MAGICO CONSTRUCTIONS
BUILD WITH QUALITY

Construction Management Plan

(Revised)

Dated: 20 September 2020

Project Address:

Lot 27 in DP 9151
3 Central Road,
Avalon Beach NSW 2107

Prepared by:

Magico Constructions Pty Ltd

ABN: 85 121 155 422
BUILDER LICENSE NO: 219267C
LEVEL 40, NORTH POINT TOWER
100 MILLER STREET, NRTH SYDNEY NSW 2060
WWW.MAGICOCONSTRUCTIONS.COM

Contents

1. Introduction

Purpose of Report

Magico Constructions has been engaged by the Client - Avalon Central Pty Ltd to prepare the Construction Management Plan (CMP) as part of the Development Application (DA) for the project at **3 Central Road, Avalon Beach NSW 2107**. The purpose of this report is to document how Magico Constructions intends to conduct the construction works as the project's Head Contractor/Builder. This CMP is subject to review and reassessment dependent on DA Conditions and any changes in circumstances for the project.

Site Location

The site is located on the corner of Central Road and Patterson Lane with Maria Regina Catholic Primary School being situated diagonally across the street. During the site visit which was conducted on the 21st of November 2019 between time of 9:45am – 11am, there was light vehicle traffic along Central Road with minimum traffic noted for Patterson Lane.

Project Overview

Current site area is measured to be 1416m2 with the proposed GFA to be 789m2. The new proposed development involves the demolition of the existing two-storey residential apartment building and construction of 7 Senior Living Apartments as part of one building.

The builder will contain a lower ground level, ground floor and one level above. The maximum depth of excavation required is 3.8m deep. A Geotechnical Investigation and Assessment has been conducted by JKGeotechnics.

Based on the Survey Plan prepared by Intrax and site visit which was conducted on the 21st of November 2019, there is a rough 5.62m drop from the north-facing entrance of the property on Central Road to the south-facing rear of the property.

The existing building is constructed primarily of brickworks and tiled roofing. No investigation was conducted for the internals of the building and it is assumed that there is currently no asbestos within the building. Further investigations will need to be conducted prior to demolition to ensure that there is no presence of asbestos.

Due to the location of the site being close to Maria Regina Catholic Primary School, it is expected for there to be heavy vehicle and foot traffic during peak school zone hours (8-9:30am and 2:30-4pm). Additionally, it was observed during the site visit that pedestrian tended to access Dunbar Park via Patterson Lane.

Limitations

This CMP is based on the following drawings and reports provided:

- *Revised Architectural PDF Plans prepared by Cottee Parker JPRA received on 9th of September 2020 (9 pages total);*
- Architectural PDF Package 02 – Floor Plans as prepared by Cottee Parker JPRA received on 26th of November 2019 (5 pages total);
- Architectural PDF Package 03 – Diagrams as prepared by Cottee Parker JPRA received on 26th of November 2019 (8 pages total);
- Architectural PDF Package 04 – Elevations and Sections as prepared by Cottee Parker JPRA received on 26th of November 2019 (5 pages total);
- Draft Arboricultural Impact Assessment Report as prepared by RainTree Consulting dated 14th of November 2019 (18 pages total);
- Draft Geotechnical Investigation and Assessment as prepared by JKGeotechnics dated 21st of November 2019 (61 pages total);
- Draft Stormwater Concept Plans as prepared by Cottee Parker JPRA received on 25th of November 2019 (3 pages total);

This CMP is prepared for DA submission purposes to Northern Beaches Council based on the current drawings provided. The information contained in this document is based on independent research and due diligence undertaken by Magico Constructions and does not contain any false, misleading or incomplete information to our best knowledge.

2. Waste Management Plan

Purpose of Waste Management Plan

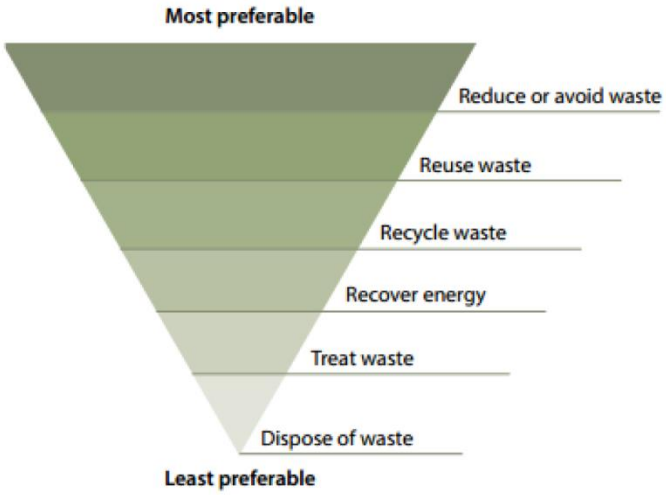
The purpose of this Waste Management Plan (WMP) is to provide details for this development project for different stages of development and occupation. Accompanying this CMP is council's WMP template which has been filled out.

Nearby Waste Collection and Recycling Centres

- Kimbriki Resource Recovery Centre (Also accepts Asbestos)
  Kimbriki Rd, Ingleside NSW 2084
  (02) 9486 3512
  https://www.kimbriki.com.au/
- Northside Paper Recycling (Recycling centre)
  1300 888 487
- Brown Brothers (Rubbish Collection Service)
  51 Old Barrenjoey Rd, Avalon Beach NSW 2107
- Brown Bros. Skip Bins
  6 Polo Ave, Sydney NSW 2103
  (02) 9999 6466
  https://www.brownbrosbins.com.au/
- SUEZ Belrose Resource Recovery Centre
  Crozier Rd, Belrose NSW 2085
  13 13 35
  https://www.suez.com.au/en-au
- Belly's Budget Bins
  0450 223 559
  https://www.bellysbudgetbins.com.au/
- PRO Asbestos Removal Sydney
  2/66 Addison Rd, Manly NSW 2095
  (02) 8015 6200
  https://www.proasbestosremovalsydney.com.au/

Waste Disposal Method

In order to minimise the amount of waste sent for disposal, this CMP will explore potential ways to reduce/avoid waste and reuse/recycle waste keeping in line with Northern Beaches Council's waste hierarchy principle of avoidance, resource recovery and disposal. (as below)



As the existing building is composed primarily of bricks and tiled roofing, both materials can be recycled off-site and be re-used for backfill. During the demolition stage, building materials will need to be separated in order for them to be recycled off-site.

It is proposed for the roof tiles to be first demolished and stockpiled to be collected for off-site recycling. Following the demolition of the roof tiles timber roof frame will be demolished, and then the external brick walls which will also be demolished and stockpiled to be reused. Doors, windows and fittings may be recycled and reused by second-hand suppliers should they be uninstalled carefully during demolition.

The last stage demolition will be to demolish the existing concrete driveway for it to be reused for filling, levelling or road base.

To reduce waste, excavated soil can be reused for backfill on site assuming that it is virgin excavated natural material (VENM). (Refer to Demolition Plans – Storage Areas as to where excavated material is to be stored on site for backfill)

Following Environment Protection Authority's (EPA) Waste Classification Guidelines, there is no expected special waste, liquid waste, hazardous waste or restricted solid waste. Only general solid waste (putrescible and non-putrescible) is expected for the project.

All waste materials are to be sent to licensed facilities and valid tipping dockets and receipts are to be kept on site for inspection.

Council's WMP 'Chapter 1 – Demolition' Table

Section 1 – Demolition

This section must be completed in accordance with 'Chapter 1 – Demolition' of the Waste Management Guidelines

MATERIALS ON SITE	DESTINATION *Evidence such as weighbridge dockets and invoices for waste disposal or recycling must be retained on site for inspection*					
	REUSE AND RECYCLING (MOST FAVOURABLE)				DISPOSAL (LEAST FAVOURABLE)	
Types of Waste Material	Estimated Volume (m^3) or Weight (t)	ONSITE RE-USE ✓ Specify how material will be reused on site	OFFSITE RECYCLING ✓ Recycling Outlet (RO) ✓ Waste Transport Contractor (WTC)		OFFSITE DISPOSAL ✓ Specify landfill site (LS) ✓ Specify Waste Transport Contractor (WTC)	
			WTC	RO	WTC	LS
Excavated Material	10 m3	backfill after basement done				✓
Garden Organics	15 m3			✓		
Bricks	25 m3			✓	OPTION NOT AVAILABLE: These materials must be re-used or separated on or off site and sent for recycling.	
Tiles	10 m3			✓		
Concrete	20 m3			✓		
Timber	15 m3			✓		
Plasterboard	15 m3		✓			
Metals	1 m3			✓		
Asbestos	TBC					
Other waste (please specify)	General Waste 10 m3				✓	
Estimated Total % Recovered	20%					

Refer to the estimation tables in 'Chapter 1 – Demolition' of the Guidelines for assistance in completing this table.

Council's WMP 'Chapter 2 – Construction' Table

Section 2 – Construction

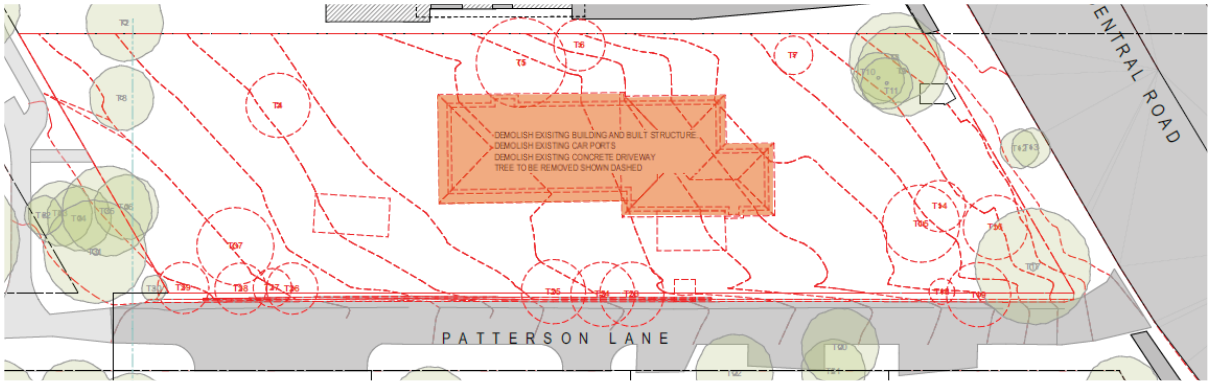
This section must be completed in accordance with 'Chapter 2 – Construction' of the Waste Management Guidelines

MATERIALS ON SITE	DESTINATION *Evidence such as weighbridge dockets and invoices for waste disposal or recycling must be retained on site for inspection*					
	REUSE AND RECYCLING (MOST FAVOURABLE)				DISPOSAL (LEAST FAVOURABLE)	
Types of Waste Material	Estimated Volume (m^3) or Weight (t)	ONSITE RE-USE ✓ Specify how material will be reused on site	OFFSITE RECYCLING ✓ Specify recycling outlet (RO) ✓ Specify Waste Transport Contractor (WTC)		OFFSITE DISPOSAL ✓ Specify landfill site (LS) ✓ Specify Waste Transport Contractor (WTC)	
* Please specify			WTC	RO	WTC	LS
Excavated Material	1050 m3	backfill (350m3) at front and after basement done				✓
Garden Organics	1 m3	fill				
Bricks	16 m3			✓	OPTION NOT AVAILABLE: These materials must be re-used or separated on or off site and sent for recycling.	
Tiles	2 m3			✓		
Concrete	12 m3		WTC to take away	✓		
Timber*	N/A					
Plasterboard	10 m3		WTC to take away	✓		
Metals*	N/A					
Asbestos	N/A					
Other waste*						
Estimated Total % Recovered	40%					

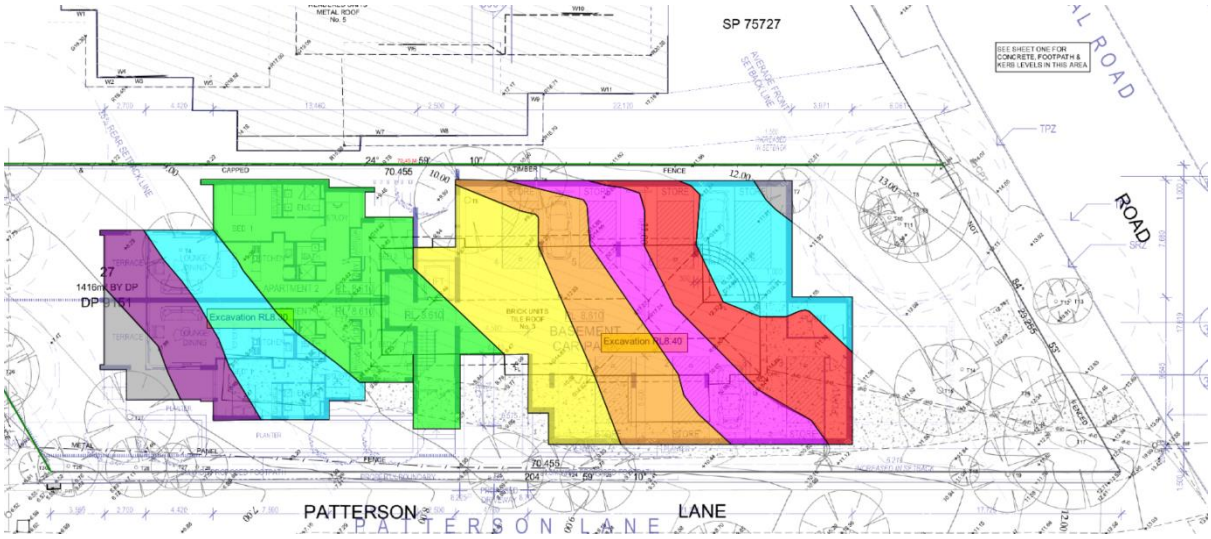
Refer to the estimation tables in 'Chapter 2 – Construction' of the Guidelines for assistance in completing this table.

Demolition Plans

Existing Structures to be Demolished



Lower Ground Excavation



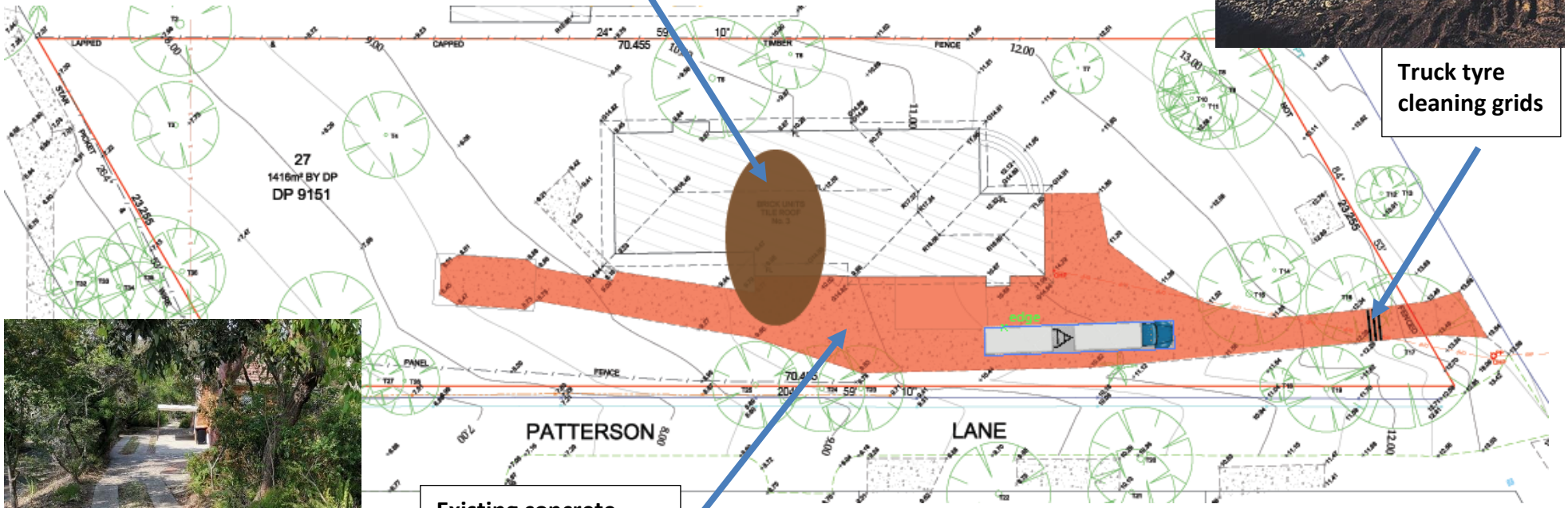
Compared to previous design, there is now no longer any need for the excavation to be staged. Additionally, there has now been a reduction in the amount of estimated volume of excavated material.

Storage Areas

As there is an existing concrete driveway on site, there is potential for onsite waste pickup to occur to minimise disturbance to public. Any waste that may require larger vehicles (such as truck and dog trailer), will need to be picked up via Central Road upon obtaining permit from Northern Beaches Council.

Proposed areas for stockpile of excavated ground for backfill.
(Cover to be provided to prevent the potential for airborne dust.

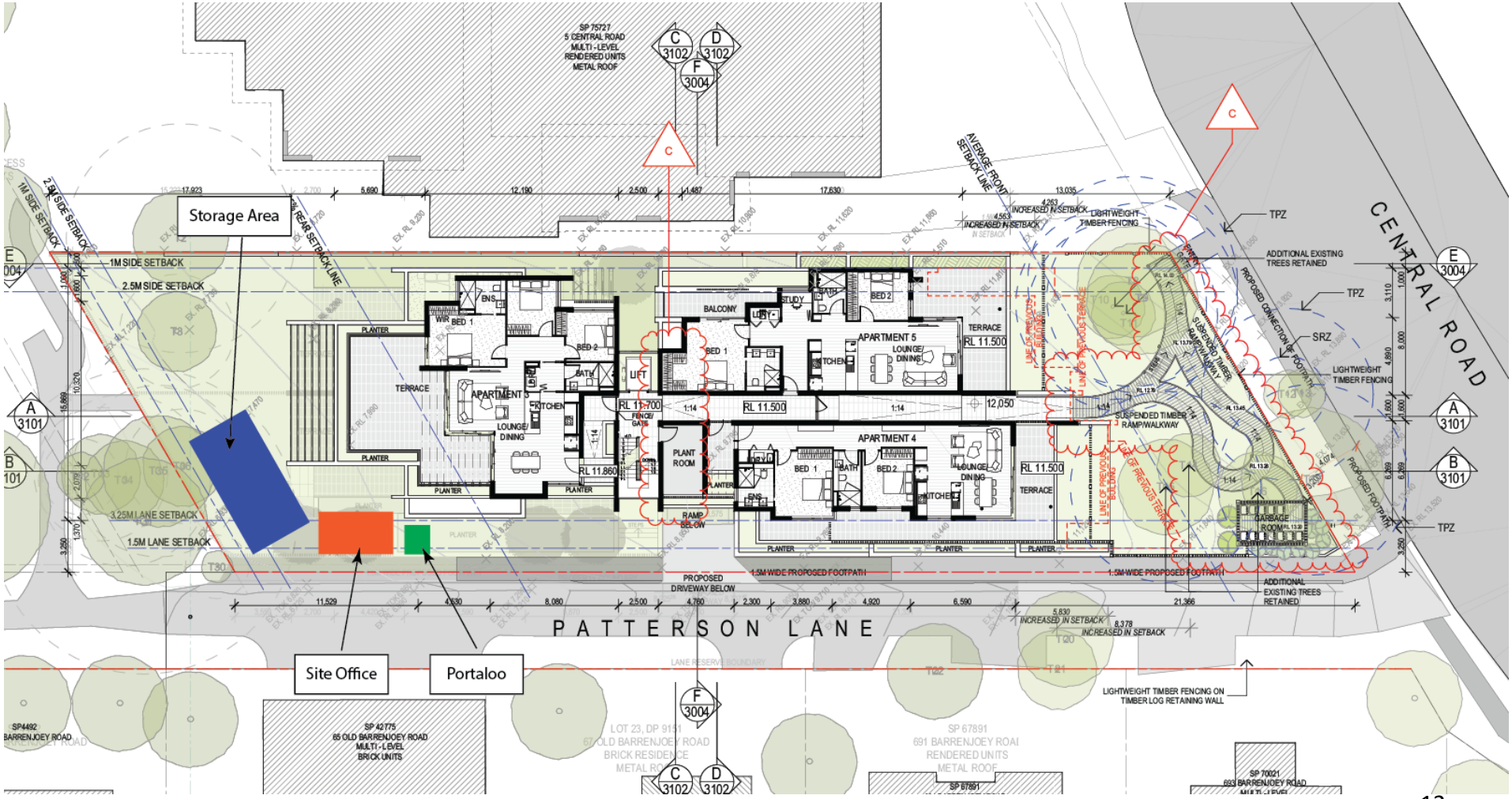
Truck tyre cleaning grids



Existing concrete driveway to be used

Materials Storage

Due to the new proposed walkway at the front of the property (facing Central Road), material handling, site office and portaloo will no longer be able to be positioned at the northern end of the property. All materials and servicing of portaloo will need to be conducted along Patterson Lane. This should result in less disturbance on the road traffic on Central Road which is used more often than the no-thorough road of Patterson Lane.



On-Going Waste Management

Estimated Waste Volumes & Provisions

As per WLEP 2011 and WLEP 2000, the proposed number of dwellings for the project is 7 dwellings which results in the following waste volumes:

# of Units	General Waste		Paper Recycling		Comingled Recycling	
	L/Unit/Week	L/Week	L/Unit/Week	L/Week	L/Unit/Week	L/Week
7	80	560	60	420	40	280
	Bin Size (L)	240	**Bin Size (L)**	240	**Bin Size (L)**	240
	Bins/Day	0.33	**Bins/Day**	0.25	**Bins/Day**	0.17
	Collections/Wk	1	**Collections/Wk**	1	**Collections/Wk**	1
	Total Bins:	**3**	**Total Bins:**	**2**	**Total Bins:**	**2**

There is currently 580m2 of proposed landscaping area and as per *'4.2 Waste Storage Area design requirements'* of the Northern Beaches Council's Waste Management Guidelines, there needs to be 3 x 240L vegetation bins.

Summary

General Waste: 3 x 240L MGB collected 1 x weekly

Paper Recycling: 2 x 240L MGB collected 1 x weekly

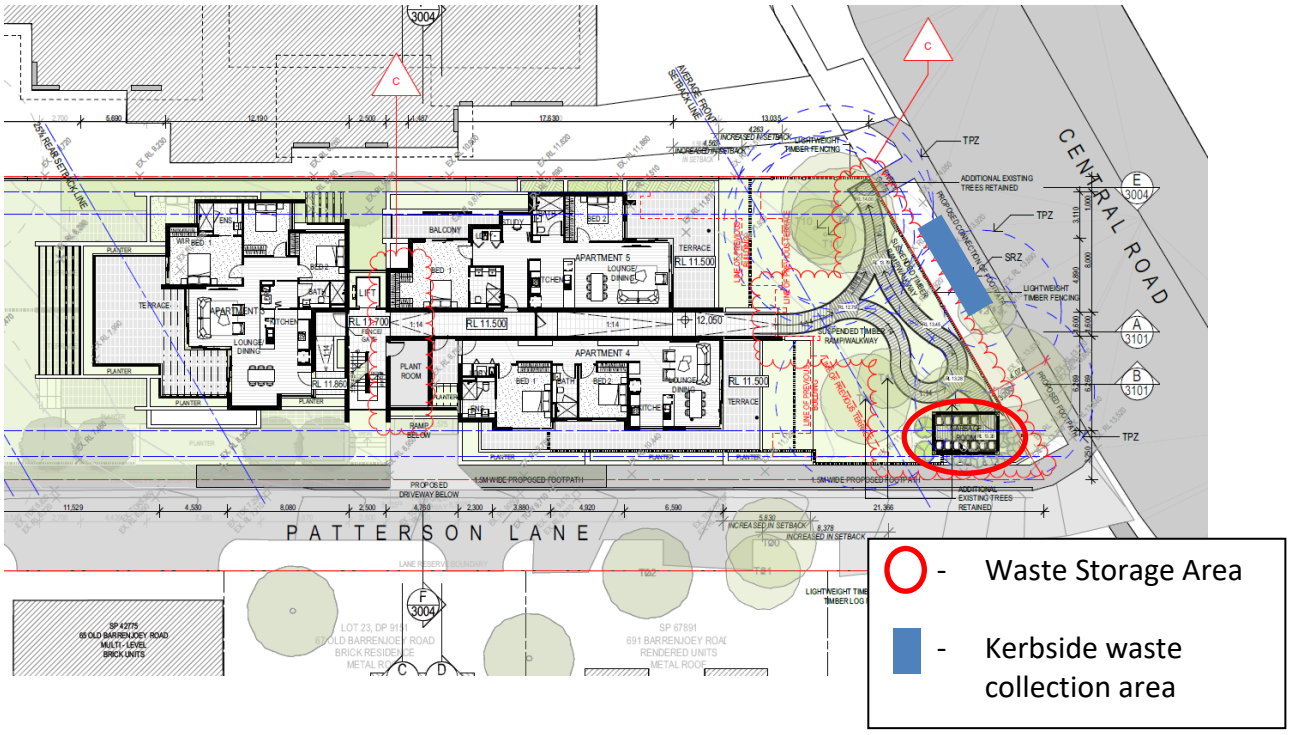
Comingled Recycling: 2 x 240L MGB collected 1 x weekly

Green Waste: 3 x 240L MGB collected 1 x fortnightly

Bin sizes, quantities, and/or collection frequencies to be reviewed and modified by building manager once the proposed development is operational.

Waste Storage Areas

As per council's recommendation, no waste garbage chute has been designed for the project with an external 'Garbage Room' located on the ground floor north-east corner of the site.



Sufficient area has been allowed for waste bins as the proposed area within the Waste Storage Area is able to accommodate for 12 x 240L bins, well over the minimum amount of 10 x 240L bins as covered earlier under the 'Estimated Waste Volumes & Provisions' section.

It is proposed that Strata will keep waste secure and away from hazard and danger to the public. It is proposed that the designated kerbside waste collection point will be Central Road (as annotated in by the blue area noted above).

Waste Disposal Procedures

Residents are to transport all waste to the Waste Storage Areas to deposit all waste and recyclables appropriately. General waste is to be bagged to prevent litter and leakage of waste. Recycling are not to be bagged but to be loosely placed into the relevant bin. (Refer to Northern Beaches Council guidance regarding the types of materials accepted for general waste, paper recycling, comingled recycling and green waste bins)

The current assumption is made that the collection and removal within the property will be made at the kerbside of the nearest public road (being Central Road). Waste containers will be rolled out onto Central Road for collection by Strata to ensure that Council has access to for collection and removal of waste.

3. Stormwater & Sediment Control

Erosion and Sediment Control

Prior to the commencement of construction works, Stormwater drainage system protection measures must be installed and in particular along Patterson Lane as there is a Stormwater outlet located at the rear of the site. It is proposed that filtration bunds will be used to ensure that only stormwater leaves site.

As the site is naturally sloped towards the rear, the likelihood of Stormwater flowing into the adjoining properties is not expected. Water run-off will not be an anticipated issue for the project as there is currently vegetation surrounding the site.

Erosion and sediment controls must be in place along the southern rear of the property to prevent any site water from being discharged onto Dunbar Park. All erosion and sediment controls in place should be checked regularly on a daily basis and replaced accordingly.

It is recommended for there to be a dewatering pit to be built at the southern end of the site. This will prevent stormwater and water run-off directly going into Dunbar Park and allow for excess water to be pumped/discharged to be made into Council's Stormwater outlet. (With Council's Permission)

Washing and Cleaning Up

It is expected that during the demolition and excavation stage that there will be a vehicle clean up area. Truck tyre cleaning grid is to be provided at the front entrance facing Central Road to prevent mud collection on vehicles entering and leaving the site. (Refer to Demolition Plans – Storage Areas)

Any accidental spills or soil or other materials on the roadway or gutter is to be removed prior to the completion of each construction workday. Visual inspections for footpath and roads are to be conducted periodically daily.

Filtration System

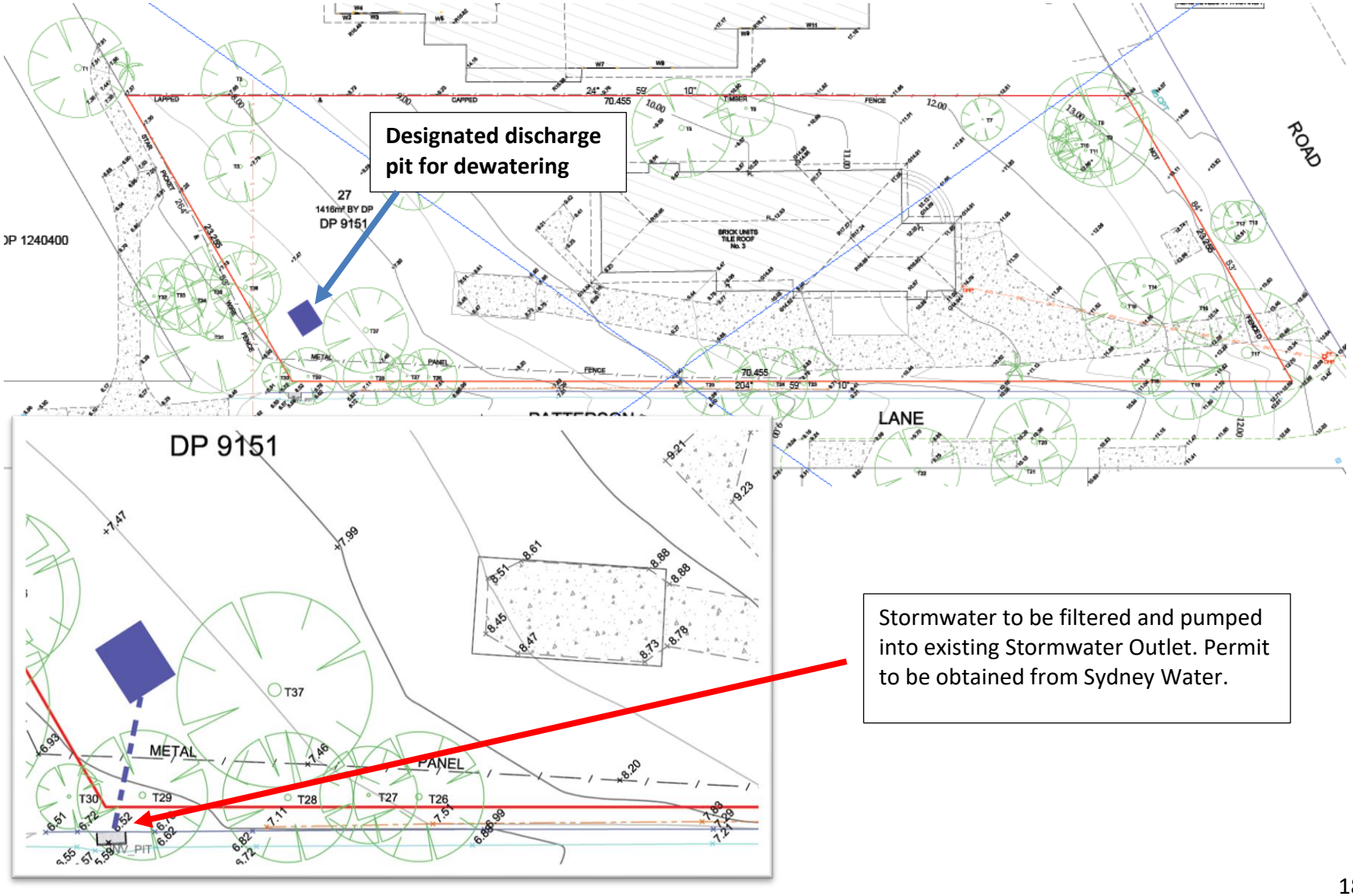
As per EPA guidelines, the Head Contractor/Builder must ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system. All Stormwater filtration systems must be installed prior to the project's commencement.

Fitted silt socks are to be placed on all stormwater pits surrounding the site. Filtration bund or 'gravel sausage' (made from geo-textile fabric and rolled and filled with blue metal) will be placed around the southern end of the site and around Council's Stormwater Outlet to filter excess stormwater run offs. Sediment resulting from filtration are to be removed regularly by a labourer using a shovel, scraper and broom.

Below is the proposed area for a Dewatering Pit to be installed. (Subject to Hydraulic Engineer's approval upon DA-approval and to comply with Northern Beaches Council's 'Managing Urban Stormwater – Soils & Construction specifications')

MAGICO CONSTRUCTIONS
BUILD WITH QUALITY

Proposed Dewatering Pit



Stormwater to be filtered and pumped into existing Stormwater Outlet. Permit to be obtained from Sydney Water.

4. Project Management

Impact on Neighbouring Properties

It is not anticipated that the excavations will cause any adverse impact to adjoining property (3 Central Road) as structure of the adjacent property is located where the proposed development is to take place. A dilapidation report is recommended to be conducted by a structural engineer prior to demolition and excavation for the project.

Work Hours

Majority of all works are to be done within normal construction work hours as to comply with the local council's requirement. However, in instances which the Head Contractor/Builder may seek variations to these working hours, approval from relevant authorities will be required.

It will be the Head Contractor/Builder's responsibility to explain the reason/s as to why the works should only be carried out outside the normal work hours and to prepare a submission demonstrating that there will be no adverse effects to residents in the vicinity.

Documentation

As this project will involve certain complexities due to its site location and nature of works, it is recommended that the Head Contractor/Builder contract is to have their quality system of operation for documentation.

The system shall comprise but not be limited to:

- Planning / Programme
- Document Control
- WHS Management Plan
- Records of all PCBU's insurance and licenses
- Internal audits

Construction Method

The sequence and method of construction is as follows:

Site is to be secured via site fencing around the site boundaries along Central Road and Patterson Lane as well as the rear (south-facing) side of the property. Correct signage is to be erected with site access to be limited to construction personnel only. Erosion and Sediment Control is to be put in place correctly prior to the commencement of the construction works.

Prior to commencement of demolition and excavation works, dilapidation report for neighbouring properties and council property is to be conducted. As the proposed basement level is close to neighbouring property (5 Central Road) along the western side of the property, the west boundary fence may be affected.

Depending on Engineer's assessment, it may be necessary for the western boundary fence to be stabilised first via either contiguous piling or via screw piles and retaining walls. The neighbouring building is not expected to be affected by the proposed construction of this project.

As per the recommendations from JKGeotechnics, gravity drainage and conventional sump and pump techniques should be considered during construction to prevent seepage. Top priority should be given for the proposed Dewatering System as mentioned previously. (A hydraulic consultant will need to be engaged to confirm the designed system prior to installation)

The current construction methodology for the building is conventional concrete slabs with a mix of off-form concrete walls and brick walls. Stone cladding is proposed to be used on the ground level around the perimeter walls with the exception of the western boundary walls.

Site Safety

It is expected for the Head Contractor/Builder of the project to prepare a Safe Work Method Statement (SWMS) that is site and project specific. The SWMS will need to include

- The names, positions and health and safety responsibilities of all persons at the construction workplace, whose roles involve specific health and safety responsibilities in connection with that project.
- Arrangements with PCBU's for consultation, co-operation and co-ordination of activities at the construction workplace.
- Any project specific safety rules.
- Arrangements for informing people of the project specific safety rules.
- Arrangements for the collection and any assessment, monitoring and review of SWMS.
- An Emergency Management Plan outlining the arrangements for managing incidents and other emergencies.

The Head Contractor/Builder will need to (so far as reasonably practicable) ensure that:

- Each person who is carrying out construction work, before commencing work, is informed of the content of the SWMS and their right to inspect the plan.
- The SWMS is readily accessible to any person who is to carry out construction work on the project to which the plan is relevant.
- The SWMS is reviewed and where necessary revised and kept up to date, and that persons carrying out construction work are made aware of any revisions.
- A copy of the SWMS is retained until the project to which it relates is completed, or if an incident occurs, for at least 2 years after the incident.

Public Safety

Public access to the site is to be restricted as there will be site fencing along the site boundary on Patterson Lane and Central Road.

The Head Contractor/Builder must ensure so far as reasonably practicable that the workplace is secured from unauthorised access, having regards to the risks arising from unauthorised access, the likelihood of unauthorised access occurring and the extent to which it cannot be prevented and the hazards that need to be isolated.

The Head Contractor/Builder is to undertake a risk assessment of hazards to members of the public and where that assessment identifies a high risk, control measures will be implemented to eliminate, minimise or manage the risk. Where necessary, appropriate site signage will be erected prior to the commencement of construction work.

As Maria Regina Catholic Primary School is located diagonally across the street to site, it is expected that there will be heavy vehicle and foot traffic between 8am -9:30am and 2:30pm to 4pm on weekdays. It is recommended for all site deliveries and activities that require a truck to be scheduled either early mornings between 7 to 8am, during off-peak hours between 10-2pm, or 4-5pm. (Pending DA conditions regarding workdays and working hours)

During Demolition & Excavation stage, there must be at least one traffic controller present at the corner of Patterson Lane and Central Road to direct any traffic coming in and out of Patterson Lane. All excavated waste materials are to be collected by trucks from within the site to minimise impact on public. Access into the site should be limited to just two points of access via Central Road (for vehicles) and via Patterson Lane for site personnel.

5. Draft Construction Traffic Management Plan

Overview

This Draft Construction Traffic Management Plan (CTMP) has been prepared by Magico Constructions for this particular construction project. It provides the traffic management procedures to be followed by Magico Constructions and PCBU's (Person conducting a business or undertaking) associated with this project.

A finalised version of this project's CTMP is to be prepared upon DA-approval and is subject to advice from a Traffic Engineer Consultant.

It should also be read in conjunction with Magico Constructions' Safe Work Method Statement relating to high risk construction work involving construction work that is carried out on, in or adjacent to a road, railway, shipping lane or other traffic corridor that is in use by traffic other than pedestrians.

In certain circumstances, Magico Constructions will outsource in part or in whole their traffic management responsibilities to an external, dedicated provider. In developing this CTMP Magico Constructions will comply with and incorporate any local council traffic management requirements.

Magico Constructions will endeavour to ensure so far as reasonably practicable, that the utmost care is taken to prevent the risk of injury and / or property damage to workers, PCBU's, road users and members of the public.

Objects & Strategies of CTMP

The objectives of this CTMP are to:

- Provide for a safe environment for all road users.
- Provide protection to workers, visitors, other PCBU's and the general public from traffic hazards that may arise as a result of the construction activity.
- Minimise the disruption, congestion and delays to all road users.
- Ensure access to adjacent premises is maintained at all times.

These objectives will be achieved by the provision of:

- Adequate levels of supervision and monitoring.
- Adequate levels of consultation and communication with relevant parties.
- Routine and on-going identification of workplace hazards, assessment of the risk and implementation of suitable control measures to eliminate or reduce that risk.
- Appropriate training to workers and PCBU's.
- Minimal delays and traffic disruption occurring as a result of the construction activity.
- Appropriate / sufficient numbers of appropriately placed traffic control devices and warning and information signs.
- Adequate protection to all road users from any hazards resulting from the workplace.
- Accommodating to the needs of other road users, motorists, pedestrians, school children cyclists, public transport passengers, emergency vehicles and people with disabilities.
- Safe systems of work to enable work personnel to enter and leave the work area in a safe manner.
- Vehicle separation routes for pedestrian areas wherever possible.
- Dedicated delivery areas where practical.
- Appropriate lighting to work areas.
- Appropriately maintained housekeeping standards.

- Audible and visual warning devices (reversing alarms and flashing lights) fitted to all mobile plant and equipment.
- Adequate vision and lines of sight.

Persons with Specific CTMP Responsibilities

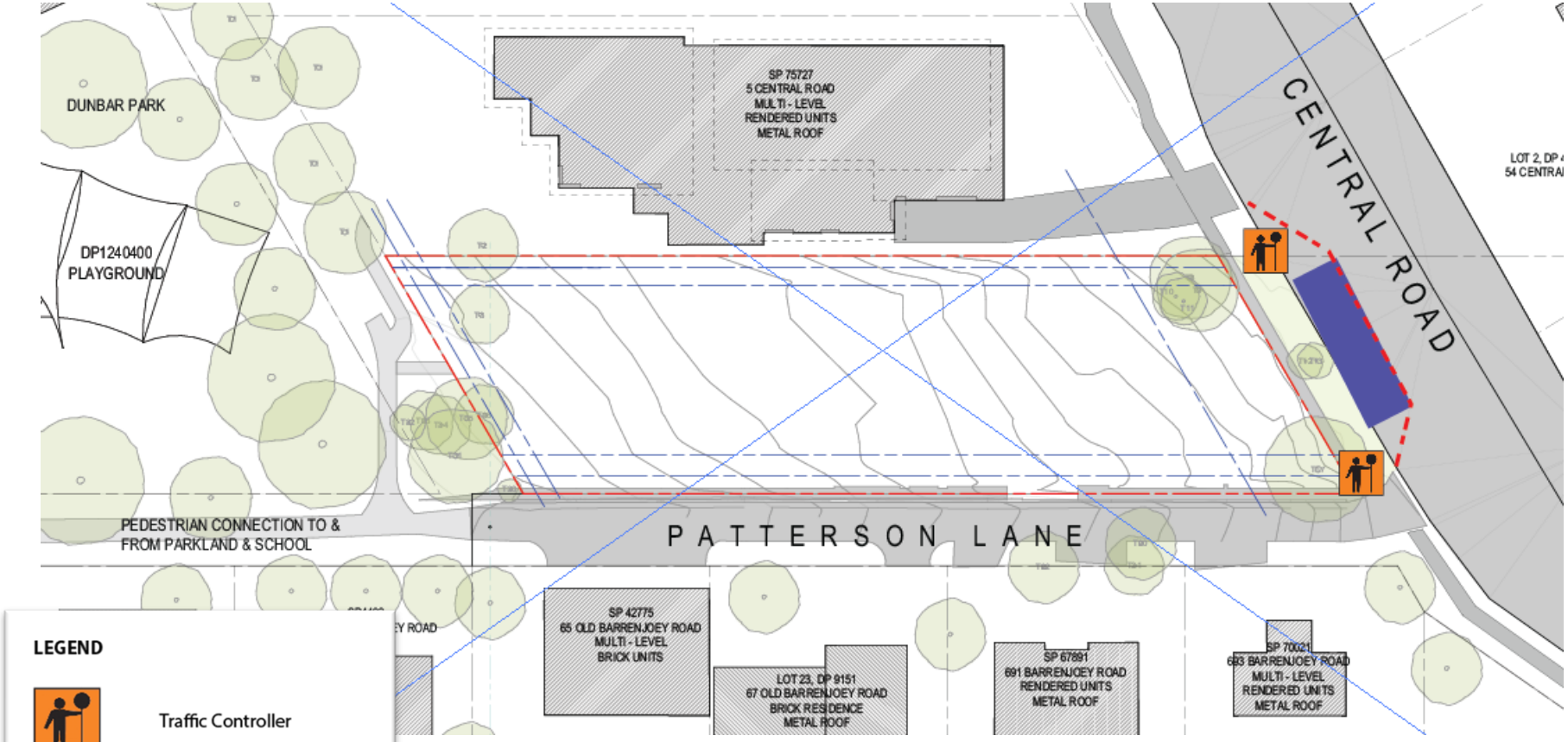
The following have specific responsibilities in connection with this CTMP.

Particular details of individual roles are contained in the front section of this CTMP.

Position / Role	Details
Head Contractor / Builder	• Implementing policies and systems of Magico Constructions related to traffic management. • Being the point of contact for CTMP related matters when the site supervisor is unavailable. • Ensuring relevant persons are made aware of the content of this CTMP before commencing work. • Reviewing and keeping up to date this CTMP and advising relevant persons of any revisions.
Site Supervisor	• Implementing the requirements of this CTMP. • Ongoing monitoring and reviewing of this CTMP
Traffic Controller/s	• Controlling traffic in accordance with this CTMP
PCBU	• The health and safety of themselves, their own workers and those who may be affected by their work in relation to this CTMP. • Following the requirements of this CTMP
Health and Safety Representative	• Reporting unsafe working conditions or unsafe working acts in relation to this CTMP. • Participating in regular inspections in relation to this CTMP. • Investigating or assisting in the investigation of incidents. • Assisting in emergency situations as required.
First Aid Officer	• Rendering first aid as required. • Assisting in emergency situations as required. • Maintaining adequate first aid facilities and supplies. • Maintaining first aid records.

Proposed Traffic Control Diagram / Traffic Plan

This diagram outlines in graphical form, the proposed controls to be implemented as a result of the identification and assessment of traffic constraints / impact process undertaken. It indicates the appropriate positions of the signs and devices required to guide traffic safely around, through or past the worksite including location of any road closures and detours.



It is proposed for there to be at least two traffic controllers on site during site deliveries that is to take place on Central Road. However as noted earlier, it is expected that during the Demolition and Excavation stage of the project all waste materials will be collected by trucks entering into the site to minimise disturbance. Footpath enclosure is not expected to be necessary for this project and as such, no permits from Council will be required.

Pedestrians are to be directed to away from the site's footpath during delivery periods by signage and traffic controllers. Although traffic on Patterson Lane is observed to be minimal as it is a dead-end and used only by residents, caution will need to be exercised during early mornings and evenings as there will be slight traffic.

Addressing Northern Beaches Council Waste Management Guidelines

Upon the revision of the architectural drawings for the project, Magico Constructions has gone through again in reviewing Northern Beaches Council's Waste Management Guidelines to ensure all requirements are met. (In particular, Chapter 4 – On-going waste management for three or more dwellings)

4.1 Outline of dwelling type

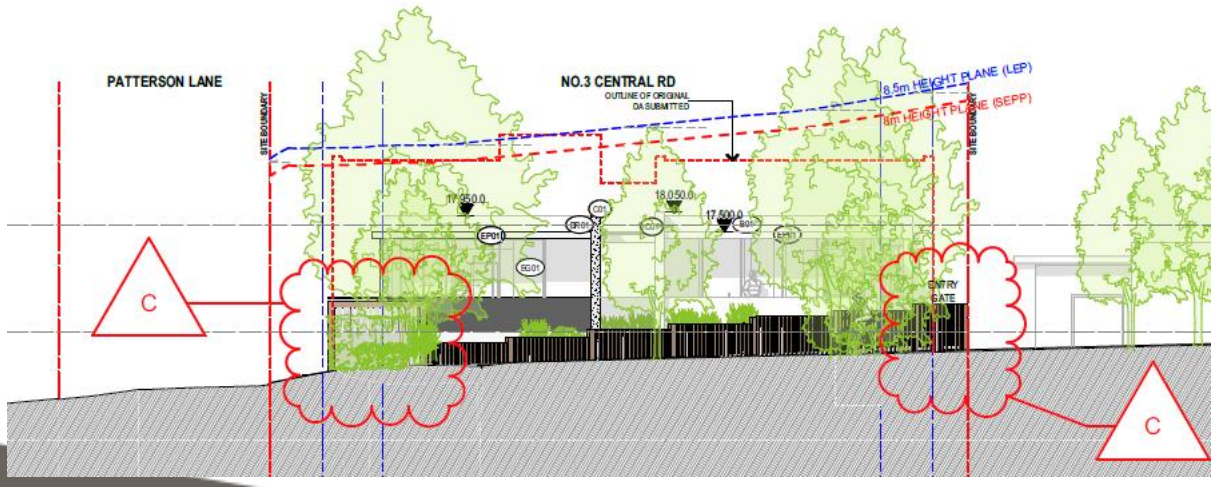
The proposed development project involves the construction of 7 senior housings. A dedicated Waste Storage Area has been designed to be built within the property which complies with the guidelines (4.2, 4.3, 4.4, 4.5 and 4.6).

4.2 Waste Storage Area design requirements

Given the project's landscape area of approximately 580m2, 3 x 240L vegetation bin will be required (1 x 240L vegetation bin for every 200m2). It is proposed that that will be a water tap located within the Waste Storage Area for ease of access for cleaning. No chute systems have been proposed for the project.

4.3 Waste Storage Area location requirements

Waste Storage Area has been located to be within the site boundary behind lightweight timber fencing. To reduce visual impact and clutter, new hedge/screen or groundcover planting will be planted in front to provide cover (as per street elevation photo below)
Current location of waste storage area is well over 10m away from any dwelling openings.



4.4 Pathway, access and door requirements

Current ramp gradient to waste storage area is 1:14, with the door opening proposed to be at least 1200mm wide. No locks and security devices are proposed to be installed, with a serviceable latch to be installed on the external wall to allow the door to be opened in an outward direction and enable it to be latched in an open position.

4.5 Bulky goods waste storage area requirements

As the proposed development does not exceed 10 dwellings, there is no need to provide any bulky goods waste storage area. However, it should be noted that there is sufficient room within the current proposed waste storage area to accommodate for additional waste should it be necessary.

4.6 Kerbside (on-street) waste collection requirements

Current distance between the waste storage area and property boundary is measured to be well within the maximum distance of 6.5m (currently less than 1 metre away from boundary).