

CGPD DICKSON ACT

Noise Management Plan

5 April 2019

Coles Group Property Development

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Contents

1	Introduction	1
2	Description of the development and surrounding sensitive land uses	2
3	Applicable noise criteria	5
3.1	Rule 23 of the Commercial Zones Development Code	6
3.2	Rule 60 of the Commercial Zones Development Code	6
3.3	General environmental duty	10
4	Acoustic assessment of use of the Site with the noise criteria	11
4.1	Noise from use of the loading dock	11
4.2	Design of external glazing for the residential building	13
4.3	Noise from mechanical plant	16
4.4	Noise from use of future drink establishments and restaurants on the ground floor	17
5	Recommendations	19
6	Conclusion	21
	References	23
APPENDIX A	Glossary of terminology	24
APPENDIX B	Loading dock noise survey at Coles West Ryde NSW	26
APPENDIX C	Unattended noise logger graphs	32

List of tables

Table 1	Applicable noise standards for the zones as defined in the Environment Protection Regulation 2005	5
Table 2	Requirement in the Commercial Zones Development Code for Element 6: Noise	6
Table 3	Requirement in the Commercial Zones Development Code for Element 19: Residential development	7
Table 4	Requirement in the Multi Unit Housing Development Code for section 6.9 Noise attenuation – external sources	7
Table 5:	AS2107 Recommended design sound levels for different areas of occupancy in buildings	9
Table 6:	AS2107 Recommended satisfactory design sound levels for residential apartments on the Site	10
Table 7	Measured dock noise levels, Coles West Ryde NSW	12
Table 8	Calculated LA10,T loading dock noise level at the nearest residential and residential receivers	13
Table 9	Design glazing options for residential building constructed on the Site	15
Table 10	Calculated LA10,15min noise level from mechanical plant	16
Table 11	Calculated LA10,15min noise level from outside patrons in restaurant situation	18
Table 12 -	Recommended Glazing Treatment for residential building constructed on the Site	19

List of figures

Figure 1:	Land zoning in the immediate locality of the subject site	3
Figure 2:	Aerial image of Site showing surrounding residential and commercial properties and noise monitoring locations (M1 and M2)	14

1 Introduction

Renzo Tonin & Associates was engaged to prepare a Noise Management Plan (**NMP**) in respect of a proposed seven storey mixed-use development comprising a Coles supermarket and other ground floor retail tenancies, car parking on two basement levels and on the Level 1 podium, 140 residential units, and other associated works on-site and off-site at Block 21 Section 30 Dickson ACT (**Site**).

This NMP demonstrates how environmental noise pollution will be managed for the Site and details how the proposal will comply with the Environment Protection Act 1997 (the **Act**), Environment Protection Regulation 2005 (the **Regulation**) and other applicable standards and outlines measures to prevent, minimise or control noise impacts.

This NMP has been prepared in accordance with the *"Guidelines for the preparation of Noise Management Plans for development applications"* issued by the ACT Environment Protection Authority, February 2014 (**Guidelines**). In accordance with the Guidelines, an NMP must be prepared by a person suitably qualified in the assessment of environmental noise. The EPA considers full members of the Australian Acoustical Society, listed in the directory of Members Areas of Professional Practice under Environmental Noise, to be suitably qualified. The author of this NMP declares that he has the qualifications required in the Guidelines.

A list of documents referred to in preparing this NMP can be found in the References section of this document.

The work documented in this NMP was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001.

Appendix A contains a glossary of acoustic terms used in this NMP.

2 Description of the development and surrounding sensitive land uses

The proposal is a comprehensive redevelopment of the Site as a single stage including the demolition of all existing structures and removal of regulated trees to accommodate one supermarket, ground floor retail tenancies, 140 residential units with associated communal open space, and replacement public car parking and car parking generated by the development and offsite works including paving and landscaping treatments to Road A, the installation of new street furniture and lighting, and intersection upgrades.

Figure 1 shows the location of the site and surrounding land uses.

The site will generally be built to all boundaries, with the exception of ground level and above where it is set back from the southern and eastern boundaries, with retail activity focused towards Road A as the interface with the rest of the Dickson Group Centre. The residential component will be set against Antill Street and will rise to 24m in height (seven storeys). Two basement car parking levels will be provided. Retail activities will be accommodated on the ground floor including the Coles supermarket and retail tenancies extending across the site. The first floor will also accommodate car parking (podium parking). The second floor incorporates the first level of residential accommodation, communal open space for residents and mechanical plant.

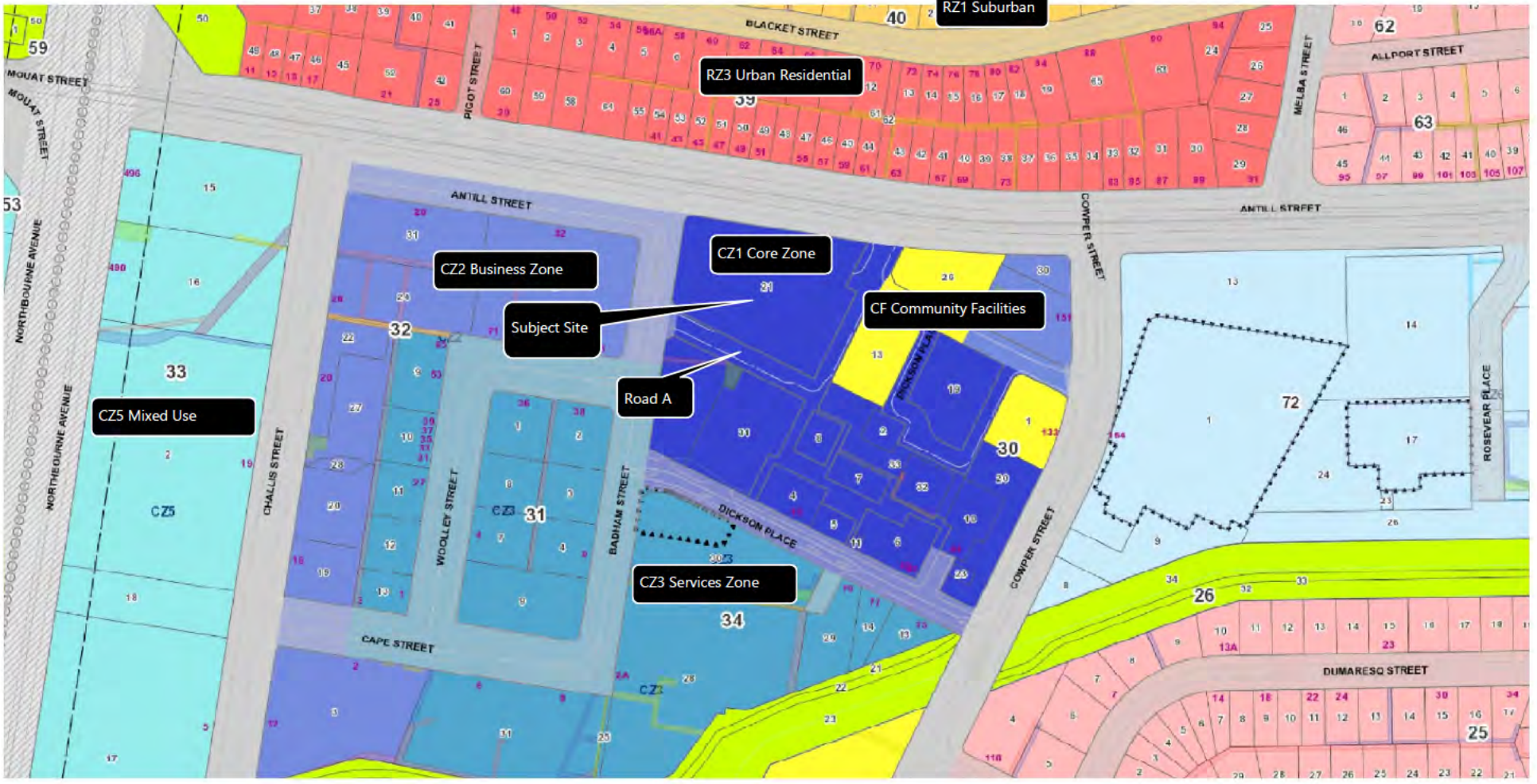
Once the development is completed, a Crown Lease will be issued to Coles Group Property Development Limited (CGPD), being the developer of the Site. The draft version of the Crown Lease [1] requires that the uses which are required or may be carried out as part of the proposed development are:

- 1) there must be a minimum of two supermarkets.
- 2) there must be:
 - a) residential use limited to multi-unit housing restricted to the first floor and above; and/or
 - b) commercial accommodation use (for example, a hotel) restricted to the first floor and above;

provided always that the combined number of residential dwellings and commercial accommodation units is not less than 100.

- 3) and permitting the following additional uses at ground floor level only:
 - a) community use;
 - b) drink establishment;
 - c) non-retail commercial use (excluding office which is limited to 4,000sqm);
 - d) pedestrian plaza;
 - e) restaurant; and,
 - f) shop.

Figure 1: Land zoning in the immediate locality of the subject site



There is only one supermarket proposed for the Site. A variation will therefore be sought by CGPD to amend the requirement in the draft Crown Lease that there be two supermarkets. There is no proposal to incorporate commercial accommodation use on the Site (for example, a hotel). In respect of the ground floor tenancies, other than the supermarket space, the proposal provides for a number of retail tenancies on the ground floor.

Land to the north of Antill Street lies within the residential suburb of Downer. Blocks with immediate frontage to Antill Street are occupied by 1960's two storey duplex residential units and are zoned RZ3 Urban Residential (see Figure 1). Residential blocks on Antill Street are separated from the Site by approximately 39m.¹ Antill Street in this location comprises a dual carriageway with wide verges and a median strip.

Land to the west, on the opposite side of Badham Street, is occupied by a service station and fast food restaurant. Access to both is from Badham Street. To the south lies a McDonalds restaurant with drive through access from Road A, and a Woolworths supermarket.

Land immediately to the east is zoned CF Community Facilities. This is occupied by a health centre on the Antill Street frontage and the Dickson Library on Road A. The Dickson Library comprises a single storey, heritage registered building with its primary address to a small, south facing community courtyard formed by the arrangement of surrounding buildings.

Land further south east is occupied by a mix of one, two and three storey buildings, most of which date from the centre development in the 1960's, with specialty retail on the ground floor and commercial offices above.

There are residential uses on the corner of Challis Street and Antill Street (Block 31 Section 32), Challis Street and Cape Street and in Dumaresq Street, however, these residences are sufficiently separated by distance from the proposed development so as not to be affected by way of noise.

¹ 44.5m separation with respect to the façade of the subject building

3 Applicable noise criteria

This section deals with the applicable noise criteria for the Site and surrounding land as required in the Regulation. The numeric standards in the Regulation are contained in Schedule 2 in terms of "noise zones". In turn, the noise zones are defined in terms of the applicable land zoning. Figure 1 above shows the zoning applicable to the Site and surrounding land.

Of particular note are the RZ3 Urban Residential zone situated opposite the Site on Antill Street and the CF Community Facilities incorporating the Dickson Library to the east of the Site.

The applicable noise standards in relation to these zones are shown in the following table:

Table 1 Applicable noise standards for the zones as defined in the Environment Protection Regulation 2005

column 1 item	column 2	column 3 noise standard (dB(A)) * Monday-Saturday 7am-10pm Sunday and public holiday 8am-10pm	column 4 noise standard (dB(A)) * Monday-Saturday 10pm-7am Sunday and public holiday 10pm-8am
3	Zone C Dickson Group Centre CZ1 CZ2 Business Zone CF	55	45
7	Zone G Urban Residential RZ3	45	35

* Measured as an LA10 for 5 -15 minutes to obtain an accurate representation of the noise 2

In this table, the noise standards (dB(A)) are defined as an LA10,T where T denotes the time of measurement. By way of explanation, when measuring noise that fluctuates over time (such as noise in the loading dock), there is no single number that represents the final noise level because the noise is not constant. Instead, in the ACT, the LA10,T is used to represent the final noise level being the noise level exceeded for 10% of the time of measurement T. The LA10,T represents the typically highest noise levels in the sample and is meant to provide a conservative assessment of noise impact. According to the ACT Noise Measurement Manual [6], T can vary from 5 to 15 minutes depending upon the noise source characteristics.

The compliance point for the Urban Residential RZ3 land is the boundary of the residential land closest to the Site. Similarly, the compliance point for the Dickson Library is at the common boundary of the CZ1 land and the CF land. Similarly, the compliance point for the CZ2 Business Zone to the west of the Site is the boundary of that business zone and the compliance point for the adjacent CZ1 properties to

² Section 4.2.4 Environment Protection (Noise Measurement Manual) Approval 2009 (No 1)

the south of the site (notably the McDonalds and Woolworths stores) are the boundaries of those allotments.

3.1 Rule 23 of the Commercial Zones Development Code

The Commercial Zones Development Code sets out in Rule 23 the requirements for noise generating activities within all commercially zoned land as shown in the table below.

Table 2 Requirement in the Commercial Zones Development Code for Element 6: Noise

Element 6: Noise	
Intent:	
a) To promote a high level of amenity	
Rules	Criteria
6.1 Potentially noisy uses	
R23	
This rule applies to any of the following:	
a) club	
b) drink establishment	
c) emergency services facility	
d) hotel	
e) indoor recreation facility	
f) industry (except light industry)	
g) indoor entertainment facility	
h) outdoor recreation facility	
i) restaurant.	
Development complies with a noise management plan prepared by a suitably qualified person and endorsed by the Environment Protection Authority (EPA).	
The noise management plan will detail the proposed design, siting and construction methods that will be employed to ensure compliance with the Noise Zone Standard as detailed in the Environment Protection Regulation 2005, based on the estimated noise levels when the facility is in use.	
Note: A condition of development approval may be imposed to ensure compliance with the endorsed noise management plan.	
	This is a mandatory requirement. There is no applicable criterion.

As stated in the previous section, in respect of the ground floor tenancies, other than the supermarket space, the application includes a number of retail tenancies on the ground floor. A retail tenancy as proposed in the current development application would not trigger Rule 23.

However, as the draft Crown Lease contemplates the possibility of other uses on the ground floor some of which are listed in Table 2, for the sake of completeness, the noise impact of uses such as a restaurant or drink establishment (being the worst case noise producing uses) is considered in this NMP.

3.2 Rule 60 of the Commercial Zones Development Code

This is also a requirement in the Commercial Zones Development Code to have regard to noise impact generated from the Site to the multi-unit housing proposed on the Site. The relevant requirement is Rule 60 as outlined in the following table:

Table 3 Requirement in the Commercial Zones Development Code for Element 19: Residential development

Element 19: Residential development	
Intent:	
a) To provide opportunities for higher density residential development, while protecting existing commercial uses and the amenity of residents living in commercial zones.	
Rules	Criteria
19.2 Multi unit housing	
R60	
Multi unit housing or residential components of commercial mixed use complies with the Residential Zones- Multi Unit Housing Development Code.	This is a mandatory requirement. There is no applicable criterion.

The pertinent requirement in the Residential Zones - Multi Unit Housing Development Code is Rule 67 which is shown in Table 4 below.

Table 4 Requirement in the Multi Unit Housing Development Code for section 6.9 Noise attenuation – external sources

Rules	Criteria
6.9 Noise attenuation – external sources	
R67	
Where a block has one or more of the following characteristics:	This is a mandatory requirement. There is no applicable criterion.
<ul style="list-style-type: none"> i) identified in a precinct code as being potentially affected by noise from external sources ii) adjacent to a road carrying or forecast to carry traffic volumes greater than 12,000 vehicles per day iii) located in a commercial zone iv) adjacent to a commercial or industrial zone 	
<p> dwellings shall be constructed to comply with the relevant sections of all of the following:</p> <ul style="list-style-type: none"> a) AS/NZS 2107:2000 - Acoustics - Recommended design sound levels and reverberation times for building interiors (the relevant satisfactory recommended interior design sound level) b) AS/NZS 3671 - Acoustics – Road Traffic Noise Intrusion Building Siting and Design. <p>For other than road traffic noise, compliance with this rule is demonstrated by a noise management plan, prepared by a member of the Australian Acoustical Society with experience in the assessment of noise and endorsed by the EPA. For other than road traffic noise, the noise level immediately adjacent to the dwelling is assumed to be the relevant noise zone standard specified in the ACT Environment Protection Regulation 2005.</p> <p>For road traffic noise, compliance with this rule is demonstrated by an acoustic assessment and noise management plan, prepared by a member of the Australian Acoustical Society with experience in the assessment of road traffic noise, and endorsed by the Transport Planning & Projects Section in ESDD and endorsed by the ACT Government entity responsible for Transport Planning.</p> <p>Note: A condition of development approval may be imposed to ensure compliance with the endorsed noise management plan.</p>	

The first requirement in this Rule is that if the Site has any one or more of the characteristics identified as i)-iv) in the table above, this triggers the requirement to design the dwelling so as to comply with

AS/NZS 2107:2000 - Acoustics - Recommended design sound levels and reverberation times for building interiors and *AS/NZS 3671 - Acoustics – Road Traffic Noise Intrusion Building Siting and Design*.

Pertinently, Antill Street currently carries 16,863 vehicles per day therefore triggering the first requirement.³

The second requirement is that a noise management plan must be prepared demonstrating compliance with the Rule.

Australian Standard 2107:2000 Recommended design sound levels and reverberation times for building interiors (AS2107:2000) recommends design criteria for building interiors based upon the function of each occupancy. The sound levels are to apply to a fully fitted out and completed building, but excluding occupant noise. The Standard is applicable to steady-state or quasi-steady state sounds such as mechanical services equipment and road traffic noise intrusion, but not intended for transient or variable sources such as aircraft noise, railways and construction noise. It is noted that AS2107:2000 has recently been updated in 2016⁴, however, as the 2016 version is not specified in Rule 67 it will not be referred to.

AS/NZS 3671:1989 - Acoustics – Road Traffic Noise Intrusion Building Siting and Design (AS3671:1989) provides guidelines for determining the type of building construction necessary to achieve acceptable noise levels indoors, as recommended in AS2107:2000 for different occupancies.

The principal noise sources affecting the residential building constructed on Level 2 and above on the Site are a) noise associated with traffic on Antill Street, b) noise from mechanical plant servicing the building, particularly the supermarket and c) noise from activities associated with restaurants and drinking establishments on the ground floor (should those uses eventuate in the future).

Table 5 below shows the applicable noise criteria for building spaces associated with residential accommodation. In particular, the categories " Houses and apartments near major roads" would apply in this instance as Antill Street carries more than 12,000 vpd and would therefore be classified as a major road.

³ Email correspondence from Northrop traffic consultant. The figure is the average daily weekday traffic for Antill Street from Monday 22/10/2018 to Sunday 4 November 2018 combined both directions and all lanes.

⁴ AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for building interiors

Table 5: AS2107 Recommended design sound levels for different areas of occupancy in buildings

Type of occupancy/ activity	Recommended design sound level, L_{Aeq} , dB(A)		Recommended reverberation time (T),s
	Satisfactory	Maximum	
7 RESIDENTIAL BUILDINGS (see Note 7 and Clause 5.2)			
Houses in areas with negligible transportation -			
Sleeping areas	25	30	-
Houses and apartments near minor roads -			
Living areas	30	40	-
Sleeping areas	30	35	-
Work areas	35	40	-
Apartment common areas (e.g. foyer, lift lobby)	45	55	See Note 3
Houses and apartments near major roads -			
Living areas	35	45	-
Sleeping areas	30	40	-
Work areas	35	45	-
Apartment common areas (e.g. foyer, lift lobby)	45	55	See Note 3

NOTES:

* See Appendix A of AS2107:2000

1. The recommended design sound levels are for a fully fitted out and completed building. Attention is drawn to the additive noise effect of many machines within the same area and adjacent areas. Allowance for the total number and type of noise sources should therefore be made in the selection of equipment and in the design of building spaces. A building owner or developer may consider an allowance of 3-5 dB(A) to be appropriate.
2. Recommended reverberation time is 10 percent to 20 percent higher than Curve 1 of Appendix A.
3. Reverberation time should be minimized as far as practicable for noise control.
4. Certain teaching spaces, including those intended for students with learning difficulties and students with English as a second language, should have reverberation times at the lower end of the specified range.
5. Specialist advice should be sought for these spaces.
6. A very wide range of noise levels can occur in the occupied state in spaces housing manufacturing processes, and the levels are primarily subject to control as part of a noise management program (see AS/NZS 1269.2). The possibilities for segregating very noisy processes from quieter ones by partitioning vary between particular industries and plants. For reasons such as these, it is difficult to make generalized recommendations for desirable, or even maximum, design levels for the unoccupied state, but one guiding principle may still be observed - when the activity in one area of a manufacturing plant is halted, it is desirable that the local level should if possible drop to 70 dB(A) or lower to permit speech communication without undue effort.
7. In situations where traffic noise levels may vary widely over a 24-hour period, measurements to assess compliance with this Standard should be taken at the relevant time and for an appropriate measurement period according to the area of occupancy or activity in the building. Where traffic noise fluctuates rapidly with the passage of individual vehicles, the community reaction may not correlate well with the equivalent continuous noise level as measured.
8. The overall sound pressure level in dB(A) should conform to the recommended design sound level given in Table 1. In these spaces, a balanced sound pressure level across the full frequency range is essential. These spaces should therefore be evaluated in octave bands across the full frequency spectrum. The recommended maximum sound pressure levels for the individual octave bands corresponding to the overall dB(A) value are given in Appendix C.
9. In spaces in which high quality sound recordings are to be made, the levels set for low frequency octave bands should not be exceeded (see Appendix C). Subsequent replay of the recordings may cause an amplification of the ambient sound resulting in an overemphasis of its low-frequency components. Specialist advice should always be sought when these spaces are being designed. In some circumstances, for purposes of very high quality recording, lower levels than those specified in Table 1 may be required.

Rule 67 states that it is the "satisfactory recommended interior design sound level" that shall be complied with.

It is noted that the noise criteria are expressed in terms of LAeq rather than the previously discussed LA10,T. By way of explanation, the LAeq is an energy average of the varying noise level over time. Whilst the standard does not specify the time of averaging, in this NMP, the times 7am to 10pm for day-time and 10pm-7am for night time (which are the relevant time periods adopted in NSW) are used for living areas and sleeping areas respectively.

Therefore, the following criteria apply in respect of the residential component of the Site.

Table 6: AS2107 Recommended satisfactory design sound levels for residential apartments on the Site

Type of occupancy/ activity	Recommended satisfactory design sound level, LAeq,T dB(A)
	7:00am-10:pm living and work areas 10:00pm-7:00am sleeping areas
Residential apartments -	
Living areas	35
Sleeping areas	30
Work areas	35
Apartment common areas (e.g. foyer, lift lobby)	45

As the predominant noise path of external noise into the residential units is via the exterior glazing, these requirements are to be complied with by appropriate choice of glazing thickness.

3.3 General environmental duty

Under Section 22 of the Act, there is a general environmental duty which requires all people to take practicable and reasonable steps to prevent or minimise any environmental harm or environmental nuisance their actions may cause.

This would include the use of the supermarket loading dock located on Antill Street which is specifically assessed in this NMP.

4 Acoustic assessment of use of the Site with the noise criteria

The following noise issues are assessed as being pertinent to compliance of the site with the noise criteria discussed in the previous section:

- a. Noise from use of the loading dock at the residences located opposite the road on Antill Street and at the residential units situated above the loading dock on Level 2 and above;
- b. A design for the external glazing for the residential building to comply with Rule 67 of the Multi Unit Housing Development Code;
- c. Noise from mechanical plant servicing the building; and,
- d. Noise from use of restaurants and drinking establishments on the ground floor (should those uses eventuate in the future).

4.1 Noise from use of the loading dock

Noise from the loading dock comprises noise from trucks manoeuvring in the dock, engine starts, doors closing, the sound of exhaust brakes, the sound of reversing beepers and noise from loading and unloading trucks. This type of activity is quite complex and therefore, to quantify the noise levels, a noise survey was conducted of an operating loading dock at Coles West Ryde, NSW.

The Coles West Ryde development is relevant not only because it is a similar sized store having a net lettable area of 3,467sqm, compared with the Coles supermarket at the Site which is 3,833sqm, but also because it is also a 7 storey mixed use building with the number of residential apartments being in excess of the proposed Dickson development.

The survey was conducted from Thursday 3 November to Tuesday 8 November 2016. The results of all dock movements (with motor vehicle movements omitted) are annexed hereto in Appendix B. The microphone was located at a level of 3.5m above the floor at a point just inside the dock adjacent to the wall separating the entry and exit to the dock. At this point, the microphone is located very close to truck exhausts on entry and on exit and not representative of noise emitted when averaged over the loading dock openings. An allowance is made in the subsequent calculations to account for this.

The noise survey includes multiple instances of more than one truck using the loading dock at any one time.

The eight highest noise levels in Appendix B denoted by a "marker" were analysed, each over a period of 15 minutes to determine the LA10,15min noise level within the dock. The following results were obtained:

Table 7 Measured dock noise levels, Coles West Ryde NSW

Marker Number	Start Date and Time	Duration hh:mm:ss	LAeq,T	LA10,T
Marker 1	4/11/2016 10:56 AM	0:14:59	75.7	84.1
Marker 2	5/11/2016 11:30 AM	0:15:00	73.5	79.6
Marker 3	6/11/2016 11:25 AM	0:15:00	73.1	79.8
Marker 4	7/11/2016 8:54 AM	0:15:00	73.7	79.8
Marker 5	7/11/2016 5:05 PM	0:15:00	75.7	80.9
Marker 6	8/11/2016 10:00 AM	0:15:00	76.5	81.5
Marker 7	8/11/2016 12:12 PM	0:05:00	77.8	82.4
Marker 8	9/11/2016 10:15 AM	0:15:00	75.4	80.9

From this information, the noise levels at the nearest RZ3 receiver located on the opposite side of Antill Street and at the residential unit above the dock on Level 2 can be determined as shown in Table 8 below.

In this table, it is assumed that acoustic absorption material is installed in the loading dock as specified in this NMP. There was no acoustic absorption installed at the Coles West Ryde loading dock.

In respect of the RZ3 residential receivers on the opposite side of Antill Street, the predicted LA10,T noise level of 43.5dB(A) at the compliance point complies with the day-time noise standard of 45dB(A) but not with the night-time noise standard of 35dB(A).

In respect of the residential units on Level 2 and above on the subject Site (being in the CZ1 zone), the predicted LA10,T noise level of 53.5dB(A) on the balcony of the nearest unit complies with the day-time noise standard of 55dB(A).

It is therefore concluded that noise from the loading dock will comply with the zone standards provided that the loading dock hours are restricted to Monday-Saturday 7am-10pm and Sunday and public holidays 8am-10pm and that acoustic absorption material is installed within the loading dock as specified in this NMP.

Any trucks arriving outside the stipulated loading dock hours will not be permitted entry to the site. In particular, the loading dock doors will be closed promptly at 10pm thereby ensuring that entry is prohibited.

Table 8 Calculated LA10,T loading dock noise level at the nearest residential and residential receivers

Item	Input Value	dB(A)
RZ3 Receiver		
Average LA10,15min		81.1
Correction for mic distance *		-5.0
Power Area (m)	86.4	19.4
Inside to outside correction		-6
Sound abs treatment to loading dock		-5
Distance to receiver (m)	44.5	
Distance Correction		-40.9
LA10,15min at RZ3 Receiver		
		43.5
Residential unit above dock		
Average LA10,15min		81.1
Correction for mic distance *		-5.0
Power Area (m)	86.4	19.4
Inside to outside correction		-6
Sound abs treatment to loading dock		-5
Additional Distance Correction		
		-6.0
Power to Pressure Conversion		
(measured value obtained from internal study of noise attenuation between adjacent balconies of residential apartments)		-25.0
LA10,15min at balcony of residential unit above		
		53.5

* see explanation in second paragraph of Section 4.1 regarding microphone location

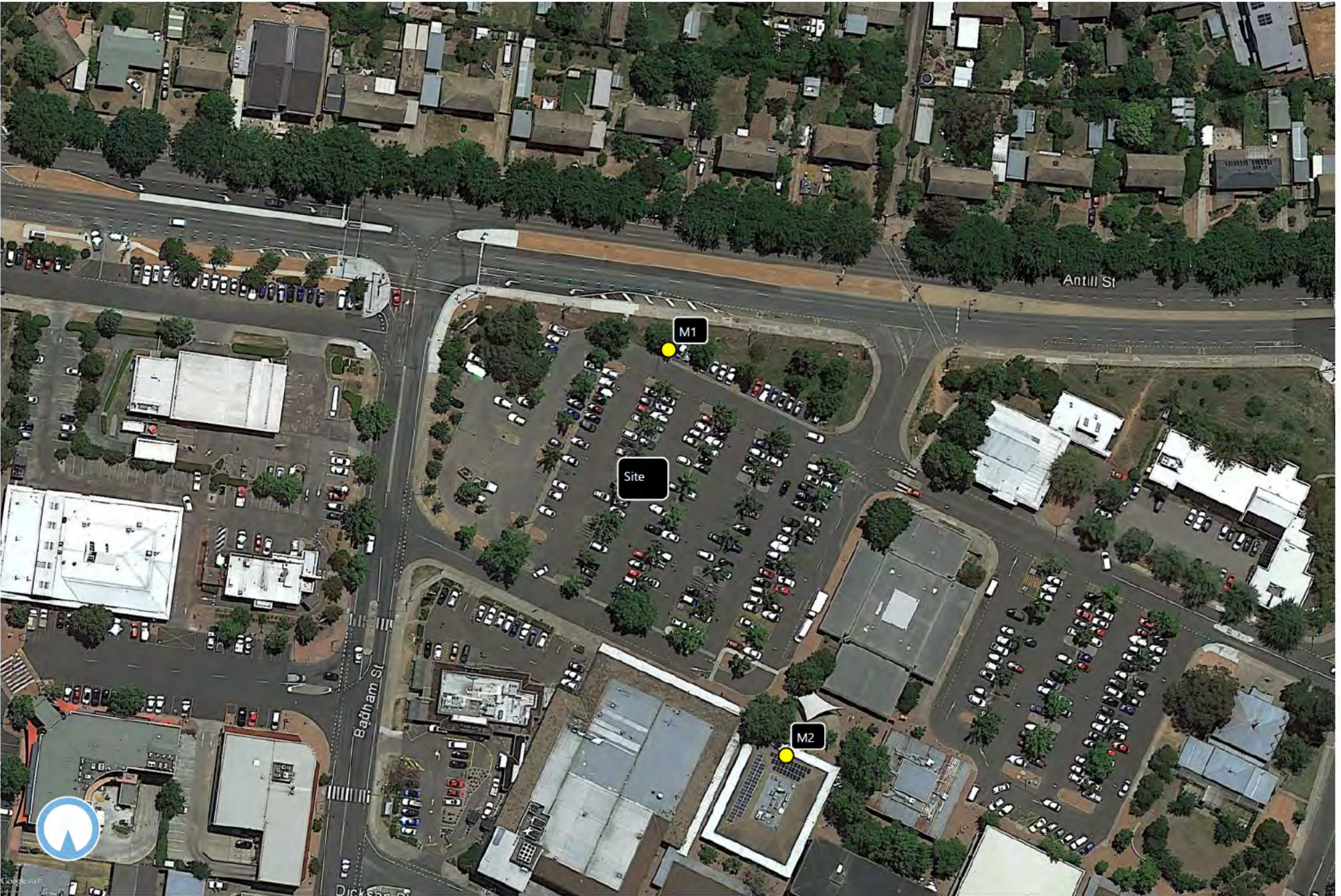
4.2 Design of external glazing for the residential building

The design of the external glazing for the residential building in accordance with AS2107:2000 and AS3671:1989 requires the measurement of noise levels external to the proposed building at the location of the most exposed building facades. For this purpose, a noise survey was conducted at two locations denoted as M1 and M2 in Figure 2 below.

Location M1 was chosen to represent the northern façade of the residential building which is most exposed to noise from traffic on Antill Street. The noise monitoring instrument was located 4.2m above ground level on a street lighting pole.

Location M2 was chosen to represent the southern façade of the residential building which is shielded from traffic noise from Antill Street. The noise monitoring instrument was located on top of the awning of the Commonwealth Bank building.

Figure 2: Aerial image of Site showing surrounding residential and commercial properties and noise monitoring locations (M1 and M2)



The equipment used for noise measurements was an RTA Technology RTA07 noise logger which is based on an NTi Audio Type XL2 precision sound level analyser which is a class 1 instrument having accuracy suitable for field and laboratory use. The instrument was calibrated prior and subsequent to measurements using a Bruel & Kjaer Type 4231 calibrator. No significant drift in calibration was observed. All instrumentation complies with IEC 61672 (parts 1-3) 'Electroacoustics - Sound Level Meters' and IEC 60942 'Electroacoustics - Sound calibrators' and carries current NATA certification.

The noise survey was conducted from Saturday 29th October to Sunday 6th November 2016. The results of the noise measurements are annexed hereto in Appendix C. Meteorological data from the AWS at Canberra Airport was used to remove incidences of rain and wind speeds greater than 5m/sec at the microphone.

Columns 2 and 3 in Table 9 show the measured external noise levels. Columns 4 and 5 the satisfactory design sound levels for internal each space and columns 6 and 7 the required sound reduction index R_w of the glazing. The R_w is a measure of the sound insulation performance of the glazing, a higher value meaning a high standard of sound insulation.

Columns 8 and 9 show the available glazing options for the facades.

Table 9 Design glazing options for residential building constructed on the Site

1	2	3	4	5	6	7	8	9
Facade	External facade sound level		AS2107 satisfactory design sound level		R _w		Glazing options	
	L _{Aeq} (15hr)	L _{Aeq} (9hr)	Day	Night	Day	Night	Living areas	Sleeping areas
			Living areas	Sleeping areas	Living areas	Sleeping areas	Living areas	Sleeping areas
Northern façade facing Antill St and Western and Eastern facades	64	58	35	30	35	34	12.38mm lam glass or 8.8mm Optiphon	10.38mm lam glass or 8.8mm Optiphon
South façade	51	50	35	30	22	26	6mm float glass	6mm float glass

In respect of compliance with the noise criteria in AS2107 inside the residential units on the northern façade of the subject building situated above the loading dock, it is noted in section 4.1 of this report that the predicted sound level from the loading dock at the balcony of those units for the day-time is 53.5 LA_{10,15min}.

Firstly, the noise level at the windows of the residential units will be at least 5dB(A) less due to acoustic shielding by the balustrade. However, to this must be added 2.5dB(A) to convert it to a façade corrected level. The resulting external façade sound level will therefore be (53.5-5+2.5=) 51 LA_{10,15min}. To this must be subtracted 3dB(A) to convert it to an L_{Aeq,15min} (i.e. 48 L_{Aeq,15min}).

Even if this noise level were to occur throughout the whole day it is insignificant compared with the external traffic noise level of 64 LAeq(15hr) and will not add cumulatively. Therefore, noise from the loading dock will comply with the AS2107 noise criteria.

It is concluded that the design of glazing for the residential building proposed on the Site is able to comply with Rule 60 of the Commercial Zones Development Code and Rule 67 of the Residential Zones - Multi Unit Housing Development Code.

4.3 Noise from mechanical plant

Level 2 of the podium building will accommodate three plantrooms including the Coles plant, carpark exhausts and retail plant. The most significant of these is the Coles plant which is located on the southern façade of the podium.

The Coles plant is similar in concept to the Coles West Ryde NSW installation, including banks of horizontally mounted condenser fans in the enclosed plant room on Level 1 of the building (instead of Level 2 as proposed in the subject development) with acoustic louvres and acoustic lining fitted to the walls and underside of the roof.

The nearest affected sensitive receivers are the McDonalds site opposite the proposed Coles plant and the southern oriented suites of the residential building. The following is a calculation of the predicted noise levels at both locations.

Table 10 Calculated LA10,15min noise level from mechanical plant

Location	Item	Variable	LA10,15min
Residential suite			
	LA10,15min inside plant room		80
	Area of louvres (sqm)	72	
	PWL correction		18.6
	Louvre insertion loss		-22
	Barrier insertion loss		-15
	Distance to south façade (m)	24	
	Distance correction		-35.6
	LA10,15min on balcony		26
	Rw 6mm float glass		-28
	Room correction		6
	LA10,15min inside room		4

Location	Item	Variable	LA10,15min
McDonalds site boundary			
	LA10,15min inside plant room		80
	Area of louvres	72	
	PWL correction		18.6
	Louvre insertion loss		-22
	Distance to boundary (m)	22.4	
	Distance correction		-35.0
	LA10,15min at site boundary		42

The first part of Table 10 shows the predicted noise level outside a residential suite is 26dB(A) which complies with the noise standard for Zone C1 of 45dB(A) at night-time with a comfortable margin and will obviously comply in the day-time. Therefore, noise from the Coles plant and the car park exhausts can be designed so as not to exceed the noise standard with all plant operating.

The internal noise level within a residential suite is 4dB(A) which is insignificant compared with the acceptable recommended design sound level for residential units is 30dB(A) for the night-time.

The second part of Table 10 shows that the noise level predicted at the nearest site boundary (being McDonalds) is 42 LA10,T which is 3dB below the noise standard for Zone C1 of 45dB(A) at night-time and will obviously comply in the day-time. Therefore, noise from the Coles plant and the car park exhausts can be designed so as not to exceed the noise standard with all plant operating.

It is concluded that noise from mechanical plant can be designed with appropriate noise control treatment to comply with the zone standards at the nearest affected receivers.

4.4 Noise from use of future drink establishments and restaurants on the ground floor

As stated in Section 3.1 above, as the draft Crown Lease contemplates the possibility of other uses on the ground floor some of which are listed in Table 2, for the sake of completeness, the noise impact of uses such as a restaurant or drink establishment (being the worst case noise producing uses) is considered in this NMP.

A number of scenarios are therefore warranted for consideration. However, of those scenarios where the use of a future restaurant or drink establishment is confined totally indoors, then noise emission from the premises may be controlled by appropriate use of glazing and, in special circumstances, air-locks.

The most significant noise emissions would occur from use of the outside footpath as a drinking or dining area (in a drink establishment or restaurant). In this case, the nearest potentially affected receiver is the Dickson Library in the CF zone.

The following table shows the predicted LA10,15min noise level from the use of the footpath for outside dining:

Table 11 Calculated LA10,15min noise level from outside patrons in restaurant situation

Item	Variable	dB(A)
LA10,15min PWL per patron for outside restaurant		71.0
Patrons outside (no)	18	
Correction for Patrons		12.6
Distance to library (m)	15	
Distance correction		-28.5
LA10,15min at library		55

The predicted noise level of 55dB(A) will comply with the applicable noise limit for Zone CF of 55dB(A) in the day-time but will not comply in the night-time. On the assumption that the boundary noise levels must be complied with whether or not the Library operates at night-time, then the use of outdoor dining must be confined to the day-time hours Monday-Saturday 7am-10pm and Sunday and public holidays 8am-10pm.

It is therefore concluded that noise from the use of restaurants or drink establishments (should those uses eventuate in the future) will comply with the zone standards provided that:

- a. high noise level uses (such as amplified music) are confined indoors and appropriate treatment is provided to the glazing and doors; and,
- b. any outdoor dining is restricted to Monday-Saturday 7am-10pm and Sunday and public holidays 8am-10pm.

This is advice in principle because the precise nature or location of any restaurant or drink establishment is not known at this time. In any event, a noise management plan should be prepared at the time of lodging any development consent for such uses.

5 Recommendations

The following recommendations are made:

1. The supermarket loading dock hours shall be restricted to Monday-Saturday 7am-10pm and Sunday and public holidays 8am-10pm.
2. Acoustic absorption material shall be installed to 100% of the soffit of the loading dock. The acoustic absorption material shall have a minimum NRC 0.9 equivalent to CSR Martini Omega 50 having a protective acoustically transparent facing.
3. The following glazing shall be used in the residential building constructed on the Site.

Table 12 - Recommended Glazing Treatment for residential building constructed on the Site

Line No	Facade / Orientation	Occupancy	Glazing Thickness and Type	Acoustic Rating of Glazing Assembly Rw	Laboratory Test Reference
1	Northern façade facing Antill St and Western and Eastern facades	Living Areas	12.38mm lam glass or 8.8mm Optiphon	35	ESTIMATE
2		Sleeping Areas	10.38mm lam glass or 8.8mm Optiphon	34	ESTIMATE
3	South façade	Living Areas	6mm float glass	26	ESTIMATE
4		Sleeping Areas	6mm float glass	26	ESTIMATE

The term "glazing assembly" means the glass, frame and seals including the perimeter seal at the wall junction.

The specified Rw rating must be achieved by the glazing product specified or selected.

The Weighted sound reduction index Rw is a measure of the noise reduction property of a partition, a higher rating implying a higher sound reduction performance.

Note that the Weighted apparent sound reduction index R'w of systems measured in-situ may be up to 5 points lower than the laboratory result.

The glazing thicknesses specified in this table are a minimum value. The advice provided here is in respect of acoustics only. Specialist advice should be sought in respect to wind loading, waterproofing and structural requirements etc.

LEGEND where there is no Laboratory Test Reference:

ESTIMATE: The client is advised not to commence detailing or otherwise commit to glazing assemblies which have not been tested in an approved laboratory or for which an opinion only is available. Testing of glazing assemblies is a component of the quality control of the design process and should be viewed as a priority because there is no guarantee the forecast results will be achieved thereby necessitating the use of an alternative which may affect the cost and timing of the project. No responsibility is taken for use of or reliance upon untested glazing assemblies, estimates or opinions.

ESTIMATE – APPROVED FOR CONSTRUCTION: Use of the glazing assembly is approved prior to laboratory certification. To complete the quality control of the design process and confirm the acoustical performance of the glazing assembly, we recommend testing in a laboratory to confirm the Rw rating as soon as practicable.

ESTIMATE – TEST NOT REQUIRED: Use of the glazing assembly is approved without laboratory certification. The Rw of the form of construction exceeds the project requirements.

4. Acoustic treatment to mechanical plant shall be designed so as to ensure that noise emitted from the Site when all plant is operating will comply with the applicable statutory noise standards as outlined in this report.

5. Noise from equipment which may be installed or used at the site, including air conditioning units and pool pumps etc, must comply with the noise standard at the block boundary at all times in accordance with the Environment Protection Regulation 2005. The type and location of noise generating equipment must be checked prior to installation. Written assurance should be sought from the supplier/installer of the equipment that it complies with the Noise Zone Standard specified in the Environment Protection Regulation, 2005. Should the equipment not comply with the noise zone standard in the regulation, the equipment may be prohibited from use.

6 Conclusion

This Noise Management Plan (NMP) has been prepared to address noise impact potentially associated with a proposal to construct a seven-storey mixed-use development comprising a Coles supermarket and other ground floor retail tenancies, podium car parking, 140 residential units, and other associated works on-site and off-site at Block 21 Section 30 Dickson ACT.

The NMP addresses the applicable noise criteria for the Site and surrounding land as required in the ACT Environment Protection Regulation 2005.

The NMP has had regard to Rule 23 and Rule 60 of the Commercial Zones Development Code as applying to development on the Site and Rule 67 of the Multi Unit Housing Development Code and has established the appropriate noise criteria for affected receivers.

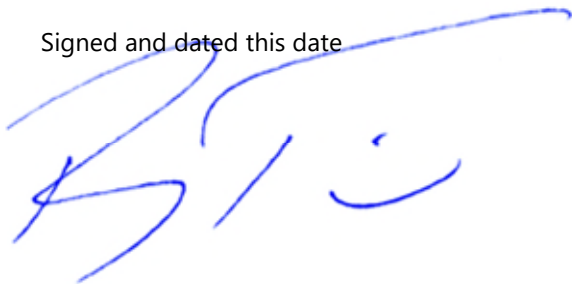
The NMP examines compliance of use of the site with the noise criteria and concludes as follows:

- i. noise from the loading dock is predicted to comply with the zone standards provided that the loading dock hours are restricted to Monday-Saturday 7am-10pm and Sunday and public holidays 8am-10pm and that acoustic absorption material is installed within the loading dock as specified in this NMP.
- ii. the design of glazing for the residential building proposed on the Site will comply with Rule 60 of the Commercial Zones Development Code and Rule 67 of the Residential Zones - Multi Unit Housing Development Code.
- iii. noise from mechanical plant can be designed with appropriate noise control treatment to comply with the zone standards at the nearest affected receivers.
- iv. noise from alternative use of the retail shops (such as restaurant or drink establishment use) is predicted to comply with the zone standards provided that:
 - High noise level uses (such as amplified music) are confined indoors and appropriate treatment is provided to the glazing and doors; and,
 - any outdoor dining is restricted to Monday-Saturday 7am-10pm and Sunday and public holidays 8am-10pm.

However, a specific noise management plan should be prepared if there is a change of use for any of those retail tenancies in the future.

It is concluded that the proposal by Coles Group Property Developments Ltd to construct a seven-storey mixed-use development comprising of a Coles supermarket and other ground floor retail tenancies is predicted to comply with the requirements of the ACT Environment Protection Regulation 2005, the Commercial Zones Development Code and the Multi Unit Housing Development Code provided the recommendations in this report are implemented.

Signed and dated this date

A handwritten signature in blue ink, appearing to be 'RT', written over the text 'Signed and dated this date'.

Renzo Tonin

References

- [1] Crown Lease. Annexure A3 Leases Plan and List. Dickson Section 30 Block 21 dated 21.02.2014
- [2] Set of architectural plans prepared by Turner Architects dated 13.11.18 and 07.12.18
- [3] Traffic Impact Assessment - Block 21, Section 30 Dickson ACT. Northrop Consulting Engineers. 14.11.2018
- [4] Statement against relevant criteria - Block 21, Section 30 Dickson. Knight Frank. 14.11.2018
- [5] Development Plan Design Response Report - - Block 21, Section 30 Dickson. Knight Frank. 14.11.2018
- [6] ACT Environment Protection (Environment Protection (Noise Measurement Manual) Approval 2009 (No 1) (**Noise Measurement Manual**))

APPENDIX A Glossary of terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Adverse weather	Weather effects that enhance noise (that is, wind and temperature inversions) that occur at a site for a significant period of time (that is, wind occurring more than 30% of the time in any assessment period in any season and/or temperature inversions occurring more than 30% of the nights in winter).
Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment period	The period in a day over which assessments are made.
Assessment point	A point at which noise measurements are taken or estimated. A point at which noise measurements are taken or estimated.
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level (see below).
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of every day sounds: 0dB The faintest sound we can hear 30dB A quiet library or in a quiet location in the country 45dB Typical office space. Ambience in the city at night 60dB CBD mall at lunch time 70dB The sound of a car passing on the street 80dB Loud music played at home 90dB The sound of a truck passing on the street 100dB The sound of a rock band 115dB Limit of sound permitted in industry 120dB Deafening
dB(A)	A-weighted decibels. The A-weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter switched on is denoted as dB(A). Practically all noise is measured using the A filter.
dB(C)	C-weighted decibels. The C-weighting noise filter simulates the response of the human ear at relatively high levels, where the human ear is nearly equally effective at hearing from mid-low frequency (63Hz) to mid-high frequency (4kHz), but is less effective outside these frequencies.
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.
Impulsive noise	Having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent noise	The level suddenly drops to that of the background noise several times during the period of observation. The time during which the noise remains at levels different from that of the ambient is one second or more.
L _{Max}	The maximum sound pressure level measured over a given period.
L _{Min}	The minimum sound pressure level measured over a given period.

L ₁	The sound pressure level that is exceeded for 1% of the time for which the given sound is measured.
L ₁₀	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L ₉₀	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
L _{eq}	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time.
Reflection	Sound wave changed in direction of propagation due to a solid object obscuring its path.
SEL	Sound Exposure Level (SEL) is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain L _{eq} sound levels over any period of time and can be used for predicting noise at various locations.
Sound	A fluctuation of air pressure which is propagated as a wave through air.
Sound absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise	Containing a prominent frequency and characterised by a definite pitch.

APPENDIX B Loading dock noise survey at Coles West Ryde NSW

Vision Logger - Truck Identification			
Coles, West Ryde - Loading Dock			
Date	Time	Truck type	Activity
3/11/2016	21:13:18	Small rigid (2 axles)	Entering loading dock via Chatham Rd
	21:45:42		Engine starting inside loading dock
	21:46:18		Leaving loading dock towards Anthony Rd
4/11/2016	3:46:24	Small rigid (2 axles)	Entering loading dock via Anthony Road
	3:47:04		Truck IDLING in the middle of the loading dock while unloading
	3:49:02		Moving payload on pallets with 4-wheeled trolley
	3:51:58		Leaving towards Chatham Rd
4/11/2016	4:36:35	Rubbish truck (rear loader)	Entering loading dock via Chatham Rd
	4:36:44		Reversing towards camera
	4:37:37		Rubbish dumping and crushing
	4:39:31		Leaving towards Anthony Rd
4/11/2016	4:40:59	Rubbish truck (rear loader)	Entering loading dock via Chatham Rd
	4:41:09		Reversing towards camera
	4:41:36		Rubbish dumping and crushing
	4:45:55		Leaving towards Anthony Rd
4/11/2016	5:04:35	Small rigid (2 axles)	Entering loading dock via Chatham Rd
	5:04:53		Reversing towards loading bay
	5:05:39		Unloading procedure
	5:23:49		Leaving towards Anthony Rd
4/11/2016	6:07:57	Small rigid (2 axles)	Entering loading dock via Anthony Rd and reverse to loading bay
	6:13:35		Unloading procedure
	6:25:47		Leaving towards Anthony Rd
4/11/2016	6:41:55	Small rigid (2 axles)	Entering loading dock via Chatham Rd
	6:42:43		Unloading procedure, payload moved with motorised trolley
	7:12:21		Leaving towards Anthony Rd
4/11/2016	7:45:44	Rubbish truck (rear loader)	Entering loading dock via Chatham Rd and reverse towards camera
	7:46:41		Rubbish dumping and crushing

Vision Logger – Truck Identification			
Coles, West Ryde – Loading Dock			
Date	Time	Truck type	Activity
	7:48:08		Leaving towards Anthony Rd
4/11/2016	8:56:51	Heavy rigid (4 axles)	Entering loading dock via Chatham Rd and reverse to loading bay
	9:01:05		Unloading procedure
	9:23:33		Leaving (camera has been bumped, no clear vision of road)
4/11/2016	10:42:17	Small rigid 1 (2 axles)	Entering loading dock via Chatham Rd and reverse to loading bay
	10:42:31	Small rigid 2 (2 axles)	Second truck arrives at loading dock, parked outside on driveway
	10:45:41	Small rigid 2 (2 axles)	Second truck leaves loading dock
	10:47:11	Small rigid 1 (2 axles)	First truck leaves loading dock
4/11/2016	11:03:43	Semi trailer (Linfox 1, Volvo, 5 axles)	Entering loading dock via Anthony Rd
	11:04:03	Semi trailer (Linfox 1, Volvo, 5 axles)	Starting numerous reversing movements to align with loading bay
	11:06:29	Semi trailer (Linfox 1, Volvo, 5 axles)	Finish reversing movements and start unloading procedure
	11:20:15	Semi trailer (Linfox 2, Freightliner, 5 axles)	Entering loading dock via Anthony Rd, parked on driveway waiting for first truck to finish unloading payload
	11:28:41	Semi trailer (Linfox 1, Volvo, 5 axles)	Linfox 1 leaves loading dock
	11:30:43	Semi trailer (Linfox 2, Freightliner, 5 axles)	Linfox 2 enters loading dock
	11:31:40	Semi trailer (Linfox 2, Freightliner, 5 axles)	Numerous reversing movements to align with loading bay
	11:34:31	Semi trailer (Linfox 2, Freightliner, 5 axles)	Finish reversing movements and start unloading procedure
	11:48:33	Small rigid (2 axles)	Small rigid enters loading dock and reverses to park next to Linfox 2
	11:51:43	Small rigid (2 axles)	Small rigid leaves loading dock
	12:15:15	Semi trailer (Linfox 3, Volvo, 5 axles)	Linfox 3 enters loading dock, waiting for Linfox 2 to finish unloading
	12:38:31	Semi trailer (Linfox 2, Freightliner, 5 axles)	Linfox 2 leaves loading dock and Linfox 3 begins movements to align with loading bay to begin unloading procedure
	13:15:35	Hiace van	Hiace van arrives to deliver parcel
	13:23:29	Semi trailer (Linfox 3, Volvo, 5 axles)	Linfox 3 leaves
	13:30:11	Hiace van	Hiace van leaves
4/11/2016	17:11:54	Rubbish truck (rear loader)	Entering loading dock and reverse towards camera
	17:13:30		Rubbish dumping and crushing
	17:16:46		Leaving loading dock
5/11/2016	4:09:22	Medium rigid	Entering loading dock, followed by reversing to loading bay and unloading procedure
	4:22:00		Leaving loading dock
5/11/2016	4:54:18	Medium rigid	Entering loading dock, followed by reversing to loading bay and unloading procedure

MARKER 1

Vision Logger – Truck Identification				
Coles, West Ryde – Loading Dock				
Date	Time	Truck type	Activity	
	5:08:24		Leaving loading dock	
5/11/2016	8:46:50	Heavy rigid	Entering loading dock, followed by reversing to loading bay	
	8:48:38		Unloading procedure	
	9:08:40		Leaving loading dock	
5/11/2016	10:12:22	Medium rigid (3 axles)	Entering loading dock, followed by reversing to loading bay	
	10:14:28		Unloading procedure	
	10:36:06		Leaving loading dock	
5/11/2016	11:04:56	Medium rigid (3 axles)	Entering loading dock, followed by multiple reversing manoeuvres to align with loading bay	MARKER 2
	11:12:10	Medium rigid (3 axles)	Unloading procedure	
	11:28:14	Hiace van	Van arrives to loading dock while truck is unloading payload	
	11:35:16	Medium rigid (3 axles)	Leaving loading dock	
	11:35:44	Semi trailer (Linfox 1, Volvo, 5 axles)	Entering loading dock, followed by multiple reversing manoeuvre to align with loading bay	
	11:38:42	Semi trailer (Linfox 1, Volvo, 5 axles)	Unloading of Linfox procedure	
	11:43:48	Hiace van	Van leaves loading dock	
	12:05:28	Semi trailer (Linfox 2, 5 axles)	Entering loading dock, parked on drive way while waiting for Linfox 1 to finish unloading	
	12:05:28	Mercedes van	A mercedes van arrived at the same time as Linfox 2	
	12:43:04	Semi trailer (Linfox 1, Volvo, 5 axles)	Leaving loading dock	
	12:44:20	Semi trailer (Linfox 2, 5 axles)	Linfox 2 moves to position and begins multiple reversing manoeuvres to align with loading bay	
	12:49:14	Semi trailer (Linfox 2, 5 axles)	Unloading procedure	
	13:31:30	Semi trailer (Linfox 2, 5 axles)	Leaving loading dock	
6/11/2016	4:03:17	Small rigid 1 (2 axles)	Entering loading dock, followed by reversing to align with loading bay	
	4:04:21	Small rigid 1 (2 axles)	Unloading procedure	
	4:18:13	Small rigid 2 (2 axles)	Second truck entering loading dock and reversed to park next to first truck	
	4:23:45	Small rigid 1 (2 axles)	Leaving loading dock	
	4:35:37	Small rigid 2 (2 axles)	Leaving loading dock	
6/11/2016	11:25:13	Semi trailer (Mercedes, 5 axles)	Entering loading dock, followed by multiple reversing manoeuvres to align with loading bay	MARKER 3
	11:31:53		Unloading procedure	
	12:34:45		Leaving loading dock	
7/11/2016	1:34:11	Rubbish truck (rear loader)	Reversed into loading dock	

Vision Logger – Truck Identification			
Coles, West Ryde – Loading Dock			
Date	Time	Truck type	Activity
	1:34:41		Rubbish dumping and crushing procedure
	1:43:53		Leaving loading dock
7/11/2016	3:01:43	Small rigid (2 axles)	Entering loading dock and reversing into loading bay to deliver payload
	3:15:43		Leaving loading dock
7/11/2016	6:05:35	Small rigid (2 axles)	Entering loading dock and reversing into loading bay to deliver payload
	6:15:07		Leaving loading dock
7/11/2016	7:59:42	Rubbish truck (rear loader)	Entering loading dock and reversing towards camera
	8:01:23		Rubbish dumping and crushing procedure
	8:04:47		Leaving loading dock
7/11/2016	8:59:07	Semi trailer (Mercedes, 5 axles)	Entering loading dock, followed by multiple reversing manoeuvre to align with loading bay
	9:50:37		Leaving loading dock
7/11/2016	9:50:37	Semi trailer (Scania, 5 axles)	Entering loading dock, followed by multiple reversing manoeuvre to align with loading bay
	9:53:49		Unloading procedure
	10:24:49		Leaving loading dock
7/11/2016	10:25:37	Heavy rigid (Iveco, 4 axles)	Entering loading dock, followed by reversing manoeuvre to align with loading bay
	10:27:49		Unloading procedure
	10:35:45		Leaving loading dock
7/11/2016	11:40:25	Medium rigid (Iveco, 3 axles)	Entering loading dock, followed by reversing manoeuvre to align with loading bay
	11:42:41	Medium rigid (Iveco, 3 axles)	Unloading procedure
	11:59:28	Small rigid (2 axles)	Entering loading dock, parked in loading dock to wait for first truck to finish delivering payload
	12:02:48	Small van	Entering loading dock
	12:06:08	Small rigid (2 axles)	Leaving loading dock
	12:08:22	Small van	Leaving loading dock
	12:10:20	Medium rigid (Iveco, 3 axles)	Leaving loading dock
7/11/2016	13:53:08	Medium rigid (Iveco, 3 axles)	Entering loading dock, followed by reversing manoeuvre to align with loading bay
	13:55:58		Unloading procedure
	14:11:40		Leaving loading dock
7/11/2016	14:24:24	Small rigid (2 axles)	Entering loading dock, parked in the middle of the loading dock - not in the loading bay
	14:28:50		Unloading procedure using trolleys

MARKER 4

Vision Logger – Truck Identification			
Coles, West Ryde – Loading Dock			
Date	Time	Truck type	Activity
	14:38:40		Leaving loading dock
7/11/2016	17:05:52	Semi trailer (Scania, 5 axles)	Entering loading dock, followed by multiple reversing manoeuvres to align with loading bay
	17:15:30		Unloading procedure
	17:57:08		Leaving loading dock
8/11/2016	1:22:58	Small rigid (2 axles)	Entering loading dock and reversing to park in the middle of loading dock
	1:24:54		Unloading procedure
	1:31:22		Leaving loading dock
8/11/2016	2:04:32	Small rigid (2 axles)	Entering loading dock and reversing to park in the middle of loading dock to deliver payload
	2:11:10		Leaving loading dock
8/11/2016	2:51:28	Small rigid (2 axles)	Entering loading dock and reversing to park in the middle of loading dock to deliver payload
	3:52:50		Leaving loading dock
8/11/2016	5:00:58	Rubbish truck (rear loader)	Entering loading dock and reversing towards camera
	5:02:48		Rubbish dumping and crushing
	5:04:26		Leaving loading dock
8/11/2016	5:48:04	Small rigid (2 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	5:57:50		Leaving loading dock
8/11/2016	8:46:26	Small rigid 1 (2 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	8:58:32	Small rigid 2 (2 axles)	Second truck entering loading dock and parked in front of first truck
	9:01:35	Small rigid 1 (2 axles)	Leaving loading dock
	9:18:06	Small rigid 2 (2 axles)	Leaving loading dock
8/11/2016	9:18:11	Medium rigid (3 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	9:34:00	Semi trailer (Volvo, 5 axles)	Second truck arrives while first truck is unloading
	9:39:36	Rubbish truck (rear loader)	Rubbish truck entering loading dock
	9:47:42	Rubbish truck (rear loader)	Leaving loading dock
	10:01:11	Armguard truck	Armguard truck arrives at loading dock
	10:03:52	Medium rigid (3 axles)	Leaving loading dock
	10:03:52	Semi trailer (Volvo, 5 axles)	Multiple reversing manoeuvres to align with loading bay
	10:08:20	Semi trailer (Volvo, 5 axles)	Unloading procedure
	11:09:11	Semi trailer (Volvo, 5 axles)	Leaving loading dock

Vision Logger – Truck Identification			
Coles, West Ryde – Loading Dock			
Date	Time	Truck type	Activity
8/11/2016	11:31:37	Medium rigid (Iveco, 3 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	12:13:27		Leaving loading dock
8/11/2016	12:14:33	Semi trailer (5 axles)	Entering loading dock, followed by multiple reversing manoeuvre to align with loading bay
	12:17:03		Unloading procedure
	12:33:55		Leaving loading dock
8/11/2016	14:07:21	Medium rigid (3 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	14:21:57		Leaving loading dock
8/11/2016	15:21:05	Medium rigid (3 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	15:26:25		Leaving loading dock
9/11/2016	2:12:31	Medium rigid (3 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	2:26:53		Leaving loading dock
9/11/2016	5:10:09	Rubbish truck (rear loader)	Entering loading dock and reversing towards camera
	5:12:07		Rubbish dumping and crushing
	5:15:35		Leaving loading dock
9/11/2016	6:02:25	Small rigid (2 axles)	Entering loading dock and reversing to align with loading bay, followed by unloading
	6:17:27		Leaving loading dock
9/11/2016	7:56:31	Small rigid (2 axles)	Entering and parking in the middle of the loading dock. Unloading items not associated to Coles
	8:08:19		Leaving loading dock
9/11/2016	9:02:41	Heavy rigid (4 axles)	Entering loading dock, followed by multiple reversing manoeuvre to align with loading bay
	9:22:11		Leaving loading dock
9/11/2016	10:16:22	Semi trailer 1 (Mercedes, 5 axles)	Entering loading dock, followed by multiple reversing manoeuvres to align with loading bay
	10:22:36	Semi trailer 1 (Mercedes, 5 axles)	Unloading procedure
	10:42:18	Semi trailer 2 (5 axles)	Entering loading dock, waiting for first truck to finish unloading

APPENDIX C Unattended noise logger graphs

Carpak North Boundary, Opp 55 Anthill Street

Background & Ambient Noise Monitoring Results - NSW 'Industrial Noise Policy', 2000

Date	L _{A90} Background Noise Levels ⁴			L _{Aeq} Ambient Noise Levels		
	Day ¹	Evening ²	Night ³	Day ¹	Evening ²	Night ³
Saturday-29-October-2016	-	51.4	40.8	-	60.4	55.3
Sunday-30-October-2016	-	-	-	-	-	-
Monday-31-October-2016	53.7	52.0	40.1	63.1	61.4	56.3
Tuesday-01-November-2016	54.7	51.6	40.3	63.2	60.9	57.0
Wednesday-02-November-2016	54.4	52.2	39.2	62.6	61.2	55.7
Thursday-03-November-2016	53.7	52.4	40.9	62.3	61.5	56.5
Friday-04-November-2016	55.1	52.1	-	62.4	61.0	-
Saturday-05-November-2016	-	51.8	41.3	-	60.5	55.5
Sunday-06-November-2016	52.7	49.2	40.0	61.6	59.4	55.9
Monday-07-November-2016	-	-	-	-	-	-
Representative Weekday⁵	54.4	52.1	40.2	62.7	61.2	56.4
Representative Weekend⁵	52.7	51.4	40.8	61.6	60.1	55.6
Representative Week⁵	54.1	51.9	40.3	62.6	60.8	56.1

Notes:

- Day is 8:00am to 6:00pm on Sunday and 7:00am to 6:00pm at other times
- Evening is 6:00pm to 10:00pm
- Night is the remaining periods
- Assessment Background Level (ABL) for individual days
- Rating Background Level (RBL) for L_{A90} and logarithmic average for L_{Aeq}
- L_{eq} is calculated in the free field. 2.5dB is subtracted from results if logger is placed at facade

Carpak North Boundary, Opp 55 Anthill Street

Road / Rail Noise Monitoring Results (at one metre from façade)

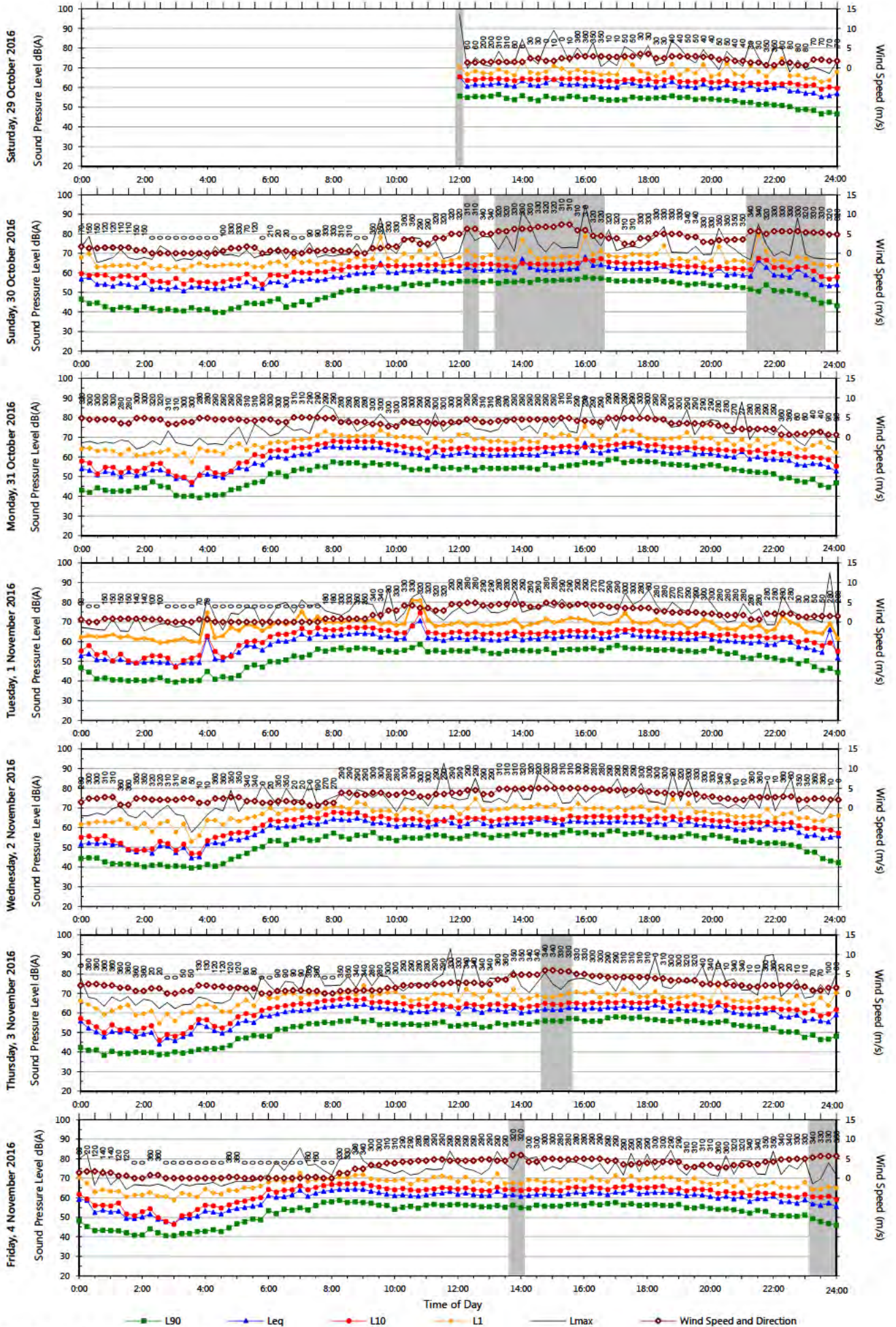
Date	L _{Aeq} Noise Levels		L _{Aeq 1hr} Noise Levels			
	Day ¹	Night ²	Day - Up ⁴	Day - Low ⁵	Night - Up ⁴	Night - Low ⁵
Saturday-29-October-2016	63.6	57.5	64.8	62.3	61.3	54.6
Sunday-30-October-2016	63.4	57.6	65.2	59.7	62.9	52.3
Monday-31-October-2016	65.2	58.8	67.2	62.7	64.1	51.5
Tuesday-01-November-2016	65.2	59.5	68.3	62.1	63.3	51.3
Wednesday-02-November-2016	64.8	58.2	66.2	62.4	63.1	49.8
Thursday-03-November-2016	64.6	59.0	65.9	63.0	64.2	51.6
Friday-04-November-2016	64.5	57.6	66.1	62.3	60.9	52.6
Saturday-05-November-2016	63.5	57.6	64.7	61.6	61.1	53.9
Sunday-06-November-2016	63.4	58.4	65.4	60.2	63.8	50.1
Monday-07-November-2016	65.0	-	66.2	63.7	-	-
Representative Weekday³	64.9	58.7	66.8	62.7	63.3	51.5
Representative Weekend³	63.5	57.8	65.0	61.1	62.4	53.0
Representative Week³	64.4	58.3	66.1	62.1	62.9	52.2

Notes:

- Day is 7:00am to 10:00pm
- Night is 10:00pm to 7:00am
- Logarithmic average of daily L_{Aeq}
- Upper 10th percentile L_{Aeq 1hr}
- Lower 10th percentile L_{Aeq 1hr}
- Values are calculated at the facade. 2.dB is added to results if logger is placed in the free field

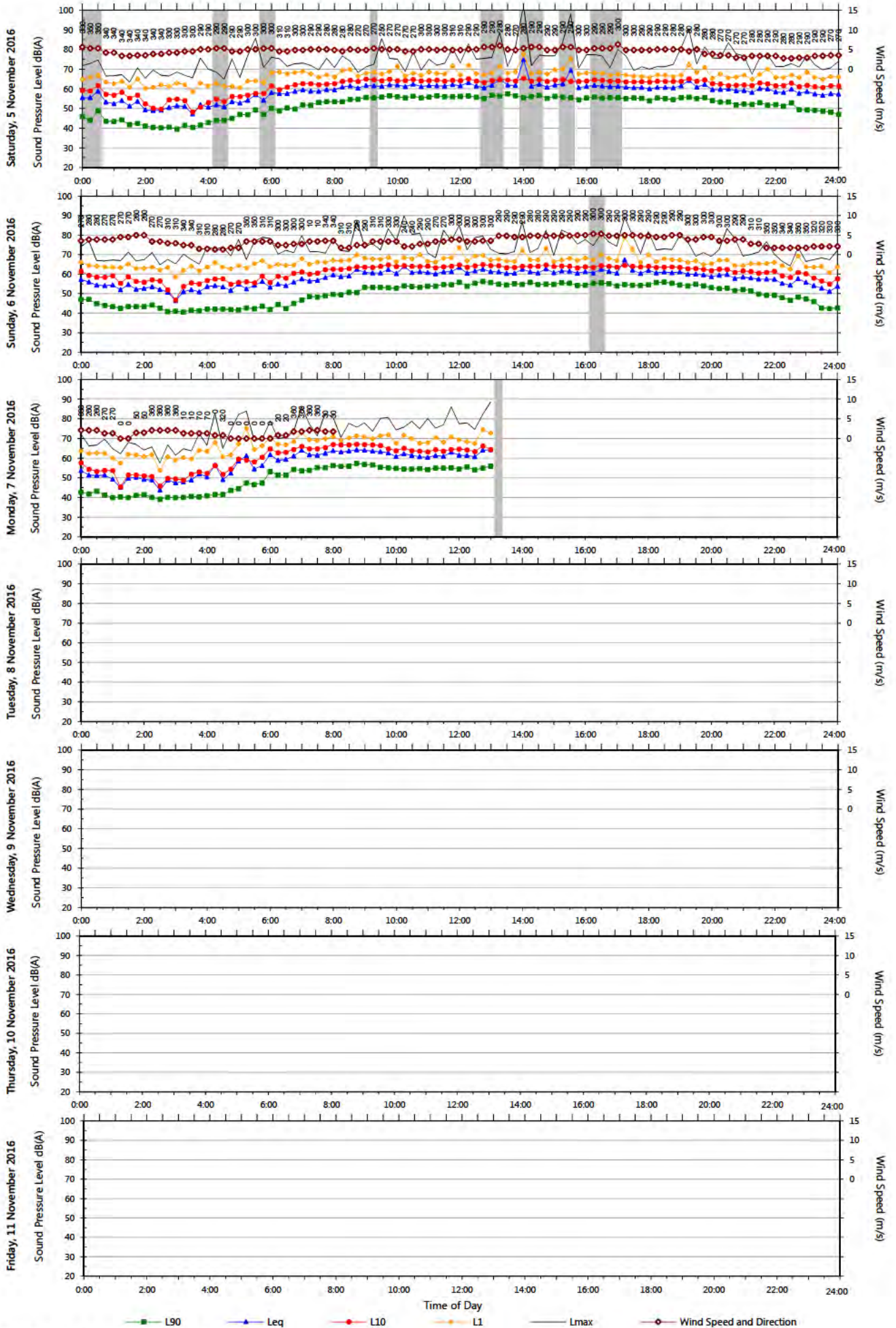
Unattended Monitoring Results

Location: Carpak North Boundary, Opp 55 Anthill Street



Unattended Monitoring Results

Location: Carpak North Boundary, Opp 55 Anthill Street



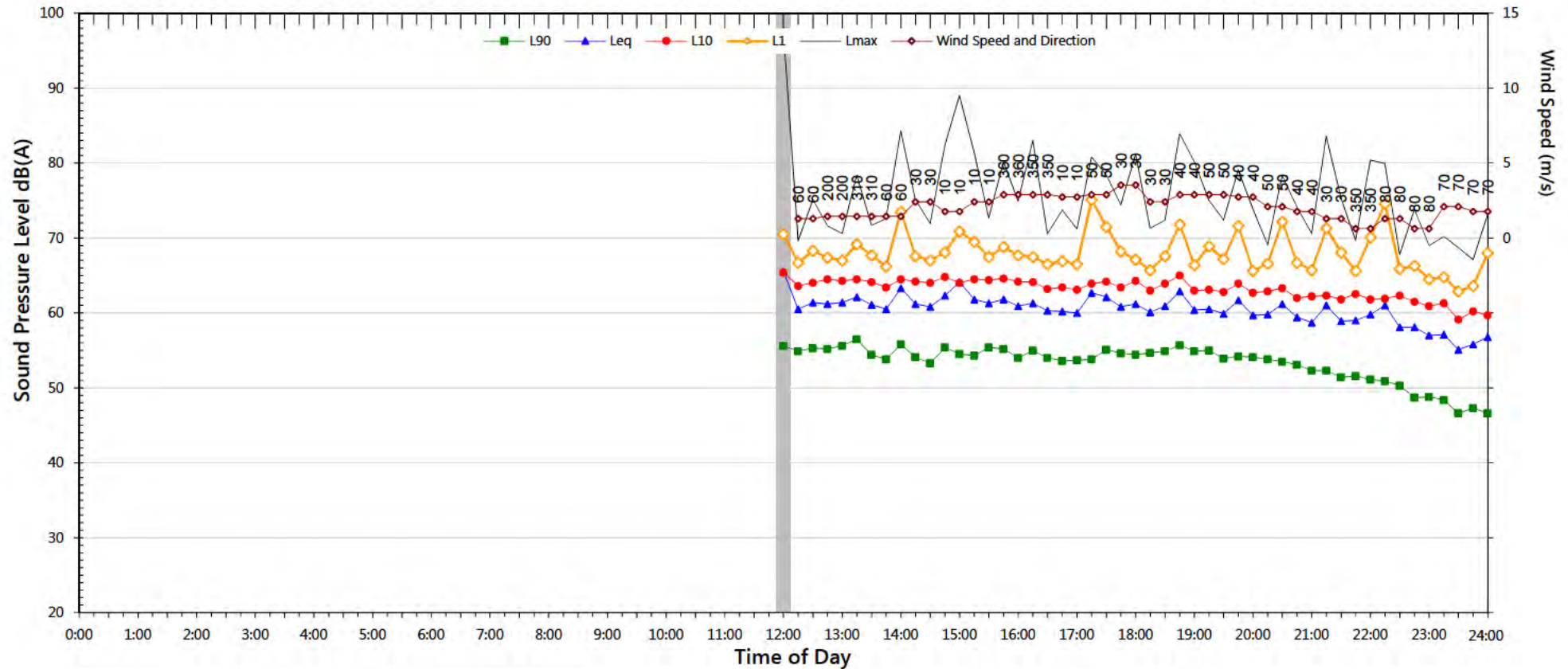
Data File: 2016-10-29_SLM_000_123_Rpt_Report.txt

Template: QTE-26 (rev 14) Logger Graphs Program

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Saturday, 29 October 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	51.4	40.8
LA _{eq}	-	60.4	55.3

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	69.9	to	79.9
L _{Max} - L _{eq} (Range)	16.9	to	23.6

Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.

3. "Evening" is the period from 6pm till 10pm

6. Graphed data measured in free-field; tabulated results facade corrected

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	63.6	57.5
L _{eq} 1hr upper 10 percentile	64.8	61.3
L _{eq} 1hr lower 10 percentile	62.3	54.6

4. "Night" relates to the remaining periods

7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A)

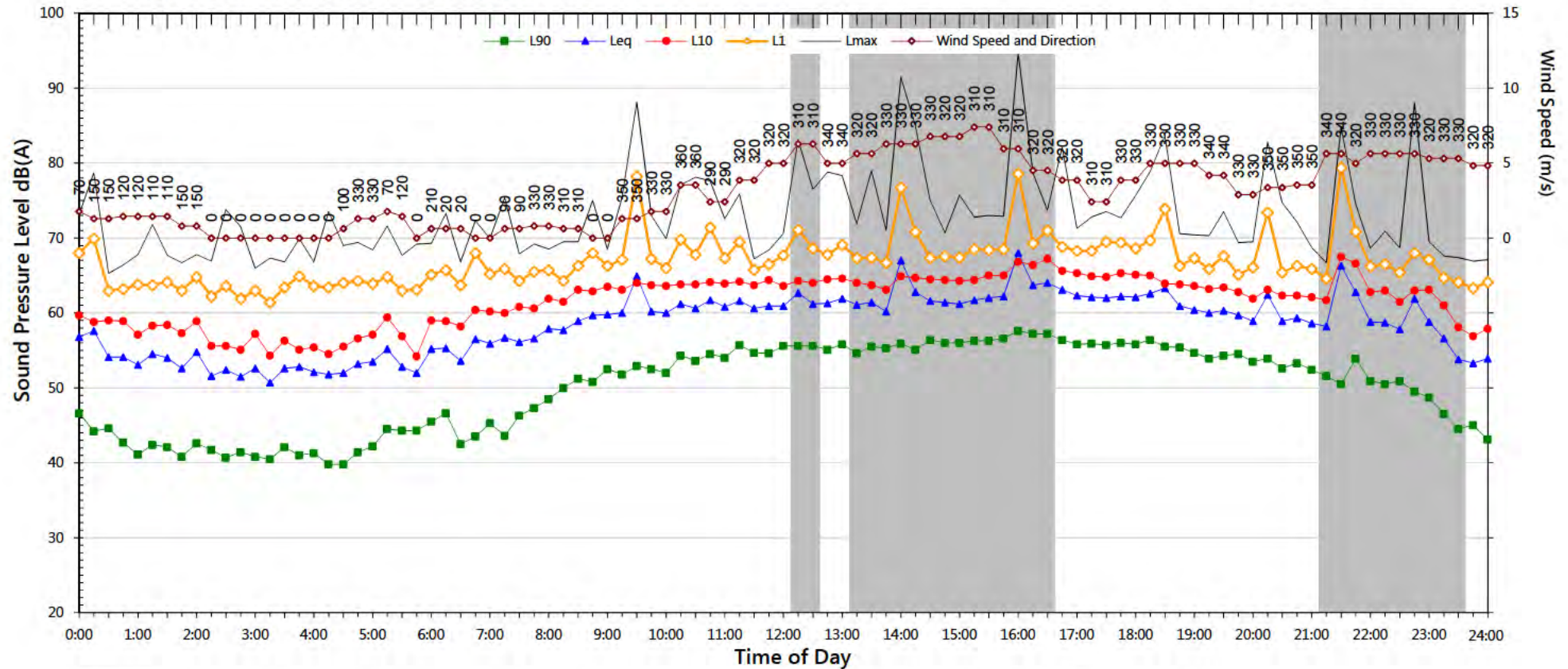
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days

5. "Night" relates to period from 10pm on this graph to morning on the following graph.

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Sunday, 30 October 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	-	-
LA _{eq}	-	-	-

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	67.8	to	76.6
L _{Max} - L _{eq} (Range)	15.7	to	23.2

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	63.4	57.6
L _{eq} 1hr upper 10 percentile	65.2	62.9
L _{eq} 1hr lower 10 percentile	59.7	52.3

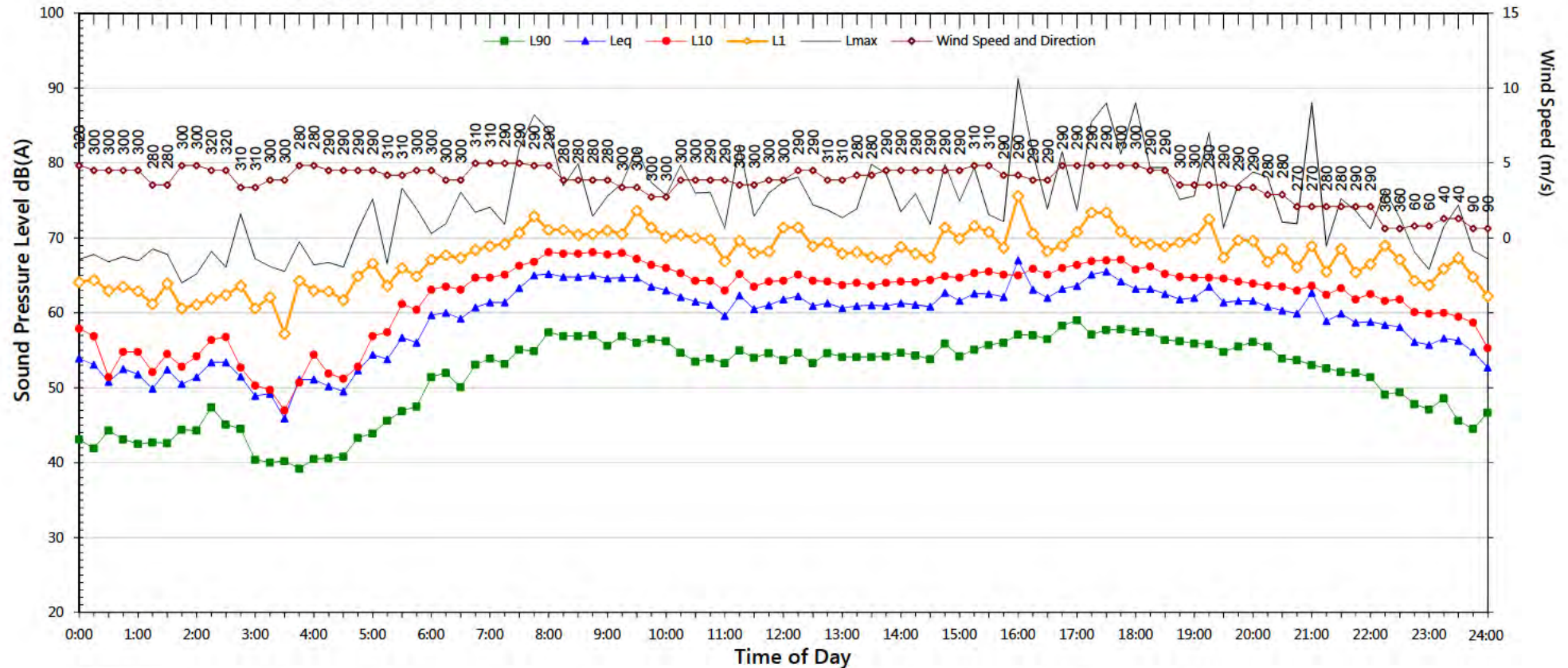
Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
3. "Evening" is the period from 6pm till 10pm.
4. "Night" relates to the remaining periods.
5. "Night" relates to period from 10pm on this graph to morning on the following graph.
6. Graphed data measured in free-field; tabulated results facade corrected.
7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Monday, 31 October 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	53.7	52.0	40.1
LA _{eq}	63.1	61.4	56.3

Night Time Maximum Noise Levels		(see note 7)	
L _{Max} (Range)	69.3	to	81.8
L _{Max} - L _{eq} (Range)	19.0	to	24.9

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	65.2	58.8
L _{eq} 1hr upper 10 percentile	67.2	64.1
L _{eq} 1hr lower 10 percentile	62.7	51.5

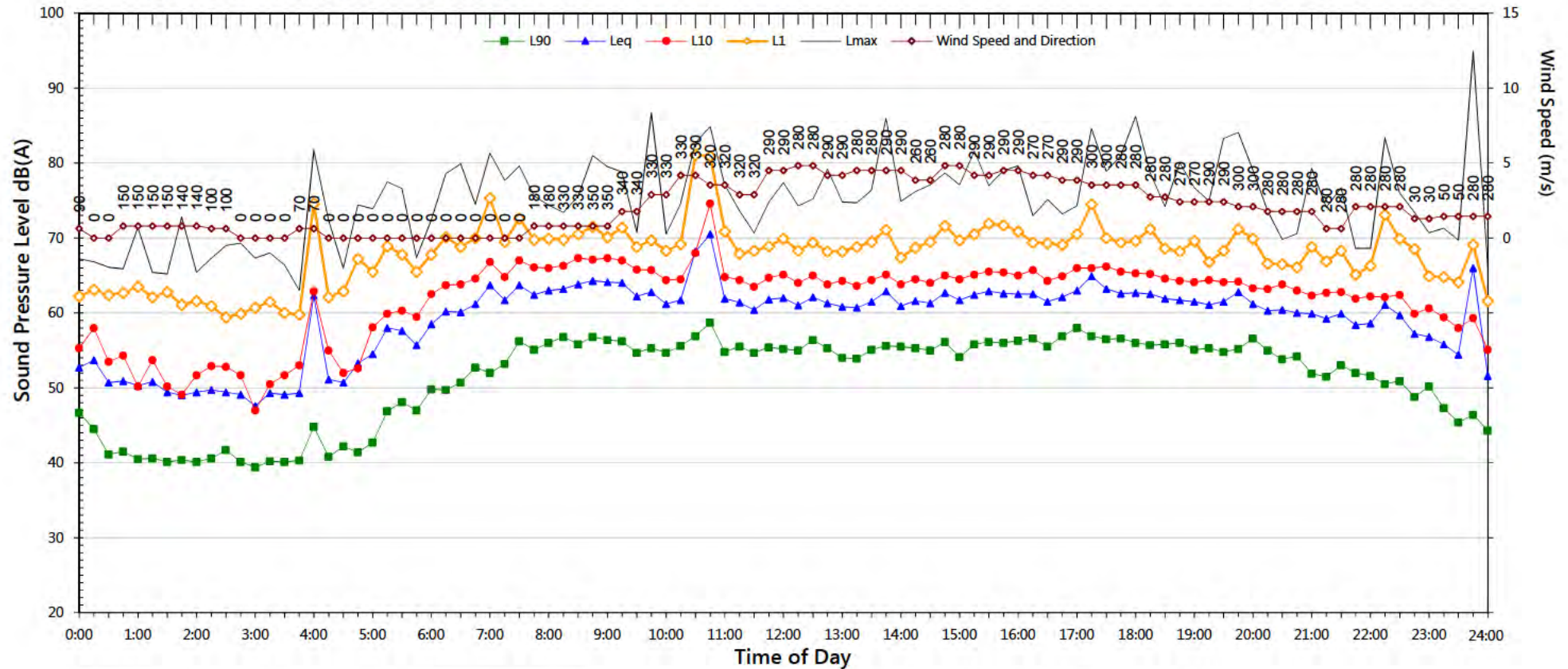
Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
3. "Evening" is the period from 6pm till 10pm.
4. "Night" relates to the remaining periods.
5. "Night" relates to period from 10pm on this graph to morning on the following graph.
6. Graphed data measured in free-field; tabulated results facade corrected.
7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Carpark North Boundary, Opp 55 Anthill Street

Tuesday, 1 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	54.7	51.6	40.3
LA _{eq}	63.2	60.9	57.0

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	66.6	to	94.9
L _{Max} - L _{eq} (Range)	17.7	to	34.1

Notes:

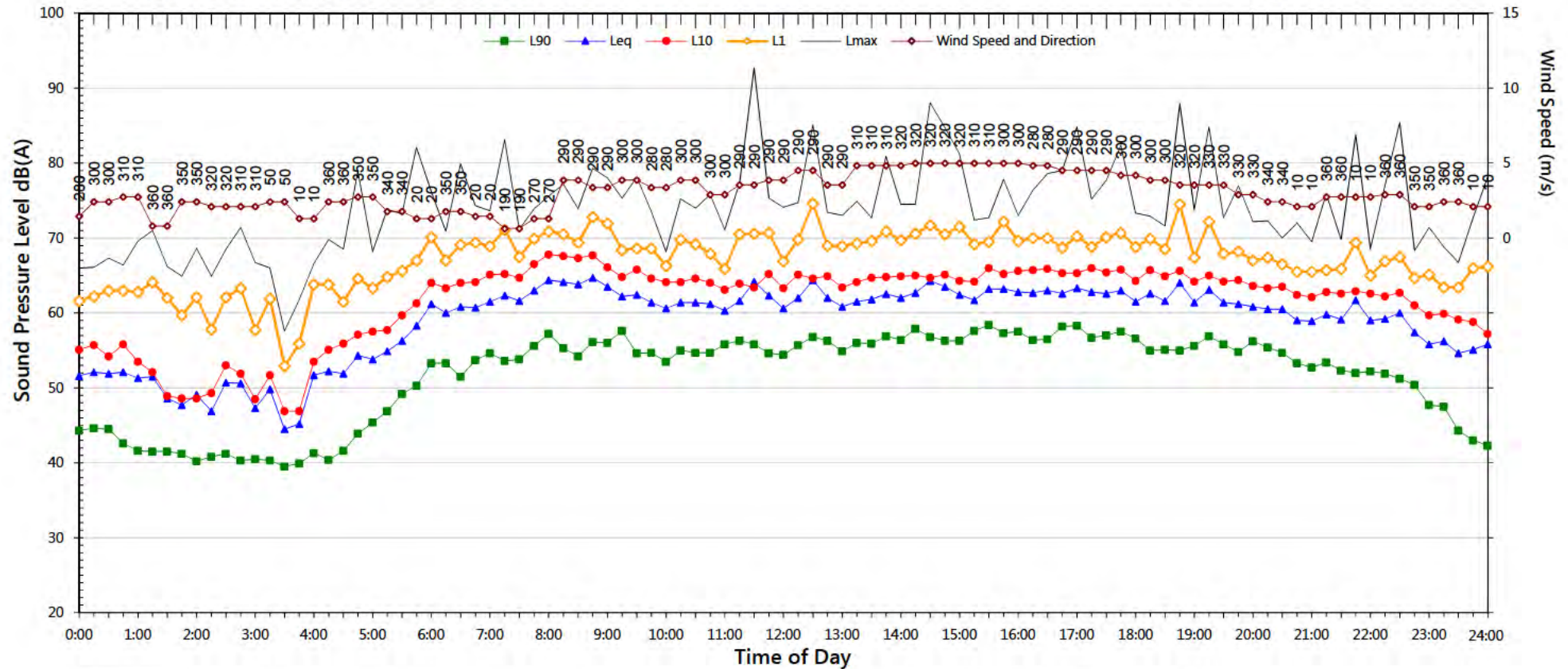
- 1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- 3. "Evening" is the period from 6pm till 10pm
- 6. Graphed data measured in free-field; tabulated results facade corrected
- 4. "Night" relates to the remaining periods
- 7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A)

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	65.2	59.5
L _{eq} 1hr upper 10 percentile	68.3	63.3
L _{eq} 1hr lower 10 percentile	62.1	51.3

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Wednesday, 2 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	54.4	52.2	39.2
LA _{eq}	62.6	61.2	55.7

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	66.2	to	85.4
L _{Max} - L _{eq} (Range)	15.6	to	27.0

Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.

3. "Evening" is the period from 6pm till 10pm

6. Graphed data measured in free-field; tabulated results facade corrected

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	64.8	58.2
L _{eq} 1hr upper 10 percentile	66.2	63.1
L _{eq} 1hr lower 10 percentile	62.4	49.8

4. "Night" relates to the remaining periods

7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A)

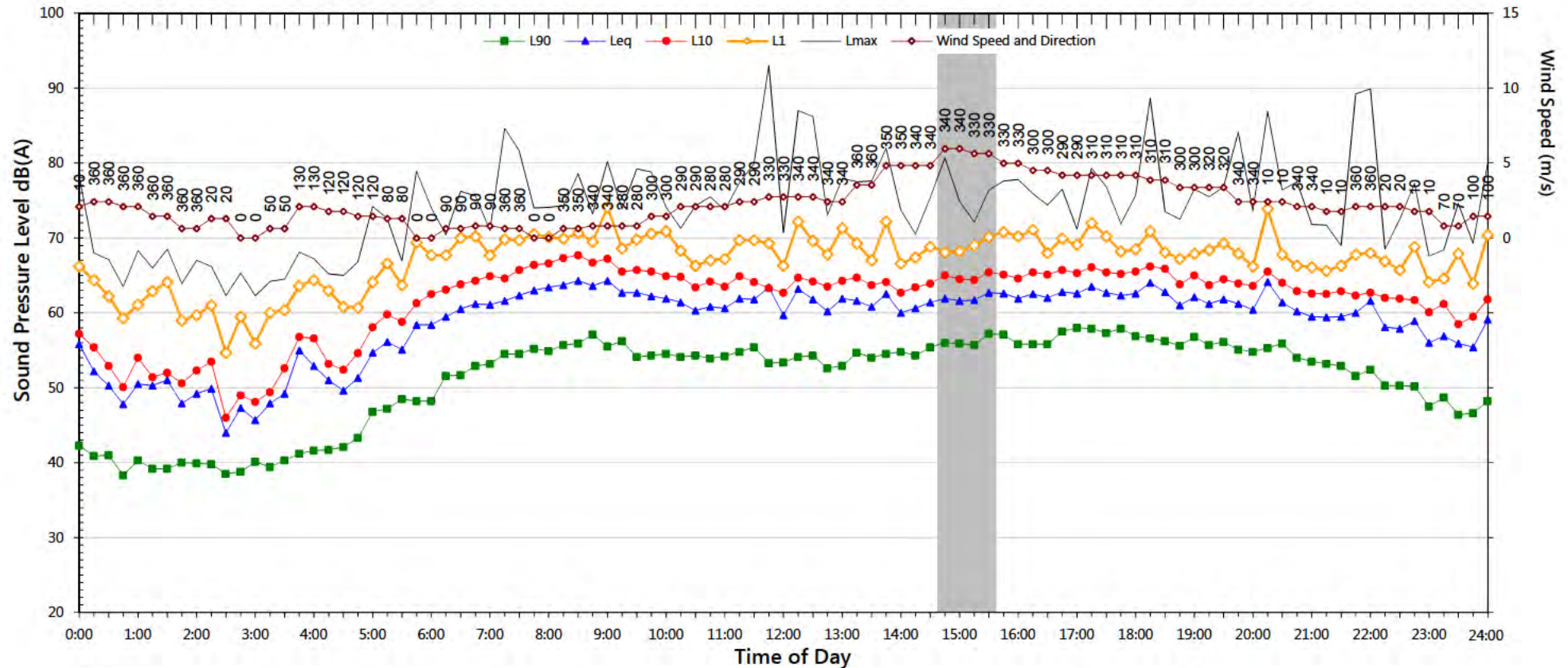
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days

5. "Night" relates to period from 10pm on this graph to morning on the following graph.

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Thursday, 3 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	53.7	52.4	40.9
LA _{eq}	62.3	61.5	56.5

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	66.9	to	85.6
L _{Max} - L _{eq} (Range)	15.3	to	27.8

Notes:

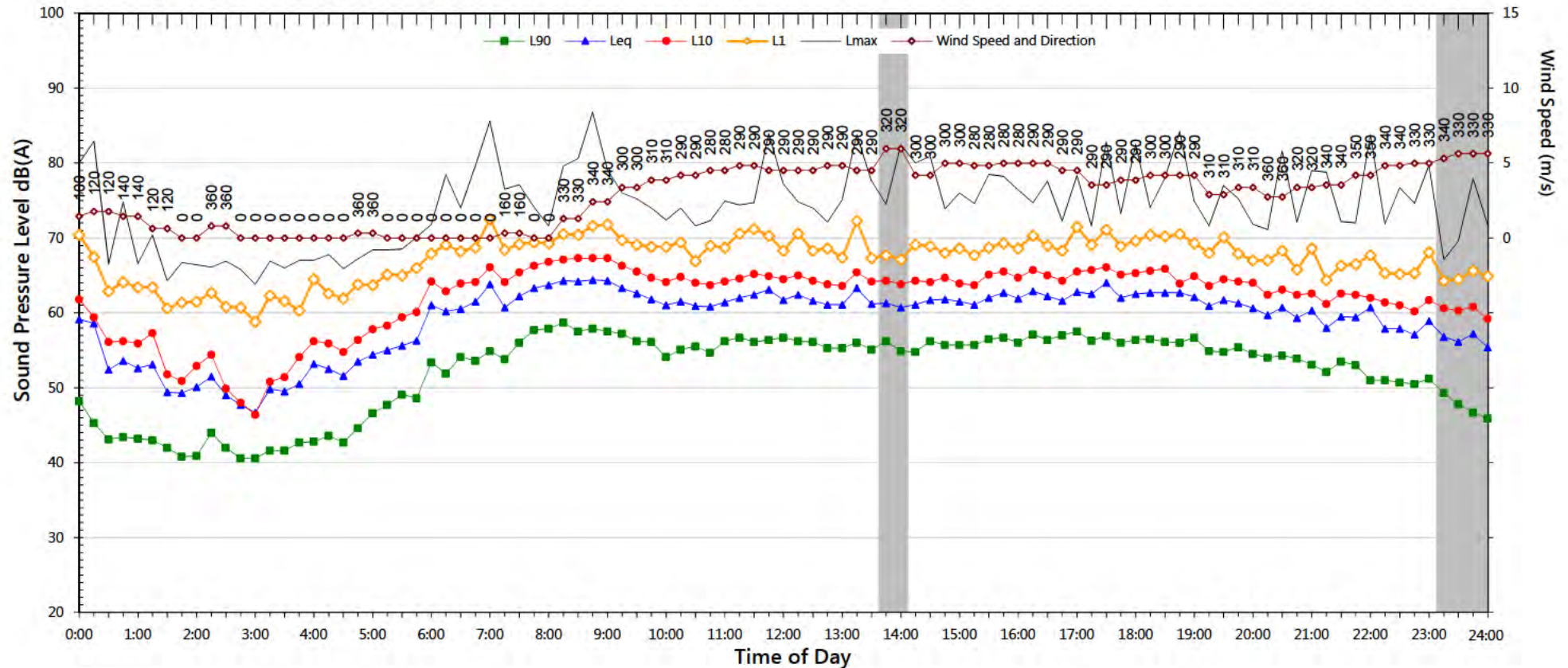
- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	64.6	59.0
L _{eq} 1hr upper 10 percentile	65.9	64.2
L _{eq} 1hr lower 10 percentile	63.0	51.6

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Friday, 4 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	55.1	52.1	-
LA _{eq}	62.4	61.0	-

Night Time Maximum Noise Levels (see note 7)			
L _{Max} (Range)	69.5	to	85.8
L _{Max} - L _{eq} (Range)	16.9	to	30.0

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	64.5	57.6
L _{eq} 1hr upper 10 percentile	66.1	60.9
L _{eq} 1hr lower 10 percentile	62.3	52.6

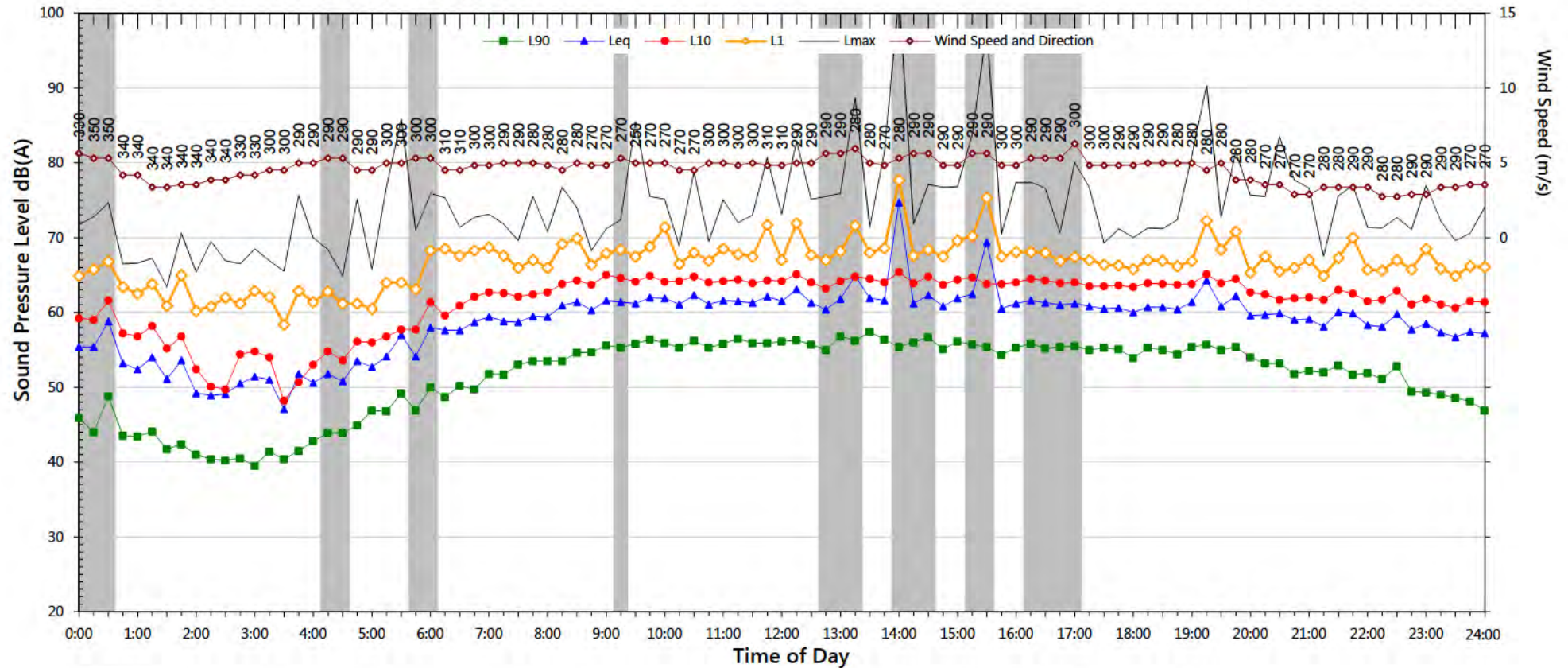
Notes:

- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Saturday, 5 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	51.8	41.3
LA _{eq}	-	60.5	55.5

Night Time Maximum Noise Levels (see note 7)			
L _{Max} (Range)	71.0	to	79.8
L _{Max} - L _{eq} (Range)	16.9	to	24.6

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	63.5	57.6
L _{eq} 1hr upper 10 percentile	64.7	61.1
L _{eq} 1hr lower 10 percentile	61.6	53.9

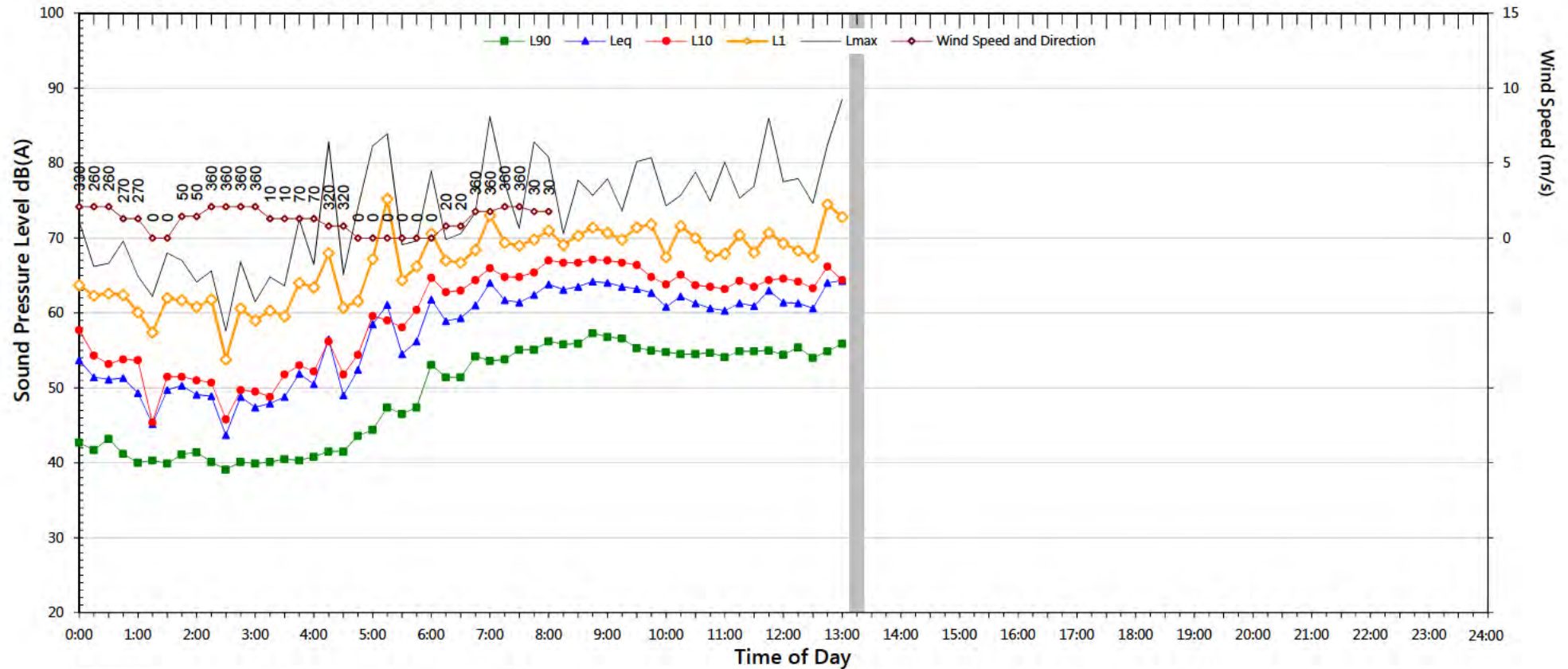
Notes:

- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Carpak North Boundary, Opp 55 Anthill Street

Monday, 7 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	-	-
LA _{eq}	-	-	-

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	-	to	-
L _{Max} - L _{eq} (Range)	-	to	-

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	65.0	-
L _{eq} 1hr upper 10 percentile	66.2	-
L _{eq} 1hr lower 10 percentile	63.7	-

Notes:

- 1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- 2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- 3. "Evening" is the period from 6pm till 10pm.
- 4. "Night" relates to the remaining periods.
- 5. "Night" relates to period from 10pm on this graph to morning on the following graph.
- 6. Graphed data measured in free-field; tabulated results facade corrected.
- 7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Commonwealth Bank Awning, Dickson

Background & Ambient Noise Monitoring Results - NSW 'Industrial Noise Policy', 2000

Date	L _{A90} Background Noise Levels ⁴			L _{Aeq} Ambient Noise Levels		
	Day ¹	Evening ²	Night ³	Day ¹	Evening ²	Night ³
Saturday-29-October-2016	-	50.0	42.7	-	57.9	52.2
Sunday-30-October-2016	-	-	-	-	-	-
Monday-31-October-2016	50.9	49.6	46.0	55.4	57.9	56.6
Tuesday-01-November-2016	51.5	49.0	46.3	56.4	58.7	53.8
Wednesday-02-November-2016	51.1	48.5	40.2	58.0	56.6	53.7
Thursday-03-November-2016	50.7	49.4	44.6	57.8	58.9	54.9
Friday-04-November-2016	52.0	51.2	-	59.7	58.5	-
Saturday-05-November-2016	-	51.2	43.1	-	60.7	53.1
Sunday-06-November-2016	50.2	46.7	44.1	56.4	56.1	53.5
Monday-07-November-2016	-	-	-	-	-	-
Representative Weekday⁵	51.1	49.4	45.3	57.7	58.2	54.9
Representative Weekend⁵	50.2	50.0	43.1	56.4	58.6	53.0
Representative Week⁵	51.0	49.5	44.1	57.5	58.4	54.2

Notes:

- Day is 8:00am to 6:00pm on Sunday and 7:00am to 6:00pm at other times
- Evening is 6:00pm to 10:00pm
- Night is the remaining periods
- Assessment Background Level (ABL) for individual days
- Rating Background Level (RBL) for L_{A90} and logarithmic average for L_{Aeq}
- L_{Aeq} is calculated in the free field. 2.5dB is subtracted from results if logger is placed at facade

Commonwealth Bank Awning, Dickson

Road / Rail Noise Monitoring Results (at one metre from façade)

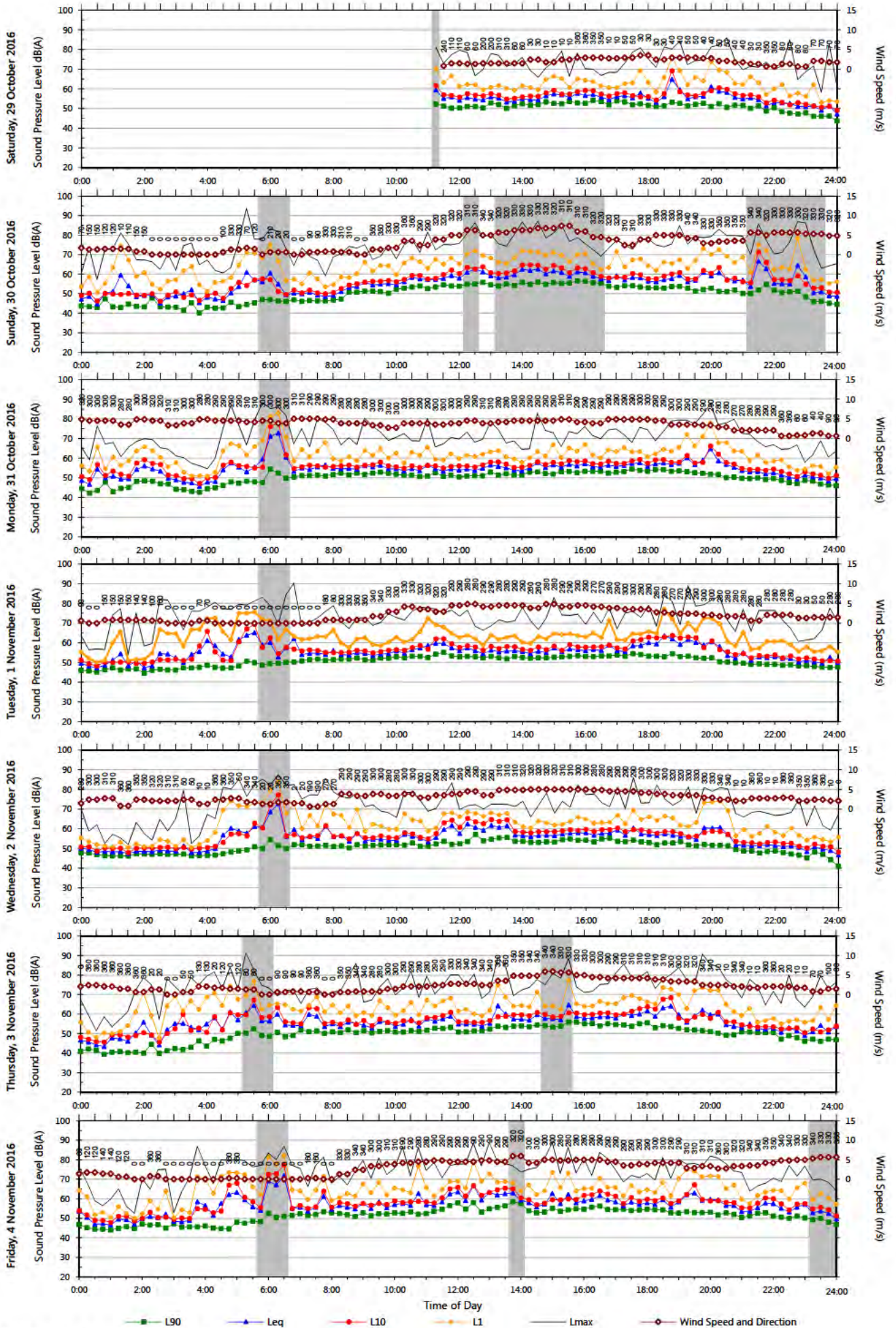
Date	L _{Aeq} Noise Levels		L _{Aeq 1hr} Noise Levels			
	Day ¹	Night ²	Day - Up ⁴	Day - Low ⁵	Night - Up ⁴	Night - Low ⁵
Saturday-29-October-2016	59.1	54.9	62.7	56.3	61.9	50.7
Sunday-30-October-2016	59.6	55.0	62.6	52.6	57.3	49.7
Monday-31-October-2016	58.7	59.1	62.1	55.9	67.0	51.5
Tuesday-01-November-2016	59.6	56.3	63.4	56.0	62.2	50.7
Wednesday-02-November-2016	60.1	56.2	62.8	55.7	60.6	48.0
Thursday-03-November-2016	60.6	57.4	63.9	56.5	63.0	50.6
Friday-04-November-2016	61.9	58.5	65.3	58.8	66.7	50.6
Saturday-05-November-2016	63.0	55.7	66.6	59.1	59.0	51.5
Sunday-06-November-2016	58.6	56.0	61.1	54.1	61.9	50.1
Monday-07-November-2016	58.3	-	59.9	56.3	-	-
Representative Weekday³	60.1	57.7	63.2	56.7	64.6	50.4
Representative Weekend³	60.5	55.4	63.8	56.2	60.4	50.5
Representative Week³	60.2	56.8	63.4	56.5	63.2	50.5

Notes:

- Day is 7:00am to 10:00pm
- Night is 10:00pm to 7:00am
- Logarithmic average of daily L_{Aeq}
- Upper 10th percentile L_{Aeq 1hr}
- Lower 10th percentile L_{Aeq 1hr}
- Values are calculated at the facade. 2.dB is added to results if logger is placed in the free field

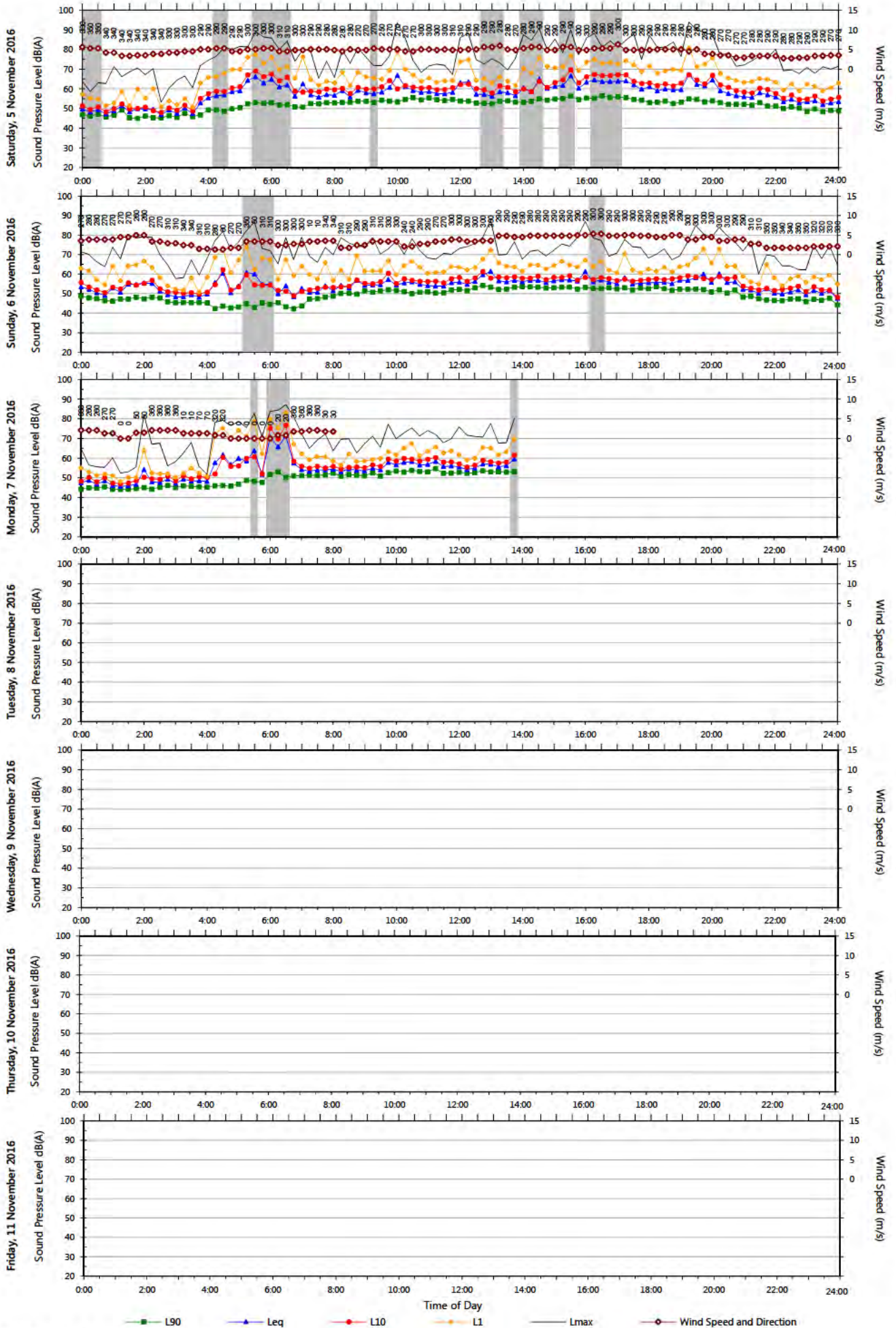
Unattended Monitoring Results

Location: Commonwealth Bank Awning, Dickson



Unattended Monitoring Results

Location: Commonwealth Bank Awning, Dickson



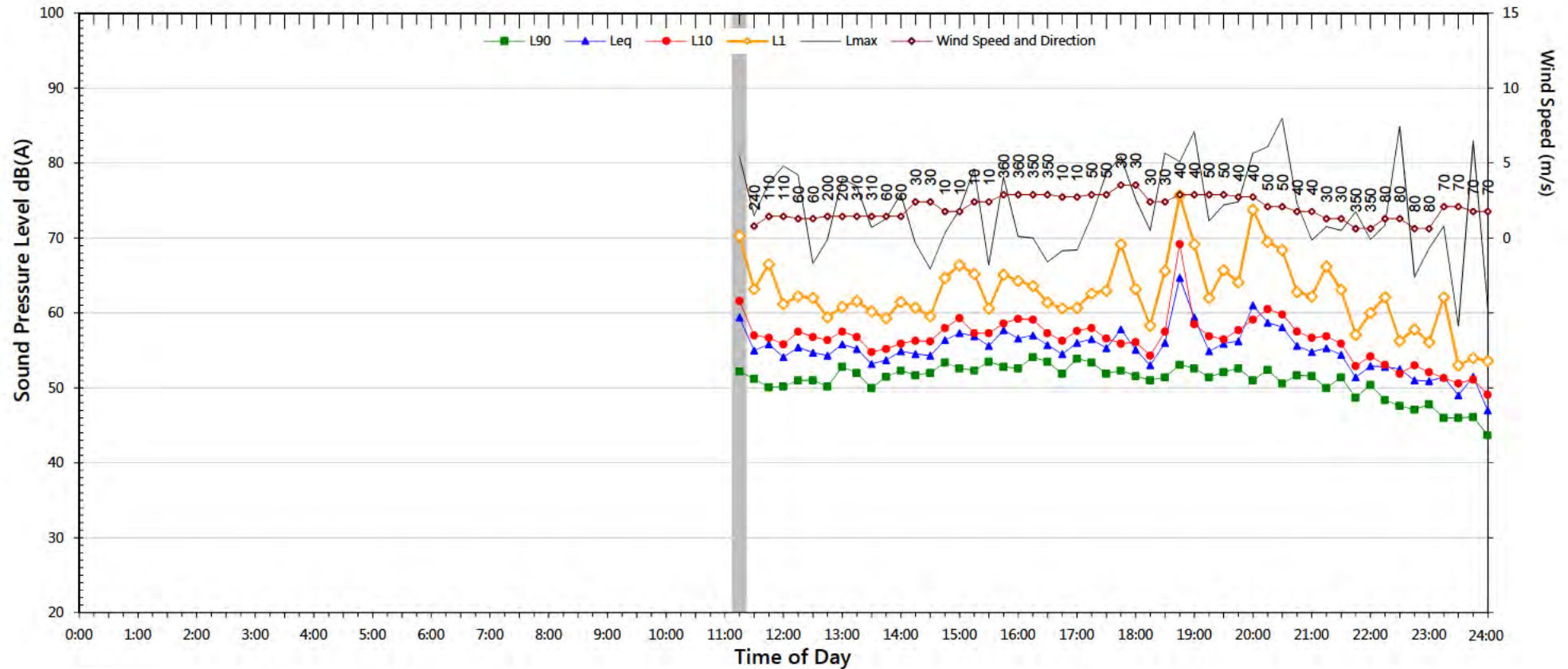
Data File: 2016-10-29_SLM_000_123_Rpt_Report.txt

Template: QTE-26 (rev 14) Logger Graphs Program

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Saturday, 29 October 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	50.0	42.7
LA _{eq}	-	57.9	52.2

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	70.4	to	93.7
L _{Max} - L _{eq} (Range)	22.2	to	34.3

Notes:

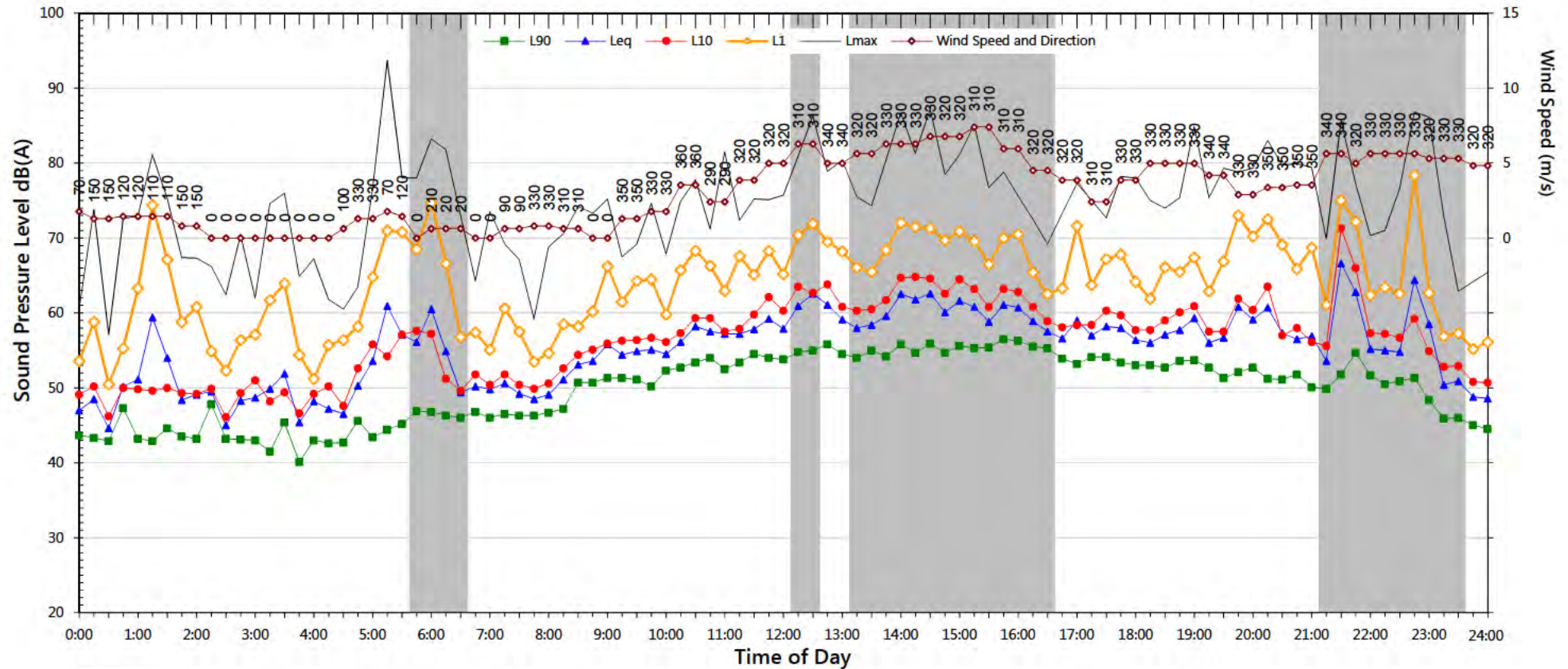
- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	59.1	54.9
L _{eq} 1hr upper 10 percentile	62.7	61.9
L _{eq} 1hr lower 10 percentile	56.3	50.7

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Sunday, 30 October 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	-	-
LA _{eq}	-	-	-

Night Time Maximum Noise Levels (see note 7)			
L _{Max} (Range)	65.4	to	86.9
L _{Max} - L _{eq} (Range)	16.6	to	32.1

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	59.6	55.0
L _{eq} 1hr upper 10 percentile	62.6	57.3
L _{eq} 1hr lower 10 percentile	52.6	49.7

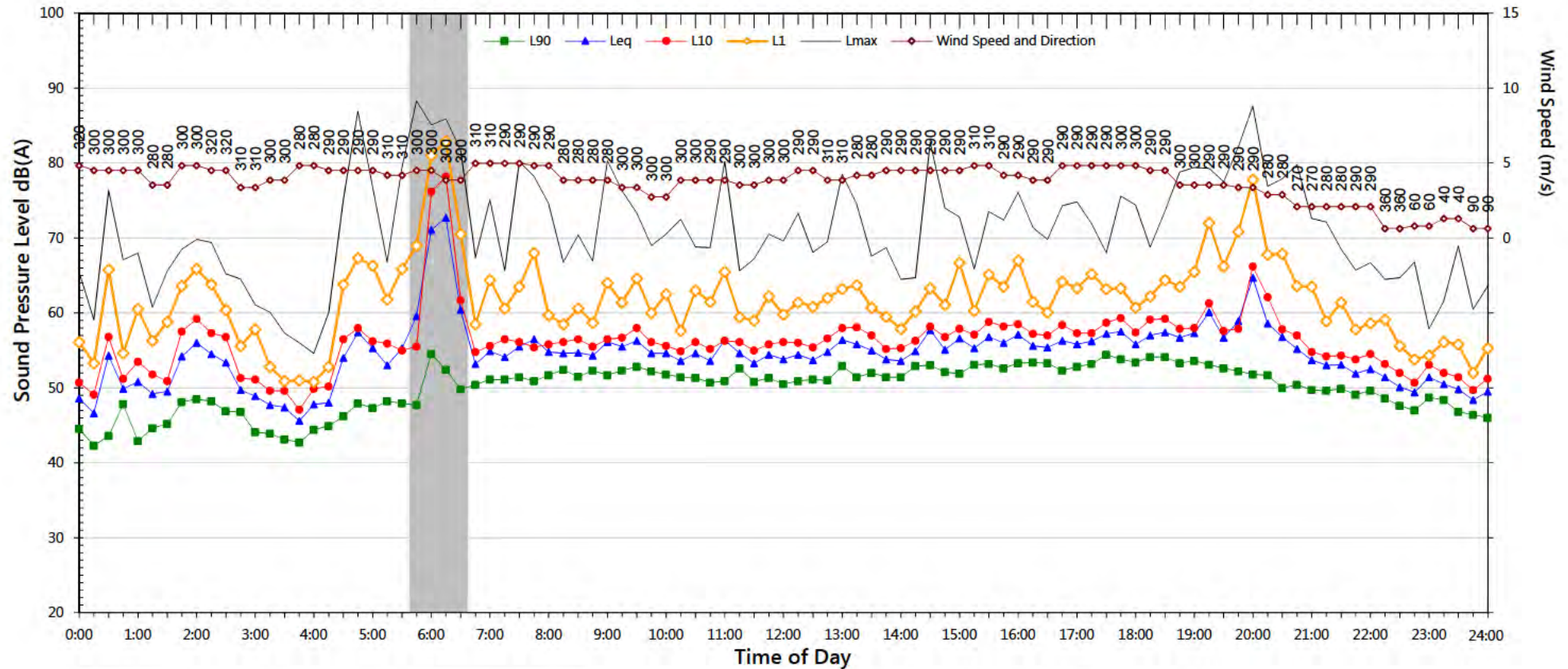
Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
3. "Evening" is the period from 6pm till 10pm.
4. "Night" relates to the remaining periods.
5. "Night" relates to period from 10pm on this graph to morning on the following graph.
6. Graphed data measured in free-field; tabulated results facade corrected.
7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Monday, 31 October 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	50.9	49.6	46.0
LA _{eq}	55.4	57.9	56.6

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	66.8	to	90.4
L _{Max} - L _{eq} (Range)	16.1	to	30.7

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	58.7	59.1
L _{eq} 1hr upper 10 percentile	62.1	67.0
L _{eq} 1hr lower 10 percentile	55.9	51.5

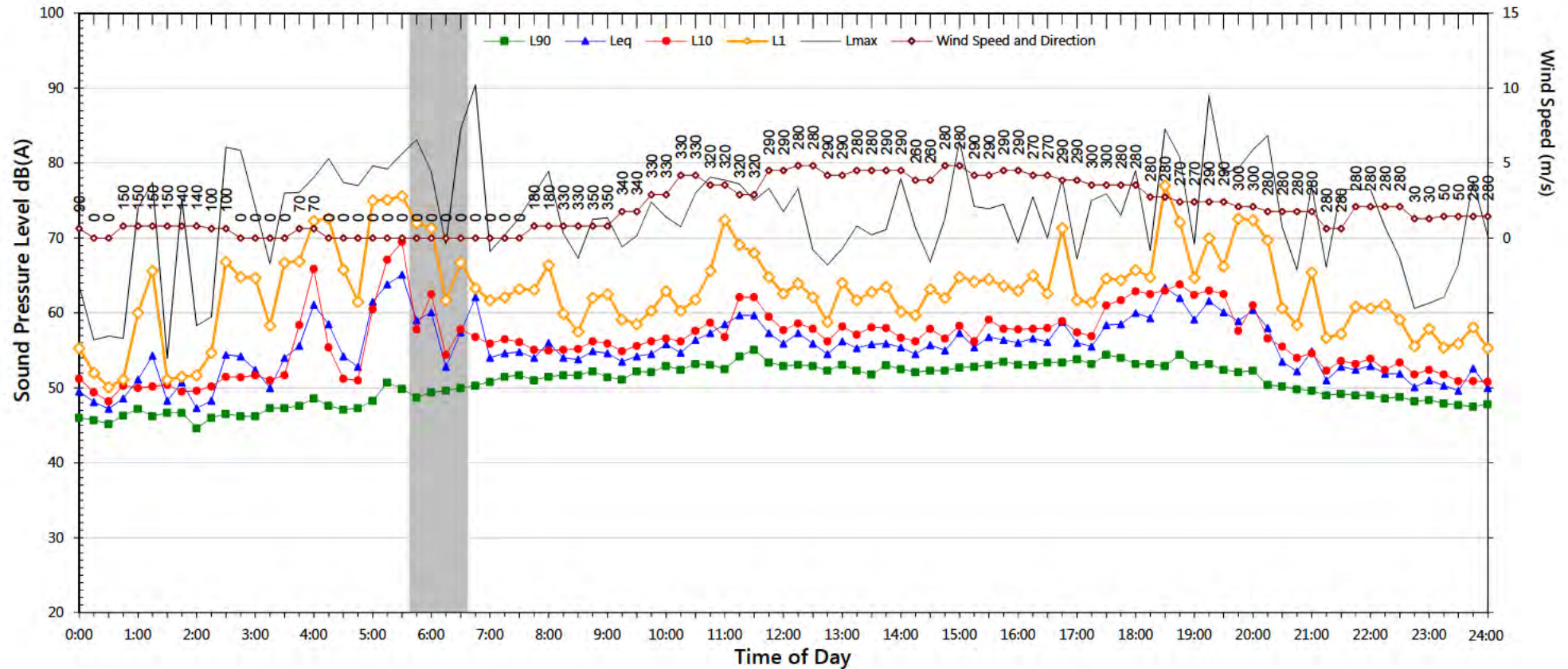
Notes:

- 1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- 2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- 3. "Evening" is the period from 6pm till 10pm.
- 4. "Night" relates to the remaining periods.
- 5. "Night" relates to period from 10pm on this graph to morning on the following graph.
- 6. Graphed data measured in free-field; tabulated results facade corrected.
- 7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Tuesday, 1 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	51.5	49.0	46.3
LA _{eq}	56.4	58.7	53.8

Night Time Maximum Noise Levels		(see note 7)	
L _{Max} (Range)	65.2	to	85.1
L _{Max} - L _{eq} (Range)	16.5	to	30.4

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	59.6	56.3
L _{eq} 1hr upper 10 percentile	63.4	62.2
L _{eq} 1hr lower 10 percentile	56.0	50.7

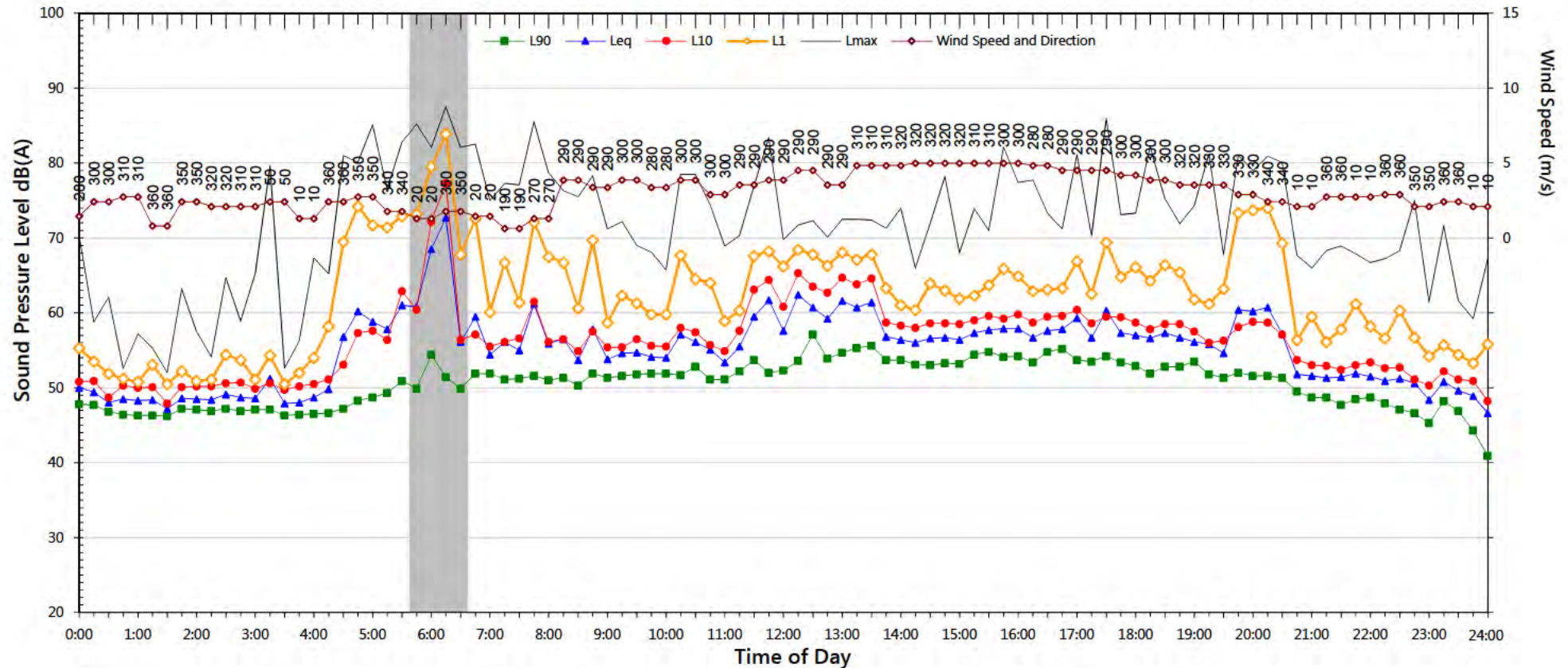
Notes:

- 1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- 2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- 3. "Evening" is the period from 6pm till 10pm.
- 4. "Night" relates to the remaining periods.
- 5. "Night" relates to period from 10pm on this graph to morning on the following graph.
- 6. Graphed data measured in free-field; tabulated results facade corrected.
- 7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Wednesday, 2 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	51.1	48.5	40.2
LA _{eq}	58.0	56.6	53.7

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	71.6	to	84.0
L _{Max} - L _{eq} (Range)	16.0	to	26.9

Notes:

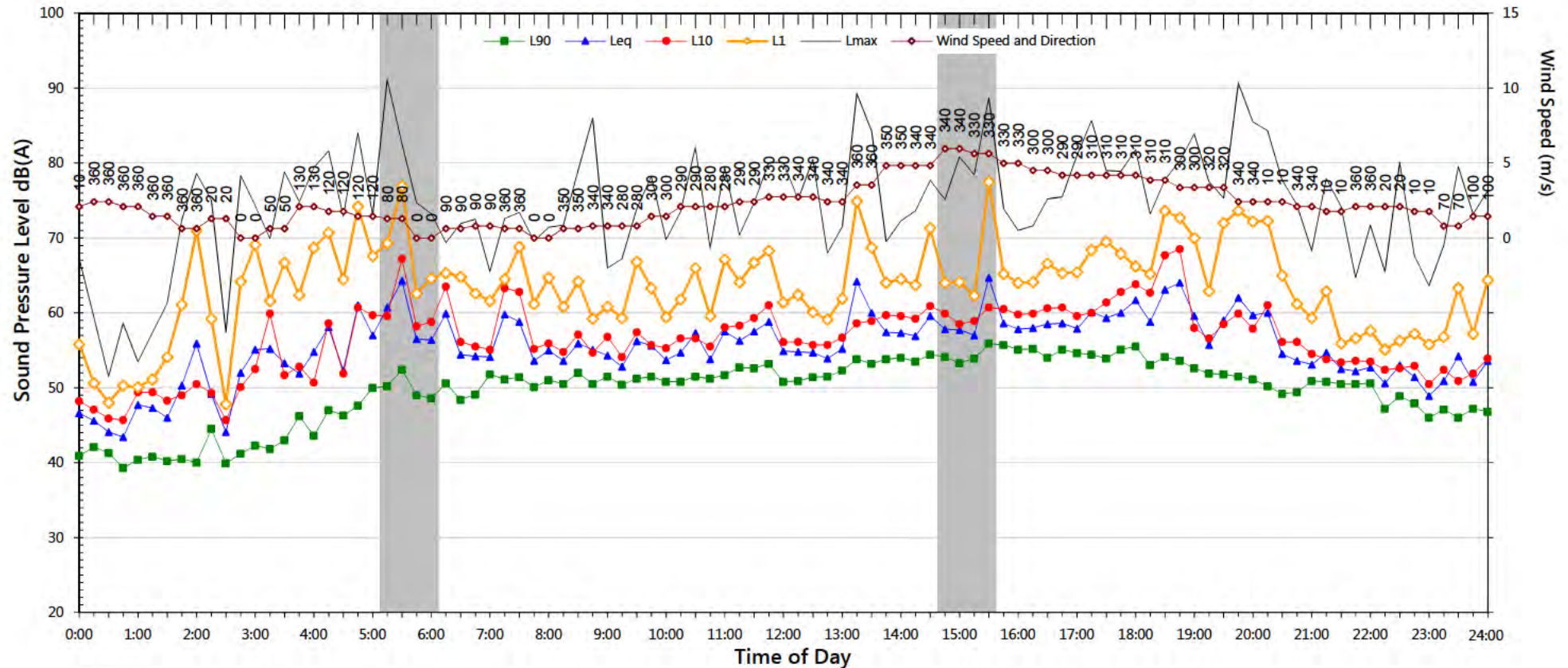
- 1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- 2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- 3. "Evening" is the period from 6pm till 10pm.
- 4. "Night" relates to the remaining periods.
- 5. "Night" relates to period from 10pm on this graph to morning on the following graph.
- 6. Graphed data measured in free-field; tabulated results facade corrected.
- 7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	60.1	56.2
L _{eq} 1hr upper 10 percentile	62.8	60.6
L _{eq} 1hr lower 10 percentile	55.7	48.0

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Thursday, 3 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	50.7	49.4	44.6
LA _{eq}	57.8	58.9	54.9

Night Time Maximum Noise Levels (see note 7)			
L _{Max} (Range)	68.6	to	86.8
L _{Max} - L _{eq} (Range)	19.5	to	31.7

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	60.6	57.4
L _{eq} 1hr upper 10 percentile	63.9	63.0
L _{eq} 1hr lower 10 percentile	56.5	50.6

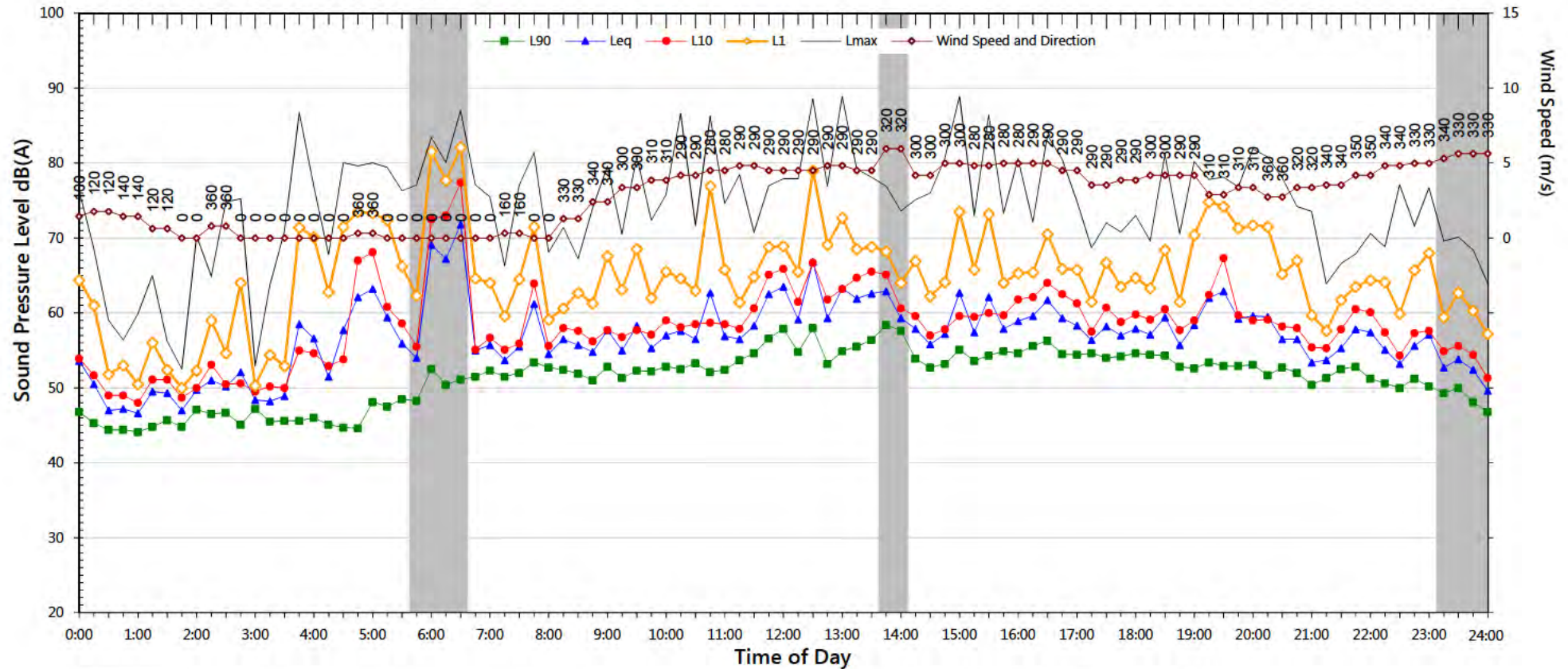
Notes:

- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Friday, 4 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	52.0	51.2	-
LA _{eq}	59.7	58.5	-

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	70.3	to	81.5
L _{Max} - L _{eq} (Range)	17.2	to	23.2

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	61.9	58.5
L _{eq} 1hr upper 10 percentile	65.3	66.7
L _{eq} 1hr lower 10 percentile	58.8	50.6

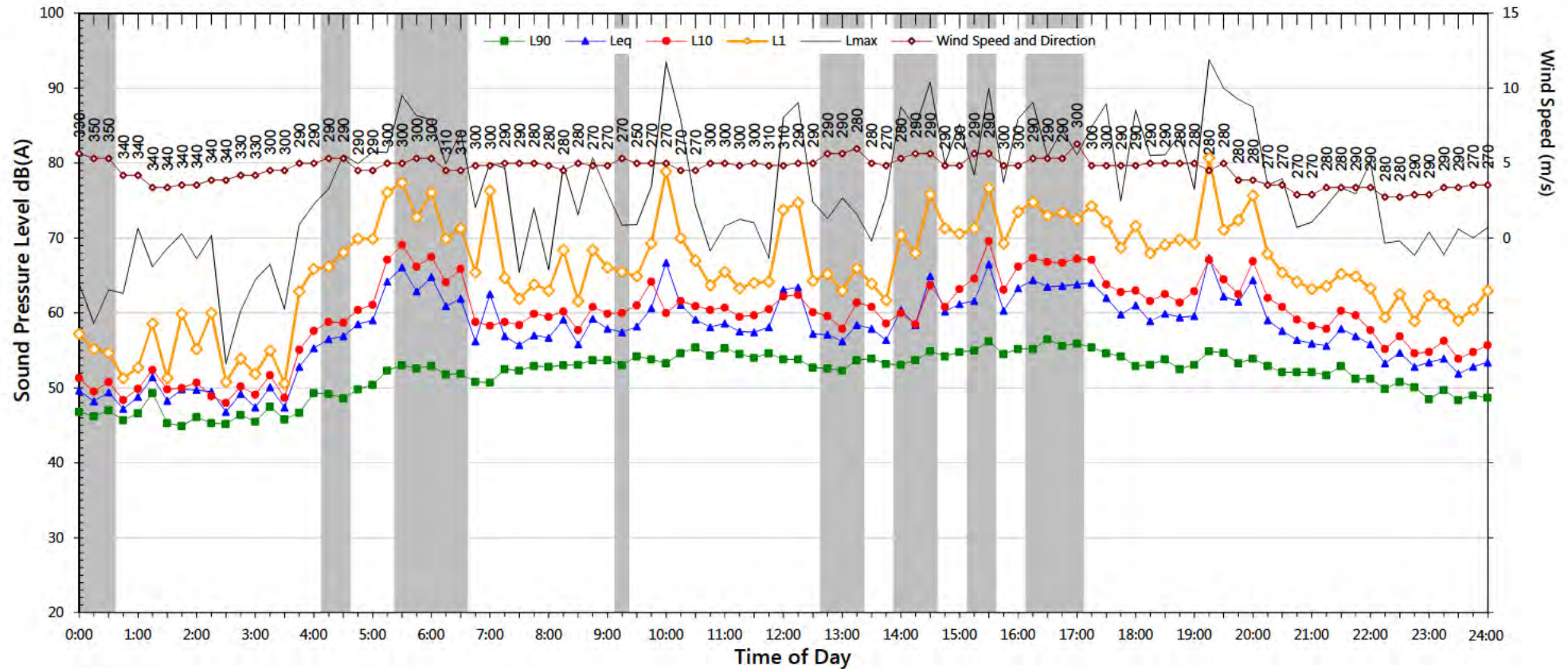
Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
3. "Evening" is the period from 6pm till 10pm.
4. "Night" relates to the remaining periods.
5. "Night" relates to period from 10pm on this graph to morning on the following graph.
6. Graphed data measured in free-field; tabulated results facade corrected.
7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Saturday, 5 November 2016



NSW Industrial Noise Policy (Free Field)

Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	51.2	43.1
LA _{eq}	-	60.7	53.1

Night Time Maximum Noise Levels (see note 7)

L _{Max} (Range)	68.1	to	81.9
L _{Max} - L _{eq} (Range)	17.2	to	27.2

Notes:

1. Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.

3. "Evening" is the period from 6pm till 10pm

6. Graphed data measured in free-field; tabulated results facade corrected

NSW Road Noise Policy (1m from facade) (see note 6)

Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	63.0	55.7
L _{eq} 1hr upper 10 percentile	66.6	59.0
L _{eq} 1hr lower 10 percentile	59.1	51.5

4. "Night" relates to the remaining periods

7. Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A)

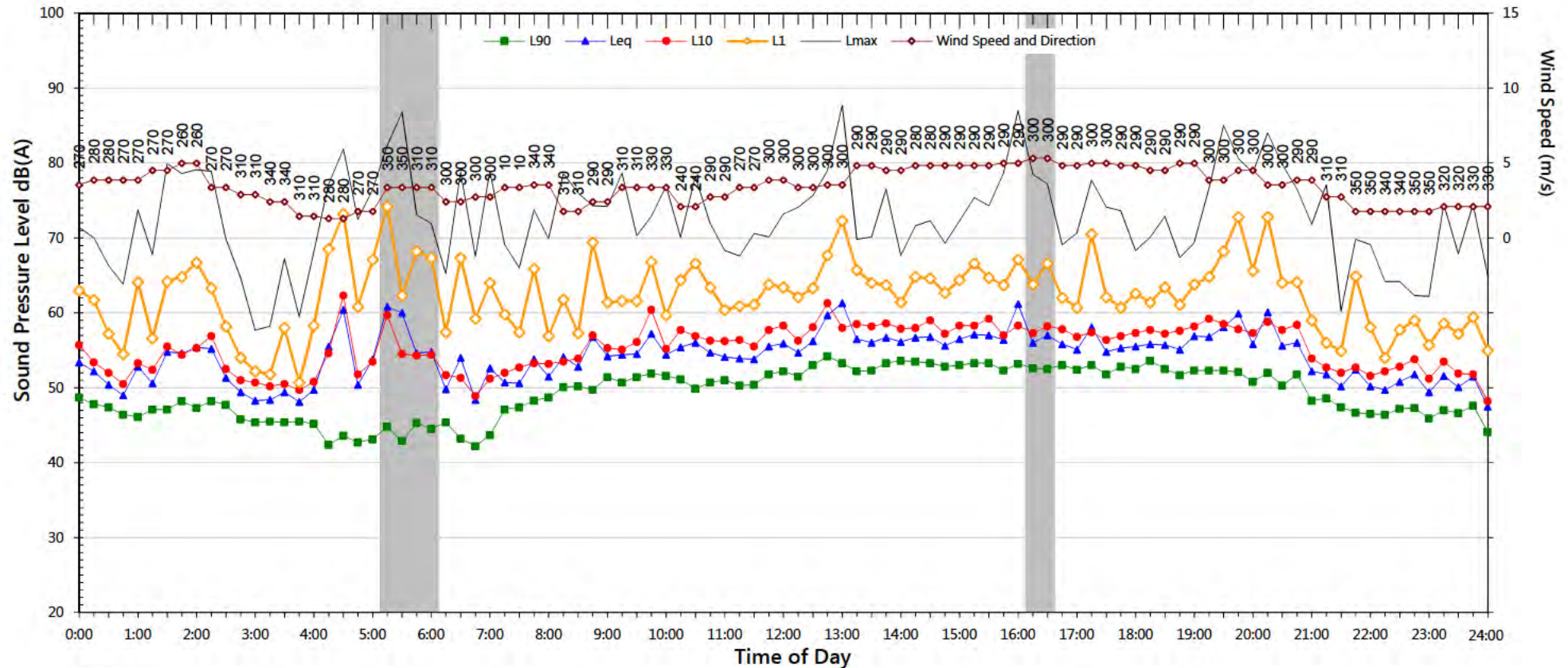
2. "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days

5. "Night" relates to period from 10pm on this graph to morning on the following graph.

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Sunday, 6 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	50.2	46.7	44.1
LA _{eq}	56.4	56.1	53.5

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	67.6	to	82.1
L _{Max} - L _{eq} (Range)	19.2	to	32.3

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	58.6	56.0
L _{eq} 1hr upper 10 percentile	61.1	61.9
L _{eq} 1hr lower 10 percentile	54.1	50.1

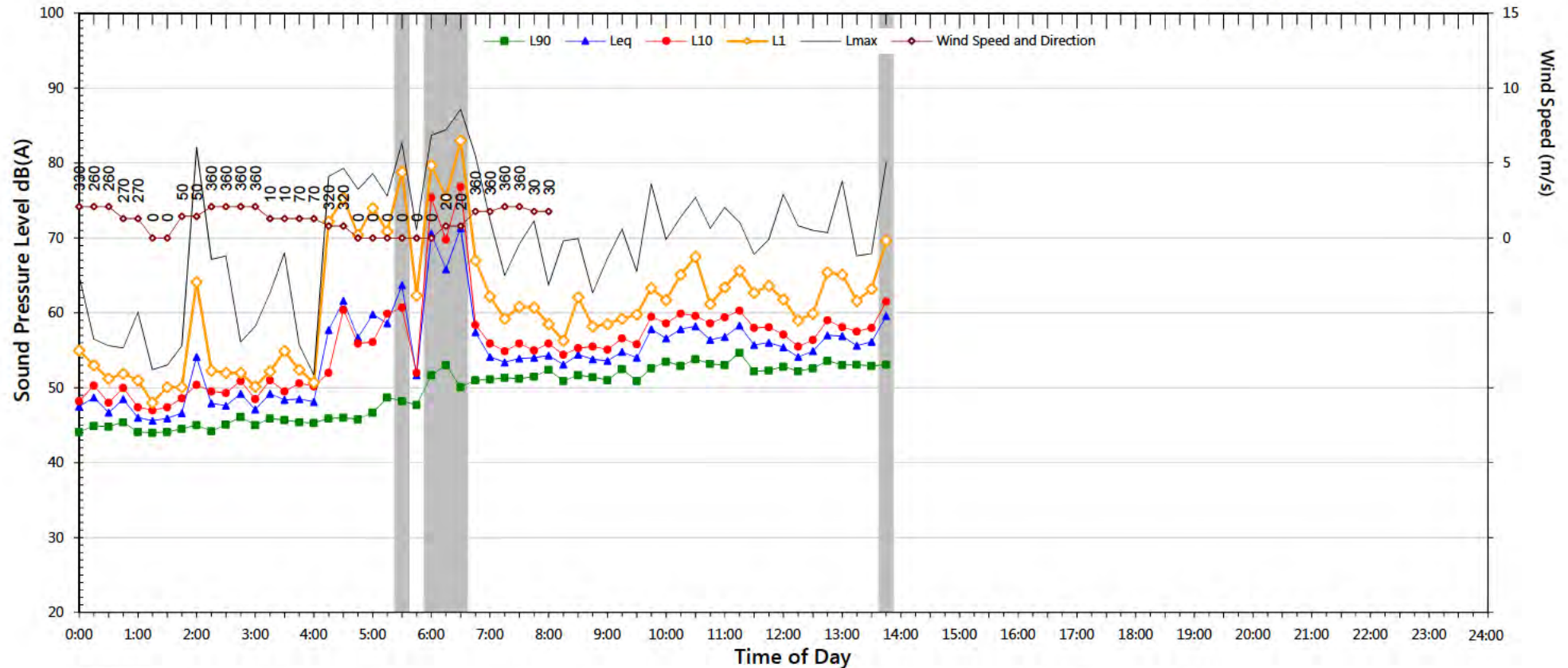
Notes:

- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

Unattended Noise Monitoring Results

Commonwealth Bank Awning, Dickson

Monday, 7 November 2016



NSW Industrial Noise Policy (Free Field)			
Descriptor	Day ²	Evening ³	Night ^{4,5}
L ₉₀	-	-	-
LA _{eq}	-	-	-

Night Time Maximum Noise Levels			(see note 7)
L _{Max} (Range)	-	to	-
L _{Max} - L _{eq} (Range)	-	to	-

NSW Road Noise Policy (1m from facade) (see note 6)		
Descriptor	Day	Night ⁵
	7am-10pm	10pm-7am
L _{eq} 15 hr and L _{eq} 9 hr	58.3	-
L _{eq} 1hr upper 10 percentile	59.9	-
L _{eq} 1hr lower 10 percentile	56.3	-

Notes:

- Shaded periods denote measurements adversely affected by rain, wind or extraneous noise - data in these periods are excluded from calculations.
- "Day" is the period from 8am till 6pm on Sundays and 7am till 6pm on other days.
- "Evening" is the period from 6pm till 10pm.
- "Night" relates to the remaining periods.
- "Night" relates to period from 10pm on this graph to morning on the following graph.
- Graphed data measured in free-field; tabulated results facade corrected.
- Night time L_{Max} values are shown only where L_{Max} > 65dB(A) and where L_{Max} - L_{eq} ≥ 15dB(A).

APPENDIX D Glazing plans

Figure 3: Level 02

Line No	Facade / Orientation	Occupancy	Glazing Thickness and Type	Acoustic Rating of Glazing Assembly Rw	Line Designation
1	Northern façade facing Antill St and Western and Eastern facades	Living Areas	12.38mm lam glass or 8.8mm Optiphon	35	Red line
2		Sleeping Areas	10.38mm lam glass or 8.8mm Optiphon	34	Red line
3	South façade	Living Areas	6mm float glass	26	Blue line
4		Sleeping Areas	6mm float glass	26	Blue line



Unit Schedule Level 02	
Stu.din	3
1 Bed	11
2 Bed	11
3 Bed	3
Total	28

CGPD Dickson Act
 6 Gifford Avenue Macquarie Park NSW 2115
 11047
 Date: 11/04/19
 Scale: 1:500
 Project: Dickson Mixed Use Block 21, Section 20, Dickson ACT 2600
 GA Plans Level 02
 TURNER
 120 BALE SPINAL
 11047
 Date: 11/04/19
 Scale: 1:500
 Project: Dickson Mixed Use Block 21, Section 20, Dickson ACT 2600
 GA Plans Level 02
 TURNER

Figure 4: Levels 03-05

Line No	Facade / Orientation	Occupancy	Glazing Thickness and Type	Acoustic Rating of Glazing Assembly Rw	Line Designation
1	Northern façade facing Antill St and Western and Eastern facades	Living Areas	12.38mm lam glass or 8.8mm Optiphon	35	Red line
2		Sleeping Areas	10.38mm lam glass or 8.8mm Optiphon	34	Red line
3	South façade	Living Areas	6mm float glass	26	Blue line
4		Sleeping Areas	6mm float glass	26	Blue line



Studio	1
1 Bed	13
2 Bed	11
3 Bed	3
Total	28

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COLES GROUP PROPERTY DEVELOPMENT
 6 Giffnock Avenue Macquarie Park NSW 2115

1. This drawing is to be used in conjunction with the relevant contract documents.
 2. This drawing is not to be used for any other purpose.
 3. All dimensions are to be taken from the finished face of the work unless otherwise stated.
 4. All dimensions are to be taken from the finished face of the work unless otherwise stated.
 5. All dimensions are to be taken from the finished face of the work unless otherwise stated.

Property Boundary (as per Council) Block Boundary

Project: **Dickson Mixed Use**
 Box 21, Section 50 Dickson ACT 2602
 Date: 1/28/2018
 Drawn by: **WIKP**
 Rev: **E**

GA Plans
 Level 03-05 Typical

TURNER

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5 April 2019

TJ357-02F02 Response to EPA Comments (r1)

Ms Rebecca Thomas
Coles Group Property Development
Rebecca.Thomas@coles.com.au

From: Renzo Tonin [Renzo.Tonin@renzotonin.com.au]

CGPD Dickson ACT Noise Management Plan - Response to EPA Comments

1 Introduction

Reference is made to our report "CGPD Dickson ACT Noise Management Plan" dated 17 December 2018 (NMP). This technical memo responds to comments from the Environment Protection Authority (EPA) in relation to the NMP.

2 Response to EPA comments

This section provides a detailed response to EPA comments which are shown as italicised paragraphs below and our response follows immediately after.

2.1 Noise from the loading dock to residential units on level 2 and above

The Noise Management Plan demonstrates that noise from the loading dock will not comply with the Noise Zone Standards as per the Environment Protection Regulation, 2005.

In section 4.1 Noise from use of the loading dock, in respect of the residential units on level 2 and above the subject site, the noise standard stated would appear to be incorrect. Under section 24 (2) and (3) of the Environment Protection Regulation, the noise zone standard is reduced by 5dB(A) where the compliance point for noise and an affected person are either within the same units plan or have a common wall.

We are informed that the development will be subdivided in two separate strata - a commercial units plan and a residential units plan. The residential units plan will comprise all of the residential lots independent of the commercial units plan.

Therefore, under section 24(2)(a) of the Environment Protection Regulation the loading dock is not a unit which emits noise to any of the other units in the units plan and therefore the section does not apply.

In respect of section 24(2)(b), there is no common wall between the loading dock and any of the residential units in the residential units plan and therefore the section does not apply.

Section 24(2)(b) does not apply.

Therefore, noise from the loading dock will comply with the Noise Zone Standards specified in the Environment Protection Regulation, 2005 and it is not necessary to amend the NMP.

2.2 Late arrival of delivery trucks

There is no discussion in the plan should delivery trucks arrive later than programmed and be required to operate after 10pm and there is no exemption under the regulations for those activities to exceed the Noise Zone Standards at any time of the day for any period of time.

A paragraph has been added to the NMP at the end of section 4.1 describing the means of ensuring that no trucks will be permitted onto the site after 10pm on any day

2.3 Loading dock noise to comply with AS2107

Noise from activities associated with the unloading and loading of delivery trucks within the internal commercial loading dock must be demonstrated based on a worst case scenario to comply with the Australian Standard AS2107:2000 for residential spaces within the proposed complex as well as the Noise Zone Standard at the block boundary at all times of the day for all periods of time.

A worst case scenario calculation of noise from the loading dock and compliance with AS2107 is presented in new paragraphs following Table 9 in the NMP.

2.4 Compliance with activities listed under rule 23

Further, the Noise Management Plan has failed to adequately assess noise from activities listed under rule 23 of the Commercial Zones Development Code. In the absence of acceptable evidence demonstrating any use listed under rule 23 will not be permitted by the lease, it must be assumed that all activities listed under rule 23 of the CZDC are permitted. The Noise Management Plan must be revised to include an assessment utilising a worst case scenario based on the uses and it must be demonstrated what measures will be required for compliance with both the Noise Zone Standard at the block boundary and the Australian Standard AS2107:2000 for residential units within the complex.

Firstly, despite rule 23, the Crown Lease prohibits commercial uses other than those listed in the "Commercial" section of the document being:

- Community use

- Drink establishment
- Non retail commercial use
- Pedestrian plaza
- Restaurant
- Shop

Section 4.4 of the NMP assesses noise impact from a restaurant or drink establishment being the worst case noise producing uses permitted by the Crown Lease. The scenario considers that 18 patrons will be on footpath seating outside the venue and assesses noise to the Library which is the closest sensitive receiver. Noise levels are shown to comply with the zone limits.

In respect of compliance with the AS2107 limits within the residential units, those units are acoustically shielded from the commercial uses by the carpark podium (comprising two building levels) and therefore the internal noise levels will be insignificant. It is not necessary in our opinion to include an insignificant outcome in the NMP.

2.5 Drawings of glazing requirements

Where design or material recommendations or assumptions are used, including the thickness of slabs and other design elements separating commercial activities from other activities as well as glazing thickness and design recommendations or assumptions, these must be represented in an appendix of separate drawings and be submitted with the building plans with the Development Application and form the "approved plans" to be certified by the building certifier during construction.

The glazing schedule in Table 12 of the NMP is presented in a new Appendix D.

2.6 Noise producing equipment

Noise from equipment which may be installed or used at the site, including air conditioning units and pool pumps etc, must comply with the noise standard at the block boundary at all times as per the Environment Protection Regulation 2005. Please consider the type and location of noise generating equipment prior to installation. Written assurance should be sought from the supplier/installer of the equipment that it complies with the Noise Zone Standard as per the Environment Protection Regulation, 2005. Should the equipment not comply with the noise zone standard as per the regulation, the equipment may not be permitted to be used.

This advice has been included in the Section 5 Recommendations of the NMP

3 Conclusion

We have amended our report "CGPD Dickson ACT Noise Management Plan" dated 17 December 2018 where necessary so as to respond to comments from the Environment Protection Authority.

Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Authorised
02.04.2019	Issued as draft for comment		0	RT	RT	
05.04.2019	Issued to client		1	RT	RT	RT

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This document is issued subject to review and authorisation by the Team Leader noted by the initials printed in the last column above. If no initials appear, this document shall be considered as preliminary or draft only and no reliance shall be placed upon it other than for information to be verified later.

This document is prepared for the particular requirements of our Client which are based on a specific brief with limitations as agreed to with the Client. It is not intended for and should not be relied upon by a third party and no responsibility is undertaken to any third party without prior consent provided by Renzo Tonin & Associates. The information herein should not be reproduced, presented or reviewed except in full. Prior to passing on to a third party, the Client is to fully inform the third party of the specific brief and limitations associated with the commission.

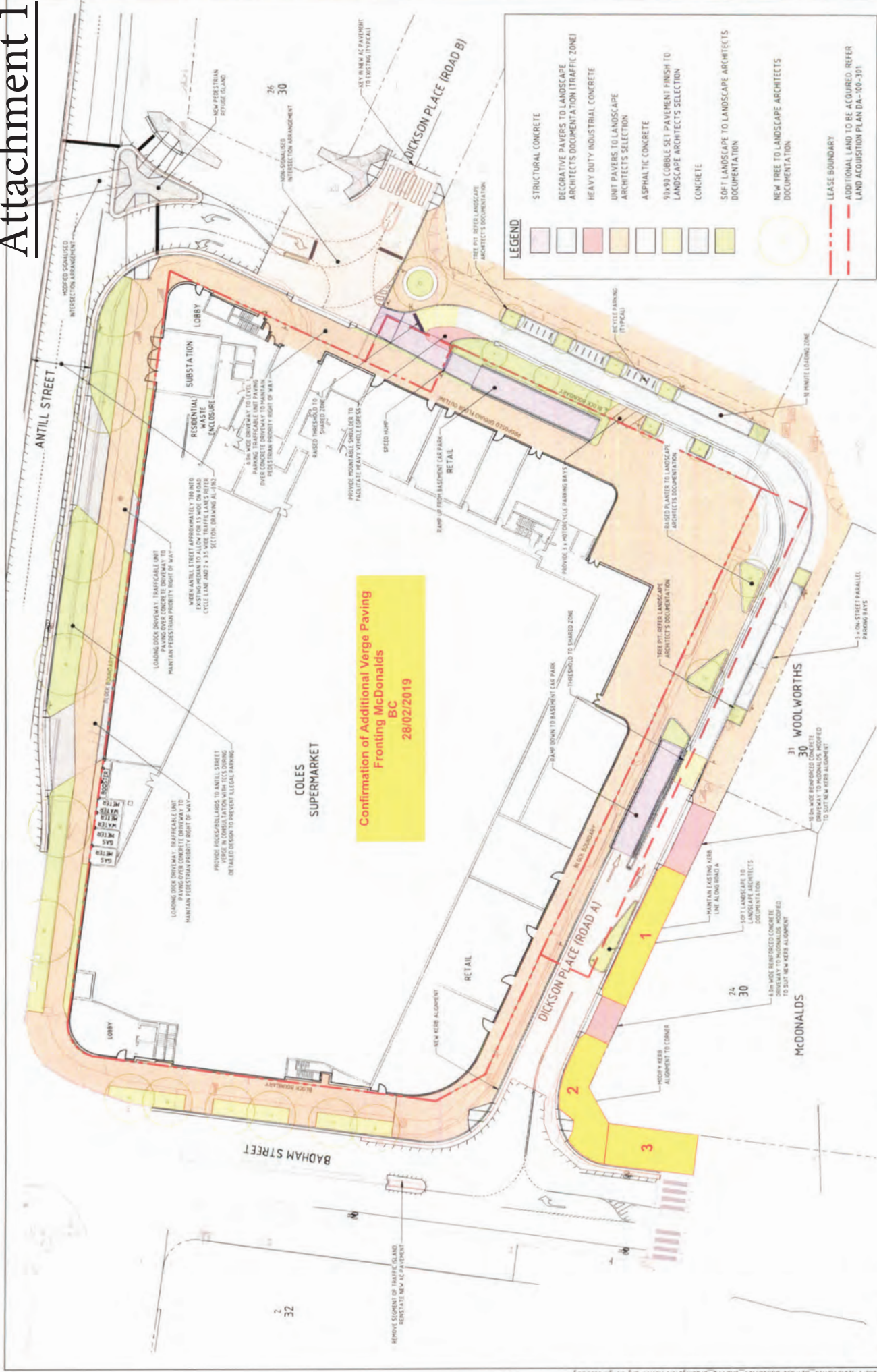
In preparing this report, we have relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, we have not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

We have derived data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination and re-evaluation of the data, findings, observations and conclusions expressed in this report.

We have prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

The information contained herein is for the purpose of acoustics only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics engineering including and not limited to structural integrity, fire rating, architectural buildability and fit-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.

Attachment 1



Rev	Description	Date	Drawn By	Checked By	Scale	North	Scale	Notes	Project Name and Location											
G	DEVELOPMENT APPLICATION	20/12/2018	DA						DICKSON MIXED USE PROJECT BLOCK 21 SECTION 30 DICKSON ACT											
F	REVISED DEVELOPMENT APPLICATION	20/12/2018	DA																	
E	NEW TREES REVISED ON ANTILL STREET	11/12/2018	DA																	
D	DEVELOPMENT APPLICATION	05/12/2018	DA																	
C	EDP UPDATE	14/11/2018	DA																	
B	EDP UPDATE	12/11/2018	DA					DEVELOPMENT PLAN												
A	ESTATE DEVELOPMENT PLANS	01/11/2018	DA																	
<table border="1"> <thead> <tr> <th>Project Number</th> <th>Type</th> <th>Discipline</th> <th>Drng No</th> <th>Rev</th> </tr> </thead> <tbody> <tr> <td>181174</td> <td>DRG</td> <td>CIV</td> <td>GN</td> <td>0003</td> <td>G</td> </tr> </tbody> </table>										Project Number	Type	Discipline	Drng No	Rev	181174	DRG	CIV	GN	0003	G
Project Number	Type	Discipline	Drng No	Rev																
181174	DRG	CIV	GN	0003	G															

NOT FOR CONSTRUCTION									
Original	Drawn By	Design Check	Design Check	Design Check	Design Check	Design Check	Design Check	Design Check	Design Check
DA1	DA	DA	DA	DA	DA	DA	DA	DA	DA
Date	Revised By	Approved By	Approved By	Approved By	Approved By	Approved By	Approved By	Approved By	Approved By
20-Dec-18	AE	BC	BC	BC	BC	BC	BC	BC	BC
Scale	Scale	Scale	Scale	Scale	Scale	Scale	Scale	Scale	Scale
STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID	STROMLO GRID
Height	Height	Height	Height	Height	Height	Height	Height	Height	Height
11/2018	11/2018	11/2018	11/2018	11/2018	11/2018	11/2018	11/2018	11/2018	11/2018
Author	Author	Author	Author	Author	Author	Author	Author	Author	Author
AHD	AHD	AHD	AHD	AHD	AHD	AHD	AHD	AHD	AHD
Checked	Checked	Checked	Checked	Checked	Checked	Checked	Checked	Checked	Checked
BC	BC	BC	BC	BC	BC	BC	BC	BC	BC

GROUP PROPERTY DEVELOPMENTS									
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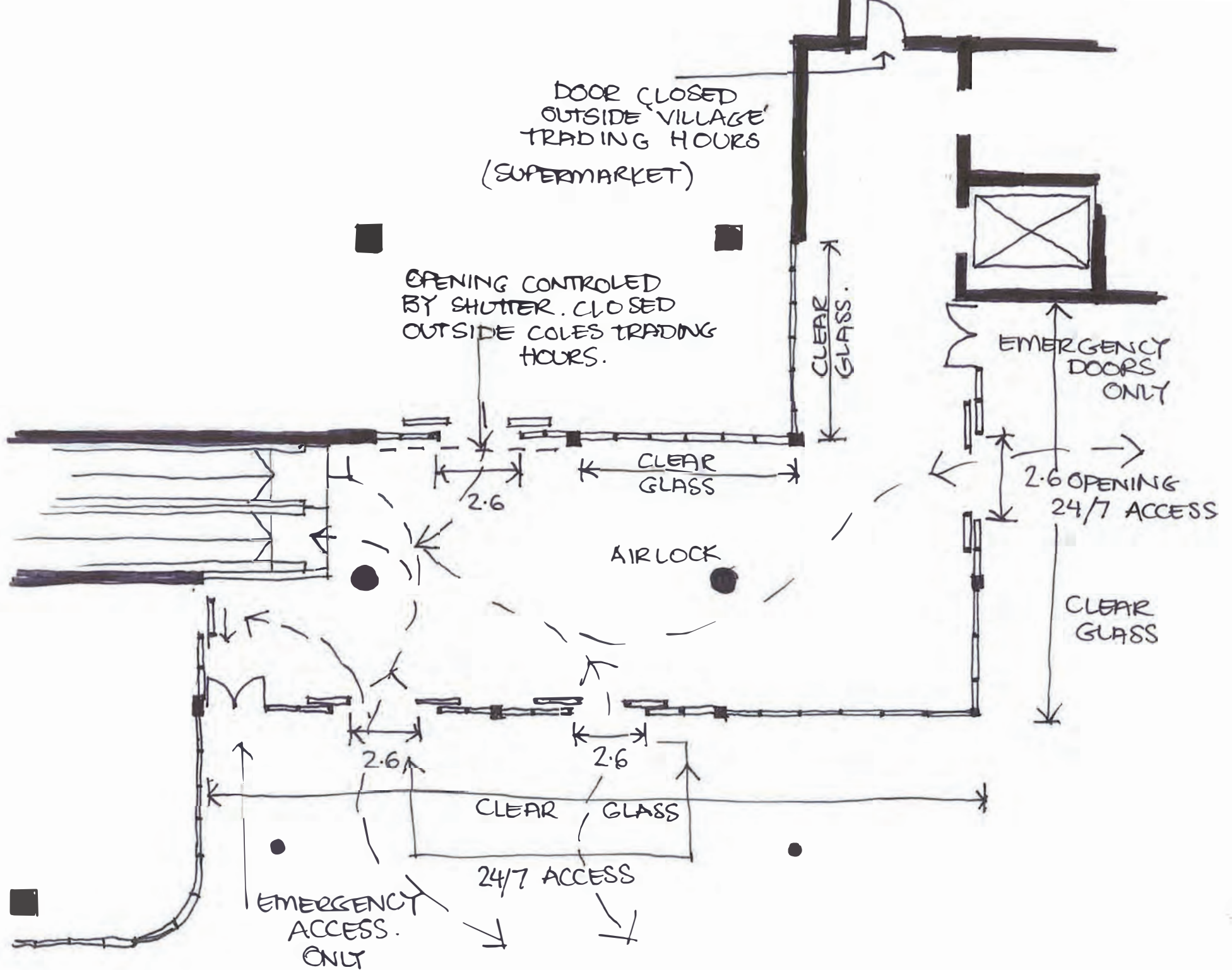
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GLASS

CLEAR GLASS

24/7 ACCESS

EMERGENCY
ACCESS.
ONLY



Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
1.1	[REDACTED]	The public transport network plan is incorrect both for the current network and the proposed new network. It does not accurately portray routes 30 and 31 (new network), and routes 1, 8 and 7 (Current Network).	<p>Route 1 – 8am-9am frequency is APPROXIMATELY every 20 minutes for Route 1. It is noted that the route description is for the southern route however not listing all the bus stops. PM peak and frequency off peak are correct.</p> <p>Route 7- Route description correct for southern route however not listing all the bus stops. PM peak is 30 minutes only.</p> <p>Route 8 – Approximately every 30 minutes. Route description for southern route however not listing all the bus stops.</p> <p>It is noted that route 30 and 31 currently pass Dickson however only on Northbourne Avenue.</p> <p>It is noted a new network has been released after the submission of the report and therefore has not been considered as part of the report.</p> <p>The current public transport and proposed changes have no substantive impact on the conclusions in the traffic report.</p>
1.2	[REDACTED]	The removal of bus parking on Antill street will further exacerbate bus parking in the Dickson area, particularly in relation to non-ACTION school services that congregate in the vicinity (Current bus layover area where coles dock would be). No alternative parking/lay over parking provided.	The relocation of the bus stop in this vicinity has been previously accepted by ACTION and the current proposal has not proposed any changes to this prior arrangement.
1.3	[REDACTED]	Otherwise a suitable development roughly in keeping with the area.	Noted.
2.1	[REDACTED]	The off-site works plan shows both driveways into McDonald's off Dickson Place being reconstructed in concrete along with the kerb. There does not appear to be any intention to re-	CGPD are willing to extend paving to Badham Street as shown on the attached plan . Pavers would be laid over a concrete base similar to the access to the loading dock

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		pave the footpath or widen it along this section, contrary to all the other footpath areas on both sides of this road, all of which will receive new paving.	off Antill Street to ensure pedestrians have priority over vehicles.
2.2		This is contrary to TCCS design standards that footpaths should always have priority over driveways, and contrary to the aims of the City and Gateway Urban Renewal Strategy, which also seeks to prioritise active travel. It is also counter to the Dickson master plan which identifies this route as a main pedestrian spine. The proposed new paving shown in front of Woolworths should continue across these new driveways all the way to Badham Street in order to give the footpath visual priority.	CGPD are willing to extend paving to Badham Street as shown on the attached plan . Pavers would be laid over a concrete base similar to the access to the loading dock off Antill Street to ensure pedestrians have priority over vehicles.
2.3		This section of path will be (and already is) very busy as it is the main pedestrian link between the Dickson library precinct and the Woolley Street restaurant precinct. In addition, cyclists will be required to ride on the footpath along here, as the road is proposed to be one-way in the opposite direction. It seems therefore, that the footpath width should be maximised. This can be achieved by removing the garden beds between the current footpath and the McDonald's car park, which appear to be on public land, bringing the new paving right up to the boundary.	Cyclists can utilise shared zones with the same rights as pedestrians travelling in the direction of choice. Vehicles are required to give way. As per AGTM08, shared zones increase the safety for cyclists in the area. Given the width of the shared zone, there is more than sufficient width for cyclists to negotiate their way through the shared zone in either direction even with slow moving vehicles or pedestrians on route.
3.1		Writing to express strong support for the new DA plans released for this development. It has taken into account previous community input. As a local resident home owner near the site - my family and I live in Downer (Legge St) - we do support this development and would like to see it approved for this vitally needed community facilities. Our preference was to also include a Aldi supermarket too, however additional shopping community facilities is desperately needed in this area.	The strong support for the new DA plans and new shopping facilities is acknowledged. Aldi supermarket withdrew from its involvement in the project and therefore is no longer part of the development proposal.
3.2		We would like to see the ACT Government or the builder invest in upgrading the other parts of Dickson, such as the foot paths, pavers landscaping, etc.	CGPD has committed to the offsite works as shown on the Offsite Works Civil Plan (Dwg 0151 (Rev H)) and Ground Level Landscape Plan (L-DA-14) which extends landscape works and paving beyond the CGPD boundary.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
4.1		Upon review of the plans, it appears that approximately 240 current car parks will be demolished. Although the plan is to build 472 basement level car parks, this would be shared with 140 apartments.	As part of the development, 237 spaces will be generated to replace the existing parking area. On top of this, an additional 212 spaces will be provided for public access to account for the retail/supermarket area. A further 206 spaces will be provided for the residents and staff of retail tenancies on Level 1. A total of 655 spaces will be provided as part the proposed development. It has been assessed by a number of traffic specialists (including Charter Hall's traffic expert during the Tribunal) that the temporal nature of residential visitor parking would generally not coincide with peak retail times and therefore the residential visitor parking will be accommodated by the publicly accessible parking in the basement.
4.2		Issues with the development involve the number of car parks to be constructed. Assuming the apartments use approximately 200 car parks, there will either be a negligible or no net increase in the number of public car parks. Due to the increased business in the area, less car parks will be available.	Refer the response to 4.1 above, the parking has been assessed as being sufficient for the proposed development.
4.3		For the benefit of Dickson residents and to account for future growth, would it not be beneficial to increase the number of car parks to be constructed?	Parking generation rates have been extracted from previous reports (authored by several different companies/traffic experts), liaison with the Authority and then validated for the proposed development. These rates have been applied to the development to generate the required parking.
5.1		* While development is occurring, where are vehicles that use the existing 237 going to be expected to park? Dickson appears to be very busy most of the time with a difficulties finding spots to park. Will alternate nearby arrangement be made?	During the assessment of a previous proposal on the site a parking survey was undertaken demonstrating availability for parking. During the development of the proposal another parking survey was undertaken to validate the previous survey. Both surveys found available parking within an acceptable distance.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

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			<p>CGPD previously agreed with the ACT Planning Authority to address the temporary car parking arrangements during construction by the Authority changing long stay car parking spaces within the vicinity of the site to shorter stay car parking spaces and additional leased car parking spaces at a further distance from the site. The terms of that arrangement included communication to members of the public on the alternative parking arrangements.</p> <p>This approach was accepted as reasonable by all 3 traffic experts (including Charter Hall's traffic expert).</p>
5.2	<p>██████ ██████</p>	<p>* Suggest requesting an increase in carparks made available so can be used by the wider Dickson area. Maybe increase basement carpark to a 3rd level or 4th level. This location is perfect for a large carpark as it is on the edge of Dickson town centre so less traffic will need to enter the more central areas.</p>	<p>The analysis undertaken found sufficient parking being provided as part of the proposed development. This agreed with the previous parking analysis undertaken by multiple parties. Also refer to the response to 4.3 above.</p>
5.3	<p>██████ ██████</p>	<p>* The side facing Antil Street has no active street facing use. If Antil Street was ever to be used for Light Rail, I assume a Light Rail stop would be located very close to this location. it would be more appropriate for the street frontage to have more pedestrian access, interest and use. The nearby residents on the other side of Antil may also appreciate that more as well.</p>	<p>The secondary and primary activation requirements as prescribed in the Dickson Precinct Map and Code are confined to the other three frontages of the site and not the Antill Street frontage. The development complies with the activation requirements.</p>
6.1	<p>██████████</p>	<p>I have lived at ██████████ DOWNER for over 30 years and so, I have an intimate knowledge of the street and it's relationship to Dickson shopping centre directly opposite.</p> <p>Over the years, I have observed a steady increase in the number of motor vehicles using the street; an increase in the number of ACTION buses parked opposite my house with their diesel engines left idling and polluting for hours; an increase in the number of Woolworths semi trailers parked opposite my home with their diesel engines left running at all hours; the associated vibrations rattling my windows; the associated emissions poisoning my blood; an increase in the use of noisy petrol leaf blowers at 6 in the morning etc etc.</p>	<p>The layby of ACTION buses and Woolworths vehicles parking opposite the house on Antill Street and left idling is a matter to be taken up with Transport Canberra and City Services (TCCS) as this may be managed through a combination of lay over arrangements for ACTION buses and signage and enforcement arrangements for on street parking.</p> <p>Coles has sought to respond to this feedback by proposing a no standing zone on Antill Street and</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

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		<p>The proposed development will add a large supermarket and 140 apartments serviced by a loading zone and waste collection facility located directly opposite my house. That is a lot more noise, vibration and diesel fumes in a residential area meant to house people, families and children.</p> <p>The proposed development will remove parkland and at least 30 established trees directly opposite my house and replace them with a stinking eyesore of overflowing waste, graffiti and trucks parked all over the place. You only need to have a look at the rear end of other shopping centres around Canberra (and Dickson Place at the rear of Dickson Woolworths) to see what will become of Antill Street.</p> <p>This is not acceptable in a residential area. The service areas of the proposed development should be located in a service lane within the development, away from houses and families. There should be a green buffer zone between the development and Antill Street, as there has been since the inception of Dickson shops.</p> <p>I strongly object to the proposed development in it's current form.</p>	<p>inclusion of bollards preventing vehicles from mounting the kerb.</p> <p>It is the vested interest for Coles to ensure that there is no detrimental impact due to the loading and waste management arrangements as the closest residents will be those located within the development on the site.</p> <p>The loading dock for the proposed development is a closed dock with all waste contained in separate waste rooms. It is not accepted that the development will present to Antill Street as the rear end of a shopping centre like at the rear of Dickson Woolworths.</p> <p>The removal of the trees within the car park site is necessary to meet the Deed of Agreement requirements for the site and the provisions of the Dickson Precinct Map and Code. Planting around and within the site has been proposed where possible.</p>
7.1	<p>██████████ ██████████ ██████████ ██████████ ██████████</p>	<p>I have lived at ██████████, DOWNER for nearly 30 years and so, I have an intimate knowledge of the street and it's relationship to Dickson shopping centre directly opposite. Over the years, I have observed a steady increase in the number of motor vehicles using the street; an increase in the number of ACTION buses parked opposite my house with their diesel engines left idling and polluting for hours; an increase in the number of Woolworths semi trailers parked opposite my home with their diesel engines left running at all hours, the associated vibrations rattling my windows; the associated emissions poisoning my blood; an increase in the use of noisy petrol leaf blowers at 6 in the morning etc etc.</p> <p>The proposed development will add a large supermarket and 140 aptmets serviced by a loading zone and waste collection facility located directly opposite my house. That is a lot more noise, vibration and diesel fumes in a residential area meant to house people, families and children.</p> <p>The proposed development will remove parkland and at least 30 established trees directly opposite my house and replace them with what will become a stinking eyesore of overflowing</p>	<p>Whilst the submission purports to be representative of Residents of Antill Street the contents repeat the representations made in ██████████ individual submission. Please see response provided to item 6.1 above.</p>





Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

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		<p>waste, graffiti and trucks parked all over the place. You only need to have a look at the rear end of other shopping centres around Canberra (and Dickson Place at the rear of Dickson Woolworths) to see what will become of Antill Street.</p> <p>This is not acceptable in a residential area. The service areas of the proposed development should be located in a service lane within the development, away from houses and families. There should be a green buffer zone between the development and Antill street, as there has been since the inception of Dickson shops.</p> <p>I strongly object to the proposed development in it's current form.</p>	
8.1	<p>██████████ ██████████ ██████████</p>	<p>Thank you for the opportunity to respond to Development Application (DA) 201835109, a revision to the previous DA 201425744 for this site. This representation is submitted on behalf of the ██████████</p> <p>██████████ protect the leafy green surrounds of the pool. The Dickson Aquatic Centre (DAC), though not in the DA precinct, is potentially impacted by the development of Block 21, Section 30.</p> <p>In writing we look to highlight the long term community interest in parking matters associated with the current DA and its predecessor, seek that existing commitments in this area be acknowledged and ask that clearly identified options for any temporary parking arrangements be progressed in consultation with relevant stakeholders to minimise community disruption.</p> <p>In 2014 FoDP began raising concerns about parking arrangements proposed in support of DA 201425744, notably a temporary car park proposed for Block 13, Section 72 immediately to the north of the pool. In 2016 the ACT Government Environment and Planning Directorate Deputy Director-General confirmed that the space would not be used as a temporary car park (Canberra Times, 29 June 2016). Minister Rattenbury also noted that sufficient car parks could be found to avoid the need to use the open space adjacent to Dickson Pool (email correspondence in response to FoDP representation, 20 June 2016).</p> <p>The DA includes a December 2018 Traffic Impact Assessment (TIA) which considers some likely impacts of the development beyond the nominated Block 21, Section 30, including to local parking. We believe that the TIA cannot make useful findings about these impacts as it does not clearly outline parking options and it does not record an existing commitment regarding parking adjacent to the pool, in addition to other issues outlined below.</p>	<p>The proposal will maintain the landscape surrounds of the Dickson Pool and it is confirmed that the development application does not propose nor require a temporary car park on Block 13 Section 72 Dickson for contractors or members of the public.</p> <p>Any proposal to change the public car parking arrangements within 200m of the site (Block 21 Section 30 Dickson) to short term parking will be undertaken and managed by the ACT Government.</p> <p>The request that the Dickson Aquatic Centre (DAC) is consulted with respect to any proposed changes to the parking arrangements within the vicinity of the DAC is acknowledged and supported.</p> <p>If approved, the development will require a construction traffic management plan which will include Government approvals, risk assessments on any proposed parking and the required measures to protect existing assets such as landscape zones including trees and grassed zones etc. any controls would include temporary fencing, access restrictions and briefing to users on approved parking locations. Parking in</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

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		<ul style="list-style-type: none"> • <u>Temporary parking</u>: The current examination of parking options in the TIA refers variously to temporary contractor parking on Section 72 (TIA, p 52) as well as on Block 25, Section 72 (TIA, p 34). There must be clarification on the precise location for any new parking associated with the DA (both construction and operational phases) and in particular that Block 13, Section 72 be specifically ruled out for parking purposes in line with previous commitments. • <u>Shorter-stay parking</u>: The TIA refers to March 2017 correspondence from the ACT Government Coordinator-General Parking regarding management of parking and interprets that, should the current DA be approved, there will be the 'Conversion of public car spaces within 200m of the Site to shorter stay parking' (TIA, p32). Parking adjacent to DAC is included in the Dickson Parking Survey but is not recorded in a table of parking areas within 200 metres of the DA site (TIA, Appendix C). This contributes to a lack of clarity about parking areas which may be subject to change. <p>We ask that parking areas which may be subject to shorter term parking arrangements be clearly identified and, if there is an impact for pool patrons, that DAC management is consulted regarding options.</p> <p>FoDP very much appreciates the 2016 commitments to spare the leafy green backdrop to the pool from parking, and also subsequent efforts to meet parking shortfalls, both associated with the proposed development. This submission highlights the community's interest in parking matters, seeks acknowledgement of the current ACT Government commitments to preserve Block 13 and seeks clarification and consultation regarding any proposed parking changes.</p>	<p>unapproved locations can be controlled by the ACT Government through enforcement actions.</p>
9.1	 	<p>My comments concern the ongoing provision of adequate, long term, and preferably free parking near Dickson Pool (Dickson Aquatic Centre).</p>	<p>Any proposal to change the public car parking arrangements near the Dickson Pool will be undertaken and managed by the ACT Government.</p>
9.2	 	<p>I understand that this area is not in 21 Section 30 but this area may be impacted by temporary parking during construction for DA 201835109 and/or changed parking arrangements associated with the development.</p>	<p>The proposal will maintain the landscape surrounds of the Dickson Pool and it is confirmed that the development application does not propose nor require a temporary car park on Block 13 Section 72 Dickson for contractors or members of the public.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

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9.3	[REDACTED]	<p>Dickson Pool is a fantastic facility that provides fairly affordable opportunities for people to learn water safety, to learn to swim, get and stay fit, have a healthier life style, rehabilitate from injuries, meet up with friends and family, and have healthy fun. All of these are very important for the wellbeing of the Canberra Community.</p> <p>Apart from the high quality facilities and excellent management, this pool is made a particularly great place to be because of the beautiful shady trees and grass areas, and the open space and trees surrounding this site.</p> <p>The pool is used by a wide variety of the community ranging from very small and older children with their parents, young adults, older adults and seniors including very old people. The attractive environment means that more people are likely to use this facility with the associated health and community welfare benefits as discussed above. For many people, it is a great alternative to an indoor pool during the season.</p>	<p>The support for the Dickson Pool is acknowledged. The proposal will maintain the landscape surrounds of the Dickson Pool and it is confirmed that the development application does not propose nor require a temporary car park on Block 13 Section 72 Dickson for contractors or members of the public.</p>
9.4	[REDACTED]	<p>The current parking arrangements near Dickson Pool means the above activities are accessible to and affordable for most people. Retaining these or similar arrangements is critical because many of the clients are parents with children and elderly people who would not be able to walk very far. The current parking arrangements are also safer for small children and elderly than the shopping centre car parks. In my opinion, there are already enough shops, there is only one Dickson Pool, and this should remain accessible to its wide range of users.</p>	<p>The support for accessible and affordable parking located close to the swimming pool is noted. Any proposal to change the public car parking arrangements near the Dickson Pool will be undertaken and managed by the ACT Government.</p>
9.5	[REDACTED]	<p>I am writing to strongly request that all of the current free long term parking that is available near Dickson Pool (Dickson Aquatic Centre) be retained. Many visitors to the pool (though not all) especially families, are there for extended periods.</p>	<p>Any proposal to change the public car parking arrangements near the Dickson Pool will be undertaken and managed by the ACT Government.</p>
9.6	[REDACTED]	<p>Any temporary parking changes to the Dickson Pool vicinity should be progressed only with real consultation with stakeholders. These include Dickson Aquatic Centre management, Friends of Dickson Pool and the Dickson Pool users. It would not be in the interests of the Canberra community if the access to this wonderful, people's facility were compromised to provide advantage to commercial interests.</p>	<p>The request that the Dickson Aquatic Centre (DAC) is consulted with respect to any proposed changes to the parking arrangements within the vicinity of the DAC is acknowledged and supported.</p>
10.9	[REDACTED]	<p>I also bring to your attention the previous proposal to provide a temporary car park in Block 13, Section 72 immediately to the north of the pool. I remind you that in 2016 the ACT Government Environment and Planning Directorate Deputy Director-General confirmed that the space would</p>	<p>The proposal will maintain the landscape surrounds of the Dickson Pool and it is confirmed that the development application does not propose nor require</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

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		not be used as a temporary car park (Canberra Times, 29 June 2016). I understand that this was confirmed by Minister Shane Rattenbury.	a temporary car park on Block 13 Section 72 Dickson for contractors or members of the public.
10.1		The Antill St facing side of the building (Antill St elevation) has no activation, making it a bland, uninspired eyesore from Antill St. The backside of the building needs to be the underside. Hide the access ramp and the loading dock better, and dig deeper.	The secondary and primary activation requirements as prescribed in the Dickson Precinct Map and Code are confined to the other three frontages of the site and not the Antill Street frontage. The development complies with the activation requirements.
10.2		Activating as much as possible of the building at ground/ footpath level will ensure the community feel of Dickson shops is retained, and encourage and enable the already high-levels of foot traffic through the area.	The development provides a minimum 4 metre wide path around the ground floor of the building with associated landscaping. The ground floor of the building has been activated as much as possible and will encourage foot traffic through the area.
10.3		Less symmetry in the facade may soften the very dominating and stark block of residential apartments being proposed.	The Antill Street architectural expression changes the form of the building along the façade to avoid repetition and symmetry, refer to Antill Street elevation.
10.4		The external finishes are very harsh and are not referential to the surroundings. The strong use of black on highly engineered elements in PC F 1, LV 1, BAL 1, C MR 1 and C MR 2 make the building very harsh. I think the design would be improved with a softening of some of the proposed harsh lines used in the design and a less severe colour palette. The use of actual brick on the Antill St facade is an improvement on previous designs. However, I think lighter, perhaps sand colour brick would work better.	<p>The colour palette is to contrast the natural texture and colour of the light brick and concrete. The darker materials create interest and depth as darker elements tend to be recessive in appearance.</p> <p>The light coloured brick selected has a significant degree of natural colour variation and we believe is appropriate for the context.</p> <p>The choices in material and colour work in with the overall architectural strategy.</p>
10.5		Please do not bring another bland development into Dickson. This has the potential to be an iconic Coles and an architecturally interesting and human sensitive design would really add to the community feel of the Dickson shops. Dickson is not a Westfield.	Noted.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

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11.1	[REDACTED]	The history of this proposal has highlighted a series of shortcomings in the ACT's planning system, that remain of grave concern. Both the legislation and work practices in several Directorates urgently require reform, yet almost a year has elapsed since the Tribunal's decision was handed down in the proceedings of Sladic & Charter Hall v ACTPLA (ACAT 38 of 2018).	No comment.
11.2	[REDACTED]	I'd like to thank the CGPD project manager Rebecca Thomas for taking on board the community's concerns and being consistently professional, well-intentioned and flexible. For my own part, and on behalf of Dickson Residents Group, I am satisfied that this new proposal addresses the major concerns that the community groups raised in the ACAT proceedings as parties joined to Charter Hall. Attached is a summary of the main points and issues that we maintained were critical to get right in terms of public realm and design improvements.	CGDP has strived to fully engage with the community and understand and respond to the concerns raised when preparing the revised development proposal. The acknowledgement of the project manager and that "this new proposal addresses the major concerns that the community groups raised" is testament to this.
11.3	[REDACTED]	As for the residential component of the development, I contend there is still scope for improvement, and conditions of approval are capable of addressing the facades and corner treatment, corridors, balustrades and roofline of the DA. Given that the Design Review Panel has to the best of my knowledge not been privy to the plans despite the Holding Lease status and 7 storeys, it could be useful to run the plans past them for recommendations about conditions.	The architectural treatment of the residential component satisfies the building design requirements of the Dickson Precinct Code and is consistent with the desired character as defined. Given the extended history of the development, and the agreement of the key design elements through the Supreme Court proceedings, the planning authority determined that a referral of the proposal to the Design Review Panel was not required. Nevertheless the Design Response Report prepared by the project Architects, and submitted with the DA, addresses the City Renewal Authorities nine design quality principles.
11.4	[REDACTED]	I have a few concerns about the following items, that seem to me to need some further refinement or explanation: The intersection of Roads A and B, in particular at the junction where the new one way service road will merge with the traffic that's just come up the ramp exiting the basement - the sightlines here are poor and making sure that drivers yield is complicated. It may be sensible to redesign this convergent point, and if the shade tree is deleted I would suggest introducing a playful	If approved the development will require detailed design work which will include a thorough assessment of sightlines. This will include a review of any obstructions including trees or sculptures etc. It should be noted that kinetic sculptures or similar adjacent to traffic zones that include a range of users are typically not supported due to potential distraction. Any approval will require a subsequent road authority

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		modern sculpture that complements the library (such as the kinetic sculpture featured at the airport by Phil Price).	process which will include a sight distance assessment and a risk assessment, this process will include any measures proposed to manage potential risks. These measures are likely to include traffic control devices.
11.5	[REDACTED]	The traffic island between Block 21 and the Dickson Health Centre, and whether it would be better to direct all the foot traffic over to the Health Centre from Downer and put a wide east-west crosswalk here instead with a relatively small refuge.	<p>The proposed arrangement is considered the safest and most suitable configuration.</p> <p>The proposed arrangement currently includes raised concrete consistent with Australian Standards.</p> <p>The proposed arrangement avoids a 3 lane pedestrian crossing in a very busy traffic area and may better address pedestrian desire lines.</p> <p>Any subsequent approval for the proposed works will require further approvals from TCCS. This process will include the detailed design stage of the works and liaison with the road authority. During this process the compliance with all relevant Australian and TCCS standards is confirmed and a design safety analysis is undertaken which will include a review of pedestrian and cyclist safety.</p>
11.6	[REDACTED]	The estimated shortfall of 40-50 car spaces, which I gather from the Traffic Impact Report the applicant proposes to address during the construction phase by leasing spaces off-site (see p33)	<p>Noted that there is a nominal shortfall of 46 spaces comprising 35 residential visitor parking and 11 retail car parks.</p> <p>It has been assessed by a number of traffic specialists (including Charter Hall's traffic expert during the Tribunal) that the temporal nature of residential visitor parking would generally not coincide with peak retail times and therefore the residential visitor parking will be accommodated by the publicly accessible parking in the basement.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			Thus, there is a shortfall of 11 spaces which has been assessed to provide a negligible impact to the total parking requirements with the consideration of the development or the Dickson Group Centre.
11.7	[REDACTED]	The choice of oaks for the Antill St frontage, given the trip hazards for pedestrians and cyclists caused by acorns for an extended period of the year.	<i>Quercus lusitanica</i> have been selected to match the existing trees planted in Antill street. The trees are planted in a large planter bed which should not create trip hazards. Additional root barriers could be added in the detailed design phase to prevent roots from spreading outside of the planter areas.
11.8	[REDACTED]	The lack of any apparent indents in the doorways for the upper floor apartments (to ameliorate the motel corridor effect)	<p>The interiors of the common spaces are only resolved for the development application and the detailed interior design strategy will be developed in the further design stage.</p> <p>There are currently no indented doorways for the upper floor apartments. CGPD agree this would be an improvement and will look to make this change, where possible, at the next stage as there would appear to be little impact to most of the apartment layouts.</p>
11.9	[REDACTED]	The disappointingly bland treatment of the NW corner and the missed opportunity for a more exciting gateway expression	<p>The residential lobby and the materiality is the key activator for the corner of this site. The interior design strategy for the residential lobby will highlight the importance of this gateway.</p> <p>Lighting, appropriate play of light and shade and the final signage design will aid in marking the significance of this gateway to the larger precinct.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
11.10	[REDACTED]	The lack of any indication at this stage of where signage will be located on or near the building	The elevation plans 250 series show signage locations and the codes provided can be read with the Signage Plan (Dwg DA-850-001) for further details.
11.11	[REDACTED]	If there's scope to introduce timber eaves on the undersides of the awnings, it would help tie those in with the rest of the shopping centre (the library's eaves were originally timber so if the conservation management plan is ever applied they should be reinstated). I'm reluctant to comment on subjective design decisions and the colour palette, but I'd encourage the new designer and his client to be adventurous. By the time this building opens, it will be the 2020s - surely that justifies something slightly radical that signals that Canberra has come of age?	The timber grain elements are utilised in the building as part of the retail palette which extends in reasonable proximity to the Dickson Library. The residential design currently does not have timber elements.
11.12	[REDACTED]	As for traffic and temporary parking, I've come to the conclusion this needs to be sheeted back to the ACT government and TCCS. We can't pretend it's not an issue. Having sold this lease to Coles and the southern carpark to Tradies, it's incumbent on the ACT government to produce a comprehensive traffic analysis that takes into account the likely scale and nature of development in the next 10 years, both within the group centre and its surroundings, and come up with a plan for traffic management and parking that's realistic. That will almost certainly involve at least one multi-storey carpark.	<p>Car parking on site has been provided, to replace the existing on site car parking to be displaced and that which will be generated by the development in accordance with the Deed of Agreement requirements. The anticipated traffic has been analysed through detailed Sidra modelling and validation. The temporary car parking arrangements as previously agreed with the ACT Government will be reviewed to maintain access to parking for the Dickson Group Centre during construction.</p> <p>The longer term consideration of parking and traffic for the Dickson Group Centre is subject to the consideration of the ACT Government.</p> <p>Previous assessment of the Dickson Group Centre has been undertaken by SMEC. That report as well as the other assessments undertaken provide a body of work for the Territory to include in any future assessment.</p>
11.13	[REDACTED]	Finally, I wish to place on the record that the experience of the last 4 years has proven that the community's concerns about redevelopment done poorly with inadequate oversight were validated by the Tribunal, yet were capable of being addressed with goodwill. What was missing from the equation were people in positions of authority prepared to listen carefully, insist on	No comment.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>compliance with the Territory Plan, and act responsibly. I remain deeply disappointed that the heritage values of Dickson Library were so easily dismissed by the ACT Heritage Council’s Chair, despite the 2013 Conservation Management Plan and the mandatory exclusion zone in the Dickson Precinct Code. I remain alarmed that technical amendments were employed to rezone key areas of community facility land (CFZ) on not just one but two occasions to commercial CZ1, without any information being provided to the public that this was taking place or what it meant or why it was being done. I am particularly dismayed that the legislative uncertainty exposed during the hearing (Section 121 of the <i>Planning and Development Act 2007</i>) that radically restricted the scope of merit track assessment available during reconsideration, has not been dealt with as a matter of urgency by the ACT’s Attorney-General in spite of it being forcefully underlined in the Tribunal’s decision as a matter of the "highest priority". This leaves the door open to any developer who is refused, or approved with conditions they may not be happy about, to apply for reconsideration and thereby heavily restrict the normal range of planning considerations that must be had regard to by ACTPLA, or the Tribunal in an administrative review.</p>	
12.1	<p>██████ ██████</p>	<p>I am writing to support the proposed development. The provision of housing as part of a mixed use development within the group centre provides a great opportunity for people with limited mobility to live independently even if they are unable to drive. There are medical, dental, physiotherapy and pathology services close to the site and, as well as the existing facilities, there will be a supermarket only a lift ride away.</p> <p>I am not an expert in accessibility but I understand the report on this to say that the 2 and 3 bedroom flats are to meet adaptable standards. If this understanding is correct then I believe that this development will provide a rare facility for people who are elderly and for others who may find walking/riding to shops a problem. (If not then I would ask that any approval for the development make this a condition)</p>	<p>The development will meet the accessibility requirements as verified by the Compliance Report prepared by Indesign Access and submitted with the development application. As required by the ACT Territory Plan 10% of the residential units provided will meet the adaptable housing requirements.</p> <p>It is agreed that this development provides a great opportunity for elderly people and others with mobility concerns to live close to medical practices and retail facilities.</p>
13.1	<p>██████ ██████ ██████ ██████ ██████</p>	<p>We note the proposed development and that it appears to respect the curtilage of the heritage listed Dickson Library, but there is a lack of clarity and information to make firm conclusions.</p>	<p>The whole of the building including the basements and exit ramp is contained within the eastern block boundary of the site and does not encroach the 10m Library Buffer Zone. Refer to:</p> <ul style="list-style-type: none"> Plans of the Ground Level (DA-110-009). The curtilage of the Dickson Library is shown in a thick

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
	[Redacted]		<p>black dashed line and labelled 'Library Boundary' on the North of the site. The Library Buffer Zone is also shown in a thick black dashed line and labelled '10m Library Buffer Zone'.</p> <ul style="list-style-type: none"> Section AA (DA 350-001) which shows the site boundary in red line with the whole of the building within the site boundary (including the ramp).
13.2	[Redacted]	There is no site plan that overlaps the Dickson Library curtilage with the proposed development so it is unclear if there is encroachment or not.	Refer to Plans of the Ground Level (DA-110-009) as this shows the ground floor of the development, the Dickson Library and the 10m Library Buffer Zone. The curtilage of the Dickson Library is shown in a thick black dashed line.
13.3	[Redacted]	Drawing 201 shows the buffer zone, but the plan is not clear and does not easily reconcile with the ground floor plan 009	<p>This comment is correct. There is an error on the South Elevation (DA-250-201). The location of the red site boundary line is correct but the label 'Dickson Buffer Zone' has slid within the CGPD site boundary. An amended South Elevation (DA250-201) drawing will forward to the Authority.</p> <p>Other DA drawings clearly show the 10m Library Buffer Zone:</p> <ul style="list-style-type: none"> Drawings of the Ground Level (DA-110-009). The curtilage of the Dickson Library is shown in a thick black dashed line and labelled 'Library Boundary' on the North of the site. The Library Buffer Zone is also shown in a thick black dashed line and labelled '10m Library Buffer Zone'. The Section Drawings - AA (DA 350-001) shows the site boundary in red line with the whole of the building within the site boundary (including the ramp). The Dickson Library is not shown within the

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			Section and is not a DA documentation requirement.
13.4	██████████	The streetscape elevation (Drawing 101) and Part 2 Design Overview on page 6 of the DA report only show the Dickson Library indicatively and does not show an accurate outline so the impact is open to interpretation.	<p>The development does not encroach the 10m Library Buffer Zone and is sited within the prescribed building envelope requirements.</p> <p>The Dickson Library is accurately reflected in the Streetscape elevation but the diagrams in the design report show the Dickson Library indicatively.</p>
13.5	██████████	The images of the development exclude any image of the Library.	The renders of the development are an artistic representation of the development and adjacent public domain. The renders do not incorporate images of the surrounding buildings including the Dickson Library.
13.6	██████████	The section through the site does not show the Dickson Library or the curtilage. The landscape drawing 26 provides a reasonable section through the space between the two buildings but does not include the carpark ramp or does it show the Library form correctly so the real impact is unclear.	<p>The Section Drawings - AA (DA 350-001) shows the site boundary in red line with the whole of the building within the site boundary (including the ramp). The Dickson Library is not shown within the Section and is not a DA documentation requirement.</p> <p>The Landscape Drawing (L-DA-26) represents the extent of landscape works proposed and is not prepared to represent the full extent of works proposed. The adjacent buildings are presented indicatively for context information.</p>
13.7	██████████	It is unfortunate that ACT Heritage do not make any comment on the impact of the development except services and traffic.	Comments provided by ACT Heritage on the proposed development will be responded to as required.
13.8	██████████	The development is a large one beside a heritage listed building so there will be a scale and streetscape impact.	The scale of the proposed development is controlled by the development requirements and the relevant provisions of the Dickson Precinct Map and Code.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
14.1	[REDACTED]	<p><i>Overall Design</i></p> <p>The DCA considers that this new proposal addresses the major concerns that the community groups have raised in the previous iterations of the proposal and through the ACAT proceedings.</p> <p>There would seem a lot of positives around the redesigned interface with the surrounding area of the shops. How the new building will address the public spaces of the adjacent heritage listed Dickson library and the existing public square should maintain and improve the public amenity of the area and hopefully proves to be equitable and functional for all parties. Incorporating measures to allow greater ease of public access to the underground parking areas and to the existing Dickson shops will be critical to success of the design.</p>	<p>The Downer Community Association positive support for the proposal as revised is appreciated and noted. The measures as proposed will provide greater ease of public access to the underground car parking.</p>
14.2	[REDACTED]	<p><i>The Residential Component</i></p> <p>One area where further improvements could be made is the design of the residential component of the development. This is of particular interest to Downer residents as the northern elevation directly faces the residential areas of the suburb.</p> <p>As recommended previously we would like to see greater emphasis given to breaking up the massing of one continuous façade into two or three discrete residential buildings above the commercial component of the development. This would help address the solar orientation, cross ventilation and long hallway design issues still evident in the residential design. It may make the design more interesting and aesthetic.</p> <p>The street appearance of the building over 100 metres in length multiplied by seven storeys would benefit from greater treatment on this way and be more livable and attractive than the currently proposed somewhat superficial indentations into the façade provide.</p>	<p>The Antill Street architectural expression changes the form of the building along the façade to avoid repetition and symmetry, refer to Antill Street elevation.</p>
14.3	[REDACTED]	<p><i>Other Northern Elevation appearance from Downer matters</i></p> <p>The greening of the Antill Street ground floor street level around the northern elevation is supported as is larger street trees.</p> <p>Will this vertical wall garden be mandated as part of the conditions of the determination? This will require a strong commitment for the maintenance of these wall plans and vegetation into future.</p>	<p>Hardy climbing species have been selected to reduce maintenance. A strong commitment to the maintenance is recommended.</p> <p>The conditions that may be imposed on a development approval are subject to S165 of the Planning and Development Act 2007. CGPD is committed to</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			maintaining the vertical wall planting on the Antill Street elevation of the development.
14.4	██████████	<p><i>Mid-block Pedestrian crossing from Downer</i></p> <p>The main pedestrian thoroughfare from Downer mid-block is proposed to be altered from existing arrangements. The rationale for the construction of a pedestrian island traffic island between Block 21 and the Dickson Health Centre is acknowledged. It will allow people once they cross Antill Street to either go west to the Coles building or east towards the rest of Dickson which would appear logical.</p> <p>The main point for the new traffic island is about safety and the details of materials it is to be constructed from. For parents with prams and other infants would need something substantial and raised concrete consistent with the Aust Standard Code. Without this it could be a more hazardous crossing than present aiming at a relatively small refuge with traffic potentially on both sides.</p>	<p>Any subsequent approval for the proposed works will require further approvals from TCCS. This process will include the detailed design stage of the works and liaison with the road authority. During this process the compliance with all relevant Australian and TCCS standards is confirmed and a design safety analysis is undertaken which will include a review of pedestrian and cyclist safety.</p> <p>The proposed arrangement is considered the safest and most suitable configuration.</p> <p>The proposed arrangement currently includes raised concrete consistent with Australian Standards.</p>
14.5	██████████	<p><i>Loss of trees</i></p> <p>More than 50 trees are being removed as a result of this development. The proposed replacement trees at ground level will be fewer than half (in terms of numbers) of what is currently there. While acknowledging that it would of course be difficult to retain identical tree cover when such a large development is going on, DCA wishes to highlight the proposed reduction in tree cover (particularly in light of recent local commentary on how Canberra is losing 3,000 trees a year), and emphasising that the DCA and community members will be keeping a very close eye on the replacement trees. Any further reduction in trees planted from what is currently proposed would be viewed very poorly. Maybe Coles could fund planting a grove of trees elsewhere in Dickson Section 72 as an urban green offset?</p>	<p>The release of the car park site for the prescribed redevelopment necessitates the loss of the existing trees on site. The majority of the trees in the carpark are medium and poor value <i>Platanus orientalis</i>, many needing surgery and maintenance.</p> <p>Subject to a development approval, CGPD will provide the street tree planting as proposed. The ACT Government does not have arrangements for urban green offsets.</p>
15.1	██████████	<p>I submit the attached comment on the Block 21, Section 30 Development Application as a long-term and frequent user of the Dickson Group Centre and the adjacent Section 72.</p> <p>Much of the following input reflects not just personal views but also those of others I know who use the wider Dickson precinct on a regular basis.</p>	<p>The proposed development will provide additional retail opportunities and the opportunity for more residents to live within an established commercial centre. This development supports the ACT Government's planning philosophies as cited.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>I wish to be able to support the whole precinct’s service, retail, social and recreational and other opportunities for many years to come.</p> <p>Many of my comments are in line with the ACT Government’s often reiterated planning philosophies of ‘putting people first’, encouraging and supporting ‘active travel’ and making our city more liveable, accessible, and also more resilient to worsening climate change effects.</p>	
15.2	[REDACTED]	<p>While accepting that some necessary improvements have been made to the site’s proposed developments since March 2018, my comments also address major traffic impact concerns which the Development Application’s own Traffic Impact Assessment (TIA) by Northrop Consulting Engineers reinforces, in its many assessments of 2018 and future intersection movements.</p> <p>For example, at best the key Antill – Badham Streets intersection was at 98% capacity in 2018, already providing very poor ratings for comfort and convenience and the report concluded that even a small increase in traffic flow will cause ‘operational problems’.</p>	<p>Comment on capacity is partially correct. The introduction of the development takes the DoS to 0.976 (nominal capacity). This however is not a localized / single project issue and if further development in the area is being assessed then a broader overview of traffic may be desirable. This does not detract from the traffic assessment that the proposed development can be sustained in the network from a traffic perspective.</p> <p>It is also noted that the current proposed development generates less traffic than the previously proposed scheme which has widely been accepted by ACT Government and those previously consulted as a good outcome.</p>
15.3	[REDACTED]	<p>The size, function and use of Block 21’s development will exacerbate these problems on all sides of the complex and the Development Application does not yet satisfactorily provide solutions or reassurance of any real improvement.</p>	<p>The developments traffic has been included in the assessment and the assessment has found that the area has the traffic capacity to support the proposed development.</p> <p>It is also noted that the current proposed development generates less traffic than the previously proposed scheme which has widely been accepted by ACT Government and those previously consulted as a good outcome.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
15.4		The reduced parking flexibility associated with the Block 21, Section 30 development, as well as the predicted increases in the inner north population, also suggest that many other issues have not been satisfactorily faced up to and addressed within the Development Application.	The proposed facility is assessed to provide sufficient parking for the proposed works, it also manages the existing parking supplied on site. Broader issues of parking for demands created by other development is required to be met by those other developments.
15.5		In relation to other matters the TIA report appears to be over-optimistic about the ability of the new environment around Block 21 Section 30 to ensure efficient and consistently 'excellent' opportunities as claimed for active travel, particularly public transport servicing. The problems arising seem to be pushed into future for others to address in the brand new environment.	It is confirmed that the proposed development does provide excellent active travel links. The Territory active guidelines have informed the planning undertaken to date and if the development proceeds to detailed design an approval will be required from the road authority. This process will include a statement from the designer to the authority on the compliance with the required active travel elements.
15.6		<p>Overall there appear to be many issues that need to be more closely addressed and acted upon in the immediate and long term for the sake of the surrounding residents, users of the Group Centre, and visitors to the area, all of whom should be increasing considerably in number.</p> <p>Block 21 is a central component of any renewal of the Dickson centre and should be an iconic and sympathetic addition to the high quality and well-designed large built forms, public spaces and landscaping that will make up the nearby Gateway corridor and conform to strict standards and other requirements.</p> <p>This submission suggests that the planning for, and management of, Block 21's development should be improved in more functional and appealing ways, and be more sympathetic to the varying needs of Dickson centre users and the characteristics of the surrounding area.</p>	The architectural treatment of the development satisfies the building design requirements of the Dickson Precinct Code and is consistent with the desired character as defined. The City Renewal Authorities nine design quality principles are addressed in the Design Response Report and demonstrates how the development will be a quality development for the Dickson Group Centre.
15.7		<p>I. Evidence of submission of Block 21, Section 30, Dickson plans to NCA/ACT Government Design Review Panel (DRP) and amendments arising.</p> <p>1. There is no evidence attached to the Development Application (DA) that a Design Review Panel (DRP) assessment has been undertaken and the results addressed as part of the DA's completion.</p>	Given the extended history of the development, and the agreement of the key design elements through the Supreme Court proceedings, the planning authority determined that a referral of the proposal to the Design Review Panel was not required. Nevertheless the Design Response Report prepared by the project


Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>2. A DRP assessment surely should have been (or be) undertaken, given:</p> <ul style="list-style-type: none"> • the size, height (over four storeys) of the development, its key central location next to the Gateway corridor, and its being in the direct line of sight to and from that corridor which is to be developed to high design quality and landscaping standards as a nationally symbolic approach way • the large complex will be the first major commercial complex to be seen and probably visited by many travellers to Canberra, as well as thousands living in and around the inner north who visit the Dickson Group Centre <p>in the words of EPSDD the community needs to <i>get 'excellent value for (development) projects'</i>, and the DRP is <i>'part of a city-wide review process'</i> which EPSDD actively supports.</p> <p>3. The Minister for City Renewal, at a public northside meeting on 20 February 2019, also reinforced the need for the DRP's focus and outcomes, in order to ensure high quality design standards and constructions not just for the narrow Gateway corridor, but also at some other major sites in Canberra: "Manuka" was mentioned – which presumably is the 6-storey hotel on S96, Canberra Avenue.</p> <p>4. The Block 21, Section 30, Dickson Coles/residential complex is also on a prominent site in a busy residential and mixed use location, as well as being viewable from the nearby Gateway. The public requires reassurance and evidence that high quality architectural design, siting and landscaping standards will be met by this complex and also that it does not impact adversely on the public domain across 'central' Dickson.</p> <p>5. DRP evidence is also required to restore faith</p> <ul style="list-style-type: none"> • if a DRP review has occurred, its results should be notified to all those providing input to this DA consultation, and the consultation period be extended • if a DRP review has not occurred, the reasons for this should be provided to the broader public as well as the current consultation participants. Advice about the actions leading to any non-involvement of the DRP, including when the decision was made, and by whom, should be provided in the public interest. 	<p>Architects, and submitted with the DA, addresses the City Renewal Authorities nine design quality principles.</p>


Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>3. The current ‘informal’ status of the DRP is irrelevant to any argument about not seeking informed assessment of the Coles complex plans: rather, the intent and spirit of the DRP process is relevant to this block’s history and current plans</p> <ul style="list-style-type: none"> • while the Chief Planner stated in late December 2018 that the moves to formalise the Panel (under the Planning and Development Act) were ‘imminent’, it would seem that the DRP is still not a formal entity. But this is not an excuse for not using it in relation to the significant Block 21, Section 30 plans - in order to restore public faith in the process that accompanied the planning for Block 21, Section 30 over many years, and particularly the process surrounding the ACAT March 2018 rejection of the previous plans on many grounds, the ACT Government and Chief Planner should accept the spirit and intentions of the current DRP and seek a full panel assessment of the plans for Block 21, Section 30, if it has not been undertaken to date - higher levels of oversight and review are required for this block in view of: <ul style="list-style-type: none"> ▪ the ACAT’s findings that the earlier proposed development did not meet many planning criteria; and • well-founded expectations about the whole site needing to be of high quality, well designed, sympathetic to the character and functioning of the surrounding area. 	
15.8		<p>I. Traffic Movements and Impacts</p> <p><i>“Appropriately managing the impact of any development on car parking in the Dickson Group Centre will be a priority.”</i></p> <p>A. Traffic impacts around Block 21, Section 30</p> <p>1. The Traffic Impact Assessment (TIA) report for Block 21, Section 30 expects a low volume of traffic in the shared zone, but acknowledges that there will be vehicle queuing along there at times (p. 24). This means that the environment there for foot and bicycle traffic is degraded. It also takes an over-optimistic view of traffic in the shared zone, given that Ubers/taxis and private vehicles are likely to need to use this area to pick up and set down</p>	<p>1. There will be cars in the shared zone as there are designated set down/pick up bays for drop off/pick for precinct users. Just as there is queuing at any stop/give way intersection, there will most likely be queuing within acceptable lengths along the road as vehicles look for safe gaps to enter the stream of traffic leaving the basement. Additional to this, queuing may be generated as people park in and leave the bays at the shared zone which would be similar to that of any shared space.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>shoppers, particularly the elderly and people with disabilities, so it will not be car-free, despite what is suggested in the artist’s impressions.</p> <p>2. The report also indicates worsening lines of traffic banking up along both sides of Antill and Badham Streets (both sides) given that these key streets are to be used to enter and leave the complex’s surrounds</p> <ul style="list-style-type: none"> - currently traffic and people move and circulate easily across the whole site’s area of parking, given that there are two lanes on the southern and eastern sides and eight entrances and exits to these roadways - vehicles seeking underground car parking will still need to slow down considerably to allow for the number-plate recognition to occur and consequently will contribute to queues along the streets around the complex. <p>3. The TIA does not indicate whether estimates have been made of the build-up of vehicle emissions and airborne particles along Badham Street and from the exit on to Antill Street, and also along the shared zone, as this will be quite narrow and enclosed compared to the current environment.</p> <p>4. These traffic impacts also have repercussions for public transport servicing routes on two sides of the development (see B below).</p>	<p>2. The new site allows for 2 entry/exit locations. Appropriate queuing distance has been provided as per AS2890.1 2004. Number plate recognition provides the fastest parking control mechanism available in the market.</p> <p>3. This is beyond the scope of the TIA. The works are required to meet all applicable standards.</p> <p>4. Refer to the response below.</p>
15.9		<p>B. Traffic impacts on public transport services</p> <p>1. It is not readily clear from the DA’s street-by-street analyses if impending and future public transport servicing arrangements and requirements have been addressed thoroughly.</p> <p>2. Disruptions to the new and increased public transport services that will operate around this large development site will need to be anticipated, addressed and avoided on a day-to-day basis in view of the many passenger connections that need to be made, stress-free, between bus and rail at the new nearby Dickson Interchange from April 2019.</p> <p>3. These considerations apply to both</p> <p>(a) the long construction phase, with heavy equipment, machinery, materials and workforce moving to and from the site daily</p>	<p>The development application has been referred to other relevant ACT government departments including those responsible for the public transport network. The Transport Canberra and City Services (TCCS) Directorate will require a temporary traffic management plan to be approved prior to the commencement of construction.</p> <p>The potential impacts on the public transport network during and post construction will be determined to the satisfaction of TCCS.</p> <p>1. New network map was released after the completion of the TIA, however the report was circulated to relevant agencies for comment.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> - at all times, bus services heading to Dickson Interchange and rail stop need to be given quick, priority access along Antill and Badham Streets - banking up of buses in any queues along Antill Street must be avoided so that passengers can make further timely and predictable connections within the public transport network as timetabled <p>(b) the post-construction phase will see an expected banking up of slow-moving vehicles along and across Antill Street and down Badham Street for entry to and exit from the complex (particularly at key times such as morning and early evening), with consequent problems for bus service schedule-keeping (the TIA analyses support this likelihood).</p> <ul style="list-style-type: none"> - the increased number of bus routes using these streets should be given bus lanes and high turning priority in view of the current number of traffic lights and crossings in the lead-up to Badham Street from the east and west. <p>4. In view of 1 - 3 above, both Antill and Badham Streets need redesigning to give priority to active travellers (foot, bike and bus traffic) and the 'putting people first' principles espoused in key December 2018 planning documents</p> <ul style="list-style-type: none"> - this is a matter that the government and the developers of Block 21, Section 30 have to address, and inform the broader public about before any construction starts. <p>5. Further, a clear commitment is required to ongoing close monitoring and problem solving on these matters as the site is developed, and when fully functioning.</p> <p>6. Bus timetabling should not have to have increased travel times factored in because of congestion caused by Block 21 construction and operations. Some post-April re-badged services, for example, to Civic, are already to be much longer than currently experienced</p> <ul style="list-style-type: none"> - in short, active travellers should not be further disadvantaged by the construction and subsequent permanent operation of the site. <p>7. While the DA's TIA report notes that '<i>public transport via the nearby bus interchange and light rail station is excellent</i>' (p. 49), this conclusion can only be realised if the impending increased number of bus routes on Antill and Badham Streets are given priority at all times</p> <ul style="list-style-type: none"> • during the construction and post-construction phase; and 	<p>2. Refer above.</p> <p>3. A construction traffic management plan will need to be prepared, reviewed and implemented. This will be the responsibility of the design team and contractor. Bus priority lanes and the like are outside the scope of the proposed development. Any post construction phase evolution of the network will be captured under the ongoing public transport planning undertaken by the authority.</p> <p>4. Both Antill Street and Bahdam Street extend past the proposed development. The development process includes work in the vicinity of the site but do not include the redesign of the full length of each street. The remainder of the roads are for the road authority to manage.</p> <p>5. The defect liability period prior to final acceptance of any built offsite works provides the authority the opportunity to monitor and work with the developer to problem solve any issues that arise during the operation of the facility.</p> <p>6. Bus timetabling has been developed with the new integrated transport network. Timetable changes are out of the developer's control.</p> <p>7. The roads are not designed to provide for a designated heavy vehicle lane/transit lane. Having designated travel lanes for specific vehicles would increase the volume of traffic travelling through other lanes therefore increasing delays and the DoS at intersections.</p> <p>8. See responses in items 1-3 above.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> and over the movement of large, slow moving, over-length vehicles involved in goods delivery and waste pick-up activities right next to Antill Street. <p>8. The reassurances and actions required in 1-3 above are also consistent with and complementary to, the ACT Government’s commitment to managing car-parking impacts across the Dickson Group Centre during and after the site’s redevelopment (see III below).</p>	
15.10	[REDACTED]	<p>C. Leaving the built complex will be dangerous for drivers, cyclists and pedestrians</p> <p>1. The vehicle exit area from the complex is a maze of interlocking roadways and crossings</p> <ul style="list-style-type: none"> but there is only one road leading directly out the junction of this road (on the eastern side of the complex) with the road along the northern boundary of the Dickson Library is assessed as a ‘critical intersection due to a number of potential conflict points to be managed’ (TIA, p.24). <p>2. Once on that only exit road, drivers have two options:</p> <ul style="list-style-type: none"> go straight ahead to the dual left hand turn only lanes onto Antill Street turn right into the road alongside the north of the library, which leads to Cowper Street. <p>3. Drivers wishing to go east to Downer or Watson or Hackett or south to Ainslie will take the second option and turn right. They will not go out on to Antill Street because they will then have to circle back through the centre of Dickson to Cowper Street, or attempt a U-turn on Antill Street.</p> <p>The street along the northern side of the library, currently at 60% capacity, will become more highly trafficked, further disrupting the mostly pedestrian access to the range of established medical centres along the northern boundary of the road and also the parking area east of the library.</p> <p>4. This planned arrangement is dangerous</p> <ul style="list-style-type: none"> drivers emerging from the underground carpark and wanting to turn left will have to merge with traffic coming in from their right from the shared zone and at the same time be alert for traffic inbound from their right 	<p>1. It is noted that there is 1 vehicle exit from the residential parking area and a second from the basement. The design allows for management of the basement in the case of the blockages of the exit in emergencies which will be captured in the safety in design report. If the development proceeds to detailed design the design of the critical intersection will be undertaken by the design team and will require the road authority approval process to be followed.</p> <p>2. Noted. Turning left provides access to the North, West and South, heading towards Cowper St would typically only serve access to the East.</p> <p>3. Drivers have the option to either head north to Antill Street or East as per the intersection layout. Drivers will not be capable of completing u-turns.</p> <p>4.1. Drivers leaving the shared zone will need to give way to the drivers leaving the basement. This concept will be fully detailed during the detailed design phase. It is noted it is also a low speed environment.</p> <p>4.2 See 4.1</p> <p>4.3 The environment is also low speed, provides acceptable sight distances and will be</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> drivers coming along the shared zone have first to merge with the traffic popping up from the underground car park and initially invisible which, as the TIA says, “will require careful design resolution during the detailed design stage to optimise sight distance for vehicles in the shared zone to observe vehicles exiting the basement ramp” (p. 24). The drivers will then have to be alert for traffic coming in from their right <p>then, immediately upon entering the road to Cowper Street, drivers have to be alert again for pedestrians using the crossing there – an issue apparently not addressed in the report.</p> <p>5. These complexities create a strong potential for misjudgements, accidents, and long tailbacks into the underground carpark and the shared zone.</p> <p>6. The TIA identifies some of the issues, but not the risk to people on the pedestrian crossing. Nor does it apparently offer any solutions.</p> <p>These complexities, and the seeming inability to improve the situations described, may cause many shoppers and Dickson service users to support other shopping/service centres.</p>	<p>appropriately signposted. Pedestrians have right of way at pedestrian crossings.</p> <p>5. There is parking as per the guidance provided by a panel of experts. The queuing has been designed as per AS2890.1 2004.</p> <p>6. The intersection is in a low speed environment. Sighting of pedestrians would be part of normal driving risks.</p>
15.11		<p>I. Parking impacts and remediation</p> <p>1. In 2011 the ACT Government formally advised all consultation participants on Block 21, Section 30 options that “appropriately managing the impact of any development on car parking in the Dickson Group Centre will be a priority.”</p> <p>2. <u>Construction phase parking impacts and management</u> need clear assessment, remediation, and communication to the broader public in relation to</p> <ul style="list-style-type: none"> - <u>all off-site parking</u> by site workers during the day and night - <u>easy community access to existing businesses and public services.</u> 	<p>CGPD previously agreed with the ACT Planning Authority to address the temporary car parking arrangements during construction by the Authority changing long stay car parking spaces within the vicinity of the site to shorter stay car parking spaces and additional leased car parking spaces at a further distance from the site. The terms of that arrangement included communication to members of the public on the alternative parking arrangements.</p> <p>This approach was accepted as reasonable by all 3 traffic experts in the ACAT hearing (including Charter Hall’s traffic expert).</p>
15.12	Sue Dyer	<p>3. Construction workers should not use</p> <ul style="list-style-type: none"> any of the limited remaining car parking spaces along Antill Street, to the south of Woolworths, or in the remaining car park east of the library (Block 19) because this would greatly reduce short-term parking for the growing number of users of Dickson 	<p>The Traffic Impact Assessment identifies possible locations for subcontractor parking , including:</p> <ul style="list-style-type: none"> 102 parking spaces at Southwell Park noting that TCCS have previously agreed to make all Southwell Parking

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>Centre (the inner north population is steadily increasing) – for example along Antill Street</p> <ul style="list-style-type: none"> • any verges on or under tree spaces along Antill or Cowper Streets, because use of such spaces would <ul style="list-style-type: none"> - further compromise the health of existing trees on Antill and Cowper Street - be a long-term visual eyesore, given the very large number of trucks and utes associated with other sites, such as the large tradies parking area on the western side of ANU - pose safety issues as many vehicles would be arriving and leaving around peak traffic periods, including school times - add to the already acknowledged high level of traffic saturation along Antill and Badham Streets (Northrop report TIA Intersection Analysis descriptions and results, eg pp 20-24 refer) and recognition that this saturation will <i>'significantly increases with the introduction of the development'</i> (p. 22) - be an unwarranted brake on the start of the well overdue landscaping and major perimeter regeneration on Section 72. 	<p>spaces all day parking for the first 15 months of the project via a Temporary Traffic Management Plan (500-750m)</p> <ul style="list-style-type: none"> • 16 Spaces in Hawdon Place (750m) • 110 Spaces at Dickson District Playing fields (800-1,000m) <p>CGPD will work with the Authority to finalise the exact location for subcontractor parking, following development approval, when timing for construction is known.</p> <p>It will be made clear to all subcontractors within initial tender documents, tender interviews, site inductions and weekly subcontractor meetings that subcontractors are not to park within the Dickson Group Centre.</p> <p>Basement carparking on site will be made available to subcontractors as soon as the construction is sufficiently progressed and the site can be made safe. If possible, this will commence from Month 15 of the project which will mitigate any demand on the existing Dickson Group Centre beyond this point.</p> <p>Unapproved parking on verges is illegal and we would encourage the ACT Government to deter this action by the use of parking officers and fines.</p>
15.15	[REDACTED]	<p>4. Since construction parking (or any other temporary parking) has also been ruled out for any part of Block 13, Section 72, the site plans need to clarify the location of any new parking, whether in Section 72 or elsewhere and the public be clearly informed before construction begins.</p>	<p>The Traffic Impact Assessment identifies possible locations for subcontractor parking, including:</p> <ul style="list-style-type: none"> • 102 parking spaces at Southwell Park noting that TCCS have previously agreed to make all Southwell Parking spaces all day parking for the first 15 months of the project via a Temporary Traffic Management Plan (500-750m)

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			<ul style="list-style-type: none"> • 16 Spaces in Hawdon Place (750m) • 110 Spaces at Dickson District Playing fields (800-1,000m) <p>CGPD will work with the Authority to finalise the exact location for subcontractor parking, following development approval, when timing for construction is known.</p>
15.16	[REDACTED]	<p>5. The DA does not appear to indicate that the current level of free parking will be available for the weekday and weekend periods that have applied for many years</p> <ul style="list-style-type: none"> - currently 64 (27%) of the car parking places in the open car park space opposite Woolworths (Block 21, Section 30) are free of charge for 24 hours a day - in addition, all the current 236 car spaces available there are free for extended periods <ul style="list-style-type: none"> ▪ from late afternoons until early the following morning Monday-Thursday ▪ from the evening of Friday to early Saturday morning ▪ from noon Saturday through until early Monday morning <p>6. this level of free parking availability needs to be confirmed as being continued in the longer term within Block 21. It is a matter of equity, as there is access to free parking in other main shopping centres.</p>	<p>The Deed of Agreement requires publicly available spaces, primarily to be 2 hour short stay paid parking spaces with 56 spaces to be all day multi-stay parking spaces.</p> <p>There is no requirement for the replacement car parking to include the provision of free all-day parking. The ACT Government is responsible for managing and determining the provision of time restrictions on public car parking.</p>
15.17	[REDACTED]	<p>7. Long-term permanent parking, ie the post-construction phase, should retain the current level of free all-day parking available in the complex's vicinity (including Section 72) for equity and visitation encouragement reasons, although those free spaces between Block 21, Section 30 and Cowper Street may need to be more time limited in future (eg 2 hours?).</p>	<p>The comment requests meeting a requirement that is outside the scope of the development. Any requirement for the point raised would sit with the Territory. During the process leading up to the blocks sale Territory requirements were written into the Deed of Agreement, the Deed of Agreement does not include provisions for what is described.</p> <p>There is no requirement for the replacement car parking to include the provision of free all-day parking.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			The ACT Government is responsible for managing and determining the provision of time restrictions on public car parking.
15.18	█	8. It also needs to be recognised that many users of the Dickson Group Centre will not wish to negotiate a massive underground carpark and will find surface parking opportunities more efficient, particularly when traffic queueing is evident along Antill and Badham Streets. At the moment, even at busy times, parking is fairly efficient and the roadways negotiable. This may prove not to be the case for a very large underground car park wedged by already busy and almost over-capacity streets.	<p>The carpark will be designed in accordance with all relevant Australian standards and compliance will be monitored during construction. Typically surface parking does not provide more efficient parking than basement parking.</p> <p>The car parking will be controlled through licence plate recognition and parking space indicators to assist with the efficient movement of cars into and through the basement car park.</p>
15.19	█	<p>9. <u>Conclusion</u>: in view of the poor current and future outlooks detailed in the TIA's Intersection Analysis data, and the likely increasing parking pressures – especially given the growing inner north population - and the fact that some adjacent bus services will not be having their frequencies increased during the day for Monday through Friday, making car use potentially more attractive</p> <p>further analysis and remedial action is required in relation to public and private traffic management, and meeting above-ground parking needs, as well as provision of free parking periods underground and above ground.</p>	<p>The traffic analysis undertaken reaches the conclusion that the traffic network has the capacity to support the proposed development. Territory transport policies are structured to make other transport options a higher profile than private car use.</p> <p>The decision of the ACT Government to release the at-grade carpark for development meant that the surface car parking on the site would be removed. There is no requirement for the replacement car parking to include the provision of free all-day parking.</p>
15.20	█	<p>I. Climate control, thermal comfort and landscaping elements: more evidence needed.</p> <p>1. The whole site requires more attention to the provision of</p> <ul style="list-style-type: none"> • more trees and vegetation and other clearly defined steps to manage the heat island effects from the many new surfaces in such a new built-up area • more visual appeal and comfort for active travellers in and around the Block. 	<p>The development proposal will replace a surface bitumen car park with the addition of planting provided within the street frontages and on the podium roof. As represented in the perspective drawings provided the proposed landscaping will make a positive contribution to the Dickson Group Centre.</p> <p>Tree planting has been maximised in areas that can provided the appropriate soil areas for tree planting</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			without blocking view lines or encroaching into the 4m minimum pathway width.
15.21	█	2. The 2018 Planning Strategy (pp 68-69) requires a range of mechanisms to help mitigate heat build-up from such a major structure. The Block 21, Section 30 plans do not appear to address the complex's contribution to heat creation and mitigation in the Dickson central area. Yet this should be incorporated, given the use of the site's space principally for built forms.	The 2018 Planning Strategy is not a current requirement of the ACT Territory Plan.
15.26	█	3. In addition, the 2018 City and Gateway Urban Design Framework makes clear the value of good landscape design to <ul style="list-style-type: none"> • <i>“soften... the impact of larger buildings and provide visual relief to the urban condition”</i> (p. 37); and • <i>“improve our living infrastructure to increase the city's resilience to climate change... to provide thermal comfort... and help promote active travel”</i> (p. 18) • the Framework also refers to the development within the existing Dickson Group Centre (p. 17) of which Block 21, Section 30 is a significant part and <i>“the need to foster the renewal of public spaces and vibrant street level activity centres”</i> there. 	<p>The 2018 City and Gateway Urban Design Framework is not a current requirement of the ACT Territory Plan. The development provides a good landscape design that will foster the renewal of public spaces and vibrant street level activity.</p> <p>The new 'Dickson Square' is a significant contribution to the renewal of public spaces with activation around the site creating vibrant street activity.</p> <p>The design provides more than adequate urban amenity/elements i.e. bike rack and bench seating while creating a flexible plaza space for movable furniture and activities.</p>
15.27	█	4. In relation to the intentions and objectives at 2 and 3 above, the 'living infrastructure' plans shown for Block 21, Section 30 is an inadequate response to improve the comfort of the increased number of people who are expected to enter and exit this area on foot, or by bike or bus (ACT Government active travel strategy official's advice 2018 refers) <ul style="list-style-type: none"> • a far more lush and softening approach, such as parallel rows of large shade-giving trees over all pathways, particularly in Antill and Badham Streets and on the north-south oriented part of the shared zone and the roadway to Antill Street, is required. 	<p>As represented in the perspective drawings provided the proposed landscaping will make a positive contribution to the pedestrian experience in the Dickson Group Centre.</p> <p>Tree planting has been maximised in areas that can provided the appropriate soil areas for tree planting without blocking view lines or encroaching into the 4m minimum pathway width.</p>
15.28	█	5. Block 21, Section 30 has direct servicing and route relationships to the Gateway's "Dickson Node" and also to the increase in pedestrian traffic that will occur between the two	The urban and landscape design includes street trees to shade footpaths around Badham Road, Antill Street and

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>locations. Similarly with the traffic between the supermarket area and the bus stops on Antill and Cowper Streets and the to-be-developed Section 72 adjacent to Cowper Street</p> <ul style="list-style-type: none"> • more deep shade producing trees are needed, not just along the Badham Street frontage of the block to counteract harsh summer sun there, but also around the rest of the site to improve pedestrian comfort and visual appeal • the same applies to good shade cover needed for efficient pathways to Antill and Cowper Streets bus stops and to the Dickson Interchange/Dickson light rail stop (see V below) • in addition, the potted plants shown in the plans should be provided as an accessory, for visual appeal only (assuming that they are watered and maintained), but not relied upon for heat island mitigation impacts around the complex. More trees and other responses are required in that area. 	<p>Road A. There is a deep continuous awning wrapping around the majority of the development.</p> <p>The tree species selection along with the awnings over the pathways will provide adequate shade. The tree species selected are deciduous that will provide shade through the summer months and sun/ light in winter.</p> <p>Additional tree planting cannot be achieved without encroaching into the mandatory 4m minimum pathway requirements.</p> <p>Landscape maintenance is part of the overall landscape strategy to reduce heat island effect.</p>
15.29	[REDACTED]	<p>6. Given the extremes of temperature and associated weather conditions experienced in Canberra, pedestrians and other active travellers also should not be subjected to cold, overshadowed wind tunnels, which is what the shared zone will be like for many months of the year</p> <ul style="list-style-type: none"> • the southern side of the complex is currently very sunny and warm throughout the winter. But on the plans it is a more narrow 'shared zone' with a tall wall of building mass in front of it <ul style="list-style-type: none"> - how will this 'share zone' be made more comfortable in winter and visually attractive all year round? • this narrow southern area, as well as the eventual pathways on other sides of the complex, will not create an appealing environment to negotiate, to use, to pass through, or to meet up with others for quite a number of months of the year <p>the 'plaza' or 'square' at the entrance to the Block 21 supermarket is basically a large area to assist movement of large numbers of people, trolleys, etc in and out of the building and will also be subject to much overshadowing and chilliness during winter days.</p>	<p>Shadow diagrams illustrate both winter and summer impacts onto the shared zone. There's a balance of shade being an external space.</p> <p>The emphasis is for activity to be concentrated around the 'square' where sunlight exposure is maximised year round.</p>
15.30	[REDACTED]	<p>7. There is no evidence of shaded and efficiently linked pathways for pedestrians and cyclists leaving the complex, let alone consistency in climate control and landscaping approaches</p>	<p>The proposed development provides for efficient pathways for pedestrians and cyclists around the</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>for these pathways which need to service areas of significant people movement between Antill and Cowper Streets and between Northborne Avenue and the Dickson Interchange:</p> <ul style="list-style-type: none"> - yet Block 21, Section 30 is a central, integral and contributing part of this much needed efficient pathway network (see also V below). 	<p>development and connects to appropriate locations inside the development and to the broader area network for active travel infrastructure.</p> <p>As represented in the perspective drawings provided the proposed landscaping will make a positive contribution to the pedestrian experience in the Dickson Group Centre. The upgrades to the public domain connect with the existing pedestrian and cycling network beyond the site.</p>
15.31	[REDACTED]	<p>8. The plans need to illustrate how the required responses on these landscaping, climate control and related infrastructure matters (as per the Planning Strategy and Gateway Framework) will be developed from the time of construction</p> <p>this will help ensure that the environment surrounding the complex is more appealing all year round and better meets the needs of the increasing number of active travellers.</p>	<p>The 2018 Planning Strategy and 2018 City and Gateway Urban Design Framework are not current requirements of the ACT Territory Plan. The development provides a good landscape design that will have year round appeal and meet the needs of the active travellers.</p>
15.32	[REDACTED]	<p>I. Other support elements – pathways, trolleys, retail options, site fencing and containment.</p> <p>To improve the public amenity and visual and practical attractiveness of Block 21 and its immediate surrounds, the following factors should be addressed:</p> <p>1. <u>Integrated pathways</u></p> <ul style="list-style-type: none"> • Block 21 cannot be considered as a viable and publicly acceptable development unless evidence is provided of planned integrated provision of safe and direct shaded pathways to encourage and assist movement of foot and bike traffic to and from Block 21, Woolworths and surrounding businesses - the DA’s claimed provision of more ‘amenity’ for bicycle users and pedestrians via wider surrounding paths and ‘access’ (TIA report p. 49) is useless unless these improvements are part of and link-up to far better and efficient people movement pathways across the whole area. They need to also give active travellers some priority in and across the area particularly Cowper Street bus stops, the Dickson Interchange, and the new rail stop, as well as priority over vehicle traffic and congestion impacts. 	<p>The proposed development provides for connections to the existing surrounding active travel network. The works proposed includes a shared zone which provides for active travel priority. Broader network upgrades are not a requirement of the development and are managed at a Territory level by the road authority.</p> <p>The proposed landscaping will make a positive contribution to the pedestrian experience in the Dickson Group Centre. The upgrades to the public domain connect with the existing pedestrian and cycling network beyond the site. The development may provide a catalyst for further upgrades to pathways located within the area.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> Far better physical connectedness is needed to and from the area that will house both supermarkets. 	
15.33		<p>2. <u>Trolleys and trolley bays</u></p> <ul style="list-style-type: none"> Wider and shaded pathways in 1 above must also be able to safely accommodate trolleys, given that the ACT Government’s ‘active travel’ philosophy expects more shoppers at Dickson to arrive and leave by bus and rail in future, and go shopping more frequently, rather than a large car-supported expedition, say once a week <ul style="list-style-type: none"> many living in the large apartment complexes on Northborne Avenue near to the Interchange will also need to use trolleys on their return journeys after shopping. well camouflaged and attractive trolley bays and coin retrieval machines need to be provided at the Interchange and also further north along Challis and Cape Streets, as well as Cowper Street and frequently cleared by the two supermarkets, given the many hundreds of shoppers who will soon be living in the vicinity and also passing through. 	<p>Supermarkets in ACT are required by government regulation to provide a trolley coin lock or trolley containment system.</p> <p>CGPD are unable to require trolley bays beyond its own land. If the proposed development is approved and proceeds to detailed design, CGPD will work with the Authority and Woolworths for optimal trolley containment solution for the Dickson Group Centre.</p>
15.34		<p>3. <u>Block 21 retail options</u></p> <ul style="list-style-type: none"> In the public interest, far more quality shopping options are required in the Dickson Group Centre to attract and retain shoppers and other visitors and encourage them to linger <ul style="list-style-type: none"> to achieve this the ground floor spaces in Block 21 may need to be actively planned for rather than be left to chance – Dickson cannot support a fourth nail salon in that area or, particularly given Coles’ recent financial performance, will the Coles’ developer resist quality competition? nevertheless, those ‘retail’ spaces should be designed initially to support a range of possible new functions such as a specialist or artisanal bakery. 	<p>The ACT Territory Planning requirements do not prescribe the commercial makeup of the retail tenancies within the development.</p>
15.35		<p>4. <u>Site fencing and containment</u></p> <ul style="list-style-type: none"> Also in the public interest, good quality visual barriers are required around Block 21 for the construction period to help ensure <ul style="list-style-type: none"> dust and noise do not carry across the surrounding area and into Downer 	<p>Solid timber and /or metal fencing as per the referenced Constitution Place development will be installed to both orientations of Road A where there is a close and direct interface with the users of the Dickson Group Centre. The fencing to Antill St and Badham Street will be made up of temporary fence panels with shade cloth installed</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> - a far more visually pleasing impact is achieved than the rail corridor’s inadequate quick-to-turn-to-tatters cloth screening. • High, good quality metal screening should be used, such as surrounds the Constitution Place development in Civic. • The accessibility and useability of the immediate Dickson Central area needs to be maintained and supported as much as possible, and Block 21’s redevelopment must support this in more obvious ‘environmental’ ways. • The liveability of Downer’s residential areas also requires such consideration, and those passing through the area, eg from the adjacent nationally symbolic Gateway, also deserve an improved visual environment over what will be a long period of intensive building and construction work. 	<p>for dust control. The fencing will be inspected by construction personnel daily and maintained to a standard that is appropriate for such a prominent site.</p>
15.36	[REDACTED]	<p>II. Evidence required of development “lessons learned” by all.</p> <p>1. Much media coverage in recent weeks has highlighted ACT Government spokespeople using reassurances that the government:</p> <ul style="list-style-type: none"> - has learned many lessons from the negative impacts experienced across the central Gungahlin shopping area, both on businesses and the public, during the long light rail construction phase; and - is now committed to applying these lessons elsewhere. <p>1. Can Coles, the developers and builders, and the ACT Government identify these lessons and advise of their plans for them being applied across the whole central Dickson precinct and Section 72, throughout the long construction phase there, especially in relation to:</p> <ul style="list-style-type: none"> - encouraging and maintaining ease of movement for shoppers, other users, pedestrians and cyclists in and around the central area - promoting ease of movement of people across the whole area to maintain quick and easy access to key bus stops on Antill and Cowper Streets, the new Dickson Interchange and the light rail stop - maintaining ease of access to existing businesses of passing trade (see also II - V above) 	<p>If the proposed development is approved and proceeds to detailed design a further assessment process is required for the road authority. The submission for that approval will include elements for both the construction and operational phase for the development. The road authority has the opportunity to communicate any learnings from previous projects to the designer and have those elements captured in the final design for approval from the authority.</p> <p>CGPD previously agreed with the ACT Planning Authority to address the temporary car parking arrangements during construction by the Authority changing long stay car parking spaces within the vicinity of the site to shorter stay car parking spaces and additional leased car parking spaces at a further distance from the site. The terms of that arrangement included communication to members of the public on the alternative parking arrangements.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> - minimising on-site noise levels affecting the surrounding area and Downer residents opposite (V also refers) - minimising the impacts in the immediate area on people and normal traffic of the large freight vehicles arriving and departing, as well as on Antill and Badham Streets (see also II and V above) - minimising the ‘uglification’ of the whole area for a long period of time (see also V above) - other critical factors identified by the ACT Government planning and development experiences? <p>2. All these factors impinge greatly on the physical and visual amenity of thousands of residents near and around Dickson and therefore demand a high degree of on-going and well-monitored attention and resolution, given the development’s high degree of centrality and the existing adjacent public and commercial business services around Block 21.</p>	<p>This approach was accepted as reasonable by all 3 traffic experts in the ACAT hearing (including Charter Hall’s traffic expert).</p> <p>The development application has been referred to other relevant ACT government departments including those responsible for the traffic network. The Transport Canberra and City Services (TCCS) Directorate will require a temporary traffic management plan to be approved prior to the commencement of construction.</p> <p>The potential impacts on the traffic network during and post construction will be determined to the satisfaction of TCCS.</p>
15.37	[REDACTED]	<p>III. Conclusion: impressions</p> <ul style="list-style-type: none"> • Overall the building’s form and components do not come across as meeting the high standard of design, innovation, quality and landscaping that should be expected for the infill of such a large and prominent site <ul style="list-style-type: none"> - it still leaves the impression that its overriding priority is to fill up as much of the site as possible. • Its mass, height and siting are still far too pronounced for the location and out of character with the surrounding environment. 	<p>An urban design strategy is designed to be sensitive to the precinct and the existing character. The design team has been in consultation with the community in the area to be consistent with the future desired character of the area.</p>
15.38	[REDACTED]	<ul style="list-style-type: none"> • There is still far too little ‘people space’ connectivity and vegetation space incorporated in the current plans. 	<p>The proposal has significantly more ‘people spaces’.</p> <p>Please note the size of the new Dickson Square area (in excess of 800 m²) and the residential_Podium 2 (in excess of 2,000 m²) open space.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
15.39	[REDACTED]	<ul style="list-style-type: none"> • Many of the forward-looking principles and objectives in relevant and key ACT Government planning documents released in December 2018 do not appear to have been addressed or picked up on in the plans <ul style="list-style-type: none"> - to say that they were not finalised or formalised when the Block 21, Section 30 plans were being reworked last year is not a sufficient reason for not showing evidence of their application in these re-worked plans <ul style="list-style-type: none"> ▪ the broad intents and contents of these documents remained unchanged from draft to final stage ▪ given the past history of planning for the Block 21, Section 30 site, and the planned complex's role and longevity on the site, a clear picking-up of the spirit and long term objectives of these documents would demonstrate a high-level recognition of the sort of sympathetic, yet creative contribution such an infill project could make on this site and to the Dickson central area. 	<p>The development application is not to be assessed against the ACT Government planning documents released in December 2018 as they are not a current planning requirement contained within the ACT Territory Plan.</p>
16.1	[REDACTED]	<p>I am writing to you to submit my objection to this development of Dickson Block 21 Section 30, as the ACT Government has put a great emphasis on the Walter Griffin plan in relation to the tram, I cant see how this development fits in with the Griffin plan.</p> <p>'Walter Burley Griffin and Marion Mahony Griffin design envisaged – of parks and boulevards, public buildings and monuments – its leafy garden suburbs and landscape settings.'</p> <p>Can you explain how the removal of around 40 trees encompasses the Burly Griffin Plan and how does the new development capture the Griffin plan. Also, can you also in form me what impact this development have on the Environment now and the future and if any modelling has been done on the impact of heat generated by this development? Will this cause another environmental hotspot in Canberra due to Canberra's large increase in high rise buildings, the renewal programme and the disgusting development of Canberra with and removal of gardens and trees throughout established suburbs and replaces with Units being built throughout the Canberra area?</p> <p>On a personal note as a Canberran who was born in Canberra and helped develop Canberra is making me angry and sad to see this beautiful city being destroyed by lack of planning the for</p>	<p>The ACT Planning requirements have evolved since the creation of the Griffin Plan. The relevant planning requirements for this development proposal are prescribed in the ACT Territory Plan. This development application has responded to and meets those requirements.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>the purpose of generating revenue. May history condemn those who approve such developments.</p> <p>Surely there must be a better way to develop this city and to continue the Vision that Walter Burley Griffin and Marion Mahony Griffin had, and a good start would be to redesign the Dickson development.</p>	
17.1	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>We act on behalf of the owner, Charter Hall, of 1 Dickson Place and are writing in relation to the most recent mixed use development application for Block 21 Section 30 in Dickson (the site), DA No 201835109.</p> <p>The current application proposes the construction of a seven storey mixed use development incorporating one supermarket, ground floor retail tenancies, 140 residential units, basement and podium car parking, communal resident areas and a new public space/square.</p> <p>There are significant town planning, urban design, traffic and parking issues associated with his proposal.</p> <p>The key issues are outlined below, and are addressed in detail in the attached reports from Architectus, McLaren Traffic Engineers and Urbis.</p>	<p>The relevant planning requirements for this development proposal are prescribed in the ACT Territory Plan. This development application has responded to and meets those requirements including those associated with town planning, urban design, traffic and parking.</p>
17.2	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>1. Urban Design</p> <p>The proposed development contains a number of poor design features which result in inconsistency with the Territory Plan and the objectives of the zone, as detailed in the Architectus report. These include:</p> <p>a. Development integration</p> <p>The proposed development does not integrate with the existing retail area and heritage library building. This should be addressed by the proponent revising the design, including:</p> <ul style="list-style-type: none"> • relocation of the travelator and lifts to link to the public domain (rather than the lobby of the proposed supermarket); • improvement of visual connections between the development and other spaces; and • redesign of the proposed vehicle ramps to be contained wholly within the proposed development. 	<p>There are a number of strategies the proposal displays to deal with the surrounding context.</p> <p>One of the most significant of these is a public plaza which responds to the Dickson Library geometry and connects to the adjacent buildings.</p> <p>The travelator was located to directly interface with the square and at the top of the travelator to have visual connection to the buildings around the square.</p> <p>A number of different options were considered during the design process including alternate ramp and travelator locations in the square. The proposed location had the best balance of amenity, sight lines and equitable access to all buildings.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>...</p> <p>c. Residential amenity</p> <p>The proposed development does not comply with the Territory Plan requirements for housing diversity and solar access, compromising the amenity of the residential component of the proposed development. There is a high number of small apartments and only a small number of apartments which have adequate solar access and natural ventilation. This will result in low levels of amenity for a large number of occupants.</p> <p>d. External design</p> <p>A number of changes to building treatments and the design of the proposed public space are required to improve visual amenity.</p>	<p>An analysis on the residential amenity was undertaken and outlined in the design report.</p> <p>The design meets the objectives of the code and further information can be found in the design report.</p>
17.3	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>b. Vegetative landscaping</p> <p>The extent and type of vegetative landscaping proposed is inadequate to achieve an appropriate level of visual amenity. There should be a thickly vegetated landscape setback to Antill Street and increased tree numbers along the Antill St frontage. Trees should be planted flush with ground treatments, consistent with existing trees in the Dickson Centre, rather than in planters as is proposed.</p>	<p>The planting on Antill Street provides a 4m planter bed on the road side of the footpath with an additional 1m planting zone on the development side of the footpath to allow for climbers to screen the building façade.</p> <p>The provision of raised planters for trees is used elsewhere in the Dickson Group Centre (see LDA-9 for photo image). Only 2 trees in the proposed development are within raised planters. These raised plants provide adequate soil depths for the trees specified but also assist with some separation between pedestrians and vehicles in the shared zone and the height of the planters provides an additional opportunity for informal seating in the public domain.</p>
17.4	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>2. Traffic and Parking</p> <p>This application, along with all previous applications for the site, continues to inadequately address the key issues of traffic and parking. The Dickson Centre is a busy and important commercial centre. It is essential that the site be developed in a manner which does not compromise existing businesses during the construction period. It is also essential that the development facilitates adequate vehicle access and parking, without</p>	<p>The previously proposed development was supported by the road authority and also was supported by a range of traffic specialists. The currently proposed development generates fewer traffic movements and has had the traffic regime improved to further improve the traffic environment.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>compromising pedestrian and cyclist safety. For the reasons set out in detail in the McLaren Traffic Engineers Report, the current application does not achieve these objectives.</p>	<p>Any approval will include conditions for the management of construction traffic impacts via the authority process for temporary traffic management planning and temporary parking requirements. The TTM planning provides opportunities for continuous improvement should conditions change.</p> <p>Vehicle access and parking in the proposed development has been optimised to support Active travel users safety.</p>
17.5	<p>[REDACTED]</p>	<p>a. Traffic congestion</p> <p>The traffic report included in the development application acknowledges that there will be a significant increase in traffic as a result of the development and that this will result in major traffic congestion and the oversaturation of key intersections, which is contrary to the Territory Plan traffic criteria.</p> <p>Additional and up to date data and modelling is required to fully assess the traffic impacts of the proposed development and the adequacy of proposed mitigation measures. These have not been adequately assessed and do not comply with the strict conditions of the ACT Planning & Land Authority’s Group Centres Development Code.</p>	<p>The work undertaken to date has found that the road network has the capacity to support the proposed development, any congestion is expected to be within standard operating conditions for these zones.</p>
17.6	<p>[REDACTED]</p>	<p>b. Safety</p> <p>Dickson Place “Road A” is currently used a primary thoroughfare by pedestrians. Design changes should be made to the development to improve road and pedestrian safety. For example, the proposed basement entry and exit ramps have inadequate sightlines. Although a detailed assessment of compliance with AS2890.1 is proposed to take place after detailed design, an assessment of safety must not be deferred.</p> <p>Heavy vehicle loading dock access from Antill Street should be also constructed as a road profile, and not a driveway, to avoid a significant safety issue.</p>	<p>The proposed development provides for significant active travel opportunities along either verge of Road A and includes a shared zone. No assessment of safety has been deferred. If the development proceeds to detailed design the safety in design report process will be completed and the application process to the road authority will be made thus providing the design team and road authority to resolve detail elements included the maximising of sight distances. The driveway approach from Antill Street was developed in response to inputs from the Deed of Agreement and authority requirements. A driveway for the heavy vehicle loading dock provides distinct separation between the road and</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			the driveway. By not having this separation, confusion of preferred travel route to drivers and active travel users may occur and safety of dock users may become compromised. The driveway provides clear pedestrian priority.
17.7	[REDACTED]	<p>c. Public transport</p> <p>Access to public transport is paramount to achieve good modern urban planning outcomes. Any compromise in accessing public transport will result in a negative impact to the existing economic performance of the centre. Changes should be made to ensure that access to public transport connections, including the Antill Street bus stop, is retained and uncompromised by the development of the site.</p>	The existing public transport connections provided in the verge around the site which allowed access to the public transport is proposed to be improved. The development removes the existing at grade public car park which provides for multiple vehicle entry / exit points thus providing for more potential conflict points between vehicles and active travel users.
17.8	[REDACTED]	<p>d. Parking</p> <p>The development application includes inadequate information to enable the proper assessment of staff parking requirements and the impact of staff parking on available retail and replacement parking. The development does not specifically address the provision of long term free parking, which is currently enjoyed by the local community on the site. A further breakdown of the required parking is outlined in the report from McLaren Traffic Engineers.</p>	A condition of the Deed of Agreement is for the replacement of a number of parking bays. The proposed development parking supply has been assessed in light of the previously proposed developments which had significant review of parking supply and also the relevant Territory documents on parking numbers. There is no requirement for the replacement car parking to include the provision of free all-day parking. The ACT Government is responsible for managing and determining the provision of time restrictions on public car parking.
17.9	[REDACTED]	<p>3. Planning</p> <p>For the reasons set out in detail in the Urbis Report, the proposed development fails to address basic design principles, such as pedestrian safety and connectivity.</p> <p>The development does not facilitate “open and accessible pedestrian access through the centre” which is an objective in the Desired Character Statement in the Dickson Precinct Map and Code. The current design has ‘overdeveloped’ the footprint of the site, by expanding the development to accommodate vehicular access within public</p>	The development proposal facilitates an open and accessible pedestrian access through the Dickson Group Centre. 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

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>areas. This is the result of maximising retail floor space to the detriment of good planning principles.</p>	<p>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.</p> <p>The development makes use of the existing vehicular access arrangements that are provided for the existing at grade car park. The retail floor space has not been maximised to the detriment of good planning principles.</p>
17.10	<p>[REDACTED]</p>	<p>Conclusion</p> <p>The development as proposed fails to achieve basic standards associated with good urban design and amenity and the current application should be refused on this basis.</p> <p>The enclosed reports describe these issues in detail and also indicate the changes which could be made in order for the development to achieve the desired character, objectives and requirements of the Territory Plan</p>	<p>Comments below for each report.</p>
17.11	<p>[REDACTED]</p>	<p>Architectus</p> <p>Thank you for your request for me to provide this architectural and urban design review of the above DA (architectural drawings and perspectives by Turner dated 14.12.18 and landscape drawings by Turf dated 20.12.18). As background, I have reviewed an earlier DA and appeared in Court as an expert urban design witness against that DA.</p> <p>This review is focussed on the subject DA and makes no reference to the previous DA.</p> <p>General comment</p> <p>The current architectural scheme does not meet some basic urban design and amenity objectives let alone be of good design appropriate to the Dickson Centre in its current form. The issues identified below are fundamental to be addressed before approval should be contemplated. In order to be helpful and to illustrate an acceptable way to address the issues, I have made suggestions below for improvements as the minimum necessary to achieve a good outcome in terms of public domain quality, pedestrian amenity, residential amenity and urban design quality.</p>	<p>The architectural treatment of the development satisfies the building design requirements of the Dickson Precinct Code and is consistent with the desired character as defined. The City Renewal Authorities nine design quality principles are addressed in the Design Response Report and demonstrate how the development will be a quality development for the Dickson Group Centre.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>For convenience I have structured this review in the order of the architectural drawings rather than by issue.</p> <p>Architectural and Urban Design Issues</p>	
17.12	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>1. Ground Plan</p> <p>a. The proposed Dickson Square should be regular so that the south east corner of the site presents as two sides to the square – not as 4 staggered frontages.</p> <p><i>Reason:</i> Visual clarity and usefulness of the public domain.</p>	<p>The urban design and public domain interface has been an important consideration in the development of this scheme.</p> <p>At the heart of these changes is the new square in the south east corner which extends to the Dickson Library, Woolworths and the wider Dickson shopping precinct.</p> <p>To the west of the square there is a smaller outdoor zone with transitions into the public domain of Road A. The articulation of the clear glass airlock and retail is designed to promote activation on both corners and the square. This is clear from the 3D views of the square. The pergola enforces this notion by providing a ‘roof’ to the square.</p>
17.13	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>b. There should be a thickly vegetated landscape setback to Antill St of preferably 8m but 4m is acceptable given the wide road verge.</p> <p><i>Reason:</i> Consistency with landscape character of Antill St, to reduce visual presence of the loading dock ingress/egress, and to provide sufficient space for a second row of trees.</p> <p><i>Note</i> – a 4m wide landscape setback to Antill St could be achieved by reducing the depth of retail along the southern edge of the proposal and slightly reducing the floor area of the supermarket. The consequential changes elsewhere in the proposal are straight forward.</p>	<p>The proposed landscape for Antill Street allows for substantial tress and vertical vegetation to the facade.</p> <p>The landscape design is appropriate to the context and public domain.</p> <p>The design currently provides a 4m vegetated zone including a tall street tree species and an understory planting that varies in height from 0.5-1m in height.</p> <p>Additional climbing species have been provided on the development side of the Antill footpath to screen the loading dock façade.</p> <p>4m footpath has already been achieved on Antill Street.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.14	[REDACTED]	<p>c. Visual interest is needed to the solid walls facing Antill St such as public art/special architectural treatment. The Amended Design has plants growing on the solid walls – this is an acceptable part solution providing such landscaping can be assured by soil volume and irrigation (currently there is no room for soil volume on the site) – more variety is needed for such a long frontage such as locations for public art. No planting area is shown in the landscape plan within the boundary of the site.</p> <p><i>Reason: Visual interest and streetscape quality.</i></p>	<p>Climbing species have been provided on the Antill facade.</p> <p>Planting depth is both provided in the verge and Level 1 planters. The verge has a 1m planter bed in deep soils in front of the facade that is more than adequate to grow climbers in. Variety in plant selection will provide visual interest during the change in seasons.</p>
17.15	[REDACTED]	<p>d. External walls to the supermarket must be glazed with clear glass and adjacent low-level product displays internally so that the line of sight from the footpath is drawn into the supermarket (i.e. windows to Antill St and Badham St). A development condition is needed to ensure low level displays of goods adjacent the street windows along Antill St and Badham St.</p> <p><i>Reason: Visual interest and activation.</i></p>	<p>The proposed Badham Street frontage is adaptable for shops, provides for future direct access at street level and glazing will provide opportunities for views into and out of the building.</p> <p>a) As a secondary frontage it incorporates clear display windows and shop fronts at the ground floor level. In compliment to the glazed residential foyers, the proposed transparency provides an active interface at the street frontage.</p> <p>b) The proposal provides opportunities for adaptable access & egress to achieve direct pedestrian access at grade with verge level to specialty retail tenancies along Badham Street.</p> <p>Antill Street is not an active frontage and therefore is not required to provide low level displays of goods adjacent the street windows along Antill Street.</p>
17.16	[REDACTED]	<p>e. The vehicle ramps within the lanes must be relocated to be wholly within the site.</p> <p>They should be located as close as possible to Antill St - preferably shopper parking ingress should be from Badham St and shopper parking egress should be co-aligned with the residential parking egress.</p>	<p>Vehicle basement/podium access ramps cannot be located on Badham Street given the number of existing driveways/intersections both to the west and eastern sides and closeness to tangent points of the corners. Any access from Badham Street would either be perpendicular to the road alignment which would cut</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p><i>Reason:</i> Pedestrian amenity and safety, integration of the new development with the existing shopping centre, appropriate relationship with the heritage listed Dickson library building, and better interface across the lane with potential development of the adjacent property west of Woolworths. I have considered the issue of the ramp locations very carefully and consider that the benefits of continuous footpaths around the site do not outweigh the reasons.</p>	<p>pedestrian access in the eastern verge. Potential vehicle queuing in this location is assessed as providing additional management challenges. Locating access points close to Antill Street increases risks of congestion impacts to Antill Street in the case of poor driver behaviour.</p> <p>The location of vehicle ramps have been subject to significant design considerations including pedestrian safety and good urban design practice.</p> <p>The current locations are considered the most appropriate because it has the best balance of activation to the square, clear and legible sight lines to all adjacent building allowing maximised activity within the square and minimal vehicle movement.</p> <p>The area of space returned to the public in the form of the new Dickson Square is larger than the area occupied by vehicle ramps.</p>
17.17	<p>██████████ ██████████ ██████████</p>	<p>f. Vehicle entry/egress points to/from the site should have external finishes continue into the entry as far as a pedestrian on the public footpath can see. Services, pipes and ducts should be screened from public view.</p> <p><i>Reason:</i> Public domain interface amenity.</p>	<p>The vehicle entry and egress points have a finish which matches the adjacent public domain finish.</p> <p>The services pipes and ducts are to be screeded from public view as much as possible.</p>
17.18	<p>██████████ ██████████ ██████████</p>	<p>g. Read in conjunction with the landscape plans, tree planting at least at 8m centres should be along both street and lane frontages in the footpath. It is noted that the spacing of trees along the Antill St frontage within the road reserve has gaps that are too wide. The north elevation shows gaps of 22m.</p> <p><i>Reason:</i> Pedestrian comfort and amenity and integration with the Dickson Centre.</p>	<p>Tree planting has been spaced in accordance with the trees mature spread.</p> <ul style="list-style-type: none"> • Antill Street trees has been spaced at 16m centres. The 22m spaces is where there is a driveway • Shared zone tree spaces are at 8.5m centres.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.19	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>h. The travelator and lifts from the basement parking should link direct to the public domain of the proposed Dickson Square, not into a lobby of the supermarket, so that shoppers are encouraged to disperse throughout the Dickson shopping centre.</p> <p><i>Reason:</i> Public domain amenity, activation, equitable access to the wider centre, and the importance to link public parking to the public domain not through private property.</p>	<p>The travelators have been located as far as possible in the south east corner to provide best possible access to the Dickson Library, Dickson Square and Woolworths.</p> <p>The location of the travelators allows for direct interface with the Dickson Square and at the top of the travelator through the glass airlock to have visual connection to the buildings around the square promoting equitable access to all surrounding buildings.</p> <p>The connection to the public domain provides fair and reasonable access to the Dickson Group Centre. The glass doors to access the airlock for the travelators and lift will operate 24/7 and will maintain access and egress to the basement car park. The doors to the service corridor and the shutter to the supermarket will be closed outside of the supermarket trading hours. Please see attached Access and Visibility diagram prepared by Turners.</p> <p>In locating the travelators it was necessary to consider:</p> <ul style="list-style-type: none"> - At Ground Level - compliance with the activation requirements of the Dickson Precinct Plan and Code, so that it was not possible (or desirable) to place the travelators in the location of the speciality retail. - At Basement 1 Level - the location of the entry vehicle ramps was dictated by traffic considerations, and the need for a clear pedestrian spine through the whole of the car park to ensure best outcome for safety and pedestrian amenity. An alternative location for the travelator would be immediately adjacent to the entry vehicle ramp, however this would require all pedestrians to cross the main vehicle entry to access the travelators, which is not optimal from a pedestrian safety or amenity perspective. Moving the travelators

Item	Representor	Submission	Response
			<p>from a central position in the car park also increases the distance for the northern car parking spaces, making them less desirable to users and results in less passive surveillance in this area.</p> <p>It is preferable that travelators are not open to the elements to ensure that they remain operational and not damaged by inclement weather, exposure to dust, dirt and leaves. Travelators located external to the building would likely result in maintenance / operational issues.</p> <p>Travelators located external to the building would not provide the best urban design outcome for the Dickson Group Centre as it would reduce the area of the civic space.</p>
17.20	<p>██████████ ██████████ ██████████</p>	<p>i. Columns in the supermarket lobby should be removed or re-aligned to the glazed wall.</p> <p><i>Reason:</i> Pedestrian amenity, pedestrian amenity, pedestrian circulation with trolleys and clear sightlines.</p>	<p>The column locations will be reviewed during the preparation of construction documentation. Where feasible columns will be repositioned to improve pedestrian circulation.</p>
17.21	<p>██████████ ██████████ ██████████</p>	<p>2. Basement 1 Plan</p> <p>a. Remove this level of basement area in the laneway.</p> <p><i>Reason:</i> To provide soil volume for trees. Trees should not be in planters but should be treated like other street trees in the public domain of the village centre – that is, the base of the tree flush with the footpath and sufficient soil depth to allow full growth to maturity. It is noted that the landscape plans show trees in planters in the lanes – this is unacceptable for the amenity of the public domain, creates additional barriers to pedestrian circulation and is inconsistent with the treatment conditions of other trees in the village centre public domain.</p>	<p>The provision of raised planters for trees is used elsewhere in the Dickson Group Centre. Road A will consist of a pedestrian priority shared zone increasing pedestrian movement and connectivity between the existing retail and the new development. The planting has been strategically placed to promote free flowing movement while maintaining sight lines and promoting slow streets.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.22	[REDACTED]	<p>b. Remove vehicle ramps from beneath the lanes.</p> <p><i>Reason:</i> Maintain the public domain free of private development, barrier free pedestrian environment, pedestrian amenity, ease of pedestrian circulation between the proposal and the existing shopping village, visual interface with the library which is a heritage building, and to provide for trees along the lane footpaths.</p>	<p>The vehicle ramps provide for an improved pedestrian experience. The design provides logical connection opportunities between the existing Dickson shopping precinct and the proposed development.</p> <p>This type of arrangement has been used before, previously accepted by TCCS and has been improved from previous design iterations to better open Dickson Square.</p>
17.23	[REDACTED]	<p>3. Basement 2 Plan</p> <p>a. No comments.</p> <p><i>Note:</i> Parking can extend in the fashion proposed under the lane at this level because there would be sufficient soil depth above for trees in the lane and the soil depth would be contiguous with soil that has no structure beneath.</p>	No comment.
17.24	[REDACTED]	<p>4. First Floor Parking Plan</p> <p>a. Regularise the south east part to suit a re-aligned Dickson Square discussed in Point 1a above.</p>	Response in 17.2 above.
17.25	[REDACTED]	<p>b. The Antill St frontage should be recessed 3m between the corner-built forms of the residential above to provide a visual gap between the ground floor and the residential above.</p> <p><i>Reason:</i> To provide visual interest to Antill St and to give visual prominence to the residential uses facing Antill St.</p> <p><i>Note:</i></p> <p>1. I have considered the merit of a setback at this level above the podium to the residential floors to assist in breaking down the bulk of the building – however, I recognise that the proposal presents a built form parallel to the street alignment without setback above podium which is consistent elsewhere in Canberra of similar height apartment buildings – and therefore on balance consider that no</p>	<p>The architectural treatment of the development satisfies the building design requirements of the Dickson Precinct Code and is consistent with the desired character as defined. There is no requirement for the Antill Street frontage to be recessed 3m between the corner-built forms of the residential above to provide a visual gap between the ground floor and the residential above.</p> <p>Note the statement retracted on balance.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		further building setbacks are needed (except for the Antill St setback at ground level for the whole building referred to in Point 1b above).	
17.26	[REDACTED]	<p>5. Level 2 Plan and Typical Floor Plan</p> <p>a. The residential floor plate should be broken into at least two building floor plates separated by a 10m gap.</p> <p><i>Reason:</i> Break down the scale of the building from a 104m long building by creating two x 40+m long buildings above the podium, interface with the public domain, internal amenity by shortening the common corridors, and more corner apartments for better aspect and cross ventilation.</p> <p><i>Note:</i></p> <ol style="list-style-type: none"> Residential buildings longer than 60m are visually monolithic, overwhelm the public domain, and contribute to social anonymity. The gap will cause a loss of apartment yield. It would be acceptable in urban design terms to either extend the residential building along Badham St or to add a floor to each corner-built form of Antill St to compensate loss of floor space. Linking transparent narrow bridges in alignment to the internal common corridor would be acceptable for each level. 	<p>The built form of the development is shaped by the building envelope created by the planning controls within the Dickson Precinct Map and Code. The requirements of the ACT Territory Plan do not require that buildings longer than 60m are to be separated by a 10m gap. The building design, articulation, detailing and finish will provide an appropriate scale, add visual interest and enable visual differentiation between dwellings when viewed from adjoining public spaces.</p> <p>The proposed apartment plan complies with the zoning plan whereas an additional apartment on the south is not approvable under the Dickson Precinct Map and Code.</p>
17.27	[REDACTED]	<p>b. Shorten the internal corridor on each level consistent with Point 5a above.</p> <p><i>Reason:</i> The proposed internal corridor on each level is far too long at 104m long and services 28 rooms on each level – far too many rooms. Such an uninterrupted long length contributes to social anonymity and an institutional atmosphere. Social interaction and cohesion is encouraged by smaller groups of apartments up to 6-8 per floor where it is easier for neighbours to get to know each other.</p>	<p>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.</p> <p>The light well assists in interrupting the corridor environment and promote social interaction. With openings on either end of the corridor to improve the interior quality of this space.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.28	[REDACTED]	<p>c. Provide variety in the design of the internal corridor such as wider parts of the corridor especially around lifts and views to the outside where people gather, wide and narrow recessed entries, and sidelight translucent windows to apartment entries.</p> <p><i>Reason:</i> Visual interest, identity, comfort, and amenity.</p>	<p>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.</p>
17.29	[REDACTED]	<p>d. Provide additional residential amenities to the podium top such as a barbeque, children’s play area, and a common room suitable for table tennis/meetings.</p> <p><i>Reason:</i> residential amenity, common facilities for all ages, and social cohesion.</p>	<p>The communal open space provided on the Level 2 podium is directly accessible from common entries and pathways. The communal open space includes:</p> <ul style="list-style-type: none"> • A mixture of trees, shrubs and ground cover provided in raised planting beds. • A timber deck / vine clad pergola / alfresco entertainment area • A synthetic lawn communal open space • 1m wide raised kitchen garden beds.
17.30	[REDACTED]	<p>e. Internal common corridors to have outlook and natural ventilation by having external windows at the ends of corridors in direct line of sight of the length of the corridor and the lift lobbies.</p> <p><i>Reason:</i> Occupant amenity, environmental legibility and sustainability.</p> <p><i>Note:</i> The proposal provides three external windows to the internal corridors on each level. Two of the windows are not in alignment of the corridor and the long length of the corridor mitigates their utility.</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 an additional full length window on the eastern end of the corridor.</p> <p>Corridor design is consistent with the ACT Territory Plan.</p> <p>Refer to response in 17.28.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.31	[REDACTED]	<p>6. Elevation North (Antill St)</p> <p>a. Extend the Antill Street corner-built form treatment by another bay along Antill St at both ends.</p> <p><i>Reason:</i> To visually reinforce the importance of Antill St, and to ameliorate visual impression and building length.</p>	<p>This design was considered but the massing relationship to the residential lobby was seen as more primary.</p>
17.32	[REDACTED]	<p>b. Generally, lighten some external colours or provide contrasting lighter accents.</p> <p><i>Reason:</i> Visual interest. The current colour selection presents sombrely and presents heavily.</p>	<p>The material selection includes a light coloured 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 for the development.</p>
17.33	[REDACTED]	<p>c. All north facing windows wider than 1m without shading are to have window hoods for sun shading.</p> <p><i>Reason:</i> Occupant comfort and sustainability.</p>	<p>The performance of the north facing windows will be managed through compliance with the National Construction Code at building approval.</p>
17.34	[REDACTED]	<p>d. Break the horizontality of the podium with vertical separation/articulation.</p> <p><i>Reason:</i> Pedestrian scale and visual interest.</p>	<p>The Antill Street architectural expression changes the form of the building along the façade to avoid repetition and symmetry, refer to Antill Street elevation.</p>
17.35	[REDACTED]	<p>e. Provide variety to the balustrade design.</p> <p><i>Reason:</i> Visual interest and streetscape/public domain interface</p> <p><i>Note:</i> Except for the corner apartments, all apartments have the same balustrade design resulting in visual monotony.</p>	<p>There are three different balcony types in the design. Metal, face brick and cement rendered. The metal is used in different ways depending on the purpose of the balustrade. The variants in balustrade and balustrade details is part of the desire to break up the form on Antill Street and to be either prominent or recessive as part of the overall architectural strategy.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			The proposed balustrade types are to strengthen the architectural character.
17.36	[REDACTED]	<p>7. Elevation East</p> <p>a. Canopy over Dickson Square should be removed. <i>Reason: scale relationship with the heritage library building.</i></p>	<p>The canopy contributes to the place making of the square. It is an open form that helps define the square. It is light weight and composed of light weight elements as a roof element it does not compete with the Dickson Library geometry.</p> <p>The open structure over Dickson Square and will not have a detrimental impact on the Dickson Library.</p>
17.37	[REDACTED]	<p>b. Apartment windows and balconies to have moveable external shades. <i>Reason: occupant comfort and sustainability</i></p>	The extent of balcony and glazing is considered appropriate for the climate of Canberra.
		<p>c. Break the horizontality of the podium. <i>Reason: pedestrian scale and visual interest.</i></p>	Refer to the response in 17.34.
17.38	[REDACTED]	<p>8. Elevation South</p> <p>a. Canopy over Dickson Square should be removed as discussed in Point 7a.</p>	Refer to the response in 17.36.
17.39	[REDACTED]	<p>b. Break the horizontality of the podium. <i>Reason: Pedestrian scale and visual interest.</i></p>	Refer to the response in 17.34.
17.40	[REDACTED]	<p>9. Elevation West</p> <p>a. Apartment windows and balconies to have moveable external shades. <i>Reason: Occupant comfort and sustainability.</i></p>	Refer to the response in 17.33.

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.41	[REDACTED]	<p>b. Break the horizontality of the podium.</p> <p><i>Reason:</i> Pedestrian scale and visual interest.</p>	Refer to the response in 17.34.
17.42	[REDACTED]	<p>10. Section BB</p> <p>a. The development to be setback at least 4m from the property to enable thick vegetation landscaping as discussed in Point 1b.</p>	<p>The proposed landscape allows for substantial trees and vertical vegetation to the facade.</p> <p>The area provided for planting has been appropriately dimensioned to accommodate the scale of the plants proposed.</p>
17.43	[REDACTED]	<p>11. Additional issues</p> <p>a. Designate outdoor areas in Dickson Square for café seating generally out of direct paths of pedestrian movement</p> <p><i>Reason:</i> Public domain legibility and pedestrian amenity.</p>	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.
17.44	[REDACTED]	<p>b. The proportion of apartments with good solar access needs to be increased from less than 50% to at least 70%.</p> <p><i>Reason:</i> Residential amenity, consistency with the ACT Multi-Unit Housing Code, and such a freestanding site should be able to achieve greater than 70%.</p>	<p>The Dickson Precinct Code confines the location of a minimum 100 residential and commercial accommodation units component of the development to an extended residential floor plate running east-west along the Antill Street frontage.</p> <p>This orientation combined with the need for single orientated units accessed via a central corridor increases the number of south facing units. This therefore reduces the number of residential units that may reasonably achieve a minimum 3 hours of solar access to one or more daytime living areas on the winter solstice on 21 June. The provision of skylights for Level 6 south facing dwellings will increase access to sunlight. Daytime living areas have reasonable access to sunlight.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			CGPD are considering if further amendments to the design can be made to improve the solar access to apartments.
17.45	[REDACTED]	<p>c. The proportion of apartments with good natural ventilation needs to be increased to at least 60%. This means windows opening on two sides of an apartment. Note: single aspect apartments that are wider than they are deep with ceiling fans would be acceptable.</p> <p><i>Reason:</i> Residential amenity.</p>	Dwelling layouts will deliver natural ventilation to habitable rooms by maximising separation between opening windows.
17.46	[REDACTED]	<p>d. Apartment diversity by number of bedrooms is needed. I have been unable to check this aspect for lack of apartment layout plans. There appears to be too many small apartments.</p> <p><i>Reason:</i> Social diversity in a development.</p>	The development is rule compliant by providing a combination of dwelling types including studio, 1 bedroom, 2 bedroom and 3 bedroom dwellings.
17.47	[REDACTED]	<p>e. Provide a public art strategy inspired by local history and culture for ground level external solid walls and the proposed Dickson Square.</p> <p><i>Reason:</i> Public domain amenity, visual interest and sense of place.</p>	The development will provide the opportunity for temporal events during the year.
17.48	[REDACTED]	<p>Conclusion</p> <p>The above points are made in the light of the local planning policies and objectives and good practice urban design. Serious attention is needed to address each point. The development is capable of being of good urban design, but this must be demonstrated through design amendment.</p>	The architectural treatment of the development satisfies the building design requirements of the Dickson Precinct Code and is consistent with the desired character as defined. The City Renewal Authorities nine design quality principles are addressed in the Design Response Report and demonstrate how the development will be a quality development for the Dickson Group Centre.
17.49	[REDACTED]	<p>McLaren Traffic Engineering</p> <p>Throughout the reports, the existing onsite parking has been mentioned as 236, 240 and 242. It would be good to clarify the exact number. For calculating replacement parking rates and</p>	<p>We have worked to 237 spaces.</p> <p>236 spaces are listed in the report by Chris Coath/GTA (Nov 2016)</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		shortfalls, where this value has been inconsistent, the existing parking has been assumed as the lowest value of 236. On clarification of the existing provision, these values can be updated.	<p>240 spaces are listed in the reports by Mott Macdonald (August 2014) and Tim Rogers (Nov 2016).</p> <p>We are unsure which report refers to 242 spaces.</p> <p>Given the timing of the production of various reports the numbers of carparks do vary including modification for disabled spaces, the relative difference between 236 and 237 is not considered significant in our assessment.</p>
17.50	[REDACTED]	<p>MCLaren Traffic Engineering (MTE) Comments of Reviewed Key Documents</p> <p>2.1 ACAT, AT 43 & 44 of 2016: Tribunal Decision – Date of Orders: 29 March 2018.</p> <p>MTE: In reference to the proposed development’s parking requirements, the 2016 application that was approved, provided a greater shortfall of parking than that of the 2015 application that was refused.</p>	<p>The parking requirements for this development application are to be considered on their own merit.</p> <p>Note there is a reduction in car park numbers due to a reduction in gross lettable area.</p>
17.50	[REDACTED]	<p>Contentions 38, 39, 42, and 56 – MTE agrees the proposed development’s traffic impact will result in major traffic congestion of the primary intersections servicing the Dickson Group Centre, as well as pedestrian safety and vehicular hazard concerns (specifically the loading bay access from Antill Street).</p>	<p>The contentions in the Tribunal proceedings relate to a different scheme to the development currently proposed.</p> <p>The assessment undertaken has found that the intersections will operate in a satisfactory way given the context of the centre. The loading bay access from Antill Street has been proposed to include a management plan to coordinate vehicle use for deliveries and waste collection with peak traffic periods to provide for a superior traffic outcome.</p> <p>The development application has been referred to other relevant ACT government departments including those responsible for the traffic network. The Transport Canberra and City Services (TCCS) Directorate will require a temporary traffic management plan to be approved prior to the commencement of construction.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			<p>The potential impacts on the traffic network during and post construction will be determined to the satisfaction of TCCS.</p>
17.51	<p>[REDACTED]</p>	<p><i>Contentions 237 to 245 – MTE agrees with the Tribunal’s concern regarding the increased risk to pedestrian safety along Dickson Place ‘Road A’, as a direct result of this proposed development and the placement of the access and egress basement ramps within Territory land on the existing carriageway. This is contrary to the safe and efficient environment expectations and requirements in the Deed between the ACTPLA and Coles, thus, resulting in a proposed development application that “falls far short” of one which would fit the existing desired character of the Dickson Group Centre.</i></p>	<p>The contentions in the Tribunal proceedings relate to a different scheme to the development currently proposed.</p> <p>The development as now proposed provides a minimum 4m width for pedestrian paths around the building. The planting and furniture have been strategically placed to promote free flowing moment while maintaining sight lines and promoting slow streets.</p> <p>The shared zone design methodologies are framed to provide pedestrian safety with right way of, pavement selections made to communicate pedestrian spaces, use of low speeds and well placed signage to emphasis the urban design outcome that optimises the space for pedestrians.</p>
17.52	<p>[REDACTED]</p>	<p>2.2 Traffic Impact Assessment by Northrop (CR181746_EC01) Issue 1.3 – December 2018.</p> <p>MTE: MTE agrees with the statement, with respect to the intersection of Antill and Badham Streets, that “the introduction of the development due to traffic generation ... results in the intersection becoming oversaturated”. The traffic impact of the proposed development on this intersection will see the weekend peak queues increase from 108 metres to 410 metres (the data is unclear if it refers to metres or vehicles, the lesser of the two has been taken). This queue from the Antill and Badham Street intersection will bank traffic back to beyond the Antill and Melba Street intersection to the east.</p> <p>With reference to this report and the others reviewed, MTE does not agree that oversaturation is isolated to this intersection as a result of this proposed development. Northrop’s isolated assessment of the intersection of Antill Street and Dickson Place ‘Road A’ show queue lengths (approximately 68 metres) exceed the physical road distances; and are almost five (5) times that of the existing ‘LoS C’ queues.</p>	<p>The 108m and 410m relates to the 95th percentile peak queue length which is almost the worst case as per the SIDRA model. Being the 95th percentile queue length, these queue lengths would only occur on average 5% of the time during the weekend peak periods. The average weekend peak queue length is 66m and 252m respectively and would occur on average 50% of the time during weekend peak periods.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.53	[REDACTED]	<p>The report identifies a requirement of 701 parking spaces for the proposed development, and proposes a provision of 655 spaces, of which 449 are available for public use to service the existing Dickson Group Centre and proposed retail, commercial shops and residential visitors.</p> <p>The podium level is stated to include 206 spaces. <i>MTE</i> does not accept that the 23 remaining spaces (as a minimum of 183 must be allocated to residents) will be adequate to meet the parking demand of the required operational staff (retail, commercial shops and centre management of the proposed development). It is recommended a breakdown of staff parking requirements per tenancy is provided to stipulate the staff parking does not overflow into the insufficient retail and replacement (of existing) parking allocation.</p>	<p>A breakdown of staff parking per tenancy is not required by the authority or under the TIA guidelines and is not consistent with ACT practice. Proposed developments are assessed on a total of areas per land use. Proposed parking provided is consistent with the Parking and Vehicular Access General Code.</p>
17.54	[REDACTED]	<p>As per the <i>Deed</i> between the <i>ACTPLA</i> and <i>Coles</i> there is a requirement to provide car parking fees not exceeding the amounts set out in the <i>ACT Road Transport (General) (Pay Parking Area Fees) Determination 2015 (No 2)</i>. No reference to this is made in the reviewed development applications for either the temporary sealed parking required during the construction period at Block 13 Section 72, Dickson or the subject site, Block 21 Section 30, Dickson.</p>	<p>The fees to be set for car parking will be agreed with the ACT Government and do not require resolution at the development approval stage.</p>
17.55	[REDACTED]	<p>2.3 Urban Design Expert Review by Michael Harrison – 14 February 2019.</p> <p><i>MTE</i>: It is noted that the expert advice recommends the removal of the proposed access and egress ramps along Dickson Place 'Road A' as the proposed development should remain an existing public domain and be free of private development.</p> <p>This advice is in alignment with the below extract from the <i>ACTPLA's Group Centres Development Code</i> and the <i>Dickson Precinct Map and Code</i> as well as the <i>Tribunal Decision Contentions (Date of Orders: 29 March 2018)</i> with reference to traffic and parking. This advice is fully supported by <i>MTE</i> as in our view, the proposed ramps have inadequate sightlines to ensure safe access and egress to the parking levels (both the public basements and residential / commercial podium) and back into the supporting road network via Dickson Place 'Roads A and B'.</p>	<p>The proposed exit ramp is located within the lease, the proposed entry ramp location provides sight distance from the Badham Street / Road A intersection.</p> <p>The ramp to the podium parking zone provides for similar sight lines to any perpendicular ramp into a basement or podium parking area.</p>
17.56	[REDACTED]	<p>The proposed circulation paths on an already congested, over capacity Dickson Place 'Road A' would be an avoidable safety risk and concern for the existing (and an increased future) pedestrian amenity. Dickson Place 'Road A' is a "Primary Active Frontage" and a main pedestrian access route, as stated and depicted in Annexure B.</p>	<p>The Group Centres Development Code is not contained within the ACT Territory Plan.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p><i>“Group Centres Development Code Part B – General Development Controls Element 1: Restrictions on Use Rules 1.2 Existing Car Parks</i></p> <p><i>R31 Development on existing car parks (Figures B1 – B17) complies with all of the following:</i></p> <ul style="list-style-type: none"> <i>a) Retains the existing level of car parking</i> <i>b) Accommodates onsite any additional demand for car parking that is generated by the development</i> <i>c) Ensures that car parking remains available for public access</i> <i>d) Complies with the Parking and Vehicular Access General Code</i> <p><i>Criteria 1.2 Existing Car Parks</i></p> <p><i>C31 Development on existing car parks (Figures B1-B17 may be considered where it meets all of the following:</i></p> <ul style="list-style-type: none"> <i>a) In accordance with the Parking and Vehicular Access General Code, there is enough car parking for the needs of the centre as a whole</i> <i>b) The development does not affect the overall function of the centre in terms of economic, social, traffic and parking and urban design impacts.”</i> <p>The proposed development is contrary to and does not meet the ACTPLA’s Group Centre Development Code’s Rules and Criteria. In view of the foregoing, ACTPLA’s considered view must be to refuse the proposed development for approval based on the non-compliance with the above criteria of ACTPLA’s Development Codes. Specifically, the requirement of the level ‘at-grade’ quantity of parking to be retained, in addition to the parking provision required for the proposed development.</p> 	<p>Multiple on site observations of Dickson Place have not found that the road is currently congested beyond an expected level.</p> <p>Pedestrian amenity on the proposed connections is good and provides for safe use.</p> <p>The measures mentioned have been achieved in the proposed development.</p>
17.57	<p>██████████ ██████████ ██████████</p>	<p>Key Findings and Comments</p> <p>3.1 Removal of existing parking during the construction period</p> <p>The length of the construction period will negatively impact on the existing economic performance due to the reduction of traffic and parking convenience and pedestrian / customer access to the Dickson Group Centre. The proposed development application fails to mention the</p>	<p>As part of the formation of the proposed development carparking occupancy surveys were undertaken to validate previous occupancy surveys. The new surveys found utilised spaces available for parking. This capacity along with the process agreed during liaison with the authority to improve turnover of spaces in the area by</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>requirement to provide a minimum of 74 “two-coat seal pavement” spaces, to the east of the site across Cowper Street on Block 13 Section 72 Dickson (before any commencement works at Block 21, the subject site, can begin), as per the <i>Deed</i> between the ACTPLA and Coles.</p>	<p>amending time controls on existing parking and the additional leased carparking will provide a reasonable response to the construction impact.</p> <p>Temporary car parking arrangements will maintain access to parking for the Dickson Group Centre during construction.</p> <p>CGPD previously agreed with the ACT Planning Authority to address the temporary car parking arrangements during construction by the Authority changing long stay car parking spaces within the vicinity of the site to shorter stay car parking spaces and additional leased car parking spaces at a further distance from the site.</p> <p>This approach was accepted as reasonable by all 3 traffic experts (including Charter Hall’s then traffic expert, Tim Rogers).</p>
17.58	<p>██████████ ██████████ ██████████</p>	<p>The removal of the existing drop-off and pick-up zone within Dickson Place ‘Road A’ will cause an adverse effect to the existing pedestrian, traffic and economic operation of the Dickson Group Centre. Again, contrary to the ACTPLA’s <i>Group Centre Development Code’s Rules and Criteria</i>.</p>	<p>The Group Centres Development Code is not contained within the ACT Territory Plan.</p> <p>The proposed shared zone provides for drop off and pick up zones within Dickson Place to support pedestrian, traffic and economic operation.</p>
17.59	<p>██████████ ██████████ ██████████</p>	<p>3.2 Inadequate parking provision</p> <p>The proposed development application fails to provide an adequate parking provision for long term use of the site as well as during the construction phase(s), in accordance with the ACTPLA’s <i>Group Centres Development Code</i> and the <i>Dickson Precinct Map and Code</i>. A breakdown of the required parking provision is outlined below in Annexure A. In view of the foregoing, ACTPLA can only reject the proposed development based on the non-compliance with the criteria of <i>ACTPLA’s Development Codes</i>.</p>	<p>The Group Centres Development Code is not contained within the ACT Territory Plan.</p> <p>The car parking to be provided on site accommodates the replacement car parking required and the car parking for the proposed development in accordance with the Parking and Vehicular Access General Code.</p> <p>Parking during the construction phase has been considered and the approach to be implemented</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
			<p>agreed with the authority. The approach has been tested by parking occupancy surveys.</p> <p>The authority is able to approve the proposed development.</p>
17.60	<p>██████████ ██████████ ██████████</p>	<p>3.3 Pedestrian and cyclist safety, access and convenience</p> <p>Currently, pedestrians use Dickson Place 'Road A', as a primary thoroughfare between the existing at-grade car park on the site, to the surrounding commercial services and businesses in the Dickson Group Centre (which in turn rely on the site for patron parking). Significantly increasing the flow of traffic through this road will greatly affect the safety of pedestrians and cyclists, as well as new and existing vehicles in the precinct.</p>	<p>The existing pedestrian access across Road A is currently haphazard, the proposed development provides for a reduced traffic speed, priority for pedestrians through the shared zone and improved pavements and signage. Safety is enhanced through these measures and the change to traffic measures.</p> <p>The connection between the publicly accessible car park and the section of Road A providing access to the commercial services and businesses will be enhanced by the proposed works. The traffic flow through this section of Road A will decrease; not significantly increase because of the ramps removing the vehicles off the road and into the car parking in the basement below the road.</p>
17.61	<p>██████████ ██████████ ██████████</p>	<p>Inadequate sightlines, short and operationally insufficient turning bays will create avoidable pedestrian and traffic safety concerns, in the already (as assessed by each of the aforementioned independent traffic and parking impact assessments) over capacity Dickson Group Centre road network. An inadequate pedestrian level of service has been assessed in relation to the primary access corridors at street level.</p> <p><i>MTE</i> recommends that if the site is to be considered fit for a future proposed development, as a minimum requirement, a carpark at the existing grade should be incorporated into the design to ensure the <i>ACTPLA's</i> rules and criteria of developments to existing car parks are achieved.</p>	<p>The investigation prior to the sale of the land and the resulting Deed of Agreement found the site fit for development, no requirement for an at grade carpark was nominated. The carparking proposed in the development is in general conformance with the relevant Australian standards. Pedestrian safety in carparking zones is assessed as being good.</p> <p>The rules and criteria for development to existing car parks do not require the provision of parking at the existing grade.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.62	[REDACTED]	<p>3.4 Loading bay access from Antill Street</p> <p>In the expert opinion of <i>MTE</i>, allowing heavy vehicle access from Antill Street, a major collector road already exceeding the desired traffic, is a huge safety issue. If this is deemed an acceptable risk by the consent authority, it is recommended that the access to the proposed site be designed and constructed as a road profile, rather than that of a driveway profile, ensuring bicycles, pedestrians and other vehicles using Antill Street give way to the HRV and MRV's turning into the site.</p>	<p>Bringing HRV and MRV activity into Badham Street or Road A would have impacted on active travel safety.</p> <p>The development application has been referred to other relevant ACT government departments including those responsible for the traffic network. The Transport Canberra and City Services (TCCS) will determine the road profile required.</p> <p>The analysis undertaken during the detailed design will include production of a safety in design report which will further develop the concepts agreed that include a loading dock management plan to coordinate loading dock activities outside of peak traffic periods.</p>
17.63	[REDACTED]	<p>Secondly, the removal of the bus stop along the site's Antill Street boundary will reduce the convenience of access to existing Dickson Group Centre patrons who rely on this service.</p>	<p>The alteration to the Antill Street bus stop has been a long term design element contributing to the development of the proposal.</p> <p>The development application has been referred to other relevant ACT government departments including those responsible for the bus network. The Transport Canberra and City Services (TCCS) will determine the bus network requirements including bus stop locations on Antill Street.</p>
17.64	[REDACTED]	<p>3.5 Public transport interface (sustainable outcomes)</p> <p>Public transport and the bus stop on Antill Street should be retained as vital public transport connection, rather than being subservient to the proposed loading dock.</p>	<p>The bus stop is proposed to be relocated to the East along Antill Street as previously accepted by ACTION and the current proposal has not proposed any changes to this prior arrangement.</p> <p>The development application has been referred to other relevant ACT government departments including those responsible for the bus network. The Transport Canberra and City Services (TCCS) will determine the</p>

Item	Representor	Submission	Response
			bus network requirements including bus stop locations on Antill Street.
17.65	[REDACTED]	<p>3.6 Inadequate road network capacity</p> <p>With the conflicting reports and daily / peak vehicular assessments of the existing road network surrounding and servicing the Dickson Group Centre (Antill Street, Badham Street, Cowper Street and the three Dickson Place's [Dickson Place along The Dickson Tradies frontage and 'Road A' and 'Road B', as referred to in the reviewed documents]), an adequate traffic impact assessment of the proposed development is speculative at best.</p> <p>The approximate additional 867 weekday and 852 weekend pear hour trips have not been adequately assessed with respect to the existing road network traffic volumes and capacity with a detailed network analysis needed to prove the proposed developments viability.</p>	<p>The comment has listed the traffic generation from previously proposals for the site. This particular proposal details peak generation rates of 728 for weekday and 763 for weekend. The traffic generation has been built into the SIDRA models accounting for incoming and outgoing traffic for the proposed development as well as how the traffic has been distributed within the network.</p> <p>Models have been based also on current vehicle counts. Given the background of work, investigation and other inputs, the report is robust and not speculative.</p>
17.66	[REDACTED]	<p>3.7 Microsimulation</p> <p>Given the complexity of the immediate road network, it is highly recommended that a microsimulation package such as Paramics or AIMSUN, should be employed to replicate the existing 'Levels of Service' for intersections around the subject site and to model the changes.</p>	<p>AIMSUN modelling was undertaken by Opus for the previous development. The results were analysed by the panel of experts who reached the majority conclusion that the modelling was acceptable, and the network had the capacity for the proposed development. The current development generates fewer traffic movements than the previous proposed development. Liaison was undertaken with the road authority during the preparation of this development application and it was confirmed by the authority that microsimulation was not required.</p>
17.67	[REDACTED]	<p>4. Conclusion</p> <p>In conclusion, it is clear to <i>MTE</i> that all documents reviewed in reference to the proposed development have failed to:</p> <ol style="list-style-type: none"> adequately assess the existing traffic and parking conditions; 	<p>The TIA has been prepared in accordance with the intent of the local guidelines, new counts were obtained, parking survey's undertaken, liaison has been undertaken with the road authority's representatives and the assessment has been validated against previous work as discussed below.</p>







Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>2. adequately assess impact the impact of the proposed development on the surrounding road network;</p> <p>3. adequately provide a safe and compliant design that ensures pedestrian and cyclists safety with respect to the service / loading bay access from Antill Street (as well as associated traffic congestion);</p> <p>4. to provide an adequate supply of parking (including an allowance for circulation) both during the construction period and future operation of the proposed development.</p>	<p>The development application has drawn on the extensive traffic analysis undertaken for the site to date and has assessed the existing traffic and parking conditions and on the surrounding road network. The loading bay access has been prepared with the careful consideration of safety for pedestrians and cyclists. The parking supplied meets the requirements of the Parking and Vehicular Access General Code. The parking during construction will be provided to the satisfaction of the Territory.</p>
17.68	<p>[REDACTED]</p>	<p>When you consider the site holistically, it is questionable whether the at-grade car park should ever be approved for redevelopment with any proposal requiring an onsite commercial (retail) scale loading dock, as each of the property boundaries, Antill Street (a key public transport interface), Dickson Place (a primary active frontage for pedestrians and cyclists) and Badham Street (a key access corridor to the Dickson Group Centre) are vital to existing operation, where removal of any would adversely affect the Dickson Group Centre.</p>	<p>The site provides for opportunities to provide loading facilities and public transport connectivity while improving active travel linkages. The development of the site as captured in the proposal supports the Dickson Group Centre.</p> <p>The at-grade has been sold by the ACT Government for redevelopment and the loading dock has been located in a position that will not compromise the Dickson Group Centre.</p>
17.69	<p>[REDACTED]</p>	<p>Urbis</p> <p>Charter Hall continue to lease their site to Woolworths who operate a supermarket.</p> <p>Urbis has previously prepared submissions in response to earlier schemes for the site in January 2015 and again in March 2016. In the case of both earlier submissions, in-principle support of the redevelopment of the car park was expressed to deliver the mixed-use outcome envisaged in the Dickson Precinct Plan and the contribution its offers to the revitalisation of the broader Dickson Centre.</p> <p>This in-principle support was conditional on ensuring that the design was improved to better facilitate the pedestrian connectivity between the development site and the broader Dickson Centre. This broad position remains unchanged and is reflected in this response to the latest plans.</p>	<p>The design has been improved to better facilitate the pedestrian connectivity between the development site and the broader Dickson Group Centre.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.70	  	<p>BROAD COMMENTS</p> <p>Given the number of development scheme iterations that have now been put forward we strongly suggest that all schemes could be viewed as an overdevelopment of the site. This is because all past and current schemes have each sought to maximise the building footprint at the ground plane. As a consequence, there is a need to overly rely on expansion of the site into the public realm to accommodate vehicular access.</p> <p>In the absence of a plot ratio for the site, there will always be a market tendency to maximise site coverage when building height is capped. This results in a fundamental tension between the design of the ground plane where, in this instance, traffic generated by the development is still being concentrated into the same general area within the precinct as pedestrians.</p> <p>This is a less than ideal outcome for the quality of public spaces as envisaged in the Desired Character Statement contained in the Dickson Precinct Map and Code. It also results in a situation where all landscaping proposed for the development is proposed outside of the site boundaries. Whilst not previously raised as an issue, it is nonetheless a noteworthy observation.</p> <p>These concerns are reinforced further below and in the supplementary submissions made by Architectus (Urban Design) and McClaren Traffic Engineering (MTE).</p>	<p>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 new Dickson Square is largely contained within the site and will be complemented with an open aired canopy that will be trailed with climbers enhancing the civic nature of the plaza while maximising sun through the winter months.</p>
17.71	  	<p>PEDESTRIAN SAFETY</p> <p>Street Activation</p> <p>The Dickson Precinct Map and Code expressly requires the Activation of Street Frontages as per the diagram in Figure 1 below.</p> <p>Figure 1 – Precinct Map</p> <p>Implicit in this Rule in my opinion is a prioritisation of pedestrian movement over vehicular traffic on the street (Road A) that separates the Charter Hall/Woolworths site from the development site. This Rule is supported by the overarching objective to facilitate <i>“open and accessible pedestrian access throughout the centre”</i>. The achievement of this objective needs to be mindful of the focussing of pedestrian access towards Dickson Square and the community activities adjacent to the square.</p>	<p>The proposed development meets the rule as written for Active frontages as nominated in the Dickson Precinct Code. The reading of an implicit obligation in the Dickson Precinct Code was not found during the preparation of the development proposal.</p> <p>The development provides activation to the street frontages in accordance with the Dickson Precinct Map and Code.</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.72	[REDACTED]	<p>I am of the view that the latest proposal still fails for the following reasons:</p> <ul style="list-style-type: none"> • The proposed driveway ramp access into the proposed basement still gives rise to a significant pedestrian and visual barrier on what is otherwise the primary active frontage. The submission by MTE highlights that over 850 peak hour trips will be generated by the development. The majority of this will be from the commercial elements of the scheme. This is not an insignificant number and the consequences of such volumes on the full primary frontage of both sides of Road A do not appear to have been properly assessed having regard to: <ul style="list-style-type: none"> – Pedestrian safety. I note that the submission by MTE makes the explicit observation as follows: 	<p>The east west section of Road A provides for wide and attractive active travel use at the western end and the inclusion of the shared zone at the eastern end provides for very good pedestrian connectivity to the existing developments located to the south and east.</p> <p>The entry and exit driveway ramps into the basement carpark into have been moved away from the high pedestrian movement areas to provide better pedestrian amenity and improve the safety of the public.</p>
17.73	[REDACTED]	<p>– Pedestrian amenity, particularly noise impacts and visual segregation of the overall activated pedestrian precinct. The Noise Management Plan associated with the DA does not give any consideration to the effects on traffic noise traversing Road A on the quality and amenity of the public spaces within Road A. I note the observations of Architectus in their submission which in part states:</p> <p>3.3 Pedestrian and cyclist safety, access and convenience</p> <p>Currently, pedestrians use Dickson Place 'Road A', as a primary thoroughfare between the existing at-grade car park on the site, to the surrounding commercial services and businesses in the Dickson Group Centre (which in turn rely on the site for patron parking). Significantly increasing the flow of traffic through this road will greatly affect the safety of pedestrians and cyclists, as well as new and existing vehicles in the precinct.</p> <p>Inadequate sightlines, short and operationally insufficient turning bays will create avoidable pedestrian and traffic safety concerns, in the already (as assessed by each of the aforementioned independent traffic and parking impact assessments) over capacity Dickson Group Centre road network. An inadequate pedestrian level of service has been assessed in relation to the primary access corridors at street level.</p>	<p>The quality amenity of the public spaces within Road A will be enhanced by the proposed development. 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.</p> <p>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.</p> <p>Vehicle speed in the zone is low resulting in reduced noise and the surface of the trafficable pavement will not significantly contribute to noise production.</p>




Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
17.74	[REDACTED]	<p>Pedestrian amenity, particularly noise impacts and visual segregation of the overall activated pedestrian precinct. The Noise Management Plan associated with the DA does not give any consideration to the effects on traffic noise traversing Road A on the quality and amenity of the public spaces within Road A. I note the observations of Architectus in their submission which in part states:</p> <p>The on-going retention of these ramps, particularly the entry ramp in Road A, calls into question precisely what the role and function of Road A should in fact be.</p> <p>e. The vehicle ramps within the lanes must be relocated to be wholly within the site. They should be located as close as possible to Antill St - preferably shopper parking ingress should be from Badham St and shopper parking egress should be co-aligned with the residential parking egress.</p> <p style="padding-left: 40px;">Reason: Pedestrian amenity and safety, integration of the new development with the existing shopping centre, appropriate relationship with the heritage listed Dickson library building, and better interface across the lane with potential development of the adjacent property west of Woolworths. I have considered the issue of the ramp locations very carefully and consider that the benefits of continuous footpaths around the site do not outweigh the reasons.</p> <p>The on-going retention of these ramps, particularly the entry ramp in Road A, calls into question precisely what the role and function of Road A should in fact be.</p>	<p>Road A is proposed to operate as a low speed environment and will function with no articulated vehicles and occasional MRV's and HRV's. The road noise environment will be conducive for a pedestrian space.</p> <p>The quality amenity of the public spaces within Road A will be enhanced by the proposed development. 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.</p> <p>The entry and exit driveway ramps into the basement carpark into have been moved away from the high pedestrian movement areas to provide better pedestrian amenity and improve the safety of the public. The traffic flow through this section of Road A will decrease because the ramps removing the vehicles off the road and into the car parking in the basement below the road and therefore prioritising pedestrian movement in the area above.</p>
17.75	[REDACTED]	<p>In my opinion Road A sits at the lowest order of streets within the precinct, with the opportunity to contribute to a fine grained and intimate space where shoppers and pedestrians can mingle and dwell, and cars and vehicle movements play a very much secondary role. The planning objectives call for this by requiring activation along the entire length of both sides of Road A.</p>	<p>The development provides activation to the Road A street frontages on its side of Road A in accordance with the Dickson Precinct Map and Code.</p> <p>Activation on the other side of Road A will occur when future development occurs on that side of the road.</p>
17.76	[REDACTED]	<ul style="list-style-type: none"> The proposed plans show a row of speciality shops shaded pink fronting Road A as per the extract in Figure 2 below. It needs to be recognised that there is no means to service these shops other than via the front door off the street, precisely at the point where traffic for the overall development is being concentrated towards the entry to the basement access ramp. This in my opinion will lead to: 	<p>The expectation is that the uses for these shops will not be such that they require significant loading – service orientated uses, rather than sale of goods.</p> <p>The small volumes of loading required can be managed without significant impact by selection of preferred</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> – Potential conflicts between service vehicles that will need to park on the street to access these shops; – Conflicts with pedestrians as servicing / loading / unloading activities will intersect planned pedestrian flow lines; – The internalisation of these retail shops as they adopt measures to ensure shopper amenity is not unduly impacted by traffic noise; – The potential difficulty for these shops to be leased due to their poor amenity. <p>Each of these issues / scenarios above give rise to the potential conflict with the desired character for the centre.</p> <p>Figure 2 – DA Plan Extract</p>	<p>servicing periods, through the loading dock and service corridor.</p> <p>The retail tenancies fronting Road A will be serviced without conflict to the pedestrian movement, circulation of vehicles and amenity of shoppers.</p> <p>We do not consider these shops to have poor amenity.</p>
17.77	  	<p>Pedestrian Connectivity within the Centre</p> <p>The following diagrams in Figure 3 below are extracts of previous schemes for the site. In our earlier submissions, consistent concerns were raised over the location of the travelators and the opportunity such could provide to better link private and public spaces. The diagrams overleaf show the earlier locations of the proposed travelator.</p> <p>Figure 3 – Plan extracts previous DA Schemes</p> <p>In our submission to the 2016 scheme, we recommended the realignment of the travelators to provide better connectivity into Dickson Plaza and surrounding land uses.</p> <p>The latest scheme appears to have made some effort to move the travelator eastward which provided opportunity for a more direct connection into Dickson Square. However, in the latest scheme the travelator continues to remain internalised as per the earlier schemes. There does not appear to be any information how public access into the travelator is to be maintained on a 24/7 basis given the that the basement car park includes public car parking for the benefit of the entire precinct, including shopper parking for customers of the Woolworths supermarket.</p> <p>Based on my review of the landscape plan included with the DA documentation, there appears to be opportunity to reconfigure interface between the travelator and the proposed plaza space in the southeastern corner of the site for the following reasons:</p>	<p>The travelators and lifts have been located as far as possible in the south east corner to provide best possible access to the Dickson Library, Dickson Square and Woolworths.</p> <p>The location of the travelators allows for direct interface with the Dickson Square and at the top of the travelator through the clear glass airlock to have visual connection to the buildings around the square promoting equitable access to all surrounding buildings.</p> <p>The connection to the public domain provides fair and reasonable access to the Dickson Group Centre. The glass doors to access the travelators and lift will operate 24/7 and will maintain access and egress to the basement car park. The doors to the service corridor and the shutter to the supermarket will be closed outside of the supermarket trading hours. Please see attached Access and Visibility diagram prepared by Turners.</p> <p>In locating the travelators it was necessary to consider:</p>

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109

Response Date 2 April 2019

Item	Representor	Submission	Response
		<ul style="list-style-type: none"> • At present the travelator effectively connects to a proposed supermarket lobby. This in my view has the effect of creating a perception that it is a private space for the exclusive use by the proposed development. • The enclosed wall around the travelator continues to create a disconnection between a number of public spaces, including the publicly accessible car parking within the basement. 	<p>- At Ground Level - compliance with the activation requirements of the Dickson Precinct Plan and Code, so that it was not possible (or desirable) to place the travelators in the location of the speciality retail.</p> <p>- At Basement 1 Level - the location of the entry vehicle ramps was dictated by traffic considerations, and the need for a clear pedestrian spine through the whole of the car park to ensure best outcome for safety and pedestrian amenity. An alternative location for the travelator would be immediately adjacent to the entry vehicle ramp, however this would require all pedestrians to cross the main vehicle entry to access the travelators, which is not optimal from a pedestrian safety or amenity perspective. Moving the travelators from a central position in the car park also increases the distance for the northern car parking spaces, making them less desirable to users and results in less passive surveillance in this area.</p> <p>It is preferable that travelators are not open to the elements to ensure that they remain operational and not damaged by inclement weather, exposure to dust, dirt and leaves. Travelators located external to the building would likely result in maintenance / operational issues.</p> <p>Travelators located external to the building would not provide the best urban design outcome for the Dickson Group Centre as it would reduce the area of the civic space.</p>
17.78	<div style="background-color: grey; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: grey; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: grey; width: 100px; height: 15px;"></div>	A seamless interface between public, semi-public and private spaces that enables pedestrians to readily identify and logically way-find throughout the entire precinct, particularly when public	The development will provide an intuitive and clear interface between the public, semi-public and private spaces that will enable pedestrians to readily identify

Block 21 Section 30 Dickson, ACT – Submissions for new DA No 201835109
Response Date 2 April 2019

Item	Representor	Submission	Response
		<p>access extends across ground and below-ground levels must be a key design outcome. This outcome is reflected in the marked-up extract of the latest Landscape Plan in Figure 4 below.</p> <p>Figure 4 – Landscape Plan Extract: Current Scheme</p>	<p>and logically way-find throughout the development and connect with the Dickson Group Centre.</p>
17.79	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>CONCLUSION</p> <p>As per our submission to the original scheme dated 27 January 2015 and our further submission dated 31 March 2016, the Landholder remains supportive of the opportunity to redevelop the site to the north of its landholding and the wider benefits the mix of uses it could potentially bring to the Dickson Centre.</p> <p>Whilst some improvements have been made, we strongly believe that the latest design still contains elements that fundamentally challenge what the ACT Government is trying to achieve for the Centre.</p> <p>The concentration of a significant quantities of traffic in key places that are otherwise intended to be pleasant activated streets providing safe and attractive pedestrian amenity continues to act as a major barrier and continues to isolate the site from the wider Dickson Centre. This submission has identified areas where design reviews should be concentrated. The submission prepared by Architectus, also contains recommendations to improve the design. We concur with those recommendations as they specifically relate to issues raised in this submission.</p>	<p>The inclusion of the shared zone provides for the extension of the pleasant activated street via the provision of a pedestrian priority zone with safe and pleasant pedestrian zones while also providing low speed smaller vehicle access. Traffic movements have been optimised away from the locations which would have created low on effects including Badham Street.</p> <p>The traffic for the development will be managed to create a high quality civic space through an improved landscape and urban furniture treatment while connecting in with the surrounding retail precinct.</p>

5 April 2019

Gateway Strategy Team
Environment, Planning and Sustainable Development Directorate

By eDevelopment

Dear Development Assessment Officer,

RE: DA201835109 – BLOCK 30 SECTION 21 DICKSON – S141 ADDITIONAL INFORMATION

We refer to the further information request dated 25 March 2019. The request was to provide further information, as per the email sent by Mr Ray Brown on 21 March 2019, to address the issues raised by various referral entities.

In response, we have collated the following additional information and submit this in accordance with Section 141 of the *Planning and Development Act 2007*:

- A table addressing our response to the matters raised by the further information request;
- Evo Energy (Actew) Notice of conditional approval and endorsed plans;
- Icon Water in principle approval;
- Revised noise management plan and report letter;
- Amended civil drawings reflecting the ESA truck accessibility along the shared zone (Road A), typical section for on-street parking at the southern end of Road A and waste vehicle movement (TCCS comments), amended waste management plan and additional verge works;
- Letter of Agreement [REDACTED] and CGPD;
- Amended architectural drawings providing clarification on requirements of the Dickson Precinct Code, Multi Unit Housing Development Code and CPTED General Code;
- Encroachment plan for the awning and signage;
- Response to the public representations received during the public notification period.

We trust that the further information provided sufficiently addresses the matters raised. However, please advise if you require any further clarification for this development application.

Yours sincerely,

A handwritten signature in black ink, appearing to read "A Oshyer".

Aaron Oshyer
Manager ACT
Knight Frank Town Planning