Block 21 Section 30 Dickson, ACT – Referral Entity Submissions for new DA No 201835109
Response Date 5 April 2019

Item	Entity	Comment	Response, if required
1.1	**EvoEnergy Electricity Networks –** Fails to comply	Development is to comply with minimum clearances to overhead conductors and poles. Ref EvoEnergy Drawing 3811-004.	Please see **attached** EvoEnergy Electricity Conditional Approval.
1.2	**Evo Energy Electricity Networks**	Proponent is required to submit an "Application for Electricity Network Connection or Alteration form" to network.connectionapplication@evoenergy.com.au (available on Evoenergy website) prior to commencement of any development activity to negotiate the connection of new and/or relocation of existing electricity assets.	Noted.
1.3	**Evo Energy Electricity Networks**	**Resubmission of this application must be made to both Icon Water and EvoEnergy in order to ensure that subsequent changes to the plans meet the compliance requirements of both areas.**	See response in item 1.1 above.
2.1	**ACT Emergency Services Agency** Development Application Review	ACT Fire & Rescue – further information required.	Noted.
2.2	**ACT Emergency Services Agency**	ACTF&R is in general support of the proposed DA, however width of the one way road that passes through the "shared zone" road appears significantly less than the required 5.0m trafficable width required to support the passage of a ACTF&R pumper. Confirmation of the width and distance of this road is required before ACTF&R can provide final support for the DA as proposed.	A. The shared zone is a variable width area that is intended for access by domestic vehicles as a rule, however access has been provided to facilitate a 12.5m HRV to traverse through from south to north. The area is intended to link the new development with the existing Dickson Group Centre and is an important urban design element desired by the planning authority, developer, and community alike. The allowance for vehicles is intentionally tight to deter heavy vehicles from driving through this space. Essentially we only want ESA vehicles and ability for errant heavy vehicles to get through without having to back out to Badham

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			Street. B. **Attached** is drawing 1201 that demonstrates a 12.5m HRV passing through the shared zone. This vehicle is larger than the Bronto appliance used by ACTF&R. C. **Attached** is drawing 1202 that demonstrates a 8.8m MRV (equivalent to ACTFB Pumper) passing through the area demonstrating a less tight passage. D. **Attached** is drawing 0151 denoting pavement types. This has been specifically amended to show the pavements where the pumper would traverse to be designed for 20t GMV, exceeding the 14t ESA requirement. E. Although not noted on the plan, the distance of travel through the shared zone is approximately 112m.
2.3	**ACT Emergency Services Agency**	**Water Supplies:** Buildings greater than 3 stories are considered to be higher risk residential areas and classified fire risk type F4 for water supply. The proponents are to seek clarification from ICON Water to determine the adequacy of existing infrastructure, including hydrant spacing, for the proposed development.	Please see **attached** Icon Water In-principle Approval.
2.5	**ACT Emergency Services Agency**	Rear lanes and unit complexes Due to the potential of fires occurring within rear lands and unit complexes, and the inability to access hydrants from the street front, ACTF&R policy requires hydrant provision for rear lanes and unit complexes be consistent with the fire risk classification of the development. The location of feed hydrants in rear lanes and unit complexes must comply with Australian Standard 2419.1-2500 section 3.2.2.2.	A water main is located on the eastern side of the development. Additional access hydrant can be provided to comply with this requirement.

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2.5	**ACT Emergency Services Agency**	**Fire Brigade Access:** <u>Pumper:</u> All roads and driveways for the development site are to be suitably constructed to allow the access and egress of fire fighting vehicles, crews and equipment. ACTF&R pumpers require a minimum turning circle of 18 metres and weigh 14 tonne. The dimensions of an ACTF&R pumper s 2.5 wide, 8.1m long and 3.2 high. Paths of travel that traverse over or are in close proximity to basement surfaces or water retention pits require pavement loading suitable for ACTF&R emergency vehicles access / egress.	See response in item 2.2 above. **Attached** is drawing 0301 denoting pavement types. This has been specifically amended to show the pavements where the pumper would traverse to be designed for 20t GM.
2.6	**ACT Emergency Services Agency**	<u>ACTF&R Access Requirements for Rear Lanes and Unit Complexes:</u> It is recommended that driveway access and rear lanes be constructed to provide vehicular access for emergency services in all developments where direct access to is not available from the street front. This is particularly important where garaging and rubbish services etc are intended to be provided within a complex or at the rear of properties.	See response in item 2.2 above. Note that there are no driveways or on-street waste collection from the shared zone.
2.7	**ACT Emergency Services Agency**	Minimum access standards for unit complexes and rear lanes intended to be trafficable for emergency vehicles are to be in line with the rear lane requirements of Estate Development Code, Table 2A: Street network requirements – all estates except in industrial zones, where: • minimum carriageway width of 5.5m (5.0m where the land is <60m in length), with verge of 1.5m; • pavement loading for driveways suitable to carry a 14	See response in item 2.2 above.

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		tonne appliance; • minimum horizontal radius to accommodate a 12.5m single unit truck; • the carriageway width measurement is not to include any designated car parking spaces, cycling lanes, indented car parking bas or medians; • maximum longitudinal gradient of 12.5%; and • on street parking is prohibited.	
	ACT Emergency Services Agency	ACTF&R Access requirements for building greater than 3 storeys Where buildings are greater than 3 stories high, the "Bronto Skylift" aerial appliance may be required to access the upper levels in an emergency. The Bronto Skylift has the following dimensions: • Length: 11.2m • Minimum height clearance: 3.9m • Width: 2.9m (with mirrors) • Weight: 30t with point loads up to 11Bars @21t on each outrigger (no ground plate) and 3 bars @21 tonnes (with ground plate) • Minimum turning radius: 21m • Working footprint: 12 x 6.5	See response in item 2.2 above.
2.8	**ACT Emergency Services Agency**	Appropriate access and a working footprint is required to at least one corner of all buildings to give the Bronto Skylift access to two sides of a building. When set up, the Bronto Skylift requires a working footprint of 12m x 6.5m with a maximum gradient of 6 degrees and should not be further than 15m from the building wall. Potential point loads up	Appropriate access and working footprint is available at the corner of: - Badham Street and Antill Street (north west side of the building); and - Antill Street and Road A (north east side of the building).

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		to 21 tonnes (within surface area of 0.7m^2) may be applied by the ground pads, and must be taken into account for pavements loadings and particular care taken when in close proximity to basement or podium surfaces.	
2.9	**ACT Emergency Services Agency**	**Street Furniture, Landscaping and Tree Planting:** • ACTF&R has the following requirements in relation to the location of street furniture, landscaping, existing trees and tree planting. The following should be observed: • In ground and above ground hydrants, other water supplies and all services shut offs must not be impeded by street furniture, landscaping, trees or be covered by materials; • Hydrants should be clearly identified, easily accessible and not have vehicles parking over them; and • Street furniture, landscaping and trees must not impede the progress of emergency service vehicles attending the facility. The minimum height clearance for ACTF&R vehicles is 4.5 metres. Site maintenance should include pruning of any overhanging branches over driveways and pathways.	Noted and will be incorporated in the detailed design. Note that formative pruning of street trees will be required.
3.1	**Evo Energy – Gas Network** Statement of Conditional Compliance	Stamped plans attached	Noted.
4.1	**Icon Water –** Statement of Conditional Compliance	Note Conditions of Acceptance	Noted.

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5.1	**Environment Protection Authority**	The EPA does not support the Noise Management Plan submitted with the DA. The EPA also provided other conditions and advice. The full text of the EPA's comments is as follows: • The Noise Management Plan submitted with the Development Application is not supported. • 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. 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. 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. • 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	Please see **attached** report letter and amended Noise Management Plan from Renzo Tonin.

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		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. • 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. **Advice:** 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.	

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5.2	Environment Protection Authority	**Conditions:** All works must be carried out in accordance with Environment Protection Guidelines for Construction & Land Development in the ACT, March 2011, available at www.environment.act.gov.au or by calling 132281. As the site is greater than 0.3 hectares the construction is an activity listed in Schedule 1 as a Class B activity under the Environment Protection Act 1997. The contractor/builder proposing to develop the site must hold an Environmental Authorisation or enter into an Environment Protection Agreement with the Environment Protection Authority (EPA) in respect of that activity PRIOR TO WORKS COMMENCING. An erosion and sediment control plan must be submitted to and be endorsed by the EPA prior to works commencing. A site specific unexpected finds protocol (UFP) must be prepared by a suitably qualified environmental consultant to manage potentially contaminated material identified during development of the site. The UFP must be implemented during development works at the site. No soil is to be disposed from site without EPA approval.	Note that any approval will be conditioned.
5.3	Environment Protection Authority	All rain water that enters the site and pools in excavations during a rain storm event would be considered as a sediment control pond, and must meet the following condition: • No discharge from pond unless sediment level is less than 60mg/litre. If sediment level is greater, then prior to discharge, the dam must be dosed with either Alum or Gypsum and allowed to settle until the sediment is less than 60 mg/litre.	Note that any approval will be conditioned.

<table>
<tr><th>Item</th><th>Entity</th><th>Comment</th><th>Response, if required</th></tr>
<tr><td>6.1</td><td>Transport Canberra and City Services</td><td>This DA has been assessed in regards to the following:
<table>
<tr><td>Traffic</td><td>X</td><td>Driveways</td><td>X</td></tr>
<tr><td>On Street / Public Parking Facility</td><td></td><td>LMPP/Street Trees</td><td>X</td></tr>
<tr><td>Public Transport</td><td></td><td>Street Lighting</td><td>X</td></tr>
<tr><td>Waste Management</td><td>X</td><td>Pedestrian Footpath</td><td>X</td></tr>
<tr><td>Stormwater</td><td>X</td><td>Service / Access Easement</td><td></td></tr>
<tr><td>Demolition</td><td></td><td>Estate Development Plan (EDP)</td><td></td></tr>
<tr><td>Further Information</td><td></td><td>Amendments/Additions/Alterations</td><td></td></tr>
<tr><td>Lease Variation</td><td></td><td>Capital Works</td><td></td></tr>
</table>
X = Areas Assessed.
And TCCS' position is:
<table>
<tr><td>That It Is Supported</td><td></td></tr>
<tr><td>That It Is Supported Subject to Compliance With The Following Conditions</td><td></td></tr>
<tr><td>That Further Information Is Required</td><td>X</td></tr>
<tr><td>That It Is Not Supported</td><td></td></tr>
</table></td><td>Noted.</td></tr>
<tr><td>6.2</td><td>Transport Canberra and City Services</td><td><u>Comments</u>
DDR
1. Typical section reflecting on-street parking at the southern part of Road A must be provided.</td><td>Please see attached typical section for the on-street parking at the southern part of Road A (0162 – Typical cross sections Sheet 2) prepared by Sellicks.</td></tr>
</table>

Item	Entity	Comment	Response, if required
6.3	Transport Canberra and City Services	2. Right-turn movement egressing from the western side of McDonald's driveway must be addressed.	The design team met the operator of the McDonalds and the waste collector on site to undertake a final confirmation on the waste movements. The final confirmation supported the outcome in the development application. Additional auto-turns has been prepared. Please see **attached** CR181746-C030 Rev 12 to show the movement requested – right turn movement from the western side of McDonalds driveway.
6.4	Transport Canberra and City Services	3. It is noted that the island nose has been extended beyond the basement entry wall however all turning templates are still based on the previous Island layout.	Correct. The basement entry wall nose was extended on the civil drawing by 1.5m with a radius provided on the end. The nose houses a sign and protects the edge of the wall. The extension of the island impacts marginally on the auto-turn previously prepared showing the turning of an 11.0m truck into the McDonalds eastern carpark. This has been reviewed against the truck operators updated vehicle dimensions (10.8m long) and with a sign relocation and the leading end of the island cut back in the order of 500mm the correct vehicle successfully completes the turn into the McDonalds site.
6.5	Transport Canberra and City Services	<u>Comments</u> WASTE 4. The submission must include supporting documentation that is either fully compliant with the 2016 Waste Code or the Development Control Code for Best Practice Waste Management in the Act 2019 (Code can't be mixed 'n' matched).	Please see attached **amended** Waste Management Plan showing that the development is fully compliant with the 2016 Waste Code.
6.6	Transport Canberra and City Services	<u>Comments</u> TPAP 5. The proposal still does not adequately address and discuss matters raised through the previous EDP comments, including the safety of crossing points for pedestrians and cyclists (particularly at the Antill/ Badham Street surrounding connections).	The proposed arrangement is considered the safest and most suitable configuration. Pedestrians have right of way at pedestrian crossings. At the Road A / Antill Street intersection the proposed arrangement avoids a 3 lane pedestrian crossing in a busy traffic area and is assessed to better address pedestrian desire lines. At the Badham Street / Road A intersection crossings points are provided via pram crossings being located in both the northern and

Item	Entity	Comment	Response, if required
			southern verges. Pedestrian priority crossings were investigated here but were not adopted due to the traffic impact. Active travel users have the option to travel to the east to cross at the shared zone which is outside of the vehicle focus point. Safe crossing points on Badham Street are provided to the immediate north of the site at the intersection of Antill Street via the intersection treatment. To the south of the site a pedestrian crossing is provided.
6.7	Transport Canberra and City Services	6. Transport Planning previously indicated in the EDP submission that integration with the surrounding area for pedestrians, cyclists and public transport users must be clearly depicted on a plan, and where any potential deficiencies in the surrounding connections exist, that this plan identify the potential remedial measures needed. The extent of this plan should include the entire Antill St / Badham St, Antill Street / Road A/B junction and the Badham Street / Woolley Street junction.	The EDP documentation included a Sellicks drawing – 181174-0111 which was titled Public Transport Network and Off Road Movements Plan. This drawing was included in the Development Application with the title – Public Transport Network Plan. For your convenience please see **attached** drawing. The plan indicates details of the routes for buses, on road cycling and pedestrian path of travel. The plan covers Antill Street from Cowper Street to the east and it goes to the west some 90m past the Antill Street / Badham Street intersection. It also includes the entirety of Road and Road B. Badham Street is shown from the intersection from Antill Street to the Badham Street intersection with Dickson Place located to the south of the McDonalds block. The plan also shows the connection to Woolley Street. This plan shows the integration with the surrounding network. It is view of the design team that identification of potential deficiencies beyond the integration with the surround network is beyond the scope of this development.
6.8	Transport Canberra and City Services	7. Cycling provisions along Road A do not appear to have been considered. These must be considered separately to pedestrian movements as high volumes of each mode are expected.	Antill Street to the north and Badham Street to the west provide for on road cycling. Similarly Road A provides for cycling provision via the shared zone. The shared zone extends to the east from the midpoint of the east west section of Road A through to the intersection between Road A and Road B. The section of Road A located to the west of the midpoint is serviced by footpaths located to the north and south of the carriageway. The pavement to the north of the carriageway is

Item	Entity	Comment	Response, if required
			approximately 4.3m wide. The pavement to the south of the carriageway varies from an approximate width of 3m to over 4m wide. Given the traffic and the width of the trafficable pavement in the western end of Road A it was assessed that provision of on road cycling in this part of Road A was not a desirable outcome and the width of the pavements in the north and south verge provided good opportunity for cycling provision. This assessment was also influenced by the heavy waste vehicles accessing and leaving the McDonalds facility to the south and the lateral shift area in front of the basement ramp entry, further, the traffic calming landscape element located to the south of the lateral shift also influenced the design outcome. The possibility of extending the shared zone to the west was considered and was not adopted due to the risk of pedestrians in the zone adjacent the edge of the access ramp to the basement. The assessment also considered that commuter cyclists would be using the faster routes to the west, north and south of the site. Cyclists using Road A were considered generally to be users wanting access to the Dickson Group Centre.
7.1	Environment Planning and Sustainability (EPSD)	<u>Dickson Precinct Map and Code</u> R7. Current plans indicate that the overall height of the residential component of the building is 24.085m at the NW corner. Information is required as to how the building would be revised to be within the maximum height limit of 24 m; Provide the RL of the top of the peripheral planter boxes that enclose the communal open space and building plant items at Level 2.	Please see attached **amended** plan correcting the height to the maximum height of the building at 24m. RL for the planter is RL 586.150
7.2	EPSD	<u>Multi Unit Housing Development Code</u> C43. Noting that drying facilities are proposed at one end of a balcony for each apartment, please provide details as to how will the drying areas be	The drying 'zone' shown in this proposal is an area where clothes drying would be spatially accommodated. This is provided behind the balustrade and or screen to partially obscure this activity from the street. Please see **attached** detail for the drying zone.

Item	Entity	Comment	Response, if required
		screened from the street?	
7.3	EPSD	Multi Unit Housing Development Code C44. Please indicate the location of proposed letterboxes at the 2 residential entry foyers.	We would like to see the mailboxes located within the lobbies. Please see **attached** plan showing the location for the mailboxes.
7.4	EPSD	Multi Unit Housing Development Code C48(d). Adequate safety, security and convenience for residents and visitors is prejudiced by the small entry doors on each residential foyer, and irregular layout of the NE foyer. Information is required as to how these matters would be revised to address these matters;	The lobby location and design has been a large focus of this proposal in providing adequate visibility and identity to the 'gateways' of the site. There is no issue with enlarging the entry doors. Please see **attached** plan showing enlarged entry doors to each residential foyer.
7.5	EPSD	Multi Unit Housing Development Code R54. Please provide details of pre and post adapted units, to meet the requirements for Adaptable dwellings under this rule;	For your convenience please see **attached** drawings: • DA-840-006 shows a 3 bed pre and post adapted unit. • DA-840-007 shows a 2 bed pre and post adapted unit.
7.6	EPSD	Multi Unit Housing Development Code C60. Please provide details of proposed measures to ensure reasonable privacy between balconies of adjoining apartments on the southern side of the building;	Full height privacy screens are installed on the northern apartment balconies. Please see **attached** plan showing full height privacy screens to the relevant south facing apartments.
7.7	EPSD	Multi Unit Housing Development Code C58. Improvement to the number of proposed apartments that receive solar access to daytime living areas is warranted to meet this criterion. The configuration of units and /or rooms on each residential level should be revised to improved solar access under this criterion;	We believe the diagrams provided for the development were not clear enough to conclude that some of the North facing western end apartments do not receive adequate sun exposure. Please see attached a supplementary analysis that shows these apartments receive the desired outcome for the provision of amenity. All top floor apartments that do not have a direct North orientation are supplemented with a skylight. The size and location of these could

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			further be enhanced through the next design development stage. This would equate to 80 apartments receiving 3 hours of solar access (57%).
7.8	EPSD	Multi Unit Housing Development Code C82. Improvement to the space and access path(s) in the vicinity of the single lift that links level 1 parking to the 2 basement parking levels is warranted, as this will connect residential visitors to the lifts servicing the residential floor levels. Plans should be revised to address this;	Access to the residential podium levels (Level 1 and Level 2) will be controlled by building management systems in order that access by lift to these levels will be restricted by the centre manager / building manager to: (a) residents; (b) retail tenants who are given access to Level 1 for parking; and (c) maintenance access to the plant room on Level 2. Residential visitors will be unable to travel to Level 1 from the 2 basement parking levels as these will have access control restrictions for security reasons. Residential visitors will enter the residential stratum through the residential lobbies at ground floor level. Retail tenants parking on Level 1 will have lift access to the carpark.
7.9	EPSD	Multi Unit Housing Development Code C85. Further information is required about the way that deliveries and furniture removal by vehicles over 2200mm high will occur, as access from the loading dock to the hoist at the rear of the waste collection bay appears to be constrained by the presence of numerous hoppers.	The development proposes vehicles over 2200mm in height use the speciality loading dock and access the residential lift lobby via the corridor to the loading dock. The current proposal does not propose furniture removal by the residential waste room or by the garbage hoist.
7.10	EPSD	CPTED General Code C42. It is noted that access to public toilets is not obvious and convenient to users, requiring access via a long service corridor and a right angled bend in that corridor. It is considered that compliance	CGPD have considered these comments and amended the plan to improve the CPTED criteria. Please see **attached** ground level plan. In reviewing the amenities provided for the development, it was realised that an error had been made on the number of pans, urinals and sinks being provided. Please see the corrected NCC calculation

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<tr><th>Item</th><th>Entity</th><th>Comment</th><th>Response, if required</th></tr>
<tr><td></td><td></td><td>with Criteria C42(a) and (b) is not satisfactorily achieved. Further information is required as to how the plans can be revised to meet these criteria.</td><td>below:

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<table>
<tr><td>Name</td><td>Area</td><td>Ratio</td><td>Total parton</td></tr>
<tr><td>East Retail</td><td>400</td><td>(Restaurant) 1:1</td><td>400 (200 M/F)</td></tr>
<tr><td>South Retail</td><td>661</td><td>(Shop(a)) 3:1</td><td>220 (110 M/F)</td></tr>
<tr><td>Coles</td><td>3832</td><td>(Shop(a)) 3:1</td><td>1277 (638 M/F)</td></tr>
</table>

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<table>
<tr><td colspan="7">Restaurants (200)</td></tr>
<tr><td></td><td>Patron</td><td>Pan</td><td></td><td>Urinal</td><td></td><td>Sink</td></tr>
<tr><td>Male</td><td>101 - 300</td><td>2</td><td>151-200</td><td>4</td><td>51-200</td><td>2</td></tr>
<tr><td>Female</td><td>151-200</td><td>5</td><td>-</td><td>-</td><td>>150</td><td>2.3</td></tr>
<tr><td colspan="7">Department Stores, shopping centres (110+639 = 748)</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Male</td><td>1-1200</td><td>1</td><td>>600</td><td>1.1</td><td>>600</td><td>1.1</td></tr>
<tr><td>Female</td><td>>600</td><td>2.2</td><td>-</td><td>-</td><td>601-1200</td><td>2.0</td></tr>
<tr><td colspan="7">Total</td></tr>
<tr><td>Male</td><td></td><td>3</td><td></td><td>6</td><td></td><td>4</td></tr>
<tr><td>Female</td><td></td><td>8</td><td></td><td>-</td><td></td><td>5</td></tr>
</table>

The design has been revised to provide the correct numbers of pans, urinals and sinks and to also remove any unnecessary corridors. The amenities are proposed to be provided on the ground floor adjacent to the eastern retail tenancies. Access is via a straight service corridor with lifts to the basement car park (likely to have a high volume of usage) having a clear visual down one end of the corridor. The door to this corridor could be fixed to an open position during opening hours. At the other end of the corridor is the access from the loading dock for deliveries to the retail speciality tenancies and waste facilities. The plan has been amended to relocate the security / emergency activated door for the loading dock to straight part of the service corridor thereby removing access to the right angled bend in the corridor. The eastern retail tenancies also have access along this corridor.</td></tr>
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			Public seating and telephones are not proposed and opportunities for loitering have been avoided. The location of the toilets will be clearly indicated by way finding signage within the development. CCTV signage will also be included as the loading dock, service corridor, travelators, lifts and basement car parks will be monitored by cameras 24/7.
8.1	Leasing Services	I have identified the following aerial encroachments being listed below, over Unleased Territory Land adjacent to Block 21 Section 30 Dickson. 1. Awning 2. Signage These aerial encroachments will require a **2 party licence.**	Please see **attached** plan of encroachments which is primarily the extent of awnings outside the CGPD boundary. There may be some minor encroachments for speciality under awning signage on Road A (near the corner of Badham) but would be covered by the extent of the awning encroachment.
8.2	Leasing Services	The new open doors should be wholly contained within the Block boundaries.	The relevant doors are: - substation and utility doors – which are infrequently accessed by Authorities; and - fire doors for provision of escape. The fire doors only partially open beyond the Block boundaries and CGPD has attempted where possible to mitigate this requirement within the site.
8.3	Leasing Services	I will leave the decision to TCCS as to whether they require 3 party licence for the raised planter beds, seating, street furniture, bollards and new bicycle parking on the unleased Territory Land. There could also be more encroachments, I will leave the identification of all encroachments to the DA Officer.	Noted.
8.4	Leasing Services	We trust that a direct sale process has been undertaken for the additional land acquired for the development of Dickson Village.	The Direct Sale of Land Application has been lodged with the Suburban Land Agency.

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9.1	ACT Heritage Council	**Heritage Advice** Pursuant to Sections 148 and 149 of the *Planning and Development Act 2007* and Section 60 of the *Heritage Act 2004*, the ACT Heritage Council advises that: The proposed development is **unlikely to diminish the heritage significance** of the Dickson Library, subject to the below conditions.	Note that any approval will be conditioned.
9.2	ACT Heritage Council	**Advice and Conditions:** The Council identifies that *Heritage Act 2004* provisions do not constrain the development of Block 21 Section 30 Dickson, as this block does not contain any registered or recorded heritage places or objects. However, *Heritage Act 2004* provisions and management requirements do apply to the proposed activities within Block 13. Following assessment of the referral by the Council's DA Taskforce, the Council considers that additional heritage management controls are required for the new water main proposed within Block 13 and the new plantings proposed adjacent to the Block 13 boundary. In this context, the following heritage conditions are identified as DA considerations: 1. The Sellick Consultants assessment of the potential heritage effects of the new water main within Block 13 is to be submitted to and endorsed by the Council prior to the commencement of works. This report should also include an assessment of potential vibration effects of all construction works on the Dickson Library; 2. A work method statement for the new water main	Note that any approval will be conditioned.

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		within Block 13 is to be submitted to and endorsed by the Council prior to the commencement of works. This report should describe protection measures to be employed during construction, for example, relating to the shoring of Dickson Library building footings and any vibration management controls required; and 3. A qualified arborist is to further assess the potential for Japanese zelkova and Holly Oak plantings to physically damage the Dickson Library building and original plantings within Block 13; and this assessment is to submitted to and endorsed by the Council prior to the commencement of works. Subject to compliance with the above conditions, the Council considers that the proposed development is unlikely to diminish the heritage significance of the Dickson Library.	

sellick consultants
Est. 1965

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SELLICK CONSULTANTS PTY LTD
Waste Management Plan

Job Title: **Dickson Village**

Job Location: **Block 21 Section 30 Dickson**

Client: **BLOC ACT Pty Ltd**

Reference #: **181174**

sellick consultants
Est. 1965
canberra | sydney | brisbane

24 lonsdale street,
suite 122 mode 3,
braddon act 2612
po box 5005
braddon act 2612

p (02) 6201 0200
f (02) 6247 2203

Project Details

For the Attention of: David Murphy

BLOC ACT Pty Ltd
PO Box 4769
Kingston ACT 2604

Project No: 181174

Sellick Consultants Reference: Block 21 Section 30 Dickson – Dickson Village

Sellick Consultants Contact Details

Canberra Office:
Unit 122, Level 1, Mode 3
24 Lonsdale Street
BRADDON ACT 2612
P: 02 6201 0200
F: 02 6247 2203
E: sellick@sellickconsultants.com.au

Sydney Office:
Tenancy 3,
117 Willoughby Road
CROWS NEST NSW 2065
PH: 02 6201 0200
E: sellick@sellickconsultants.com.au

Brisbane Office:
Level 15,
111 Eagle Street
BRISBANE QLD 4000
PH: 02 6201 0200
E: sellick@sellickconsultants.com.au

Revision	Issue	Prepared By	Approved By	Date
A	DA	Ross Costello	Bernie Cusack	12/11/2018
B	EDP	Ross Costello	Bernie Cusack	14/11/2018
C	EDP	Ross Costello	Bernie Cusack	29/11/2018
D	DA	Ross Costello	Bernie Cusack	14/12/2018
E	DA	Ross Costello	Bernie Cusack	20/12/2018
F	DA	Ross Costello	Bernie Cusack	25/03/2019

CONTENTS

APPENDICES

1.0 INTRODUCTION

Sellick Consultants Pty Ltd on behalf of BLOC ACT Pty Ltd has prepared this Waste Management Report for the proposed mixed-use development on Block 21 Section 30 Dickson.

This report considers the following:

- The proposed developments residential waste and recycling generation;
- The proposed developments commercial waste and recycling generation; and
- Waste and recycling operation procedures that will be adopted to service the development.

Revision F of this report has been prepared in response to DA comments received from TCCS:

> *WASTE*
>
> *4. The submission must include supporting documentation that is either fully compliant with the 2016 Waste Code or the Development Control Code for Best Practice Waste Management in the Act 2019 (Code can't be mixed 'n' matched).*

1.1 REFERENCE CODE

Coles has been working on development plans for a mixed use development at Dickson since 2014. Assessment of the Reconsideration Application by ACTPLA, resulted in development consent in June 2016 (**Original DA**), however, an application for review by ACAT and lengthy ACAT proceedings resulted in a refusal of the application in March 2018.

In April 2018 Coles lodged an appeal to the Supreme Court regarding the refusal, on the grounds of errors of law, which resulted in mediation between the parties. As part of the mediation process Coles prepared a new concept development plan seeking to address the key concerns raised by the community during the ACAT proceedings and through the mediation process. The mediation between the parties resulted in Coles reaching agreement with the community that key design principles shown in the new concept development plans represented an acceptable form of development and that Coles would lodge a new development application reflecting the new concept development plans.

On 8 October 2018 Coles requested the Supreme Court to adjourn the proceedings to allow a new development application to be lodged. The Supreme Court adjourned the proceedings conditional on Coles lodging a new development application and notification of that application before 8 February 2019.

The applicable waste management code at the time of the Original DA was *The Waste and Recycle Management Code for the ACT Version 2 Revision 1 2016 (2016 Code).* In undertaking the amended EDP and DA process for this development in 2018, it is acknowledged that a revised waste management code is proposed for release in 2019 – *Development Control Code for Best Practice Waste Management in the ACT 2019 (Draft Code)*. This code has subsequently been released for use in February 2019.

The position of TCCS forces this development to proceed with the 2016 Code for this development and subsequently deliver a waste management strategy that is considered less advantageous to the ACT Government waste collection contractor

Changes from the previous waste management proposal include:

1. Increased truck manoeuvring clearance at pinch points to 1.0m no longer applicable
2. 2m3 hoppers changed to 3m3 hoppers

1.2 PROPOSED DEVELOPMENT

The proposed development will be comprised of commercial, retail and residential land uses. A single loading dock will be used for all waste and servicing requirements to the development.

1.2.1 RESIDENTIAL LAND USES

Based on the yield schedule the proposed development will consist of the following:

Table 1 – Proposed Development Residential Yield

APARTMENT TYPE	QUANTITY
1 BEDROOM	63
1 BEDROOM + STUDY	7
2 BEDROOMS	55
3 BEDROOMS	15
4 BEDROOMS	0
SUBTOTAL	**140**

1.2.2 COMMERCIAL LAND USES

The proposed development is expected to contain the following commercial/retail tenancies.

Table 2 – Proposed Developments Commercial/retail Schedule

TENANCY	AREA (m^2)	USE
1	156	Restaurant
2	98.5	Restaurant
3	59	Restaurant
4	120.5	Restaurant
5	164	Retail
6	114	Retail
7	188	Retail
8	186	Retail
Coles	3833	Supermarket

Note: Refer to Appendix D for Coles Waste Management Plan

2.0 WASTE AND RECYCLING GENERATION RATES

The Code provides residential and commercial waste and recycling generation rates. These rates have been applied to the proposed development and are indicated in Table 3 below. It is noted that residential waste and recycling generation rates in accordance with TCCS Engineering Advisory Note #7 have been adopted for this development

Table 3 – Residences' Waste and Recycling Generation Rates

APARTMENT	WASTE GENERATION RATE PER WEEK	RECYCLING GENERATION RATE PER WEEK
1 BEDROOM	80 L	70 L
1 BEDROOM + STUDY	90 L	80 L
2 BEDROOMS	100 L	90 L
3 BEDROOMS	120 L	110 L
4 BEDROOMS	140 L	120 L

In summary the total waste generation for the development is:

SUMMARY OF WASTE & RECYCLING GENERATION & COLLECTION		
RESIDENTIAL WASTE	12.97m3 per week	4 x 2m^3 Hoppers collected twice weekly
RESIDENTIAL RECYCLING	11.57m3 per week	6 x 1.1m^3 Hoppers collected twice weekly
COMMERCIAL WASTE	22.33m3 per week	2 x 3m^3 Hoppers collected four times a week
COMMERCIAL RECYCLING	5.24m3 per week	4 x 1.1m^3 Hoppers collected twice weekly
COLES WASTE	Refer to Coles Waste Management Plan (Appendix D)	3 x 1.1m^3 Hopper collected five times weekly.
COLES CARDBOARD RECYCLNG	Refer to Coles Waste Management Plan (Appendix D)	19m cardboard compactor collected twice weekly.
COLES PLASTIC RECYCLING	Refer to Coles Waste Management Plan (Appendix D)	1 x bag collected twice weekly

3.0 WASTE AND RECYCLING COLLECTION OPERATIONS

The operation for collecting waste and recycling from the residents and commercial land uses is considered in this section.

3.1 RESIDENTIAL WASTE AND RECYCLING TRANSFERRAL METHOD

Residential waste collection for the development is proposed to be in two shared waste rooms on level 1, the residential parking floor. Hoppers from the collection rooms will be transferred to a waste storage room on the ground floor by building management, where collection will occur by the government contractor. An extra two of both the 3000L waste and 1100L recycling hoppers will be floated to maintain hoppers for residential use during collection and reduce demand on building management.

*It is noted that hoppers will be provided by the body corporate for the development, not the ACT Government.

3.1.1 RESIDENTIAL COLLECTION ROOMS

Each of the proposed residential waste rooms will house a minimum of 1 x 1100L recycling hopper and 1 x 3000L waste hopper, which will be transferred by the building manager to the waste enclosure for collection.

3.1.2 TRANSFER OF HOPPERS BETWEEN ENCLOSURES

The waste storage area is in the loading dock on the ground floor in the north eastern corner of the development. Transfer of the hoppers from the collection rooms on the first floor to the waste storage area on the ground floor will be undertaken by the residential owners corporation/building manager via the use of an automated tow tug (or equivalent). It is noted that the tow tug comes with brackets to connect to the waste hoppers for transportation. The hoist, located in the north eastern lift core of the development, will facilitate travel between floors.

The 2016 Code and Draft Code are silent on methods of transferring hoppers within a building. It does state the owners are to provide the hoppers and that the owners corporation is responsible for equipment/manual handling methods. The proposed owners corporation will be privately supplied with all equipment (including hoppers) to enable the waste and recycling transfer operations.

Figure 1 – Typical Tow Tug for Transferring Hoppers (Source – Sitecraft.net.au)

3.2 COMMERCIAL WASTE AND RECYCLING TRANSFERRAL METHOD

The Draft Code's objective for mixed used developments is to provide separate waste/recycling management systems for residential and non-residential components of the development. Consequently, it is proposed that separate commercial waste and recycling enclosures will house the respective hoppers for commercial tenants, with Coles having their own waste and recycling storage separate from this.

Commercial tenancies will be required to transfer their waste and recycling to the commercial waste enclosure in the loading dock. Tenants will have internal access to the waste enclosure. Waste and recycling hoppers for tenants will be combined and managed by the commercial building manager.

3.3 COLLECTION VEHICLE OPERATIONS

Collection vehicle operations are as per the Code. Forward entry and forward exit is provided for all vehicles. Roller doors at both ends of the waste enclosure allow for front lift collection of 3000L waste hoppers and rear lift collection of 1100L recycling hoppers. The slab overhead has a recess above the collection point to provide the necessary 6.8m head clearance for front load collection. Line marking will be provided at ground level to ensure the truck can accurately align itself for collection.

The proposed residential waste and recycling collection frequency is twice weekly for both. This is permitted under the code for which TCCS consent is sought.

Commercial waste is proposed to be collected daily, whilst recycling is proposed to be collected twice weekly. Daily collection of waste is proposed to reduce the number of bins as well as reduce the odour potential associated with the waste of the development.

4.0 CONCLUSION

The proposed developments waste management process has been designed in accordance with the 2016 Code. Commercial and residential waste/recycling streams have been separated and utilise separate enclosures. Additionally, both waste and recycling collection operations have been accommodated for both commercial and residential land uses.

The waste management process for the proposed development is recommended.

APPENDIX A

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ACT Government
Transport Canberra and City Services

PROJECT APPLICATION DETAILS

THIS SECTION OF THE WASTE AND RECYCLING MANAGEMENT PLAN MUST BE COMPLETED BY ALL APPLICANTS. PLEASE PROVIDE AN OVERVIEW OF THE PROJECT AND APPLICANT DETAILS

SITE DETAILS	
Street address (incl. unit #)	
Suburb	Dickson
Section:	30
Block	21

APPLICANT DETAILS	
Company:	Sellick Consultants
Contact Person:	Bernie Cusack
Phone:	6201 0200
Email:	bernie@sellickconsultants.com.au

PROJECT DETAILS	
Single dwelling & dual occupancy dwellings	NO
Multi-unit residential development (complete Section 2.1)	NO
Commercial, public & industrial development (complete Section 2.2)	NO
Mixed use development (complete Sections 2.1 and 2,2)	YES

BRIEF PROJECT DESCRIPTION

Proposed mixed use development consisting of a new supermarket, five floors of residential units, eight ground floor commercial tenancies and three floors of associated parking.

SECTION 2 - DESIGN AND OPERATION OF WASTE AND RECYCLING SECTION 2.1(A)
MULTI UNIT RESIDENTIAL DEVELOPMENT (SERVICED BY INDIVIDUAL MGBS COLLECTED AT KERBSIDE)

Controls for these developments are included in Section 2.3 of The Code. Submission requirements are stated in Section 2.4. Where appropriate, please provide plans showing details to support the application

THIS SECTION APPLIES TO THE FOLLOWING

- Development Applications for new multi-unit residential developments;
- Development Applications for alterations/additions to existing multi-unit residential developments if there is an effect on the provision of waste and recycling services;
- Development Applications for new mixed use developments that include multi-unit residential developments.

STORAGE FACILITIES

CONTROL C1 - INTERNAL WASTE AND RECYCLING SPACE

Location and dimensions of internal waste and recycling storage space for each dwelling type (Please provide calculations to demonstrate adequacy of space)

Description

N/A

Drawing Reference numbers	

Development Satisfies Control C1 (Section 2.3) of The Code

Please provide details if Code requirements are not satisfied and proposed alternatives

CONTROL C2 - EXTERNAL WASTE AND RECYCLING STORAGE AREA

Location and dimensions of external individual or communal waste and recycling storage area (Please provide calculations to demonstrate adequacy of space)

Description

N/A

Drawing Reference numbers	

Development Satisfies Control C1 (Section 2.3) of The Code

Satisfies Appendix 3 of The Code

Please provide details if Code requirements are not satisfied and proposed alternatives

PATH OF TRAVEL

CONTROL C3 - CLEAR PATH OF TRAVEL

Path of travel for moving Bins from storage area to collection point (Please provide details of travelling distance and clearance)

Description

N/A

Drawing Reference numbers	

Development Satisfies Control C3 (Section 2.3) of The Code

Please provide details if Code requirements are not satisfied and proposed alternatives

COLLECTION POINT	
CONTROL C4 - C5 KERBSIDE COLLECTION POINT	
Location of designated kerbside collection point, including dimensions of available kerb frontage and indicative presentation layout of MGBs on kerbside	
Description	
N/A	
Drawing Reference numbers	
Development Satisfies Control C4 and C5 (Section 2.3) of The Code	
Please provide details if Code requirements are not satisfied and proposed alternatives	

COMPLETE IF DEVELOPMENT IS PART OF A MIXED USE DEVELOPMENT ONLY	
CONTROL C3 (SECTION 4.3) - SEPARATION OF RESIDENTIAL AND NON RESIDENTIAL WASTE	
Identify how residential and non residential waste and recycling will be kept separate and methods that minimise the potential for commercial tenants to use residential waste and recycling Bins	
Description	
N/A	
Drawing Reference numbers	
Development Satisfies Control C3 (section 4.3) of the Code	
Please provide details if Code requirements are not satisfied and proposed alternatives	

Section 2 - Design and Operation of Waste and Recycling
Section 2.1(b) - Multi Unit Residential Development (Serviced by Waste Hoppers & Shared Recycling MGBs or Waste and Recycling Collected within the Property Boundary)

THIS SECTION APPLIES TO THE FOLLOWING

- Development Applications for new multi-unit residential developments;
- Development Applications for alterations/additions to existing multi-unit residential developments if there is an effect on the provision of waste and recycling management; and
- Development Applications for new mixed use developments involving multi-unit residential developments.

Controls for these developments are included in Section 2.5 of The Code. Submission requirements are stated in Section 2.6. Where appropriate, please provide details on plans to support your application.

STORAGE FACILITIES

CONTROL C6 - INTERNAL WASTE AND RECYCLING STORAGE

Location and dimensions of internal waste and recycling storage space for each dwelling type (Please provide calculations to demonstrate adequacy of space)

Description

Each residential dwelling will have room allocated in the kitchen for waste storage. Refer to Architectural drawings for details.

Drawing Reference numbers	

Development Satisfies Control C6 (Section 2.5) of The Code: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

CONTROL C7 - EXTERNAL WASTE AND RECYCLING STORAGE FACILITY

Location and dimensions of external waste and recycling storage area for each dwelling or a communal waste and recycling facility (Please provide calculations to demonstrate adequacy of space)

Description

The development has two waste collection areas (30m2 and 42m2)on the first floor for use by residents, each housing a 2000L waste hopper and a 1100L recycling hopper. Provision exists in the room for 2x240L green waste MGB's. A waste enclosure for contractor collection, housing four 2000L waste hoppers and six 1100L recycling hoppers, is proposed onsite on the ground floor of a space of 45m2.

Drawing Reference numbers	

Development Satisfies Control C7 (Section 2.5) of The Code: YES

Development Satisfies Appendix 7 of The Code: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

How will waste and recycling be transferred from each dwelling to external storage area?

Description

Waste will be transferred to the collection room located at the lift cores by residents. Hoppers in the collection areas on the first floor will be transferred to the waste enclosure on the ground floor by building management using an automated pallet jack and hoist.

Drawing Reference numbers	181174-drg-civ-wm-1101, 181174-drg-civ-wm-1102

PATH OF TRAVEL
CONTROL C8 - PATH OF TRAVEL
Path of travel for moving Bins from dwelling to storage area and to collection point (Please provide plan of travel/ing distance, clearance and gradients)
Description
The maximum path of travel required by residents to the elveators is 48m, with another 10m travel once out of the elevators to reach the waste enclosure for a maximum distance of 58m.

Drawing Reference numbers	Refer architectural plans
Development Satisfies Control C8 (Section 2.5) of The Code	YES
Please provide details if Code requirements are not satisfied and proposed alternatives	

MULTI-UNIT RESIDENTIAL DEVELOPMENTS- GARBAGE CHUTES, SERVICE LIFTS, COMPACTION EQUIPMENT ETC
This section applies to residential apartment buildings above three (3) storeys
CONTROL C9 - CONVENIENT ACCESS TO WASTE AND RECYCLING SERVICES FOR ALL RESIDENTS
Location and details of any waste and recycling service lifts and associated waste service compartments (Please provide calculations to demonstrate adequacy of equipment)
Description
A secure hoist is provided for use of the building manager to transport hoppers from Level 1 directly into the waste enclosure within the loading dock.

Drawing Reference numbers	181174-drg-civ-wm-1101, 181174-drg-civ-wm-1102

Location and details of any garbage chutes (Please provide calculations to demonstrate adequacy of equipment)
Description
N/A

Drawing Reference numbers	
Development Satisfies Appendix 8 of The Code	YES
Please provide details if Code requirements are not satisfied and proposed alternatives	

COLLECTION POINT	
CONTROL C10 - COLLECTION POINT	
Location of designated collection point and/or hopper pad/s	
Description	
The designated collection point is located in the loading dock on the ground floor. A recess in the overhead slab allows for sufficient had clearance for front loading collection inside the development.	
Drawing Reference numbers	181174-drg-civ-wm-1111
Development Satisfies Control C10 (Section 2.5) of The Code	YES
Please provide details if Code requirements are not satisfied and proposed alternatives	

Section 2 - Design and Operation of Waste and Recycling
Section 2.1(b) - Multi-Unit Residential Development
(Serviced by Waste Hoppers & Shared Recycling MGBs or Waste and Recycling Hoppers Collected within the Property Boundary)

VEHICULAR ACCESS

CONTROL C11 - COLLECTION POINT

Path of travel for collection vehicles (if collection occurs on-site)
(Please provide details of travelling distance, clearance in all directions, loading heights and widths, turning and manoeuvring paths, ramp access, clearances and gradients and pavement details including certification of compliance with AS 2890.1-2004)

Description

Vehicular access to the development is provided forward in, forward out. Reversing only occurs on the development and is only needed to access the waste collection area and is approximately twice the length of the vehicle. Refer to Northrop drawings

Drawing Reference numbers	CR181746-sk114-2 (for EDP only)

Development Satisfies Appendix 6 of The Code: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

Amended documentation to be prepared as part of the development appliaction to meet requirements of the draft code.

COMPLETE IF DEVELOPMENT IS PART OF A MIXED USE DEVELOPMENTS ONLY

CONTROL C1 (SECTION 4.3) - SEPARATION OF RESIDENTIAL AND NON RESIDENTIAL WASTE

Identify how residential and non residential waste and recycling will be kept separate and methods that minimise the potential for commercial tenants to use residential waste and recycling Bins

Description

Residents, commercial tenancies and Coles will all have waste enclosures in separate locations, with separate access points. (See architectural groundfloor plan)

Drawing Reference numbers	18047-DA-110-009

Development Satisfies Control C1 (Section 4.3) of The Code: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

Section 2 - Design and Operation of Waste and Recycling
Section 2.2 - Commercial, Public and Industrial Developments

- Development Applications for new commercial, public or industrial development;
- Development Applications for alterations/additions to existing commercial, public or industrial development if there is an effect on the provision of waste and recycling management; and
- Development Applications for new mixed use developments involving commercial, public or,industrial development.

Controls for these developments are included in Section 3.3 of The Code. Submission requirements are stated in Section 3.4. Where appropriate, please provide details on plans to support your application.

WASTE AND RECYCLING GENERATION

CONTROL C1 - WASTE AND RECYCLING GENERATION

Waste and recycling generated by each proposed activity within the development, including quantities, bin types and storage requirements

Description

Premises Type	Floor Area (m2)	Generation Rate		Waste (L/week)	Recycling (L/week)	Number of Bins
		Recycling	Waste			
Restaurant	434	135	660	20060	4100	
Retail	652	25	50	2280	1150	
					Total	6
Coles						4

In completing this table reference is made to Appendix 4- Waste and Recycling Generation Rates for Commercial, Public and Industrial Developments

Development Satisfies Appendix 3 if includes Residential component: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

Note: Refer to Appendix D of the Waste Management Plan for Coles specific waste management.

STORAGE FACILITIES

CONTROL C1 - C2 - WASTE AND RECYCLING STORAGE FACILITIES

Location of individual waste and recycling storage facilities including any communal storage facilities and refrigerated waste storage for the entire development
(Please provide calculations to demonstrate adequacy of space)

Description

Coles will have a seperate waste and recycling storage enclosure to that of the other commercial tenancies. All other commercial tenancies on the development will have a shared waste enclosure and shared recycling enclosure, located adjacent to the loading dock. Each of the storage facilities are sized to house the number of bins required.

Drawing Reference numbers	181174-drg-civ-wm-1102

Development Satisfies Appendix 4 of The Code	YES
Development Satisfies Controls C1 and C2 (Section 3.3) of The Code	YES
Development Satisfies Appendix 7 of The Code	YES

Please provide details if Code requirements are not satisfied and proposed alternatives

Section 2 - Design and Operation of Waste and Recycling
Section 2.2 - Commercial, Public and Industrial Developments

PATH OF TRAVEL

CONTROL C3 - PATH OF TRAVEL

Path of travel of waste and recycling to be transferred from point of origin to waste and recycling storage facilities
(Please provide details of clearances, gradients and any mitigation of odour and noise impacts)

Description

Commercial tenancies will be required to transfer their own waste to the communal waste enclosures in the loading docks.The maximum path of travel for any given tenancy is 145m. No paths of travel for any of the tenancies has to negotiate steps or a change in floor.

Drawing Reference numbers	

Development Satisfies Control C3 (Section 3.3) of The Code: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

COLLECTION POINT

CONTROL C4 - COLLECTION POINT

Location of designated collection point and/or hopper pad/s

Description

The designated collection point for commercial waste, as well as that for Coles waste, is in the loading dock. Commercial collection will share the same collection space as that of the residential space. As rear collection is proposed for both waste and recycling for Coles, no recess in the slab is proposed for these collection points. (Refer to the architectural groundfloor plan)

Drawing Reference numbers	18047-DA-110-009

Please provide details if Code requirements are not satisfied and proposed alternatives

Path of travel for moving Bins from storage facility to designated collection point
(Please provide plan of travelling distance, clearance and gradients)

Description

Commercial hoppers will be required to be transported no more than 15m over flat internal concrerte surfaces from their enclosure to the designated collection point.

Drawing Reference numbers	181174-drg-civ-wm-1102

Path of travel for collection vehicles (if collection occurs on-site)
(Please provide details of travelling distance, clearance, turning and manoeuvring paths, ramp access and pavement details to demonstrate compliance with AS 2890.2-2002.)

Description

Collection vehicles will access the site forward in, forward out. No more than one reversing manouver will be required once onsite and will be less than 33m. (Refer Northrop turning demonstrations)

Drawing Reference numbers	CR181746-sk114-2 (for EDP only)

Development Satisfies Appendix 6 of The Code: YES

Development Satisfies Control C4 (Section 3.3) of The Code: YES

Please provide details if Code requirements are not satisfied and proposed alternatives

Section 2 - Design and Operation of Waste and Recycling Section
2.2- Commercial, Public and Industrial Developments

GARBAGE CHUTES, SERVICE LIFTS, COMPACTION EQUIPMENT ETC	
CONTROL C3 - GARBAGE CHUTES, SERVICE LIFTS, COMPACTION EQUIPMENT ETC	
Location an details of any garbage chutes (Please provide calculations to demonstrate adequacy of equipment)	
Description	
N/A	
Drawing Reference numbers	
Location an details of any waste and recycling service lifts (Please provide calculations to demonstrate adequacy of equipment)	
Description	
N/A	
Drawing Reference numbers	
Location an details of any waste compaction equipment (Please provide calculations to demonstrate adequacy of equipment)	
Description	
N/A	
Drawing Reference numbers	
Development Satisfies Appendix 8 of The Code	
Please provide details if Code requirements are not satisfied and proposed alternatives	

SECTION 3 - DEMOLITION EXCAVATION AND CONSTRUCTION

THIS SECTION APPLIES TO THE FOLLOWING
- Demolition - All Development Applications involving demolition where the quantity of demolition material will be greater than 20m3 for the whole development - Excavation - All Development Applications involving excavation where the quantity of excavated material will be greater than 20m3 for the whole development; and - Construction - Development Applications multi-unit residential developments with 11 dwellings or more and any commercial, public and industrial developments and mixed use developments
Controls for these developments are included in Section 1.2 of Part C of The Code. Submission requirements are stated in Section 1.3 of Part C of The Code. Where appropriate, please provide details on plans to support your application. **NOTE:** No WRMP is required unless any proposed demolition or excavation activities generate more than 20m3 of waste for the whole development.

WASTE TYPES AND QUANTITIES
CONTROL C1 - DEMOLITION, EXCAVATION AND CONSTRUCTION WASTE TYPES AND QUANTITIES
Specify demolition, excavation and construction waste materials by type and volume and/or tonnage
Description (Note this information can be shown on Table 3.1 (Demolition Waste) and/or Table 3.2 (Construction Waste))
Demolition materials to be stockpiled on site and removed prior to bulk excavation. Demolition materials to be separated in the following stockpiles prior to removal from site: Asphalt, gravel, concrete, trees, exhumed services. Excavated material to be progresively removes throughout bu k excavation.

ON-SITE MANAGEMENT OF DEMOLITION, EXCAVATION AND CONSTRUCTION WASTE	
Control C2 - On-site Management of Waste	
Nominate on-site sorting and storage areas for demolition, excavation and construction waste materials. This is to be shown on a draft site plan	
Description	
To be confirmed by builder prior to construction	
Drawing Reference numbers	
Describe the work method practices and specific procedures to be adopted to maximise the reuse and recycling of waste materials	
Description	
Separation of materials on site prior to collection.	
Identify access for demolition and construction waste collection vehicles	
Description	
From Badham Street	
Drawing Reference numbers	
Details of waste/recycling storage containers/skips to be stored outside leased boundaries (Separate approval is required from 'Public Land Use, City Services (via Access Canberra Phone 132 881))	
Description	
N/A	
Drawing Reference numbers	
Development Satisfies Control C2 of Part C of The Code	YES
Please provide details if Code requirements are not satisfied and proposed alternatives	

REUSE AND RECYCLING OF DEMOLITION, EXCAVATION AND CONSTRUCTION WASTE	
CONTROL C2 - DEMOLITION, EXCAVATION AND CONSTRUCTION WASTE REUSE AND RECYCLING POTENTIAL	
Details of reuse and recycling potential (either on-site and/or off-site) for demolition, excavation and construction waste	
Description Note this information can be shown on Table 3.1 (Demolition Waste) and/or Table 3.2 (Construction Waste)	
All demolition and excavation materials suitable for recycling.	
Drawing Reference numbers	
Name and location of approved licensed sites for recycling/reprocessing and/or landfill disposal of demolition, excavation and construction waste materials	
Description Note this information can be shown on Table 3.1 (Demolition Waste) and/or Table 3.2 (Construction Waste)	
To be confirmed by builder prior to construction	
Development Satisfies Control C2 of Part C of The Code	YES
Please provide details if Code requirements are not satisfied and proposed alternatives	

APPENDIX B

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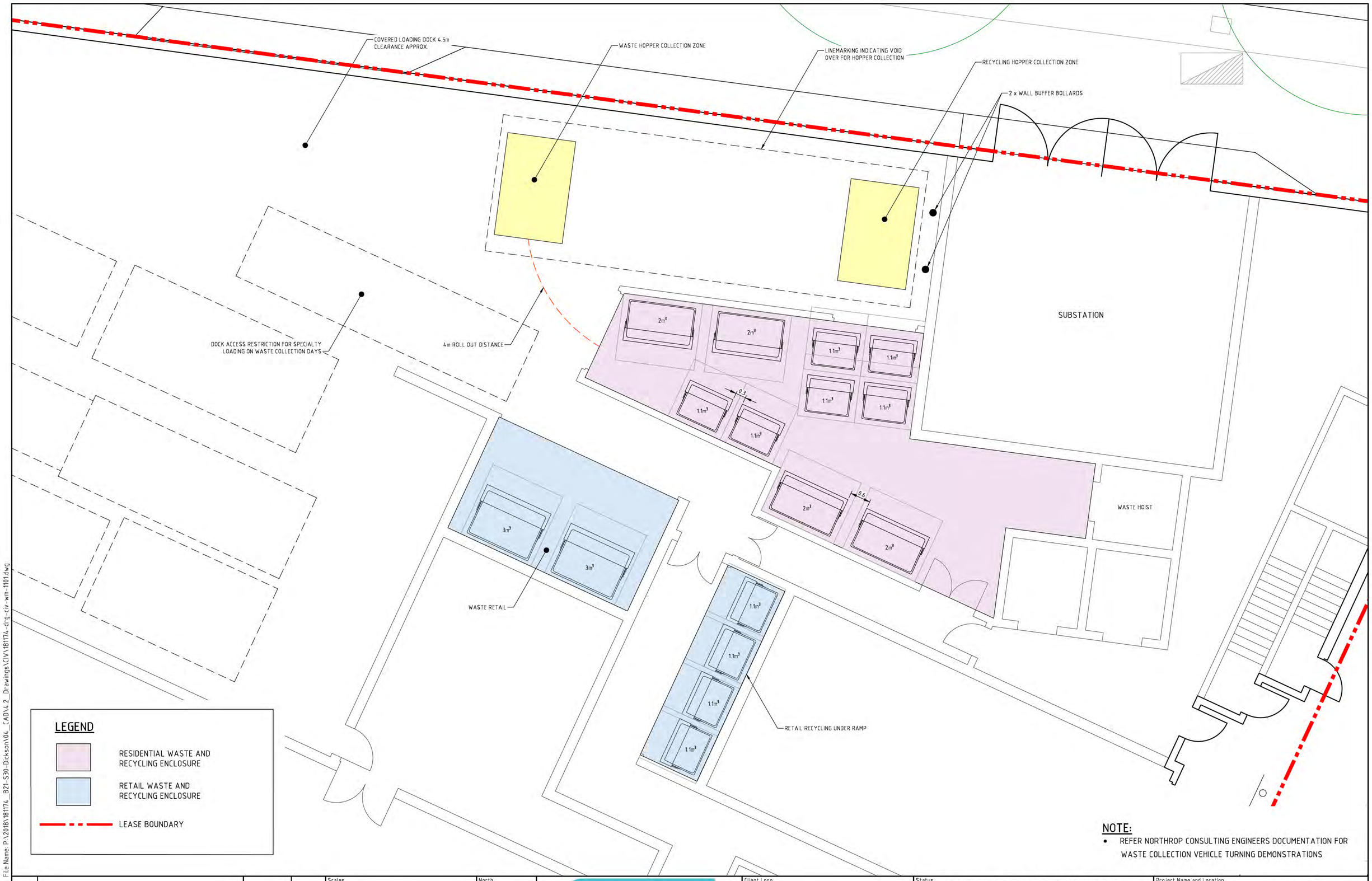

NOTE:

- REFER NORTHROP CONSULTING ENGINEERS DOCUMENTATION FOR WASTE COLLECTION VEHICLE TURNING DEMONSTRATIONS

Rev	Description	Date	Drawn By
E	REVISED DEVELOPMENT APPLICATION	20.12.2018	DA
D	DEVELOPMENT APPLICATION	14.12.2018	DA
C	EDP UPDATE	14.11.2018	DA
B	EDP UPDATE	12.11.2018	DA
A	ESTATE DEVELOPMENT PLANS	9.11.2018	DA

Scales: 0 1 1.5 2 2.5m — 1:50 @ A1

North

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Client Logo: GROUP PROPERTY DEVELOPMENTS

Status: NOT FOR CONSTRUCTION

Original Size	A1	Drawn By: DA	Drafting Check: DCA
Date Plotted	20-Dec-18	Designed By: AE	Design Check: BC
Coordinate System	STROMLO GRID	Approved: BC	Approved Date: 9.11.2018
Height Datum	AHD	Approved Signature	

Project Name and Location: DICKSON MIXED USE PROJECT
BLOCK 21 SECTION 30 DICKSON ACT

Drawing Title: WASTE MANAGEMENT PLAN

Project Number	Type	Discipline	Sub-Discipline	Drg No.	Rev
181174	DRG	CIV	WM	1101	E

File Name: P:\2018\181174_B21-S30-Dickson\04_CAD\4.2_Drawings\CIV\181174-drg-civ-wm-1101.dwg

WASTE REQUIREMENTS

RESIDENTIAL

NO. OF BEDS	NO. OF UNITS	WASTE/UNIT /WEEK (LITRES)	TOTAL WASTE (m^3)	BIN SIZE	NO. OF COLLECTIONS PER WEEK	WEEKLY CAPACITY (m^3)
4+	0	140	**0.00**	4 x $2m^3$	2	16.00
3	15	120	**1.80**			
2	55	100	**5.50**			
1+S	7	90	**0.63**			
1	63	80	**5.04**			
TOTAL	140		12.97			

RECYCLING REQUIREMENTS

RESIDENTIAL

NO. OF BEDS	NO. OF UNITS	RECYCLING/UNIT /WEEK (LITRES)	TOTAL RECYCLING (m^3)	BIN SIZE	NO. OF COLLECTIONS PER WEEK	WEEKLY CAPACITY (m^3)
4+	0	120	**0.00**	6 x $1.1m^3$	2	13.20
3	15	110	**1.65**			
2	55	90	**4.95**			
1+S	7	80	**0.56**			
1	63	70	**4.41**			
TOTAL	140		11.57			

WASTE REQUIREMENTS

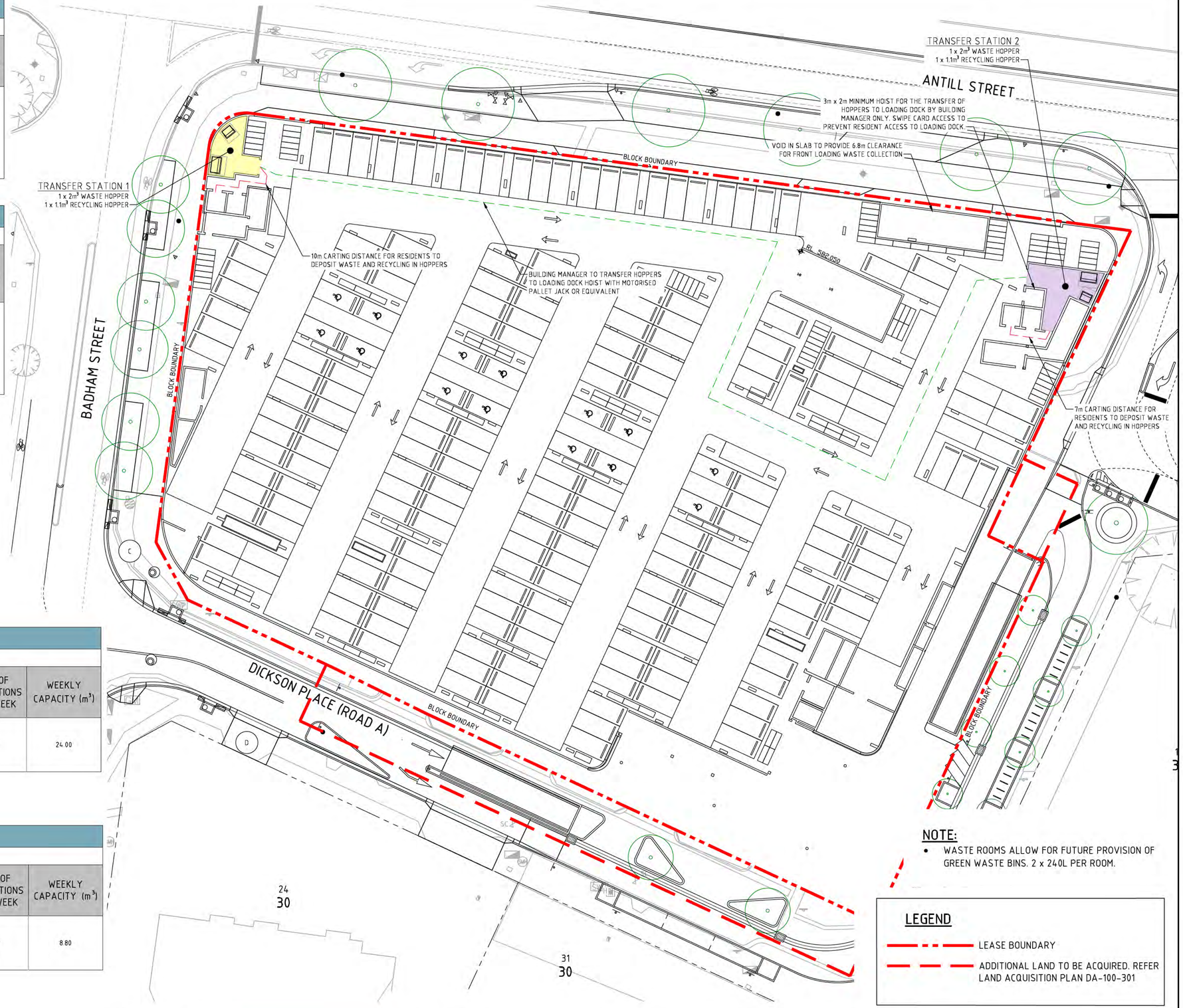
COMMERCIAL

USAGE	AREA m^2	DAYS OF OPERATION	WASTE/100m^2 /DAY (LITRES)	TOTAL WASTE/ WEEK (m^3)	BIN SIZE	NO. OF COLLECTIONS PER WEEK	WEEKLY CAPACITY (m^3)
RESTAURANT	434	7	660	**20.051**	2 x $3.0m^3$	4	24.00
RETAIL	652	7	50	**2.282**			
TOTAL	1086			22.333			

RECYCLING REQUIREMENTS

COMMERCIAL

USAGE	AREA m^2	DAYS OF OPERATION	RECYCLING/100m^2 /DAY (LITRES)	TOTAL RECYCLING/ WEEK (m^3)	BIN SIZE	NO. OF COLLECTIONS PER WEEK	WEEKLY CAPACITY (m^3)
RESTAURANT	434	7	135	**4.101**	4 x $1.1m^3$	2	8.80
RETAIL	652	7	25	**1.141**			
TOTAL	1086			5.242			



NOTE:

- WASTE ROOMS ALLOW FOR FUTURE PROVISION OF GREEN WASTE BINS. 2 x 240L PER ROOM.

LEGEND

- LEASE BOUNDARY
- ADDITIONAL LAND TO BE ACQUIRED. REFER LAND ACQUISITION PLAN DA-100-301

Rev	Description	Date	Drawn By
F	REVISED DEVELOPMENT APPLICATION	20.12.2018	DA
E	NEW TREES REVISED ON ANTILL STREET	17.12.2018	DA
D	DEVELOPMENT APPLICATION	14.12.2018	DA
C	EDP UPDATE	14.11.2018	DA
B	EDP UPDATE	12.11.2018	DA
A	ESTATE DEVELOPMENT PLANS	9.11.2018	DA

Scales: 0 5 7.5 10 12.5m — 1:250 @ A1

North

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Client Logo: CBUS PROPERTY GROUP PROPERTY DEVELOPMENTS

Status: NOT FOR CONSTRUCTION

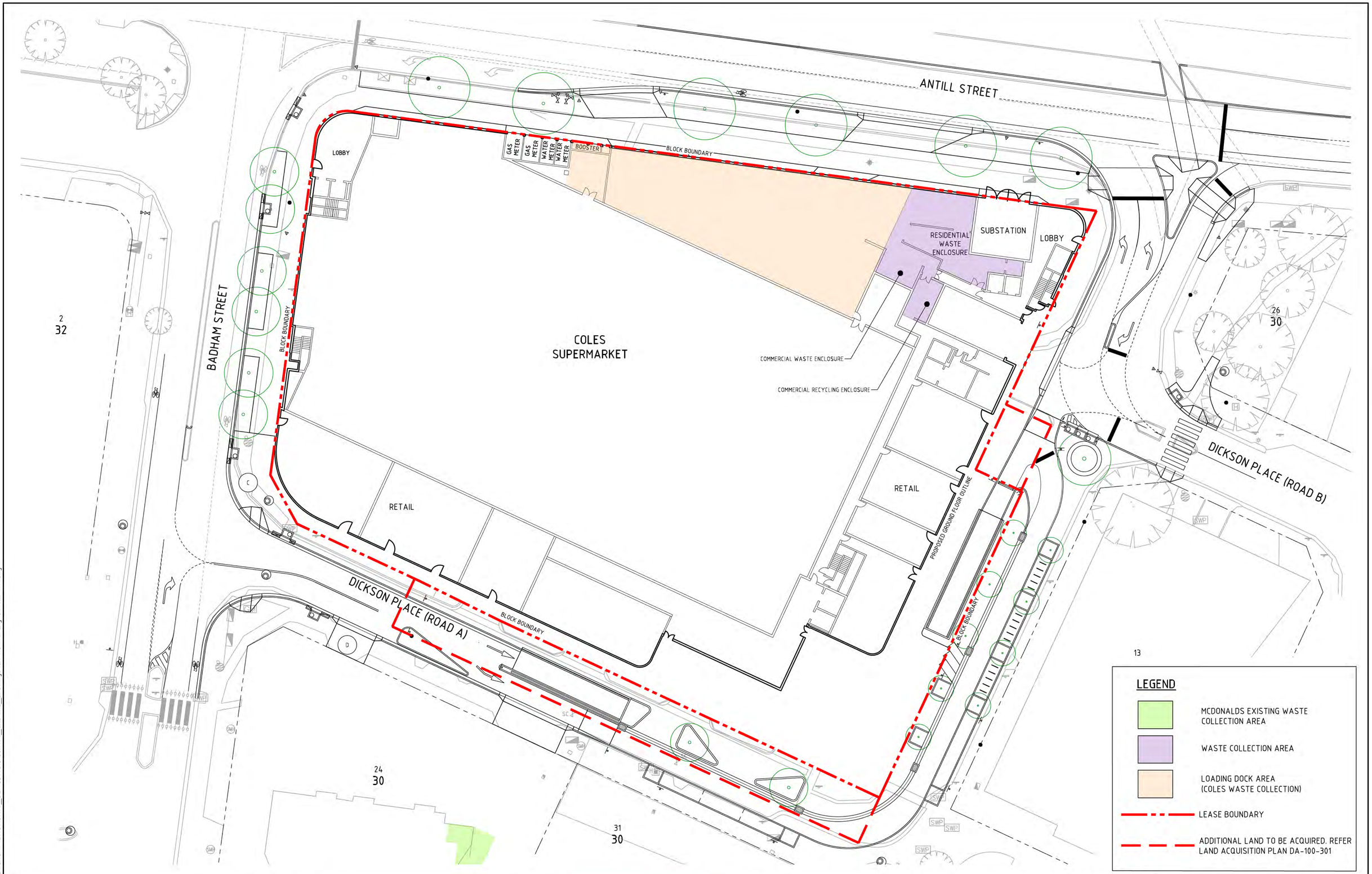
Original Size	A1	Drawn By DA	Drafting Check DCA
Date Plotted	20-Dec-18	Designed By AE	Design Check BC
Coordinate System	STROMLO GRID	Approved BC	Approved Date 9.11.2018
Height Datum	AHD	Approved Signature	

Project Name and Location: DICKSON MIXED USE PROJECT
BLOCK 21 SECTION 30 DICKSON ACT

Drawing Title: WASTE MANAGEMENT PLAN LEVEL 1

Project Number	Type	Discipline	Sub-Discipline	Drg No.	Rev
181174	DRG	CIV	WM	1102	F

File Name: P:\2018\181174_B21-S30-Dickson\04_CAD\4.2_Drawings\CIV\181174-drg-civ-wm-1102.dwg



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Rev	Description	Date	Drawn By
F	REVISED DEVELOPMENT APPLICATION	20.12.2018	DA
E	NEW TREES REVISED ON ANTILL STREET	17.12.2018	DA
D	DEVELOPMENT APPLICATION	14.12.2018	DA
C	EDP UPDATE	14.11.2018	DA
B	EDP UPDATE	12.11.2018	DA
A	ESTATE DEVELOPMENT PLANS	9.11.2018	DA

Scales: 0 5 7.5 10 12.5m — 1:250 @ A1

North

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Client Logo: Coles GROUP PROPERTY DEVELOPMENTS

Status: NOT FOR CONSTRUCTION

Original Size	A1	Drawn By DA	Drafting Check DCA
Date Plotted	20-Dec-18	Designed By AE	Design Check BC
Coordinate System	STROMLO GRID	Approved BC	Approved Date 9.11.2018
Height Datum	AHD	Approved Signature	

Project Name and Location: DICKSON MIXED USE PROJECT
BLOCK 21 SECTION 30 DICKSON ACT

Drawing Title: WASTE COLLECTION PLAN

Project Number	Type	Discipline	Sub-Discipline	Drg No.	Rev
181174	DRG	CIV	WM	1111	F

APPENDIX C

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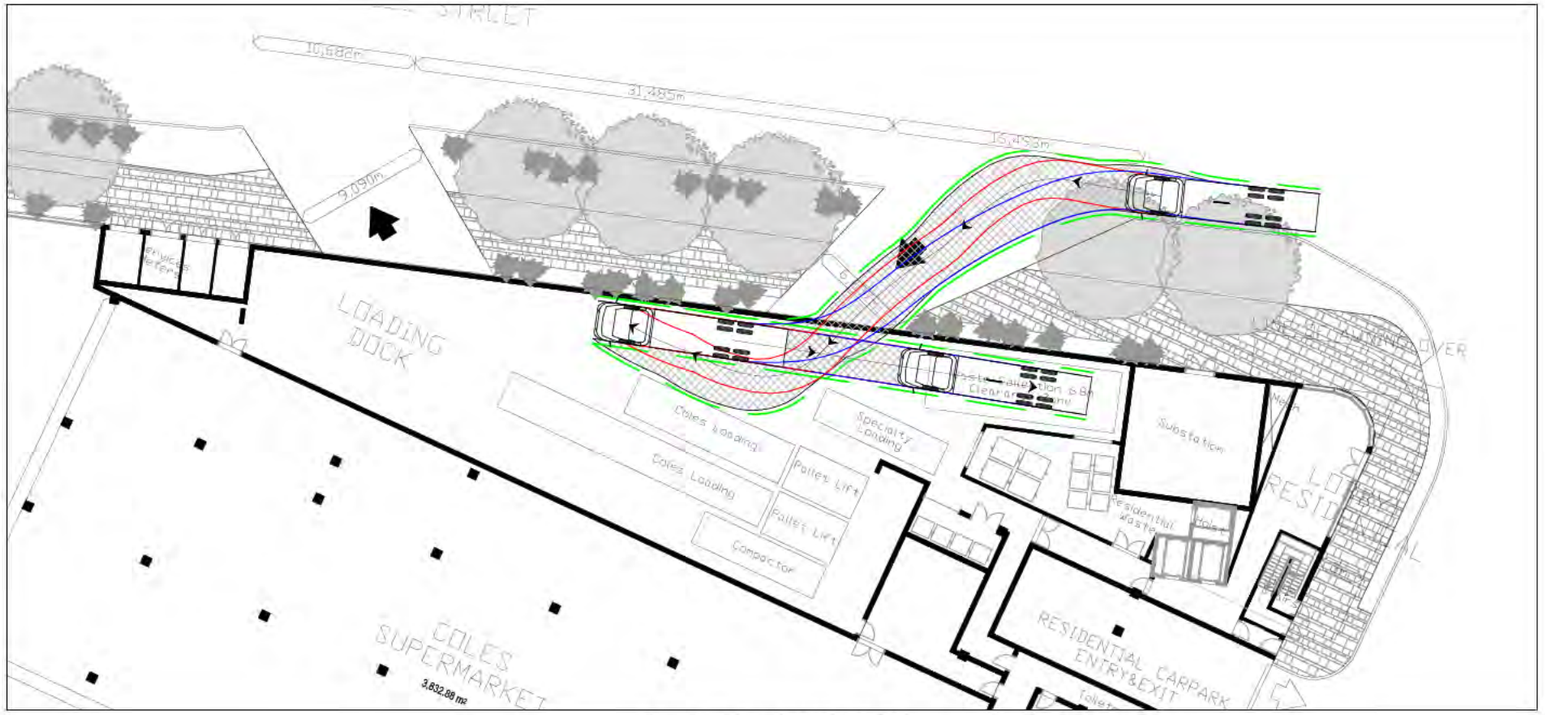
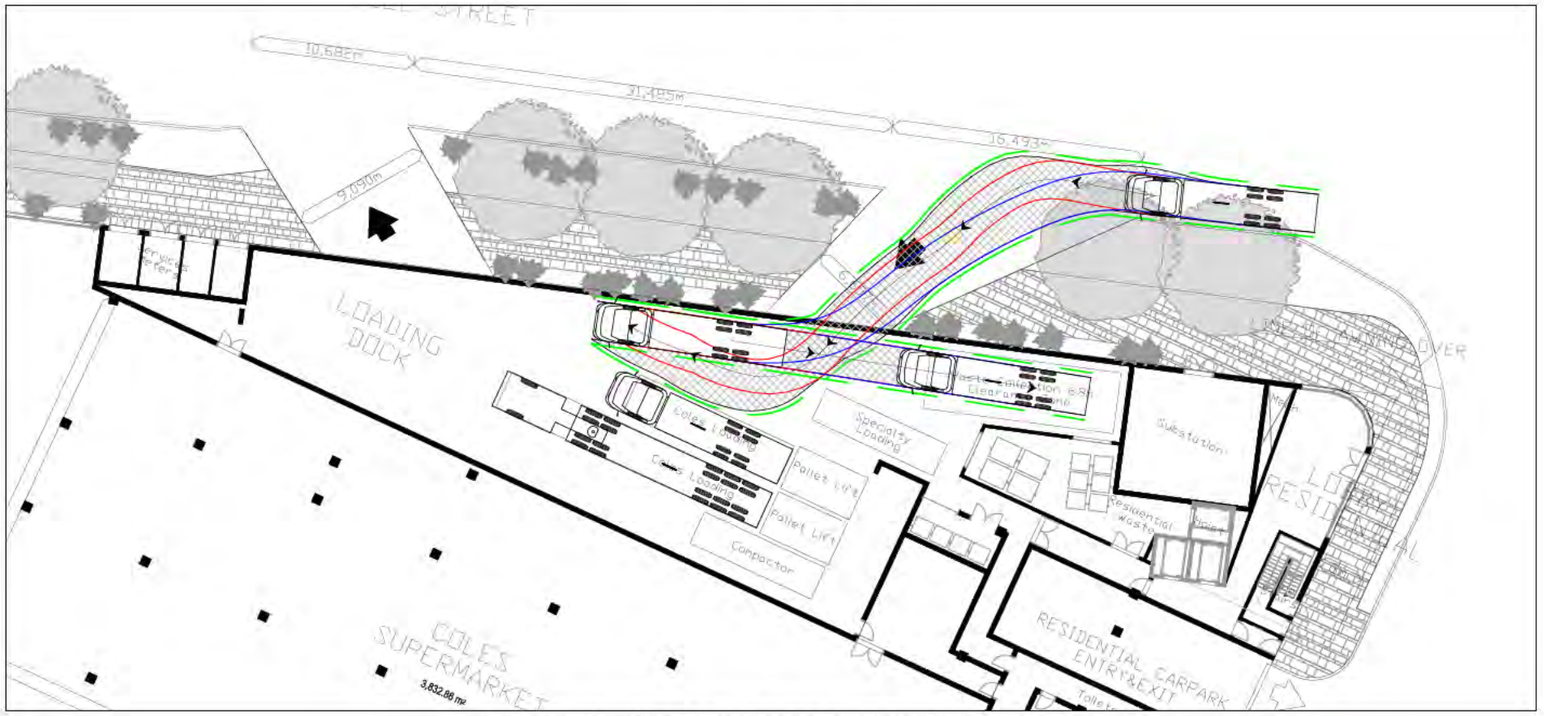


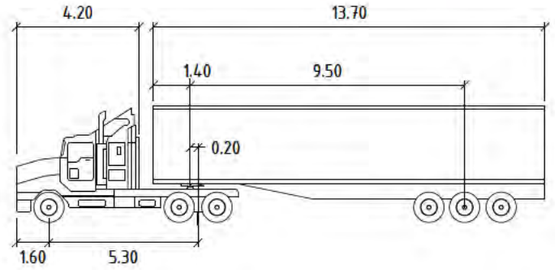
12.5m HRV COLLECTING WASTE



12.5m HRV COLLECTING WASTE WITH OTHER VEHICLES PRESENT

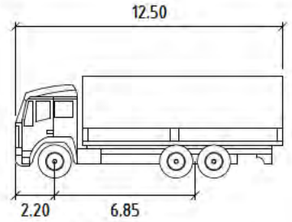
LEGEND

- DENOTES FRONT WHEEL PATH
- DENOTES REAR WHEEL PATH
- DENOTES VEHICLE BODY OVER HANG
- DENOTES 300mm VEHICLE BODY OFFSET



PM S 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
1	FOR INFORMATION	WB			10.09.18
2	FOR INFORMATION (v2)	JC			13.09.18

CLIENT: COLES GROUP PROPERTY DEVELOPMENT

DRAWING NOT TO BE USED FOR CONSTRUCTION UNLESS VERIFICATION SIGNATURE HAS BEEN ADDED

ARCHITECT: TURNER

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0 2 4 6 8 10m PLAN SCALE 1:200 @ A1

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Canberra
Unit 2, 2-6 Shea Street, Phillip ACT 2606
Ph (02) 6285 1822 Fax (02) 6285 1863
Email canberra@northrop.com.au ABN 81 09 33 100

PROJECT: DICKSON MIXED USE SECTION 30 DICKSON

DRAWING TITLE: CIVIL WORKS VEHICLE TURNING TEMPLATES LOADING DOCK SHEET 5

JOB NUMBER: CR181746

DRAWING NUMBER: SK114

REVISION: 2

DRAWING SHEET SIZE = A1

DRAWN: A.BASSANELLI DESIGNED: W.BASSANELLI JOB MANAGER: D.FIELD VERIFIED:

APPENDIX D

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Coles Dickson Village, ACT
Supermarket Operational Management Plan

SUPERMARKET RETAILER – Coles

Introduction

Coles is proudly Australian with a heritage dating back to 1914 when George J. Coles opened the first Coles variety store in Collingwood, Victoria.

Coles has grown to be a leader in food retailing in Australia; an innovator in supermarket energy and waste efficiency management as well as a strong supporter of local communities through a range of community relations and sustainability programs.

Coles operates over 800 supermarkets and employs more than 82,000 team members nationally.

Coles' support and commitment to its customers, team members, suppliers and government or regulatory authorities has been its strength in the competitive retail environments that it operates within.

Coles also has a proud history of providing employment and career opportunities within local communities. It has an active indigenous employment program, retail leaders program and an accessibility action plan.

Coles looks forward to operating in and contributing to Dickson.

SUPERMARKET DELIVERIES

Supermarket retailing is driven by customer demand, with current trends strongly favouring fresh goods – goods ordered yesterday or today - for sale today or tomorrow - such as fruit and vegetables, bakery, delicatessen lines, meats, dairy and seafood. As such truck delivery (typically fresh produce) early each morning is vital to meet customer demand for the freshest food possible.

This process is supported by sophisticated stock ordering and logistics management technology and rostering teams. The rostering teams co-ordinate deliveries of meat, dairy, fresh produce, grocery and other lines from the distribution centre into all sites on a daily basis from thousands of suppliers which requires maximum flexibility to service stores efficiently across the fleet.

Proposed delivery times and frequency:

Trucks (19m Articulated):	7am to 10pm	Monday to Saturday	* Approx. 4-7 deliveries a day.
	8am to 10pm	Sunday and public holidays	* Approx. 3 deliveries.
Smaller vehicles (up to 10m):	7am to 10pm	Monday to Saturday	*Approx. 8- 10 deliveries a day.
	8am to 10pm	Sunday and public holidays	*Approx. 3 deliveries a day.

**Note: truck delivery frequencies may vary nominally during peak Christmas and Easter periods.*

STATE

In ACT Coles Supermarkets are serviced by the Distribution Centre located at Goulburn.

DC to Store Delivery Route

- All Coles delivery vehicles will enter the site off Antill Street.
- Delivery vehicles will enter & exit the site in a forward direction.
- All Coles loading and unloading will be restricted to the Coles loading dock area.

Role of Stockroom Manager

The Coles Stockroom Manager is responsible for:

- effective management of service delivery and operation of the loading dock and stockrooms;
- efficient unloading of deliveries, waste and recycling pickups;
- co-ordinating delivery times with Coles Distribution Centres (**DC**s) and direct suppliers; and
- advising delivery drivers and/or suppliers of any delivery instructions or curfews.

The Stockroom Manager will work closely with Coles **DC** Logistics to ensure trucks are rostered to allow sufficient time for arrival, unloading and exit. Delivery rosters will be adjusted periodically in line with business initiatives, customer demands and to implement efficiencies in delivery management.

Deliveries - Large Distribution Centre (DC) Trucks:

These are scheduled at two-hour delivery windows to allow time for traffic delays and unloading which may take up to 60 minutes per truck. Early deliveries where possible ensure less impact on morning peak hour traffic and allow fresh stock availability for that day's trading.

Depending on the trading pattern of the store, the number of DC loads is generally less on Sundays *(except where Christmas falls early in a week and customer demand is at its peak).*

In large trading supermarkets serviced by 19 metre trucks, delivery vehicle movements have been reduced significantly. Conversely deliveries restricted to smaller 12.5m trucks will result in additional and more frequent movements.

Transport movements are determined by the capacity of Coles DC trucks and any restrictions placed on the store. Loading docks restricted to rigid vehicles only or smaller trucks for example have fewer transport efficiencies and therefore a higher frequency of visits is required.

Transport efficiency benefits include:

- decreased road use by medium size vehicles
- reduced traffic conflicts near loading dock and local streets
- increased capacity on Coles DC loads for maximising logistics efficiencies
- noise reduction from less movements
- improved management of delivery windows by Coles DCs
- improved dock safety from less vehicles and
- More efficient unloading at supermarket dock.

Coles is committed to achieving further delivery and logistics efficiencies with the goal of greater product availability with minimal delivery movements.

Deliveries– Smaller trucks/vans/couriers:

Coles has achieved some significant reductions in delivery movements in the past five years. This has been achieved by *'cross docking'* direct loads at a Coles DC and combining those goods with a Coles DC load. For example, milk, Arnotts Biscuits, The Snackfood Co, some meats, chicken and ingredients and other speciality suppliers previously delivered direct to stores several times a week are now consolidated with Coles grocery and chilled DC loads.

Direct suppliers include bread suppliers, chicken, newspapers, local produce/product suppliers, magazines, courier deliveries and Armguard.

Where required, delivery drivers and transport providers will be given a Delivery Sheet to highlight, where applicable, any conditions specific to the store including but not limited to dock hours, route and contacts for issues management. Internal dock signage will also confirm delivery hours.

ENVIRONMENT AND WASTE

ENVIRONMENT

Coles strives to be an environmentally responsible business through product innovation, energy conservation, packaging, recycling, waste management, water conservation and support of environmental community initiatives.

Coles helps raise community awareness about the importance of taking care of our environment through extensive support of the following current environmental programs. Our sustainability programs are subject to review and change and include for example Coles Community Food with Second Bite (which involves the donation of surplus healthy, fresh produce to charities around the country) and our REDCYCLE plastic recycling initiative.

WASTE

Coles takes its environmental responsibilities very seriously and continues to investigate trial & implement new concepts to further improve the company's environmental sustainability. These initiatives & programs are constantly reviewed & evolving to ensure best results against our environmental measures.

Coles' current programs range from food diversion to those in need via Second Bite; donations of waste to farmers, organics waste collection (diverted out of the waste stream), recycle of plastics and cardboard as well as use of technologies such as grease eradication systems.

Proposed waste removal times and frequency are:

Waste (landfill)

Time:	within loading dock operating hours
Truck:	10.8m Rigid (Rear Lift)
Storage:	3 x 1.1m3 hoppers
Pick-ups:	Approx. 4-5 per week

Recycling (cardboard & plastic)

Time:	within loading dock operating hours
Truck:	11m Rigid (Hook Lift)
Storage:	1 x 19m3 compactor container
Pick-ups:	Approx. 2 per week

**Note: truck delivery frequencies may vary nominally during peak Christmas and Easter periods.*

In addition, individual supermarkets can enter into an arrangement whereby local farmers and/or environmental or school groups can regularly collect food waste to feed stock and/or for compost and worm farming.

SECURITY

Security for both our team members and customers is of paramount importance. Coles security systems are regularly reviewed and may include close circuit televisions, alarm systems and electronic stock security systems as deemed appropriate. Team members are also trained in security issues.

LOCAL EMPLOYMENT

It is estimated that the store will employ around 130-150 people with the majority being permanent full-time and part-time. At peak trading times, it is estimated that up to 250 team members and customers combined would be on site at any one time.

CUSTOMER CARE

Our team is passionate about customer service and ready to answer any customer queries relating to our stores, operations, policies or specific products.

Coles Customer Care is manned six days a week

- Phone 1800 061 562
- Via the Internet www.coles.com.au *Contact Us*

In store:

- Store Customer Service Desk
- Tell Coles feedback forms

TROLLEYS

Coles takes its shopping trolley management responsibilities very seriously and is committed to taking action to reduce the level of trolley abandonment in Australia. Coles invests significant resources into developing effective shopping trolley management processes, procedures and systems and we will continue to do so in the future.

Coles trolley management strategy aims to:

- prevent customers from misappropriating removing shopping trolleys from supermarket premises and surrounding car parks;
- restrict the abandonment of trolleys in streets and public areas surrounding supermarket; and
- Arrange for timely retrieval of trolleys left in supermarket car parks, streets and surrounding areas.

In the event that a trolley management system is required, Coles believes trolley wheel lock systems are more effective than coin deposit systems in reducing the number of trolleys left abandoned in local neighbourhoods. These systems also improve the customer experience by ensuring that we have working, clean trolleys always available for use in store. Coles' preferred trolley management system is the Trolley Control Wheel Lock System.

Coles trolley management is supported by the Coles 1800TROLLEY initiative. The 1800TROLLEY initiative includes:

- a national telephone service operated 24/7 phone 1800TROLLEY – 1800 876 553
- trolley reporting via email at 1800TROLLEY@coles.com.au
- web reporting at www.coles.com.au/customer-service/abandoned-trolley
- via an Apple compatible app - 'Trolley Collect' (for IPhones)

The advantage of using the 'Trolley Collect' smartphone app is that it enables us to record the geographic location of every trolley reported, track contractor response times and confirm pick-ups. Additionally, we use this data to plan routes and trolley collection service frequencies across Australia to minimise the occurrence of abandoned trolleys.

DISCLAIMER

This plan may be updated by Coles without notice

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DICKSON VILLAGE				
Waste/Recycle Streams	**Materials**	**per Week**	**Proposed on-site storage & treatment facilities**	**Destination**
Paper Cardboard	Cardboard Packaging (since 1988), Catalogues, Magazines, Newspaper, Stationary Supplies, Point of Sale Material All supermarkets & offices	**Approx. 75m3 a week** Recycling contractor collects material **up to** three times per week	On-site compactor machine for crushing paper & cardboard products. Contract collection to recycling facility.	Recycling contractor
Plastic	Plastic Film including Bags & Packaging Material (since early 1995) All supermarkets Customers can recycle plastic bags at specially marked bins in store	Around 10 bags a week Recycling contractor collects 1-2 times a week.	On-site collection facility at each store for collecting plastic films Specially marked recycle bins for customers for unwanted checkout bags	Recycling contractor
Organics				
Commingled Glass & Plastic	Commingles glass & plastic bottles collected from selected NSW each week	Small volume	Specially marked recycling bins	Recycled
Technology	Store use Computers, Ink Cartridges, Mobile Phones, Printers	Around <1%	Ink Cartridges returned to service provider for Re r use/recycling. All other items returned to head office & recycled.	Recycling contractors
Lighting	Store use globes and tubes.	Around <1%	Lighting replacement is managed by an external contractor who manages this waste stream.	
Food Waste	Food waste including fresh & packaged goods.	Second Bite	Charity collect	Charity
Donut oil & chicken fats (liquid)	Current project to recycle these from stores that produce these lines	Minimal		Recycle
General Waste		See deliveries for vehicle size and frequency	Waste Collection Bin	Landfill

sellick consultants

Canberra Office:
Unit 122, Level 1, Mode 3
24 Lonsdale Street
BRADDON ACT 2612

P: **02 6201 0200**
F: **02 6247 2203**

Sydney Office:
Suite 1601, Level 16,
99 Mount Street,
North Sydney NSW 2060

PH: **02 6201 0200**

Brisbane Office:
Level 1
410 Queen Street
BRISBANE QLD 4000

PH: **07 3236 5138**

E: **sellick@sellickconsultants.com.au**
www. sellickconsultants.com.au

30 May 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 to provide further information, as per the email sent by Mr George Cilliers on 23 May 2019, to address the issues raised by the City Renewal Authority.

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;
- Attachment 1 – additional verge works;
- Attachment 2 – skylights examples;
- Attachment 3 – section plan for articulation;
- Attachment 4 – photo of materials board;

A physical copy of the materials board is to be delivered by hand.

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,

Aaron Oshyer
Manager ACT
Knight Frank Town Planning

T +61 2 6230 7855
PO Box 248, Civic Square ACT 2608
Level 4, 64 Allara Street Canberra ACT 2600

Attachment 4

Photo of materials board for Dickson Village (Block 21 Section 30 Dickson)

Block 21 Section 30 Dickson, ACT – Submission by City Renewal Authority for new DA No 201835109
Response Date 30 May 2019

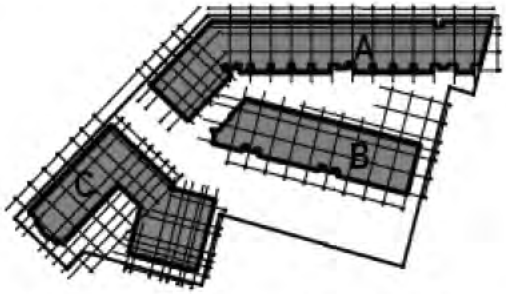
Item	Comment	Response
1	CRA Comments – Principle 1: Context and Neighbourhood Character	CGPD Response
	The proponent has shown extensive parking ramp and portal structures and basement parking extending beyond the proponent's boundary into Road A. The Authority does not support this encroachment into public land as it has an adverse impact on pedestrian amenity and comfort of the streetscape. In particular, these structures and basement preclude any street tree planting and blocks free flowing pedestrian movement across and along the street front. In its current configuration this is not supported.	From an urban design and pedestrian amenity perspective, while the ramps aren't the typical way of approaching parking for a facility of this kind - as designed it is very effective in significantly increasing the quality of space in the public plaza, by creating a new public plaza (**New Dickson Square**) and a shared zone, and improving pedestrian amenity due to the reduced traffic flow within the public plazas by directing vehicles to public car parking in the basement at the earliest opportunity on Road A. The area of space returned to the public by the creation of New Dickson Square (being 548 m^2) and part of the road being handed back to the Territory (70.4 m^2) is larger than the area occupied by the entry vehicle ramp to the public car parking (being 545 m^2). The location of the vehicle ramp has been subject to extensive review including by three traffic experts in the ACAT proceedings. Three traffic experts, Mr Graeme Shoobridge (for CGPD), Mr Christopher Coath (for ACTPLA) and Mr Tim Rogers (for Charter Hall) in their Joint Report dated November 2016 "agreed that the approved access arrangements are appropriate, providing for suitable accessibility to the site and managing traffic movements" (Pg 5). CGPD's current traffic expert, Mr David Field also came to the same conclusion. It is also noted that there were extensive discussions with the community representatives for North Canberra Community Council, Downer Community Association and Dickson Residents Group about the location of the ramps and other key design elements and the community groups agreed, (as documented by Mediation Deed) that the location of the entry ramp was acceptable to them. This development provides 237 public car parking spaces in excess of the car parking spaces generated by the development (as required by the Deed of Agreement). To achieve the number of car parking spaces required, the development needs to locate the ramps and maximise the basement structures to the extent shown on drawings DA110-007 (Basement 2) and DA110-008 (Basement 1), being an area of 545 m^2 limited to a subterranean level below RL575.40 under Road A. The only other solution would be: (1) CGPD reduce the number of car parking spaces to remove car parking spaces within the subterranean 'encroachment' to enable deep root street tree planting; or (2) CGPD construct a 3rd level of basement for the additional car parking spaces. The construction cost for each basement level is approx. $8 million. The requirement for a third basement level would make the whole development commercially unviable. Further,

		in CGPD's experience, third levels of basement car parking are not preferred by customers, who generally don't like parking beyond a second basement level, and therefore, the third level of a basement does not have a high usage. The current design provides street tree planting to each frontage (a total of 27 street trees), and achieves free flowing pedestrian movement across and along each of the street frontages with a particular emphasis adjacent to Dickson Square.
	The CRA advocates that the proponent considers a basement entry in a traditional crossover arrangement either off Road A or Badham Street, and that this be relocated within the site boundary as is normal practice.	*Badham Street – basement entry* 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 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. A perpendicular access in this location will also impact on heavy vehicles in Badham Street such as buses and active travel users including pedestrians and cyclists. *Road A – basement entry* The traffic analysis shows that if a traditional perpendicular access from Road A was used, significant traffic on Road A would pass through the square. There would be too many vehicles to use a shared zone, so the traffic along Road A would effectively cut the rest of Dickson Village, including Woolworths, from the development.
	Further it would be beneficial to extend the shared street and the external landscape materials of Road A back to the Badham Street intersection to 'complete the street'.	CGPD have sought to maximise the shared zone but the advice and evidence from the traffic experts has been that the level of traffic within that extended shared zone would be contrary to the RMS Technical Direction for Shared Zones (TTD 2016/001) and therefore the shared zone should cease at the eastern edge of the entry ramp portal to the basement car park. CGPD are willing to extend verge paving fronting McDonalds to Badham Street as shown on the **attached annotated plan,** (Attachment 1) which 'completes the street'.
2	CRA Comments – Principle 2: Built Form and Scale	CGPD Response
	The Authority notes the bulky form of the retail and supermarket walls, but considers the built form and scale of the apartment component to	The development meets the height and envelope controls within the Dickson Precinct Map and Code and Code. There is no flexibility to vary the envelope and development has been designed

	be inconsistent with the intended scale and grain of the Dickson group centre and adjacent suburban neighbourhood. The length of the apartment building (112m) limits cross-site permeability, access to sunlight and would not create a particularly attractive internal spatial experience for residents. The Authority recommends that the proponent explore ways to articulate the long, continuous building elevation fronting Antill Street to reduce the visual impact and overshadowing of the public domain and podium level communal area. This approach would also assist with addressing the long central corridor to each level of the residential complex.	within the permitted envelope. Differentiation is provided to each building typology through variation in material use. The development has provided active frontages and fine grain shopfronts along main pedestrian routes. Landscape elements offer a further fine grain to the open spaces around the site and on the building facade. This development is of a similar length and scale to other developments in the Dickson Group Centre including: • the recent Nova development, 26 Antill Street (6 levels at a length of approx. 85 metres); • the recent Malabar development, Cape Street (6 levels at a length of approx. 95 metres); and • the existing Tradies Hotel on Dickson Place (approx. 112 metres). The development meets the requirements of the Dickson Precinct Map and Code in relation to overshadowing of the public domain. Solar Study DA710-001 shows that at all times of year there is solar access to parts of the public domain and the podium level communal area. The corridor within the residential development includes a full length window on the western elevation, a centrally located light well and an additional full length window on the eastern end of the corridor. The light well assists in interrupting the corridor environment. 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.
3	CRA Comments – Principle 3: Density	CGPD Response
	The proposed density is considered appropriate, however the configuration of apartments should be reviewed to improve residential amenity. This may result in a reduction in the total number of apartments.	The built form of the development is shaped by the building envelope created by the planning controls within the Dickson Precinct Map and Code and CRA agree that the density is appropriate. CGPD believe the residential amenity is acceptable and that there is no need to reduce the number of residential apartments.
4	CRA Comments – Principle 4: Sustainability	CGPD Response
	The Authority is concerned by the absence of deep soil tree planting zones due to basements extending to all site boundaries. Deep soil zones (areas with no built structures or features above or below ground) support the growth of medium to large canopy trees and	There are deep soil planting zones: • Antill Street (6 trees with mature height of 20 metres); • Badham Street (6 trees with a mature height of 15 metres); and

	provide areas of permeable surfaces. This contributes to reducing storm water run-off, urban heat gain, and resilience to climate change. From the shadow diagrams it appears the development does not meet solar access requirements due to the high number of single aspect south-facing apartments. Under the Multi Unit Housing Development Code, at least 70% of all apartments must receive a minimum of 3 hours sun penetration on the winter solstice. This is important to ensure liveability for residents and to lift the sustainability credentials of the development. Alternative apartment configurations, such as cross through and dual aspect layouts would address this issue. Use of skylights is not considered an acceptable method for achieving solar access requirements. The Authority also requests that solar penetration information for apartments be made publicly available for future purchasers and residents, in both the accessible Development Application documents and sales documents. Further information on environmental sustainability targets and measures is required to assess the performance of the proposed development.	• Road A (10 trees with a mature height of 14 metres and 1 tree with a mature height of 20 metres). [Road A has a further 4 trees with a mature height of 14 metres that are to be grown in raised planters]. The orientation of the development North / South is shaped by the building envelope created by the planning controls within the Dickson Precinct Map and Code. All top floor apartments that do not have a direct North orientation are supplemented with a skylight. The size and location of these could further be enhanced through the next design development stage. The diagrams provided as part of the development application were not clear enough to conclude that some of the North facing western end apartments do not receive adequate sun exposure. Please see a supplementary analysis (Turner Plan No. DA-740-001 Rev O) of the western end northern elevation that shows these apartments receive the desired outcome for the provision of solar amenity. Skylights have been used as an accepted method of meeting solar access requirements to a number of Turner's Sydney developments. Please see attached photos of numerous examples of Turner's work where these have been used. (Attachment 2) Unless there is a mandatory standard of providing solar penetration information in contracts for sale for all residential developments in ACT, CGPD do not accept this standard being singularly applied to its development. Whilst there are currently no mandatory environmental sustainability targets and measures for this development, Coles build stores with high energy and water efficiency, and we are increasingly incorporating green principles into its design requirements. Environmental and sustainability initiatives include recycled materials, LED lighting, insulated ceilings, refrigeration systems and electric car charging spaces within the car park. Solar panels are proposed for the retail tenancy use and common areas as shown on the Roof Plan DA 110-014. The development has included a 55KL WSUD tank for rainwater reuse, to be pumped for irrigation to the residential landscaped podium at Level 2 (refer drawing TH18067-H-DA-01 Rev 4).
5	CRA Comments – Principle 5: Landscape	CGPD Response
	Street trees, planted in deep soil zones, should be included along the	There are deep soil planting zones:

	full length of Road A. The new plaza at the south-east of the site is largely composed of hard, impervious surfaces and a 'open canopy' structure, with minimal green infrastructure. Increased soft landscape treatments, including tree canopy cover and well-placed seating should be provided to improve user comfort and amenity in this important public space. The proposed green wall (climbers) is supported, however unless carefully designed, there is a risk that it will not achieve the level of coverage needed to ameliorate heat in Canberra's summer climate. Greater landscape design attention to planting locations, supporting infrastructure and maintenance regimes is required. It is noted that the paving materials are not identified. Use of high quality, durable materials is essential.	• Antill Street (6 trees with mature height of 20 metres); • Badham Street (6 trees with a mature height of 15 metres); and • Road A (10 trees with a mature height of 14 metres and 1 tree with a mature height of 20 metres). [Road A has a further 4 trees with a mature height of 14 metres that are to be grown in raised planters]. As stated in item 1, to achieve the number of car parking spaces required, the development needs to maximise the basement structures to the extent shown on drawings DA110-007 (Basement 2) and DA110-008 (Basement 1). The development is unviable with a third level of basement, so the only way to accommodate additional trees on Road A would be to reduce the number of car parking spaces within the development. CGPD's landscape architect's Turf were responsible for the concept design of the landmark green building known as One Central Park, Chippendale and are confident that the proposed design will be successful in this location. Further detail on landscape design may be provided during the detailed design stage if required. As discussed at our meeting with CRA and TCCS on 26 November 2018, CGPD are willing to engage our landscape architect to work with government to identify a new paving material palate for Dickson. We note that there needs to be consistency across the Dickson Village (as urban renewal continues in this area), and any change to the pavement material must be acceptable to TCCS.
6	CRA Comments – Principle 6: Amenity	CGPD Response
	As per our comment under Principle 5, the proposed design of the plaza needs to be revisited to ensure it offers a comfortable and pleasurable place experience for all users. High quality public art installations integrated with the new building and public spaces would enhance the vibrancy and distinctive character of this development.	The plaza, with canopy structure above benefits the public domain, and provides more enhancement to the public space than public art. CGPD are keen to work with the My Dickson Town Team to use this new public domain for activation and to enhance vibrancy in the Dickson Group Centre. The changing use of this space will add more than a fixed piece of public art.
	Bike racks at street level should be provided as well as secure bike storage for residents and workers that is easily accessible from street level.	The Traffic Report sets out in section 8.6 the bicycle parking requirements for the development, with 140 for residential apartments and 35 for employees and visitors. Accommodation required for a total of 175 bicycles. 140 secure storage areas for residents are provided in the level 1 podium car park. 42 bike spaces are provided for residential visitors and supermarket and retail employees across the site, including on level 1 podium car park (16), basement car park level 1 (8) and within the shared zone (18). Accommodation is therefore available for a total of 182 bicycles.

	The 112m central corridor on each level of the residential component is excessively long and does not meet national benchmarks for distances from lift cores and amenity for circulation spaces. The applicant should consider ways to reduce corridor length including introducing another lift core to service apartments in the central zone and reviewing the apartment configuration to include break out spaces for social interaction and air circulation.	The corridors measure 95 metres (lift to lift) and 105 metres (end to end). The BCA requires a smoke door/wall across the corridor length when it exceeds 40 metres in length. Other than this code requirement we are not aware of a 'National Code' dictating the length of a corridor as it is a non-habitable area. Below is the key plan for a project Turner Architects completed in Balmain which has a comparable corridor length to that proposed in Dickson. Further detail on this project can be provided if required.  *Long wing for building A, Union Balmain, Terry Street Rozelle NSW (approx. 106 metres).* The corridor has been provided with a greater level of amenity and interest through the introduction of natural light via a full-length window on the western elevation, a centrally located light well and an additional full-length window on the eastern end of the corridor. The 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. 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.
7	CRA Comments – Principle 7: Safety	CGPD Response
	No comment.	
8	CRA Comments – Principle 8: Housing Diversity and Social Interaction	CGPD Response
	No comment.	

9	CRA Comments – Principle 9: Aesthetics	CGPD Response
	The design of the elevations to Antill and Badham Streets presents as a monotonous facade. Combined with a large expanse of a singular material concealing the podium parking this will accentuate the bulk and scale of the building, resulting in a poor visual outcome for this prominent location. The Authority recommends the proponent reconsider the facade design. Use of a more nuanced palette of high quality materials and finishes which respond to Dickson's vibrant, multicultural character is encouraged, as well as greater three-dimensional articulation of the building form, including sections at different setbacks and balcony designs. The Dickson Place Plan may be a useful reference.	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 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. The use of the climbers on the Antill Street frontage and along the top edge of podium will ensure that the building is not monotonous and will be a unique landmark building in Canberra. Please see below image showing the articulation and variation along the Antill Street frontage. Also attached is a diagrammatic section of Antill Street to show the articulation in the building form and how the residential podium is recessed back to differentiate the character/materials and volumes of the elevation (Attachment 3).  There are multiple high-quality materials used in the development including light coloured dry pressed face brick, concrete off-form, glass, aluminium louvres and timber cladding. The materials selected, are light in colour and respond to the community feedback that the previously scheme, which proposed dark brick, was unsympathetic to the heritage listed Dickson Library.

		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. The light-coloured brick selected has a significant degree of natural colour variation and we believe is appropriate for the context. A materials board has been provided to assist in showing the quality and combination of materials. A photo of the sample board is provided (Attachment 4).
	The use of a green wall for street level walls and to conceal the podium level 1 car park is supported, provided adequate infrastructure is provided to support its long term maintenance, health and viability.	CGPD's landscape architect's Turf were responsible for the concept design of the landmark green building known as One Central Park, Chippendale and are confident that the proposed design will be successful in this location. Further detail on landscape design may be provided during the detailed design stage if required.