PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2025/1707

Date: 16 February 2026

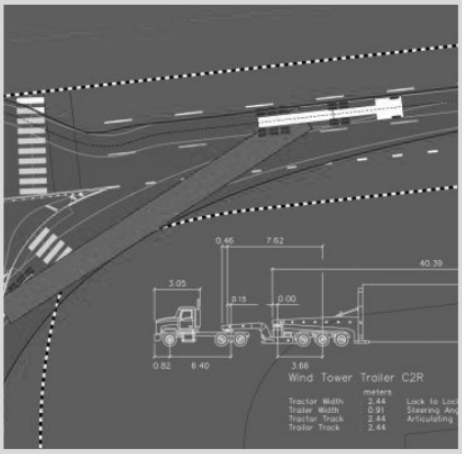
Queensland Government

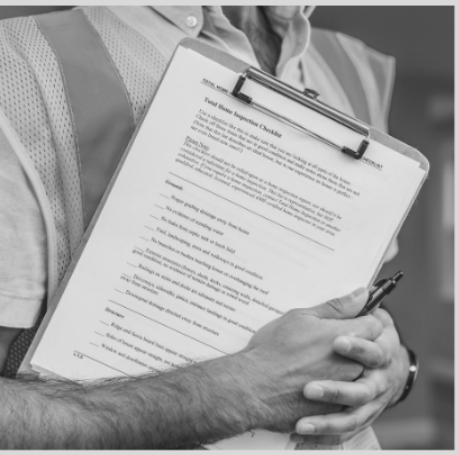
ZEKACORP

WASTE MANAGEMENT PLAN

PROPOSED MULTI-DWELLING DEVELOPMENT (TOWNHOUSES)

9-11 ADLER CIRCUIT, YARRABILBA





PREPARED FOR:

urban strategies

DATE: **7 OCTOBER 2025**

REFERENCE# 25-141

DOCUMENT CONTROL

Zekacorp Ref# 25-141.WMP(v01b)

Document Prepared By:
Zekacorp Pty Ltd
ABN: 85 610 355 381
PO Box 4581
Eight Mile Plains
Queensland, Australia 4113

Telephone: 07 2111 6375
Email: admin@zekacorp.com
Website: www.zekacorp.com

DOCUMENT HISTORY									
Revision / Version		Date	Description	Status	Prepared by	Approved by			
						Name	Signature	Qualification	
								RPEQ	Other
								☒	☐
01	a	18 Sep 25	Waste Management Plan	☐ Draft ☒ Final	MK	Dare Janzekovic		**27561**	
01	b	7 Oct 25	Waste Management Plan	☐ Draft ☒ Final	MK	Dare Janzekovic		**27561**	

NOTE - It is acknowledged that there may be some minor discrepancies between the architectural layouts provided in this report and the associated architectural documentation. Whilst not ideal, the minor layout discrepancies should form no material impact to the proposed development from an engineering assessment perspective. Conservative engineering principals have been applied to the afforded earthworks areas, stormwater intent and servicing. As such, any concern should be suitable for conditioning as part of the detailed design process (i.e. finalised in Operational Works stage).

CONTENTS

1. INTRODUCTION 1

1.1. BACKGROUND 1
1.2. SCOPE 1
1.3. REGULATORY FRAMEWORK 1
1.4. SITE LOCATION AND DEVELOPMENT DESCRIPTION 2
1.4.1. Location of Subject Site 2
1.4.2. Proposed Plan of Development 2
1.4.3. Waste Systems Overview 4

2. WASTE & RECYCLING GENERATION 5

2.1. TYPES OF WASTE STREAMS (GENERAL, RECYCLING, ORGANIC, HAZARDOUS, ETC.) ... 5
2.2. WASTE GENERATION ESTIMATES (RESIDENTIAL) 5
2.3. WASTE STORAGE AREA 6
2.3.1. General Design Requirements 7

3. WASTE COLLECTION 8

3.1. COLLECTION FREQUENCY 8
3.2. COLLECTION VEHICLE 8

4. CONCLUSION 10

DEFINITIONS

Bin carting route – the proposed route to move bins between the storage point and the servicing point.

Bulk bin – two wheeled mobile garbage bins, made from high density polyethylene. Bulk bins are collected by a side-lift truck.

Organic waste - is waste that comes from plants or animal that is biodegradable for example green waste and food waste.

Solid waste – any general or recyclable waste, be it commercial or domestic. Solid waste does not include waste discharges to sewer/water or the atmosphere.

Servicing point – the designated area allocated to the temporary storage of waste bins for the period of servicing only. The point may be within or external to a development.

Storage point – the area allocated to the permanent storage of waste bins. This is the normal location of the waste bins and excludes the period where the bin is serviced. A storage point may be a common storage point or an individual bin storage point.

Waste – includes anything, other than a resource that is: left over, or an unwanted by-product from an industrial, commercial, domestic or other activity; or surplus to the industrial, commercial, domestic or other activity generating the waste.

Waste carting distance – the distance required for a person to transport their waste from the nearest point of exit of their dwelling/tenancy to a storage point (or in the case of a multi-level building, to the nearest waste disposal point).

Waste chute – a duct in which waste descends from one point/level to a collection bin.

Waste disposal point – the point where waste is disposed of into the chute, also known as waste hopper. It consists of a fixed frame and hood unit, covered with a hinged or pivoted door.

Waste storage room – the room at the base of the chute used for the storage of waste bins.

General waste – waste, other than domestic clean-up waste, green waste, recyclable waste, interceptor waste or waste discharged to a sewer, produced as a result of the ordinary use or occupation of domestic or commercial premises.

1. INTRODUCTION

1.1. BACKGROUND

Zekacrop Traffic and Transport has been engaged by Urban Strategies to prepare a Waste Management Plan to address the proposed multiple dwelling development at 9-11 Adler Circuit, Yarrabilba.

This report forms part of a Development Application to be lodged with the Logan City Council (LCC). Specifically, this report supports the Development Application in relation to waste storage and collection activities for the operational phase of the planned development in accordance with the Logan Planning Scheme (2015) – SC6.2.9 Planning Scheme Policy v.9 - Waste Management.

1.2. SCOPE

The primary aim of this report is to outline the optimal waste management strategy for the operational phase of the development. This report is structured as follows:

- Detailing site information and its locality in the network;
- Operational waste generation of the proposal in the context of its use and scale;
- The location and design of waste storage and servicing areas;
- Waste collection procedures, including servicing frequencies and access arrangements for collection vehicles.

This report presents conceptual information on the above items, rather than involving detailed engineering designs.

1.3. REGULATORY FRAMEWORK

The development's waste management strategy has been designed to comply with the following key regulatory documents and guidelines:

- Logan City Council Planning Scheme (2015);
- Queensland Environmental Protection Act 1994;
- Waste Reduction and Recycling Act 2011;
- National Construction Code (NCC);
- Austroads Guidelines.

This WMP ensures adherence to all relevant regulations, supporting the development's approval and promoting sustainable waste management practices.

1.4. Site Location and Development Description

1.4.1. Location of Subject Site

As shown in Figure 1.1, the subject site is located on the southern side of Yarrabilba Drive just to the east of the Yarrabilba Drive / Waterford Tamborine Road intersection. The site is bound by Yarrabilba Drive along the northern boundary and Adler Circuit along the southern boundary.

1.4.2. Proposed Plan of Development

The proposal is for a multiple dwelling development comprising of 21 units (63 bedrooms). It is proposed that a common waste storage facility will be provided over two separate areas adjacent to the circulation aisle.

It is anticipated that a rear loading service truck will service the bins (bulk bins) on scheduled collection days directly from the internal circulation aisle.

The proposed site plan is shown in Figure 1.2.

Figure 1.1: Location of Subject Site

Figure 1.2: Proposed Plan of Development

1.4.3. WASTE SYSTEMS OVERVIEW

In accordance with SC6.2.9 Planning Scheme Policy v.9 – Waste Management, residential multiple dwelling developments are required to provide suitable waste and recycling storage and collection systems that can be serviced safely and efficiently.

The proposed 21-unit townhouse development will provide two common waste storage areas designed to accommodate 1,100 L bulk bins for both general waste and recycling. Each enclosure will facilitate 2x general waste bins and a single recycling bin, with the storage areas screened, ventilated, and constructed to Council standards, with impervious surfaces and adequate clearance for manoeuvring and servicing.

Waste collection will follow a site-specific schedule, with bins collected weekly for both waste types generated by the site. Given the size (1,100L) and manoeuvrability of the bins, it is proposed that the bulk bins will be kept in the storage areas and will be negotiated by the waste contractor from the storage area to the vehicle and will be returned once serviced.

2. WASTE & RECYCLING GENERATION

2.1. TYPES OF WASTE STREAMS (GENERAL, RECYCLING, ORGANIC, HAZARDOUS, ETC.)

Based on the use of the proposed development, the following waste streams, are considered in the assessment:

- General Waste:
  - Regular household waste that cannot be recycled or composted.
- Recyclable Waste:
  - Includes paper, cardboard, glass bottles, plastics (types 1-7), and aluminium cans.

2.2. WASTE GENERATION ESTIMATES (RESIDENTIAL)

Given that Council's Waste Management Policy does not prescribe a specific waste generation rates, reference is made to the rates prescribed for a 3 bedroom unit in the City of Gold Coast Solid Waste Management Policy. It is considered that such is consistent with studies in other jurisdictions within Queensland and is an appropriate representation of waste generation for the subject site.

The below rates are prescribed for a 3 bedroom residential units in a common storage scenario:

Residential Units (3 bedroom)
General Waste: 120L per week
Recycling Waste: 80L per week

Application of the above rates to the proposed development yields a weekly waste generation of 2,520L of general waste and 1,680L of recycling waste, as follows:

Table 2.1: Waste Generation (21 units)

Detail	Quantity	Waste Type	Generation Rate	Weekly Generation	Bin Quantity (1,100L)
3 bedroom dwelling / unit	21 units	General	120L / week	2,520L/week	3 bulk bins
		Recycling	80L / week	1,680L/week	2 bulk bins

2.3. WASTE STORAGE

Council's Waste Management Policy, provides options for a range of wheelie bins and bulk bins for the servicing for the above mentioned waste streams. As demonstrated in Table 2.1, it is anticipated that 1,100L bulk bins will be used for the storage of waste in the enclosures, with each enclosure suitable to facilitate 3 bins. Such allows a minimum of two general waste bins and a single recycling bin to be placed in each enclosure.

2.4. WASTE STORAGE AREA

The waste storage areas are provided adjacent to the internal driveway, within reaching distance of a truck operator when stopped on the driveway.

The refuse storage enclosure has been designed to accommodate all general and recycling waste for the development. The waste storage locations are shown in Figure 2.1 below, with the design of the enclosure subject to detailed design ensuring compliance with the characteristics identified in Section 2.4.1.

Figure 2.1: Waste Storage and Servicing

2.4.1. General Design Requirements

The waste storage and collection area will be subject to detailed design and must comply with the following requirements:

- Waste and recycling storage areas will be located wholly within the site, screened from the street, and positioned for convenient access by residents and waste collection staff.
- Each storage area will provide adequate space to accommodate the required number of 1,100 L bulk bins for both general waste and recycling, with sufficient clearance for manoeuvring and servicing.
- Storage areas will be impervious, drained, and provided with a hose for cleaning.
- The bin enclosure will be illuminated, ventilated, and designed to minimise odour and noise impacts, consistent with SC6.2.9 and CPTED principles.
- Bin enclosures will be screened from view of passing vehicles, pedestrians, and neighbouring properties to protect visual amenity.
- A level, unobstructed pathway will be provided between the storage area and the collection point, free from steps, gutters, or other impediments, and with a maximum grade of 1:30 for safe bin movement.
- Bulk bins will be positioned so that collection staff are not required to relocate them more than 10 m from the storage area to the servicing point.
- The design will ensure waste storage areas are vermin-proof, weather-protected, and constructed from durable, easy-clean materials.

3. WASTE COLLECTION

3.1. COLLECTION FREQUENCY

Given the nature of the development, bins are required to be serviced once a week as outlined below (see Table 3.1).

Table 3.1: Refuse Bin Collection Frequency

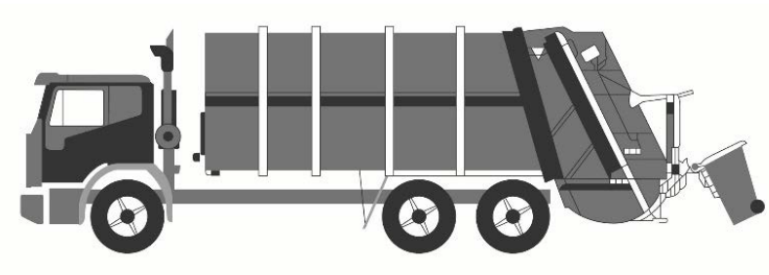
Waste Stream	Total Waste Storage Requirement	Collection Frequency
General Waste	3 x 1.100 L bulk bins	Weekly
Recycling	2 x 1.100 L bulk bins	Weekly

3.2. COLLECTION VEHICLE

The development will be serviced by a rear loading waste collection vehicle (RCV), with waste collection proposed to take place from within the site via a small waste truck as identified in Table 2.6.4 of Council's Waste Management Policy (Figure 3.1).

To service the bins, it is proposed that the truck will enter and exit the site in a forward gear, stopping adjacent to the storage areas before loading the bins to the rear of the truck for servicing. The site provides sufficient unobstructed vertical clearance within the site proximity of the service area to accommodate the waste collection process. The waste contractor will be responsible for manoeuvring the bins into position for servicing.

Swept path of the design vehicle negotiating the site is shown in Figure 3.2.



Rear-loading waste collection vehicle

Table 2.6.4 - 1,100L (and 140L, 240L and 360L recycling) - Refuse collection vehicle (small rear load)

Drive	4 X 2
Load capacity	$8m^3$
Vehicle length	7.615m
Vehicle tare and gross mass	6.196t to 8.5t
Vehicle turning circle radius	8.0m wall to wall 7.3m kerb to kerb
Vehicle travel height	2.374m
Vehicle working height	3.5m (minimum 300mm clearance to be provided from obstructions)

Figure 3.1: Rear Loading Refuse Collection Vehicle (RCV)

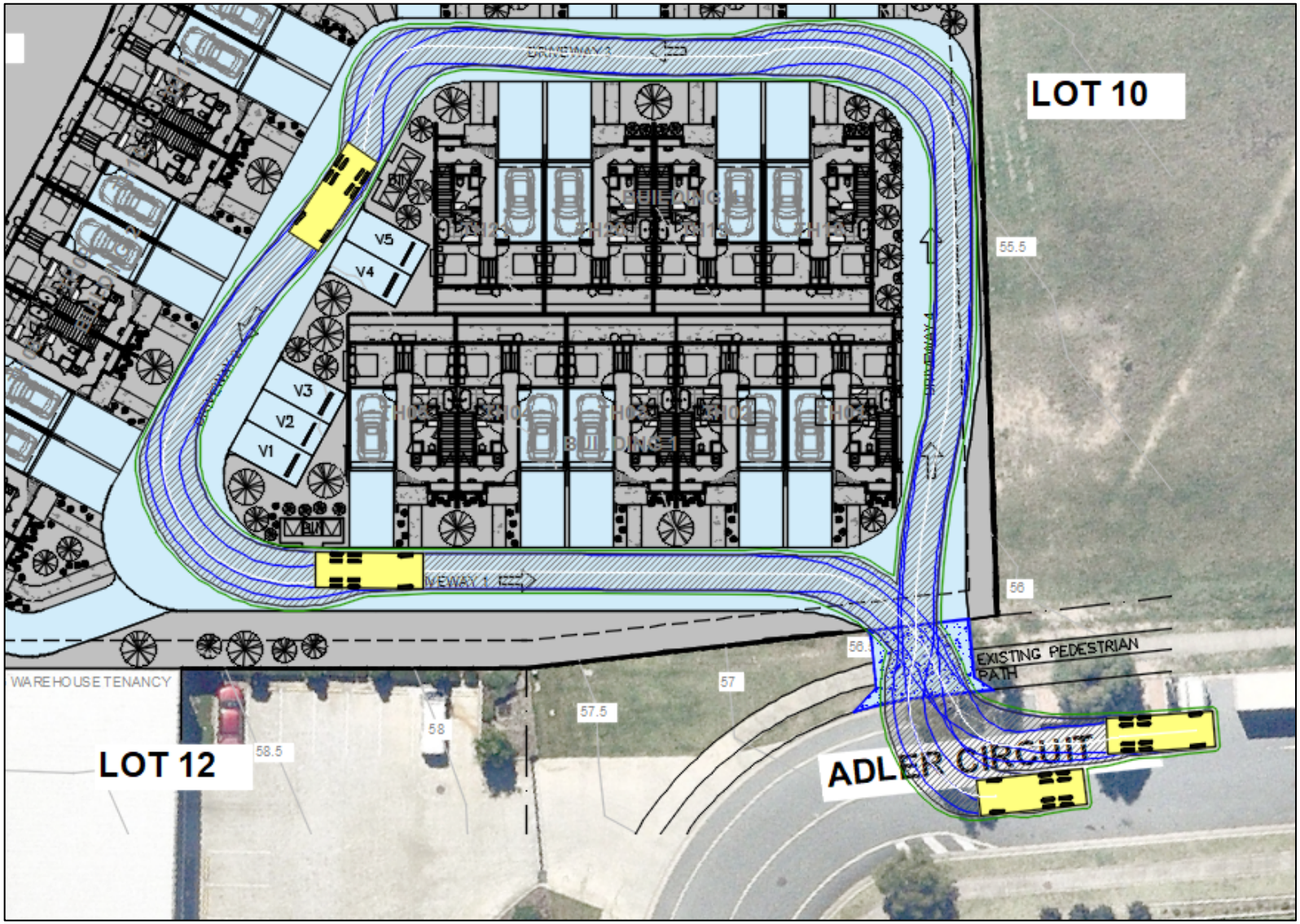


Figure 3.2: Rear Loading Refuse Collection Vehicle (RCV) Manoeuvring

4. CONCLUSION

This Waste Management Plan outlines the proposed waste storage and collection strategy for the multiple dwelling development at 9–11 Adler Circuit in Yarrabilba. Key findings are as follows:

- The development comprises 21 townhouse units (63 bedrooms), supported by two dedicated waste storage enclosures located adjacent to the internal circulation aisle.

- Based on generation rates of 120L of general waste and 80L of recycling per dwelling per week, the development will generate approximately 2,520 L of general waste and 1,680L of recycling waste each week. This equates to the provision of 3 x 1,100L general waste bulk bins and 2 x 1,100L recycling bulk bins.

- Waste and recycling bins will be stored in screened, ventilated enclosures that meet Logan City Council's SC6.2.9 Waste Management requirements, including impervious surfaces, hose cocks for cleaning, and appropriate clearances for manoeuvring.

- On collection days, bins will be serviced directly from within the internal circulation aisle. A rear-loading collection vehicle (in accordance with Table 2.6.4 of SC6.2.9) will enter and exit the site in a forward gear, with swept path analysis confirming safe access and manoeuvrability.

- The system ensures that waste storage and collection can occur in a manner that is safe, efficient, and practical, while protecting amenity for both residents and surrounding properties.

In conclusion, the proposed development provides a compliant waste management solution that adequately accommodates all waste and recycling streams, integrates with Council's servicing practices, and supports the long-term operational needs of the site.

Zekacorp Traffic and Transport has implemented a Health, Safety, Environment and Quality management system aligned with ISO 9001, ISO 14001, and ISO 45001 standards.

END OF DOCUMENT
(25-141WMP) v01 Rev. B