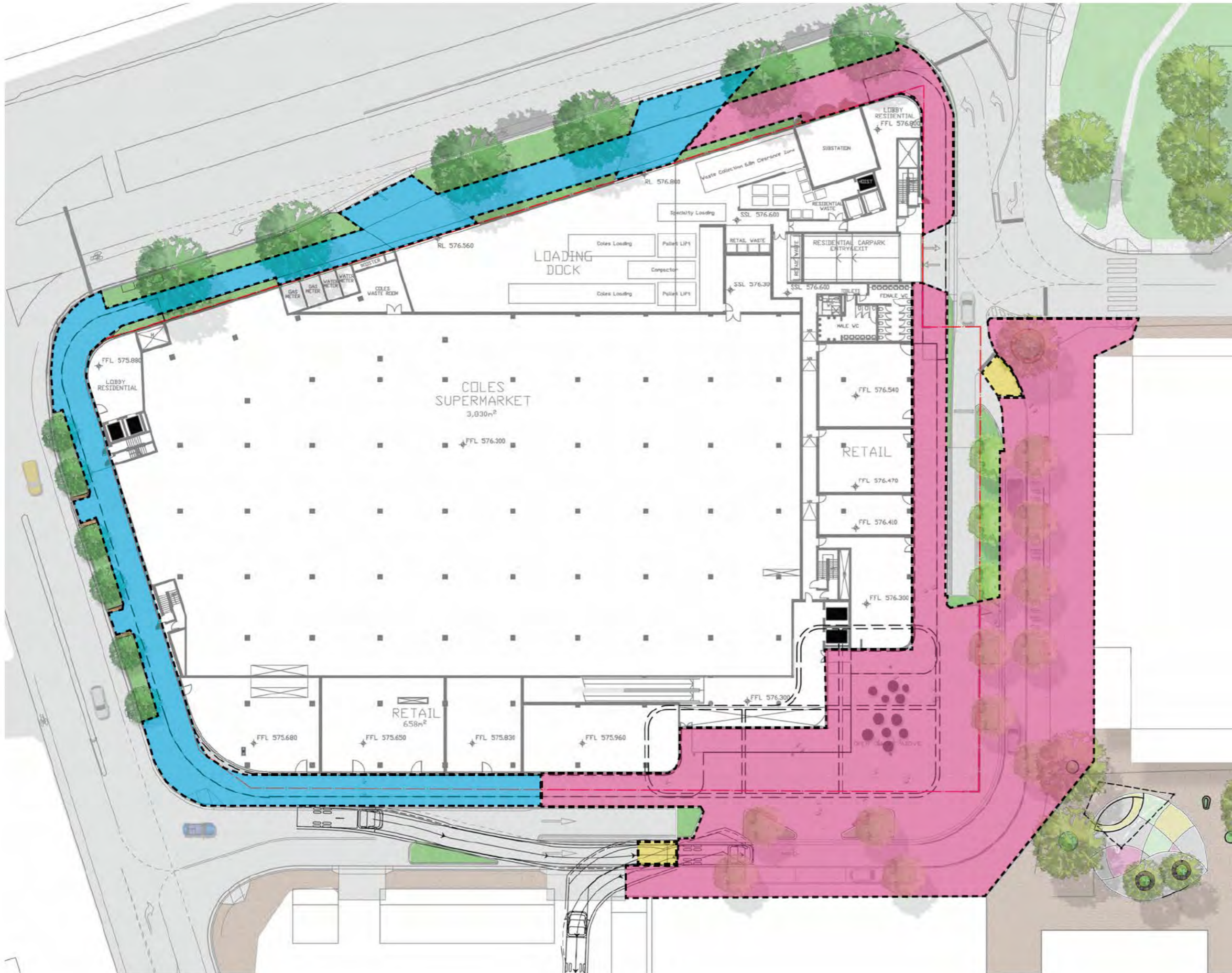


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DESIGN RESPONSE

GROUND LEVEL PAVING PLAN



Paving Type 1:
Austral Black granite pavers
Exfoliated finish



Paving Type 2:
Charcoal coloured concrete
In situ broomed finish



Paving Type 3:
Cobble thresholds sets
Granite



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DESIGN RESPONSE

PODIUM LEVEL LANDSCAPE PLAN



LEGEND

Hardscape

-  Proposed Granite 'Sesame Grey' Unit paving
-  Proposed Synthetic Lawn
-  Proposed Timber Decking
-  Pergola
-  Awning Over Civic Square below

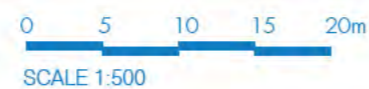
Softscape

-  Indicative trees
-  Raised planters

NOTE:

Refer to page L-DA-29 for Plant Schedule

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ARTISTIC IMPRESSION ONLY

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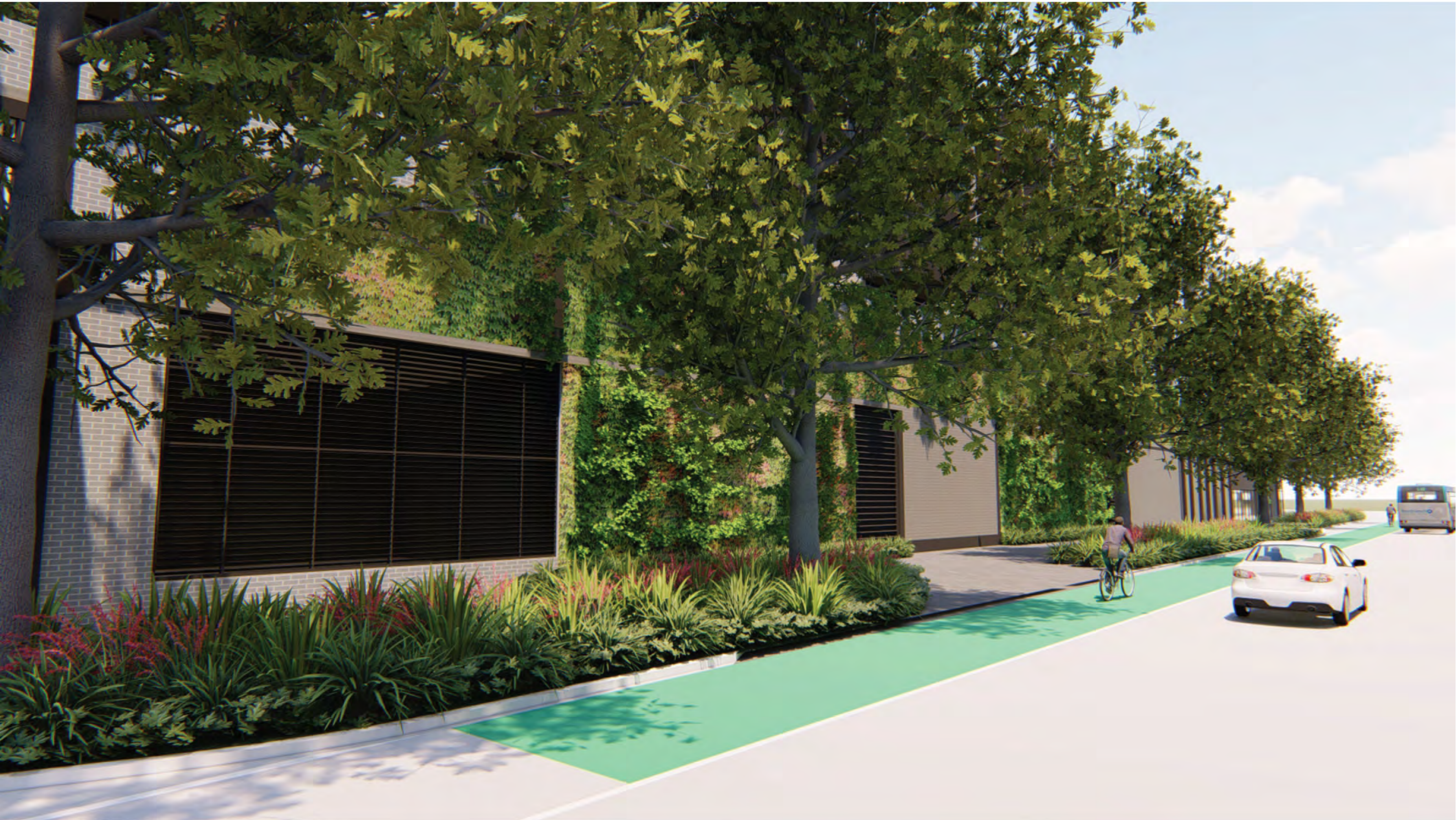




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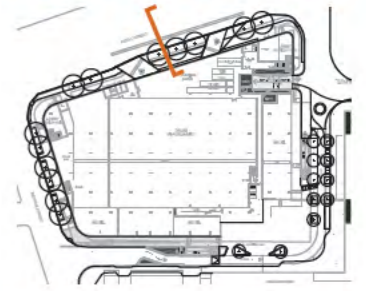




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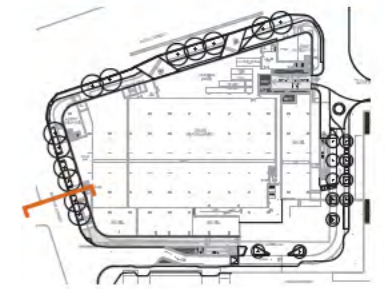
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DESIGN RESPONSE SECTIONS



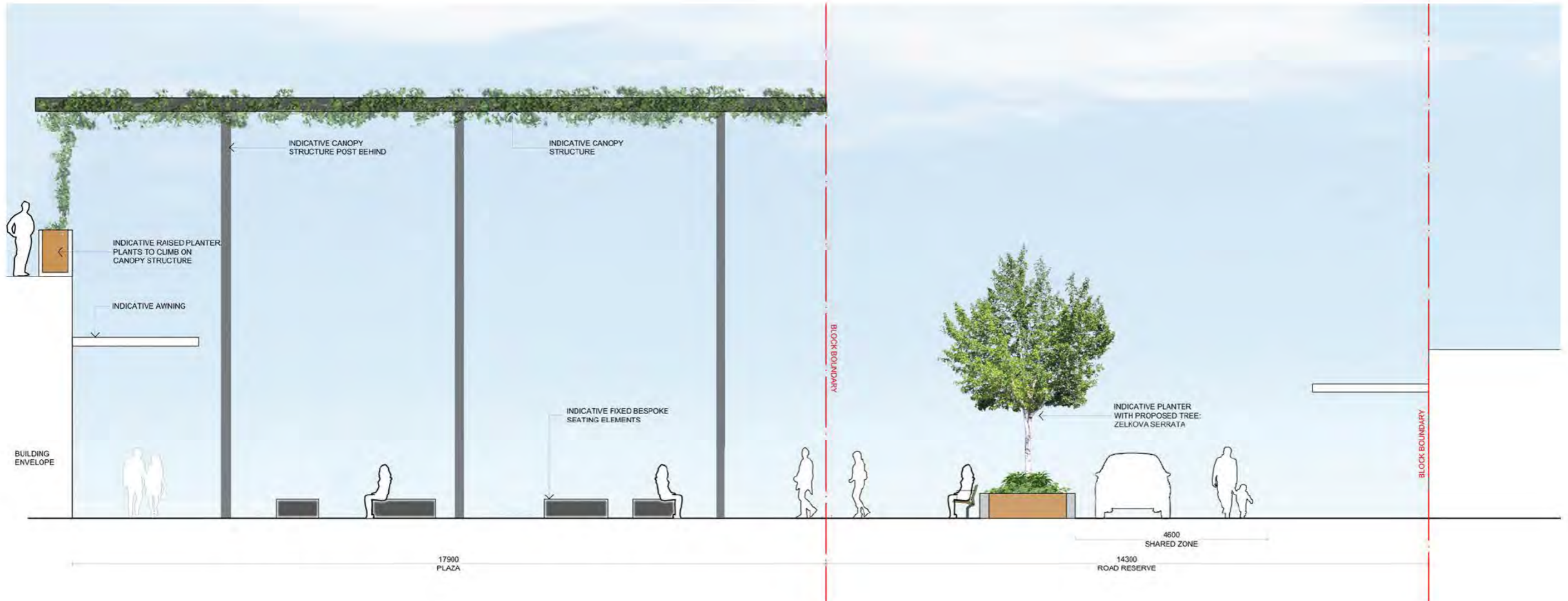
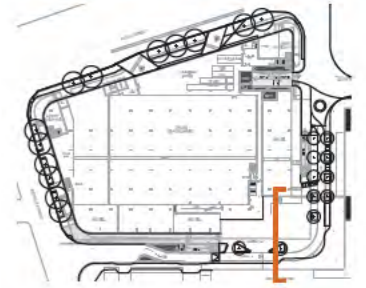
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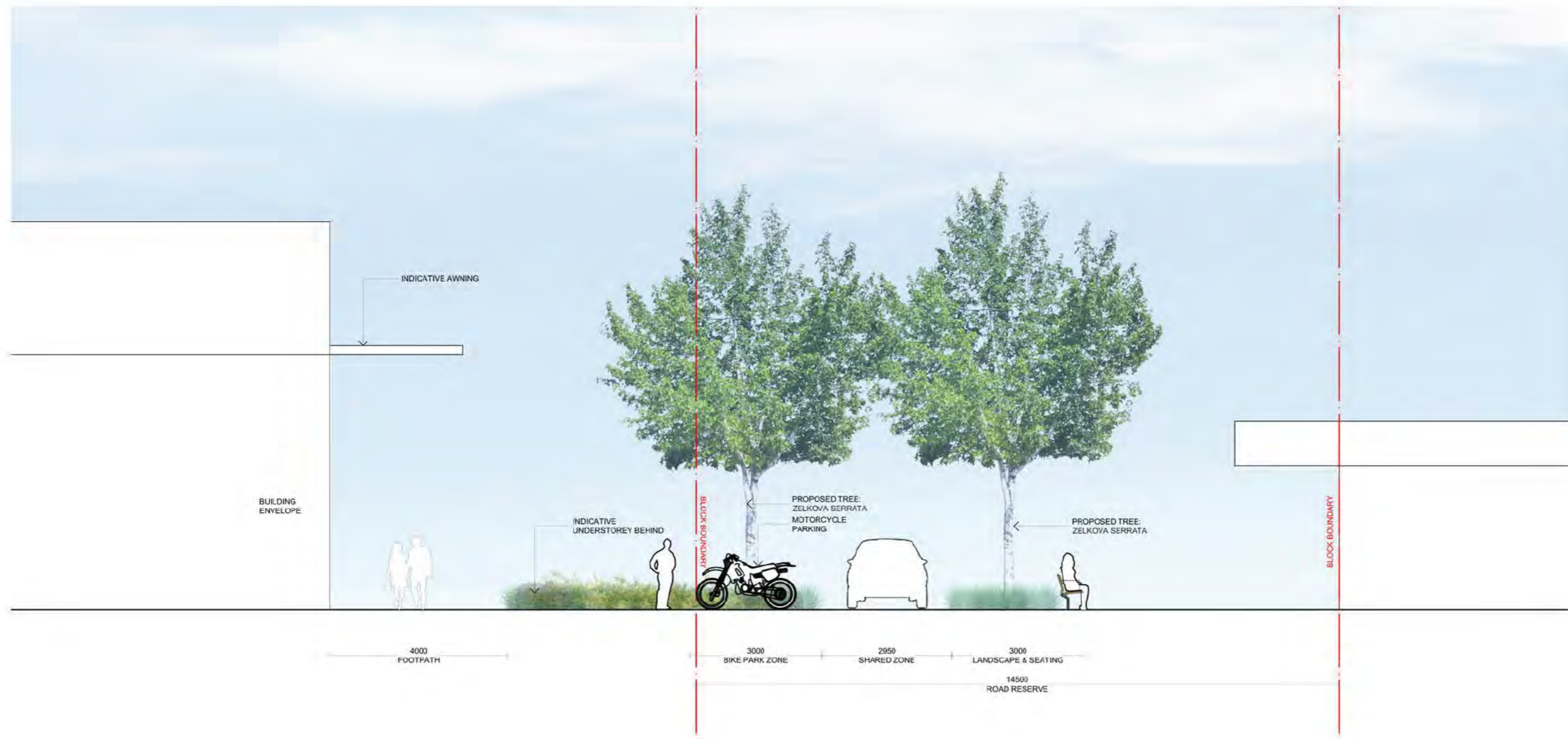
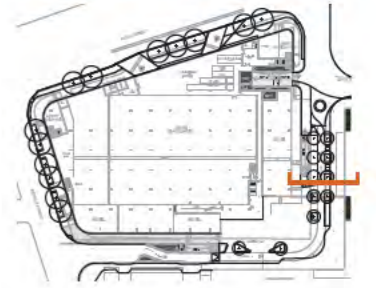
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HARDSCAPE- MATERIALS PALETTE

PAVING



Paving Type 1:
Austral Black granite pavers
Exfoliated finish



Paving Type 2:
Charcoal coloured concrete
In situ broomed finish



Paving Type 3:
Cobble thresholds sets
Granite

WALLS



CONCRETE GARDEN WALLING

FURNITURE & FIXTURES



SEATING - WITH BACK AND ARM REST



CIRCULAR SEAT



BICYCLE RACK

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SOFTSCAPE - GROUND FLOOR PALETTE

PROPOSED TREE PALETTE

TREES						
Code	Botanical Name	Common Name	Mature Height (m)	Mature Spread (m)	Pot Size (Ltr)	Quantity
Ql	Quercus lusitanica	Portugese Oak	20	10	200LTR	6
Qr	Quercus ilex	Holly Oak	20	10	400LTR	1
Qpf	Quercus palustris fastigiata	Pin Oak	15	8	200LTR	6
Zser	Zelkova serrata	Japanese zelkova	14	10	200LTR	13

Zelkova serrata: To be crown lifted to 3.5m in front of the Dickson Library



Quercus lusitanica



Quercus ilex



Quercus palustris fastigiata



Zelkova serrata

INDICATIVE UNDERSTOREY PALETTE

PUBLIC DOMAIN MIX 1							
Code	Botanical Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (mm)	Pot Size (mm)	Quantity
Agd	Abelia x grandiflora 'Dwarf'	Golden Abelia	1	1	500	200	315
Bvn	Baeckea virgata 'Nana'	Miniature Baeckea	.5	.5	500	200	315
Lta	Lomandra 'Tanika'	Tanika	0.5	0.5	500	150	315
PUBLIC DOMAIN MIX 2							
Leg	Liriope 'Evergreen Giant'	Turf Lily	0.4	0.5	400	200	220
Ptr	Parthenocissus tricuspidata	Boston Ivy	10	10	400	200	220
PUBLIC DOMAIN MIX 3							
Bmi	Buxus microphylla	Dwarf Box	.5	.5	500	200	131
Cdb	Correa 'Dusky Bells'	Native Fuchsia	1	2	500	200	131
Cht	Choisya ternata	Mexican Orange	2	2	500	200	131
Leg	Liriope 'Evergreen Giant'	Turf Lily	0.4	0.5	500	200	131
Tas	Trachelospermum asiaticum	Star Jasmine	10	8	500	150	131
PUBLIC DOMAIN MIX 4							
Att	Agave attenuata	Foxtail agave	1.5	1	500	200	49
Cki	Coprosma x kirkii	Mirror Bush	0.75	2	500	150	49
Maq	Mahonia aquifolium	Oregon Grape	1.5	1	500	200	49
Mpa	Myoporum parvifolium	Creeping boobialla	0.2	1.5	500	150	49
Tja	Trachelospermum jasminoides	Star Jasmine	10	8	500	150	49
MASS PLANTING							
Lta	Lomandra 'Tanika'	Tanika	0.5	0.5	500	200	442
Ngs	Nandina 'Gulf Stream'	Gulf Stream Nandina	0.7	0.7	500	200	206

MIX 1



Abelia x grandiflora 'Dwarf'



Baeckea virgata 'Nana'



Lomandra 'Tanika'



Liriope 'Evergreen Giant'



Parthenocissus tricuspidata

MIX 2

MIX 3



Buxus microphylla



Choisya ternata



Liriope 'Evergreen Giant'



Trachelospermum asiaticum

MIX 4



Agave attenuata



Coprosma x kirkii



Mahonia aquifolium



Myoporum parvifolium



Trachelospermum jasminoides

MASS PLANTING



Lomandra 'Tanika'



Nandina 'Gulf Stream'

PROJECT, ADDRESS		LANDSCAPE DA REPORT	
Iss.	Amendment	Date	Checked
A	CITY RENEWAL AUTHORITY - CIRCULATION ISSUE	Oct/2018	SI
B	LANDSCAPE REPORT	14/11/18	SJ
C	LANDSCAPE REPORT	14/12/18	SJ
D	LANDSCAPE REPORT	20/12/18	SJ

PROPOSED TREE PALETTE

TREES						
Code	Botanical Name	Common Name	Mature Height (m)	Mature Spread (m)	Pot Size (Ltr)	Quantity
Lf	Lagerstroemia fauriei 'fantasy'	Fantasy Crepe Myrtle	5	5	200LTR	8
Pu	Pyrus ussuriensis	Manchurian Pear	9	7	200LTR	9
Rp	Robinia pseudoacacia 'Frisia'	Golden Robinia	9	6	200LTR	2
Zser	Zelkova serrata	Japanese zelkova	14	10	200LTR	3

INDICATIVE UNDERSTOREY PALETTE

MIX 1							
Code	Botanical Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (mm)	Pot Size (mm)	Quantity
Cdb	Correa 'Dusky Bells'	Native Fuchsia	1	2	400	200	468
Cht	Choisya ternata	Mexican Orange	2	2	400	200	294
Leg	Liriope 'Evergreen giant'	Liriope muscari	0.4	0.5	400	150	378
Ofr	Osmanthus fragrans	Sweet osmanthus	4	4	400	200	3
MIX 2							
Cki	Coprosma kirkii	Variiegated Mirror Bush	0.75	2	600	200	494
Cff	Casuarina 'Free fall'	Free Fall Casuarina	0.4	3	600	200	494
Myp	Myoporum parvifolium	Creeping boobialla	0.2	1.5	600	150	494
Rbl	Rosmarinus 'Blue Lagoon'	Rosemary	1	1	600	200	494
MIX 3							
Cpc	Coleonema pulchrum 'Compactum'	Pink Diosma	1.5	1.5	600	200	769
Hme	Hardenbergia meema	Native Sarsprilla	0.3	2	600	150	769
Lmu	lavandula munstead	English lavender	1	1.5	400	200	769
Rab	Rhaphiolepis 'Apple Blossom'	Indian Hawthorn	1.5	1.5	600	200	769
Vmi	Vinca minor	Lesser periwinkle	0.1	1	600	200	769

PROJECT, ADDRESS		LANDSCAPE DA REPORT	
Iss.	Amendment	Date	Checked
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Planning Report

Development Application for Dickson Village at Block 21 Section 30 Dickson

Prepared for
Coles Group Property Developments Ltd

By
Knight Frank Town Planning



December 2018

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Project Number 256921.09

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Appendices

- Appendix A - Letter & Agency Minute - Development Plan - Lodgement of DA
- Appendix B - Response to Agency Comments

1 Introduction

1.1 Overview

This Planning Report has been prepared by Knight Frank Town Planning to accompany the submission of a development application for the proposal to demolish all existing structures, remove trees on site, construct a two and seven storey mixed use development with one supermarket, other ground floor retail / commercial tenancies, basement and podium car parking and 140 residential units and other associated on-site and off-site works at Block 21 Section 30 Dickson.

This report is to be read in conjunction with the supporting drawings and documentation submitted with the development application, including the Statement against Criteria.

This report details the site's location and context and describes the proposed development. It, together with the Statement against Criteria, provides an assessment of the proposal against the relevant matters under the *Territory Plan 2008*. This development application has been considered in the context of the *Planning and Development Act 2007*. The preparation of this report and Statement against Criteria is pursuant to Part 7.2 of the Act and the *Planning and Development Regulation 2008*.

1.2 Purpose and Structure of this planning report

The purpose and structure of this report is detailed as follows:

- Section 2 Site Analysis – identifies the site in terms of context, setting and locality, and also describes the site characteristics and surrounding locality;
- Section 3 Details of the Proposal – describes the background to the proposal and describes the proposed development;
- Section 4 Statutory Planning Framework – defines the statutory planning framework by which the development application is to be assessed and determined;
- Section 5 Conclusion – concludes the report.

1.3 Accompanying Documentation

This report is accompanied by the following drawings/documents that are referenced in this document.

- Site Survey prepared by Kleven Spain;
- Architectural Drawings prepared by Turner Studio;
- Deign Response Report prepared by Turner Studio;
- Landscape Drawings and Design Report prepared by Turf Design Studio;
- Tree Removal Plan by Harris Hobbs Landscapes;
- Tree Assessment Report by JEA;
- Traffic Impact Assessment prepared by Northrop Engineers;
- Waste Management Plan prepared by Sellick Consultants;
- Civil Engineering drawings prepared by Sellick Consultants;
- Noise Management Plan prepared by Renzo Tonin & Associates;
- Hydraulic Services Plans prepared by THCS;
- Statement against Criteria prepared by Knight Frank Town Planning;
- Letter and Agency Minute prepared by Estate Manager, EPSDD; and,
- Response to Agency Comments prepared by Coles Group Property Developments Ltd consultants.

The following drawings and documentation are also submitted as part of this development application, however have not been referenced in this report:

- CPTED Report prepared by Knight Frank Town Planning;
- Electrical Services Plans and Public Lighting Plan prepared by Services 4 Buildings (S4B);
- Architectural Drawings prepared by Turner Studio and endorsed by EvoEnergy (Gas);
- Contamination Report prepared by Environmental Strategies;
- Pedestrian Wind Statement and Memo prepared by WindTech;
- Accessibility Compliance Report prepared by Indesign Access; and,
- Cost Report

2 Site and Context Analysis

2.1 Site Location

The site is located on Block 21 Section 30 Dickson, ACT, located within the Dickson Group Centre. The site location is illustrated in Figure 1 below.

Figure 1 – Aerial photograph indicating the site location (site boundary approximately only)



Source: ACTMAPi (accessed on 14 December 2018)

Block 21 Section 30 Dickson comprises a 7,867m² block of land bound by Antill Street to the north, Badham Street to the west and an unnamed and un-gazetted 'access way' known as 'Road A' to the south and east. The site is currently used as an at grade car park serving the Dickson Group Centre. Car parking is available on a 2hr paid basis, in addition to 64 free parking spaces. A number of parking meters and trolley collection points are located throughout the site.

The existing site conditions are illustrated in photographs Figures 2 and 3 below.

Figure 2 – The site as viewed from the north-east looking across the car park toward the south west



Figure 3 – The site as viewed from the south-east looking across the car park toward the north west



2.2 Site Description and Land Use

The site is currently used as an at grade carpark. The site falls gently from the north-western corner to the south-eastern corner with all slopes being less than 5%.

Figure 4 – Site Survey



Source: Site survey (prepared by Kleven Spain)

2.3 Site Acquisition, Rights and Obligations

The ACT Government has entered into a contract for the sale of a holding lease to Coles Group Property Developments Ltd (Coles), being the development arm of Coles Group Ltd. A 'holding lease' is a mechanism which enables the transfer of the land to a developer and enables development to occur in line with a draft Crown lease and Deed of Agreement, which is attached to the contract of sale. The Crown lease proper is not issued until the development has been completed in accordance with draft Crown lease and Deed of Agreement. Consequently the issue of a holding lease provides the Government with security that an appropriate form of development will be progressed and the developer with security of tenure during the development process.

The holding lease limits the use of the site as follows:-

"To use the premises only for the purpose of car parking, subdivision and constructing the works in accordance with the requirements of the deed and to commence and erect an approved building on the land in accordance with plans and specifications prepared by the lessee and previously submitted to and approved in writing by the Authority"

Once development has been completed, the holding lease will be surrendered and replaced by a Crown lease. The Deed of Agreement contains a draft Crown lease which confirms that the Crown lease proper will require the land be used for, inter alia:-

- At least two supermarkets on the site. (A variation to the Deed of Agreement has been requested to require one supermarket on the site)
- A minimum of 100 residential units OR a minimum of 100 commercial accommodation units, provided that these are not provided at ground floor level.
- That the combined gross floor area of all buildings erected on the land shall not exceed 32,000m²

It also facilitates the use of the land for a broader range of uses including community use, drink establishment, non-retail commercial use (provided office use is limited to 4,000m² GFA), pedestrian plaza, restaurant and shop, all of which are subject to locational requirements.

The Deed of Agreement imposes a range of obligations on the proponent. These are contractual obligations rather than planning or statutory obligations. Documentation demonstrating compliance with Deed of Agreement requirements was previously submitted to the Estate Manager under separate cover, for the information of the ACT Government.

The ACT Government has previously granted in principle approval for the direct sale of additional contiguous land framing the south eastern corner of the site, which was to accommodate basement access and egress ramps. A direct sale application for a modified parcel of contiguous land is to be made to accommodate basement access. (Refer to Turner Studio Drawing No. 100-301). This land will be consolidated with the site as part of a later subdivision and consolidation development application.

A portion of Block 21 Section 30 Dickson located to the north of the basement egress ramp, and at ground level and above, will be handed back to the Territory to ensure that 'Road A' remains on public land and does not enter onto a leased parcel of land. The handing back of this land can be facilitated through the development application process. (Refer to Turner Studio Drawing No. 100-301).

2.4 Deed of Agreement

The Deed of Agreement between the ACT Government and the purchaser, Coles, requires a government agency circulation and endorsement of a Development Plan prior to submission of a detailed application for development of Block 21 Section 30 Dickson.

Confirmation from the Estate Manager via letter dated 11 December 2018 states the Development Plan received responses from all relevant Government agencies included in the circulation of 15 November 2018 and the Planning Delivery Division advised that the Development Plan is acceptable for lodgment as a development application. Refer to letter and agency minute at [Appendix A](#).

Consolidated agency comments were provided for review and action. The agency comments have been addressed and relevant changes made to the submission. The response to agency comments is provided at [Appendix B](#).

2.5 Existing Vegetation and Landscape Character

The existing northern and western site boundaries are landscaped, with a number of trees located within the site boundaries. This is in addition to tree planting located in medians throughout the car park. Several trees are of a regulated size pursuant to the Tree Protection Act by reason of their height and girth. There are no registered trees located on the site. The proposed development seeks approval to remove all existing vegetation or trees on the site and provide replacement planting on and around the site where suitable.

Refer to Tree Removal Plan by Harris Hobbs Landscapes and Tree Assessment Report by JEA

2.6 Access and Car Parking

The subject site currently consists of an asphalt at grade car parking facility with 237 car parking spaces and is surrounded by the following:

- Antill Street to the north.
- An access road (known as Road 'A') running between Badham Street and Antill Street
- Badham Street to the west

The existing at grade car parking facility is accessed via the access road which connects from Antill Street to the north to Badham Street to the west (Road 'A'). The road link from Road 'A' to Cowper Street is Road 'B'. Road A, Road B and Badham Streets are local roads. Antill Street is a major collector road. A full description of existing road network characteristics is presented in the submitted Traffic Impact Assessment prepared by Northrop Engineers.

2.7 Locality

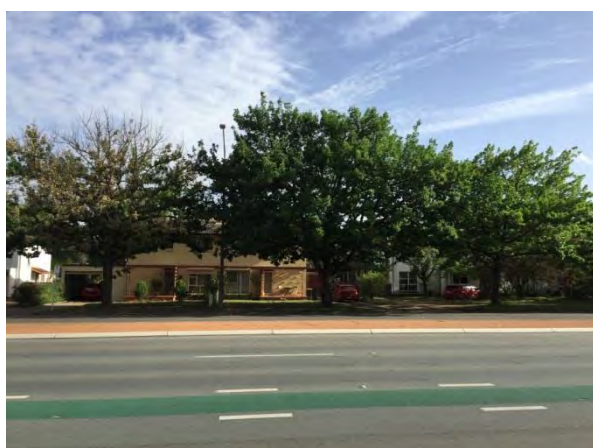
The site sits within the Dickson Group Centre, as defined by the Dickson Precinct Code Area RC1. Group Centres sit on the third rung of the ACT commercial centres hierarchy and play a role in delivering retail, commercial and community services to a group of adjoining suburbs. Dickson Group Centre is the only Group Centre in the Inner North and in the absence of an Inner North town centre and, as a result of its easily accessible location adjacent Northbourne Avenue, has developed to be one of the larger and more complex Group Centres in the ACT. While it draws primarily from the suburbs of Dickson, Downer, Hackett, Watson and Lyneham, its catchment extends throughout the Inner North and into Gungahlin.

Dickson Group Centre is currently anchored by a Woolworths Supermarket, a McDonalds restaurant, a large Club, several bank branches and two service stations. A range of other specialty shops, restaurants and community uses are present within the Group Centre, including the Dickson Library, health centre and swimming pool complex. Retail and commercial activities within the Group Centre are supported by office development located along Northbourne Avenue. While not located within the Dickson Group Centre boundaries, this office space generates demand for services during business hours.

To the North

Located north of the site across Antill Street is a mix of one and two storey residential dwellings with mature street tree planting.

Figure 5 – Development to the north as viewed from the verge adjoining the subject site.



To the East

Located to the east of the site are community facilities in the form of the Dickson Health Centre and the Dickson Library. Further east, beyond these building are additional health facilities, a surface car park, a church and other commercial facilities.

Figure 6 – Dickson Health Centre located to the east as viewed from the adjacent verge next to the library.



Figure 7 – Dickson Library located to the east as viewed from the Road A shared zone.



To the South

Located south of the site is Dickson Square, the Commonwealth Bank, Woolworths supermarket and McDonalds restaurant. Beyond the Commonwealth Bank is the primary commercial area of Dickson Group Centre with predominantly finer grain retailing and other commercial tenancies.

Figure 8 – Development to the south as viewed from the south eastern corner of the site looking toward Dickson Square and the Commonwealth Bank.



Figure 9 – Development to the south as viewed from the south western corner of the site looking toward McDonalds and the Woolworths supermarket.



To the West

Located to the west of the site on the opposite side of Badham Street, is occupied by a service station and fast food restaurant. Access to both is from Badham Street.

Figure 10 – Development to the west as viewed from the verge adjoining the western boundary of the site looking toward the service station.



3 Details of the Proposal

3.1 Background

A development application for the redevelopment of the site was made in December 2014 and following an application for reconsideration was approved in June 2016. This decision was the subject of a review process before the ACT Civil and Administrative Tribunal (ACAT) and an appeal to the ACT Supreme Court.

Aldi has withdrawn its offer for the second supermarket creating an opportunity for design changes to the development. A new urban design team was engaged to create new concept designs, without a second supermarket.

Coles, North Canberra Community Council (NCCC) and the Downer Community Association (DCA) have reviewed concept designs and agreed key design elements for the development. The parties also agreed to adjourn the Supreme Court proceedings to develop the concept designs and allow Coles to lodge a new development application incorporating the key design elements.

3.2 Design and Siting

The development application proposal seeks approval for the demolition and removal of all existing structures and trees onsite to facilitate the construction of a two to seven storey mixed-use development with 140 residential units, a supermarket and other ground floor retail / commercial tenancies, podium car park, two levels of basement car parking, and other associated onsite and offsite works.

3.3 Detailed Description

Design Response

The development proposal is for a mixed use integrated development bringing together public and private uses. The proposal includes a private communal landscape area, basement parking and retail offerings. A consistent architectural approach has been applied to each strata of building typology, with a strong focus on urban design, pedestrian amenity and circulation at the ground plane. Differentiation is provided to each building typology through variation in material use and application with a focus on the fine grain at the ground level. The use of consistent colour palette across the building delivers a coherent scheme for the site.

The building form is arranged to optimise ground floor activation around all sides of the building. Particular attention has been placed on the character of the southeast corner of the site where a new urban square has been created. The square is generous in its proportions with connections to the existing library, supermarket and retail tenancies in close proximity to the site. The square is designed to facilitate different uses including community events.

For further information refer to the Design Response Report prepared by Turner Studio.

Demolition and construction

It is proposed to demolish all existing on site structures, including the removal of all trees, to facilitate the development.

Works will occur as a single stage across a circa 25 month timeframe. Key milestones within the construction timetable include:-

- Month 0 Fencing of site and commencement of excavations
- Month 23 Opening supermarket and retail components
- Month 26 Full completion

During this time the site will be secured resulting in the temporary loss of public car parking until the basement levels can be opened for access. An Environment Management Concept Plan has been prepared by Sellicks Consultants to show the proposed concept for managing the site during construction of the works. It has been developed in accordance with the requirements of the Environment Protection Guidelines for Construction and Development in the ACT.

The protection measures include the following:

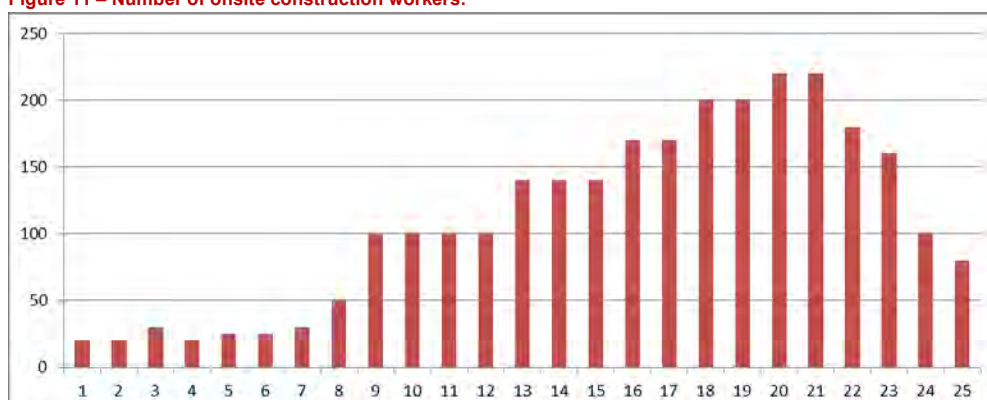
- Maintaining the existing sealed surface until the site is fenced off and ready for excavation.
- Provide stabilised construction entrance and exit.
- Maintain the existing sealed pavement adjacent to the site (Road A) during construction.

The contractor will be responsible for submitting and obtaining approval of the pollution control plans from the EPA prior to commencement of the works.

In order to mitigate the impact of construction contractor parking and the loss of the onsite public car parking, a temporary parking strategy will be developed with the ACT Government and implemented. This strategy will include the restriction of construction contractor parking within the Dickson Group Centre by exploring alternative parking locations outside the Dickson Group Centre until such time as the basement car park is made safe and accessible to construction workers for parking.

The number of construction workers employed on site will vary across the construction timeframe, ranging from approximately 20 people during the first 8 months, rising to a peak of circa 200 people between months 18-22. The peak is associated with final fitout works and is relatively brief, although significant.

Figure 11 – Number of onsite construction workers.



Ground Floor Plane

The ground floor plane will accommodate one supermarket floor plate, specialty retail floor space, and will incorporate vehicular (including service) and pedestrian access to the building.

The delivery of a functional supermarket floor plate and the creation of an appropriate public realm has been the driving influence for this development. Supermarket floor plates must, by requirement, maintain a level surface throughout the trading floor. Recognising the desirability of a seamless interface with the public realm and in particular Road A, the level of the supermarket floor plate has been set by the ground level adjacent the southern boundary. In addition, the ground to ceiling height has been set by supermarket operator requirements.

The main pedestrian access to the supermarket will be via Road A and the New Dickson Square. For patrons and visitors utilising basement parking, access to the ground plane will be via a travelator or via two lifts. The travelator will discharge into the entry adjoining the New Dickson Square that will be recessed from the site boundary to provide continuous public access to the car park on a 24 hour basis, but will be enclosed by sliding doors for security, surveillance and comfort, and to prevent the intrusion of leaves and other debris into the building.

Speciality retail tenancies will sleeve the southern and eastern elevations of the ground floor plane. At present eight (8) tenancies are illustrated in the documentation, with a total area of 1071m². It is anticipated that these will be occupied by a mix of retailers and eateries, with the exact mix yet to be determined. It is also possible that tenancy number and sizes may be adjusted in response to market demands closer to the time of leasing. If required, this will be subject to separate assessment. Public amenities are provided at ground floor level with access from the entry foyer adjoining the New Dickson Square.

Two residential lobbies are provided, one on the north-eastern corner and one on the north-western corner. Both residential lobbies provide an address to Antill Street and are distinct and removed from the retail/ commercial entrances to provide appropriate address. Both residential lobbies will provide dual lift access to the residential floors above. A ramp provides access from Road A to the residential podium car parking floor on Level 1 above.

A shared service area containing a loading dock for the supermarket, retail / commercial residential and waste collection will be located in the northern section of the development. The layout enables delivery vehicles to enter the site from the east in a forward direction, reverse within the loading dock, and then to exit onto Antill Street in a forward direction. The loading dock openings are provided with roller shutters for aesthetics, security, safety and noise attenuation.

Required services are located at ground floor, including a substation, fire booster valve, meter rooms basement air intake and air exhaust areas and fire services. The substation and meter rooms are located along the Antill Street frontage to facilitate access for service providers. Fire stairs will discharge into the public realm at this level.

Level 1

The first floor will accommodate podium car parking, servicing/plant and storage. The parking will consist of 169 residential spaces, 14 accessible spaces, 8 motorbike parking spaces and 23 retail tenant spaces. The remainder of the first floor will provide 140 residential storage units, bicycle parking and residential waste collection points.

Residential waste will be collected adjacent the residential lift cores; waste collected in the collection points will be transferred by hoist to the main waste collection area at ground floor.

Level 2

Level 2 will accommodate one level of residential development, residential communal open space on a podium and some rooftop plant. Residential units are arranged around a single corridor with recessed door entries. The corridor has been provided with a greater level of amenity and interest through the introduction of natural light via a full length window on the western elevation, a centrally located light well and an additional full length window on the eastern end of the corridor.

The residential units on Level 2 are serviced by four lifts provide in two cores in an offset location to the corridor to provide a greater level of interest. These lift cores align with the position of the residential foyers at ground floor. Two sets of fire stairs are also provided at the east and west ends of the floor plate. A third stairwell is provided in the centre of the floor plate; this provides fire egress from upper residential levels to Level 2 from where persons can cross the podium to a separate set of fire stairs discharging at ground floor. A single lift also provides access for residents from the Level 2 to Level 1 (residential parking) and ground floor (retail) and basement parking below.

The communal open space will be landscaped and will include amenities such as a communal entertaining area, artificial grassed area, community gardens and trees and shrubs provided in raised landscape beds. Other residential amenities (such as a gym or swimming pool) have not been provided taking into account the availability of such facilities within the Group Centre.

Roof top plant has been positioned in along the southern and eastern edges of the Level 2 podium to ensure maximum distance from the residential units. All roof top plant will be contained within structures which comply with the maximum height control applicable to this part of the site and will be constructed in accordance with the recommendations made in the Noise Management Plan prepared by Renzo Tonin & Associates.

Levels 3 to 6

Levels 3 to 6 are dedicated to residential uses, and maintain a similar layout as Level 2. The requirements of the Dickson Precinct Code require the delivery of a higher element along Antill Street; these requirements are reflected in the due north orientation of the proposed residential 'building' which sits on top of the podium created by the floors below. The residential building will have long north and south elevations, reflecting the extent of Area C as shown on Figure 1 in the Dickson Precinct Code. Floor plates throughout are stacked, meaning that each floor maintains a consistent layout and number of units.

As like Level 2 residential units are arranged around a single corridor with recessed door entries. The corridor has been provided with a greater level of amenity and interest through the introduction of natural light via a full length window on the western elevation, a centrally located light well and in addition an additional full length window on the eastern end of the corridor. The residential units are serviced by four lifts provide in two cores in an offset location to the corridor. Two sets of fire stairs are also provided at the east and west ends of the floor plate. A third stairwell is provided in the centre of the floor plate to facilitate fire egress from upper residential levels.

Roof Level

The roof level provides access to natural light for the centrally located light well, sky lights for the Level 6 south facing dwellings, area for condenser plant, lift overruns, stair access on the eastern edge and solar panels. All roof top structures are sited in compliance with the maximum building height control for this part of the site.

Basement Levels

Two basement levels are proposed with access and egress to the public car parking via a one way ramp system. The basement car parking will be available for public car parking and will be provided with parking assist technology to assist a more efficient utilisation of the car spaces by directing cars to available car parking spaces rather than circulating the car park. The access ramp is located on land outside the current site boundary, within Road A. The egress ramp is located within the site boundary, adjacent to the Dickson Library buffer zone but not within it.

Subterranean rights for the ramp and below ground level will be acquired by direct sale following the completion of construction and consolidated with the balance of the site. The ACT Government has previously granted in principle approval for the direct sale of additional contiguous land framing the south eastern corner of the site, which was to accommodate basement access and egress ramps. A direct sale application for a modified parcel of contiguous land is to be made to accommodate basement access. At grade improvements to Road A and the portion of the site beyond the top of the basement egress ramp will be constructed and handed back as Territory Assets and therefore maintained as public road. (Refer to Turner Studio Drawing No. 100-301).

Basement levels will integrate a pedestrian circulation spine which will direct foot traffic within the basements towards the travelator and lift core, providing access to the plaza level. Trolley collection points will be provided at the parking aisle ends. Basement levels will accommodate building plant rooms at both levels limited to car park fans, exhaust, rises and fire room. Otherwise unusable areas have been utilised for trolley storage and other retail storage.

Height

The terms of rule 7 of the Dickson Precinct Code, which deals with building height, promotes a broad low level base to the building with a higher but elongated elevation to Antill Street. Territory Plan requirements combined with the functional requirements of supermarket operators (which include maintaining a ground floor location, level access throughout, high internal ceilings and loading dock requirements) and Crown lease requirements to deliver replacement car parks, a minimum number of dwellings, and required car parking for the proposed development, has contributed to the proposed massing arrangements.

The development will present as a two storey development to Road A and most of the Badham Street frontage. These elevations will, at ground floor level, incorporate extensive glazing in accordance with the active frontage requirements and fine grain detail requirements. The podium level car park will be screened with aluminium framed louvres/purlins to provide natural ventilation. The louvres/purlins will be set above the awning which will extend out from and wrap around the southern, western and the eastern façades. The 3m wide awning maintains different heights above ground floor level, with both vertical and graduated changes in height. However it will present as a single continuous feature, visually linking these three elevations.

The development will present as a seven storey building to Antill Street, constituting five residential levels above the podium carpark and the ground floor commercial level. The ground level northern façade to Antill Street will be broken up by the residential lobbies, vertical landscaped walls over face brick, glazing for the supermarket, roller doors for the loading dock entrance and exit points, and integrated utility service cabinets. A single course of aluminium louvres/purlins framed above the loading area and residential lobbies will wrap around the eastern and western elevations.

The residential elevation fronting Antill Street will be finished with balconies, glazing and a varied treatment to reduce the appearance of an extensive building facade. Eastern and western elevations to the residential building will be finished with a combination of facebrick, cement render, aluminium cladding, metal balustrades and fenestration. The western elevation also integrates the external wall to the adjacent residential core.

Setbacks

Based on the Site Plan prepared by Turner Studio, the proposed building is setback from its boundaries as follows:

Northern (Antill Street) – 0m (Built to boundary)

Eastern (Road A) – 0-8.5m

Southern (Road A) – 1.7m-18m

Western (Badham Street) – 0m (Built to boundary)

Gross Floor Area

Based on the Area Plans prepared by Turner Studio, the gross floor area (GFA) for the development proposal consists of the following:

Residential – 12,383m²

Commercial/Retail – 4,987m²

Services/loading/waste – 2,481m²

Total GFA – 19,851m²

The combined gross floor area of all buildings erected on the land does not exceed 32,000m²

Residential Units

A total of 140 residential units are proposed comprising:

- Studio – 7 units (5%)
- One bed – 63 units (45%)
- Two bed – 55 units (39.3%)
- Three bed – 15 units (10.7%)

Fourteen (14) of the residential units (9 two beds and 5 three beds) are designed to meet the adaptable housing requirements.

Landscaping

The public domain design seeks to offer a high quality civic space through an improved landscape and urban furniture treatment while connecting in with the surrounding retail precinct. The connectivity is further improved through a pedestrian priority shared zone connecting the civic plaza, Woolworths and Dickson Library. The plaza will be complemented with an open awning that will be trailed with climbers enhancing the civic nature of the plaza while maximising sun through the winter months.

There are 3 key streets that border the site, Antill Street, Badham Street and the unnamed road known as Road A. These streets will be upgraded and enhanced through high quality landscape and urban furniture. The street tree planting for all streets will be an appropriate scale in relation to the road reserve width.

ANTILL STREET

Antill Street will be upgraded to embrace the avenue nature of the street. The street will be planted with *Quercus* species to match the existing character across the road. The Antill building frontage will be softened through a combination of lush understorey mix and a combination of climbers from ground level and cascading plants from the parapet level above to achieve the appropriate greening of the facade.

BADHAM STREET

The existing London Plane trees along Badham Street create a strong street tree character that should be recognised. The design will embrace this character through matching the species and updating the landscape quality through a strong understory species. Urban furniture will be co-located with the planter beds creating breakout space along this frontage.

ROAD A SHARED STREET

Road A will consist of a pedestrian priority shared zone increasing pedestrian movement and connectivity between the existing retail and the new development including public car park. A combination of fixed and movable furniture creates an open flexible space while maintaining connections with the surrounding building and precinct. The planting and furniture have been strategically placed to promote free flowing movement while maintaining sight lines and promoting slow streets.

For further information refer to the Landscape Report and associated plans prepared by Turf Design Studios for the project.

Materials and Finishes

The material selection includes dry pressed face brick, off form concrete, mid and dark coloured cement render, aluminium powder coated cladding, timber cladding, aluminium louvers and metal balustrades. Materials selections are designed to weather gracefully and to be durable and simple to maintain. The colour palette is refined and consistent across the different typologies with bold accents to aid visual identity.

Figure 12 – Antill Street view of residential tower and ground floor lobby.



For further information refer to the Materials and Finishes Plan prepared by Turner Studio.

Pedestrian Access

Gently graded pathways will provide accessibility for all age groups and degrees of mobility; ensuring that users can access site amenities comfortably. All ground surfaces and stairways have been designed in accordance with AS1428. Additionally the pedestrian footpaths provided on the perimeter of the development will maintain a minimum unobstructed width of 4m.

The frontage treatment along Antill Street and the access point for the podium carpark provides continuous pedestrian footpaths across all cross-over points. Driveways to basement parking and loading zones should be terminated at the building line as simple crossovers with footpath treatments and finishes between the building line and kerb line extending through.

Transport, vehicular access and parking

The site has limited opportunity for vehicular access to the site. Reticulated truck access to the loading area for the supermarket and other specialty shops, and waste management is confined to Antill Street. This access arrangement is reflected in Rule R23 of the Dickson Precinct Code. Access to the car parking provided on Block 21 Section 30 Dickson is required from Road A.

The development provides a one way ramp access to the two level basement car park from Road A approaching from Badham Street. A one way egress ramp is provided on Road A within the site boundary and adjacent to the Dickson Library. The basement provides 237 replacement public car parking spaces in addition to parking as required for the proposed commercial development on the site. A separate two way ramp provides access to the level 1 podium car park which is located on the eastern frontage. This car park is restricted to residents of the 140 apartments and a limited number of retail tenants. In addition, three short term layby spaces are located within Road A immediately adjacent to the square.

For further information refer to the Traffic Impact and Parking Assessment prepared by Northrop Engineers.

Waste Management

The layout of the loading dock as designed complies for the requirement of the Territory Waste Development Code by providing for forward entry and forward exit movements from Antill Street with all manoeuvring occurring within the site. The loading dock has been designed to permit the ACT Government Contractor's waste and recycling vehicles to access and egress from the waste enclosure when the adjoining Coles loading bay is occupied by a 19m semi-trailer. Additionally, waste hoppers can be emptied into the collection vehicle without impeding access of Coles delivery trucks to the loading bays.

Residential and commercial waste collection will occur within the shared service area, adjacent to the loading dock. Residential and commercial waste streams will be collected separately. While residential waste collection will be managed by the Territory, commercial waste collection will be managed by the supermarket operator and specialty retail tenants. Consequently commercial waste collection will be scheduled to avoid clashes with residential collections. Like the loading dock, the waste collection layout enables vehicles to enter and exit the site in a forward manner.

For further information refer to the Waste Management Plan prepared by Sellick Consultants.

Infrastructure Servicing and WSUD

The development application proposes a range of improvements to local servicing, utilities and road networks, sufficient to accommodate the proposed development. These include improvements to the local sewer, stormwater, electrical and gas networks. These proposals have been the subject of prior entity circulation.

Water Sensitive Urban Design (WSUD) outcomes will be achieved through the use of water efficient fixtures, the delivery of a below ground extended storage detention tank with slow release, and a stormwater quality improvement device to receive inflow from residential roofed areas, and level 2 podium areas (both paved and landscaped). Landscaping will be structured to direct run off to garden beds where possible and will incorporate pervious pavements and/or infiltration drainage systems as necessary to achieve performance outcomes as defined by the music modelling. Water collected in the stormwater detention tank will be used for irrigation purposes.

For further information on the WSUD measures refer to the hydraulic services plans prepared by THCS.

Offsite works

Offsite works to be undertaken by the developer for this project include the following:

- Construction of reinforced concrete driveway to Loading Dock;
- Widen Antill Street approximately 700mm into existing median;
- Modified signalised intersection arrangement with Antill Street;
- Non-signalised intersection arrangement with Dickson Place (Road A) and (Road B);
- Construction of shared zone arrangements on Road A;
- Modify concrete driveways from Road A to McDonalds (Block 24 Section 30 Dickson);
- Interface landscaping;
- Connections to the existing stormwater, water and sewer services adjacent to the site.

For further information refer to the Civil Engineering drawings prepared by Sellick Consultants.

4 Statutory Planning Framework

4.1 Planning and Land Management Act 1988

In accordance with Section 4 of the *Planning and Land Management Act 1988*, the Territory Plan cannot be inconsistent with the National Capital Plan. The development is located outside the locations identified in the National Capital Plan and has therefore been considered against the relevant Territory Plan provisions.

4.2 Planning and Development Act 2007

This planning assessment has been prepared with consideration of the requirements under Part 7.2 of the *Planning and Development Act 2007*. As per the Commercial CZ1 Core Zone development table the development proposal is an assessable development in the Merit Track.

4.3 Territory Plan 2008

The proposed development is identified under the jurisdiction of the ACT Government and beholden to the relevant rules and criteria of the Territory Plan. For statutory compliance purposes, the design and siting principles informing the proposal must derive from the Territory Plan.

This section identifies the key development principles imposed on the development, distilled from the Territory Plan and adopted planning policy. These have been identified using an 'outcomes based' approach to planning.

4.4 Town Planning Details

Local Government Area and Planning Scheme

ACT Government – ACT Territory Plan 2008

Principal Land Use Zoning

Commercial CZ1 Core Zone (CZ1 Core Zone)

Precinct Code

Dickson Precinct Map and Code

Zone Development Code

Commercial Zones Development Code

Multi-unit Housing Development Code

General Codes

- Parking and Vehicular Access General Code
- Access and Mobility General Code
- Crime Prevention Through Environmental Design General Code
- Bicycle Parking General Code
- WaterWays: Water Sensitive Urban Design General Code

4.5 CZ1 Core Zone Objectives

In deciding a development application for a development proposal in the merit track, the decision-maker must consider, in accordance with S120(a) of the *Planning and Development Act 2007*, the objectives for the zone in which the development is proposed to take place.

This development is compliant each CZ1- Core zone objective as follows:

- a) This development adds to the mix of predominantly commercial land uses and will contribute to a diverse and active character
- b) This development expands the range of conveniently located retail and service outlets for the Dickson Group Centre
- c) This mixed use development with a combination of residential and commercial uses will promote vibrant, interesting and lively street frontages including during evenings and weekends
- d) The development will replace an existing surface car park with an attractive, safe pedestrian environment that will have ready access to public transport
- e) The development will enhance the standard of urban design in the core zone of the Dickson Group Centre through the use of sustainable design and materials. The development ensures that buildings will retain a high level of design consistency and compatibility.
- f) The commercial and residential uses provide opportunities for business investment and employment
- g) The development will maintain and enhance environmental amenity
- h) The development will promote the establishment of cultural and community identity that is representative of, and appropriate to, the place

4.6 Dickson Precinct Code

The Dickson Precinct Map and Code is current as at 21 June 2013. This Precinct Code contains a Desired Character that applies to the Dickson Group Centre shown as RC1 in the Dickson Precinct Map.

This development is compliant with the relevant statements of desired character for Dickson Group Centre as the development will:

- a) be a vibrant mixed use development.
- b) provide reasonable solar access to active public spaces within the core area.
- c) have high quality finishes, including face brick, powder coated aluminium cladding, and timber cladding, to create interesting and articulated building facades.
- d) provide active uses along the main pedestrian frontage.
- e) provide smaller shops, creating a fine grained built form and scale, along the main pedestrian frontage.
- f) provide building setbacks that are generally consistent, with indents to provide interest and active uses
- g) retain the open character of the Dickson Group Centre, and
- h) contribute to the amenity of the Group Centre by providing landscaping around the perimeter of the development and on the Level 2 podium.

4.7 Statement against Criteria

An assessment of the development proposal against the relevant provisions of the following codes is provided in the Statement against Criteria prepared by Knight Frank Town Planning:

- Dickson Precinct Map and Code
- Commercial Zones Development Code
- Multi-unit Housing Development Code
- Parking and Vehicular Access General Code
- Access and Mobility General Code
- Crime Prevention Through Environmental Design General Code
- Bicycle Parking General Code
- WaterWays: Water Sensitive Urban Design General Code

5 Conclusion

This development application seeks approval for the demolition and removal of all existing structures and trees on Block 21 Section 30 Dickson to facilitate the construction of a two to seven storey mixed-use development with 140 residential units, a supermarket and other retail / commercial ground floor tenancies, podium car park, two levels of basement car parking, and other associated onsite and offsite works.

This report and accompanying Statement against Criteria describes the proposal and considers it within the context of the existing site, surrounds, and relevant Territory Plan controls.

The purpose of this report is to provide further context and information of the proposed development and support the development application documentation.

APPENDIX A
LETTER & AGENCY MINUTE – DEVELOPMENT PLAN – LODGEMENT OF DA



ACT

Government

Environment and Planning

Mr Aaron Oshyer
Manager - ACT
Knight Frank
PO Box 248
Civic Square ACT 2608

Dear Aaron,

SUBJECT: Dickson Section 30 Block 21 - Development Plan – Lodgement of DA

I confirm that the Development Plan received responses from all relevant Government agencies included in the circulation of 15 November 2018, and the Planning Delivery Division advised that:

The Development Plan is acceptable for lodgement as a Development Application.

A copy of a Minute addressed to Mr Brett Phillips, Executive Director (Planning Delivery Division) from the Estate Manager is provided certifying that the Development Plan may be submitted as a formal Development Application. The purpose of this Minute is to accompany the Development Application to ensure that circulation to Government is not repeated

Kind Regards,

Bob Taylor

Estate Manager

Deed Management Unit

Environment, Planning and Sustainable Development Directorate

11 December 2018



ACT

Government

Environment and Planning

MINUTE

Mr Brett Phillips
Planning Delivery Division

Dickson Section 30 Block 21

I refer to the above DA lodged on the above parcel of land.

I confirm that:

1. this development is subject to a Deed of Agreement and is subject to public notification.
2. it has been circulated to all relevant agencies within Government and a whole of government response has been received.

Details of the circulation and agency comments are available for perusal in our project files. Details of circulation times and response times are also available in the unit database.

It is recommended that the Development Plan be accepted as a Development Application and the documents accompanying the original circulations to the agencies be retained as supporting information only.

Please ensure that one copy of the stamped approved plan is returned to Deed Management for their records and at least one copy is delivered to the Developer.

Bob Taylor
Estate Manager
Deed Management Unit
Planning Delivery Division
Environment, Planning and Sustainable Development Directorate

11 December 2018

**APPENDIX B
RESPONSE TO AGENCY COMMENTS**

CONSOLIDATED COMMENTS – CIVIL RESPONSE
Dickson Section 30 Block 21 – ESTATE DEVELOPMENT PLAN
EDP CIRCULATION 1 – 15 November 2018

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
<p>Deed Management</p>	<p>Suggest pulling back the consequent lease boundary to the building face at ground level and up all the way around road A to return this area to public realm. The additional basement under Road A could be stratum with only the ramp exit/entrance unlimited in height.</p> <p>Dwg No C031 Rev 3 - The conflict in service and waste vehicle movements in Road A and entering the McDonalds need to be resolved, particular reversing movements.</p>	<p>CGPD’s development proposal is consistent with the permitted use of the land, which includes pedestrian plaza.</p> <p>Please see Turner Studio Drawing No DA-100-301 in relation to proposed additional land acquisition and land proposed to be handed back to the Territory.</p> <p>Please refer to section 7.2 and Appendix A of the Traffic Impact Assessment prepared by Northrop Consulting Engineers.</p>
<p>ACT Heritage Jennifer O’Connell</p>	<p>1. Water Main Installation</p> <p>Management measures are required to ensure that the proposed installation of a new watermain along the western boundary of Block 13 does not destabilise the footings of the Dickson Library, or result in accidental damage to building fabric of heritage significance. Details of these measures should be included as part of any future Development Application; and also in the project’s Construction Environmental Management Plan.</p> <p>2. Traffic sign installation.</p> <p>Further information on the location, installation and size of temporary and permanent traffic signs within Block 13 is required; which should be included as part of any future Development Application. Further information on the duration of temporary signage installation should also be provided.</p> <p>If required, management measures may also need to be adopted to ensure that new signs do not obstruct appreciation of the Dickson Library within its registered heritage setting (Block 13); details of which should be included as part of any future Development Application.</p>	<p>Sellicks Consultants advise this will not be an issue given distance of water main from building and relative shallowness of this service installation.</p> <p>Please refer to note on Sellick Consulting drawing no UT 0521 (Master Plan) - “Install water main ensuring Dickson Library structure is not undermined”.</p> <p>Please refer to Sellick Consultants drawings:</p> <ul style="list-style-type: none"> • No TM 0701 for Site establishment, construction access and TTM plan (showing proposed temporary signage) • No AL 0121 for roads detail plan (showing proposed permanent street signage)

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
	<p>3. Proposed Plantings</p> <p>Management measures are required to ensure that the plantings proposed adjacent to Block 13 do not damage building fabric of heritage significance, do not affect the health of original plantings and do not obstruct the appreciation of the Dickson Library from within its registered heritage setting (Block 13). As noted above, Japanese zelkova tree canopies can grow to 18 metres; and these trees are proposed approximately 8 metres from Dickson Library building. Holly Oak tree canopies can also grow up to 15 metres, and such a planting is proposed approximately 12 metres from the Dickson Library building and approximately 8 metres from an original planting (a Malus Crab Apple). At maturity, these plantings may damage building fabric of heritage significance and an original planting; and also have the potential to obstruct appreciation of the Dickson Library within its registered heritage setting (Block 13).</p> <p>Measures to describe how these potential impacts will be managed should be included in any future Development Application. Alternatively, the Ground Level Landscape Plan could be reviewed to ensure appropriate species selection and placement for any plantings in the vicinity of Block 13.</p>	<p>Blocking views to the Dickson library is not desirable. The landscape architect, Turf Design Studio has selected species with the aim of preserving and accentuating the heritage listed Dickson Library. It is proposed that the chosen species of Japanese zelkova are crown lifted to a minimum 3.5m high in order to preserve existing views. This will provide clear sightlines and also accentuate the Dickson Library with seasonal colour and clear views through the canopy during the trees deciduous periods. This has been notated in the landscape report.</p>
<p>City Renewal Authority Andy Sharp</p>	<p><u>Integrated traffic and landscape plan.</u> The current plan lacks this level of integrated thinking, essentially prioritising vehicles over pedestrian amenity.</p> <p>The East-West pedestrian connection along Road A, via Badham Street and Woolley Street, remains the primary active travel connection to businesses in Challis Street, the bus interchange and light rail. As such every effort should be made for tree lined verges with widened footpaths on both sides of Road A. The CRA is not supportive of reducing any verge or footpath from their current width and the proponent is to ensure the footpath adjacent</p>	<p>Please refer to:</p> <ul style="list-style-type: none"> ● Sellick Consultants drawing no GN003 (Development Plan) which shows the off-site works, intersection design and landscaping; and ● Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan) for more detail around landscaping treatments. <p>CGPD has maintained the existing kerb line to the southern side of Road A (fronting McDonalds), except on the southern corner of Badham Street and Road A to ensure appropriate clearances to vehicles and pedestrians due to the widening of the northern verge.</p> <p>Please see Sellick Consultants drawing no GN003 (Development</p>

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
	<p>Woolworths is not compromised.</p> <p>The configuration of the intersection of Road A with Road B together with the carpark exit ramp should be re-assessed to ensure greater pedestrian safety. Our own assessment indicates that it is possible to reconfigure this intersection to provide a wider pedestrian verge with space for street trees along the Coles frontage ensuring a continuous shade canopy.</p> <p>The frontage treatment along Antill Street must have continuous pedestrian footpaths across all entry/ cross-over-points. Driveways to basement parking and loading zones should be terminated at the building line as simple crossovers with footpath treatments and finishes between the building line and kerb line extending through as the precedent surface. This approach is considered to be best practice and the current design is therefore sub-optimal.</p> <p>The intersection design of Antill Street with Badham Street and Road B should be rationalised by removing the current slip lanes for a more direct and safer crossing experience for pedestrians and cyclists. The design should encourage a reduced speed environment by providing the tightest intersection radii; possible signalling to drivers they are entering a pedestrian priority public space. The current concept proposal is sub-optimal in this respect.</p>	<p>Plan) which shows the widening of the northern corner and the modification to the southern corner. The pedestrian pathway on both corners is a minimum of 4m width.</p> <p>The pathways in front of McDonalds could be widened but would require the removal of landscape bed in front of the McDonalds.</p> <p>Please refer to the following sections of the Traffic Impact Assessment prepared by Northrop Consulting Engineers:</p> <ul style="list-style-type: none"> • section 6.0 (Intersection treatment – Road A and Road B) • section 9.1 (Pedestrian safety – exit ramp) <p>We note that this frontage has minimum 4 metre wide pedestrian pathways, shaded by 3m continuous awnings.</p> <p>Please refer to:</p> <ul style="list-style-type: none"> • Turner Studio drawing no DA-110-009 (Ground Floor Plan); • Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan); and • Sellick Consultants drawing no PV-0301 (Pavement Plan), showing continuous pedestrian footpaths across all entry / cross-over points and driveways to basement parking and loading zones should be terminated at the building line. <p>Please refer to:</p> <ul style="list-style-type: none"> • section 5.4.3 (Northrop Report) of the Traffic Impact Assessment prepared by Northrop Consulting Engineers; and • Sellick Consultants drawing no AL-0101 (Road Hierarchy and Traffic Analysis Plan).

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
<p>Emergency Services Agency David Inskeep</p>	<p>ACTF&R requires further information</p> <p>The laneway that joins Badham St to Antill St and runs in between the existing supermarket and the proposed development is considered a rear laneway and therefore requires the associated water and access requirements. Currently spacing between hydrants is far in excess of those required.</p> <p>Confirmation is also sought that surface loadings and sufficient clearances are provided for this laneway as per the access requirements below.</p>	<p>The laneway ends at the basement entry and a shared zone commences thereafter. The shared zone is not a rear laneway.</p> <p>The requirement for fire hydrants is addressed below.</p> <p>The requirement for surface loadings and clearances is addressed below.</p>
	<p>Fire Station Response Area</p> <p>The location of the proposed development indicates that ACTF&R will be able to provide operational response to the area and its surrounds.</p>	<p>Ability for the ACTF&R to respond is noted</p>
	<p>Water Supplies</p> <p><i>Buildings greater than 3 stories</i> are considered to be higher risk residential areas and classified fire risk type F4 for water supply. The proponents are to seek clarification from ICON Water to determine the adequacy of existing infrastructure, including hydrant spacing, for the proposed development.</p> <p><u>Rear lanes and unit complexes</u></p> <p>Due to the likelihood of fires occurring within rear lanes and unit complexes, and the inability to access hydrants from the street front, ACTF&R policy require hydrant provision for rear lanes and unit complexes consistent with the fire risk classification of the development.</p> <p>The location of feed hydrants in rear lanes and unit complexes must comply with Australian Standard 2149.1-2005 section 3.2.2.2.</p>	<p>Icon Standards state that for Fire category F4, hydrants are to be spaced at 60m max cts with a minimum firefighting flow of 60L/s.</p> <p>New water main required to achieve this. Sellick Consultants to formally confirm this with Icon Water.</p> <p>Please refer to note on Sellick Consulting drawing no UT 0521 (Water Master Plan) - "Install new hydrant over existing main works by Icon Water at contractors expense".</p> <p>Access between the development and existing supermarket does not fall clearly into the rear lane or shared zone categories listed in. Table 2A of EDC.</p>
	<p>Fire Brigade Access</p> <p><u>Pumper:</u></p> <p>All roads and driveways for the development site are to be suitably constructed to allow the access and egress of fire fighting vehicles, crews and equipment.</p>	<p>Forward circulation around perimeter of development provided.</p> <p>Please refer to drawings C050 (Bronto (Fire Truck) and C051 (12.5 heavy rigid vehicle) in Appendix A (Swept Path Analysis) of the</p>

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
	<p>ACTF&R pumpers require a minimum turning circle of 18 metres and weigh 14 tonnes. The dimensions of an ACTF&R urban pumper is 2.5m wide, 8.1m long and 3.2m high.</p> <p>Paths of travel that traverse over or are in close proximity to basement surfaces or water retention pits require pavement loading suitable for ACTF&R emergency vehicle access/ egress.</p>	<p>Traffic Impact Assessment prepared by Northrop Consulting Engineers.</p> <p>Pavement loading suitable for ACTF&R emergency vehicle access/ egress will be provided where in close proximity to basement surfaces.</p>
	<p><u>ACTF&R Access Requirements for Rear Lanes and Unit Complexes:</u></p> <p>It is recommended that driveway access and rear lanes be constructed to provide vehicular access for emergency services in all developments where direct access is not available from the street front. This is particularly important where garaging and rubbish services etc are intended to be provided within a complex or at the rear of properties.</p> <p>Minimum access standards for unit complexes and rear lanes intended to be trafficable for emergency vehicles are to be in line with the rear lane requirements of Estate Development Code, Table 2A: <i>Street network requirements – all estates except in industrial zones, where:</i></p> <ul style="list-style-type: none"> • Minimum carriageway width of 5.5m (5.0m where the land is <60m in length), with verge of 1.5m; • Pavement loading for driveways suitable to carry a 14 tonne appliance; • Minimum horizontal radius to accommodate a 12.5m single unit truck; • The carriageway width measurement is not to include any designated car parking spaces, cycling lanes, indented car parking bays or medians; • Maximum longitudinal gradient of 12.5%; and • On street parking is prohibited. 	<p>Access between the development and existing supermarket does not fall clearly into the rear lane or shared zone categories listed in Table 2A of EDC.</p> <p>Forward circulation around perimeter of development is provided.</p>
	<p><u>ACTF&R Access requirements for building greater than 3 storeys</u></p> <p>Where buildings are greater than 3 stories high, the “Bronto Skylift” aerial appliance may be required to access the upper levels in an emergency.</p> <p>When set up, the Bronto Skylift requires a working footprint of 12m x 6.5m</p>	<p>It is expected that the Bronto Skylift will service the site from Antill Street to be closest to the upper levels of the development. This provides adequate area for siting of the fire appliance.</p>

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
	<p>with a maximum gradient of 6 degrees and should not be further than 15m from the building wall. Potential point loads up to 21 tonnes (within surface area of 0.7m2) may be applied by the ground pads, and must be taken into account for pavement loading and particular care take when in close proximity to basement or podium surfaces.</p>	
	<p>Street Furniture, Landscaping and Tree Planting ACTF&R has the following requirements in relation to the location of street furniture, landscaping, existing trees and tree planting.</p>	<p>CGPD and its consultants intend to meet with TCCS and City Renewal Authority to work on this selection detail.</p>
<p>Strategic Planning Division Helena Seagrrott</p>	<p><u>Site Analysis</u></p> <ul style="list-style-type: none"> Proposed development responds positively to the surrounding context and streetscape. <p>Response: Meets objectives.</p> <p>It is considered that the proposal responds positively to the surrounding context and streetscape.</p> <p><u>Mixed Use</u></p> <ul style="list-style-type: none"> Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement. Residential levels of the building are integrated with the development, and safety and amenity is maximised for residents. <p>Response: Meets objectives though the following should be considered at DA stage.</p> <p>It is considered that the proposal provides ample active frontages considering the constraints faced by the site and development. It is worth considering at the DA stage that there be a requirement made to ensure the windows on Antill Street looking into Coles be required to remain transparent i.e. no stickers, curtains or signage on these windows. Shelves and refrigeration should also not be allowed to be put in front of these windows.</p>	<p>Positive response to context is noted.</p> <p>The comment that the development meets the objectives for mixed use development is noted. The window treatment to Antill Street can be addressed further during the DA stage if required.</p>

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
	<p><u>Orientation, solar and daylight access</u></p> <ul style="list-style-type: none"> • <i>Overshadowing of neighbouring properties is minimised during mid-winter.</i> • <i>Building types and layouts respond to the streetscape and site while optimising solar access within the development.</i> • <i>Optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.</i> • <i>Incorporate shading to habitable rooms and balconies and mitigate impacts of glare onto the public domain and neighbouring dwellings.</i> <p>Response: N/A at EDP stage.</p> <p><u>Orientation, solar and daylight access</u></p> <ul style="list-style-type: none"> • <i>Overshadowing of neighbouring properties is minimised during mid-winter.</i> • <i>Building types and layouts respond to the streetscape and site while optimising solar access within the development.</i> • <i>Optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.</i> • <i>Incorporate shading to habitable rooms and balconies and mitigate impacts of glare onto the public domain and neighbouring dwellings.</i> <p>Response: N/A at EDP stage.</p> <p><u>Building Separation and Visual Privacy</u></p> <ul style="list-style-type: none"> • <i>Building separation enhances amenity of habitable rooms.</i> • <i>Site and building design elements Increase privacy without compromising access to light and air, and balance outlook and views from habitable rooms and private open space.</i> • <i>Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal</i> 	<p>To be considered at DA stage.</p> <p>To be considered at DA stage.</p> <p>To be considered at DA stage.</p>

AGENCY	AGENCY COMMENTS	CGPD RESPONSE
	<p><i>visual privacy.</i></p> <p>Response: N/A at EDP stage.</p> <p><u>Facades and Awnings</u></p> <ul style="list-style-type: none"> ● <i>Building facades provide visual interest along the street while respecting the character of the local area and streetscape.</i> ● <i>Building functions are expressed by the façade.</i> ● <i>Awnings are well located, are complementary, and integrate with the building design.</i> <p>Response: Largely meets objectives but there is scope for a rethink to make improvements.</p> <p>While this is an assessment of an EDP it is noted that the plans provided show significant improvements in regards to facades. It is also noted that while resolution of facades has improved there is still scope to increase the variation at the apartment levels on the Antill Street</p> <p><u>Apartment Mix</u></p> <ul style="list-style-type: none"> ● <i>Distribute a range of apartment types and sizes to suitable locations across the building.</i> <p>Response: N/A at EDP stage.</p> <p><u>Apartment Size and Layout</u></p> <ul style="list-style-type: none"> ● <i>Maximise the environmental performance of the apartment.</i> ● <i>Layouts are functional with a high standard of amenity.</i> ● <i>Layouts accommodate a variety of household activities and needs.</i> <p>Response: N/A at EDP stage.</p> <p><u>Ceiling Heights</u></p> <ul style="list-style-type: none"> ● <i>Ceiling height achieves sufficient natural ventilation and daylight access</i> 	<p>Please see updated Turner Studio architectural drawings.</p> <p>To be considered at DA stage. A range of apartment types and sizes are provided.</p> <p>To be considered at DA stage.</p> <p>To be considered at DA stage.</p>

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	<p><i>(ideally the floor to ceiling height for an apartment should be a minimum 2.7m).</i></p> <ul style="list-style-type: none"> • <i>Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms.</i> <p>Response: N/A at EDP stage.</p> <p><u>Internal Networks</u></p> <ul style="list-style-type: none"> • <i>Large sites provide internal links and through connections to streets and destinations</i> • <i>Internal networks are designed to offer respite and opportunities to stay within the space.</i> <p>Response: N/A at EDP stage, though does meet objectives.</p> <p><u>Ground Floor</u></p> <ul style="list-style-type: none"> • <i>Maximise street frontage activity.</i> <p>Response: Meets objectives.</p> <p>It is considered that the proposal provides ample active frontages considering the constraints faced by the site and development.</p> <p><u>Circulation Spaces, Internal Networks and Acoustic Privacy</u></p> <ul style="list-style-type: none"> • <i>Communal circulation spaces and internal networks enhance amenity and properly service the number of occupants.</i> • <i>Acoustic privacy is maintained between uses and apartments.</i> <p>Response: Rethink for improvement.</p> <ul style="list-style-type: none"> • The long corridor on each residential level providing access to the residential apartments is considered an undesirable outcome. This corridor should be reconsidered to include articulation. A possible design solutions may include introducing foyer areas with windows and spaces for seating. 	<p>To be considered at DA stage.</p> <p>The acknowledgement of the provision of ample active frontages is noted.</p> <p>Please refer to Turner Studio drawings DA110-011 (Level 02) and DA1100-012 (Level 03-05 Typical) and DA110-013 (Level 6) showing the addition of a centrally located light well.</p> <p>The corridor has been provided with a greater level of amenity and interest through the introduction of natural light via a full length window on the western elevation, a centrally located light well and in addition an additional full length window on the eastern end of the corridor.</p>

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	<p><u>Public Domain Interface</u></p> <ul style="list-style-type: none"> • <i>Transition between private and public domain is achieved without compromising safety and security, particularly at the lower levels of the building.</i> • <i>Amenity of the public domain is retained and enhanced (considering overshadowing, bulk and scale of the proposal and any off-site works).</i> <p>Response: Meets objectives.</p> <p><u>Pedestrian Access and Entries, Circulation and Common Spaces</u></p> <ul style="list-style-type: none"> • <i>Entries and pathways are accessible and easy to identify.</i> • <i>Building entries and pedestrian access connect to and address the public domain.</i> • <i>Large sites provide pedestrian links for access to streets and connection to destinations.</i> • <i>Common circulation and communal spaces promote safety and provide for social interaction between residents.</i> <p>Response: Rethink for improvement.</p> <ul style="list-style-type: none"> • The traveller providing access to ground level from the basement is proposed to surface within the airlock directly outside the Coles entrance. It is recommended that the applicant redesign so that the traveller surfaces in the public realm so that it provides equal access to both Woolworths and Coles. <ul style="list-style-type: none"> • The southern verge to Road A (along Block 24 Section 30 – McDonalds Frontage) seems to be impacted by the changes to Road A. This should 	<p>The acknowledgement of meeting the public domain interface objectives is noted.</p> <p>There have been a number of considerations in locating the travellers:</p> <ul style="list-style-type: none"> • the vehicular ramps within Road A, which are located due to traffic considerations on the southern side of the development. <p>The travellers logistically need to be on the northern side of the vehicular ramps;</p> <ul style="list-style-type: none"> • the desire to maximise the pedestrian amenity through the New Dickson Square by the creation of the shared zone; • the desire to locate the traveller within the basement as centrally as possible to ensure the distances from the furthest parked vehicle to the traveller is within 90 metres; • the desire to enclose the traveller from the weather elements, leaves and dirt to ensure continued operation and minimise maintenance issues; and • to locate the traveller in a secure location, where there is good lighting and security. <p>Consideration given to ensuring the traveller services the wider Dickson Group Centre by delivering pedestrians at the entry to the New Dickson Square in a glass entry (with high void) with good visibility to the Dickson Library, Dickson Square and Woolworths.</p> <p>CGPD has maintained the existing kerb line to the southern side of Road A (fronting McDonalds), except on the southern corner of</p>

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	<p>be confirmed through the provision of additional information. Based on the drawings submitted, the southern Road A verge is reduced in width by the changes to Road A identified in the development plan including the incorporation of a basement entrance within the carriageway). It is recommended that the width of the existing verge be maintained (at a minimum) and that the development plan be adjusted to ensure this. This verge is an important part of the east west pedestrian connection that runs through Dickson from Northbourne Avenue to Cowper Street and is identified in the Dickson Group Centre Master Plan 2011. Further information is requested to ensure this pedestrian spine is protected.</p> <p><u>Communal and Public Open Spaces, including safety</u></p> <ul style="list-style-type: none"> • <i>Provide an adequate area of communal open space to enhance residential amenity and to promote opportunities for landscaping and socialisation of residents and visitors.</i> • <i>Design public open space that is responsive to the existing pattern and uses of the neighbourhood.</i> • <i>Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting for both day and night time usage.</i> • <i>Integrate public safety measures and vehicle bollards around main thoroughfares, entries and exits into the overall facade design.</i> <p>Response: Meets objectives.</p> <p>There is considerable open space provided on level 2.</p> <p><u>Vehicle Access</u></p> <p><i>Design and locate vehicle access points to maximise safety, minimise conflicts between pedestrians, cyclists and vehicles and create high quality streetscapes.</i></p> <p>Response: Largely meets objectives; a rethink is required to one aspect of the development plan and comments and options for improvement are</p>	<p>Badham Street and Road A to ensure appropriate clearances to vehicles and pedestrians due to the widening of the northern verge.</p> <p>Please see Sellick Consultants drawing no GN003 (Development Plan) which shows the widening of the northern corner and the modification to the southern corner. The pedestrian pathway on both corners is a minimum of 4m width.</p> <p>The pathways in front of McDonalds could be widened but would require the removal of landscape bed in front of the McDonalds.</p> <p>The acknowledgement of meeting the objectives for communal and public open spaces is noted.</p>

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	<p>offered.</p> <p>The development plan demonstrates a considered response to the complex access requirements to this mixed use building. A number of positive aspects are worth noting:</p> <ul style="list-style-type: none"> • Vehicular access along Road A is maintained and will be a slow speed pedestrian priority design with an exit north to Road B, this is positive. • The retail basement entry ramp located on the southern edge of the building located within the road carriageway does impose a barrier for pedestrians to freely cross the street however it is located sufficiently west to reduce the impact on the most important Dickson Square space and building entrances corner. Although the ramp and its balustrade is an imposition, the location is considered appropriate given the site constraints. • The retail basement exit on the northern segment of Road A is positioned outside of the Dickson Library buffer space and is integrated well with the Road A shared zone. • The residential parking entry and exit podium ramp is separated from the retail parking and accessed from the Road A and B intersection at the north east corner of the site. • Antill Street entrance and exit driveways to and from the loading dock are a significant impact to the continuity of the pedestrian footpath (used by both peds and cyclists). It is recommended that the pavement specification be modified to be consistent with the treatment of the footpath pavement where the footpath crossed the driveway. This will be a physical representation indicating pedestrian priority at this location. 	<p>Acknowledged and agreed.</p> <p>Acknowledged and agreed.</p> <p>Acknowledged and agreed.</p> <p>Acknowledged and agreed.</p> <p>Acknowledged and agreed.</p> <p>Please refer to:</p> <ul style="list-style-type: none"> • Turner Studio drawing no DA-110-009 (Ground Floor Plan); • Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan); and • Sellick Consultants drawing no PV-0301 (Pavement Plan), showing continuous pedestrian footpaths across all entry / cross-over points and driveways to basement parking and loading zones should be terminated at the building line.

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	<ul style="list-style-type: none"> • Alternatively, if the impact of two driveways is considered too great, an alternative loading dock entrance could be located directly from Road B on the eastern elevation of the building adjacent the current residential podium parking entrance/exit. This alternative option would require ground plan adjustments to accommodate the change but would reduce one driveway crossing to Antill Street. • The basement entrance ramp proposed to become part of the block through a land purchase arrangement is supported provided that the southern verge width (the McDonalds frontage) can, at minimum, be maintained or widened to ensure pedestrian amenity and comfort along this most important east-west route through the core. <p><u>Bicycle and Car Parking</u></p> <ul style="list-style-type: none"> • <i>Car parking provision reflects of the walkability of the area, access to cycling network and public transport.</i> • <i>Minimise visual and environmental impacts of at grade car parking. Ensure car parking does not compromise street character, landscape quality or pedestrian and cyclist amenity.</i> • <i>Provide secure, undercover bicycle parking for residents and easily accessible parking bicycle for visitors.</i> <p>Response: Possible rethink for improvement.</p> <ul style="list-style-type: none"> • It is noted on the podium parking level that it may be difficult for cars parked on the southern side to reverse out of their parks. It would be 	<p>The layout of the loading dock, as designed, complies for the requirement of the Territory Waste Development Code by providing for forward entry and forward exit movements from Antill Street with all manoeuvring occurring within the site.</p> <p>Please refer to section 7 (Loading and Waste Access) of the Traffic Impact Assessment prepared by Northrop Consulting Engineers:</p> <p>CGPD has maintained the existing kerb line to the southern side of Road A (fronting McDonalds), except on the southern corner of Badham Street and Road A to ensure appropriate clearances to vehicles and pedestrians due to the widening of the northern verge.</p> <p>Please see Sellick Consultants drawing no GN003 (Development Plan) which shows the widening of the northern corner and the modification to the southern corner. The pedestrian pathway on both corners is a minimum of 4m width.</p> <p>The pathways in front of McDonalds could be widened but would require the removal of landscape bed in front of the McDonalds.</p> <p>Please refer to section 8.1 (Car parking Requirements and Adequacy of Parking Supplied) of the Traffic Impact Assessment</p>

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	<p>worth checking the requirements around these car parking spaces.</p> <ul style="list-style-type: none"> ● It is noted that there will be a small shortfall for car parking spaces. Given that peak residential visitor times may not coincide with peak commercial activity times for the centre, this shortfall is acceptable. ● The allocation of residential and retail tenancy spaces on the podium level as separate to the basement allocation for publicly accessible parking is supported. ● The proposed car parking rates are similar to the PVAGC requirements. ● Please confirm the location of on-street spaces as mentioned on page 22 of the Development Plan Design Response Report (in response to 'short term car parking should be located on the street'). ● Please confirm detail of the Temporary Parking Agreement and the proposed nature of the use of Section 72 Dickson for temporary parking. ● Please confirm if the installation of additional trolley bays to car parks close to the existing Woolworths have been considered. <p><u>Landscape Design</u></p> <ul style="list-style-type: none"> ● <i>Landscape should contribute to and enhance the microclimate and natural local setting.</i> ● <i>Landscape enhances the amenity and value of the development and wider community.</i> <p>Response: Meets objectives though the following should be considered at DA stage.</p> <ul style="list-style-type: none"> ● As this is for a revised draft EDP a landscaping plan has not been provided. It would be worthwhile at DA stage checking to see if the trees 	<p>prepared by Northrop Consulting Engineers:</p> <p>Acknowledged and agreed.</p> <p>Acknowledged and agreed.</p> <p>Acknowledged and agreed.</p> <p>3 drop off / pick up car parking ate located within the shared zone, in similar location as existing laybys. Please refer to Sellicks Consulting drawing no GN003 (Development Plan).</p> <p>Please refer to section 8.5 (Parking during construction and Appendix B of Northrop report).</p> <p>Detailed design work will be carried out to maximise / accommodate additional trolleys within the carpark, typically at the end of aisles.</p> <p>Please refer to Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan) and L-DA-28 (Softscape – Ground Floor Palette) for more detail around landscape design.</p>

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	<p>to be planted are the same cultivar as Dickson's current plane trees.</p> <p><u>Large Trees and Deep Soil</u></p> <ul style="list-style-type: none"> • <i>Use of trees to assist in moderating bulk and scale of built form and to provide a human scale in larger developments.</i> • <i>Provide onsite deep soil zones to allow for and support soil micro fauna and healthy and plant and tree growth.</i> <p>Response: N/A at EDP stage.</p> <p><u>Existing Trees</u></p> <ul style="list-style-type: none"> • <i>Healthy existing trees (including street trees) are retained where possible; or adequate measures are taken to mitigate reduction of tree canopy and root system.</i> <p>Response: N/A at EDP stage.</p> <p><u>Planting on Structures</u></p> <ul style="list-style-type: none"> • <i>Improve quality and amenity of hard surface environments and communal and public spaces through planting on structures.</i> • <i>Optimise plant growth with appropriate plant selection and maintenance plan.</i> <p>Response: N/A at EDP stage.</p>	<p>To be considered at DA stage.</p> <p>To be considered at DA stage.</p> <p>To be considered at DA stage.</p>
<p>TCCS- DRC Abu Sayeem</p>	<p><u>General</u></p> <ol style="list-style-type: none"> 1. Provide a general summary of the project comparing the previous approved concept and the current concept for all relevant items. 2. Civil and landscape drawings are generally inconsistent and must be updated. 	<ol style="list-style-type: none"> 1. Summary provided previously. 2. DA Civil and DA landscape reports now updated and consistent.
	<p><u>Civil Comments:</u></p> <ol style="list-style-type: none"> 1. The current arrangement of the intersection Road A/Road B is designed 	<p>The requirement to undertake an RSA (post DA) for the intersection</p>

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	<p>to operate as a four-way priority Intersection. It is necessary to undertake an RSA (post DA) to confirm this intersection design can be operated smoothly without any future safety implications to all users.</p> <ol style="list-style-type: none"> 2. Inadequate storage capacity is provided for pedestrians (including disabled persons) and cyclists within the middle of the new traffic island at the intersection of Antill Street/Road A. This island should consider at grade pedestrian crossing arrangement to increase storage capacity. 3. Provide an additional typical section through Road A to reflect the southern on-street parking and road formation at this location. 4. Confirm if the proposed blister on Road A allows adequate room for right-turn movements egressing from the western side of the MacDonald's driveway. 5. A pram ramp is shown adjacent to the proposed blister on Road A. There is no connection from this pram ramp. Confirm if this is to be removed. 6. It appears that the entry ramp sidewall is closer to the approaching traffic from the western side of Road A. A means of protection, for example an island nose, should be provided to keep the vehicle away from the wall. 7. The existing footpath on the eastern side verge of Road A (between Antill Street to Road B) – This section of footpath should be upgraded to satisfy the TCCS new standard requirements. 	<p>is noted</p> <p>The new traffic island is not a pedestrian refuge. Pedestrians to cross at the lights 20m north of this point.</p> <p>Please refer to Sellicks Consulting drawing no AL 0161 (Typical Cross Sections).</p> <p>Please refer to section 7.2 and Appendix A of the Traffic Impact Assessment prepared by Northrop Consulting Engineers.</p> <p>The pram ramp is being removed. Please refer to Sellick Consulting drawing no 0901 (Demolition Plan). The shading indicates the replacement pavement.</p> <p>Please refer to section 7.2 and Appendix A of the Traffic Impact Assessment prepared by Northrop Consulting Engineers.</p> <p>Island extended forward of basement entry wall. Final resolution to be developed during detailed design.</p> <p>This is outside of the scope of off-site works proposed.</p>
	<p><u>Hard Landscape / Paving / Civil related</u></p> <ol style="list-style-type: none"> 1. Unit paving is to be continuous around the site. This is as proposed on the "Landscape Plan", but the civil "Development/Paving/Off-site Works" plans unacceptably show concrete to Badham and Antill Street verges. 	<p>Please refer to:</p> <ul style="list-style-type: none"> • Turner Studio drawing no DA-110-009 (Ground Floor Plan); • Turf Design Studio landscape drawing no L-DA-14 (Ground

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	<p>2. The pedestrian path is to appear continuous across the driveways off Antill Street in material and/or colour and width - as is stated in the Report - response to Rule 10(c) "perceived continuation of path network [across the driveways]", and as noted on the "Roads Detail Plan" - but not many other plans. The access code requirements state 30% contrast minimum.</p> <p>3. Unit paving is to be high quality and is to be not inconsistent with the existing Dickson paving (mostly mottled light red, sometimes light red with light brown banding or vice-versa). If a colour change is deemed desirable (considering the Canberra Central Design Manual as mentioned in the submission, and City Renewal Authority comments) then suggest existing colour may be used as a banding / header to blend or reflect the existing paving. Most desirable may be a granite paving which is consistent with existing light red/tan colours if available. Permeability is also desirable. Subject to discussion and detail design.</p> <p>4. Site furniture and lighting also subject to detail design.</p> <p>5. Provide two drawings for the proposed development review. A single landscape and a single civil/hard assets drawing. Noting that simple</p>	<p>Floor Landscape Plan; and</p> <ul style="list-style-type: none"> Sellick Consultants drawing no PV-0301 (Pavement Plan), which are now consistent and show continuous unit paving around the site. <p>Please refer to:</p> <ul style="list-style-type: none"> Turner Studio drawing no DA-110-009 (Ground Floor Plan); Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan; and Sellick Consultants drawing no PV-0301 (Pavement Plan), showing continuous pedestrian footpaths across all entry / cross-over points and driveways to basement parking and loading zones terminated at the building line. <p>Colour scheme to be refined in detailed design phase to achieve 30% contrast as required.</p> <p>Black granite paver and a charcoal concrete paver, included in the Canberra Central Design Manual, has been specified.</p> <p>CGPD and its consultants intend to meet with TCCS and City Renewal Authority to work on this selection detail.</p> <p>CGPD and its consultants intend to meet with TCCS and City Renewal Authority to work on the selection detail.</p> <p>Please refer to:</p> <ul style="list-style-type: none"> Sellick Consultants drawing no GN003 (Development Plan)

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	<p>plans are more appropriate.</p> <p>6. Rocks/bollards to be used to prevent vehicles illegally parking on Antill Street verge.</p>	<p>which shows the for off-site works, intersection design and landscaping; and</p> <ul style="list-style-type: none"> Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan) for more detail around landscaping treatments. <p>Please refer to Sellicks Consultants drawing no GN 003 (Development Plan) and drawing no AL 0151 (Off Site Works Plan and Intersection Design) noting "Provide rocks / bollards to Antill Street verge in consultation with TCCS during detailed design to prevent illegal parking".</p>
	<p><u>Soft Landscape / Trees</u></p> <ol style="list-style-type: none"> Street tree species and planting arrangement to be checked at and subject to detail design. The current nominated street tree occurring on the opposite side of Antill Street is <i>Quercus lusitanica</i> so is to be the species used on Antill Street (but is variable so provenance and selection will be important). Planes, Pyrus, and Pistacia also occur in the vicinity, and Fraxinus just inside the KFC frontages. Trees in paving or without full clearances to have advanced planting methods including strata supporting cells (e.g. StrataCell, StrataVault, or equal). Lessee maintenance of their adjacent verge planting (except trees) is expected, and shrub planting on EDP ancillary landscape plans is only supported in principle on this basis. Shrubs subject to detail design and success as matter of course. Soil is subject to Standard Specification requirements (including 9.05.6 to .8), or alternative soil scientist amelioration recommendations. 	<p>Please refer to Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan) and no L-DA-28 (Softscape - Landscape Plan) for more detail around proposed tree and planting species.</p> <p><i>Quercus lusitanica</i> has substituted <i>Quercus palustris</i> as the proposed tree along Antill Street.</p> <p>Please refer to Turf Design Studio landscape report page L-DA-13 for more detail.</p> <p>The expectation that the lessee maintain the adjacent verge planting (except trees) is noted.</p> <p>Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan) and no L-DA-28 (Softscape - Landscape Plan) for more detail around proposed tree and planting species. Please refer to Turf Design Studio landscape report page L-DA-13 for more detail.</p>

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	<p>5. The Planes on Badham Street will require better clearances to kerb/path and spacing (~8m min.), or a smaller tree species may be necessary. Also suitability of Quercus ilex is questioned.</p> <p>6. Greater spacing of trees on Antill Street, should increase to ~10m minimum.</p>	<p>Turf Design Studio landscape drawing no L-DA-14 (Ground Floor Landscape Plan) and no L-DA-28 (Softscape - Landscape Plan) for more detail around proposed tree and planting species.</p> <p>The London Plane trees on Badham street have been substituted for <i>Quercus Palustris fastigiata</i> a more conical upright growing species to avoid clashes with the proposed awning.</p> <p>Spacings of <i>Quercus lusitanica</i> on Antill Street have been increased to 10m.</p>
	<p>Waste</p> <p>1. Confirm which Code is being used and/or confirm any departures from either Code being adopted. Section 3.0 of the Waste Management Plan indicates that the waste management plan has been produced on the basis of the draft Development Control Code for Waste Management in the Act (2019). However, Section 3.1.1, quotes the current 2016 code. Also, Section 3.1 of the Waste Management Plan notes: "Residential waste collection for the development is proposed to be in two shared waste rooms on level 1"; however, the development appears to have four or more floors of residential apartments.</p> <p>Control C14 of the draft 2019 Code states: "dual waste and recycling chutes are required and must be located on each floor in a waste service compartment..."; however, there is no evidence of waste chutes on every floor as required under the draft 2019 Code. Clarify why the 2019 Code requirements are not fully complied with and how the waste management for this precinct is enhanced by not fully utilising the 2016 Code.</p> <p>2. It appears on Vehicle Turning Templates Plan No.C030; the egressing waste collection vehicle from the Macdonald's site through the eastern driveway, is proposed to travel against the traffic on Road A. This arrangement will not be supported. Please provide an alternative arrangement with a 12.5m truck turning template and undertake further liaison with the current operator to determine existing service</p>	<p>Please refer to section 1.1 of the Waste Management Report prepared by Sellicks Consultants.</p> <p>Please refer to section 7.2 (Access to Block 24 Section 30 Dickson (McDonalds)) and Appendix A of the Traffic Impact Assessment prepared by Northrop Consulting Engineers.</p>

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	arrangement.	
	<p><u>Transport Planning</u></p> <p>Active travel plan to be included indicating the proposed pedestrian/cyclists movement through the site as it is unclear how safety and connectivity will be maximised for both pedestrians and cyclists other than the reference to adjacent walking and cycling network being well established (particularly along the Antill Street frontage which includes entry and exit points for heavy vehicles). The documentation should consider any deficiencies in the quality of the connecting pedestrian and cycle networks as well as assessing whether the proposed changes would adequately match the existing and future desire lines, throughout the interaction with the shared zone areas, and for achieving safe crossing facilities along and Antill and Badham streets (both pedestrians and cyclists).</p>	<p>Please refer to section 10.0 (Sustainable transportation options) of the Traffic Impact Assessment prepared by Northrop Consulting Engineers.</p>