

Andrew/Ryan, sorry for the late reply. The following comments are provided on the proposed modification.

#### Waste Management Plan (WMP)

##### **Construction (C-RWMP):**

- Insufficient information provided in the WMP regarding the construction stage of the development
- The C-RWMP should include at a minimum the following “Key Information”
  - The location, types and amounts of materials and waste that will be generated.
  - Travel paths of materials and waste to be transferred within the site.
  - Design and details of materials and waste storage and consolidation areas.
  - Detail of any onsite reuse of materials.
  - Design and details of collection point arrangements (including contractor and material destination).
  - Vehicle access path for all collection vehicles

##### **Occupancy (O-RWMP):**

- The waste management plan needs to cover the same key information as mentioned above for the ongoing / occupancy stage of the development.
- The expected amount of waste likely to be generated by the development has been underestimated, based on the EPA Guidelines for medical centres we would expect this type of development to generate 35L of waste per 100m<sup>2</sup> **PER DAY**, the amount quoted in the WMP is 35L per 100m<sup>2</sup> per WEEK.
- Based on the EPA rates I would expect the centre to generate a lot more waste than has been calculated which will inform the size and number of bins required by the site.
- The proposed Cafe on the ground floor will likely require its own calculation on expected waste rates as cafes tend to generate more waste than a typical medical centre. This information should be captured in the WMP as well.
- Information is required on how waste will get from each floor to the proposed waste storage room, including how waste gets from the 3<sup>rd</sup> basement level up to the storage room
- Waste storage room should be large enough to accommodate all the required bins of the development plus an additional 70% of space to allow for bin movement within the storage area. Bins should always be accessible while stored in the bin storage room and not be blocked by other bins (Bin blocking) or stacked into a corner where they cannot be accessed.
- Due to the increase in the expected waste generation rates the current waste storage room will likely be too small and will need to be adjusted accordingly.
- **HRV** access should be provided to allow the safe and efficient collection of waste, current plans indicate access for an MRV has been provided, Council will require HRV access.

- Sufficient space around the collection vehicle must be allowed within the collection or service zone to allow the collection operatives to safely manoeuvre and empty bins. The development must allow at least the following:
  - 1m pedestrian clearance for operatives to walk.
  - 1.5 x the largest bin size for wheeling bins.
  - 2.5 x the largest bin size within the emptying zone.
- The proposed MRV bay next to the ambulance bay will create a conflict that may restrict access to the collection point and restrict access to the bin storage room. Access to and from the collection point should not be restricted and clear of obstructions or potential hazards.

## Engineering

It is noted that:

- the revised stormwater plans (Rev C) and traffic assessment documentation forms part of the modified application. Condition A2 will require modification to include/reflect these new documents.
- the proposed changes do not alter the approved location of the vehicle access crossing in Showground Road.
- although there are no objections to the Rev C stormwater plan concepts, the Department of Planning would need to seek their own engineering assessment of the stormwater proposals (as it is not my role to assess these documents on behalf of the Department of Planning).
- the Dept of Planning would need to seek their own engineering assessment of the access/parking/servicing arrangements (as it is not my role to assess these documents on behalf of the Department of Planning),
- the Dept of Planning would need to ensure that the internal access, servicing, & parking arrangements comply with AS2890.



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