

2 June 2026

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Attention: Frankie Kalaitzis
Mosman Land No 1 Pty Ltd
C/- Time & Place
Level 34 - Suite 3402
Australia Square
264 George Street
Sydney NSW 2000

SLR Project No.: 610.033319.00002

Client Reference: 40-48 Redan St, Mosman

RE: 40-48 Redan St, Mosman
Response to Council Comments

1.0 Introduction

In February 2026, SLR completed a waste management plan to support the state significant development application for a 54-apartment residential development at 40-48 Redan Street, Mosman (SLR reference 610.033319.00001-R01-v3.0-20260220).

The development is in Mosman Council area, and the waste plan was prepared to comply with the Mosman Residential Development Control Plan 2012 and the Mosman Waste Minimisation Policy 2012.

Although the development fronts Redan Street, waste collection is undertaken from Redan Lane at the rear of the property. The location of the site is shown in Figure 1 below.

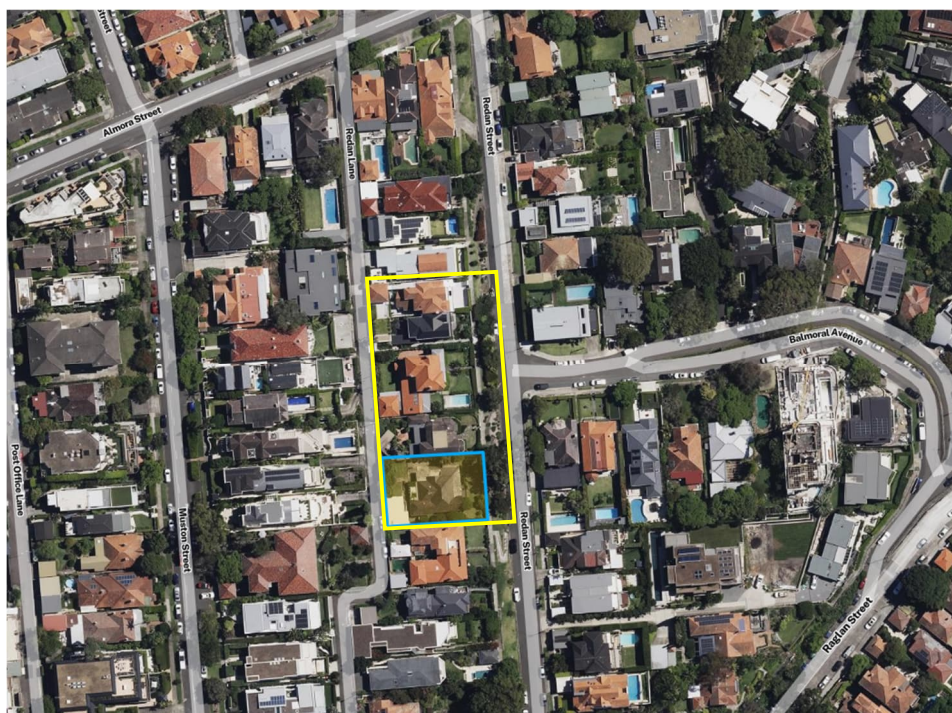


Figure 1 Site location

2.0 Council comments

Council provided comments on the waste management plan in a letter dated 30 March 2026 issued from Mosman Council to Edwina Ross, Department of Planning, Housing and Infrastructure, via the Major Projects Portal.

This section responds to Council's comments, shown in italics below, with the responses following.

2.1 4 Urban Design Review

2.1.1 Redan Lane

The application was referred to Council's Urban Design Consultant. The following matters of concern were raised:

Principle 1: Context and Neighbourhood Character

Redan Lane

Redan Lane is a narrow lane currently utilised to provide vehicle access to residential properties, fronting Redan Street and Muston Street. The current proposal seeks to utilise the lane as front door access to several two-storey apartments.

Waste collection is currently proposed from the lane. However, there are concerns that the volume of garbage that needs to be collected will require collections to be provided between 2 to 3 times a week, which will impact on the functionality of the lane. This issue will likely be compounded when neighbouring sites are developed with increased densities.

The introduction of on-site waste collection would assist in reducing the proposal's impact upon the lane and set a precedent for future developments to come.

To provide on-site waste collection from the lane a turntable would be required on Level 2 of the development. This would necessitate the re-planning of this level to accommodate a HGV turn table (range in size between 9 and 11m) and an increased floor to floor height for the northern portion of Level 1. The diagram below shows the scale and suggested location of a HGV turn table (note: the diagram is not intended to be a resolved design proposal). Swept path diagrams (provided by a traffic engineer) are required to establish how a garbage truck would enter and exit the site. This may impact the location of the turntable and require an increased laneway building setback.

2.1.2 Response

Kerbside collection, rather than an on-site collection as Council proposes, is preferred for the following reasons:

- Neither the Mosman Residential Development Control Plan 2012 nor the Mosman Waste Minimisation Policy 2012 require collections to take place on-site, either for developments of a particular size, or at all. Neither document mentions requirements for a turntable or its use.
- Currently, waste collections from the properties that back onto Redan Lane which will be replaced by the proposed development, take place at the kerbside in Redan Lane. If the development is constructed, the proposed service will be unchanged and continue to be provided in Redan Lane as it is now.
- Increasing the number of collections to two or three per week is Council's prerogative. If this was implemented, fewer bins would be collected on each occasion



and the collection vehicle would stand for less time, but an increase in collection frequency would have no effect on traffic flow in Redan Lane.

- Collections for all the other residences backing onto Redan Lane still take place from the kerbside in Redan Lane.
- A kerbside collection is the safest, fastest and most efficient service option.
- The same collection vehicles will service this development as all the other residences placing their bins out in Redan Lane so will not restrict traffic any more than currently occurs.

Nevertheless, the design has been amended to make provision for a pull-in bay adjacent to the building line on Redan Lane so that waste collection vehicles can temporarily stop and collect bins for the on-site holding area. This is shown in Figure 2 below.



Figure 2 Waste collection vehicle swept path (upper) and swept path of car passing truck during collection (lower)¹

¹ 40 – 48 Redan Street, Mosman Transport Impact Assessment. Prepared for: Mosman Land No.1 Pty Ltd, 13 May 2026 by JMT Consulting



2.2 14 Waste Management

2.2.1 Redan Lane

The application was referred to Council's Waste Department for review. An amended waste management solution is required. The following concerns are raised:

- The proposed development seeks to utilise Redan Lane for kerbside waste collection and servicing. On-street waste collection for a development of this scale is unacceptable as it will cause traffic interruptions, safety risks, and reduce the lane's capacity for other vehicles, cyclists, and pedestrians, in addition to creating an undesirable precedent for subsequent development on Redan Street/Redan Lane, leading to adverse cumulative impacts over time.*
- An amended waste management solution is required. Provision is to be made for on-site for waste collection. Bins shall be at grade within the development site in a dedicated collection area or loading bay due to the number of bins required.*

2.2.2 Response

The issue of collection at the kerbside in Redan Lane is covered in Section 2.1.2 above.

2.2.3 Collection Frequency

- A twice weekly collection service will be required for the development to minimise the quantity of bins.*

2.2.4 Response

Council's web site² states that the standard collection frequency for garbage and recyclables in MUDs is once per week. An image of the relevant part of the web page is shown in Figure 3 below.

Units – Shared Bins		
Service	Collection Frequency	Bin Type & Size
Glass & containers	Weekly collection dates	240 litre yellow lidded bin or 55 litre red crate
Paper & cardboard	Weekly collection dates	240 litre blue lidded bin or 55 litre green crate

Figure 3 Relevant part of Council web site

A weekly collection was assumed when calculating the number of bins required for the development, however, if Council proposes a more frequent collection, this will reduce the number of bins requiring collection on each occasion.

² <https://mosman.nsw.gov.au/residents/waste-and-recycling/recycling>



2.2.5 Waste generation rates

- *The waste generation rates stated in the application documents are inadequate for the number of residential units proposed. Waste generation rates shall be changed to 120 litres per week/per unit for general waste, and 80 litres per week/per unit for recyclable materials (paper/cardboard and commingled). Twice weekly servicing will require the following quantity of bins:*
 - o 14 x 240 litre (general waste)
 - o 9 x 240 litre (recycling - paper/cardboard)
 - o 9 x 240 litre (recycling - commingled)

2.2.6 Response

The waste generation rates stated in the waste management plan are those specified by Council. Appendix C: Waste/Recycling Generation Rates of the Mosman Waste Minimisation Policy 2012 provides the following table:

Premises Type	Waste Generation	Recyclable materials generation
Multi-unit dwelling	80 L/unit/week	40 L/unit/week

This indicates without any doubt that Council requires 80 litres of waste be provided for each unit in the development. This is the amount that has been allowed when calculating the quantities of waste likely to be generated from the development and the number of waste bins required.

The table also shows that 40 litres of capacity for recyclables should be allowed per week. Although Council offers separate services for paper and cardboard and recyclable containers, no information is provided on what volume allowance should be made for each of these streams. As a result, when calculating the quantities of recyclables likely to be generated from the development and the number of bins required for each recycling stream, the 40 litres allowance was halved, with 20 litres allowed for paper and cardboard and 20 litres for recyclable containers.

Another ratio split between paper and cardboard and recyclable containers that may be proposed by Council could be accommodated within the total 40 litres per unit per week allowance.

If Council wishes to propose a twice weekly collection, it will reduce the number of bins that will need to be collected on each occasion.

2.2.7 Additional bins

- *Additional bins will be required for the chute system and bin cupboards on each level of the development. Storage cupboards on each level are to be designed to accommodate additional bins for food waste (FOGO) which will commence in 2030.*

2.2.8 Response

The floor areas and spaces required for bins in chute rooms and bin cupboards have been calculated using Council's waste generation rates for MUDs, as explained in Section 2.2.6 above. Council has not explained why additional space would be required in the chute systems and bin cupboards if there was a twice weekly collection.

There is no requirement in either the Mosman Residential Development Control Plan 2012 or the Mosman Waste Minimisation Policy 2012 for food waste to be separated. The waste management plan states that at the time the NSW Government Food Waste Mandate comes



into effect the body corporate will arrange the separation of food waste for collection in bins provided by Council.

2.2.9 Consistent with Mid-Rise Patten Book

The request for the provision of on-site waste collection is consistent with the NSW Government Mid-Rise Pattern Book which requires on-site waste collection for residential apartment developments with more than 24 dwellings.

2.2.10 Response

The Mid-Rise Pattern Book is available for sale to developers who, if they follow the designs, can expect expedited approval by councils. Developers are not compelled to obtain the patten book or follow the designs in it. In any event, this development is subject to an SSDA not approval by Council.

2.2.11 Urban Design Review

Council's Urban Design Consultant also raised concern with the applications waste management and collection methodology. Refer to Item 4 'Urban Design Review' for details.

2.2.12 Response

This relates to the collection of bins in Redan Lane and is covered in Section 2.1.2 above.

2.2.13 Twice weekly collection

- *A twice weekly collection service will be required for the development to minimise the quantity of bins.*

2.2.14 Response

Although a weekly collection is the standard offered by Council, as explained in Section 2.2.4, above, clearly a twice weekly collection, if offered by Council, would reduce the number of bins requiring collection on each occasion.

2.2.15 Compliance with Mosman Residential DCP

The proposed method of waste collection will unreasonably impact on Redan Lane and is not supported. The proposal fails to satisfy the objectives and planning controls set out in Part 5.15 'Waste management' in MRDCP.

2.2.16 Response

The issue of collection of bins in Redan Lane is covered in Section 2.1.2 above.

In regard to compliance with the DCP, some objectives and planning controls listed in Part 5.15 of the DCP are not relevant to this development, for example residential developments with *less than six separate dwellings* and *Commercial uses which are part of a mixed use development*. The waste management plan complies with all objectives and planning controls that are relevant.



3.0 Department of Planning, Housing and Infrastructure Comments

The Department of Planning, Housing and Infrastructure (DPHI) has provided comments on the waste management plan in a letter dated 6 May 2026 and issued to Mosman Land No.1 Pty Ltd.

This section responds to DPHI's comments, shown in italics below, with the responses following.

3.1 Circulation strategy for accessing bin rooms and transporting bins

9. Demonstrate that the proposal and associated waste storage areas provide a clear, efficient and safe circulation strategy for accessing bin rooms and transporting bins, in particular addressing the following matters:

3.1.1 Affordable housing units direct access to bin storage rooms

- The affordable housing units (T.01 -T.08) do not have direct access to bin storage rooms, requiring residents to travel via the public footpath to access to either the basement bin storage room, or through the communal open space (COS) to the waste holding area*

3.1.2 Response

This statement is incorrect, residents of T.01-T.08 have access along a private pathway that is entirely within the development boundary. This path is not public and is only used by T.01-T.08 residents. T.01-T.08 are terraces and do not have any internal access whether it is to the car park or waste areas. Instead T.01-T.08 have direct access to the street.

Having said that, the strategy for how terrace residents access waste facilities has been reviewed, and at the request of DPHI, travel path diagrams have been prepared. These are attached to this letter. In summary:

- All terraces will have access to the waste holding room located on Level 2.
- T.08-T.05 will also have access to lobby C chutes.
- T.04-T.03 will also have access to lobby B chutes.
- T.02-T.01 will also have access to lobby A chutes.

3.1.3 Location of waste holding area

- The waste holding area is directly adjacent to the COS, which may result in adverse amenity issues, and further design details are required to show how this would appear from the public domain*

3.1.4 Response

Amendments have been made to the location and position of the waste holding room access door to improve the amenity and streetscape interface. The waste holding area is screened behind a solid wall and is fitted with self-closing doors. It is not possible to see the waste holding area from the COS.



3.1.5 Paths of travel for bins

- *Paths of travel for waste bins to be transported for collection (avoiding common areas, including the COS)*

3.1.6 Response

On collection day, building management will transport the bins from the waste holding room on level 2 to the 'slip lane' in preparation for the waste collection vehicle, avoiding common areas and COS. Figure 4 below shows the path of travel from the waste holding room to the collection point is direct, a distance of about 6 m.

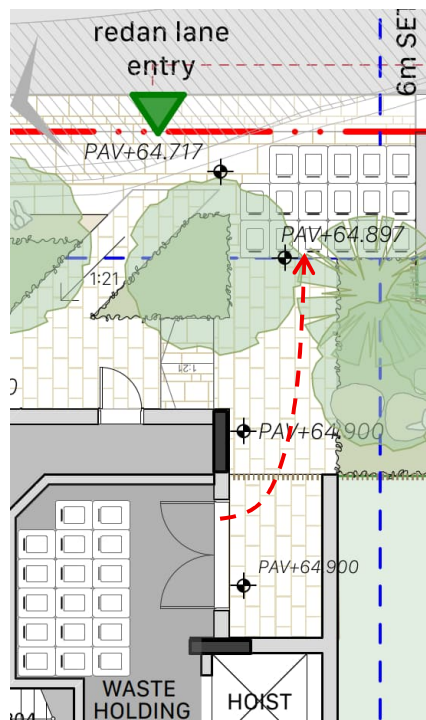


Figure 4 Bin path of travel for collection

3.1.7 Number of bins to be shown

- *Show the number of bins to be held within the bin rooms, and to be collected on Redan Lane, on the architectural plans.*

3.1.8 Response

Figure 5 below shows bins in the waste holding room.



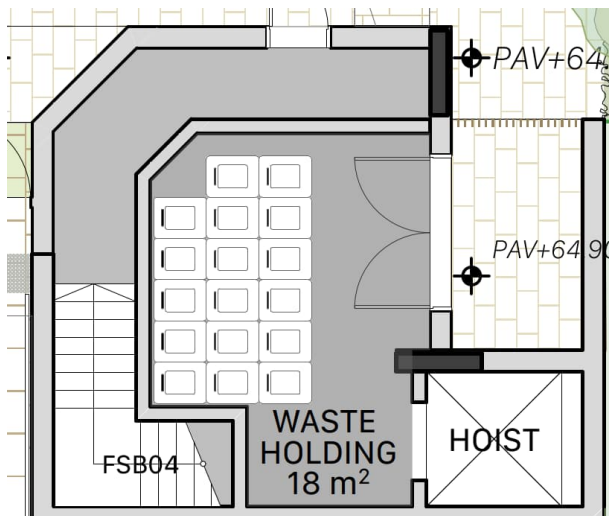


Figure 5 Waste holding area showing bins

Regards,

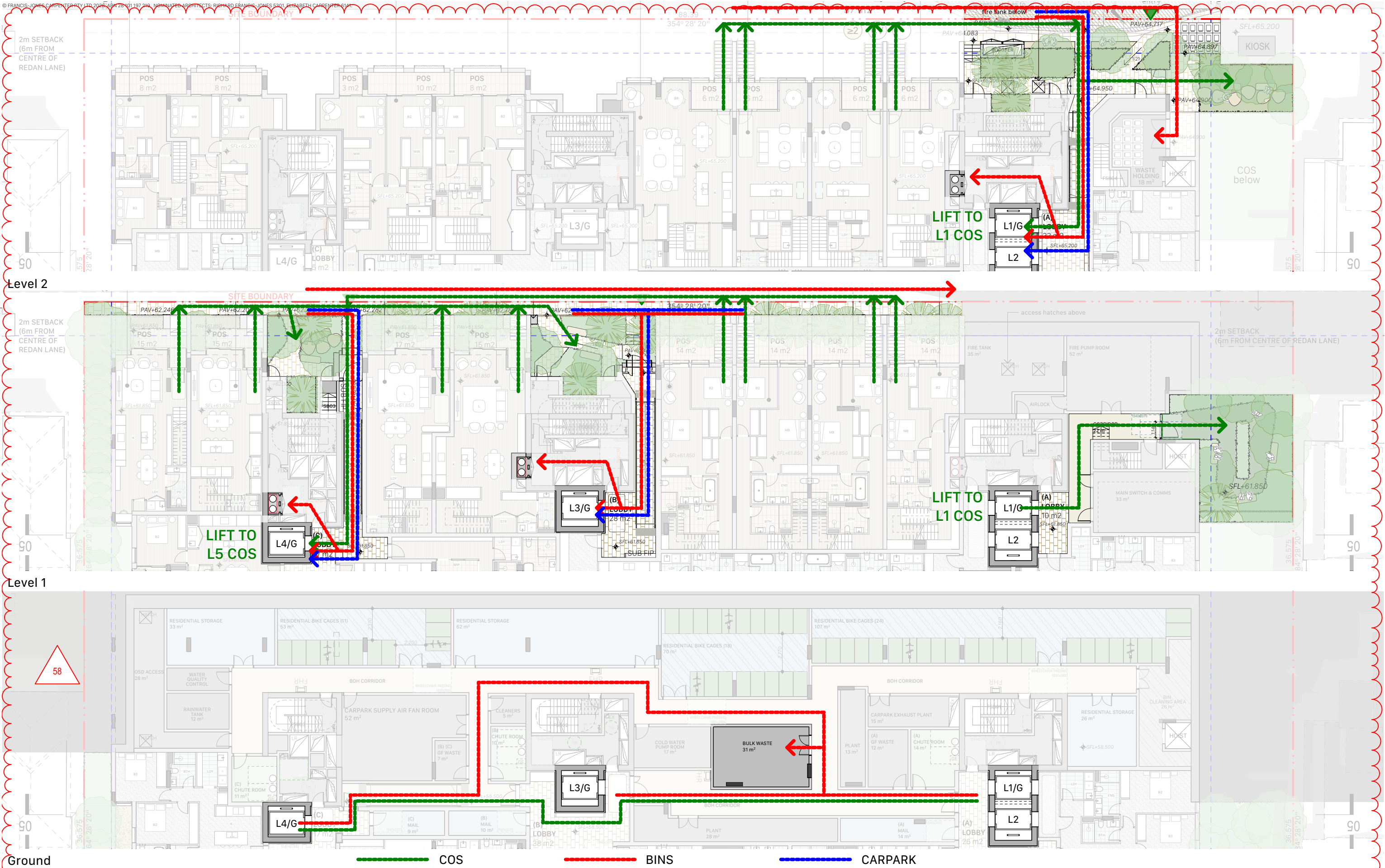
SLR Consulting Australia Pty Ltd

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Attachments – bin travel path drawings.





40-48 Redan Street, Mosman 40-48 Redan Street Mosman NSW 2088	Terraces Travel Paths Supplementary Drawings	Rev C	Date 29/5/2026	Description RTS Lodgment	By IS	Chk IS	Scale No Scale @ A3	Code TPRS	Sheet 9001	Rev C
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