

Traffix Group

Traffic Engineering Assessment

Proposed Medical Centre Development
95 Victoria Street, Seddon

Prepared for
Siji Projects

October 2025

G37195R-01C

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Traffic Engineering Assessment

95 Victoria Street, Seddon

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1. Introduction

Traffix Group has been engaged by Siji Projects to undertake a traffic engineering assessment for a proposed medical centre development at 95 Victoria Street, Seddon.

2. Proposal

The proposal is to repurpose an existing two-storey dwelling into a medical centre. The features of the medical centre are as follows:

- A 9 practitioner medical centre
- 195m² of Leasable Floor Area (LFA)
- The centre will have the following operating hours:
 - 8am-8pm Mon-Fri
 - 9am-3pm Sat
 - 9am-noon Sun
- No car parking or vehicle access to the site will be provided
- A total of 4 bicycle spaces provided on-site
- Waste collection will occur on-street via Council's existing services
- Loading activities will also occur on-street in the nearby area
- The removal of the redundant crossover on-site will result in a net increase of 3 on-street car spaces on Austin Street

A copy of the development plans prepared by Drawing Room Architecture (dated October, 2025) are attached at Appendix A.

3. Existing Conditions

3.1. Subject Site

The subject site is 95 Victoria Street, Seddon. The table below summarises the key characteristics of the subject site.

Table 1: Subject Site Description

Characteristic	Description
Address	95 Victoria Street, Seddon
Area	205m ²
Frontages	19.3m to Austin Street 10.0m to Victoria Street
Zoning	Mixed Use Zone (MUZ)
Activity Centre	Seddon Neighbourhood Activity Centre
Current use of site	Single dwelling
Car parking and loading provision	Single garage
Vehicle access	Single width crossover to Austin Street at south-east corner of site
On-street parking along site frontage	1 x 2P D only space on the site's Austin Street frontage Bus Zone along Victoria Street frontage

A photo of the site's frontage, locality plan, aerial photograph and land use zoning map is provided at Figure 1 to Figure 4.

Significant nearby land uses include:

- **Footscray High School** located 400m east of the site.
- **Victoria University** located 450m east of the site.
- **Footscray City Primary School** located 650m east of the site.
- **Middle Footscray Railway Station** located 350m north of the site.
- **Whitten Oval** located 700m north-west of the site.

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Figure 1: Photograph of Site Frontage to Austin Street

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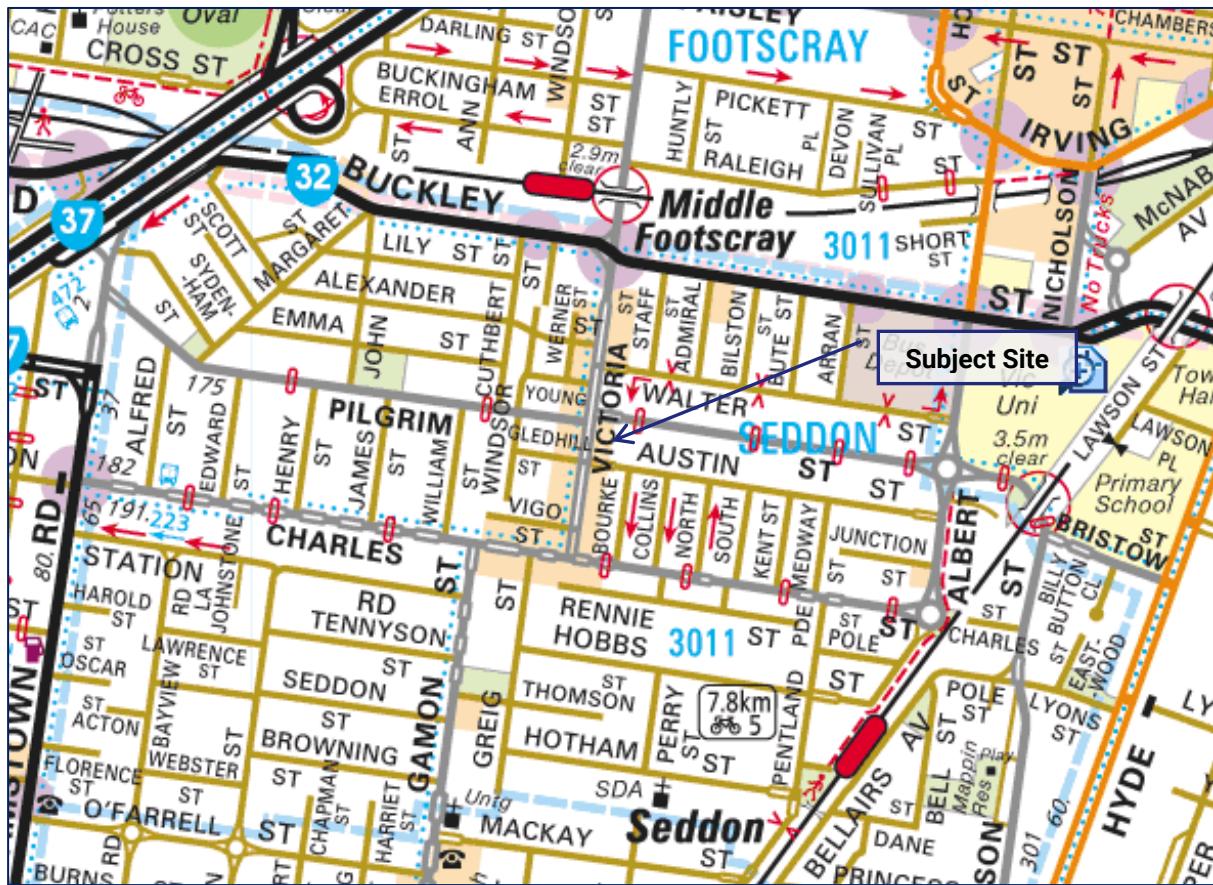


Figure 2: Locality Plan (Source: Melway)

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Figure 3: Aerial Photograph (Source: Nearmap)

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95 Victoria Street, Seddon

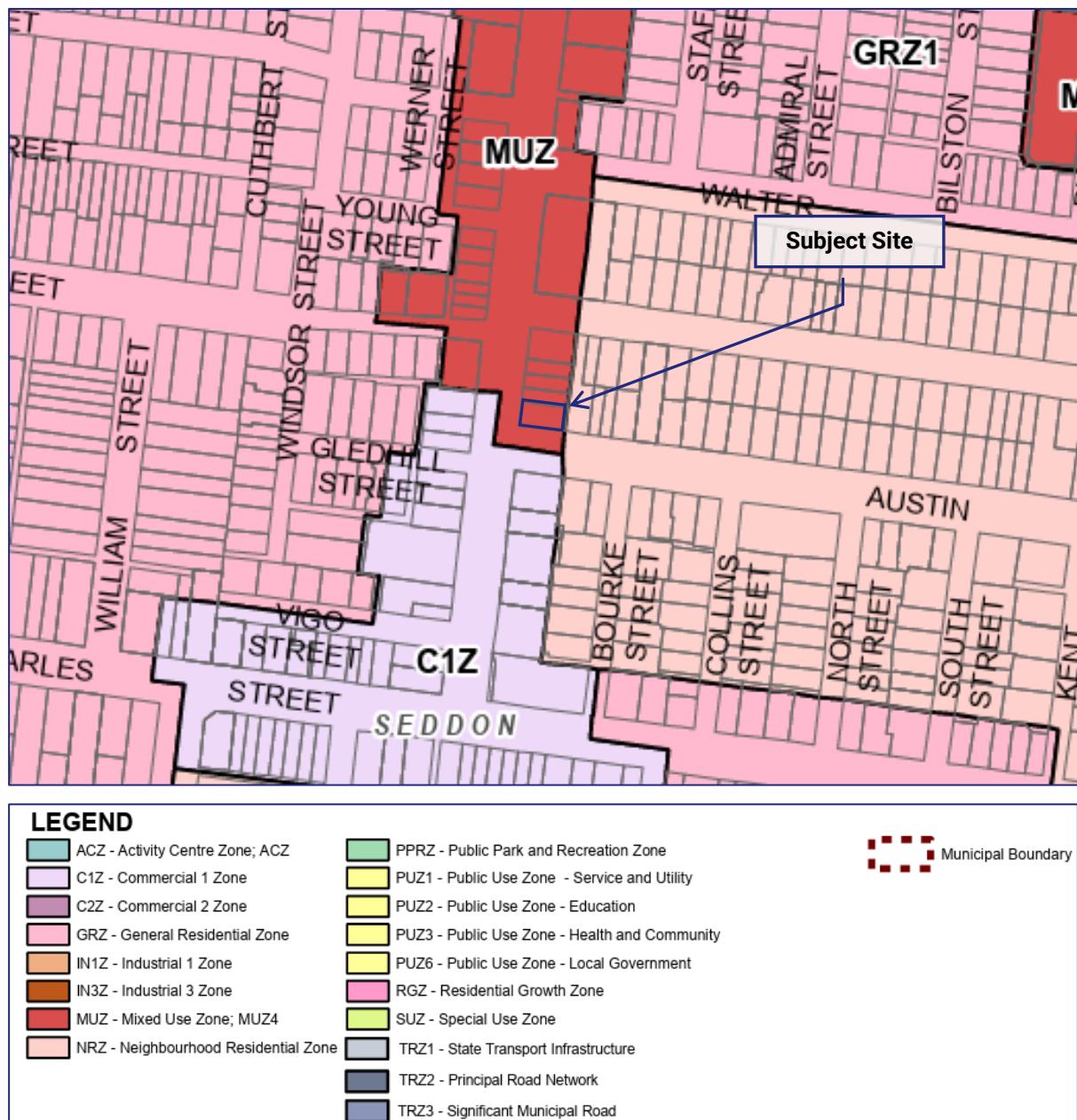


Figure 4: Land Use Zoning Map (Source: Planning Schemes Online)

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3.2. Transport Network

3.2.1. Road Network

A summary of the local road network is provided in the table below.

Photos of the surrounding road network are presented following the table.

Table 2: Local Road Network

Road Name	Agency	Classification	Transport Zone	Configuration	Speed Limit	On-Street Parking
Victoria Street	Council	Collector Road ¹	No	Traffic lane, bicycle parking lane and kerbside parking lane in each direction, separated by a central median	40km/h	Short-term parking on both sides.
Austin Street	Council	Access Road ¹	No	19.3m carriageway with angled parking on north side and kerbside parking on south side.	50km/h	Angled on north side, parallel kerbside on south side.

Notes:

1. As per Maribyrnong City Council Register of Public Roads (dated January, 2025)

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Figure 5: Victoria Street – view north



Figure 6: Victoria Street – view south



Figure 7: Austin Street – view east



Figure 8: Austin Street – view west

3.2.2. Car Parking Conditions

Traffix Group has completed parking surveys of on-street parking in the vicinity of the subject site. The purpose of the surveys was to assess the supply, management and demand for public parking resources in the nearby area. The surveys were completed at the following times:

- 11am, 1pm, 2pm and 7pm on Thursday 14th August, 2025 and
- 11am on Saturday 16th August, 2025.

These times correspond to the peak demand times for the proposed uses on the site and the nearby area.

The detailed parking survey is presented at Appendix B.

The survey area is presented in the figure below, which comprises an area of approximately 200m around the subject site.

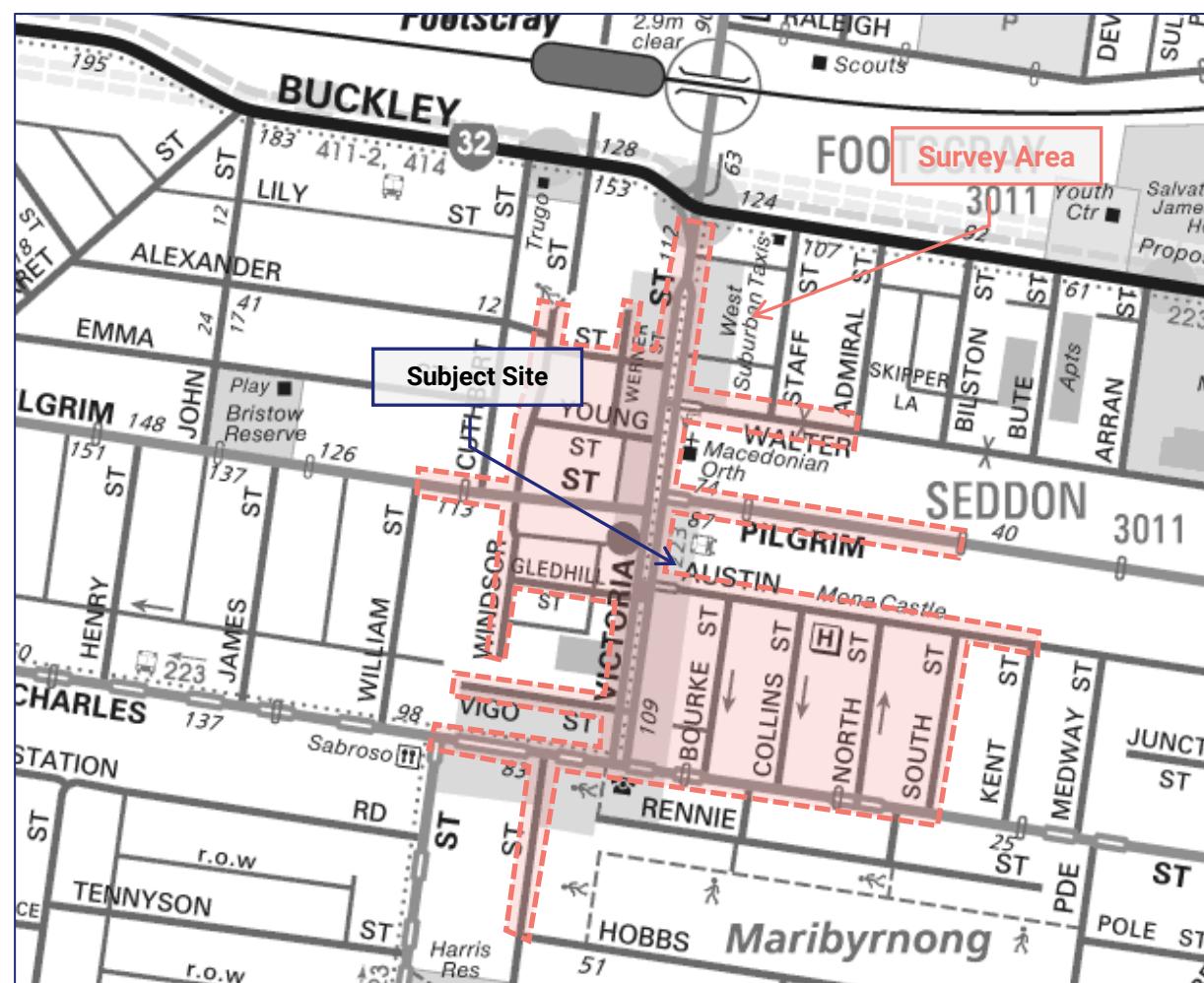


Figure 9: Parking Survey Inventory (Source: Melway)

The car parking surveys identified between 353-415 car spaces available for use by the general public in the nearby area¹. Car parking was generally a mixture of unrestricted, short term (1/4P, 1P and 2P) and Permit Zone parking.

More car parking is available to the general public on Saturday as many of the Permit Zones in the area only apply Mon-Fri. However, the overall rate of demand (occupancy) is not dissimilar to weekday demands.

Figure 10 below shows the car parking demand over the survey period.

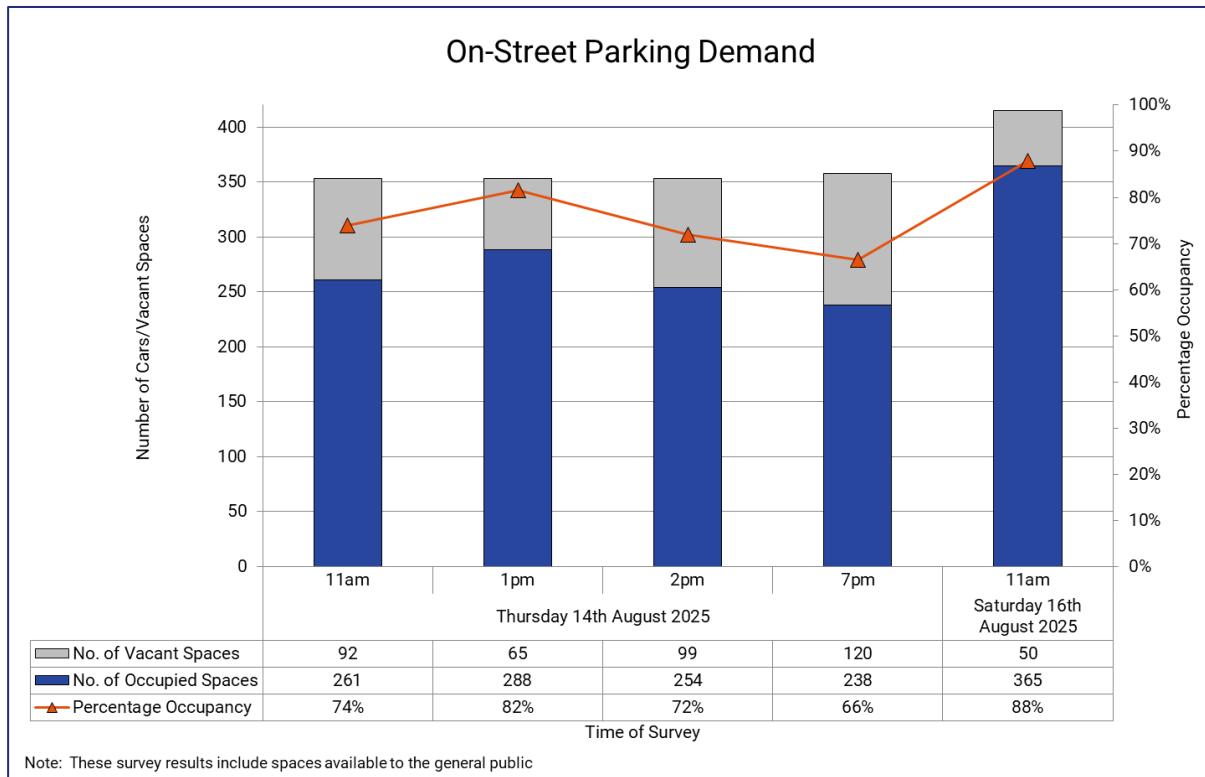


Figure 10: Profile of On-Street Parking Demand

Overall demand for on-street parking was moderate to high over the surveyed period. A minimum of 50 vacant spaces were recorded over the survey period (88% occupancy), which occurred at 11am on Saturday 16th August, 2025.

¹ Includes all car spaces available to the general public, excluding those subject to 'No Stopping', 'Loading Zone', 'Permit Zone' and 'Bus Zone' restrictions during the relevant enforcement period. Spaces subject to 1/4P restrictions were also excluded during the relevant enforcement period given that this duration is typically too short for attending the proposed use on-site.

3.3. Alternative Transport Modes

3.3.1. Public Transport

The site is well served by public transport services, with train, tram and bus services available. The site is located within the Principal Public Transport Network area (PPTN).

A map of the nearby public transport is provided at Figure 11, with a summary provided at

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Table 3. The PPTN network map is provided at Figure 12.

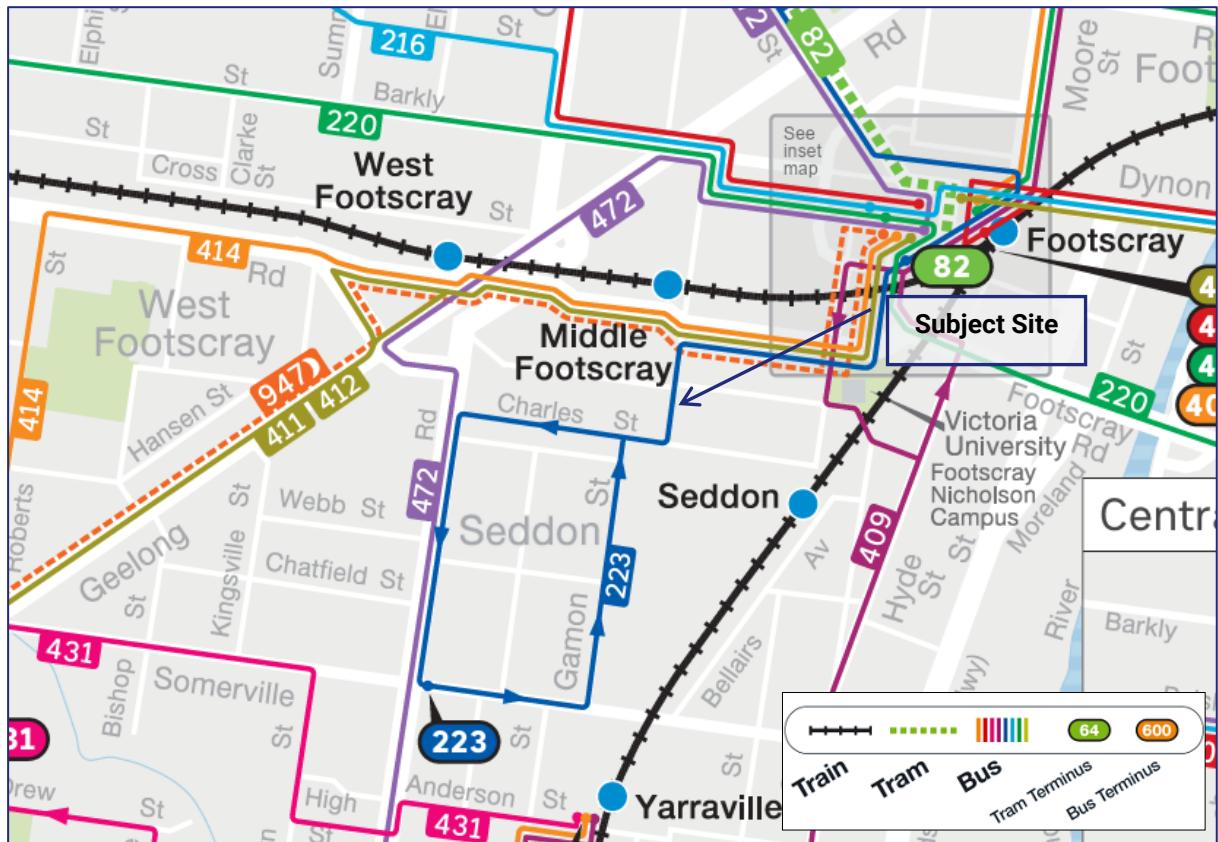


Figure 11: Public Transport Map (Source: PTV)

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Table 3: Summary of Public Transport Services

Service	Between	Via
Victoria Street – operates along the site's frontage		
Bus Route 223	Yarraville & Highpoint SC	Footscray
Buckley Street – 200m north of the site		
Bus Route 411	Laverton & Footscray	Seddon
Bus Route 412	Laverton & Footscray	Altona
Bus Route 414	Laverton & Footscray	Geelong Road
Middle Footscray Station – located 350m north of the site		
Sunbury Line	City & Sunbury	Footscray & North Melbourne



Figure 12: Principal Public Transport Network Area (Source: Vicplan)

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3.3.2. Bicycle Infrastructure

The site is well served by bicycle infrastructure with off-road trails, on-road bicycle lanes, and informal bicycle routes surrounding the site, as shown in the excerpt from the City of Maribyrnong as shown in Figure 13.

Victoria Street, Pilgrim Street, Albert Street and Nicholson Street all provide on-road bicycle lanes. These trails include an off-road path along the Maribyrnong River Trail.



Figure 13: Sustainable Transport Infrastructure (Source: Maribyrnong City Council)

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'medical centre' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. Clause 52.06-5 states:

Column A applies unless Column B applies.

Column B applies if:

- *any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or*
- *a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.*

Given the site is located with the PPTN, the Column B rates apply.

The statutory car parking assessment of the development is set out in Table 4 below.

Table 4: Statutory Car Parking Assessment – Column B of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column B)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
Medical Centre	195m ²	3.5 space per 100m ² LFA	6	0	-6

Notes:

1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

The non-provision of car parking results in a statutory shortfall of 6 spaces, and accordingly, a car parking reduction is required under Clause 52.06-7.

4.1.1. Reducing the Requirement for Car Parking

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Planning Practice Note 22 (August, 2023) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *Likely demand for car parking spaces.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

4.1.2. Car Parking Demand Assessment

The proposal seeks a full reduction of 6 car spaces, as no car parking is proposed on-site.

The reduction in parking could be a combination of long-term parking by staff and short-term parking by customers. However, in this case, public parking is highly controlled and staff are more likely to use public transport or alternative transport modes as they do not have ready access to long-term parking.

Short-term parking by customers can be accommodated the parking restrictions in the area and this will be most of the 6 car space demand. Customers are likely to visit other nearby uses in the Activity Centre (multipurpose trips) and also can readily access the centre by alternative transport options.

We have considered the appropriateness of 6 space reduction in the following sections.

4.1.3. Appropriateness of Providing Fewer Car Spaces than the Demand Assessment

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The relevant car parking provision factors are as follows:

- ***The Car Parking Demand Assessment.***
- ***Any relevant local planning policy or incorporated plan.***
- ***The availability of alternative car parking in the locality of the land, including:***
 - ***Efficiencies gained from the consolidation of shared car parking spaces.***
 - ***Public car parks intended to serve the land.***
 - ***On street parking in non residential zones.***
 - ***Streets in residential zones specifically managed for non-residential parking.***
- ***On street parking in residential zones in the locality of the land that is intended to be for residential use.***

- ***The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.***
- ***Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.***
- ***The future growth and development of any nearby activity centre.***
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- ***Access to or provision of alternative transport modes to and from the land.***
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

These factors are considered below.

Availability of Alternative Modes of Transport

The alternative modes of transport surrounding the site are outlined at Section 3.3.

There are multiple bus services that operate in the vicinity of the site, include a service that operates along the site's frontage to Victoria Street.

Additionally, the site is a short walk from Middle Footscray Railway Station.

We are satisfied that the availability of these alternative modes of transport would reduce the reliance on the use of private vehicle travel to access the site for both staff and patients, and supports the car parking reduction sought.

The Practicality of Providing Car Parking, Particularly for Lots of Less than 300m²

The proposal seeks to refurbish the existing two-storey building on-site. The overall site area is approximately 208m². The existing single car garage is removed, result in a gain of 3 public car spaces.

Practice Note 22 states:

It may not be practical to provide car parking on small lots due to narrow property dimensions. The provision of car parking on the site may result in the reduction of on-street car parking spaces.

This site cannot provide a substantial level of car parking on-site and the removal of the on-site garage improves public parking availability.

This decision point supports the reduction sought.

Availability of On-Street Car Parking

Results of the car parking surveys undertaken by our office are provided at Section 3.2.2.

A minimum of 50 vacant spaces were recorded over the survey period (88% occupancy), which occurred at 11am on Saturday 16th August, 2025.

Accordingly, there is adequate available car parking in the area to accommodate the statutory shortfall of 6 car spaces.

It is also of note that the proposal seeks to remove the redundant crossover on Austin Street, which would create 3 more angled car spaces along the site frontage. This would accommodate half of the statutory car parking requirements.

Impact on Activity Centre

The site is located within the Seddon Neighbourhood Activity Centre.

Planning Practice Note 22 states that:

In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.

Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.

The proposal is a relatively modest development. It is also challenging to provide car parking on-site given the site's size and reuse of the existing building. The site has good access to public transport and a walkable catchment. This decision point supports the reduction sought.

Local Policy

The site is located within the area subject to the 'Seddon Neighbourhood Plan' (dated May, 2025).

As part of the Access and movement principles, this plan recommends that developments '*Prioritise safe, accessible, people oriented movement*'.

This document also states the following regarding the reduction of car parking (including to zero):

Car parking dispensations may be supported within the activity centre in recognition of a site's access to public transport options, and its inability to accommodate on-site car parking due to lot size and width constraints. Provision of on-site bicycle parking and shared parking arrangements may aid in applications for a reduction of parking at a site.

Reductions will be considered on a case-by-case basis and will require a Car Parking Demand Assessment pursuant to Clause 52.06-7 of the Maribyrnong Planning Scheme.

The non-provision of car parking and encouragement of alternative modes of transport is entirely consistent with this local policy approach.

4.2. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 5: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Employees	Customers	
Medical Centre	9 practitioners	1 space to each 8 practitioners	1 space to each 4 practitioners	1 staff 2 customer
TOTAL				3 spaces

The development proposes 4 bicycle spaces:

- 4 on-site bicycle rails within a secure area for staff

Accordingly, the bicycle parking provision meets the statutory requirements of Clause 52.34.

These spaces are provided in accordance with the design requirements of Clause 52.34 and AS2890.3-2015. We are satisfied with the proposed bicycle parking arrangements.

4.3. Loading and Waste Collection Arrangements

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

4.3.1. Loading

The proposal does not include an on-site loading bay, with all loading activities occurring on-street.

Loading activities associated with a small medical centre are not expected to be low.

We are satisfied that these arrangements are appropriate.

4.3.2. Waste Collection

A Waste Management Plan has been prepared by our office (Report Ref: G37195R-01B, dated October, 2025). Waste collection will be undertaken by Council's existing services on-street along the site's Austin Street frontage.

We satisfied that the waste collection arrangements are acceptable.

4.4. Traffic Impact Assessment

The proposal is for a relatively modest medical centre, with no car parking provided on-site. Accordingly, any vehicles trips to the site will be spread out across the local road network.

We are satisfied that the traffic impacts associated with the proposal will not be significant, and can be accommodated by the surrounding road network.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed medical centre development at 95 Victoria Street, Seddon, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 6 car spaces under Clause 52.06-5, and the non-provision of car parking results in a shortfall of 6 spaces,
- b) the car parking reduction is supported by the following decision factors under Clause 52.06-7:
 - i) the availability of alternative modes of transport,
 - ii) the site constraints,
 - iii) the availability of on-street parking in the nearby area, including within the 3 spaces created along the site's frontage post-development,
 - iv) the impact of the proposal on the surrounding Activity Centre, and
 - v) Council's local policies which support reduced travel via private vehicles.
- c) bicycle parking is provided in accordance with the requirements of Clause 52.34 and is considered appropriate,
- d) a dedicated loading bay is not warranted for the development, and on-street loading activities are considered appropriate,
- e) waste collection will be collected on-street via Council's existing services,
- f) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the local road network, and
- g) there are no traffic engineering reasons why a planning permit for the proposed medical centre development at 95 Victoria Street, Seddon should be refused, subject to appropriate conditions.



Appendix A

Development Plans



Appendix B

Car Parking Surveys

Parking Surveys

Surveyed By: Tian Miao

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025	
			11am	1pm	2pm	7pm	11am	
ON-STREET CARPARKING								
Map Ref.	Victoria Street							
	East Side - Between Buckley St & Charles St							
	Buckley St to 71-75 Victoria St Crossover	2P 8am - 8pm	6	4	6	6	5	
	71-75 Victoria St Crossover to Walter St	2P 8am - 8pm	6	5	6	6	1	
	Walter St to Pilgrim St	2P 8am - 8pm	5	3	5	5	2	
A	Pilgrim St to Austin St	2P 8am - 8pm	2	1	2	2	2	
		Bus Zone	-	0	0	0	0	
	Austin St to 107 Victoria St Frontage	1/4P 8am - 8pm	2	1	2	2	1	
		1P 8am - 8pm	2	2	2	2	0	
	107 Victoria St Frontage to Charles St	1P 8am - 8pm	7	4	7	6	3	
	West Side - Between Charles St & Buckley St							
B	Charles St to 178 Victoria St Frontage	No Stopping	-	0	0	0	0	
		1/4P 8am - 8pm	2	2	2	2	1	
	178 Victoria St Frontage to Gledhill St	1P 8am - 8pm	5	3	5	5	1	
	Gledhill St to Pilgrim St	1/2P 8am - 8pm	3	3	3	2	1	
		1/4P 8am - 8pm	1	1	1	0	0	
	Pilgrim St to Young St	1P 8am - 8pm	4	3	3	2	3	
		1P 8am - 8pm	3	3	3	2	1	
	Young St to Alexander St	1/4P 8am - 8pm	1	1	1	1	0	
		1P 8am - 8pm	5	2	4	5	1	
	Alexander St to Buckley St	Bus Zone	-	0	0	0	0	
		Capacity	50 - 50	50	50	50	50	
Victoria Street		Total Number of Cars Parked	33	46	43	19	46	
		Total Number of Vacant Spaces	17	4	7	31	4	
		Percentage Occupancy	66%	92%	86%	38%	92%	

Surveyed By: Tian Miao

Survey Dates & Times: See below

Map Ref.	Location	Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025		
				11am	1pm	2pm	7pm	11am		
	Charles Street									
	North Side - Between Gannon St & North St									
C	Opposite Gannon St to Opposite Greig St	2P 8am - 8pm	5	5	5	5	5	5		
		2P 8am - 8pm	5	2	5	4	3	5		
	Opposite Greig St to Victoria St Intersection	Bus Zone	-	0	0	0	0	0		
	Victoria St Intersection to Bourke St	2P 8am - 8pm	3	2	3	3	3	3		
		2P 8am - 6pm (Mon-Sat)	3	3	3	2	3	3		
	Collins St to North St	2P 8am - 6pm (Mon-Sat)	6	6	5	4	5	4		
	South Side - Between North St & Gannon St									
D	Opposite North St to Rennie St	Permit Zone 9am - 9pm (Mon-Fri)	10	6	6	4	6	7		
	Rennie St to 67 Charles St Frontage	2P 8am - 8pm (Mon-Sat)	2	2	2	2	1	2		
	67 Charles St Frontage to Greig St	1P 8am - 8pm (Mon-Sat)	10	9	8	6	4	10		
		1/4P 8am - 8pm	2	2	2	0	1	2		
	Greig St to Gannon St	Disabled Parking Space	1	1	0	1	1	0		
		1P 8am - 8pm	2	1	2	1	2	0		
		Bus Zone	-	0	0	0	0	0		
	Capacity		37 - 47	37	37	37	37	47		
Charles Street			Total Number of Cars Parked	31	33	28	27	39		
			Total Number of Vacant Spaces	6	4	9	10	8		
			Percentage Occupancy	84%	89%	76%	73%	83%		

Surveyed By: Tian Miao

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025		
				11am	1pm	2pm	7pm	11am		
Map Ref.	Greig Street									
	East Side - Between Charles St & Hobbs St									
E	Charles St to 7 Greig St Frontage	No Stopping	-	0	0	0	0	0		
		Rideshare Only	1	1	0	1	0	1		
		1/2P 4pm - 10pm (Mon-Sat) & 30 min Loading Zone 8am - 4pm (Mon-Sat)	2	0	1	0	0	2		
		1P	2	0	1	1	2	2		
	7 Greig St Frontage to Hobbs St	1P	7	2	3	1	2	3		
West Side - Between Hobbs St & Charles St										
F	Hobbs St to 12 Greig St Frontage	1P	6	3	5	4	3	5		
	12 Greig St Frontage to Charles St	1P	7	7	7	3	3	7		
Greig Street		Capacity	22 - 24	22	22	22	24	22		
		Total Number of Cars Parked		12	16	9	10	17		
		Total Number of Vacant Spaces		10	6	13	14	5		
		Percentage Occupancy		55%	73%	41%	42%	77%		
Map Ref.	Austin Street									
	North Side Between Victoria St & Kent St									
G	Victoria St to 66-68 Austin St Frontage	Disabled Parking Space	1	1	0	1	1	1		
		2P Angle 8am - 10pm (Mon-Sat)	7	6	7	7	7	9		
	66-68 Austin St Frontage to 56 Austin St Frontage	2P Angle 8am - 10pm (Mon-Sat)	6	6	8	7	6	5		
		Permit Zone 9am - 9pm (Mon-Fri)	12	4	4	3	6	12		
	56 Austin St Frontage to 46 Austin St Frontage	Permit Zone 9am - 9pm (Mon-Fri)	12	6	3	3	8	11		
	46 Austin St Frontage to 36 Austin St Frontage	Permit Zone 9am - 9pm (Mon-Fri)	12	3	3	3	9	11		
	36 Austin St Frontage to 28 Austin St Frontage (Opposite Kent St)	Permit Zone 9am - 9pm (Mon-Fri)	14	3	3	5	8	5		
South Side Between Kent St & Victoria St										
H	Kent St to South St	2P 9am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	4	1	3	3	4	2		
	South St to North St	2P 8am - 6pm (Mon-Fri)	4	0	3	3	4	3		
	North St to Collins St	3P 8am - 6pm (Mon-Fri)	4	2	3	3	4	4		
	Collins St to Bourke St	2P 5pm - 10pm (Mon-Sat)	4	4	4	3	4	4		
	Bourke St to Victoria St	2P 5pm - 10pm (Mon-Sat)	2	2	2	2	2	2		
		30 min Loading Zone	1	1	1	1	1	1		
	Capacity		32 - 82	32	32	32	32	82		
Austin Street		Total Number of Cars Parked		22	30	29	32	69		
		Total Number of Vacant Spaces		10	2	3	0	13		
		Percentage Occupancy		69%	94%	91%	100%	84%		

Surveyed By: Tian Miao

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025
				11am	1pm	2pm	7pm	11am
Map Ref.	Vigo Street							
	North Side Between Victoria St & Dead End							
I	Victoria St to 3 Vigo St Frontage	2P 8am - 10pm (Mon-Sat) Loading zone 30 min 8am - 4pm (Mon-Sat) & 1/2P 4pm - 10pm (Mon-Sat)	3 1	2 1	1 1	1 1	0 0	2 2
	3 Vigo St Frontage to Dead End	2P 8am - 10pm (Mon-Sat)	9	7	6	6	0	7
	South Side Between Black St & Well St							
J	Dead End to 1/16 Vigo St	No Stopping 6am-12pm (Wednesday)	6	6	6	4	5	5
	1/16 Vigo St to Victoria St	No Stopping 6am-12pm (Wednesday) Loading Zone (30 mins) - 7am-6pm Mon&Tue, 12pm-6pm Wed, 7am-6pm Thursday	4 1	4 0	4 1	3 0	1 0	4 1
	Vigo Street		Capacity	22 - 23	22	22	22	23
			Total Number of Cars Parked	19	17	14	6	19
			Total Number of Vacant Spaces	3	5	8	17	4
			Percentage Occupancy	86%	77%	64%	26%	83%
Map Ref.	Pilgrim Street							
	North Side Between William St & 54 Pilgrim St							
K	William St to Windsor St	Unrestricted	6	3	4	3	6	5
		No Stopping	-	0	0	0	0	0
	Windsor St to 98 Pilgrim St Frontage	No Stopping	-	0	0	0	0	0
	98 Pilgrim St Frontage to Victoria St	No Stopping	-	0	0	0	0	0
	Victoria St to 90 Pilgrim St Frontage	2P 8am - 10pm (Mon-Sat)	5	3	3	3	4	4
	90 Pilgrim St Frontage to 78 Pilgrim St Frontage	2P 8am - 10pm (Mon-Sat)	4	3	4	3	4	4
		2P 8am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	5	2	4	3	3	2
	78 Pilgrim St Frontage to 68 Pilgrim St Frontage	2P 8am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	6	4	4	4	4	6
	68 Pilgrim St Frontage to 54 Pilgrim St Frontage	2P 8am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	8	8	5	5	8	8
	South Side Between 49 Pilgrim St & William St							
L	49 Pilgrim St Frontage to 63 Pilgrim St Frontage	2P 8am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	9	4	5	4	9	7
	63 Pilgrim St Frontage to 73 Pilgrim St Frontage	2P 8am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	6	1	1	1	2	5
	73 Pilgrim St Frontage to 87 Pilgrim St Frontage	2P 8am - 5pm (Mon-Fri) & Permit Zone 5pm-9pm (Mon-Fri)	7	6	6	4	5	4
	87 Pilgrim St Frontage to Victoria St	2P 5pm - 10pm (Mon-Sat)	4	2	5	4	1	4
	Victoria St to 99 Pilgrim St Frontage	Loading Zone 7am-12noon (30 min) & Mail Zone 12noon-7pm (Mon-Fri)	1	0	0	0	0	1
		2P 8am - 10pm (Mon-Sat)	4	3	3	3	5	4
	99 Pilgrim St Frontage to Windsor St	2P 8am - 10pm (Mon-Sat)	2	2	2	1	1	3
	Windsor St to William St	Unrestricted	7	4	4	4	3	6
	Pilgrim Street		Capacity	73 - 74	73	73	73	74
			Total Number of Cars Parked	45	50	42	55	63
			Total Number of Vacant Spaces	28	23	31	19	11
			Percentage Occupancy	62%	68%	58%	74%	85%
Map Ref.	Gledhill Street							
	North Side Between Victoria St & Windsor St							
M	Victoria St to Windsor St	No Stopping	-	0	0	0	0	0
	South Side Between Windsor St & Victoria St							
N	Windsor St to Victoria St	Loading Zone 7am - 6pm	1	0	0	0	0	1
		1P	8	8	6	5	8	5
	Gledhill Street		Capacity	8 - 9	8	8	8	9
			Total Number of Cars Parked	8	6	5	8	5
			Total Number of Vacant Spaces	0	2	3	1	3
			Percentage Occupancy	100%	75%	63%	89%	63%

Surveyed By: Tian Miao

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025		
				11am	1pm	2pm	7pm	11am		
Map Ref.	Young Street									
	North Side Between Victoria St & Windsor St									
O	Victoria St to Windsor St	No Stopping	-	0	0	0	0	0		
	South Side Between Windsor St & Victoria St									
P	Windsor St to Victoria St	2P 8am - 10pm (Mon-Fri)	6	6	6	4	4	6		
	Young Street									
	Capacity									
	Total Number of Cars Parked									
	Total Number of Vacant Spaces									
	Percentage Occupancy									
Map Ref.	Werner Street									
	East Side Between Young St & Dead End									
Q	Young St to Alexander St	Unrestricted	5	5	5	5	2	5		
	Alexander St to Dead End	Unrestricted	2	0	1	0	0	0		
	West Side Between Dead End & Young St									
R	Dead End to Alexander St	2P 8am - 10pm (Mon-Sat)	3	1	2	1	1	3		
	Alexander St to Young St	Unrestricted	2	2	2	2	2	3		
	Werner Street									
	Capacity									
	Total Number of Cars Parked									
	Total Number of Vacant Spaces									
	Percentage Occupancy									
Map Ref.	Alexander Street									
	North Side Between Victoria St & Windsor St									
S	Victoria St to Windsor St	Unrestricted	3	3	3	3	1	3		
		Unrestricted	4	3	2	3	3	3		
	South Side Between Windsor St & Victoria St									
T	Windsor St to Victoria St	2P 8am - 10pm (Mon-Fri)	3	2	3	2	3	3		
		Rideshare/GoGet Only	1	1	1	1	0	0		
	Alexander Street									
	Capacity									
	Total Number of Cars Parked									
	Total Number of Vacant Spaces									
	Percentage Occupancy									

Surveyed By: Tian Miao

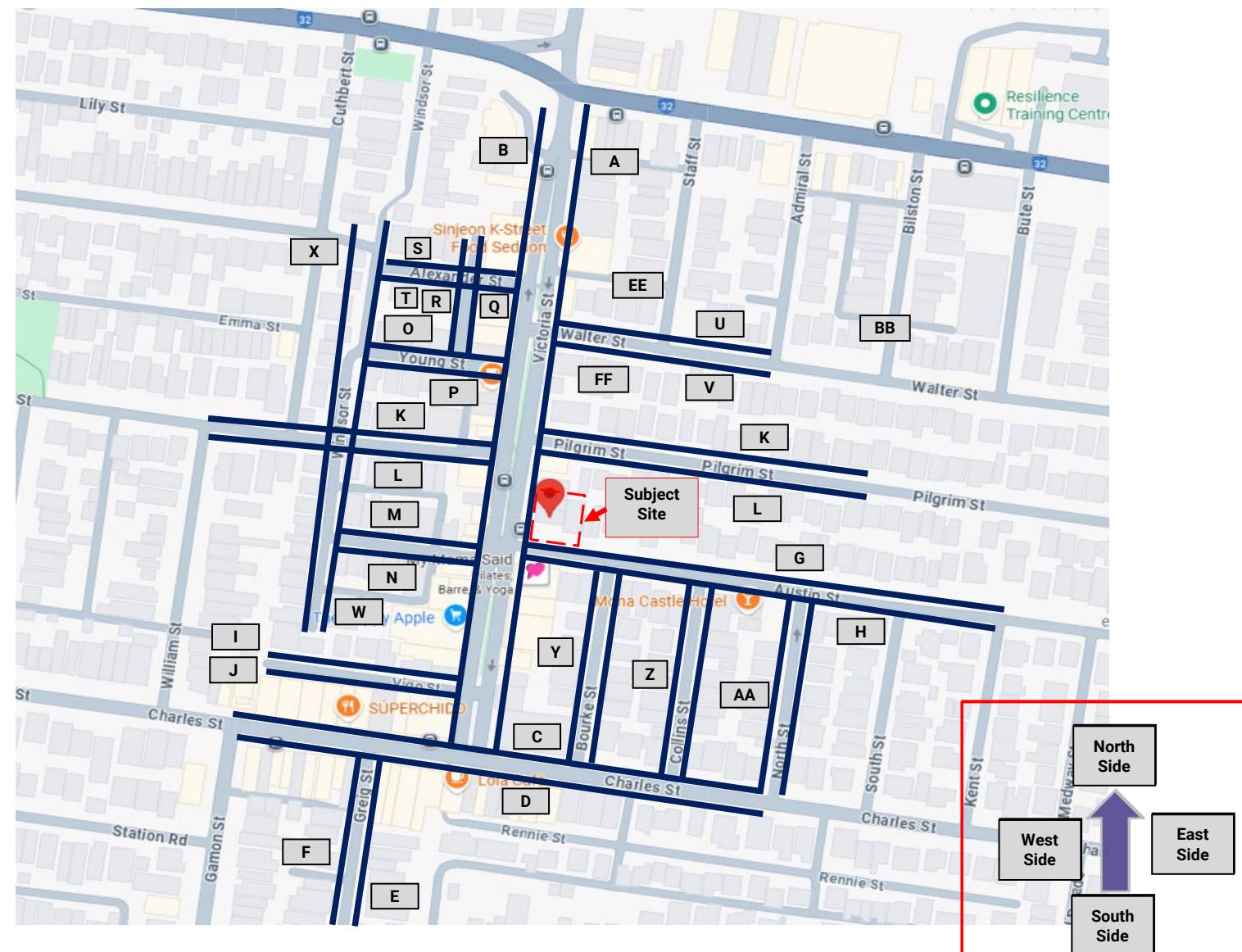
Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025		
				11am	1pm	2pm	7pm	11am		
Map Ref.		Walter Street								
		North Side Between Victoria St & Admiral St								
U	Victoria St to Staff St	2P 8am - 10pm (Mon-Fri)	5	5	5	5	4	5		
	Staff St to Admiral St	2P 8am - 10pm (Mon-Fri)	3	3	3	3	3	3		
		South Side Between Admiral St & Victoria St								
V	59 Walter St Frontage to 75 Walter St Frontage	2P 8am - 10pm (Mon-Fri)	5	5	4	5	2	5		
		2P 8am - 10pm (Mon-Fri)	9	7	7	5	4	10		
	75 Walter St Frontage to Victoria St	2P Disabled Parking Space	1	0	1	0	0	1		
Walter Street		Capacity	23 - 23	23	23	23	23	23		
		Total Number of Cars Parked	20	20	18	13	13	24		
		Total Number of Vacant Spaces	3	3	5	10	-1			
		Percentage Occupancy	87%	87%	78%	57%	57%	104%		
Map Ref.		Windsor Street								
		East Side Between Dead End South & Dead End North								
W	Dead End South to Gledhill St	No Stopping - Parked Half on footpath	-	2	2	2	2	2		
	Gledhill St to Pilgrim St	No Stopping	-	0	0	0	0	0		
	Pilgrim St to Young St	No Stopping	-	0	0	0	0	0		
	Young St to Dead End North	2P 8am - 10pm (Mon-Sat)	6	5	5	5	5	5		
		West Side Between Dead End North & Dead End South								
X	Dead End North to Young St	2P 8am - 6pm (Mon-Fri)	2	1	1	1	1	2		
		Unrestricted	7	7	6	6	4	5		
		No Stopping	-	0	0	0	0	0		
	Young St to Pilgrim St	2P 8am - 10pm (Mon-Sat)	6	5	5	6	4	6		
		2P 8am - 10pm (Mon-Sat)	1	1	1	1	1	1		
	Gledhill St to Dead End South	No Stopping - Parked Half on footpath	-	5	5	4	5	4		
Windsor Street		Capacity	22 - 22	22	22	22	22	22		
		Total Number of Cars Parked	26	25	25	22	22	25		
		Total Number of Vacant Spaces	-4	-3	-3	0	0	-3		
		Percentage Occupancy	118%	114%	114%	100%	100%	114%		
Map Ref.		Bourke Street								
		East Side Between Austin St & Charles St								
Y	Austin St to 5 Bourke St	2P 8am - 10pm (Mon-Sat)	6	6	5	6	5	6		
		2P 8am - 10pm (Mon-Sat)	5	3	3	3	5	5		
		West Side Between Austin St & Charles St								
		Austin St to Charles St	No Stopping	-	0	0	0	0		
Bourke Street		Capacity	11 - 11	11	11	11	11	11		
		Total Number of Cars Parked	9	8	9	10	10	11		
		Total Number of Vacant Spaces	2	3	2	1	1	0		
		Percentage Occupancy	82%	73%	82%	91%	91%	100%		
Map Ref.		Collins Street								
		East Side Between Austin St & Charles St								
Z	Austin St to 5 Collins St	2P 8am - 10pm (Mon-Sun)	8	2	2	5	6	8		
		2P 8am - 10pm (Mon-Sun)	4	4	4	0	3	4		
		West Side Between Austin St & Charles St								
		Austin St to Charles St	No Stopping	-	0	0	0	0		
Collins Street		Capacity	12 - 12	12	12	12	12	12		
		Total Number of Cars Parked	6	6	5	9	9	12		
		Total Number of Vacant Spaces	6	6	7	3	3	0		
		Percentage Occupancy	50%	50%	42%	75%	75%	100%		

Surveyed By: Tian Miao

Survey Dates & Times: See below

Map Ref.	Location	Restriction	Capacity Min - Max	Thursday 14th August 2025				Saturday 16th August 2025
				11am	1pm	2pm	7pm	11am
	North Street							
	East Side Between Austin St & Charles St							
AA	Austin St to 5 North St	2P 8am - 10pm (Mon-Sun)	7	4	4	3	5	3
	5 Collins St to Charles St	2P 8am - 10pm (Mon-Sun)	6	4	3	4	6	6
	West Side Between Austin St & Charles St							
	Austin St to Charles St	No Stopping	-	0	0	0	0	0
North Street		Capacity	13 - 13	13	13	13	13	13
		Total Number of Cars Parked		8	7	7	11	9
		Total Number of Vacant Spaces		5	6	6	2	4
		Percentage Occupancy		62%	54%	54%	85%	69%
SUMMARY => TOTAL CARPARKING								
Car Parking Supply			353 - 415	353	353	353	358	415
Total Number of Cars Parked				261	288	254	238	365
Total Number of Vacant Spaces				92	65	99	120	50
Percentage Occupancy				74%	82%	72%	66%	88%
Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Loading Zone', '1/4P', 'Bus Zone', etc., during the relevant enforcement periods								
LEGEND: Public Parking Not available to the general public Not Available, illegally parked cars included in analysis No Stopping/ Other No Parking								



Traffix Group

Waste Management Plan

Medical Centre Development
95 Victoria Street, Seddon

Prepared for
Siji Projects

October 2025

G37195R-02C (WMP)

Document Control

Our Reference: G37195R-02C (WMP)

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A	Draft	09/10/2025	M. Jora	J. Young
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Appendix A Development Plans

Appendix B Swept Path Diagrams

1. Introduction

Traffix Group has been engaged by Siji Projects to prepare a Waste Management Plan for the Medical Centre Development at 95 Victoria Street, Seddon.

This Waste Management Plan (WMP) is intended to act as a guideline for the development and may be subject to the ongoing updates, post-development.

2. Development

The application is to repurpose an existing two-storey dwelling into a medical centre development with a total 195m² of Leasable Floor Area (LFA). The development consists of total 9 x practitioner rooms with other ancillary facilities on-site.

All bins will be stored at the rear setback of the site which can be accessed via the internal pathway.

Separate medical waste bins will be provided where relevant which will be locked all the time and shall be accessed by trained personnel only. These bins will be collected via private contractor as required.

Waste collection for garbage and recycling shall be undertaken on-street along the site's frontage to Austin Street via Council collection services.

Other waste streams which are expected to be generated on-site will be collected via private contractor services as required.

A copy of the development plans prepared by Drawing Room Architecture is attached at Appendix A.

3. Waste Management Plan

3.1. Waste Systems

The waste management systems of the development comprise of the following components:

- Immediate smaller bins within the medical centre for temporary storage of garbage, and recyclable waste,
- Small caddy bins in the staff areas for FOGO waste to be provided, and they will be emptied once daily into the 120L FOGO bin in the waste storage area. This waste will be collected by private waste contractor.
- All Mobile garbage bins (MGB's) within the waste storage area on-site.

3.2. Management of Waste Streams

The waste generated by the development will be separated and managed into the following waste streams:

- General Garbage Waste (including FOGO),
- Mixed-Commingled Recycling (inc. Paper & Cardboard).

The management of each of the streams/systems is detailed below.

Table 1: Waste Streams

Waste Type	Waste Management
Garbage	The development shall be provided with immediate smaller bins for temporary storage of waste. Staff will place general landfill waste in tied plastic bags and dispose of the bagged garbage directly into the garbage bins provided within the waste storage area.
Recycling	The development shall be provided with plastic bins for temporary storage of recyclable items. Staff will place loose recycling items within the recycling bins within the waste storage area. Cardboard items shall be folded where appropriate.
Organics	Organic waste generated by the medical centre is negligible, however a 120L bin will be provided within the waste storage area.
Paper & Cardboard	Paper and cardboard waste generated by the medical centre is negligible and can be accommodated within the recycling bin.
Medical/Clinic waste	Staff will appropriately dispose of specific medical waste within the medical waste bin provided separately and it will be only accessible to authorised personnel/staff.
E-Waste/tricky recycling	A small intermediate bin will be provided in each consult room, staff room and reception area. Cleaners will empty these bins into larger waste bin in waste storage area. Collection to occur by private contractor fortnightly (adjustable as per requirements).
Sanitary waste	Total of 2 x 22L bins will be placed in each toilet of the facility. Collection to occur monthly via private contractor.
Nappy waste	1 x 42L bin will be provided within the accessible toilet. Collection to occur weekly via private contractor.
Confidential paper	Smaller bins will be placed within practice managers office and each consult room; at the end of the day, it will be the responsibility of each practitioner to take this waste to the locked confidential paper & cardboard bin in the waste storage area. Collection to occur monthly via private contractor.
Sharps	Each clinical room will contain a sharps bin. 1.4L GP consult rooms, 7.8L in nurse room. Collection to occur via private contractor quarterly.

3.3. Waste Generation

3.3.1. Overall Generation Rates

Sustainability Victoria's *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* does not outline any waste generation rates for 'Medical Centre Use'.

For the purposes of this assessment, it has been assumed a medical centre generates general waste (garbage and recycling) at the same rate as an office.

Allowances for additional bins for medical grade waste have been made in addition to the general waste streams. Table 2 sets out the expected waste generation for the Medical Centre Development.

Table 2: Waste Generation Rates

Waste Source	Garbage	Recycling
Medical Centre	10L/100m ² floor area/day	10L/100m ² floor area/day

An estimate of the total waste generated by the development is detailed in Table 3.

Table 3: Expected Waste Generation for the Use

Waste Source	Size/No.	Garbage/week	Recycling/week
Medical Centre ¹	195 m ²	137 L per week	137 L per week

3.3.2. Considering Alternative Waste Streams

In accordance with the Victorian Government's Circular Economy Policy: Recycling Victoria, there is an encouragement for the consideration of additional waste streams which may reduce landfill.

The additional waste streams which can be generated by the clinic has been specified in above section 3.2 of this report.

Medical/clinical waste may be generated by the Clinic. As the specific use of the medical centre will be subject to leasing demands, we have allocated two general medical/clinical bins which will be collected on request.

3.4. Waste Equipment (MGBs)

Based on the determined waste generation, Table 4 provides a summary of the nominated waste storage area provisions and the frequency of collection.

Table 4: Waste Bins and Collection Frequencies

Waste Stream	Waste Volume (L/week)	Bin Capacity	No. of Bins Required	Collection Frequency (per week)

¹ The waste volumes for garbage and recycling waste which have been calculated are conservative, however we have been advised by the client not more than 5L of general waste and 120L of recycling waste will be generated on-site.

Waste Management Plan

95 Victoria Street, Seddon

Garbage	5L	240L	1 no.	1 (Council collection)
Recycling	120L	240L	1 no.	0.5 (Council collection)
Medical/Clinic	20L	240L	1 no.	As required (private contractor)
FOGO	10L	120L	1 no.	Fortnightly (private contractor)
Sharps	20L	1.4L & 7.8L	9 no.	As required (private contractor)
Sanitary waste	5L	22L	2 no.	Monthly (private contractor)
Nappy waste	5L	42L	1 no.	weekly (private contractor)
Confidential paper	20L	120L	1 no.	Monthly (private contractor)
e-waste/tricky recycling	120L	240L	1 no.	Fortnightly (private contractor)

Further details regarding the waste equipment required for the development are detailed in Table 5.

Table 5: Bin Details and Colours

Waste Stream	Bin Capacity	Dimensions (H x W x D) ^{Note 1}	Bin Lid Colour ^{Note 2}	Bin Body Colour ^{Note 2}
Garbage	240L	1,060 x 585 x 730mm	Red	
Recycling	240L	1,060 x 585 x 730mm	Light Yellow	Dark Green
Medical/Clinical	120L	930 x 480 x 545mm	Yellow	
FOGO	120L	930 x 585 x 730mm	Light Green	Dark Green
Clinical Waste	1.4L & 7.8L	1070 x 580 x 750mm	Yellow	Yellow
Sharps	22L	TBA	Yellow	Yellow
Sanitary Waste	42L	170 x 310 x 630mm	Grey	Grey
Nappy Waste	120L	300 x 300 x 600mm	Grey	Grey
Confidential Paper	240L	930 x 585 x 730mm	TBA	TBA
Tricky Recycling	120L	1060 x 585 x 730mm	Black	Black

Note 1. Bin capacity and dimensions are provided as an indicative dimension, sourced from Bin Supplier, 'Sulo'.

Note 2. Bin lid and body colours are based on the bin colour scheme set out by Sustainability Victoria.

3.4.1. Waste Area and Access

The development includes a bin storage area within the site and can be accessed via internal pathway.

The waste storage area is illustrated at Figure 1.

Waste Management Plan

95 Victoria Street, Seddon

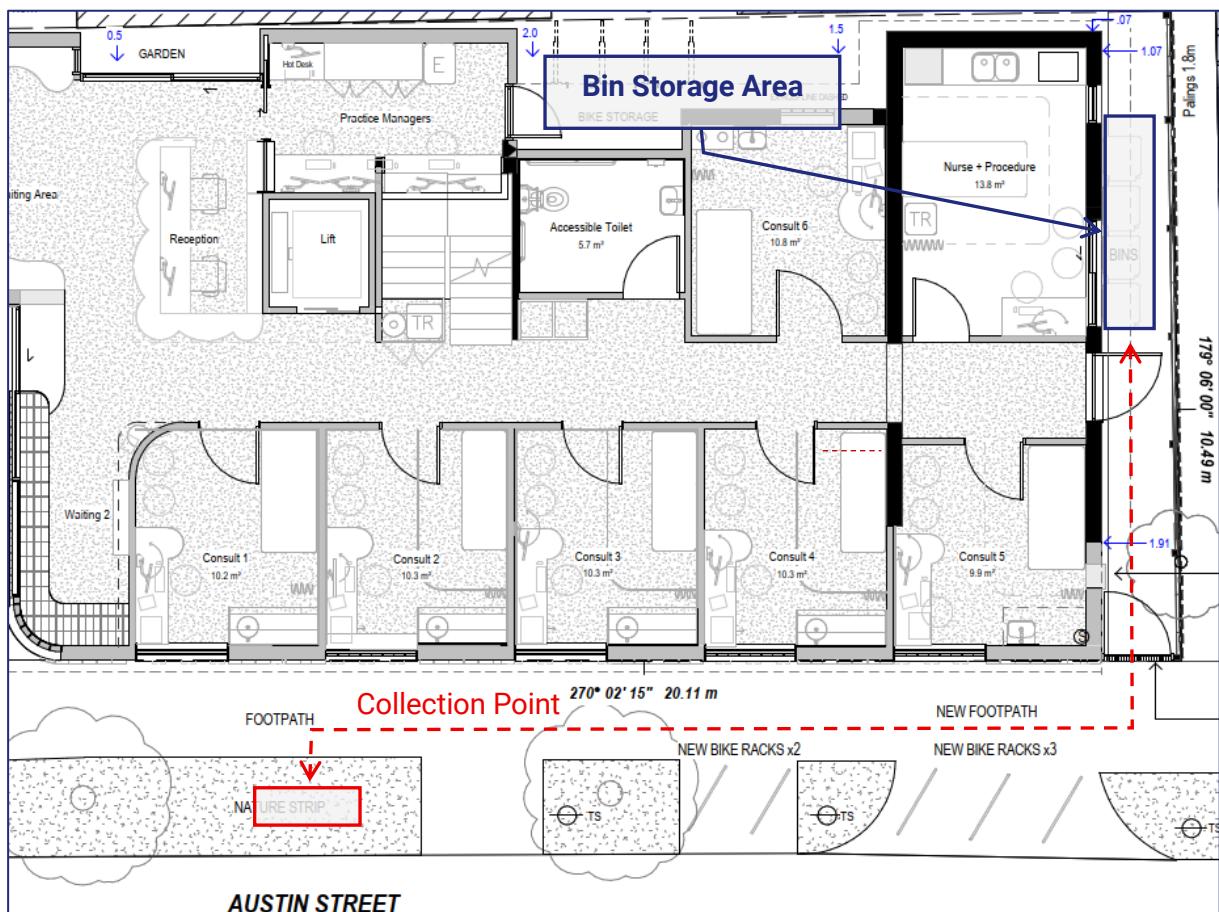


Figure 1: Waste storage Area

Table 6 details the waste area requirements based on the waste equipment proposed.

Table 6: Waste Area Requirements

Use	Waste Equipment	Net Area ¹	Quantity	Net Waste Storage Area Required	Waste Area Provided
Medical Centre	240L	0.43m ²	4	1.72m ²	>2.24m ²
	120L	0.26m ²	2	0.52m ²	

Note 1: Net area required is calculated from the dimensions of the bins.

Based on the above, sufficient space is provided for on-site waste storage within the medical centre.

3.5. Signage

Appropriate signage in accordance with Council will be displayed on the bins and within the waste area, as illustrated in Figure 2.

The below indicative signage is provided which will help guide and encourage staff to dispose of waste correctly into the appropriate waste streams.



Figure 2: Waste Signage Examples

3.6. Waste Collection Arrangements and Vehicle Access

Waste collection for Garbage and Recycling waste stream will occur on-street along the site's frontage to Austin Street via Council Collection services.

FOGO and e-waste collection will occur on-street along the site's frontage to Austin Street via private contractor services.

Before collection, building management staff will be responsible wheel bins on-street for collection and conversely return them back within the waste storage area of the site after collection has completed.

No bins will be left out during any time.

Other additional waste streams will be collected via private contractor. Private waste contractor will arrive on-site during opening hours, collect bins from within the clinic and replace with clean bins.

4. Amenity Impacts

It is the responsibility of the site operator to carry out the ongoing maintenance of all waste areas to minimise the following amenity impacts.

4.1. Ventilation/Odour Prevention

For developments using forced ventilation or air-conditioning system, adequate ventilation will be provided within the bin store areas in accordance with AS1668.2 to ensure waste-related odours are minimised.

Waste areas will be frequently cleaned to prevent the retainment of odours.

4.2. Noise Reduction

Private waste collection will follow Council's and EPA guidelines to ensure acoustic impact is minimised.

Collection days and times will be determined. Waste collection times should comply with the EPA Noise Control Guidelines (Publication 1254):

Commercial Waste Collection

- *Collections occurring once a week should be restricted to the hours 6:30am – 8pm Monday to Saturday, 9am – 8pm Sunday and public holidays*
- *Collections occurring more than once a week should be restricted to the hours 7 am –8pm Monday to Saturday, 9am – 8pm Sunday and public holidays*

Waste collection will be undertaken outside the operating times of medical centre to minimise disruption in accordance with EPA Noise Control Guidelines.

4.3. Vermin Prevention & Litter Management

Waste areas will be secured to prevent any unauthorised use. Waste areas will be monitored by the property manager to ensure that bins are not overfilled and any spillage resulting from waste collection is appropriately addressed. All access doors and bin lids will be kept closed at all times to prevent vermin access to the waste areas.

4.4. Washing Facilities and Stormwater Pollution

Third party contractors can be engaged for cleaning and washing of bins. Alternatively, appropriate washing facilities including water supply and hose shall be provided for the regular washing of the bins and waste area by the property manager. Washing facility provided will be connected to the sewerage for drainage to prevent any stormwater pollution.

5. Ongoing Maintenance & Sustainability Initiatives

5.1. Maintenance Management

Further to the occupation of the development, it is the responsibility of the site operator for the ongoing operation and maintenance of the Waste Management Plan.

The site operator will ensure that maintenance work and upgrades are carried out on the waste areas and components of the waste system. When required, the site operator will engage an appropriate contractor to conduct maintenance services, replacements, or upgrades.

All ongoing costs are to be fully met by the site operator.

5.2. Waste Reduction Strategies

The site operator will be responsible to encourage staff of the medical centre to reduce waste disposal and recycle materials based on the waste management hierarchy set out by Sustainability Victoria.

The hierarchy is detailed at Figure 3 below.

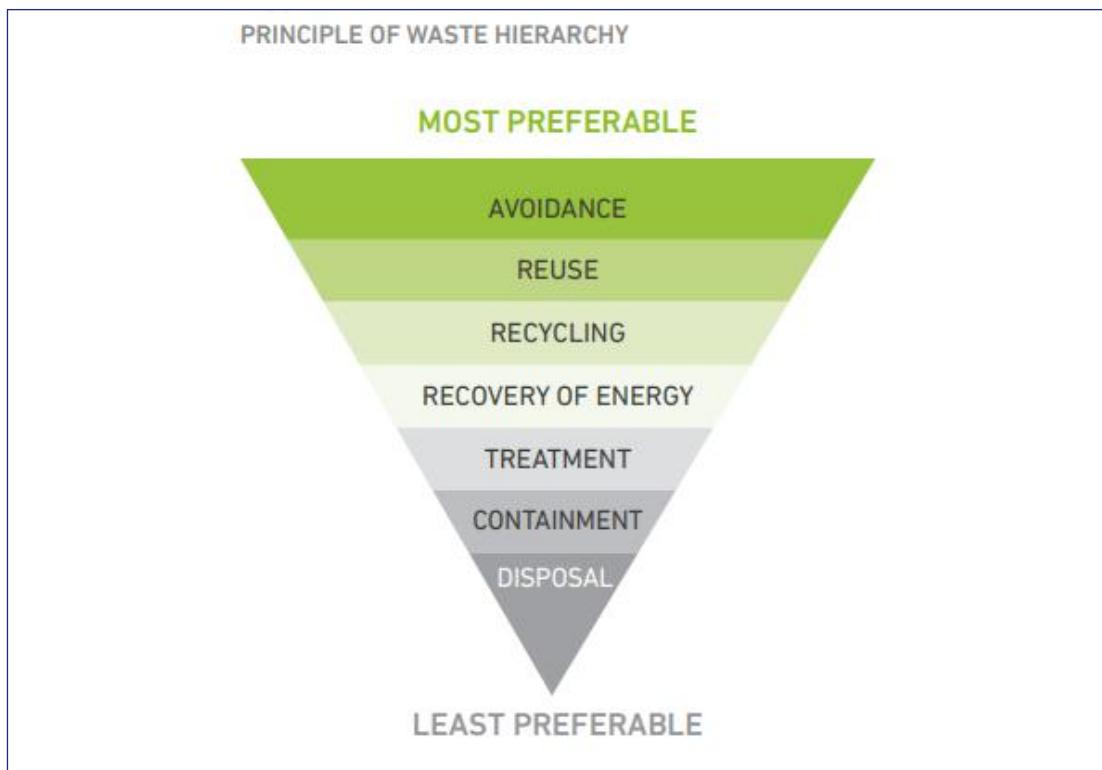


Figure 3: Sustainability Victoria's Waste Management Hierarchy

The site operator has provided details of how these waste reduction strategies will be incorporated into the site's operations:

Avoidance

No disposable items such as paper towels, curtains, bed sheets, or cover sheets will be used.

Reuse

- Use of washable linen for examination beds and sensitive procedures.
- Reusable cloths for all surface cleaning.
- Single-use face washers for hand drying in consult rooms, toilets, and staff tea rooms.
- In-house steriliser to enable reuse of medical equipment where appropriate.

Recycle

- Confidential paper, cardboard, and general paper waste will be shredded, pulped, and recycled into new paper products.
- Engagement of a private waste collection contractor to recycle materials not accepted in council streams, including:
 - Soft plastics
 - Batteries, pens, printer cartridges, polystyrene, e-waste, blister packs, textiles
 - Clean nitrile gloves
 - Surgical masks

Recovery of Energy / Treatment

Replacement of “blueys” (plastic-backed absorbent pads for procedures or liquid spills) with “greenys”, a compostable alternative made from cornstarch.

Containment

All waste streams are stored within designated waste areas prior to collection, ensuring hygiene, safety, and compliance with relevant requirements.

Disposal

Only two waste streams are expected to require disposal:

- Soiled medical waste
- Soiled soft plastics

Additionally, the site operator can set targets and measures to reduce garbage going to landfill and increase recycling and choose to participate in Council’s waste programs to promote sustainability initiatives.

5.3. Waste Management Rules

It will be the responsibility of the site operator to ensure all staff are provided with the relevant information and materials regarding the waste management system and sustainability strategies of the development.

Relevant information will be provided at the waste areas to ensure that all users will operate and maintain safe practice when utilising the waste facilities.

5.4. Monitoring and Review

This Waste Management Plan should be monitored and reviewed on a regular basis to ensure that it meets the regulatory requirements and the expected waste generation rates outlined in Section 3.3. The site operator will be responsible for monitoring the Waste Management Plan. Where required, the site operator should undertake a waste audit to identify any modifications and/or improvements to the waste management system.

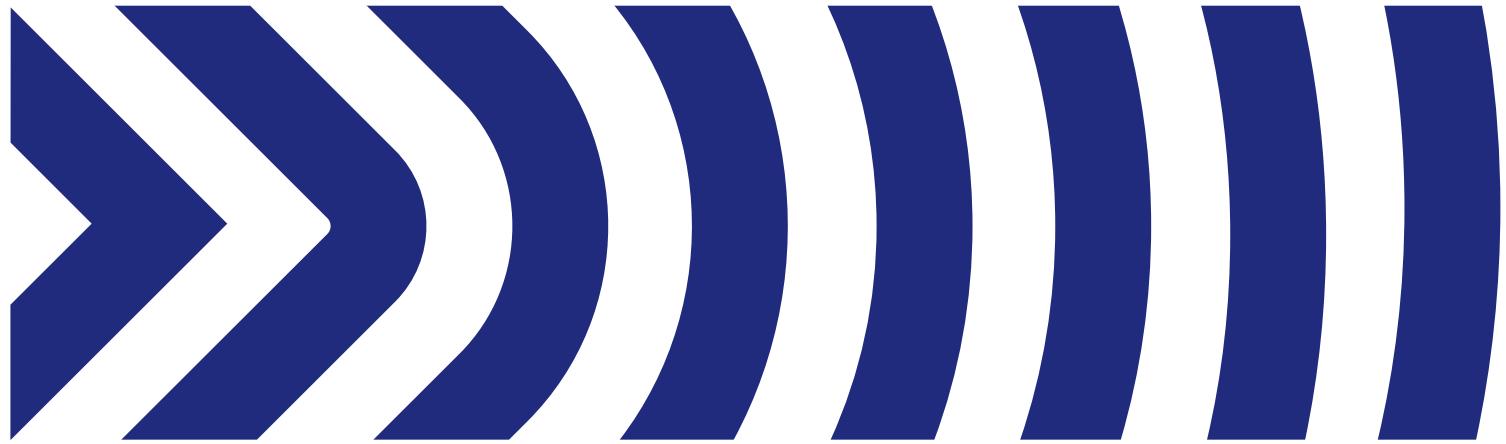
6. Contact Information

Table 7 provides a list of common waste collection service contractors and waste equipment suppliers. The site operator is not obligated to procure goods/services from the following suppliers and reserves the right to choose their own preferred suppliers.

Traffix Group does not make representations for the goods/services provided by the suppliers listed below.

Table 7: Supplier Contact Information

Service Type	Business Name	Phone	Website
Private Waste Collectors	Corio Waste	03 5275 9500	coriowm.com.au
	Recycle Smart	04 5841 4701	matteo.mondino@recyclesmart.com
	Veolia	13 29 55	www.veolia.com/anz
	JJ Richards	03 9794 5722	www.jjrichards.com.au
	Waste Wise Environmental	1300 550 408	www.wastewise.com.au
	Kartaway	1300 362 362	www.kartaway.com.au
	iDump	1300 443 867	www.idump.com.au
	Waste Ninja	1300 648 088	www.wasteninja.com.au
E-Waste Collection	TechCollect	1300 229 837	www.techcollect.com.au
	ToxFree	1300 869 373	www.toxfree.com.au
Equipment Supplier	Sulo Australian (bin supplier)	03 9357 7320	www.sulo.com.au
	Mr Wheelie Bin (bin supplier)	03 9912 2850	www.mrwheeliebin.com.au
	Eco-safe Technologies (odour control system)	1300 135 039	www.eco-safe.com.au
Bin Washing Services	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
	Kerbside Clean-A-Bin	03 9588 1944	www.kerbsidecleanabin.com.au



Appendix A

Development Plans

TOWN PLANNING

201

This architectural site plan illustrates the layout of a medical practice building situated on the corner of Victoria Street and Austin Street. The building, identified as 'NO. 93 VICTORIA STREET SINGLE STOREY BRICK DWELLING', features a single-story structure with various internal rooms and external areas. Key rooms include 'Waiting Area 1', 'Reception', 'Lift', 'Accessible Toilet', 'Consult 1' (10.2 m²), 'Consult 2' (10.3 m²), 'Consult 3' (10.3 m²), 'Consult 4' (10.3 m²), 'Consult 5' (9.9 m²), 'Consult 6' (10.8 m²), and 'Nurse + Procedure' (13.8 m²). The building is surrounded by a 'Canopy' supported by 'Palings 1.9m'. The plan also shows a 'GARDEN' area with a 'RAMP UP' leading to 'Waiting Area 2'. External features include a 'BUS STOP' on Victoria Street, a 'FOOTPATH' along the building's perimeter, and a 'NATURE STRIP' with 'TS' (Traffic Sign) markers. The plan is annotated with various dimensions and angles, such as '89° 08' 00" 20.11 m' and '359° 05' 00" 10.17 m'. The building is adjacent to 'NO. 78 AUSTIN STREET SINGLE STOREY WEATHERBOARD DWELLING' and includes a 'PATHOLOGY A HOURS BOX' and 'AWNI' (Australian Weatherproof Nodding Insect) features. A 'NEW FOOTPATH' is indicated at the bottom right.

Proposed Plan - Ground

1 : 100

Revision		Revisi
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Drawing Room Architecture

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22 Sackville Street
Heidelberg Heights, VIC 3081
Reg: 18123

2010 RELEASE UNDER E.O. 14176



Project Name
Victoria Street Medical Clinic
Client
Common Place
Address
**95 Victoria Street
Seddon VIC 3011**

Code
CpMc_25

Issued:
27/10/2025 5:43:01 PM

Project Status

Sheet

Scale at A3
1 : 100 Drawn
 DRA Checked
 DRA Drawing no.
 TP07

Drawing Key

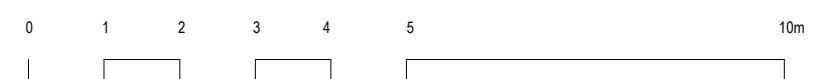
Title Boundary 36.54

x	RL 36.54	Levels to Australian Height Datum
POS		Private Open Space
W		Habitable room window
NHW		Non habitable room window
x →		Setback from title boundary (in metres)
TS	○	Traffic Sign (Existing)
BS	○	Bus Sign (Existing)
— — — —		Road Line marking
Existing Services Key		

-  Gas meter
-  Water meter
-  Telephone Pit
-  Overhead Powerlines
-  Sewer Pit
-  Telecoms Pits

Partition Key

Existing Walls
New Walls



10m