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31 March 2026

NSW Land and Housing Corporation
Level G4 Parramatta Square
Darcy Street, Parramatta NSW 2150

Attn: Alexander Murphy,

RE: SSD-83258708 - 29 Florida Street, Sylvania – Response to Submissions – Waste Management

MRA Consulting Group (MRA) was engaged by the NSW Land and Housing Corporation to prepare a waste management plan (WMP) to support the proposed State Significant Development (SSD-83258708) for the Construction of 8 residential flat buildings containing a total of 484 dwellings across two stages (including 159 residential apartments for the purpose of affordable housing).

This response has been prepared in response to the Department of Planning, Housing and Infrastructure's (DPHI) request for Response to Submissions dated 17 February 2026, specifically to address Sutherland Council's submission to DPHI dated 22 January 2026, which raised issues around waste management. Table 1 outlines issues raised by Sutherland Council and provides

Table 1: Response to submissions – Waste Management

Item	Response
DPHI	
Parking, traffic and waste management 18. As the proposal seeks to rely on Council's waste collection services, the waste servicing arrangements outlined in Council's submission dated 22 January 2026, along with Council's concerns with the design and function of the proposed internal road, must be addressed.	Noted, responses to Council concerns outlined below.
Sutherland Council	

Item	Response
13. Waste Management The bin generation rates across the site is considered acceptable. However, the waste facilities on site have been designed to be collected on the street and considering the size of the proposal, this arrangement is not considered acceptable. Waste collection is required via a suitable sized loading dock to facilitate a HRV size truck in accordance with AS2890.2. and should be integrated into the built form. To this end, the following matters are required to be addressed in relation to waste management:	The project will be delivered in stages, with each building designed to operate independently from the others. Each stage is intended to function as a complete and operational development at the time of construction and occupation, including the provision of dedicated waste management facilities. The design approach ensures that each building independently satisfies waste servicing requirements at completion, without reliance on future development outcomes. This provides a compliant and functional solution aligned with staged delivery principles. Furthermore, the waste storage and loading strategy has been considered in conjunction within the planning context of the broader proposal and accommodates constraints such as building setbacks, existing vegetation (trees) and landscaping. In response to the matters raised, the design has been further refined to address the waste management requirements, including: • Provision of dedicated waste rooms within each building sized to accommodate the required bin generation rates; • Waste storage and handling arrangements designed to support independent building operation; • Servicing arrangements reviewed to ensure safe and practical collection consistent with the scale and operation of each individual stage; and • Integration of waste facilities within the built form appropriate to each building outcome. The overall waste management provisions across the site remain acceptable, and the revised approach ensures each stage achieves a compatible and operationally effective waste management solution for site operators and Council collection personnel upon completion.
Social housing building • The distance between the truck and bin rooms needs to be less than 10m to ensure the truck can reverse to the door – the distance seems to be greater and is not supported. • The driveway proposed to the waste room fronting Pembroke Street is not long enough to accommodate a parked waste truck. The driveway is required to be lengthened to ensure the public footpath is not obstructed when the truck is parked.	• Due to the setback of the proposed Social Housing building and existing trees being retained between the proposed street and the building, the proposed loading zone is sited as close as possible. It is noted that the travel distance is approximately 12.8m which is a minor exceedance given the constraints outlined. • Plans have been amended to correct a graphical error which showed the waste collection vehicle on the pedestrian pathway.

Item	Response
• The bulky waste room is not large enough to accommodate the number of residents within this building. The bulky waste room also needs to be located at the kerbside with a double door or roller door for ease of access.	• The bulky waste storage area for the Social Housing building is approximately 22m2 in size. This storage area is anticipated to be sufficient for the needs of the Social housing units. Adjusting the location of the bulky waste storage area toward the street would result in the displacement of bin storage that currently occupies the area. In doing so, access to bins for collection which would be on a more regular basis compared to bulky waste, would be compromised. As an alternative arrangement, bulky waste and bins can be rotated prior to scheduled bulky waste collections to ensure bulky waste material is positioned as close to the front of the waste holding areas as possible.
Buildings 1A, 1B, 1C and 2 • The distance between the loading bay and the bin room doors would be greater than 10m and is not supported.	• Architectural plans have been amended to reduce the transfer distance between waste rooms for building 1 and 2 to less than 10m.
• The bulky waste rooms are considered a suitable size to service the residents. However, these rooms must be located at the kerbside with a double door or roller door to assist waste collection.	• As Described above, adjusting the location of the bulky waste storage area toward the street would result in the displacement of bin storage that currently occupies the area. In doing so, access to bins for collection which would be on a more regular basis compared to bulky waste, would be compromised. As an alternative arrangement, bulky waste and bins can be rotated prior to scheduled bulky waste collections to ensure bulky waste material is positioned as close to the front of the waste holding areas as possible.
• The loading bay is located too far from the bin rooms and all bulky waste rooms.	• As outlined above, the loading area has been revised to be sited directly in front of the waste holding rooms for Building 1 and 2. Bulky waste storage areas are directly accessible through the main bin holding areas.

Item	Response
Buildings 3A and 3B • The distance between the loading bay and the bin room doors would be greater than 10m is not supported. It seems the bin room doors (which need to be double doors or roller doors) are located along the northern façade and the loading bay is located on the eastern façade of Building 3A. The loading bay is required to be relocated along the northern façade of the building to ensure the distance is less than 10m to the bin room doors.	• Building 3 waste loading located on the eastern side of the propose waste room is sited as such to avoid reversing manoeuvres which would be necessary if the waste collection vehicle were to pull up directly in front of waste holding area doors. The proposed location of loading is withing 10m of the waste holding room for Building 3 and would allow the collection vehicle to continue in a forward direction past each of the buildings.
• Amended plans need to provide a bulky waste room and need to be located at the kerbside to assist with waste removal.	• Plans have been amended to include a bulky waste storage area located in the basement of building 3. Bulky waste would be transferred to the ground floor via the connected service lift to the waste holding room prior to scheduled bulky waste collections.

For clarification on any of the information contained in this response, please do not hesitate to contact the undersigned.

Sincerely,

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