

WASTE MANAGEMENT REPORT

PROPOSED MIXED USE RESIDENTIAL & COMMERCIAL DEVELOPMENT

@ **971 RICHMOND ROAD, MARSDEN PARK** **DA – SPP-20-00002**

1. INTRODUCTION

A Development Application DA-SPP-20-00002 was submitted to Blacktown City Council seeking consent to for the creation of a mixed use residential and commercial development, comprising of:

- Six (6) x Eight (2) storey and one (1) x seven storey residential flat buildings containing 234 units of 1, 2 and 3 bedrooms;
- Ground Floor commercial and retail units with a floor area of 2,978sqm;
- Ground Floor 505sqm Child Care Centre;
- Ground Floor 403sqm Gymnasium;
- 21 Lot Medium Density 'Narrow Lot Housing' development; and,
- The provision of associated infrastructure, services and ancillary facilities.

The DA was refused by Council and as a result of that refusal proceedings have been commenced in the NSW Land and Environment Court appealing against the refusal.

2. HISTORY

On 27 September 2018 a Pre DA Meeting with Council was held. At this meeting Council recommended that, as the proposed development was not supported, the Applicant consider the preliminary advice provided, amend the development proposal and book another pre-application meeting.

The Applicant did not arrange for another pre-DA meeting and lodged the DA with the Council on 8 May 2020. The assessment of the DA commenced shortly after the submission of the DA.

On 10 June 2020 and 19 June 2020, the Respondent requested amendments to the road design to align with the NSW Land and Environment Court approved development consent DA-15-02765 at 999 Richmond Road, Marsden Park which varied the Growth Precinct DCP's Indicative Layout Plan.

Council requested an amended subdivision plan and redesign of the mixed-use development due to the alteration in the developable areas on the Subject Site. The Respondent's Traffic section had concerns with the road alignment and staggered intersection affecting sightlines. Council's Engineering Department noted that lawful vehicular access to the site was not yet achievable. The site is currently landlocked and access-denied to both Richmond Road and South Street. Council provided comments to the Applicant from the Sustainable Waste, Traffic, Drainage and Engineering sections.

On 9 July 2020, the Applicant submitted an amended application. The subdivision and mixed-use development were substantially redesigned due to the street network being amended to reflect the adjoining approvals which had been determined by the NSW Land and Environment Court. The package included amended architectural plans, stormwater management plan, MUSIC model, an amended subdivision plan (the subdivision of the R3 zoned lot to alter the lot yield) and an amended road network to align with the development consents on the site to the north.

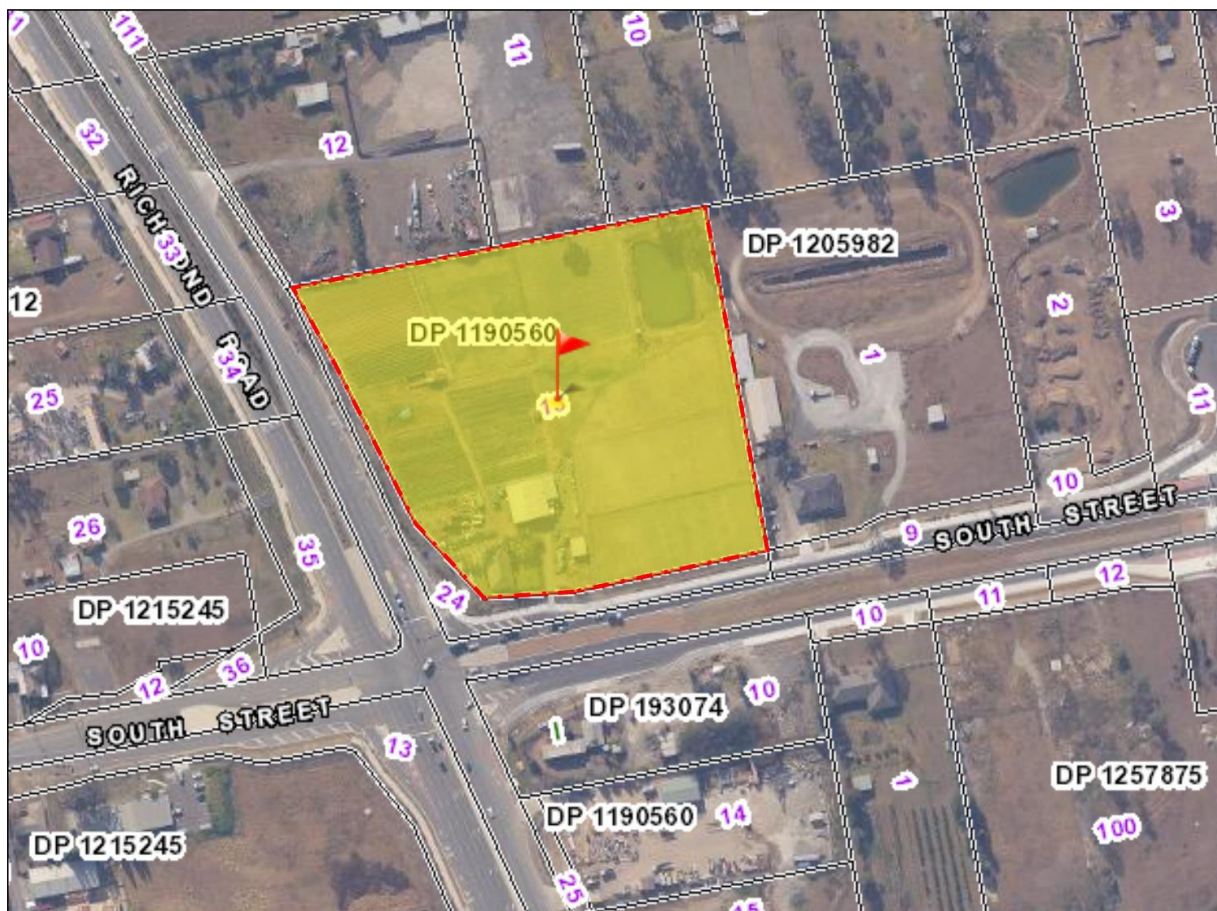
The amendments also included a redesign to change the configuration and design of the 6 buildings on the B4 zoned land and amended the commercial components of the proposed development.

The DA was determined by the Sydney Planning Panel by way of refusal on 15 December 2020.

On 26 February 2021, the Applicant lodged a Class 1 Application in the NSW Land and Environment Court.

3. THE SITE

The Subject Site is legally described as Lot 13 DP 1190560, otherwise known as 971 Richmond Road, Marsden Park. An aerial photograph of the Subject Site is provided below:



THE SITE

The Subject Site currently comprises of one (1) large irregular-shaped corner lot with an area of 29,980sqm. It has frontage to Richmond Road to its western boundary and South Street to its southern boundary and is located adjacent to land strips marked by acquisition for road widening of Richmond Road and South Street. Its current land use is rural residential.

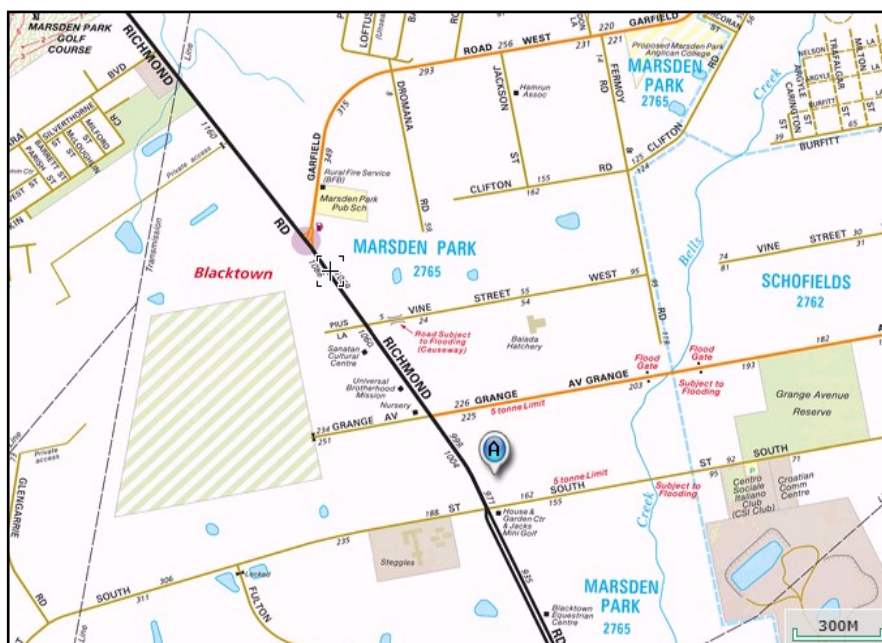
Current structures and improvements on the site include contains a dwelling and associated sheds, fencing and driveway off South Street. A dam is located in the north-eastern corner of the Subject Site. There are a number of trees on the site mainly located in the north-eastern corner that are identified as being of the Cumberland Plain species. Vegetation on the site is minimal with mainly grassy areas.

The land upon which the development is proposed is zoned as B4 Mixed Use within the western portion and R3 Medium Density Residential within the eastern portion.

The site has a maximum permitted building height of 28 metres in the B4 zone and 14 metres in the R3 zone. The maximum permitted building height is generally 28 metres in the immediate setback to Richmond Road, between South Street and Grange Avenue, with the exception of the corner of Richmond Road and Grange Avenue, north of the Subject Site, which has a portion of land with a maximum building height of 12 metres.

4. THE LOCALITY

The Subject Site is within the Marsden Park Precinct of the North West Growth Area as identified by Schedule 6 of the Growth Centres SEPP.



The site has frontage to Richmond Road and South Street. The locality comprises rural-residential properties which are transforming to a largely urban residential area. This transition from rural-residential properties to a higher density urban area will be serviced by key road networks, and the future extension of the Sydney Metro Northwest rail corridor.

The site is located on the eastern side of Richmond Road, and is 2 km south-east of the Marsden Park village centre being developed by Stockland. Directly across

Richmond Road is an area zoned B2 Local Centre, and across Richmond Road to the south-west is an area zoned B7 Business Park, which is mostly developed as the Sydney Business Park. The surrounding properties to the north are zoned largely B4 Mixed Use and properties to the east are zoned R3 Medium Density Residential.

The Growth Centres SEPP has also identified part of a Transport Corridor which is located within the southern portion of the Subject Site, adjacent to the South Street road corridor. This portion of the site has a transport corridor investigation area affectation under Appendix 12, Clause 6.10 of the Growth Centres SEPP. This South Street section is for the future extension of the Sydney Metro Northwest rail corridor, which is planned to be extended to St Marys.

The Transport Corridor extends eastwards to the existing Schofields Railway Station some kilometres to the east. However, the corridor has not yet been fully preserved on planning instruments between the Marsden Park and Schofields Precinct as the intervening precinct of West Schofields has not yet been rezoned. Gazettal of that Precinct Plan has not yet occurred.

5. WASTE MANAGEMENT ISSUES

Among the issues identified in Council's Statement of Facts and Contentions (SOF&C's) are a number of matters concerning waste management.

These issues are detailed below in **BOLD TYPE TEXT** with specific responses following each item.

PART A – REQUIREMENTS FOR SUBDIVISION & SINGLE DWELLING LOTS

- 1. The Applicant must demonstrate on amended plans, temporary turning heads in the form of cul-de-sac heads anywhere the road network results in dead ends. Hammerheads are not supported. The turning area must comply with Council's engineering guide for development. Trucks must be able to enter and exit in a forward direction and design must cater for an 11m long, heavy rigid vehicle with a 25m turning circle.**

RESPONSE – The Architectural Drawings have been amended to demonstrate the provision of a cul-de-sac at the end of New Road No 4. Collection vehicles will be able to enter and exit the road in a forward direction and the design will cater for an 11m long, heavy rigid vehicle with a 25m turning circle. Refer to Drawing No 01 – Issue G.

- 2. Drawing 02 – Lots 20 and 21 will be impacted to cater for a temporary turning head.**

RESPONSE – The Architectural Drawings have been amended to demonstrate compliance with the above requirements – refer to Drawing No 02 – Issue E.

- 3. The Applicant must provide swept paths for an 11m long, heavy rigid vehicle with a 25m turning circle for the trucks entire travel path showing forward entry and exit with all manoeuvring onsite. Paths must demonstrate suitable truck access around the site especially in locations with transition into or out of areas with half road construction.**

RESPONSE – EB Traffic will be providing Swept Path diagrams for the 11.0m HRV, in both PDF and DWG.

- 4. The Applicant must provide the AutoCAD file in DWG format and 1:1 scale for the trucks entire travel path in addition to the proposed swept paths for review.**

RESPONSE – EB Traffic will provide an AutoCAD file in DWG format and 1:1 scale for the collection vehicle's entire travel path in addition to the proposed swept paths for review.

- 5. The Applicant must demonstrate that bin transfer grades do not exceed 1:14 for 240L bins.**

RESPONSE – The Architectural Drawings have been amended to demonstrate that bin transfer grades will not exceed 1:14 for the movement of 240-litre mobile bins.

- 6. The Applicant must demonstrate that bin travel distances do not exceed 30m for 240L bins. The waste management plan must also be updated (for example page 40 states 70m for 240L bins with distances 'mostly' at grade).**

RESPONSE – According to the Architectural Drawings, the individual allotments for the Super lot residential development have a maximum length to the rear boundary of approximately 24.75m. As such any bin travel distances from the on-site storage areas to the collection points will be less than 30m.

PART B – REQUIREMENTS FOR BASEMENT COLLECTION:

- 1. The Applicant must demonstrate on amended plans basement collection for waste.**
 - a) Basement collection is required for sites 1500 m² (or greater)**
 - b) Waste collection can be accommodated within the shared basement. Each core may discharge directly to the basement within the interim waste room. Building managers will then transport bins from the interim waste rooms to the designated loading area and main waste room.**

RESPONSE – Both the Architectural Drawings and the Waste Management Plan have been amended to demonstrate that all waste and recycling collections will take place from the basement.

- 2. The Applicant must demonstrate on amended plans that the loading bay is adjacent to the bin and bulky waste storage areas.**

RESPONSE – Both the Architectural Drawings and the Waste Management Plan have been amended to demonstrate that the loading bay is located adjacent to both the Residential Waste Storage Area and Bulky Waste Storage Area.

- 3. The Applicant must provide storage at a rate of 4m² for every 40 units and 1m² for every 20 units (or part thereof) after that for bulky waste items such as lounges and fridges:**
 - a) the area must be located adjacent to the waste loading bay, caged and sign posted for this specific use.**
 - b) doors must be a minimum 1.5m wide.**
 - c) the waste management plan must be updated to this effect.**

RESPONSE – Both the Waste Management and the Architectural Drawings have been amended to demonstrate that the Bulky Waste Storage Area has a minimum floor area of 15sqm (the requirement for 236 units is 14sqm), and is located adjacent to the loading bay. It is of caged construction, appropriate collection vehicles will enter and exit in a forward direction and the design will cater for an 8.8m long, heavy rigid vehicle with a 25m turning circle.

- 4. The Applicant must demonstrate on amended plans that the designated loading bay can accommodate the entire length of the truck plus an additional 3m rear clearance for bin servicing and rotation. The truck must not over hang the loading bay hindering traffic flow onsite.**

RESPONSE – Both the Architectural Drawings and the Waste Management Plan have been amended to demonstrate that the loading bay loading bay can accommodate the entire length of the collection vehicle with an additional 3.0m rear clearance for bin servicing and rotation. The collection vehicle will not over hang the loading bay hindering traffic flow onsite.

- 5. The Applicant must provide swept paths for an 8.8m long, medium rigid vehicle with a 22m turning circle for the trucks entire travel path showing forward entry and exit with all manoeuvring onsite**

RESPONSE – The Architectural Drawings have been amended to demonstrate that collection vehicles will enter and exit in a forward direction and the design will cater for an 8.8m long, heavy rigid vehicle with a 22m turning circle.

- 6. The Applicant must demonstrate on amended plans that ramp grades and changes of rate of grade on the ramp do not exceed 15.4% (as per AS2890.2 Tables 3.2 and 3.3).**

RESPONSE – The Architectural Drawings have been amended to demonstrate that ramp grades and changes of rate of grade on the ramp will not exceed 15.4% (as per AS2890.2 Tables 3.2 and 3.3).

- 7. The Applicant must provide a vertical cross section plan demonstrating a 4.5m headroom allowance clear of eaves, overhangs, balconies, services, sprinklers and at the roller door entry point, for the trucks entire travel path (as per AS2890.2).**

RESPONSE – The Architectural Drawings have been amended to demonstrate that a minimum 4.5m headroom allowance clear of eaves, overhangs, balconies, services, sprinklers and at the roller door entry point, has been provided for the collection vehicle's entire travel path (as per AS2890.2).

- 8. The Applicant must provide the AutoCAD file in DWG format and 1:1 scale for the trucks entire travel path in addition to the proposed swept paths for review.**

EB Traffic will provide an AutoCAD file in DWG format and 1:1 scale for the collection vehicle's entire travel path in addition to the proposed swept paths for review.

- 9. The Applicant must provide physical treatment to the loading bay (for example, lockable, removable bollards) to prevent unauthorised parking:
a) truck turning areas must be maintained.**

- b) the building manager must coordinate access.
- c) the waste management plan must be updated to this effect.

RESPONSE – The Waste Management Plan has been amended to provide details in relation to the physical treatment of the loading bay to prevent obstructions from unauthorised parking.

- 10. The Applicant must demonstrate on amended plans that the bin and bulky waste collection point can accommodate all the bins from the other waste rooms without impacting traffic flow onsite. Bins must not spread into the driveway area.**

RESPONSE – Both the Architectural Drawings and the Waste Management Plan have been amended to demonstrate that the bin and bulky waste collection points are able to accommodate all the bins from all other waste rooms without impacting traffic flow onsite.

- 11. The Applicant must provide separate waste rooms for the retail/commercial component and the residential component. Both must be located adjacent to the loading bay.**

RESPONSE – Both the Architectural Drawings and the Waste Management Plan have been amended to demonstrate that separate waste and recycling storage areas have been provided for both the residential and commercial components of the development.

- 12. The Applicant must demonstrate on amended plans that the chute discharge point is suitably caged (or enclosed) to prevent injury with enough circulation space around the equipment for bin rotation as per the manufacturer's specifications. The waste management plan must be updated accordingly**

RESPONSE – The Architectural Drawings and the Waste Management Plan have been amended to demonstrate that the chute discharge point will be suitably caged (or enclosed) in order to prevent injury. Sufficient circulation space will be provided around the equipment for bin rotation in accordance with the manufacturer's specifications.

PART C – REQUIREMENTS FOR COMMERCIAL & RETAIL DEVELOPMENT WITH MIXED USES

- 1. The Applicant must update the waste management plan using the correct and most relevant waste generation rates provided in the *EPA's Better Practice for Resource Recovery in Residential Developments 2019*. This guide has the most updated waste generation rates for commercial tenancies.**

RESPONSE – The Waste Management Plan has been amended to indicate that all waste and recycling generation rates for the commercial component of the development have been calculated in accordance with the NSW EPA's Better Practice Guide for Resource Recovery in Residential Buildings, with the exception waste and generation recycling rates for Child Care Centres, which are considered unreasonable and excessive.

Based on a review of the waste and recycling generation rates published in the EPA's Better Practice Guide for Resource Recovery in Residential Buildings, it is considered that in many cases these are considered to be excessive and not representative or realistic in relation to the actual amount of waste generated from child care centres.

As a result of this review, all waste and recycling generations have been calculated according to information obtained in a number of Sydney Councils DCP'S for developments of a similar type, as well as from research undertaken by Dickens Solutions in respect of waste and recycling generation in child care centres.

In regard, to the EPA documents requirement, 20-litres of waste per child per day is the equivalent of 10 x 2-litre cartons of milk, or in a more realistic situation:

- One (1) loaf of bread – 20 slices,
- Five (5) x 200mm bottles or cans of water, juice, milk,
- Six (6) nappies,
- One (1) large pack of biscuits – 20 individual portions,
- Twenty (20) packets of chips and crisps,
- Five (5) packs of assorted lollies (gummy bears, etc.) – 25gms per serve, and,
- Ten (10) cake bars.

This research is based on real life scenarios and for the purposes of this RFI response, includes the following examples, based on the daily attendance of a three (3) year old consumption pattern over the course of a week.

One (1) child's back pack with sandwiches, juice, water, three (3) nappies, snacks, antiseptic cream – weight 2kg's – volume 3.8-litres.

Additionally based on information provided by a child care centre in the Blacktown LGA which has been in operation for approximately five (5) years, the waste generation derived from that centre is consistent with those outlined herein.

Waste documents providing supporting evidence can be provided if required.

Waste and recycling requirements for 100 children provide for the following service arrangements:

- Waste – 5 x 240-litre waste bins, serviced two (2) days per week, and,
- Recycling – 5 x 240-litre recycling bins, serviced one (1) day per week.

2. The Applicant must provide the required number of bins based on the generation rates provided in the *EPA's Better Practice for Resource Recovery in Residential Developments 2019*.

RESPONSE – Refer to Part C – Item No 1 above.

PART D – FURTHER WASTE MATTERS

- 1. The Applicant must demonstrate on amended plans that the bins are stored on the same level they are collected from. Split level collection is not supported due to heavy reliance on mechanical equipment to move bins around the Subject Site.**

RESPONSE – The Waste Management Plan has been amended to demonstrate that all waste storage facilities and collections will be provided from the basement area as indicated on the Amended Architectural Drawings.

- 2. The Applicant must demonstrate on amended plans that resident access to the waste room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.**

RESPONSE – Residents are not required to access the loading bay and collection areas. As such resident access will not be permitted. All residents of the development will deposit their waste and recycling material into the chute (waste) and recycling bins (recycling material) located in the Waste and Recycling Compartments on each residential.

Residents will be required to liaise with the Building Manager to deposit bulky waste material into the Bulky Waste Storage Area. Bulky waste material will only be transported to the area in the company of the Building Manager, and outside of the days and times that waste and recycling collection will take place. The Bulky Waste Area will be appropriately secured to prevent resident access

- 3. The Applicant must demonstrate on amended plans that resident access to the bulky waste storage room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.**

RESPONSE – Residents will be required to liaise with the Building Manager to deposit bulky waste material into the Bulky Waste Storage Area. Bulky waste material will only be transported to the area in the company of the Building Manager, and outside of the days and times that waste and recycling collection will take place. The Bulky Waste Area will be appropriately secured to prevent resident access

- 4. The Applicant must demonstrate that bin transfer grades do not exceed 1:30 for 1100L bulk bins.**

RESPONSE – All waste and recycling bins will be transported to and from the bin storage areas and collection areas by a Mobile Bin Towing Device. All

- 5. The Applicant must demonstrate that bin transfer grades do not exceed 1:14 for 240L bins.**

RESPONSE – The Architectural Drawings have been amended to demonstrate that bin transfer grades will not exceed 1:14 for 240-litre mobile bins. EB Traffic will be providing Swept Path diagrams for the 11.0m HRV, in both PDF and DWG.

- 6. The Applicant must demonstrate that bin travel distances do not exceed 10m for 1100L bulk bins. If they do:**
- a) bin movement aid is required for the Subject Site (for example bin tug with trolley).**
 - b) provide the specification sheet for the proposed equipment.**
 - c) indicate on amended plans a suitable, secure storage area for this equipment (that is, the bin tug plus the trolley attachment). It must be located adjacent to the loading bay and collection point for the Subject Site.**

RESPONSE – All mobile waste and recycling bins will be transported to and from the respective waste and recycling storage areas using a Mobile Bin Towing Device as detailed in the Waste Management Plan.

- 7. The Applicant must demonstrate that bin travel distances do not exceed 30m for 240L bins.**

RESPONSE – All mobile waste and recycling bins will be transported to and from the respective waste and recycling storage areas using a Mobile Bin Towing Device as detailed in the Waste Management Plan.

6.SUMMARY

This report is submitted for Council's consideration.

Garry Dickens
Waste Management Consultant
Dickens Solutions
28 July 2021.