

23 September 2020  
Our Ref: 19SYW0027  
Your Ref: SSD 10376 & SSD 8876-2

**Sydney Metro**  
**State Significant Development, Development Application (SSD DA)**  
**Issue for Response to Submission**  
**Prepared for Pitt Street Developer South Pty LTD**

**RE: Sydney Metro - Pitt Street South Over Station Development - Response to Submissions (SSD 10376 & SSD 8876-2)**

**Background**

This document has been prepared in response to Sydney Metro Pitt Street South OSD Stage 1 Modification (SSD 8876 MOD2) and Stage 2 (SSD 10376) Response to Submission (RTS), specifically, in response to the **City of Sydney** submission, Dated 23<sup>rd</sup> June 2020, (Reference Number - R/2019/17/A).

**Item 1. Loading, Servicing and Access**

- a) *The site proposes residential uses and must accommodate a Council waste truck. However, the height restriction of the proposed driveway is 2.6m which prohibits council collection. The City requires clearance height for access by collection vehicle to be no less than 4m at any point if the vehicle is required to enter site to service bins.*

**Response:**

Confirming the proposed shared loading dock for Pitt Street South OSD has a clearance height of 3.5m. The proposed height clearance has been developed to meet architectural design objectives including input from all consulting disciplines. Reference should be made to Appendix D, Architectural Plans and all relevant design reporting.

With regards to refuse collections, the clearance height as referenced above (4m) relates to the City of Sydney design vehicle for residential, refuse collections.

The design vehicle has the following dimensions, Length of 9.25m, height of 3.8m. Notwithstanding the height clearance required the council design vehicle was considered and tested within the proposed loading bay design and found to be too long to manoeuvre within this space. Due to these manoeuvring restrictions on larger collection vehicles, TTM has propose use of smaller collection vehicle (SRV) with a max length 6.45m

The SRV sized collection vehicles are able to operate under 2.5m height clearance and are therefore not affected by the loading bay entry clearance of 3.5m. Based on the information outlined above, it is recommended the site utilises a private contractor with the appropriate dimensioned vehicle in lieu of the City of Sydney's collection contractor.

The response to items b) & c) also provides context around the preferred use of a private contractor for residential collections.

b) *5 loading bays are required for the site, plus 1 for the servicing of the metro. The proposal only allows for a maximum of 2 bays being used at one time, due to the following:*

- i. *One loading bay is for exclusive use of Metro.*
- ii. *The Swept Path Analysis does not demonstrate clearly the ability for the site to accommodate two SRVs simultaneously – particularly if a garbage truck is using the site – then only one other bay is accessible.*

**Response:**

**Item b) i)** - Assuming council approval for commercial collections as outlined in item 1 (a), a private contractor would be utilised to service the Pitt Street South OSD refuse, both residential and retail. The current waste strategy for OSD allows for waste to be stored on Level 1 and transferred to the loading dock via the goods lift as required. The current Station waste strategy allows for all waste to be stored in Basement 4 (Metro Station– South) and transferred to Pitt Street North loading dock as required. Refuse transfers for all levels from OSD will be completed just prior to collections by dedicated building staff / personnel or form part of a service contract i.e. building cleaners.

An agreement for a single contractor for each refuse stream will reduce the number of vehicles required to enter the site and provide simultaneous use of both loading bays regardless of which entity they are assigned too.

**Item b) ii)** - The loading dock will be managed by an onsite loading dock manager and refuse collection vehicles will be assigned a timeslot for attendance for each refuse stream. The timing of each refuse collection vehicle attendance will coincide with low traffic and pedestrian periods allowing for the entire loading bay area to be utilised including transfer and temporary placement of bins within the loading area from Level 1 (OSD South) for collection.

c) *A revised Waste Management Plan is required. The generation waste rates - residential waste storage room, and residential and commercial - are insufficient. Commercial collection on a daily basis is not supported and should be reduced to 3 x weekly as a maximum. The waste management plan must comply with the criteria in City of Sydney Guidelines for Waste Management in New Developments 2018. All loading and servicing should be provided for on-site.*

**Response:** The comments below relate to the suggested reduction of service frequency to 3 collections per week.

**Waste Generation Rates**

Councils waste generation rates as outlined in the City of Sydney **Guidelines for Waste Management in New Developments 2018** has been utilised for calculations and is clearly stated in Table A.1 of Appendix T Waste Management Plan prepared by TTM. Confirming the Waste calculations provided by Appendix T Waste Management Plan, the following are correct and provided

Table A.1: Residential Generation Rates

Type	Measure	General Waste	Food Waste	Commingled Recycling
<b>Residential</b>				
Residential Units	L / Unit / Week	120	-	120
<b>Communal Spaces</b>				
Cinema	L / Session / Seat	0.5	-	0.5
Co-Working / Offices	L / 100m <sup>2</sup> / Day	15	5	25
Gym / Wellness	L / 100m <sup>2</sup> / Day	10	-	10
General	L / 100m <sup>2</sup> / Day	20	5	50

*Excerpt: PITT STREET SOUTH OVERSTATION DEVELOPMENT, Appendix T - Waste Management Plan, Revision C, 19/05/20, SMCSWSPS-TTM-OSS-PL-REP-000001, Page 39.*

This site will not produce **garden organics** and therefore the refuse generation rate for this refuse stream has not been applied.

Note: Residential waste compaction is also factored in for bin numbers and storage design.

***Collection frequency and its subsequent impact on equipment, storage, and site entry by Collection Vehicles***

To accommodate the site constrained share loading bay the development proposes the use of a private contractor for the residential and retail refuse as a preferred supplier. The use of a single contractor per waste stream will allow daily collections, where required, to accommodate reduction in footprint for waste equipment and storage.

Utilising the above approach the total number of refuse vehicle entries onto the site based on daily service is equivalent to, or less than, the number of entries based on 3 days per week, per refuse stream, per occupancy type (Residential , Station & Commercial) and serviced by multiple contractors (council and private).

A reduced frequency collection was assessed i.e. from 7 days per week to 3 days per week. The assessment noted this reduction would result in considerably more bins being required for storage and collection. Reflective of the restrictive nature of the site it was determined additional quantity of bins would adversely affect general workplace and building safety additional to taking up available space for vehicle entry and manoeuvring.

### Recommendation

TTM have reviewed the waste arrangements for the proposed development based on the context of restricted loading dock size and subsequent use of SRV sized vehicles.

On the basis of agreement for use of SRV's for the loading dock, servicing and access in conjunction with - use of a single private contractor for each refuse stream - TTM considers all waste management aspects to be suitable and align with loading bay operations designed for the restrictive nature of the site.

Yours sincerely,



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