TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Reference: 19.589r01v03

06 July 2020

Sirius Developments Pty Ltd
52 Victoria Street
Paddington NSW 2021

Attention: Mr John Green

Re: Sirius Building
2-60 Cumberland Street, The Rocks
Sydney NSW 2000
Proposed Waste Collection and Servicing Arrangements

Dear John,

TRAFFIX has been commissioned by Sirius Developments Pty Ltd, to provide preliminary advice in relation to the proposed waste collection and servicing arrangements regarding the subject development. This statement outlines the findings, noting that feedback received from Council in response to this statement will determine the final waste collection and servicing arrangement strategy in relation to the State Significant Development (SSD) Application, which is soon to be submitted to the Department of Planning, Industry and Environment, for determination.

Council Guideline Requirements

The City of Sydney document entitled *Guidelines for Waste Management in New Developments* outlines the minimum waste management requirements for new developments, including multi-unit residential developments. The guideline states that all residential developments are to provide on-site collection of waste, recycling and bulky items by Council Vehicles (9.25m Council Waste Collection vehicle). While we recognise that this policy is Council's preferred arrangement, we understand that under the Guideline, Council has discretion to permit residential waste collection by private contractors where this is appropriate. This is discussed in the following section.

Proposed Waste and Service Vehicle Arrangements

All servicing is proposed to be undertaken using service vehicles up to an 8.8m medium rigid vehicle (MRV) and all waste collection is to be undertaken using a private waste collection vehicle (7.5m rigid vehicle provided by a private waste collector). This arrangement is considered acceptable in the circumstances for the following reasons:

- The development is an adaptive reuse of the existing Sirius Building and this imposes particular design constraints, in contrast to a new building where the standard policy requirement would be expected to be satisfied.
- The development is physically (geometrically) constrained and is unable to accommodate a 9.25m Council Waste Collection vehicle onsite.

- The proposed loading bay system (including lift and turntable) incorporates access for vehicles up to an 8.8m MRV, thereby accommodating most removalist and service vehicles.
- An appropriate Loading Dock Management Plan (LDMP) will guide all servicing activity.
- The proposed waste collection and servicing arrangements are a significant improvement on existing servicing arrangements and the following matters are considered noteworthy in this regard; and
- The above arrangement is supported by Foresight Environmental (waste management consultant) with a supporting letter dated 26 June 2020, provided in **Attachment 1** for ease of reference.

Design Principles for Servicing

The design nevertheless incorporates the following important design aspects:

- Waste collection, removalist and service vehicles will access the subject development in a forward direction via Cumberland Street. The truck will enter the truck lift in a forward direction, proceed to Basement Level 4 and utilise the turntable to turn and then reverse into the dedicated loading bay. When egressing, waste collection vehicles will access the truck lift in a forward direction, proceed to Level 3 and also exit the site in a forward direction via Cumberland Street. Reference should be made to the architectural plans provided in **Attachment 2** and swept path analysis provided in **Attachment 3**.
- Subject to the LDMP, all servicing activities will be accommodated onsite, thereby minimising impacts to local amenity and the surrounding road network.
- A minimum 4.5m head height clearance is provided above all areas traversed by service vehicles, in accordance with the minimum requirements AS290.2 (2018).
- The proposed MRV loading bay is physically separated from the main carpark located on Level B2-B1. Furthermore, the loading dock is separated from the carparking module located on Level B4-B3, thereby limiting impacts to the operation of the carpark.
- The removalist truck will service the building as per the following process:

    1. Truck will enter the truck lift from Cumberland Street
    2. Proceed to the loading dock in Basement 04
    3. Unload goods/furniture into the truck lift
    4. Transfer goods/furniture to B2 main car park level access via each lift core 1 to 5 from this level straight into each apartment.

    The above is a significant improvement on existing arrangements where only the tower apartments have access to lifts. Therefore, it can be seen that the future removalist service is performed on in comparison with the existing removalist service which is undertaken on-street, thereby minimising impacts to surrounding streets.

Conclusion

On the basis of the above, the proposed on-site servicing and waste collection arrangements in our view are considered supportable. As such, noting the critical importance of this issue to the ongoing design, we request approval in principle from Council to the intended solution as a matter of some urgency.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. We would of course request a meeting with Council officers, in the event that the proposed servicing arrangements are not supported for any reason.

Yours faithfully,

Traffix

Vince Doan
Executive Engineer

Encl: Attachment 1 – Supporting Letter from the Waste Management Consultant
Attachment 2 – Architectural Plans
Attachment 3 – Swept Path Analysis

ATTACHMENT 1

Waste Management Consultant Letter

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www.foresightenvironmental.com

6 July 2020

Re: Sirius Building – waste management truck access

Foresight Environmental (FE) has been engaged to develop the waste management strategy and the operational waste management plan documentation for the development. The details below provide a summary of the approach to waste management for the development; specifically addressing the proposed access and collection procedures required to deliver appropriate levels of amenity with regards to waste management.

High-Level Internal Waste Strategy

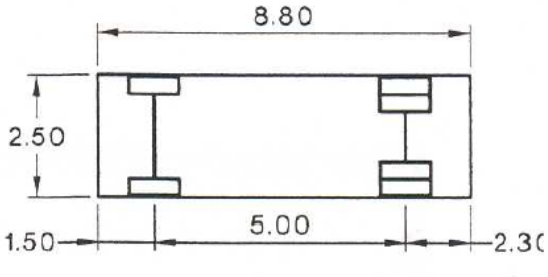
The building is serviced by 5 cores – with one main "tower" core and four other low-rise cores. The tower core will be serviced by a chute (duel or split TBD) that terminates in a waste storage room at the base of the chute – the room will house 660L MGBs for both general waste and mixed recycling. The four low-rise cores will have common waste and recycling provisions on each floor which will be serviced by building management – receptacles on each floor will be emptied and transferred to the 660L MGBs housed in the main waste storage area on Basement Level 4.

The main waste storage area will be located adjacent to the loading zone on B4. The loading zone consists of a truck lift and turntable to allow an MRV access to service the bins on the scheduled collection days.

Collection/Access

Entry to the site is from Cumberland Street into the truck lift. Due to the spatial/access constraints, the largest truck that is able to access the site is a standard 8.8m MRV which we note is smaller than the standard CoS waste truck specifications – this has informed our approach and related outcomes as follows:

- In an effort to deliver maximum amenity for both residents and the surrounding public domain i.e. neighbours, a strategy that favours an internal waste collection from the basement area over a kerbside collection has been pursued.
    - Due to the number of bins required to service the site, a kerbside collection was deemed to be inappropriate for the following reasons:
        - Unsightly and large amount of kerbside area required to present bins for collection
        - Onerous (unfeasible) handling/labour procedure would be required to transfer all bins to the kerb for collection and then return them to the building after collection
- By pursuing a collection from the basement to achieve the stated amenity, the largest truck able to be accommodated by the site's access conditions is a standard Medium Rigid Vehicle (MRV) rear-lift waste truck – specs as follows:



Height: 3.8m
Turning Radius: 10.0m
Overall Length: 8.8m
Overall width: 2.5m

- This approach necessitates the need to engage a private commercial waste contractor to provide ongoing waste collection services as CoS do not have a waste truck small enough to service the site internally via the truck lift and turntable. Engaging a private waste contractor has the following benefits:

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- Nearly all prominent commercial waste contractors currently servicing the Rocks area have suitable trucks within their fleet to be able to service the site. Having several commercial contractors available provides confidence that continuity of service can be delivered and maintained for the site throughout it's operation through the implementation of a contractual agreement for ongoing waste and recycling services (which can be clearly demonstrated to the satisfaction of CoS).
- Ability to deliver a better environmental outcome through greater access to recycling streams not currently offered by CoS i.e. food organics recycling, container deposit scheme. And ability to respond to any future recycling opportunities i.e. waste-to-energy (PEF streams).

The following table provides details for a selection of waste contractors with suitable trucks and service coverage in the Rocks area:

Waste Contractor	Contact
Bingo Industries	Tim Grainger – tim.grainger@bingoindustries.com.au
Sydney Waste	Elon Zizer – elon@sydneywaste.com
Cleanaway	Rob Dimeo – Robert.diemo@cleanaway.com.au
Org	Jim McBurney – jim@org.com.au
Suez	Paul Hales – paul.hales@suez.com

Collection Frequency

Based on CoS residential waste generation rates, the estimated collection schedule for waste and recycling streams is as follows:

Stream	Bin type	Bin numbers	Weekly Collection Frequency	Total weekly waste/recycling truck movements
General Waste	660L MGB	8	Twice per week	4
Recycling	660L MGB	8	Twice per week	

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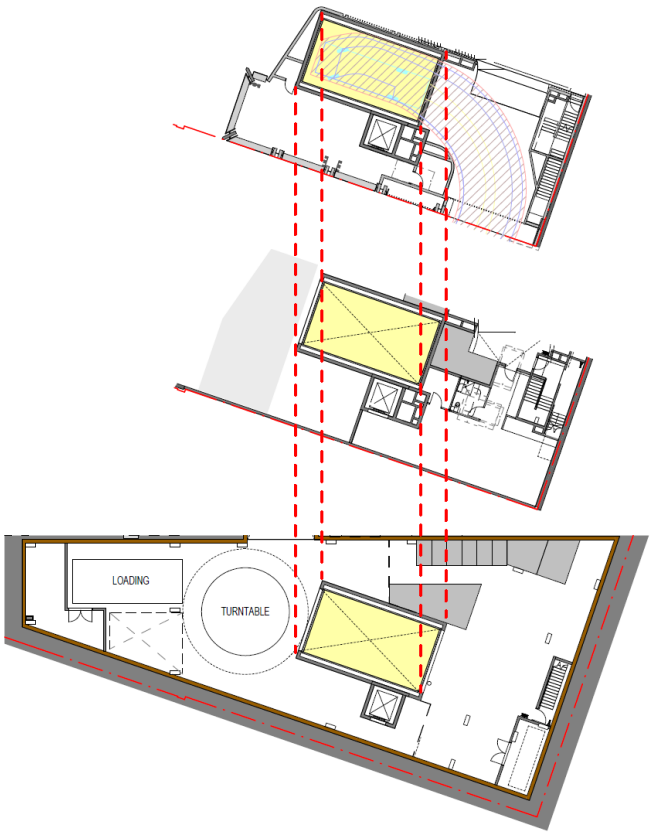
Access to the site from Cumberland Street is demonstrated in the documentation produced by Traffix. The internal swept paths for an 8.8m truck are shown below:



MRV ENTRY FROM CUMBERLAND STREET

MRV TO LOADING BAY

Conclusion

Having explored the various options for servicing waste from the site, it is the opinion of Foresight Environmental that engaging a commercial waste contractor to provide waste services for the site delivers the best outcome for the development and surrounding stakeholders. It is understood that CoS prefers not to relinquish the Council managed waste services for residential dwellings within LGA unless all alternative options have been exhausted. As stated in the points above, due to the significant existing structural constraints of the site it is not possible to provide access for any vehicle larger than the referenced MRV specification. The only other alternative would be to place bins on the kerb for Council collection – however, this is obviously undesirable from a public amenity perspective i.e. visual impacts, spatial requirements on kerb for bins, acoustic impacts (truck on street servicing bins for extended period of time), handling/labour impacts to move bins from site to kerb. For these reasons we propose pursuing the approach outlined here through the engagement of a commercial waste contractor.

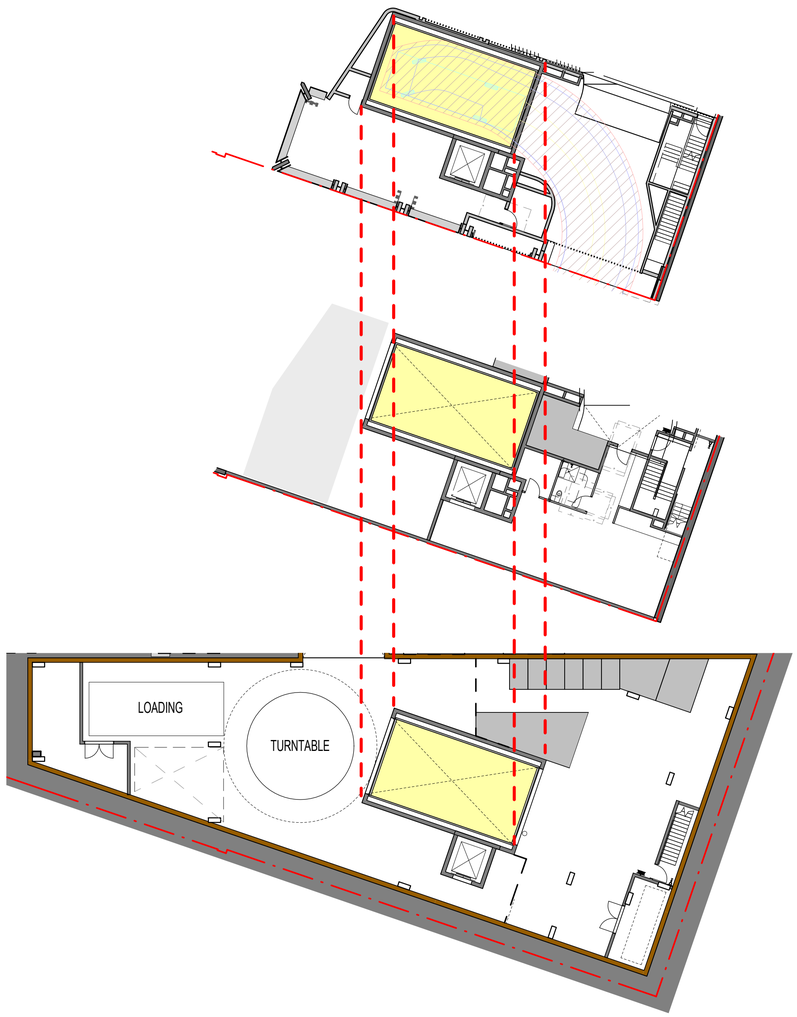
I'm available to discuss directly if I can be of any further assistance or provide more detail if required.

Kind regards,

Scott Ebsary – Director, Foresight Environmental

ATTACHMENT 2

Architectural Plans



MRV ENTRY FROM CUMBERLAND STREET

MRV TO LOADING BAY

BVN

NSW ARCHITECTS REGISTRATION BOARD / NOMINATED ARCHITECTS
6501 ABBIE GALVIN
9356 NIKOTSCHKA TITCHKOSKY
7115 JULIAN ASHTON
7053 MATTHEW BLAIR
7151 PHILLIP ROSSINGTON
4937 JAMES GROSE

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NOTE
CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK OR PREPARATION OF SHOP DRAWINGS. DO NOT SCALE THIS DRAWING

ISSUE	DATE	FOR
1	23.06.20	FOR INFORMATION

CONSULTANT

CONSULTANT

CONSULTANT

CONSULTANT

PROJECT MANAGER
DEDICO

CLIENT

JDH CAPITAL
CLIENT NUMBER

PROJECT

SIRIUS
36-50 CUMBERLAND ST, THE ROCKS
BVN PROJECT NUMBER

1712011
DRAWING KEY

TRUE NORTH

GRAPHIC SCALE
0 2000 5000
SCALE

1 : 200@A1
STATUS

FOR INFORMATION
DRAWING

TRUCK LOADING SERVICE DIAGRAM

AR-R-99-38 | ISSUE 1

ATTACHMENT 3

Swept Path Analysis

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Design Review	VD	12-03-20
B	Design Review	JP	24-06-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
BVN
Level 11/255 Pitt Street,
Sydney NSW 2000

Client
Sirius Developments Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description
Sirius Building

Drawing Prepared By

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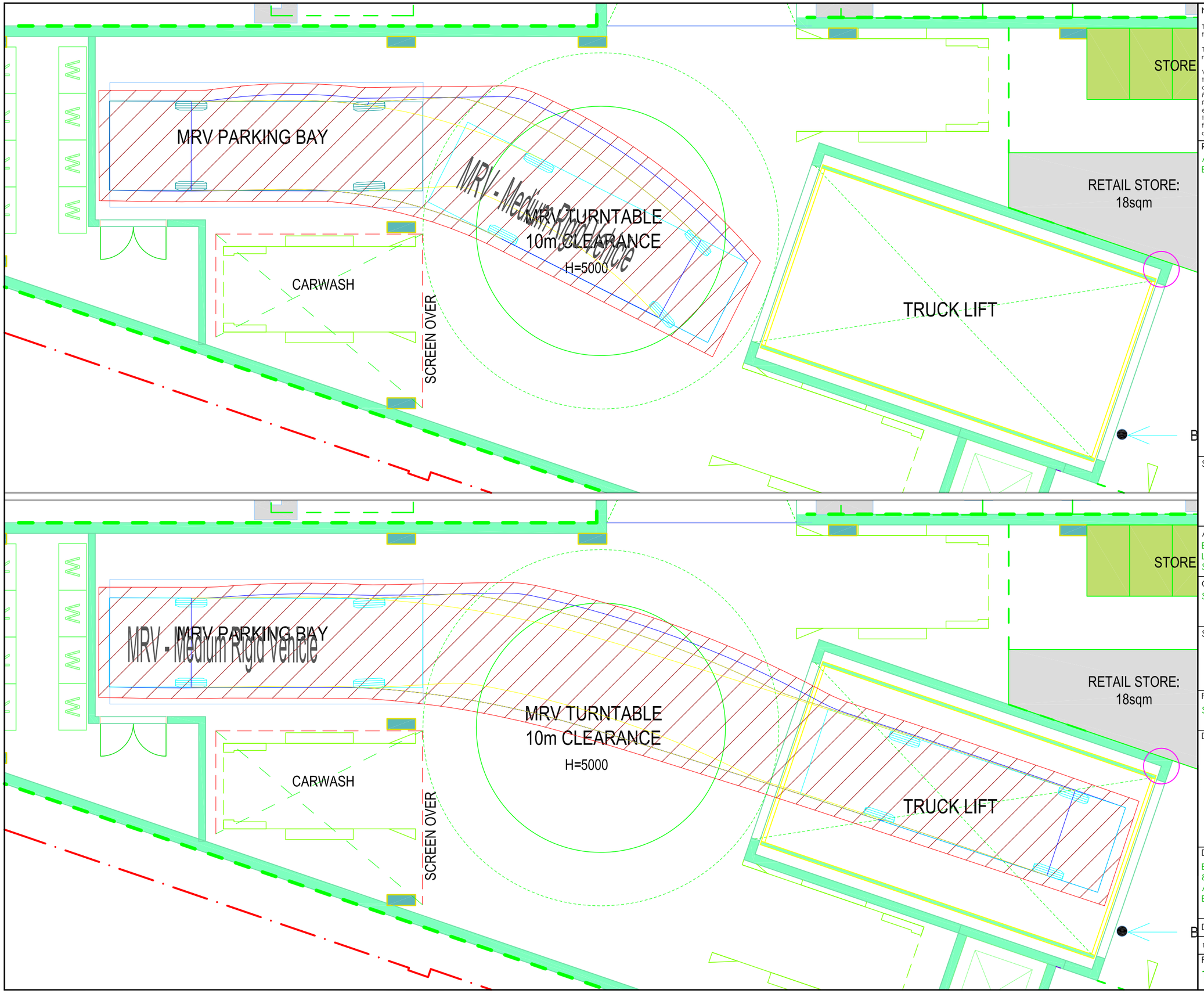
Drawing Title
Level 3-5 (Ground level)
Swept Path Anlaysis
8.8m MRV
Cumberland Street Forward Entry to Truck Lift

Drawn:	Checked:	Date:
JP	VD	24-06-2020

19.589d06v02 TRAFFIX [200507 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.589	-	TX.01	A



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Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
BVN
Level 11/255 Pitt Street,
Sydney NSW 2000

Client
Sirius Developments Pty Ltd

Scale / Plan Orientation
0 1 2 3 4m
1:100 @ A3

Project Description
Sirius Building

Drawing Prepared By

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Drawing Title
Basement 04
8.8m MRV
Above: Reverse Entry From Turntable to Loading Bay
Below: Forward Entry From Loading Bay to Truck Lift

Drawn:	Checked:	Date:
VD	VD	12-03-2020

19.589d06v02 TRAFFIX [200507 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.589	-	TX.02	A

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0 2 4 6 8m
1:200 @ A3

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Drawing Title
Level 3-5 (Ground level)
Swept Path Anlaysis
8.8m MRV
Cumberland Street Forward Exit From Truck Lift

Drawn:	Checked:	Date:
JP	VD	24-06-2020

19.589d06v02 TRAFFIX [200507 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.589	-	TX.03	A