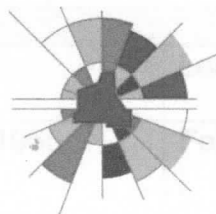


# Application for development approval



SHIRE OF  
**MERREDIN**  
INNOVATING THE WHEATBELT

Owner details		
Name: Nola Julie Wilson		
ABN (if applicable):		
Address: 128 Trevena Road		
DONNYBROOK WA		Postcode: 6239
Phone: 97 321 222 Work:	Fax:	Email: nola.wilson@elders.com.au
Home: 97 321 222		
Mobile: 0428 866 033		
Contact person for correspondence: Nola Wilson		
Signature: <i>Nola Wilson</i>		Date: 8/3/20
Signature:		Date:
<p><i>The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62 (2).</i></p>		
Applicant details (if different from owner)		
Name: Pauline Ellen Guest		
Address: 808 Maxfield Road (PO Box 1)		
WESTONIA WA		Postcode: 6423
Phone: Work: -	Fax: -	Email: westoniafarms@bbnet.com.au
Home: -		
Mobile: 0429 467 178		
Contact person for correspondence: Pauline Guest		
<p>The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
Signature: <i>Pauline Guest</i>		Date: 07/03/2020

Property details		
Lot No: 200	House/Street No: 41	Location No:
Diagram or Plan No: 200/DP229842	Certificate of Title Vol. No: 1955	Folio: 361
Title encumbrances (e.g. easements, restrictive covenants): None		
Street Name: Bates Street		Suburb: Merredin
Nearest street intersection: Cnr. Bates Street and Duff Street		

Property details		
Lot No: 199	House/Street No: 43	Location No:
Diagram or Plan No: 199/DP229842	Certificate of Title Vol. No: 1525	Folio: 16
Title encumbrances (e.g. easements, restrictive covenants): None		
Street Name: Bates Street		Suburb: Merredin
Nearest street intersection: Cnr. Bates Street and Duff Street		

Property details		
Lot No: 198	House/Street No: 45	Location No:
Diagram or Plan No: 198/DP229842	Certificate of Title Vol. No: 1773	Folio: 758
Title encumbrances (e.g. easements, restrictive covenants): None		
Street Name: Bates Street		Suburb: Merredin
Nearest street intersection: Cnr. Bates Street and Duff Street		

*MJW*

Proposed development	
Nature of Development	<input type="checkbox"/> Works <input checked="" type="checkbox"/> Use <input type="checkbox"/> Works and use
Is an exemption from development claimed for part of the development?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If yes, is the exemption for	<input type="checkbox"/> Works <input type="checkbox"/> Use
Description of proposed works and/or land use: Use of existing building for development of container refund point business	
Description of exemption claimed (if relevant): N/A	
Nature of any existing buildings and/or land use: Commercial workshop	
Approximate cost of proposed development: \$20,000	
Estimated time of completion: Operational by June 2 2020	

*M. J. W.*

OFFICE USE ONLY	
Acceptance Officer's initials:	Date Received:
Local government reference No:	

## **Development Application Information Sought**

- Completed application form (**mandatory**)
- Application fee (**mandatory**)
  
- **Three (3) sets of plans including, including site plan at a minimum scale of 1:200, showing:**
  - a) **the location of the proposed development on the property**  
As described
  
  - b) **the position of existing buildings on the property**  
As described
  
  - c) **the location of any other structures/fixtures on the property such as fences, septic tanks and leach drains, storage areas**  
As described
  
  - d) **the location, type and approximate height of all trees on the site and indicate those to be retained and those to be removed**  
As described
  
- **Front and side elevation of existing and proposed buildings on the property including height and appearance**

No structural changes are proposed to the existing building present at the site.

Cosmetic improvements such as replacement of broken glass and re-painting of already painted surfaces will take place. Colour will be white/off-white as per existing colour scheme.

White/off-white roller shutters will be installed on the front windows and security screens will be fitted on the staff room and ablutions windows as security measures.

## **41-45 Bates Street in Relation to Surrounding Land Uses**

The container refund point will be operating from 41 - 45 Bates Street, Merredin. There are two private residences in proximity. One is immediately to the south at 39 Bates Street. The other is across the rear lane at 39 Duff Street.

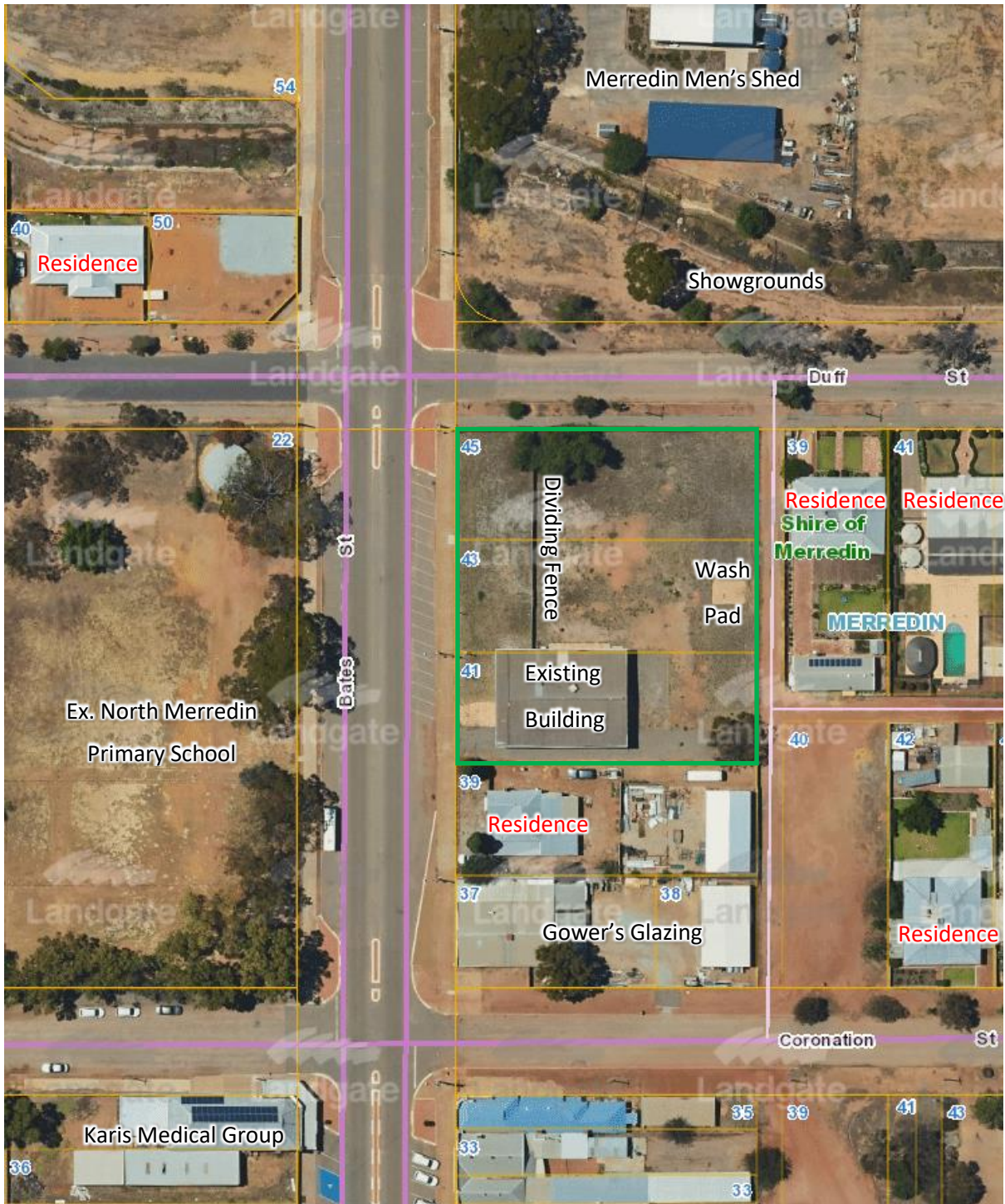


Figure 1: 41 – 45 Bates Street in Relation to Surrounding Land Uses  
(Image courtesy Landgate Map Viewer Plus)

## **Property Features**

The property features a 25m x 18m commercial workshop style premises, with a brick front section containing the front entrance and reception area, office/staff room, ablution facilities and a tin clad workshop at the rear. There are three roller doors on the northern side of the building and a personal access door/exit at the rear on the south eastern corner.

A 1.5m colourbond post and rail dividing fence separates the front of the block from the rear.

A 1.8m zincalume post and rail fence is present on the southern boundary of the property.

A 1.8m diamond mesh fence is present on the northern and eastern (rear) boundaries of the property. The eastern boundary fence will be replaced with a colourbond neetascreen fence.

A 1.2m diamond mesh fence is present at the front of the property adjoining Bates Street.

The property is connected to sewerage system.

A washdown bay is present at the rear of the premises (on lot 43) however this will not be used and will be removed for the planting of trees and shrubs.

## **Use of Existing Building**

The existing building will be used as it stands, without structural alteration.

It will be used to deliver the objectives of Containers For Change; Western Australia's new state-wide container deposit scheme that lets people cash in eligible drink containers for 10 cents each and make positive environmental change at the same time.

In WA, we use more than 1.3 billion eligible drink containers each year.

With the introduction of Containers For Change, together we will:

- reduce litter and landfill;
- increase recycling;
- create jobs; and
- provide opportunities for social enterprise and benefits for community organisations.

In July 2019, the Western Australian Minister for the Environment appointed WA Return Recycle Renew Ltd (WARRRL) to the office of Coordinator of the Scheme under section 47X of the Waste Avoidance and Resource Recovery Act 2007 (WA) (Act).

Refund point operators are awarded five-year contracts to deliver the scheme in locations across WA.

Essentially, customers will bring containers to the refund point where they will be unloaded and taken inside the building. The refund point operator will count the eligible containers and provide the customer with a cash refund or an electronic funds transfer into their nominated bank account via a scheme identification number. Alternatively, containers may be dropped off at the bag drop facility for later counting or brought to site from other locations by refund point staff for counting or aggregation.

The scheme commences on June 2 2020.

### **What Quantities Are Expected?**

The refund point will be an aggregation point which directly services the assigned communities of Merredin, Westonia, Southern Cross, Bruce Rock and Kellerberrin. Bag drop systems and direct collection of containers from commercial premises and community groups are planned within these communities by the refund point operator.

Containers from bag drop facilities and by arrangement in assigned communities will be collected by refund point staff using a utility vehicle and trailer and brought back to the refund point for counting or aggregation.

Residents of other communities will be welcomed as customers wishing to bring in containers to the Merredin refund point for cash refunds or to utilise the bag drop system.

It has been estimated by WARRRL that the average Western Australian uses 4 refundable containers per day. Based on an initial rate of return of 1.5 containers per person per day the volumes at Figure 2: Estimated Container Quantities have been calculated. It is expected that in time return rates will increase, potentially up to 3 containers per person per day.

The scheme model is designed to be a sustainable one, where refund points generate income via a designated fee earned per container handled. This provides economic stability to the refund point operator and is designed to be profitable enough to result in the creation of job opportunities. More containers mean a greater income for the refund point, so it is an incentive to motivate, encourage and make it easy for the community to participate.

#### The Typical Customer and Impact on Site Traffic

It will take time to determine the number of customers the refund point will be servicing, however the experience by Kenny Reid, who operates refund points in Far North Queensland as AusWaste Environmental Services has indicated that the average customer brings in around 150 containers at a time. "Hoarders" who bring in a ute load at a time may bring in up to 6,500 cans at once.

Containers from Westonia, Southern Cross, Kellerberrin and Bruce Rock bag drops and direct collections will be handled by staff on weekdays when the site is closed to the public.

Around 30% of the container volume for Merredin is estimated to be collected by staff from commercial locations and community groups. This leaves around 19,000 containers per week which customers will bring to the site themselves. At 150 containers per customer (low end estimate) there could be up to 130 customers (high end estimate) attending the site per week for refunds. Some may be using the bag drop, some may be arriving on foot but most will be driving vehicles.

This estimate does not account for out of town customers bringing in containers. It is very difficult to estimate their numbers at this time, with a period of operation required to understand customer behavior.

Customer behaviour will determine the amount of traffic at the site during opening hours. Anecdotes from Queensland and South Australian refund point operators indicate that 90% of refunds to individuals are cash refunds, with only 10% or so opting for electronic funds transfer deposits. As such most people will attend during opening hours seeking a cash refund.

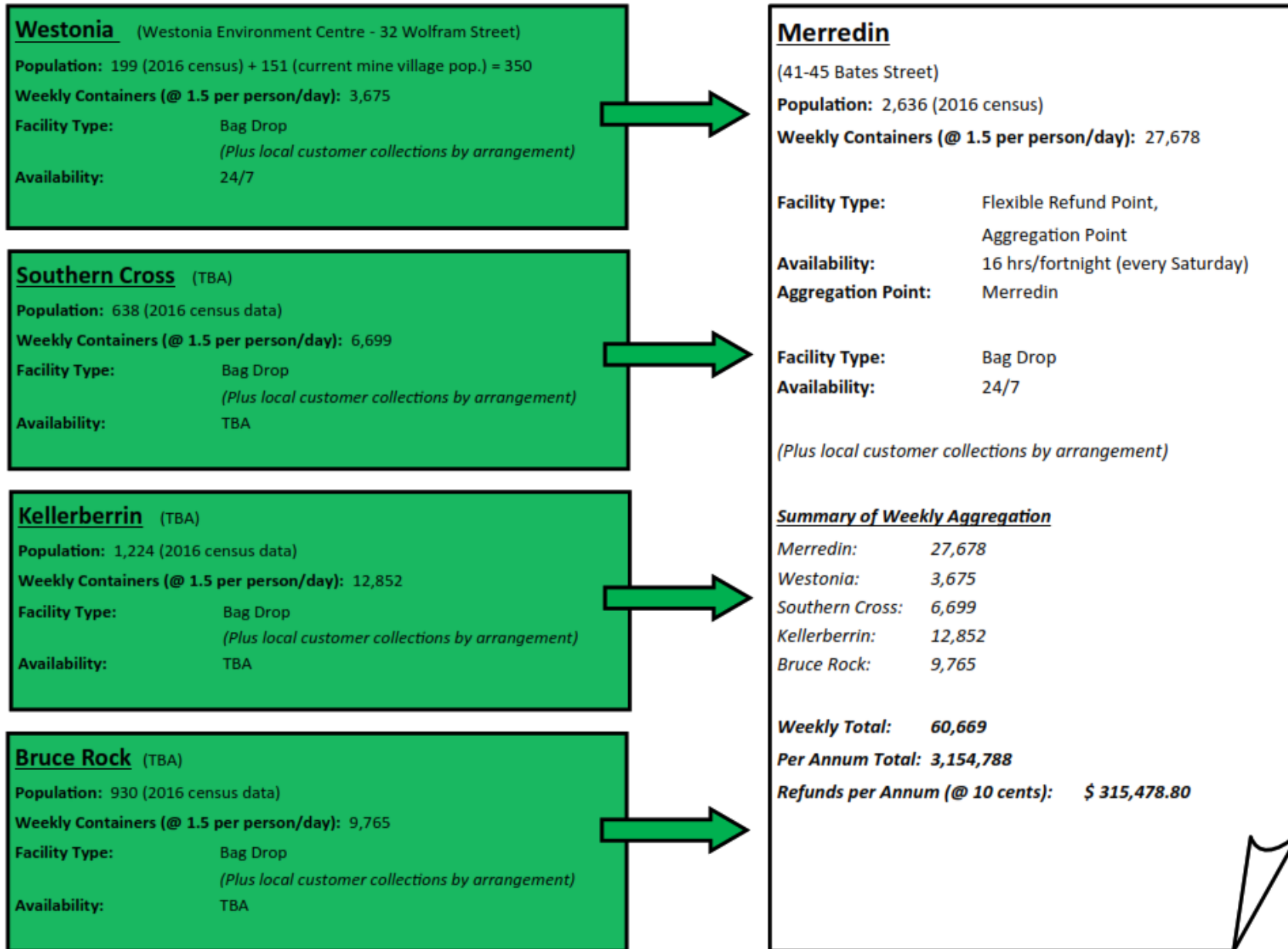


Figure 2: Estimated Container Quantities



### **Refund Point Cash Refunds**

Customers can present at the refund point during opening hours and receive a 10c per container cash refund for all eligible containers returned.

### **Container Sorting**

Container sorting is a transparent process and it is important that customers are satisfied with the count accuracy and the refund which they are issued. Returns of 1,500 containers or more require a statutory declaration to be completed by the customer, as an anti-fraud measure.

1. A customer will present at the site with a quantity of containers. Vehicles will arrive near the roller doors and stop at the drop off area. Pedestrians will enter via the reception area.
2. Refund point staff will unload the containers from vehicles and bring them inside to the sorting area.
3. Containers will be emptied into a sorting bench, then counted and tallied by type. Intermediate sorting containers such as lightweight plastic mesh containers or tubs are used for this process to keep the customer's containers separated from those already in aggregation bulka bags/skip bins. This is so that a recount can take place should the count be disputed.
4. Any ineligible containers are set aside. Reasons for their ineligibility will be discussed, before appropriate disposal into on site recycling or general waste.
5. Container totals are entered into the electronic point of sale system and the correct cash refund is issued directly to the customer along with a receipt.
6. Containers are emptied from the intermediate sorting containers into the appropriate aggregation bulka bags/skip bins.
7. Assistance is provided by refund point staff to return or load any bags, boxes or bins to the customer/customer vehicle. The customer then departs the site as per the traffic management plan.

### **Off Site Cash Refunds**

Cash refunds can also be provided off site where container counts are performed at the collection point. The process is similar except that containers are brought back to the refund point for aggregation. These refunds carry the same legitimacy as refunds provided at the refund point with entry required at the time of transaction into the electronic point of sale system.

### **Bulka Bag Container Aggregation**

80cm x 80cm x 80cm bulka bags will be used to aggregate aluminium cans, plastic containers and liquid paperboard containers. Each bulka bag will hold 1000 – 1500 containers, depending on container type, size, and level of crushing.

Glass will not be stored in bulka bags. Instead, it will be diverted to the glass skip bin. It is difficult to estimate numbers however if 30% of received containers were glass this would leave around 40 bulka bags of containers per week to be transported. There is ample indoor

capacity to store this number of bags on a week to week basis. Should volumes increase significantly in the future consideration will need to be given to expansion of the building via the addition of storage space.

Containers are aggregated into bulka bags by container type and tagged with a unique identification number. At collection they are loaded into a Remondis compactor truck. The bags are then compacted inside the compactor with minimal noise and taken to the processor.

#### Skip Bin Container Aggregation

Glass will be aggregated into a skip bin.

Initially 2 to 3 medium sized skip bins (3.0m x 2.0m x 1.5m) will be set in place. These will be swapped out as they become full. It will take a few months before West Tip can determine the best fit for the site based on volumes.

#### Logistics System & Provider info

Two organisations will be providing logistics services for the removal of containers from the site.

Remondis will be servicing the site with a compactor truck for the removal of bulka bags of aluminium cans, plastic bottles and liquid paperboard. Bags will be loaded and compacted inside the truck with minimal noise. The level of noise would be similar to waste removal services provided by Avon Waste.

Glass will be removed by West Tip. They will be providing glass skips and will swap them out when full. This is a simple truck loading and unloading process.

The point of sale system generates a shipping manifest as required for the logistics provider as part of the audit trail for container handling.

It is anticipated that removal of bulka bags will occur weekly or fortnightly and the change out of glass skips will be less frequent.

Both organisations have been scrutinised by the WARRRL organisation evaluation panel to ensure that they meet all legislative requirements including licences to operate, OSH systems, chain of responsibility, quality standards and environmental regulations and accreditations.

Servicing will be arranged so that it occurs on weekday business days, during accepted business hours.

#### Point of Sale System and Audit Trail

A proven and efficient point of sale system and verifiable audit trail is an important part of the delivery of the scheme. It provides a robust system for managing customer refunds and managing received containers from the point of receipt, and throughout the transport and processing operations.

It is a key measure for prevention of fraud within the scheme and ensuring that containers are properly recycled as per the scheme's legislated commitments.

**Bag Drop System**

A bag drop system will be accessible to customers 24/7, accessible to customers parking in the 17 bay Bates Street public parking area and accessing the site on foot.

Customers place a label inside their bag, or can apply a supplied stick on label identifying the customer with their container refund scheme identification number and other required information. The customer then deposits the bag into the chute. It is collected from the receptacle by the refund point operator. The containers are counted and the refund is deposited directly by WARRRL into the customer's nominated account.

A secure, lockable and fully enclosed collection structure will be constructed adjoining the rear side of the dividing fence, for use as a bag drop point. The structure will be lower than the dividing fence and not visible from Bates Street. It will be 1,400mm high, 2,400mm deep and 4,800mm long.

Two chutes will be built into the dividing fence enabling customers to securely place a bag into the bag drop structure, like that of a charity donation bin. There will be two doors built into the rear of the structure for removal of deposited bags. Drainage holes will be present in the base to allow for washing and deodorising of the structure if required.



Figure 3: Bag Drop Location (Image courtesy Google Maps)

**Bag Drop Signage**

Signage at the bag drop area will consist of the following, affixed to the existing fence:

**BAG DROP HERE**

1 of 1,000mm x 300mm

**INSTRUCTIONS**  
Lorem ipsum dolor sit amet, consectetur adipiscing elit.  
Pellentesque non accumsan eros, quis porta erat. Vivamus vel dapibus dui, vitae varius mauris.

1 of 400mm x 800mm  
(content to be determined based on scheme requirements and approved by WARRRL)

**CHUTE**

2 of 400mm x 200mm

## **Bag Drop Management**

The bag drop area is always accessible, making it the most susceptible part of the container refund point for issues relating to security, dumping of unwanted waste and malicious damage. Various measures will be in place to manage potential issues, and the refund point operator will be responsive to issues and implement adaptive management measures as required.

### Security

Lighting will be installed in the vicinity and security cameras will be in place to monitor activity in the car park area and bag drop site. The bag drop structure will be robust, lockable and fully enclosed. It will be constructed using welded steel framing and enclosed securely with light steel sheeting.

### Unwanted Waste

Security cameras will be installed which will assist to identify individuals dumping unwanted waste. The instruction signage will also request that no waste is to be dumped at the bag drop area.

Customers will be advised not to leave refundable containers outside the bag drop structure as it is not secure and such containers will likely be taken by others who would wish to receive the refunds.

### Odours

Unclean containers may cause unpleasant odours. To counter this, the bag drop will be emptied and counted at least twice per week. The fully enclosed bag drop structure will assist in containing unpleasant odours should they occur. Drainage holes will be included in the construction so that the receptacle can be washed and deodorised as required.

Bag drop customers utilise their scheme identification number to receive a refund by electronic funds transfer. This means that individuals depositing unclean or malodorous containers are identified and can be contacted to provide education about container cleanliness and acceptability. The refund point operator has the right to reject such containers or to refuse service to problematic customers, however customer education will always be the preferred option.

### Collection Frequency

The bag drop will be collected and counted at least twice per week. It is important that the bag drop receptacle does not become full and that refunds are issued promptly. Frequent collection also enables issues to be discovered and addressed promptly.

### Responsiveness to Issues

A telephone number will be present on the bag drop instruction signage for reporting issues which require attention.

### **Parking and Traffic Management**

Container refund points are inherently targeted at individuals arriving in vehicles so are designed for customers to arrive and be assisted by refund point staff to unload their bags or bins of containers either at a drop off area or via a drive through system.

Separation of pedestrians and traffic is also a key part of safe refund point design.

The below layout has been planned based on the availability of existing entry and exit points to the property, however if an alternate exit is preferred in the interest of noise abatement an alternate layout can be developed.



Figure 4: Parking and Traffic Management (Image courtesy Landgate Map Viewer Plus)

### **Vehicle Drop Offs**

Customers driving vehicles to drop off containers will drive into the existing entrance on Bates Street, to the drop off zone where containers will be unloaded. 4 waiting bays will be established for customers waiting for count completion during busy times of operation.

### **Pedestrian Drop Offs - During Operating Hours**

Customers with small volumes or who are on foot can enter the premises via the front door.

### **Bag Drop Facility**

A bag drop facility will be accessible only on foot. Parking for this facility will be only at the 17 public car park bays on Bates Street.

### **Staff Parking**

Staff parking will be at 4 parking bays to be established the rear of the premises.

- **Details of landscaping proposal for the property**

#### **Remedial Site Maintenance**

Weeds will be removed from the property.

#### **Retention of Trees**

Existing Eucalyptus mallee (approx. 4m high) in the south east corner of the property will be pruned off the fence and retained.

Existing peppermint trees (approx. 5m high) at the northern boundary of the property will be retained.

Existing pine tree (approx. 6m high) at the south western corner of the property will be retained.

#### **Pathway Definition**

Pedestrian routes will be defined.

- **Existing and proposed final ground level contours**

The site is previously developed, and slope across the site is negligible.

No changes to ground level contours are proposed.

- **Details of the proposed method of surface water containment or disposal**

The site has been previously developed for commercial use.

No changes to surface water containment or disposal are proposed.

- **Bush Fire Attack Level Assessment (if required)**

Not applicable.

- **Details on hours of operation**

The site will be open to the public every Saturday from 9.00am to 5.00pm. The gates will be opened, and the site will be accessible to customer vehicles.

Should future container volumes or operational demands require it, public opening hours will be expanded to include Fridays, also from 9.00am to 5.00pm.

Collections will be brought to the site by refund point staff from bag drop locations and special pick-ups from commercial sites, community groups and bag drop collections from other towns. These activities will also occur from 9.00am to 5.00pm, on a regular basis on weekdays.

The bag drop facility will always be accessible, so that individuals can deposit containers at any time using their scheme identification number, for counting and issuing of a refund by electronic funds transfer within 7 days.

- **Details on any associated emissions – dust/odor/noise/light etc.**

**Dust Emissions**

Dust emissions are not expected from the container refund process at the site, however may be possible from traffic. If dust becomes an issue action will be taken to improve trafficable surfaces to eliminate the issue.

**Noise Emissions**

Some noise will occur at the site due to traffic, the sound of car doors and boots opening and closing, conversation, and manual sorting of containers.

Sorting of containers will occur indoors, and noise abatement measures include the installation of fencing, planting of vegetation, use of roadside parking and management of traffic away from adjacent residences where possible.

Sorting activities consist of emptying delivered containers into the sorting bench, intermediate sorting by container type into tubs or containers suitable for manual handling, then emptying into the aggregation bulka bags or glass skip. Once in these receptacles no further handling is required. The full bulka bags are collected and compacted within the Remondis truck, and the glass skip is swapped out by the West Tip truck. Noise is expected to be similar to that generated by regular waste collection services such as Avon Waste.

Depending on the volumes collected a truck would be expected once per week or fortnight to collect the aggregated containers in bulka bags, on weekday business days during accepted business hours. Glass skip collection will be less frequent but also on weekday business days during accepted business hours.

**Odour Emissions**

Odour emissions are not expected at the site, and the operator has the right to reject containers which are particularly unclean or malodorous. Sorting benches will have inbuilt drainage to allow for any contained liquids to be drained and disposed of at the point of exchange. Customer education will be ongoing to reduce the receipt of such containers.

All aluminium, plastic and liquid paperboard containers will be stored indoors at the facility.

One potential exception to indoor storage is glass, with the logistics provider yet to determine the type of skip bin to be put into use. If the type of bin required is not accessible using the existing roller doors on the facility outdoors storage may be required. Any skip bin stored outside will need to be stored under cover and securely to prevent water entry and theft. This may be achieved by using lockable skip bins with lids, however cannot be determined at this time. If outdoor storage is required the skip will be placed at the rear of the building at the north east corner.

### **Light Emissions**

Operational hours at the site are during daylight hours only, so light emissions from the building will be minor, and no more than is required for basic security measures.

Lighting will be installed at the bag drop area; however this is located some distance from adjacent residences and will have no greater impact than street lighting in the area.

- **Details of any advertising/signage**

In addition to signage specified for the bag drop location, the below signage will be installed on the existing building, replicating the size of signage installed previously on the building by Lewis Motors Holden and later by Merredin Caravans & 4WD.



Figure 5: Building Signage (Image courtesy Google Maps)

Sheet metal banner signage is approximately 600mm high by 16m long.  
Sheet metal logo signage is approximately 1.2m x 1.2m.

All signage is subject to approval by the WARRRL, the scheme coordinator.



- **Any other information requested by Council**

**Ablutions for Staff and Customers**

A separate male toilet and washroom and female toilet and washroom is present in the building for staff use. These are accessible from a hallway adjoining the staff room and are not accessible to customers.

An additional toilet and washroom are present in the building for customer use. This will be a unisex facility and is accessible from the sorting area.

**Noise Abatement Measures**

To reduce noise impacts on 39 Duff Street the chain mesh fence adjoining the rear lane will be replaced with a colourbond neetascreen fence.

Trees and shrubs will be planted along the rear lane fence to improve the aesthetics of the site and further reduce any noise impact on the neighbouring residence. It will take up to 24 months for these plants to establish and grow to a size where they are effective as a noise abatement measure.

Traffic has been directed to the front of the building rather than down the existing driveway and around the rear of the building, to direct it as far away as is practical from nearby residences while maintaining pedestrian and traffic separation.

Placement of the bag drop receptacle is such that it is only accessible by pedestrian access from the public parking area on Bates Street, and is placed a reasonable distance away from the residence at 39 Bates Street, preventing after hours traffic impact on nearby residences.

A barrier will be installed on the southern driveway to prevent public use, to reduce traffic noise impact on 39 Bates Street. A barrier will also be placed between the customer vehicle entry point and the bag drop area.

**Security Measures**

Security cameras will be installed around the site to monitor the location.

Lighting will be installed at the bag drop area for customer convenience and safety.

Roller shutters will be installed on the windows at the front of the building and security mesh over the windows of the staff room and toilet facilities.

**Litter and Dumping Abatement**

Security cameras will be installed around the site to monitor the location. This will enable the identification of vehicles and individuals responsible for dumping if it occurs.

Disposal of ineligible containers in bins provided by refund sites is not encouraged because it does not encourage people to learn to only bring eligible containers, however at this site ineligible containers will be disposed of in either recycling or general waste bins provided by the refund point, so rejected containers will not be leaving the site and as such will not become a source of litter.

Customer education on container eligibility will be ongoing and the receipt of ineligible containers will reduce with time. Most ineligible containers will still be recyclable and will be recycled using Avon Waste as the waste service provider.

Bottle caps are required to be removed from containers however refund points are obligated to remove and retain these should they be brought in with the containers. The scheme coordinator is currently working on a recycling stream for bottle caps.

A regular inspection of the vicinity of the refund point will be conducted and any litter present will be collected. It is in the interest of the refund point to present a tidy and attractive location which customers will enjoy visiting.

### **Waste Management**

Waste collection services will be provided at the site by Avon Waste, for general waste and recyclables. These services will cater for waste generated by the refund point, and any ineligible containers received at the refund point.

Generally ineligible containers will be recyclable, such as milk bottles, so will not be a burden to the landfill site, but from time to time litter collections in the vicinity of the refund point will generate waste which is not recyclable. This litter may or may not be as a result of the refund point being present but will be collected if it is in the vicinity no matter what the origin is.

### **Pest Management**

The operator has the right to reject containers which are particularly unclean or malodorous. Generally, this will be because of the retention of liquids inside, which may also attract insect or rodent pests. Sorting benches will have inbuilt drainage to allow for any contained liquids to be drained and disposed of at the point of exchange.

All aluminium, plastic, and liquid paperboard containers will be stored inside the facility and will not collect standing water where pests such as mosquitoes can breed.

One potential exception to indoor storage is glass, with the logistics provider yet to determine the type of skip bin to be put into use. If the type of bin required is not accessible using the existing roller doors on the facility outdoors storage may be required. Any skip bin stored outside will need to be stored under cover and securely to prevent water entry and theft. This may be achieved by using lockable skip bins with lids, however cannot be determined at this time. If outdoor storage is required, the skip will be placed at the rear of the building at the north east corner.

A rodent baiting program and regular insect pest deterrent spray application will be conducted by a registered pest controller.

Site cleanliness will be kept to a high standard, and regular weekly or fortnightly collection of aggregated containers in bulka bags will reduce the opportunity for pests to become established.