15 December 2016

Lynne Sheridan
Director Codes and Approval Pathways
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Via email: lynne.sheridan@planning.nsw.gov.au

Dear Ms Sheridan

Submission – Proposed Medium Density Design Guide and Housing Code

Thank you for the opportunity to review and provide feedback on the proposed Medium Density Design Guide (MDDG) and Housing Code. We understand the Department's efforts to increase the supply of diverse and well-designed housing to meet different household needs, preferences and budgets. However, we do have some concerns about how this is proposed to be achieved.

Similar to the Department's Apartment Design Guide, the proposed Medium Density Design Guide has the potential to substantially improve the quality of medium density housing developments across NSW but can significantly impact our ability to provide safe, effective and efficient waste and recycling services. Please find attached our response concerning the proposed design principles and development standards as it affects waste and recycling collection services.

Should you have any queries or concerns in relation to this matter, please contact our Manager Community Law Enforcement and Waste, Ric Smith on 9839 6118.

Yours faithfully

Peter Smith
Director Sustainable Living

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WASTE MANAGEMENT COMMENTS

We do not support the proposed waste servicing design guidelines, particularly in relation to storage and collection points, street frontage requirements, internal road design and suggested collection truck sizes.

The Guide is based on the assumption that all medium housing developments can and will be serviced by small rigid vehicles. However, this is not always possible or desirable. Not all local councils use the 'smallest possible waste vehicle' (a small rigid vehicle). They present productivity issues and require more frequent trips to waste management facilities. They cannot be used for collection and disposal of hard waste such as lounges and freezers, a service residents have come to expect.

If developments are designed for small rigid vehicles, there will be significant numbers of dwellings that cannot be serviced by council. The service would need to be outsourced and paid for by the Body Corporate or Community Management Association. It is our experience that there are very few companies that offer this type of collection service.

Section 2C – Design principle 5 – Landscape

We support the design principle for landscaping. We agree that landscaping plays an important role in the integration of developments into the surrounding streetscape and context, thereby increasing amenity for neighbours and future residents. However, there needs to be some consideration of how garbage and recycling bins are presented and collected along the street frontage.

To ensure bins are collected without damaging landscaping or street furniture and to reduce any potential traffic conflicts between waste trucks and other road users, it is recommended that the following additional requirements are incorporated into the MDDG:

1. Bins must be placed 2m away from any landscaping (trees, hedges etc.), traffic management devices, power poles, bus stops etc.

2. 2m x 1m per dwelling must be set aside at the kerbside and the area is to be free from features listed above.

Section 2F – Internal streets and basement entries		
Item	**Design guideline**	**Comments**
1	Lanes: shared or pedestrian surfaces with a width of common area including landscape – minimum 6m wide.	We do not support this guide and provide the following comments: • Consideration should be given to access of side loading collection vehicles that can be at least 4m wide with arm extended. 6m may not be wide enough to allow vehicles to pass.
3	Lanes are shared zones or pedestrian only areas – they should have a maximum dead end of 40m for a sense of community and safety. All parts of the lane are to be visible from a street.	We do not support this guide and provide the following comments: • SHARED ZONES – We do not support access for waste collection vehicles via shared zones. This is a safety issue as pedestrians are expected to share access with large waste collection vehicles and other commercial vehicles such as removalists or deliveries. • LANEWAYS – Access must accommodate heavy rigid waste collection vehicles allowing forward movement and space for turning without the need to reverse. It is not safe for collection vehicles to reverse out of dead ends due to no turning capabilities at the end of the laneway. DEADENDS – Waste collection vehicles must be accommodated allowing for them to move in a forward direction at all times to collect waste and recycling bins and household clean up items. It is not convenient, safe or practical to expect residents to bring their bins (2 on recycling week) and their unwanted bulky waste to a collection point 40m away where the road can accommodate waste collection vehicles.
15	In smaller developments, limit street widths to single carriage width with passing points.	We do not support this guide and provide the following comments: • Collection vehicles could find this problematic

		and it is likely to cause congestion/conflicts with other road users. • It is recommended that thought be given to how unauthorised parking in the 'passing bays' will be managed/enforced on private property to ensure trucks have safe access and vehicles can safely pass if required
19	Use different surface treatments to mark entrances. Textured surfaces enhance the pavement while serving as a traffic calming device.	• We support this guide however surface treatments must be suitable for collection vehicles up to 24 tonnes.
22	Reduce the width of the garage door to a single vehicle where possible.	• We do not support this guide in relation to 'basement entries' as access must cater for waste collection vehicles which are wider than a standard vehicle.

Section 2G – Orientation and siting		
Item	**Design guideline**	**Comments**
1	Ensure buildings along the street frontage define the street by facing it and provide direct access from the street.	We support this guide and provide the following comments: • Ensure bin storage areas are provided at the front of the properties and, for terrace housing, provide suitable screening. • We prefer not to collect bins from rear laneways due to access and related safety issues.

Section 2H – Building separation		
Item	**Design guideline**	**Comments**
Figure 2.35	Reduce visual impact of long buildings by providing regular breaks in the built form.	We support this guide and provide the following comments: • Although this relates to the visual impact of a building, it may result in operational issues in relation to waste collection. • For terraces, suitably screened storage space must be provided in the front set-back for the dwelling's bins as rear laneway access is rarely suitable for heavy rigid waste collection vehicles.

Section 2N – Storage		
Item	**Design guideline**	**Comments**

8	Storage not located in a dwelling must be integrated into the overall building design and is not visible from the public domain.	We support this guide and provide the following comments:
		• We agree that purpose built storage rooms in medium density housing developments will maintain amenity.
		• However, storage space for discarded bulky waste items (such as lounges etc) must be accommodated especially if truck access at the kerbside of each dwelling is not provided.
		• Communal bulky waste storage rooms may result in the need for onsite caretakers to manage the placement of unwanted items at the kerbside as they are stored away from the nature strip where they are collected.
		• We recommend that a hardstand area be provided onsite for the storage and collection of these items. The area must be:
		  • sign posted
		  • line marked and
		  • located close to the kerbside on a straight stretch of road to assist with safe truck access
		• We request that the management and use of this area is included in the strata or community management statement so its use complies with Council requirements for provision of this service.

9	Storage is designed along with the layout to accommodate different purposes such as: • Coat cupboards near the entry; • Laundry and linen cupboards near the sleeping areas; • Larger spaces for storing bulky items such as suitcases or sporty equipment; and • Spaces for dirty items such as garden equipment.	We support this guide and provide the following comments: • As it's noted that storage space is needed for 'dirty items such as garden equipment', provision should also be provided for waste bins. • Most councils offer a 2-3 bin service per household. • The bin storage space must be safe and convenient to access for example, it does not

		require cars to be moved in and out of the garage so bins can be used or moved out for collection.

Section 2O – Car and bicycle parking		
Item	**Design guideline**	**Comments**
5	Driveways should be located and spaced to maximise on street parking. Typically one on-street parking space should be available in front of each dwelling	We support this guide and provide the following comments: • Street design needs to ensure there is also enough space along the street frontage to place bins for collection. This is increasingly becoming a problem in the Blacktown LGA. Collection services can be difficult to provide when the kerbside is parked out with resident and/or commuter parking.
6	The public domain can be designed to attractively accommodate parking by including use of trees and landscaping. Angle parking can increase on street car parking provision. This should be considered in areas undergoing a transition from low to medium density housing.	We support this guide and provide the following comments: • This guideline could potentially make kerbside bin collection more difficult.

Section 2Q – Acoustic privacy		
Item	**Design guideline**	**Comments**
3	Noisy areas within buildings, including building entries and circulation spaces, should be located next to or above each other and quieter areas next to or above quieter areas.	We support this guide and provide the following comments: • Noise associated with collection points needs to be considered, as does their proximity to habitable dwellings. This is particularly important for larger developments with communal bin collection pads located adjacent to living rooms and bedrooms.
6	Noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open spaces and circulation areas should be located at least 3m from bedrooms.	We support this guide and provide the following comments: • Design needs to minimise impact on internal lots which are burdened by multiple bins from the site being collected adjacent to their lot rather than just their own bins. • For example, some of these developments

		have proposed communal bin pads outside habitable dwellings (lounge rooms, bedrooms etc.) for the storage and collection of 30+ bins from other lots within the site.

Section 2Z – Waste management		
Item	**Design guideline**	**Comments**
4	For larger developments where a waste collection vehicle needs to access internal streets or basement car parking use the smallest waste vehicle possible to reduce heights and space required for turning paths.	We do not support this criterion and provide the following comments: • Like most councils, we use medium and heavy rigid vehicles for waste collection. If developments are to increase in density, managing waste for that increased density needs to be provided in the most effective and efficient way possible. To acquire one off and underutilised vehicles to service these developments is an unwarranted cost.
7	Where access to the collection point is required on site, consider the use of a smaller collection vehicle to reduce space for circulation and head clearances in basements.	We do not support this criterion and provide the following comments: • In our experience, there are a limited number of companies that offer waste and recycling services with small collection vehicles. Ensuring vehicles other than a small rigid collection vehicle can service the development is important. • Headroom allowances should be as per Australian Standards - 4.5m for medium and heavy rigid vehicles.

Part 3.1 – Two Dwellings Side by Side		
Item	**Design guideline**	**Comments**
3.1A	Lane Setback of 0m	We do not support this criterion and provide the following comments: • the proposed 0m setback could result in conflicts with the development's built form along the length of the laneway as they are too narrow to provide side lift vehicles with the required clearance during bin servicing. • garages will be built right up to the bin collection point with no buffer away from the building line.

		• this control may force Councils into servicing these developments with rear loading vehicles rather than side loaders which eliminates the option for automated bin servicing. • being unable to service bins automatically will increase work, and reduce the safer working automated vehicles provide.
3.1Z Design Criteria 96 (p. 97)	Storage areas for rubbish and recycling bins should be provided • within garages, • in screened enclosure that is part of the overall building design discreetly, or • in the basement car park.	• This guideline is only suitable if garages are wide enough to allow the movement of bins in and out for collection without the need to move cars around. • Appropriate ventilation to prevent odours within these spaces must also be provided.

Part 3.2 – Terrace Houses		
Item	**Design guideline**	**Comments**
Design Criteria 105 (p. 116)	Storage areas for rubbish and recycling bins should be provided • within garages, • in screened enclosure that is part of the overall building design discreetly, or • in the basement car park.	• We recommend where garages are in the rear laneway, they must be designed so suitable access can be provided for heavy rigid vehicles. • Appropriate ventilation to prevent odours within these spaces must also be provided.
Design Criteria 107 (p.116)	A temporary collection space at the street frontage may be un-screened if only used on the day of collection.	We support this criterion and provide the following comments: • Collection points at the kerbside must not interfere with proposed landscaping features and street furniture.

Part 3.3 – Multi-dwelling Housing and Master Planned Communities		
Item	**Design guideline**	**Comments**
Design criteria 20 (p. 122)	Where less than 20 car spaces are provided reduce width to 3.5, with passing areas as required by AS 2890.1	• Collection vehicles may find this problematic and it is likely to cause congestion/conflicts with other road users. • It must also be noted that the proposed 3.5m wide roadway is narrower than the side lift collection vehicle which can be up to 4m wide with the side arm extended.
Design	Internal vehicle circulation must be	• Internal vehicle circulation must provide suitable

criteria 21 (p. 122)	• setback from a fence is to be at least 1m • setback from another dwelling is to be at least 1m • setback from a habitable room window is to be at least 2.5m if the window exceeds 1m². • The setbacks should contain plants to soften edges	access for heavy rigid waste collection vehicles; not just standard vehicles.
Design criteria 29 (p. 123)	The maximum length of a dead end lane is 40m and contain no more than 10 dwellings	We support this criterion and provide the following comments: • Turning space must be provided at the end of the dead end that is suitable for a heavy rigid vehicle. It must be treated so that access is guaranteed and trucks can manoeuvre safely at all times. • If truck access cannot be provided to the dead-end, consideration needs to be provided on how far residents are expected to wheel their bins to a collection point. The issue is the same for the collection of bulky waste items from these same dwellings. • The NSW EPA is currently reviewing their *Better Practice Guide for waste management in multi-unit dwellings* and the bin travel distance is under review. Currently this is set at 70m but there is a view even this distance is excessive.
Design criteria 33 (p. 123)	The maximum height of the car park entry is to be 2.7m	• We do not support this criterion. • Medium and heavy rigid vehicles need 4.5m headroom allowance as per Australian Standards. Our preference is that garbage and recycling services are provided by these collection vehicles.
Design criteria 72 (p. 128)	Storage not located in dwellings is secure and clearly allocated to specific dwellings if in a common area.	• Separate waste storage rooms will need to integrate with collection requirements and access for collection vehicles. E.g bins being moved to an accessible collections points on collection days or bin storage areas being accessible collection vehicles. • Refer to Section 2N, ITEM 8 above for our concern about and requirements for communal bulky waste storage. • Individual lots should accommodate their own waste and recycling bins. Refer to response

		under Section 2N – ITEM 9 above.
Design criteria 73 (p. 128)	Car parking is to be provided at the rate required within a Development Control Plan that applies to the land. If there is no rate in a DCP: • Residential: 1 space per dwellings • Visitor: 1 space per 10 dwellings (where development has 10 or more dwellings).	• We are concerned this criterion will result in a lack of onsite parking resulting in more on street parking. A greater number of cars parked on the road in areas of higher density may result in more obstructions from parked cars when trying to service bins.
Design criteria 117 (p. 135)	Storage areas for rubbish and recycling bins should be provided • Within garages; • Away from windows to habitable rooms; • In screened enclosure that is part of the overall building design; or • In the basement car park.	• Blacktown City does not support separate waste rooms (ie, screened enclosures). Waste rooms should be incorporated into the building footprint at ground level and must be able to accommodate all required waste and recycling bins for the site in that same room.
Design criteria 119 (p. 135)	Screened enclosures are not to be provided within the front setback.	• We do not support this as provision will need to be made for the storage of bins in the front set back if the rear laneway does not have suitable and safe truck access based on a heavy rigid waste collection vehicle.

Part 3.4 – Manor Houses and Dual Occupancies		
Item	**Design guideline**	**Comments**
Design Criteria 103 (p. 154)	Storage areas for rubbish and recycling bins should be provided • within garages, • in screened enclosure that is part of the overall building design discreetly, or • in the basement car park	• Blacktown City does not allow waste rooms separated from the building envelope • Waste rooms must be incorporated into the building footprint at ground level and be able to accommodate all waste and recycling bins for the site in the same room. • We would support storage in garages for dual occupancies if the garage areas are wide enough and appropriately ventilated. Refer to response under Section 2N – ITEM 9 above.

Appendices – Multi Dwelling Housing – Mews

Based on the diagram shown on page 187, the MDDG does not consider truck access to rear lots. If bins come out to the front primary road for collection from the rear lots, this is aesthetically problematic for the front dwellings overlooking rows of bins on a weekly basis.

There is also the issue of increased density with insufficient parking provided onsite resulting in more parking on the primary road and therefore, more missed services as bins cannot be accessed and serviced.

The same applies to rear lots where bulky waste must be carried to the primary street in front of other lots for collection. These areas tend to become dumping grounds and the front dwellings will be overlooking that constantly.

Appendices – Manor House

Based on the diagram provided (page 196), there needs to be at least 8m of available , unobstructed frontage for the placement of 2 x 240L bins/dwelling (i.e. 2m x 1m per dwelling) free from driveways, trees, light poles, power poles, bus stops, traffic management devices etc. This would be unachievable given the need to also provide 4 car spaces.