

**From:** [Aster-Stater, Alek](#)  
**To:** [EPD, Customer Services](#)  
**Cc:** [TCCS\\_PC\\_DACCOORD](#)  
**Subject:** COMM-TCCS-201835109-21/30 DICKSON-01 [SEC=UNCLASSIFIED]  
**Date:** Tuesday, 5 March 2019 5:46:32 PM  
**Attachments:** [FW 2130 - DICKSON - DA SECUNCLASSIFIED.msg](#)  
[RE 2130 - DICKSON - DA SECUNCLASSIFIED.msg](#)  
[image004.png](#)  
[RE 2130 - DICKSON - DA SECUNCLASSIFIED.msg](#)  
[image003.png](#)

Dear App Sec,

**DEVELOPMENT APPLICATION NO:** 201835109

**Project Description:**

PROPOSAL FOR MIXED-USE COMMERCIAL AND RESIDENTIAL DEVELOPMENT - Proposed demolition of existing structures, removal of regulated trees, construction of a mixed-use development up to seven storeys, including 140 residential units; a supermarket and other retail/commercial tenancies on the ground floor; podium level car park; two levels of basement car parking; ancillary rooftop structures; landscaping and associated on-site and off-site works.

<b>BLOCK: 21</b>	<b>SECTION: 30</b>	<b>SUBURB: DICKSON</b>
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This DA has been assessed in regards to the following:

Traffic	X	Driveways	X
On Street / Public Parking Facility		LMPP/Street Trees	X
Public Transport		Street Lighting	X
Waste Management	X	Pedestrian Footpath	X
Stormwater	X	Service / Access Easement	
Demolition		Estate Development Plan (EDP)	
Further Information		Amendments/Additions/Alterations	
Lease Variation		Capital Works	

X = Areas Assessed.

And TCCS' position is:

That It Is Supported	
That It Is Supported Subject to Compliance With The Following Conditions	
That Further Information Is Required	X
That It Is Not Supported	

**Comments**

**DDR**

1. Typical section reflecting on-street parking at the southern part of Road A must be provided.
2. Right-turn movement egressing from the western side of McDonald's driveway must be addressed.
3. It is noted that the island nose has been extended beyond the basement entry wall however all turning templates are still based on the previous Island layout.

## WASTE

4. The submission must include supporting documentation that is either fully compliant with the 2016 Waste Code or the Development Control Code for Best Practice Waste Management in the Act 2019.

## TPAP

5. The proposal still does not adequately address and discuss matters raised through the previous EDP comments, including the safety of crossing points for pedestrians and cyclists (particularly at the Antill/ Badham Street surrounding connections).
6. Transport Planning previously indicated in the EDP submission that integration with the surrounding area for pedestrians, cyclists and public transport users must be clearly depicted on a plan, and where any potential deficiencies in the surrounding connections exist, that this plan identify the potential remedial measures needed. The extent of this plan should include the entire Antill St / Badham St, Antill Street / Road A/B junction and the Badham Street / Woolley Street junction.
7. Cycling provisions along Road A do not appear to have been considered. These must be considered separately to pedestrian movements as high volumes of each mode are expected.

## **Additional Comments/Advice (as advice to EPSDD only, and not to be included in the Notice of Decision)**

1. Associated correspondence attached for reference.

Regards,  
Alek

**Alek Aster-Stater | Senior Project Coordinator | BEng (Civil and Environmental) MIEAust**

Phone: 02 6207 4554 | Email: [alek.aster-stater@act.gov.au](mailto:alek.aster-stater@act.gov.au)

**Place Coordination and Planning | Transport Canberra and City Services Directorate | ACT Government**

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**From:** EPD, Customer Services

**Sent:** Monday, 21 January 2019 11:23 AM

**To:** TCCS\_PC DA <[TCCS.DA@act.gov.au](mailto:TCCS.DA@act.gov.au)>

**Subject:** REFERRAL-TCCS-201835109-21/30 DICKSON-01 [SEC=UNCLASSIFIED]

**DEVELOPMENT APPLICATION NO:** 201835109

**BLOCK:** 21 **SECTION:** 30 **DIVISION:** DICKSON

Description - **PROPOSAL FOR MIXED-USE COMMERCIAL AND RESIDENTIAL DEVELOPMENT** - Proposed demolition of existing structures, removal of regulated trees, construction of a mixed-use development up to seven storeys, including 140 residential units; a supermarket and other retail/commercial tenancies on the ground floor; podium level car park; two levels of basement car parking; ancillary rooftop structures; landscaping and associated on-site and off-site works.

Pursuant to Section 148(1) of the *Planning and Development Act 2007* the ACT Planning and Land Authority requests that you consider the abovementioned development application and provide any written advice no later than **15 working days** after the date of this notice **(12/02/2019)**.

In accordance with Section 150 of the *Planning and Development Act 2007* If advice is not received within the prescribed time it will be taken that you have supported the application.

Please forward any written advice via email to Customer Services  
[EPDcustomerservices@act.gov.au](mailto:EPDcustomerservices@act.gov.au)

Please use the following format in the subject line of the email when providing advice:

COMM-Agency Name-20140XXXX-Block XX Section XX SuburbXXXXX-01

**Example: COMM-TAMS-201401234-10/10 Dickson-01**

Kind Regards

Maria

Phone 6207 1923

[EPDCustomerServices@act.gov.au](mailto:EPDCustomerServices@act.gov.au)

[www.act.gov.au/accesscbr](http://www.act.gov.au/accesscbr)

**Access Canberra | ACT Government**

16 Challis Street, Dickson | GPO Box 158 Canberra ACT 2601

cid:image004.png@01D3DE12.73C7D510



**From:** [Wyatt, Tim](#)  
**To:** [Aster-Stater, Alek](#)  
**Cc:** [Maher, Colin](#); [Trevithick, Angela](#); [Dillon, Amelia](#)  
**Subject:** FW: 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]  
**Date:** Wednesday, 13 February 2019 10:24:21 AM

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Hi Alek,

### **Dickson - Block 21 / 30**

As requested, please see below transport planning comments. Given the amount of assessment that has preceded this proposal, we have limited our comments to focus on active travel.

Whilst the submitted traffic report notes that the active travel provisions associated with this current proposal are significantly improved via widening of proposed paths, the inclusion of shared zones and wide paved verges, the proposal still does not adequately address and discuss matters raised through the previous EDP comments, including the safety of crossing points for pedestrians and cyclists (particularly at the Antill/ Badham Street surrounding connections).

Transport Planning previously indicated in our comments on the EDP that integration with the surrounding area for pedestrians, cyclists and public transport users should be clearly depicted on a plan, and where any potential deficiencies in the surrounding connections exist, that this plan identify the potential remedial measures needed. The extent of this plan should include the entire Antill St / Badham St, Antill Street / Road A/B junction and the Badham Street / Woolley Street junction. This is still outstanding.

Having now also reviewed the other agency responses to the EDP planning report (in conjunction with our own), we offer the following which builds upon our previous input:

- We concur that additional consideration should be given to the E-W cycling and pedestrian movements along Road A. EPSDD comments noted that the Master Plan for the Group Centre identifies this corridor (Road A through to Woolley St) as the key active travel connection. The applicant responses and the traffic impact assessment still concern active travel connections to the site from the existing network and do not adequately consider the impact of the proposal on the network within the group centre as well as connections to key destinations.
  - The main element that is missing from the plan is that the southern side of Road A in front of McDonalds up to Badham St forms a key part of this connection. Widening the northern verge does not address this. The principal consideration at this location appears to be the vehicle access to the proposed on site car park and the existing McDonalds car park. Minimum consideration is given to the pedestrian connection and none to cycling. The location of the car park entry within Road A as well as vehicle movements in to and out of Road A at Badham St should be reconsidered with an eye towards enhancing the active travel function of this section of Road A.
  - Encroachment into the southern verge of Road A or the southern corner of Road A / Badham St is not supported.
  - Cycling provisions along Road A do not appear to have been considered. These should be considered separately to pedestrian movements as high volumes of each mode are expected.

- Signalised intersection design:
  - As noted by CRA, the Antill St / Badham St intersection could be rationalised by removing the current left-turn slip lane for a more direct and safer crossing experience for pedestrians and cyclists.
  - The proposal changes the signalised pedestrian crossing of Antill St / Road B from a single stage to two stages, creating delay for pedestrians crossing from the local path connection to Blacket St, Downer. The intersection design for Antill St / Road B could be rationalised by removing the slip lanes and including a direct pedestrian crossing to the path connection on the North side of Antill St. This would maintain the existing single-stage pedestrian crossing of Antill St.
  - We also concur with the CRA's comments that 'The design of both signalised intersections on Antill St 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.'
- We also note the previous agency comments present conflicting positions between EPSDD and CRA with regards to the active travel provisions along Road A.
  - EPSDD comments note that 'Road A ... will be a slow speed pedestrian priority design' – this is not accurate throughout.

Thanks

Tim

**Tim Wyatt | Assistant Director, Transport Planning and Policy  
Place Coordination and Planning Branch**

Phone: 02 6205 4200 | Email: [tim.wyatt@act.gov.au](mailto:tim.wyatt@act.gov.au)

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**From:** Dunn, Maggie

**Sent:** Friday, 8 February 2019 1:35 PM

**To:** TCCS\_TPAP Advice <[TCCS\\_TPAP.Advice@act.gov.au](mailto:TCCS_TPAP.Advice@act.gov.au)>; TCCS\_DDR <[TCCS.DDR@act.gov.au](mailto:TCCS.DDR@act.gov.au)>

**Cc:** Aster-Stater, Alek <[Alek.Aster-Stater@act.gov.au](mailto:Alek.Aster-Stater@act.gov.au)>; TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>

**Subject:** 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]

Goodday,

Please review this DA submission [1.7 - DA# 201835109](#) and advice PC coordinator

All responses must be provided in this spreadsheet.

[Project Life Cycle DICKSON - SECTION 30 - BLOCK 21](#)

Regards,

**Maggie Dunn | Operational Coordinator** | Place Coordination  
Place Coordination and Planning | **Transport Canberra and City Services** | ACT Government  
**Phone: 02 6205 8261** | Email: [maggie.dunn@act.gov.au](mailto:maggie.dunn@act.gov.au)  
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**From:** [Stelzig, Mike](#)  
**To:** [Aster-Stater, Alek](#); [TCCS\\_TPAP Advice](#); [TCCS\\_DDR](#); [TCCS\\_PC DACOORD](#); [Dunn, Maggie](#); [Joseph, Gabriel](#)  
**Cc:** [Rose, Jason](#); [Haraldson, Greg](#)  
**Subject:** RE: 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]  
**Date:** Tuesday, 12 February 2019 8:03:59 AM  
**Attachments:** [Code Presentation of 18 January 2019 SECUNCLASSIFIED.msg](#)  
[Urgent email to stakeholders SECUNCLASSIFIED.msg](#)  
[RE Block 12 Section 45 Belconnen Wast Strategies SECUNCLASSIFIED.msg](#)

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Hi All

Please note the applicant's conclusion in the Waste Report: *"The proposed developments waste management process has been designed in accordance with the 2016 Code and where possible, has attempted to incorporate aspects of the Draft Code to provide an enhanced outcome for all parties"*.

It has always been the case (since September 2018) that the 2016 Code and 2019 Code can't be mixed 'n' matched at the applicant's leisure (see attached emails). Either the 2016 or the 2019 Code must be used in its entirety. Earlier drafts of the 2019 Code could not be relied upon and any changes to it must be complied with. Deviations from the 2019 Code must gain approval via the performance pathway.

Please ask the applicant to provide design and waste related documents that either fully comply with the 2016 Waste Code or the *Development Control Code for Best Practice Waste Management in the Act 2019*.

Please also note that until May 2019, until the 2016 Code has fully expired, I expect that all applications must note which Code is being applied.

Your cooperation in this matter is sought.

Kind regards

**Mike Stelzig | Strategic Policy Officer | Service Delivery Team**

Phone: 02 6205 4279 | Email: [mike.stelzig@act.gov.au](mailto:mike.stelzig@act.gov.au)

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**From:** Aster-Stater, Alek

**Sent:** Monday, 11 February 2019 2:50 PM

**To:** TCCS\_TPAP Advice <[TCCS\\_TPAP.Advice@act.gov.au](mailto:TCCS_TPAP.Advice@act.gov.au)>; TCCS\_DDR <[TCCS.DDR@act.gov.au](mailto:TCCS.DDR@act.gov.au)>; Stelzig, Mike <[Mike.Stelzig@act.gov.au](mailto:Mike.Stelzig@act.gov.au)>

**Cc:** TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>; Dunn, Maggie <[Maggie.Dunn@act.gov.au](mailto:Maggie.Dunn@act.gov.au)>

**Subject:** RE: 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]

All,

Please note applicant responses to TCCS previous EDP comments are located in the attached document.

Regards,  
Alek

---

**From:** Dunn, Maggie  
**Sent:** Friday, 8 February 2019 1:35 PM  
**To:** TCCS\_TPAP Advice <[TCCS\\_TPAP.Advice@act.gov.au](mailto:TCCS_TPAP.Advice@act.gov.au)>; TCCS\_DDR <[TCCS.DDR@act.gov.au](mailto:TCCS.DDR@act.gov.au)>  
**Cc:** Aster-Stater, Alek <[Alek.Aster-Stater@act.gov.au](mailto:Alek.Aster-Stater@act.gov.au)>; TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>  
**Subject:** 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]

Goodday,

Please review this DA submission [1.7 - DA# 201835109](#) and advice PC coordinator

All responses must be provided in this spreadsheet.

[Project Life Cycle DICKSON - SECTION 30 - BLOCK 21](#)

Regards,

**Maggie Dunn | Operational Coordinator** | Place Coordination  
Place Coordination and Planning | Transport Canberra and City Services | ACT Government  
**Phone: 02 6205 8261** | Email: [maggie.dunn@act.gov.au](mailto:maggie.dunn@act.gov.au)  
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**From:** [Stelzig, Mike](#)  
**To:** [Joseph, Gabriel](#); [Aster-Stater, Alek](#); [Chowdhury, Abu Sayem](#); [Davidson, Geoffrey](#); [Perera, Chandra](#); [Chandramohan, Chandra](#); [Kumarasamy, Nanthi](#); [Li, Xunyong](#); [Joshi, Anand](#); [Abeysekera, Ruwan](#); [Ahmed, Sharfuddin](#); [Henriquez, Jose](#); [Rose, Jason](#); [Haraldson, Greg](#); [Beltrame, Michael](#)  
**Subject:** Code Presentation of 18 January 2019 [SEC=UNCLASSIFIED]  
**Date:** Friday, 18 January 2019 12:56:00 PM  
**Attachments:** [New Waste Code - Officials Training Presentation - 18.1.18.pdf](#)

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Dear Colleagues

Please find attached today's presentation on the upcoming 2019 Code as a PDF.

The new Code will go live on 1 February 2019 with a 90 day transition period where either the 2016 or the 2019 Codes can be applied. Mixing of the Codes is not permitted.

Once Jim Corrigan has signed off on the new Code, I'll send you all a copy.

If you have any questions, please don't hesitate to contact me.

Kind regards

**Mike Stelzig | Strategic Policy Officer | Service Delivery Team**

Phone: 02 6205 4279 | Email: [mike.stelzig@act.gov.au](mailto:mike.stelzig@act.gov.au)

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# DEVELOPMENT CONTROL CODE

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## INTENDED OUTCOMES

- Higher rates of recycling – particularly for multi unit developments (MUDs)
- Cost effective solutions for Government and residents
- Flexible responses to the changing urban form –high density MUDS and mixed use\*
- Standardised waste collection compliance outcomes
- Workplace health and safety, amenity, public safety and hygiene

\*Due to the introduction of high density living and high-rise multi-unit dwellings, the Territory can no longer operate business as usual in respect to design, management and transport of waste (examples later in presentation).



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## NEW CODE STRUCTURE

- Part 1:** Goal and Aims
- Part 2:** General Provisions explaining how the Code will operate
- Part 3:** Requirements for residential developments
- Part 4:** Requirements for commercial, public and industrial developments<sup>†</sup>
- Part 5:** Requirements for mixed use developments
- Part 6:** Requirements for demolition, excavation and construction activities<sup>\*</sup>
- Part 7:** Requirements for the provision and use of equipment, facilities and services

**PLUS** appendices to support best practice; maintenance; performance objectives; submission requirements; Waste and Recycling management Plan (WRMP) forms; check lists

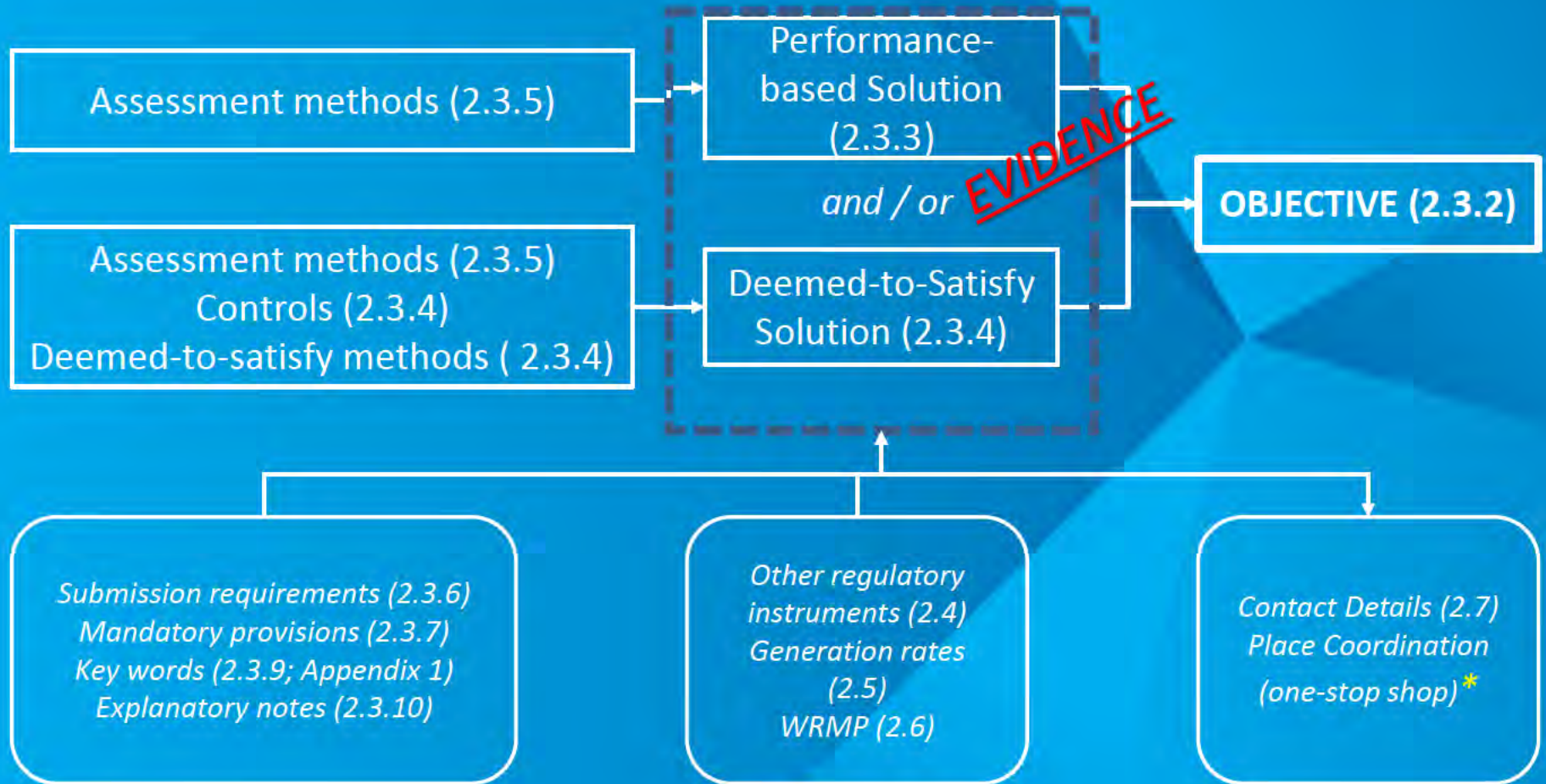
<sup>†</sup>ACT NoWaste are not involved in commercial waste and do to not give advice on this topic

<sup>\*</sup>To be reviewed at the next edition of the Code



## PART 2.3 GENERAL PROVISIONS - FRAMEWORK

### Pathway to compliance



\*Place Coordination is the sole contact between the developer and ACT NoWaste



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## SUMMARY of KEY CHANGES – FOCUS ON MUDs

1. New Performance-based Code – codifies minimum necessary requirements
2. MUDs: Individual bins with kerbside collection
3. Shared bins with kerbside collection
4. Dual waste and recycling chutes required for 4+ residential floors
5. Integrated compactors required where waste or recycling exceeds 36m<sup>3</sup>
6. Storage space in MUDs required to accommodate green waste MGBs
7. STRICTLY limited access to rear-loading trucks to collect domestic waste where there are *physical or legal constraints* in achieving standard collection modes.
8. STRICTLY limited access to 3 collections per week - (only for 100+ units) and where the Territory's waste contractor is already operating in that frequency in that area.

**Note:** number 7 and 8 **must not be used for design consideration**. Unless there are *physical or legal constraints*, which must be evidenced, all designs must accommodate collections as per Table A4.4, A4.5 and Note 3.



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# 1. PERFORMANCE-BASED CODE

## (Part 2.3)

- Permits a *performance-based solution* or *deemed-to-satisfy solution* or a combination of both
- Applicants seeking a performance solution must get Place Coordination's endorsement at the pre-application stage
  - This allows time for complex proposals to be properly assessed (including internal consultation e.g. ACT NoWaste) and avoids potential delays in approval
- Changes after DA approval of a WRMP must be approved by Place Coordination
  - Ensures a Territory-provided or commercial waste service can still be provided



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## 2. MUDS: INDIVIDUAL BINS – KERBSIDE COLLECTION (Part 3.5)

- Previously limited to 10 dwellings or less
- Now permitted for small MUDs with yards/courtyards AND sufficient unobstructed kerb space
- MGBs must be stored within the dwelling's yard or courtyard
- Carting distance for waste/recyclables from dwelling to kerb:
  - Must not exceed 75 metres (50 metres for aged care) for each
  - Gradient must not exceed 1:10 at any point
  - Must be *accessible* in the broadest sense of the word
  - Place Coordination approval required if any condition cannot be met



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## 3. MUDS: SHARED BINS– KERBSIDE COLLECTION (Part 3.6)

- Previously implemented as an ad hoc “work around” – now codified
- For smaller MUDs with sufficient unobstructed kerb space
- Carrying waste/recyclables from dwelling and carting MGBs to kerb:
  - Must not exceed 75 metres (or 50 metres for aged care)
  - Gradient must not exceed 1:10 at any point
  - Must be *accessible* (does not refer to disabled access)
  - *Mini-enclosures* permitted
  - Place Coordination approval required if any condition cannot be met
- Developer to provide *operations management plan* to the owners corporation re advice on presenting MGBs to kerb for collection



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## 4. DUAL CHUTES (PART 3.7.3; 7.3.3)

### (Part 3.7.3; 7.3.3)

- Required for 4+ *residential floors*
  - *Residential floor*—any storey with at least one residential dwelling—does not include commercial, retail or parking levels
- Chutes must:
  - Be located in a *waste service compartment* on each *residential floor*
  - Be located and insulated to reduce noise and odour impacts on dwellings
  - Have skirting or similar to prevent spillage when discharging into *bins*
  - Diverters are not permitted due to risk of cross-contamination
- Territory contractors will not service *bins* located beneath a chute
  - *Bins* must be transferred by a building manager to a *designated collection point*



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## 5. COMPACTORS for MUDs

### (Part 3.2.3; 7.3.6)

- Required where  $\geq 36\text{m}^3$  of waste or recycling generated in a development
  - Must have integrated RORO
  - For design purposes, compaction ratio for recyclables must not exceed 3:1 at point of collection. For waste, this can be exceeded provided total weight of compactor does not exceed 14.5 tonnes at time of pick-up.
  - Not static compactors (due to leakage)
- Compactors:
  - Must be capable of being serviced by a Territory waste contractor weekly
  - Access restricted to authorised personnel e.g. caretaker, waste transporter
  - Sufficient hoppers must be provided when compactor is away being emptied
- Place Coordination must be contacted for advice on use of compactors
  - Requires Place Coordination's approval on type and model to ensure suitability for collection by waste contractor (see Republic trial)
  - Requires unique ID provided by ACT NoWaste through Place Coordination



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## 6. STORAGE SPACE FOR GREEN WASTE BINS

(Part 3.5.3; 3.6.3; 3.7.3; 7.2.2; Appendix 4)

- Applies to all MUDs
  - Required space is subject to allocation determined by Green Waste Policy\*
  - Collected on alternate fortnights to recycling
- Typically for very small MUDs – one MGB per dwelling, where individual MGBs are allocated
- Allocation varies for shared bins with kerbside collection and on-site collection
- MGBs provided through opt-in Green Waste Policy

\*Awaiting policy sign-off



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## 7. MUDS – REAR LOAD TRUCKS

### (Part 3.2.4; Appendix 4)

- Enables a *strictly limited* Territory-provided waste service by a rear-load vehicle:
  - Rear-load trucks are NOT a design consideration or a design choice!
- Must be assessed under Performance Track:
  - Permitted once a front-lift option is not deemed suitable (e.g. *physical or legal constraints*);
  - Territory waste contractor has capacity to deliver the service; and
  - Must be endorsed by Place Coordination at the pre-application stage
- Rear-load can only lift 1,100L hoppers:
  - May require larger enclosure to store more 1,100L hoppers compared to fewer large bins.



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## 8. THREE TIMES PER WEEK COLLECTIONS (Appendix 4)

- Limited to developments of 100+ units and on-site storage constraints due to *physical or legal constraints, or legacy sites*
- Assessed under a performance-based solution
  - Permitted only once other options are not deemed suitable;
  - Territory waste contractor has capacity to deliver the service; and
  - Must be endorsed by Place Coordination at the pre-application stage
  - This must not be a design consideration or a design choice!\*

\*Place Coordination needs to be very clear to the applicant what is permitted and what not. This applies to all aspects of the design of waste management and waste removal.



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# HORIZONTAL CLEARANCES FOR WASTE VEHICLES

## (Appendix A7.2)

- Changes in vertical clearances for swept paths and straight travelling lines
- Minimum 0.6m from the outside of each side mirror if driving forward in a straight line
- 1.0m clearance from the outside of each side mirror to a mobile or fixed obstruction when the vehicle is not moving in a straight line whether moving forwards or reversing
- Pinch points now 1.0m from wheel to kerb at all times (except when parked) - computer simulations do not factor in driver errors
- Enables safer and more efficient access for waste vehicles, emergency and public utility vehicles and large trucks such as furniture and removalist vans



# WASTE MANAGEMENT “101”

## MUDS: SPACE AND PATH OF TRAVEL

Waste and recycling generation  
per dwelling type (3.2.5)

Individual MGBs (3.5)

Yard/Courtyard

Kerbside collection

Shared MGBs (3.6)

Mini-enclosure(s)

Kerbside collection

1-3 res floors (3.7)

Waste enclosure

Bins capable of  
collection

On site collection

4+ res floors (3.7)

WSC/Dual chutes

Chute Room/  
equipment

Bins capable of  
collection

On site collection

Designated collection point safe. Site navigable by waste transporter – swept path and obstructions



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## SMALL MUDDS: PATH OF TRAVEL

- For individual bin sets (i.e. with yards), is the MGB carting distance  $\leq 75\text{m}$  ( $\leq 50\text{m}$  aged care) and the gradient  $\leq 10\%$ 
  - If not, Place Coordination approval is needed at pre-application stage
- For shared bins is the carrying distance from each unit and the MGB carting distance  $\leq 75\text{m}$  ( $\leq 50\text{m}$  aged care) and the gradient  $\leq 10\%$ 
  - If not, Place Coordination approval is needed at pre-application stage?
- For shared bins, is there an operations management plan\* regarding presentation and return of bins by owners corporation for collection?
- Decisions must be for the benefit of residents and the Territory's ability to remove waste efficiently and safely for the life of the development.
- **NOTE:** The Territory's waste transporter does not handle or operate equipment on site and will not remove bins under bin compactors or chutes.

\*Who checks this?



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## MUDS (1-3 FLOORS): SPACE IN ENCLOSURE?

Place Coordination to consider:

- Are the estimated volumes of waste and recyclable materials, the number of bins, and the frequency of collection correct?
- Sufficient space in the waste enclosure to store the required number of bins and to provide reasonable access by residents and contractors?
  - Noting required clearances of 50mm for MGBs; 300mm for 1100L; and 600mm for 1500L to 3000L.
- Is access free from obstructions?
- Designs must be for the benefit of residents and the Territory's ability to remove waste *efficiently* and *safely* for the *life of the development*.



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## MUDS (4+ FLOORS): SPACE

- Are the estimated volumes of waste and recyclable materials, the number of bins, and the frequency of collection correct?
- Is the waste service compartment accessible and are the dual chutes together?
- Sufficient space in the waste enclosure to store the required number of bins and to provide reasonable access by residents and contractors?
  - Noting required clearances of 50mm for MGBs; 300mm for 1100L; and 600mm for 1500L to 3000L
- Is access free from obstructions?



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## MUDS (4+ FLOORS): PATH OF TRAVEL TO WASTE COMPARTMENT

- Is the carrying distance from each unit to the waste service compartment  $\leq 75\text{m}$  ( $\leq 50\text{m}$  aged care) ?
  - If not, Place Coordination approval is needed at pre-application stage
- Has the path of travel from the base of chutes to the waste enclosure or designated collection point been clearly defined?
  - This includes the use of bin lifters, forklifts, bin compactors, hopper “transports”
- Is there an operations management plan on the care and maintenance of the entire waste management system, including bin ownership, chutes, compactors, bin lifting equipment, collection arrangements etc?
- NOTE: Waste transporters do not handle or operate equipment on site and will not remove bins under bin compactors or chutes



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## NEW TERMINOLOGY

### Physical constraint

A physical constraint may be, but is not limited to, a hill, existing natural landscape contours, building or infrastructure that cannot be changed or objects that cannot physically be removed or where the effort of removal would be unacceptable and onerous\*.

### Legal constraint

An act or other legal mechanism preventing full utilisation of a site's design potential. For example, but not limited to, natural heritage, Aboriginal and historic heritage areas and objects.

**EVIDENCE**

\* Whether it is unacceptable and onerous is for Place Coordination to decide.



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## NEW TERMINOLOGY

### Pinch Point

Sometimes also referred to as a bottleneck, a pinch point is the closest point a vehicle will get to an obstruction or object. Pinch points are where a vehicle experiences congestion points at an intersection, a straight road or laneway by an obstruction or object whether fixed or stationary, whether moving forwards, reversing or turning.

### Swept Path

Swept Path is the calculation and analysis of the movement and path of different parts of a vehicle body, or any other part of the structure of the vehicle, when that vehicle is undertaking a turning manoeuvre.

### Accessible

A broad definition of accessible is to be applied, meaning it can be reached or accessed. The word 'accessible' does not imply that disabled access is required. It is up to the applicant to ascertain and comply with Australian Standards – AS1428 and other applicable legislation regarding disabled access where required.



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## VEHICLE MOVEMENTS – REVERSING

- Reversing manoeuvres are a high-risk activity (see upcoming slides) . On sites where there are no *physical or legal constraints*, a forward in – forward out solution for all collection vehicles must be applied! In very few circumstances, reversing on-site may be permitted.
- In assessing any strictly limited proposed reverse manoeuvre, first determine if:
  - the manoeuvre is necessary and there are actual *physical or legal constraints*
  - the reversing distance can be reduced (max 33 metres)
  - can the waste transporter forward-in, reverse on site, and then forward-out?
- Following this, undertake a risk assessment\* of the reverse manoeuvre on:
  - the length of the reversing manoeuvre
  - the entry into, or egress from, major or minor collection streets
  - curved pathways, where the driver has to concentrate on side clearances
  - high-use pedestrian pathways
  - proposed management system beyond the control of the driver

**EVIDENCE**

\* The waste contractor will undertake their own risk assessment post build. However, it would make sense to assess risks before development approval is given if the DCC is not complied with in its entirety.



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# ACT ROAD RULES HANDBOOK 2018 AND AUSTRALIAN ROAD RULES - REGULATION 296

## Do's and don'ts:

- never reverse from a minor road into a major road;
- never reverse for a greater distance than is necessary;
- always try to enter and leave any road in a forward direction.

## 296—Driving a vehicle in reverse

- (1) The driver of a vehicle must not reverse the vehicle unless the driver can do so safely.
- (2) The driver of a vehicle must not reverse the vehicle further than is reasonable in the circumstances.



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## Pedestrian Killed After Being Hit By A Rubbish Truck In Hackham (Australia)

The woman killed by a rubbish truck in the carpark of a fast food outlet in Adelaide's south was 12 weeks pregnant when she died.

The mother-of-four had just been shopping and was believed to have been picking up dinner for her children when she was hit by a rubbish truck in the carpark of a Hungry Jacks restaurant. It appears **the truck driver did not see her**.

Just hours earlier, **a school bus carrying up to 30 young children collided with a garbage truck** at Para Hills.



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## Woman Pushing Pram Dead After Being Hit by Garbage Truck (Australia)

A woman believed to have been pushing a pram has been hit and killed by a garbage truck on the northern beaches.

Witnesses told the Manly Daily the **truck was reversing** into a cul-de-sac at the time of the incident. A witness said he saw a woman lying unconscious near the back wheels of the garbage truck and there was a toddler in a pram nearby believed to be about two years old.

# eping mai ru over by a garbage (Sydney, Australia)





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## Council Fined £120k After Reversing Bin Trucks Kill A Council Employee and A Member of the Public in the UK.\*

The two fatalities happened within a year of each other. After the first death, the council should have reviewed all its bin collection rounds to **eliminate reversing** if possible or ensure employees guided drivers from behind where there was no alternative but to reverse. This did not happen; instead the council introduced reversing at St Mary's School in Windermere where the second incident happened.

HSE inspector David Butter said: *“Very large vehicles such as this have a number of blind spots and it was impractical to expect a lone driver to reverse safely without the aid of a colleague walking behind to check the path was clear.”* He added that although the lorry was fitted with flashing lights and a reversing warning system, this system was not adequate and another worker should have been present.



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## Bin lorry driver jailed (UK)\*

A bin lorry driver who killed an 80-year-old former MI5 officer when he reversed his recycling truck over the disabled pensioner's wheelchair has been jailed for a year. The 80-year-old died in minutes after the impact broke his neck, crushed his spinal cord and shattered his ribs, ...

## Girl killed by reversing bin lorry with no alarm (UK)\*

A girl was crushed to death when a council refuse lorry, which had not been fitted with a reversing alarm, backed into her as she went to collect her General Certificate of Secondary Education (GCSE) results.

## Two Blackburn bin-men suspended after reversing lorry into man (UK)\*

A bin wagon being driven by a council employee reversed into an elderly man. Video footage taken by a resident shows one of the bin men ushering the gentleman back onto the pavement after he had been hit. The council worker then assists his colleague in reversing the bin lorry before seemingly driving away.



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## VEHICLE MOVEMENTS – REVERSING (CONT.)

- The Territory’s waste transporter will conduct their own risk assessment to determine if a site can be efficiently and safely serviced
- It is important that Territory decisions align with the waste transporter’s risk assessment
  - If not, this risks sub-optimal solutions requiring post construction – cost impacts
  - Place Coordination to consider long-term risks associated with regular collection activities that involve heavy vehicle reversing hazards for the life of the development
- Territory cannot force a waste transporter to service an “unsafe” site
  - Legal implications regarding liability (see previous slides)
  - The Code is just one of many reference documents for the Territory’s waste transporter.
  - The waste transporter relies upon industry standards and the WH&S Act to assess a site.

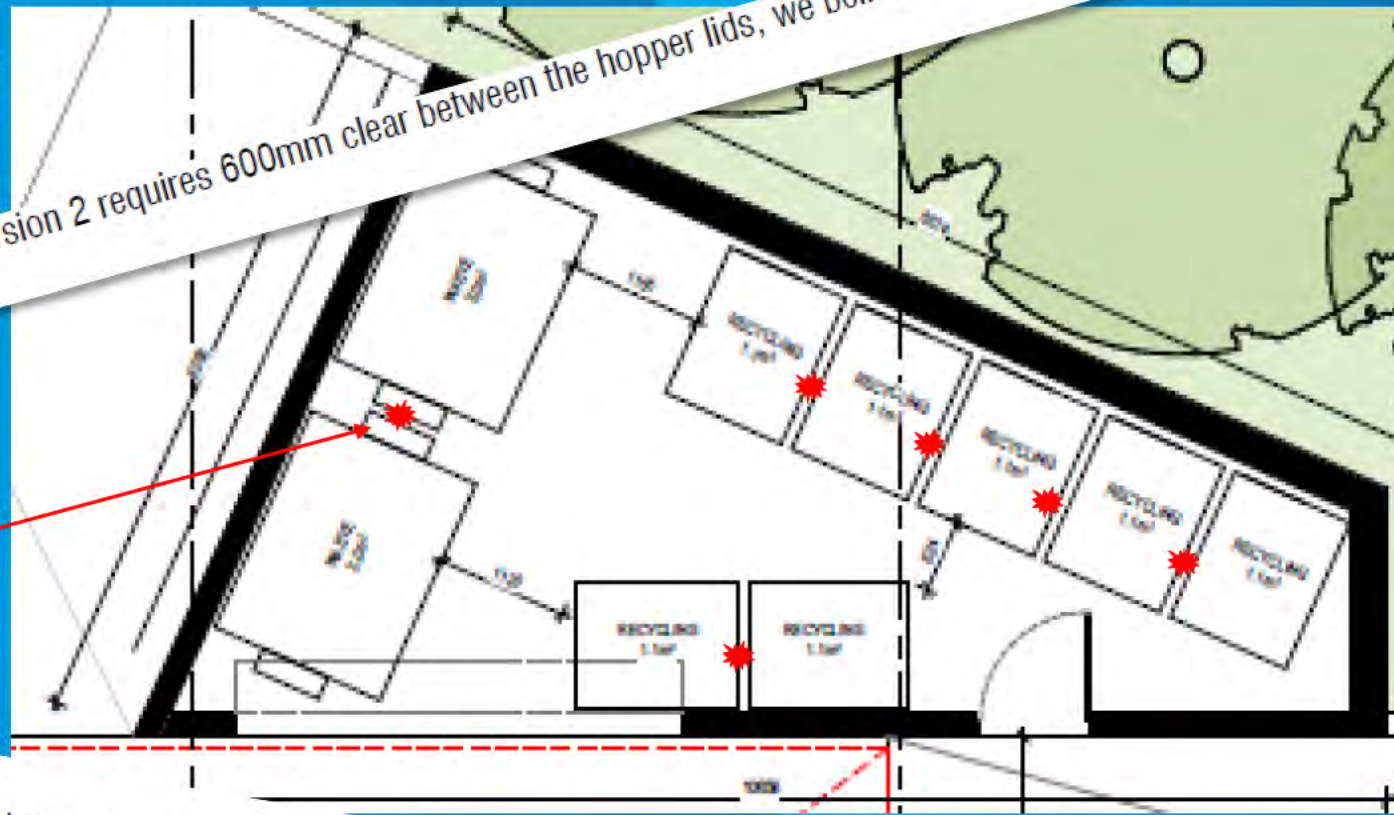
# CASE STUDY: REVERSING VEHICLES



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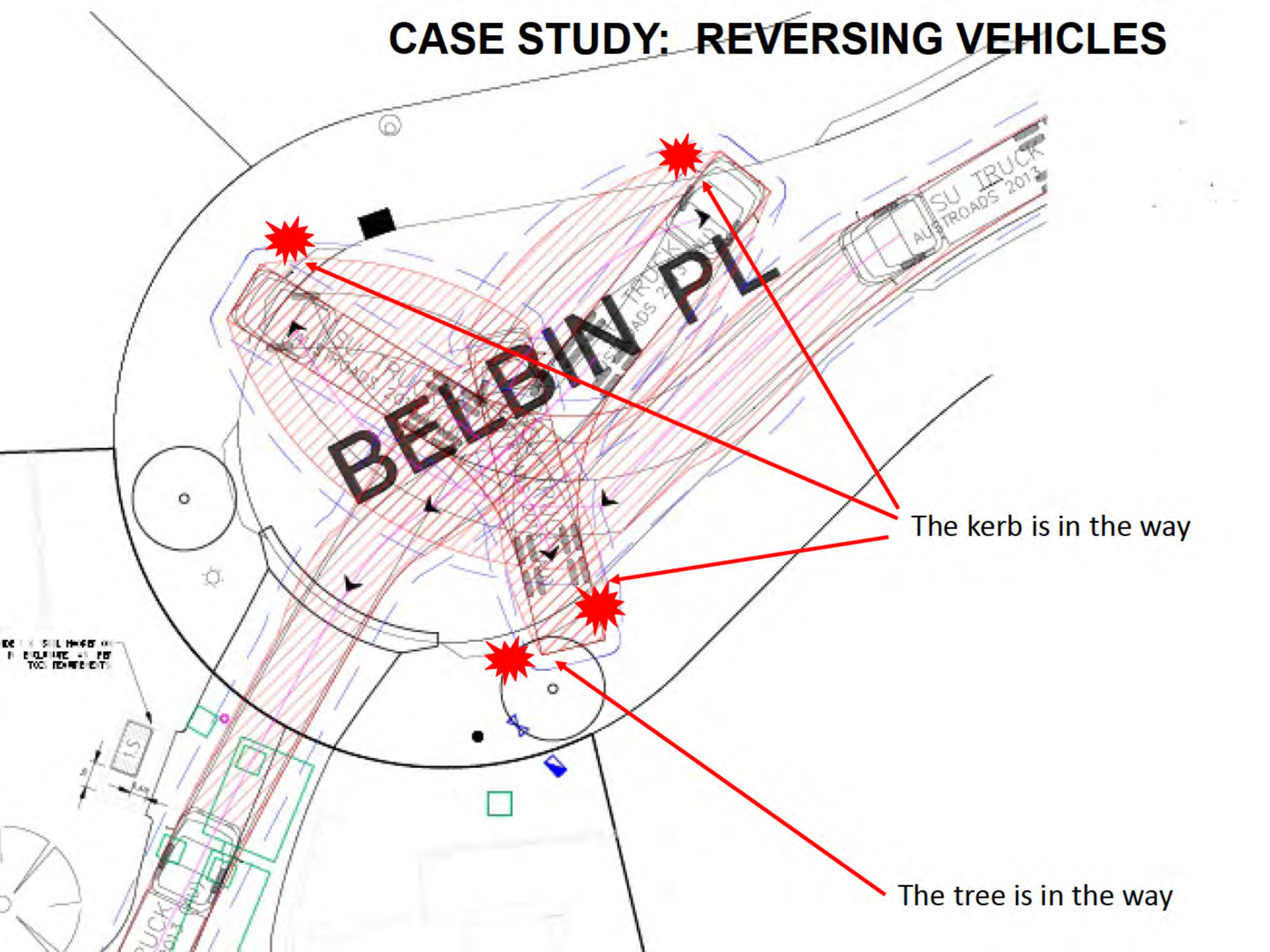
Although the Waste Code 2016 version 2 requires 600mm clear between the hopper lids, we believe the area provided will function as well.

Where's the 0.6m clearance between bins?



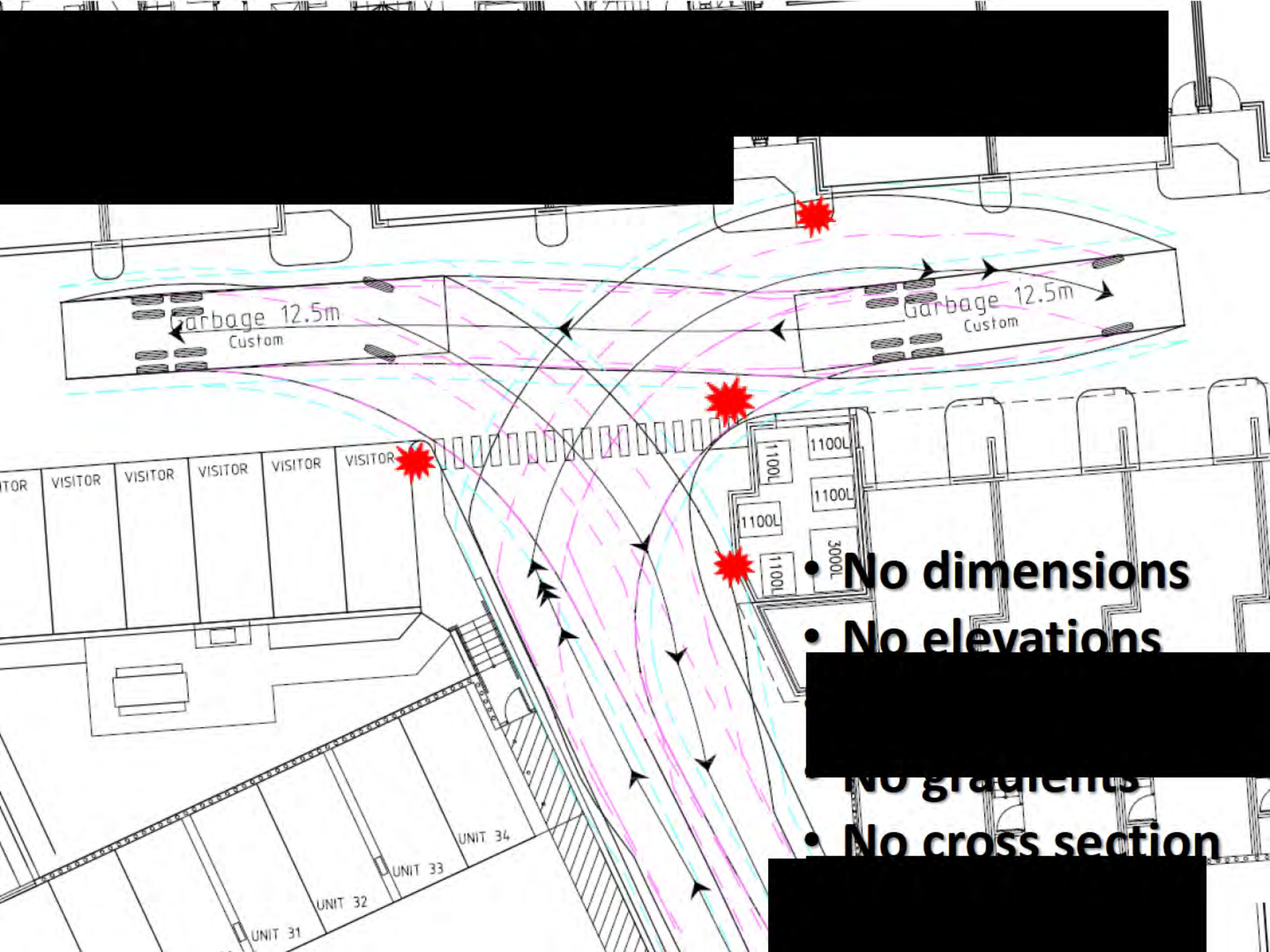
Our civil engineer has advised; An additional 13m of non-standard reversing length for the front load truck pick up is considered negligible as the path continues in a straight alignment, has ample clearance and is on a flat grade. Additionally, the visitor parking peak demand does not correspond with waste collection times and it is not a high pedestrian traffic area. The impact of shifting the waste enclosure to within this 33m results in the removal of up to 13 spaces and/or significant landscaping areas and has a detrimental impact on the amenity and accessibility of the site for future residents.

# CASE STUDY: REVERSING VEHICLES



The kerb is in the way

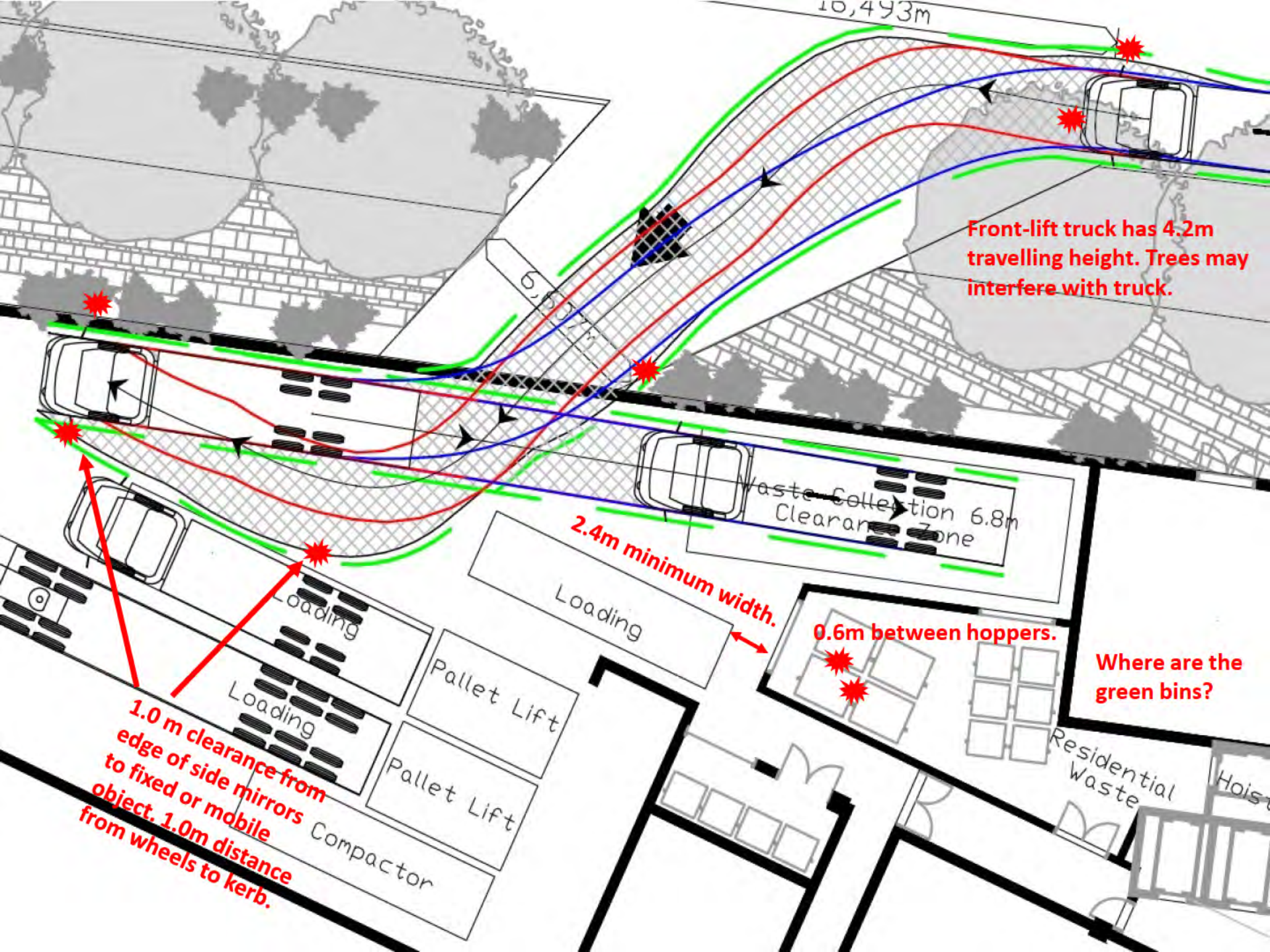
The tree is in the way



- No dimensions
- No elevations

No gradients

- No cross section



10,493m

Front-lift truck has 4.2m travelling height. Trees may interfere with truck.

Waste Collection Clearance Zone 6.8m

2.4m minimum width.

0.6m between hoppers.

Where are the green bins?

1.0 m clearance from edge of side mirrors to fixed or mobile object. 1.0m distance from wheels to kerb.

Loading

Loading

Pallet Lift

Pallet Lift

Loading

Compactor

Residential Waste

Hois



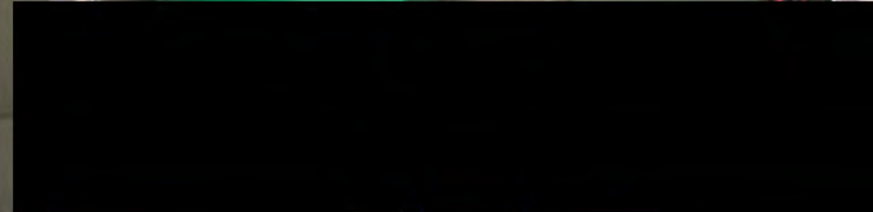
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## OPERATIONAL ACCEPTANCE

- Waste system must be fit for purpose
  - Enclosures and path of travel must be built to the approved plans
- Minor deviations can result:
  - in a failure to accommodate hoppers in the waste enclosure
  - ceilings too low for front-lift or other servicing
  - obstructions preventing access by waste truck
- Operations management plan must be complete\*

\*Who checks this?



**Hopper stored outside**



space for bins..

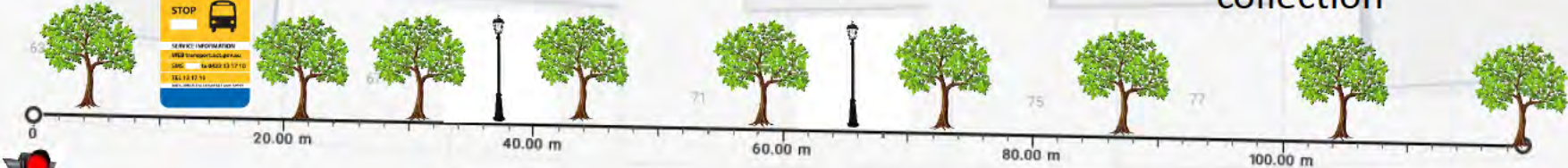




8 or 9 existing units →

8 units being built  
Expecting kerbside collection

Bus stop



No space for kerbside pickup of 20+ bins

Antill St

Antill St

Antill St

Antill St

Antill St

Antill St

Antill St

Antill St

Antill St

Antill St

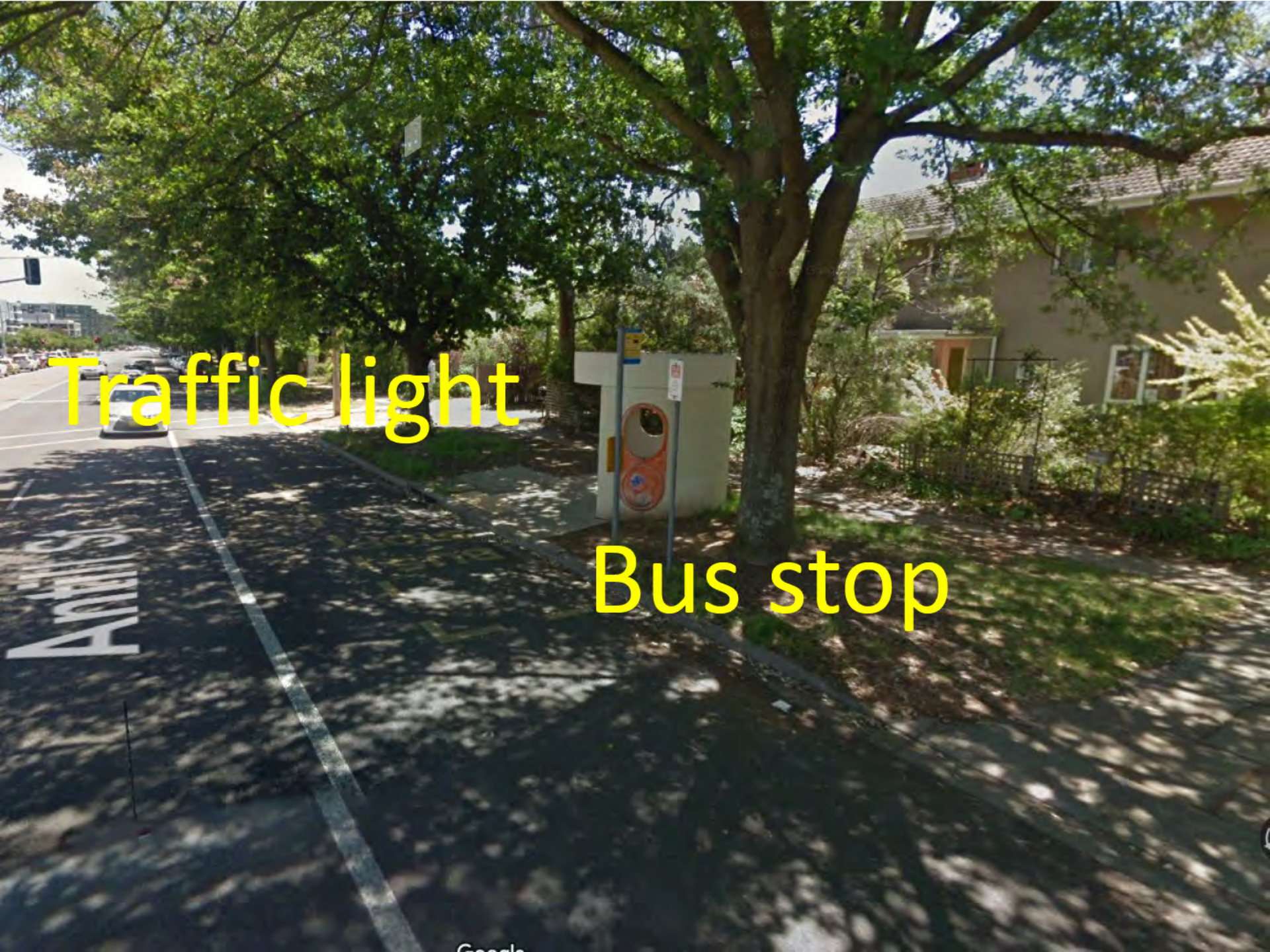
Dickson Pl

Cowper St

Measure distance  
Click on the map to add to your path



Driveway



Traffic light

Bus stop

Arroyo

# Space for 20+ bins?





The developer requested that an additional concrete slab be poured on top of the existing slab where the driveway meets the hopper pad. For an unknown reason, this was approved.

The area no longer complies with the DCC. Appendix 6, 6-3 states: *“Loading areas must have a gradient no greater than 3% to allow for the manoeuvring and loading of MGBs and hoppers”.*



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## FINAL THOUGHTS

- Encourage applicants to plan ahead – changing designs late in planning can be costly
  - Perfect prior planning prevents poor performance
- Consider the impact of waste design on future residents for the life of the building
- Complex waste management systems should:
  - Be designed holistically to transfer waste/recyclables seamlessly through the entire system until it leaves the site
  - Make effective use of the latest technologies and processes e.g. bin compactors and carousels
- Responsibility to ensure residents have a functioning waste system
  - Doesn't matter who is involved
- **READ** the code and always use it as a reference for decision-making

What Code is be

**Do NOT mix-match Codes!**

Is the application complete?

- entered into plans  
(e.g., dimensions, clearances, pathways etc.)?



# Who checks this?

Example of checklist in current and draft Code

Number	Submission requirements for MGBs allocated to each individual dwelling and kerbside collection for multi-unit residential developments	✓
R1	Each <i>development application</i> must include a completed copy of all relevant Parts of the WRMP (see <b>Appendix 10</b> )	<input type="checkbox"/>
R2	Place Coordination submission documents <u>must include plans, elevations, sections and written</u> specifications, as applicable, showing:	<input type="checkbox"/>
R2.1	▷ the <b>location</b> and <b>dimensions</b> of the indoor waste and recycling storage space for each dwelling with tabulated calculations to demonstrate the adequacy of this space per dwelling type	<input type="checkbox"/>
R2.2	▷ the location and <b>dimensions</b> of individual waste, recycling and green waste storage areas to accommodate the Territory-provided waste, recycling and green waste MGBs, with <b>tabulated</b> to demonstrate the adequacy of this space	<input type="checkbox"/>
R2.3	▷ the <b>path of travel</b> for moving MGBs from individual waste, recycling and green waste storage areas to the designated collection point indicating <b>dimensions and clearances</b>	<input type="checkbox"/>
R2.4	▷ the <b>location of the designated collection point, dimensions</b> of the available kerb frontage for the development, clearances to street trees and the indicative MGB <b>presentation layout</b> to ensure sufficient space.	<input type="checkbox"/>



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## WHERE TO NEXT...

- Will be exploring options to improve compliance.
- May reference the Code as a code of practice under the WMRR Act 2016 in lieu of Territory Plan.
- Review the Code well before 2023 for changes to be reflected in a new waste contract (more in 6 to 12 months depending on ongoing feedback).



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**Have a  
nice day!**

**From:** [Stelzig, Mike](#)  
**To:** [Joseph, Gabriel](#)  
**Cc:** [Haraldson, Greg](#); [Rose, Jason](#); [Harrington, Katherine](#)  
**Subject:** Urgent email to stakeholders [SEC=UNCLASSIFIED]  
**Date:** Friday, 21 December 2018 12:08:00 PM  
**Attachments:** [scan\\_jill slaven\\_2018-12-21-11-48-58.pdf](#)

---

Hi Gabriel

Jim Corrigan just signed the brief (attached) with text to go to industry stakeholders regarding the *Development Control Code for Best Practice Waste Management 2019*.

As Greg would have discussed with you, the email must go out before Christmas. If not today, then Monday, 24 December 2018, the latest.

Below is the approved text for your convenience to copy and paste into your outgoing email.

As the year ends, I'd like to thank you for our cooperation between ACT NoWaste and Place Coordination. We have a lot to work through early 2019, especially the new Code and how to best implement it.

Wishing you a very Merry Christmas and a Happy New Year.

Kind regards

**Mike Stelzig | Strategic Policy Officer | Service Delivery Team**

Phone: 02 6205 4279 | Email: [mike.stelzig@act.gov.au](mailto:mike.stelzig@act.gov.au)

**ACT NOWaste | Transport Canberra and City Services Directorate | ACT Government**

490 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158, Canberra City ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

Subject: New waste code commencement date

Dear industry stakeholder

A comprehensive consultation process for the review of the *Development Control Code for Best Practice Waste Management 2019* has now concluded.

The draft 2019 Code was circulated for comment for around eight weeks over October-November and detailed feedback was received from the development industry via the Property Council of Australia (ACT branch). Transport Canberra and City Services (TCCS) is assessing the feedback and will incorporate aspects of the feedback into the draft Code. TCCS will arrange a briefing to the PCA representatives to address specific issues in the New Year.

It is TCCS's intention for the new Code to be published by **1 February 2019**. There will be a 90 day transition period where industry will be able to use either the 2016 Code or the new 2019 Code.

Industry is advised that while either Code may be used, the Code selected must be used in its entirety. TCCS will not accept submissions which mix aspects of both Codes. This requirement is to avoid unreasonable complexity for assessors and to avoid future confusion when the

assessing sites for operational acceptance.

Those already designing to the consultation draft 2019 Code are advised that there may be changes to the final published Code once stakeholder feedback has been incorporated. While TCCS does not anticipate major structural changes to the 2019 Code, those using the draft need to be aware that their submissions may require amendments if lodged before the finalised Code is published in February.

Place Coordination is happy to discuss any questions relating to the implementation of the new waste Code. Finally, I wish to thank those stakeholders involved in the review of the 2019 Code and note that ongoing feedback will be accepted as the new Code is implemented in 2019.  
Yours sincerely

Gabriel Joseph  
Senior Manager, Place Coordination  
Transport Canberra & City Services Directorate

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UNCLASSIFIED

**To:** Jim Corrigan, Deputy Director-General, City Services

---

**From:** Michael Trushell, Director, ACT NoWaste

---

**Subject:** Status update - Development Control Code review

---

**Critical Date:** 20 December 2018

---

**Critical Reason:** To provide stakeholders an update on the status of the Code prior to Christmas shutdown

---

**Purpose**

To provide you an update on the status of the review of the *Development Control Code for Best Practice Waste Management 2019* in the ACT (the Code).

**Recommendations**

That you:

1. Note that the new Code will be implemented from 1 February with a 90 day transition period, unless unforeseen delays in publishing occur;  
**Noted / Please Discuss**
2. Agree to ACT NoWaste circulating an industry update at Attachment A to key development industry stakeholders via the Place Coordination mailing list, explaining that requirements of the 2016 and 2019 Codes cannot be mixed in submissions to Place Coordination over the 90 day transition period; and  
**Agreed / Not Agreed / Please Discuss**
3. Note that ACT NoWaste will respond to the Property Council of Australia (ACT) with a comprehensive response to the submission at Attachment B and offer a face to face briefing in early 2019.  
**Noted / Please Discuss**

Jim Corrigan, Deputy Director-General



21/12/18

Feedback

---

## Background

1. A comprehensive review of the *Development Control Code for Best Practice Waste Management in the ACT 2019* commenced in early 2017.
2. Stakeholder views were gathered over a comprehensive engagement process and views were incorporated into a new draft Code in mid-2018.
3. Minister for City Services in September 2018 approved to release the draft Code for targeted consultation and agreed for TCCS to implement the new Code subject to no major changes arising from the consultation process.
4. Stakeholders were allowed eight weeks until 30 November 2018 to provide comments on the draft Code.
5. Place Coordination has allowed multi-unit developers to design their projects to the consultation draft for Development Applications expected to be received in early 2019. This has allowed an element of 'road testing' of the new Code.
6. Very detailed feedback was received from the Property Council of Australia (PCA - ACT branch) on behalf of the development industry in the ACT, provided at [Attachment B](#).
7. Brief comments on the draft Code were received from the Owners Corporation Network of the ACT (OCN), noting that the OCN is particularly pleased with the progress in dual waste and recycling chutes for larger developments and for the separation of residential and commercial waste in mixed use developments.

## Issues

### Proposed response to PCA

8. The PCA submission notes that 'We believe the way in which the Government has engaged with us demonstrates an exemplar approach to collaborative consultation with key stakeholders and is to be congratulated for its approach in this regard.'
9. However, the PCA also provided 37 pages of comments which included simple editorial changes and requests for clarification. Other matters raised relate to major policy changes for commercial sites or construction and demolition waste management and are considered outside the scope of this review.
10. Several comments will require cross-directorate feedback, such as the matters relating to disability access standards and the planning system.
11. In previous reviews of the DCC, the PCA has received tabulated responses from the Directorate. Due to the length and complexity of some of the issues it is ACT NoWaste's intention to provide this to the PCA again in early 2019 around the same time as the new Code is implemented.


### Providing certainty to industry

12. ACT NoWaste, in consultation with Place Coordination, believes that simple elements of the PCA feedback can be incorporated into the new Code by 1 February 2019.
13. The development industry will require notification prior to Christmas as to when the new Code will be ready for release and that designers may choose to use the 2019 Code in designs.

14. It is ACT NoWaste's view that the development industry must understand:
  - a. They must choose to utilize either the 2016 Code or the 2019 Code in their entirety as the transition period occurs;
  - b. they cannot mix aspects of the 2016 or 2019 Code; and
  - c. for those already using the consultation draft version of the Code, there may be changes required to their submitted documents once the new Code is implemented in February 2019.
15. Given the waste sector and development industry in the ACT are dynamic, the new Code may be updated over time.
16. It is anticipated that the next major Code review will occur in the years leading-up to the expiration of the current Territory waste contract in 2023. Outstanding issues and 'blue sky' matters raised by the PCA may be incorporated into this process.

Consultation

17. ACT NoWaste has consulted with Place Coordination in preparing this brief. Place Coordination suggested that industry should be allowed to use aspects of both the 2016 and 2019 Codes, so long as there is a waste management benefit in doing so.
18. ACT NoWaste is concerned that the mixing of Codes would potentially cause issues such as:
  - a. increasing the burden of complexity on Place Coordination and ACT NoWaste staff when assessing submissions against two different Codes;
  - b. TCCS requesting justification for developer's decisions. For example, a developer may wish to utilise individual kerbside bins option available in the 2019 Code but then choose to ignore the 2019 requirement for green bins storage; and
  - c. In future years' when 2019 DA projects are constructed, and the Territory waste contractor assesses multi-unit sites for servicing, there will be confusion as to which Code was applied. This may cause conflict with strata managers and residents if the cases of non-compliance arise.
19. While Place Coordination's preferred approach may provide customer service benefits and flexibility to developers, ACT NoWaste does not consider these benefits to outweigh the risks noted above.

  
Michael Trushell  
Director ACT NoWaste  
18 December 2018

Phone: ext. 72840

Action Officer: Greg Haraldson

Phone: ext. 56037

**Attachments**

Attachment A	Update to industry
Attachment B	Property Council of Australia feedback to draft DCC

**DRAFT - Note to Place Coordination development industry mailing list**

*Intended for release by 19 December 2018*

Subject: New waste code commencement date

Dear industry stakeholder

A comprehensive consultation process for the review of the *Development Control Code for Best Practice Waste Management 2019* has now concluded.

The draft 2019 Code was circulated for comment for around eight weeks over October-November and detailed feedback was received from the development industry via the Property Council of Australia (ACT branch).

Transport Canberra and City Services (TCCS) is assessing the feedback and will incorporate aspects of the feedback into the draft Code. TCCS will arrange a briefing to the PCA representatives to address specific issues in the New Year.

It is TCCS's intention for the new Code to be published by **1 February 2019**. There will be a 90 day transition period where industry will be able to use either the 2016 Code or the new 2019 Code.

Industry is advised that while either Code may be used, the Code selected must be used in its entirety. TCCS will not accept submissions which mix aspects of both Codes. This requirement is to avoid unreasonable complexity for assessors and to avoid future confusion when the assessing sites for operational acceptance.

Those already designing to the consultation draft 2019 Code are advised that there may be changes to the final published Code once stakeholder feedback has been incorporated. While TCCS does not anticipate major structural changes to the 2019 Code, those using the draft need to be aware that their submissions may require amendments if lodged before the finalised Code is published in February.

Place Coordination is happy to discuss any questions relating to the implementation of the new waste Code. Finally, I wish to thank those stakeholders involved in the review of the 2019 Code and note that ongoing feedback will be accepted as the new Code is implemented in 2019.

Yours sincerely

Gabriel Joseph  
Senior Manager, Place Coordination  
Transport Canberra & City Services Directorate

## Easton, Denise

---

**From:** Aster-Stater, Alek  
**Sent:** Tuesday, 25 September 2018 10:26 AM  
**To:** Stelzig, Mike  
**Cc:** TCCS\_NW NOWasteMuds; Horton, Claire; Rose, Jason  
**Subject:** RE: Block 12 Section 45 Belconnen\_Wast Strategies [SEC=UNCLASSIFIED]

Thanks Mike.

Can we send them the index, as it may be difficult for them to identify specific elements of the code of interest?

Regards,  
Alek

---

**From:** Stelzig, Mike  
**Sent:** Tuesday, 25 September 2018 9:52 AM  
**To:** Aster-Stater, Alek <Alek.Aster-Stater@act.gov.au>  
**Cc:** TCCS\_NW NOWasteMuds <TCCS.NOWasteMuds@act.gov.au>; Horton, Claire <Claire.Horton@act.gov.au>  
**Subject:** FW: Block 12 Section 45 Belconnen\_Wast Strategies [SEC=UNCLASSIFIED]

Hi Alek

Thanks for calling earlier.

I had a chat with Jason and we believe that it would be premature to distribute the whole draft code until after the technical review which hasn't commenced as yet.

Even with a disclaimer, it would be a risk as anecdotal evidence shows that developers are not prepared to readily make changes to designs.

Having said that, we may consider providing excerpts of the draft code. I understand that the developer is interested in the waste chutes. If you wouldn't mind double checking with the developer exactly what areas they are interested in, we may be able to accommodate them. Of course, if anything were to change between the excerpts provided and the final code, the developer's designs must also be changed to comply. If the developer can acknowledge this beforehand, I believe we can assist.

Kind regards

Mike

Mike Stelzig | Strategic Policy Officer | Industry Development  
Phone: 02 6205 4279 | Email: [mike.stelzig@act.gov.au](mailto:mike.stelzig@act.gov.au)  
ACT NOWaste | Transport Canberra and City Services Directorate | ACT Government  
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---

**From:** Stelzig, Mike  
**Sent:** Tuesday, 25 September 2018 9:19 AM  
**To:** Aster-Stater, Alek <[Alek.Aster-Stater@act.gov.au](mailto:Alek.Aster-Stater@act.gov.au)>  
**Cc:** Horton, Claire <[Claire.Horton@act.gov.au](mailto:Claire.Horton@act.gov.au)>; TCCS\_NW NOWasteMuds <[TCCS.NOWasteMuds@act.gov.au](mailto:TCCS.NOWasteMuds@act.gov.au)>  
**Subject:** RE: Block 12 Section 45 Belconnen\_Wast Strategies [SEC=UNCLASSIFIED]

Hi Alek

Before I respond, would it be possible to get more information on what the developer is attempting? Does the developer have any deviations in mind (current vs new code)?

The technical consultation phase of the draft code has not yet commenced so that there may be changes to the final draft code that will commence early 2019. Also, I believe that trials are already running with the new code. I don't have any details on them but it is important to know what the objective of the developer is in obtaining the new code before it is released.

Kind regards

**Mike Stelzig | Strategic Policy Officer | Industry Development**

Phone: 02 6205 4279 | Email: [mike.stelzig@act.gov.au](mailto:mike.stelzig@act.gov.au)

**ACT NOWaste | Transport Canberra and City Services Directorate | ACT Government**

490 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158, Canberra City ACT 2601 | [www.act.gov.au](http://www.act.gov.au)

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**From:** Aster-Stater, Alek

**Sent:** Tuesday, 25 September 2018 8:54 AM

**To:** TCCS\_NW NOWasteMuds <[TCCS.NOWasteMuds@act.gov.au](mailto:TCCS.NOWasteMuds@act.gov.au)>

**Cc:** Stelzig, Mike <[Mike.Stelzig@act.gov.au](mailto:Mike.Stelzig@act.gov.au)>

**Subject:** RE: Block 12 Section 45 Belconnen\_Wast Strategies [SEC=UNCLASSIFIED]

Hi NoWaste,

Please provide a response to this request.

Regards,  
Alek

---

**From:** Dunn, Maggie

**Sent:** Friday, 7 September 2018 1:20 PM

**To:** TCCS\_NW NOWasteMuds <[TCCS.NOWasteMuds@act.gov.au](mailto:TCCS.NOWasteMuds@act.gov.au)>

**Cc:** Aster-Stater, Alek <[Alek.Aster-Stater@act.gov.au](mailto:Alek.Aster-Stater@act.gov.au)>; Joseph, Gabriel <[Gabriel.Joseph@act.gov.au](mailto:Gabriel.Joseph@act.gov.au)>

**Subject:** FW: Block 12 Section 45 Belconnen\_Wast Strategies [SEC=UNCLASSIFIED]

Good afternoon,

Can you please see below request and provide your recommendations to Gabriel Joseph with copy to Alek Aster-Stater?

Regards,

**Maggie Dunn | Operational Coordinator | Development Review & Coordination**

Phone: 02 6205 8261 | Email: [maggie.dunn@act.gov.au](mailto:maggie.dunn@act.gov.au)

**Capital Works and Development Support | Transport Canberra and City Services Directorate | ACT Government**

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**From:** [TCCS\\_DDR](#)  
**To:** [Aster-Stater\\_Alek](#)  
**Cc:** [TCCS\\_PC DACOORD](#); [Chandramohan, Chandra](#); [Kumarasamy, Nanthy](#)  
**Subject:** RE: 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]  
**Date:** Friday, 1 March 2019 3:51:18 PM

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Hi Alek,

After reviewing the CGPD Response (also discussed with Nanthy), please see my comments as follows:

- It is recommended for the developer to provide the RSA at this DA stage rather than the Detailed Design stage.
- Details for the pedestrian island at the intersection of Antill St/Road A must be provided at the Detailed Design stage.
- Typical section **reflecting on-street parking** at the southern part of Road A must be provided.
- Right-turn movement egressing from the western side of McDonald's driveway.
  - This movement haven't been provided yet.
  - What is the outcome of the discussions (in Jan 2019) between the developer and McDonald's regarding to waste vehicle access?
- Agree the Island extended forward of basement entry wall. However all turning templates are still based on the previous Island layout.

Regards,

**Xunyong Li | Engineer | BEng (MIEAust), DipPM**

**Phone: 02 6207 6802 | Email: [xunyong.li@act.gov.au](mailto:xunyong.li@act.gov.au)**

**Development and Design Review | Infrastructure Planning, City Operations | Transport Canberra and City Services Directorate | ACT Government**

**Level 1, 490 Northbourne Ave, Dickson | Locked Bag 2000 Civic Square ACT 2608 | [www.tccs.act.gov.au](http://www.tccs.act.gov.au)**

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**From:** TCCS\_DDR

**Sent:** Friday, 1 March 2019 12:38 PM

**To:** Aster-Stater, Alek <[Alek.Aster-Stater@act.gov.au](mailto:Alek.Aster-Stater@act.gov.au)>

**Cc:** TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>; Chandramohan, Chandra <[Chandra.Chandramohan@act.gov.au](mailto:Chandra.Chandramohan@act.gov.au)>

**Subject:** RE: 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]

Hi Alek,

Thank you for giving the DDR team this opportunity to review the Block 21 Section 30 Dickson DA project.

Attached is the comments our team provided in the EDP stage for this project. I have reviewed the comments, and found almost none of the Civil Comments have been addressed in the DA submission.

I also attached the email from the TMS team for your information. They also insist that the Road

Safety Audit needs to be provided at this DA stage rather than the Detailed Design stage.

Hence, this DA submission is not supported.

Please let me know if any clarification needed.

Regards,

**Xunyong Li | Engineer | BEng (MIEAust), DipPM**  
**Phone: 02 6207 6802 | Email: [xunyong.li@act.gov.au](mailto:xunyong.li@act.gov.au)**  
**Development and Design Review | Infrastructure Planning, City Operations | Transport Canberra and City Services Directorate | ACT Government**  
**Level 1, 490 Northbourne Ave, Dickson | Locked Bag 2000 Civic Square ACT 2608 | [www.tccs.act.gov.au](http://www.tccs.act.gov.au)**

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**From:** Dunn, Maggie

**Sent:** Friday, 8 February 2019 1:35 PM

**To:** TCCS\_TPAP Advice <[TCCS\\_TPAP.Advice@act.gov.au](mailto:TCCS_TPAP.Advice@act.gov.au)>; TCCS\_DDR <[TCCS.DDR@act.gov.au](mailto:TCCS.DDR@act.gov.au)>

**Cc:** Aster-Stater, Alek <[Alek.Aster-Stater@act.gov.au](mailto:Alek.Aster-Stater@act.gov.au)>; TCCS\_PC DACOORD <[TCCS.DACOORD@act.gov.au](mailto:TCCS.DACOORD@act.gov.au)>

**Subject:** 21/30 - DICKSON - DA [SEC=UNCLASSIFIED]

Goodday,

Please review this DA submission [1.7 - DA# 201835109](#) and advice PC coordinator

All responses must be provided in this spreadsheet.

[Project Life Cycle DICKSON - SECTION 30 - BLOCK 21](#)

Regards,

**Maggie Dunn | Operational Coordinator | Place Coordination**  
Place Coordination and Planning | Transport Canberra and City Services | ACT Government  
**Phone: 02 6205 8261 | Email: [maggie.dunn@act.gov.au](mailto:maggie.dunn@act.gov.au)**  
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