

40–48 Redan Street, Mosman

Heritage Impact Statement

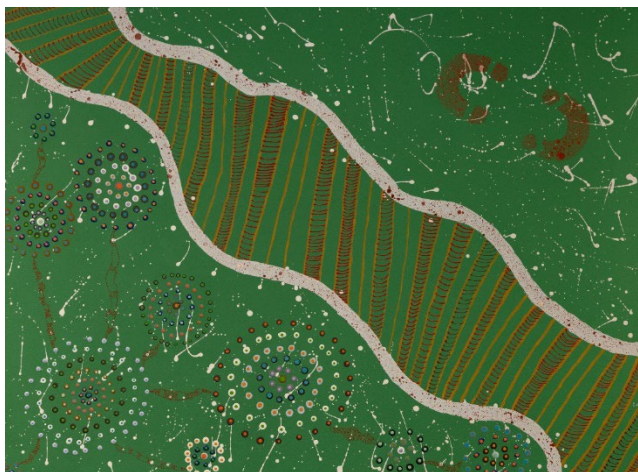
Urbis staff responsible for this report were:

Partner	Kate Paterson, B.A Architecture, Registered Architect NSW & QLD, Member ICOMOS		
Associate Director	Karen Urquhart, B Sc (Architecture), B Arch, Registered Architect (NSW No. 7778)		
Consultant	Lisa Flemwell, B. Anc. Hist, MURP, Grad cert. Cult Heri, Member ICOMOS		
	Maia Protivinsky, B Design (Architecture)		
	Alexander Dunmill, BDes (Architecture), MURbnCulHer, Member ICOMOS		
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The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Executive Summary

This Heritage Impact Statement (HIS) has been prepared by Urbis to accompany a revised State Significant Development Application (SSDA) for a multi-storey residential development at 40–48 Redan Street, Mosman. The site currently comprises five dwellings and associated vehicle crossovers. The legal description of the site is outlined in Table 1.

Table 1 Legal Description

Property Address	Title Description
40–48 Redan Street, Mosman	▪ Lot 1 on Deposited Plan 33257 ▪ Lot 2 on Deposited Plan 33257 ▪ Lot 1 on Deposited Plan 921113 ▪ Lot 13 on Deposited Plan 920285 ▪ Lot 1 on Deposited Plan 455982 ▪ Lot 9 on Deposited Plan 1350 ▪ Lot 10 on Deposited Plan 1350 ▪ Lot 11 on Deposited Plan 1350

The subject site does not contain any heritage items listed under Schedule 5 of the Mosman Local Environmental Plan 2012 (LEP) or the State Heritage Register. The existing buildings on the site are not heritage listed, have been assessed as not meeting the threshold for heritage listing, and are not located within the curtilage of a heritage conservation area.

This HIS supports State Significant Development Application SSD-93020230, lodged with the Department of Planning, Housing and Infrastructure in March 2026, which seeks approval for:

- *Demolition of existing dwellings*
- *Construction of a 10 storey residential flat building comprising:*
 - *53 apartments (including 11 in-fill affordable housing apartments)*
 - *two basement levels with parking for 106 cars*
 - *communal open space*
- *Associated works including site preparation, excavation, earthworks, landscaping and installation of services.*

The proposal has been refined in response to issues raised in submissions and agency advice, with particular focus on improving the relationship with adjoining heritage items, refining the podium form and façade articulation, and managing the perceived scale of the development at sensitive heritage interfaces. This Heritage Impact Statement has been prepared to accompany the revised scheme and assesses the heritage implications of the proposal having regard to its context.

Several locally listed heritage items are located in the immediate vicinity of the site, including:

- *‘Divided Road’* Redan Street (LEP I440).
- *‘Pair of semi-detached houses’* 38 and 36 Redan Street (LEP I262).
- *‘House’*, 29 Redan Street (LEP I261).
- *‘Electrical Substation 205’*, Redan Street (LEP I263)

Additional heritage items are located within the broader vicinity of the site, including heritage-listed development along Almora Street and Balmoral Avenue, which are assessed in this report having regard to distance, orientation, curtilage relationships and intervening development.

More distantly, the site is located to the west of heritage items along Balmoral Bay, including the State-listed Balmoral Bathers Pavilion, the Balmoral Beach Promenade and Hunter Park. These items are separated from the subject site by distance and intervening development and form part of a broader harbour-side heritage landscape.

While the subject site is identified within an area mapped under the Low and Mid Rise Housing Policy, this Heritage Impact Statement does not proceed on the basis that the policy applies as a matter of law or overrides heritage considerations. Rather, the assessment has been undertaken on the basis that, irrespective of the statutory application of Chapter 6 of State Environmental Planning Policy (Housing) 2021, the proposed development must demonstrate an appropriate and site-specific response to nearby heritage items. The heritage assessment therefore focuses on whether the form, scale, siting and architectural expression of the revised proposal achieve compatibility with the surrounding heritage context, including the adjoining semi-detached houses at 36–38 Redan Street and the 'Divided Road', Redan Street. Design refinements, including moderation of podium height at sensitive interfaces, stepped upper-level setbacks and articulated façades, demonstrate how the proposal has been carefully shaped to respond to heritage constraints within a Low and Mid Rise policy setting, without relying on the planning merits of the policy itself.

The revised proposal has been assessed to result in an acceptable level of heritage impact. Further details of the proposal are provided in Section 5, and an impact assessment of the proposed works has been undertaken in Section 6 of this report. Key aspects of the proposal assessment are listed below:

- The proposal has been prepared within the context of current State planning controls that support increased residential density in proximity to designated town centres. This Heritage Impact Statement does not assess the planning merits of that framework, but focuses on how the resulting built form responds to the surrounding heritage context.
- The subject site does not contain heritage-listed buildings and is not located within a heritage conservation area. The existing buildings have been assessed as not meeting the threshold for heritage listing, and their demolition would not result in adverse heritage impacts.
- The sandstone wall forming part of the 'Divided Road' Redan Street (LEP I440), which contributes to Mosman's historic road and landscape character, is retained in the majority of its extent. The proposed development includes vehicular access from Redan Street. To the extent that any physical works are required within, or directly affecting, the sandstone wall associated with the divided road, those works would be limited to a section of the wall that is intermittently mapped and demonstrates lower integrity than other, more intact sections along Redan Street and Balmoral Avenue, and would be subject to any required separate approval, condition or detailed design process. The access arrangement would not affect visually prominent or continuous portions of the wall and is not located within direct sightlines from the harbour or public reserves. New side retaining walls associated with the driveway are to be finished in sandstone, with landscaping provided along the retaining walls to respond to the established materiality and character of the heritage item.
- The revised built form has been designed to respond to the surrounding heritage context through a combination of boundary setbacks, podium articulation and stepped massing. Setbacks to all boundaries of the consolidated site reflect the established spatial pattern in the locality and maintain appropriate separation from adjoining development, including nearby heritage items.
- A podium typology addresses both Redan Street and Redan Lane, responding to the prevailing scale of development at pedestrian level. At the south-eastern corner of the site, adjacent to the heritage-listed semi-detached houses at 36–38 Redan Street (LEP I262), the proposal adopts a revised single-storey podium. This establishes a scale more closely aligned with the adjoining heritage item, with increased setbacks provided from Level 1 and again from Level 5, creating a stepped transition in height and massing away from the shared boundary.
- Across the remainder of the site, overall building height and massing are managed through a podium-based form, articulated building volumes and progressive upper-level setbacks, including to the uppermost storeys. These measures are intended to reduce the perception of bulk, moderate the building's presentation within the streetscape, and limit visual dominance when viewed from the public domain.

- The revised scheme increases the depth and modelling of the façade, including recessed elements, balconies and articulated edges, to break down the overall scale of the building. This includes recessed treatment to the northernmost volume to provide vertical articulation and reduce the perceived bulk of the development along the Redan Street frontage.
- The southern elevation incorporates articulation through angled projecting windows oriented toward the street, varied materiality and integrated landscaping. This approach avoids a blank or monolithic façade and provides a visually considered backdrop when the subject site is viewed obliquely in relation to the heritage-listed semi-detached houses at 36–38 Redan Street (LEP I262).
- The proposal adopts a cohesive architectural approach that responds to its context. Façade articulation, including a clear hierarchy of materials between podium and upper levels, is used to break down the overall form and manage its perceived bulk, assisting nearby heritage items to retain their legibility and streetscape presence.
- A generous provision of gardens and private outdoor spaces is incorporated into the design to assist in integrating the residential apartment building into the locality. Landscaped setbacks provide a clear transition to the street and soften the building's interface with the public domain, while private balconies reflect the established domestic character of other residential apartment buildings in the area.
- 'House', 29 Redan Street (LEP I261) located opposite the site, would retain its prominence and legibility within the streetscape. The dwelling's heritage significance derives from its architectural form, corner siting and garden setting, which would continue to be appreciated due to separation provided by the Redan Street carriageway, public verge and divided road. The proposal would not involve physical works to the dwelling or its curtilage, and would not result in an unacceptable adverse impact on its heritage significance, setting or primary viewing relationships.
- The 'Electrical Substation 205', on Redan Street (LEP I263), located opposite the site, would retain its streetscape presence and legibility. While modest in scale, the substation's heritage significance derives from its architectural treatment and relationship to the street edge, which would not be altered. The proposal would not involve physical works to the substation or its curtilage, and would not result in an unacceptable adverse impact on its heritage significance or setting.
- 'House', 52 Almora Street (LEP I13) would retain its primary setting and landmark role as a corner building when viewed from Arbutus Street and Upper Almora Street. While the proposal may be visible in oblique or background views, it would not result in an unacceptable adverse impact on the heritage significance, curtilage or primary viewing relationships of this item.
- Heritage items further east along Balmoral Bay are physically separated from the subject site and are experienced within a broader urban context influenced by existing development. Where the proposal may be visible in longer-range views, it would be perceived as a distant background element within this wider built setting and would not disrupt the legibility, setting or significance of these heritage places.

Collectively, the design measures incorporated into the revised scheme are intended to manage heritage impacts and support an appropriate response to the surrounding context. While the overall scale of the development would remain apparent, the proposal has been refined to avoid unacceptable impacts on the significance, setting and streetscape presence of nearby heritage items.

For the reasons set out in this assessment, the proposed works are considered to result in an acceptable level of heritage impact and, from a heritage perspective, are capable of being supported, subject to detailed design resolution and any relevant conditions of consent.

1 Introduction

1.1 Background & Purpose

Urbis Ltd (Urbis) has been engaged by Mosman Land No. 1 Pty Ltd to prepare this Heritage Impact Statement (HIS) to accompany a revised State Significant Development Application (SSDA) for proposed works at 40–48 Redan Street, Mosman (hereafter referred to as the subject site).

The Minister for Planning and Public Spaces, or their delegate, is the consent authority for the SSDA. The application has been lodged with the NSW Department of Planning, Housing and Infrastructure (DPHI) for assessment under SSD-93020230.

The SSDA seeks development consent for a multi-storey residential flat building comprising 53 dwellings, including an in-fill affordable housing component, together with basement parking, communal open space and associated site works. The proposal includes the demolition of five existing dwellings and associated vehicle crossovers. The design of the proposed development is outlined in the Architectural Plans prepared by FJC Studio and submitted with the SSDA.

This Heritage Impact Statement has been prepared in accordance with the Secretary’s Environmental Assessment Requirements (SEARs) dated 5 September 2025. Specifically, this report has been prepared to respond to the SEARs requirement for environmental heritage notably:

Item	SEARs Requirement	Section of Report where response is provided
22. Environmental Heritage	Where there is potential for direct or indirect impacts on environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines.	Section 6 in this report

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report.

Following the public exhibition of the application, and in response to submissions and agency advice, DPHI requested further information relating to heritage matters by letter dated 6 May 2026 and follow up correspondence dated 18 June 2026. This HIS has been updated to address those matters and to assess the heritage implications of the revised scheme.

The subject site is not identified as a heritage item under Schedule 5 of the Mosman Local Environmental Plan (LEP) 2012 and is not located within a Heritage Conservation Area. The existing buildings on the site have been assessed as not meeting the threshold for heritage listing. Their demolition would not, in itself, give rise to adverse heritage impacts.

The subject site is, however, located in close proximity to several locally listed heritage items, including:

- ‘*Divided Road*’ Redan Street (LEP I440).
- ‘*Pair of semi-detached houses*’ 38 and 36 Redan Street (LEP I262).
- ‘*House*’, 29 Redan Street (LEP I261).
- ‘*Electrical Substation 205*’, Redan Street (LEP I263)

This Heritage Impact Statement assesses the effect of the proposed development on the significance, setting and visual appreciation of these nearby heritage items. The assessment focuses on built form, scale, setbacks, articulation, materiality and direct physical works within the vicinity of heritage fabric. It is noted that the broader strategic planning merits of the proposal are addressed elsewhere in the SSDA documentation.

1.2 Methodology & Limitations

1.2.1 Purpose and Methodology

This HIS has been prepared in accordance with the Heritage NSW guidelines 'Assessing heritage significance', and 'Guidelines for preparing a statement of heritage impact'. The philosophy and process adopted is that guided by The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance (2013).

1.2.2 Planning Context

Site constraints, opportunities and impacts have been considered with reference to the relevant controls and provisions contained within the *Mosman Local Environmental Plan 2012* and the Mosman Residential DCP 2012.

1.2.3 Scope and Limitations

This HIS is limited to the assessment of built heritage impacts of the proposal. It is beyond the scope of this report to assess the archaeological potential of the site or assess any potential archaeological impacts as a result of the proposal.

1.2.4 Subject Site and Assessment Basis

The assessment proceeds on the basis that the subject site for the SSDA is 40-48 Redan Street, Mosman, and that the subject site is not identified as a heritage item and does not contain a heritage item. The Redan Street road reserve is separately identified as a local heritage item under Schedule 5 of Mosman Local Environmental Plan 2012. This HIS assesses the heritage implications of the proposal, including the proposed access arrangement and its relationship with the Redan Street divided road.

1.3 Author Identification

The following report has been prepared by Maia Protivinsky (Consultant), Lisa Flemwell (Consultant) and Alexander Dunmill (Consultant). Karen Urquhart (Associate Director) has reviewed and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

2 Site Description

2.1 Site Location

The site is located at 40–48 Redan Street, Mosman and comprises the following landholdings:

- Lot 1 on Deposited Plan 33257
- Lot 2 on Deposited Plan 33257
- Lot 1 on Deposited Plan 921113
- Lot 13 on Deposited Plan 920285
- Lot 1 on Deposited Plan 455982
- Lot 9 on Deposited Plan 1350
- Lot 10 on Deposited Plan 1350
- Lot 11 on Deposited Plan 1350

The site is regular in shape and has an area of approximately 3,233 square metres. The site currently accommodates four 2-storey residential dwellings, and one 2-storey attached dwelling in a landscaped setting. The site has a primary frontage to Redan Street to the east and a rear frontage to Redan Lane to the west.

The site is in Mosman, a suburban local government area (LGA) in Sydney's north shore. The site has excellent access to public amenities including supermarkets, cafes and destination shops along Military Road and at Spit Junction, and access to recreational areas including Balmoral Beach to the east and Georges Heights headland to the south. Spit Junction is a recognised town centre under the low and mid-rise (LMR) policy. The site is also close to regular bus services in the immediate vicinity.

The site is not a listed heritage item and is not located within a heritage conservation area. However, Redan Street Reserve is listed as a local heritage item under the Mosman Local Environmental Plan 2012. The site immediately to the south at 36–38 Redan Street contains a pair of semi-detached houses, and the site to the east, on the opposite side of the road at 29 Redan Street, contains a house; both are also listed local heritage items.

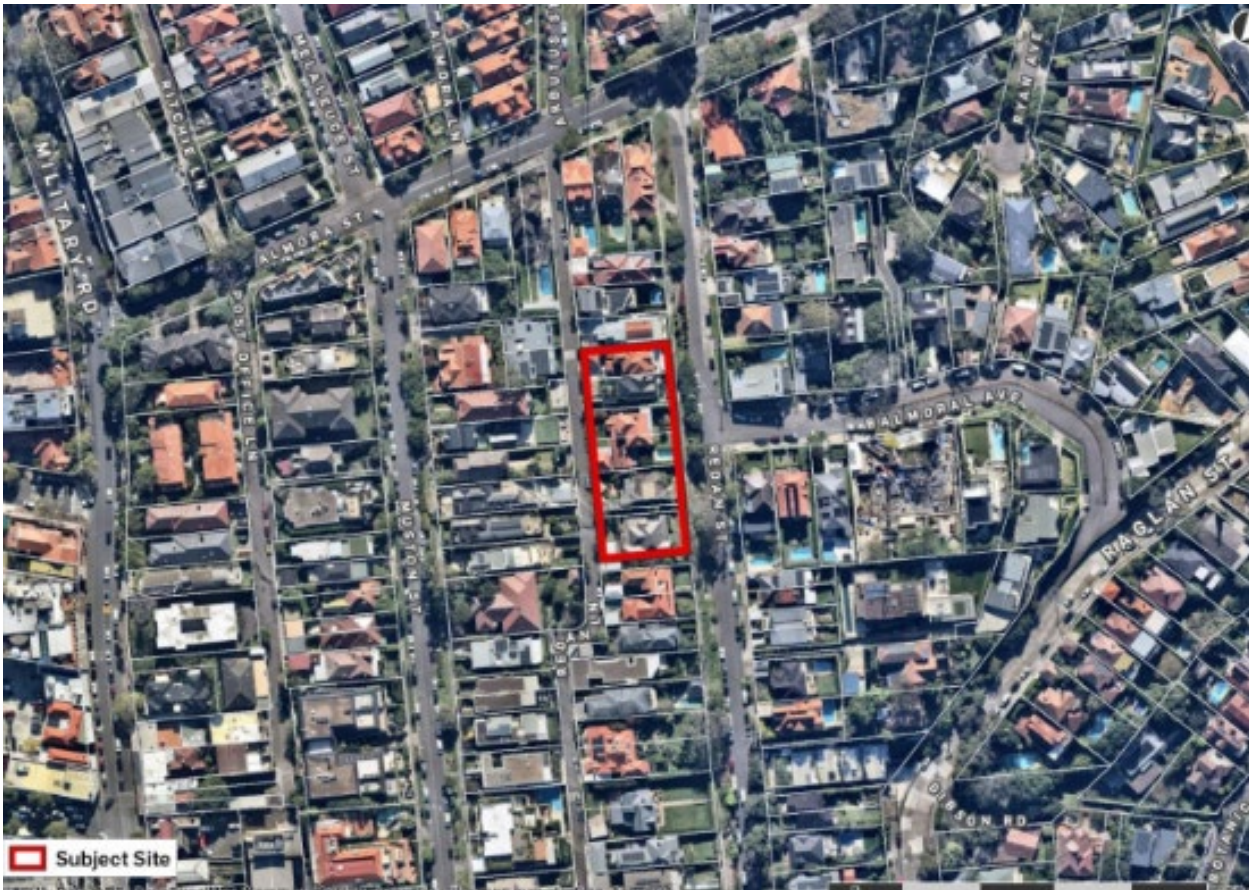


Figure 1 Location of the subject site indicated in red.

2.2 Setting

The subject site is located within a residential area characterised by standalone houses of low to medium density. Higher density dwellings are also becoming increasingly common in the surrounding area. The site is close to public amenities and shops along Military Road and at Spit Junction, and offers convenient access to recreational areas such as Balmoral Beach to the east and Georges Heights headland to the south.

A vegetated retaining wall separates the subject site from Redan Street, where houses are stepped up from the street level. Vehicular access to the existing dwellings on the site is via Redan Lane to the west. The sloping topography to the east provides views towards Balmoral Beach.

The subject site currently accommodates four two-storey residential dwellings, and one two-storey attached dwelling, with its primary frontage to Redan Street to the east. The subject site is located in the vicinity of two heritage items located at 36 & 38 Redan Street and 29 Redan Street.



Figure 2 View towards Balmoral Beach from conjunction of Redan Street and Balmoral Avenue.

Source: Urbis, 2025



Figure 3 Section of the vegetated retaining wall on Redan Street.

Source: Urbis, 2025



Figure 4 Example of the Redan Street streetscape.

Source: Urbis, 2025



Figure 5 View of Redan Lane looking south behind the subject site.

Source: Urbis, 2025



Figure 6 Heritage item at 36 & 38 Redan Street.

Source: Urbis, 2025



Figure 7 Heritage item at 29 Redan Street.

Source: Urbis, 2025

2.2.1 Heritage Items in the Vicinity

The items below comprise heritage listed items located in the vicinity of the site, which form part of its broader setting.

2.2.1.1 Divided Road, Redan Street

Divided roads in Mosman are of several kinds. 'Divided Roads' typically divide longitudinally so that they have one carriageway higher than the other, separated by a slope, an embankment, a retaining wall, landscaping, a median or a combination of these.

The Redan Street Divided Road starts at the top near Raglan Road and ends at the conjunction of Redan Street and Almora Street. It is part of the system of divided roads across Mosman that were created by early settlers. The road is characterised by the elevated footpath with the intervening embankment and rock wall, and land sloping to the harbour to the east, all of which contribute to the recognised streetscape character.

In the vicinity of the site to the south, a path has been cut into the verge that leads to the elevated walkway, which was added in 2018 along with the associated sandstone wall of the path added in at the same time (Figure 8 and Figure 9).



Figure 8 Retaining wall, concrete path cut through it.

Source: Urbis, 2025



Figure 9 Retaining wall, with the Divided Road to the right.

Source: Urbis, 2025

2.2.1.2 Pair of semi-detached houses (36&38 Redan Street)

Federation Arts & Crafts. An extremely fine pair of single storey Federation Arts & Crafts style semi-detached residences. Constructed of face brickwork on a sandstone base with a single terracotta tile hip roof. Stucco and brick chimneys with terracotta pots are at either end of roof with another larger located centrally. A design feature of this building is the treatment of the two bays either side of the party wall, with the design acting to functionally separate but visually unite the two parts. The two stair cases are separated by a projecting party wall, over these timber arches and the brick and stucco parapet that projects through the verandah act to visually unify the whole. Its setting high above the street and front yard acts to emphasise its visual prominence.¹

¹ NSW State Heritage Inventory, Pair of semi-detached houses (LEP I262), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060436>.



Figure 10 38 Redan Street.

Source: Urbis, 202



Figure 11 Detail of the roof of 38 Redan Street.

Source: Urbis, 2025

2.2.1.3 House, 29 Redan Street

Federation Queen Anne. A large two storey Federation Queen Anne style residence constructed of face brick walls, slate hip roof (with terracotta ridges), tall, render and brick chimneys. Large two storey verandahs to north and west elevations include arched timber brackets and timber shingles to balustrade. Sympathetically designed glazed corrugated iron addition to the south with painted timber fence on a stone base.²



Figure 12 Heritage item at 29 Redan Street (Redan Street elevation).

Source: Urbis, 2025



Figure 13 Heritage Item at 29 Redan Street (Balmoral Avenue elevation).

Source: Urbis, 2025

² NSW State Heritage Inventory, House (LEP I261), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060032>.
P0062816_40-48RedanStreet_Mosman_HIS



Figure 14 29 Redan Street as viewed from the north side of Balmoral Avenue.

Source: Urbis, 2025

2.2.1.4 Electrical Substation 205, Redan Street

A small rectangular brick substation building. It features a heavily moulded stucco parapet and entablature and a matching stucco pediment over the central doorway, carried on brick pilasters. There is a matching brick fence.³



Figure 15 Electrical Substation 205, Redan Street.

Source: Google Street View, 2024

2.2.1.5 Divided Road, Balmoral Avenue

Divided roads in Mosman are of several kinds. First, streets which divide longitudinally so that they have one carriageway higher than the other, separated by a slope, an embankment, a retaining wall, landscaping, a median or a combination of these. A variant is the street which has the carriageways on the same level but with an embankment on one side and a cutting on the other, so that only the footways are different in height. Longitudinally-divided streets are usually formed more-or-less along the contours of the land; they sometimes combine both kinds of level-change in the same street, and the street may be straight or curved, giving further variations of the type. Secondly, there are streets which divide laterally, with an interruption somewhere along the length of the street. The interruption may be a retaining wall, a rockface, steps, a

³ NSW State Heritage Inventory, Electrical Substation 205 (LEP I263), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060432>
P0062816_40-48RedanStreet_Mosman_HIS

landscaped bank, or a combination of all or some of these. Sometimes the streets on each side of the interruption have different names.⁴



Figure 16 Commencement of the divided road on Balmoral Avenue, at its western extent in proximity to the intersection with Redan Street.

Source: Urbis 2025

2.2.1.6 House, 52 Almora Street, Mosman (also known as Upper Almora Street, Mosman)

A large two-storey Federation Queen Anne residence designed to take advantage of a corner site, with double storey verandah and corner bay. The building is a focal point of view from Arbutus Street. Constructed of brick, painted more recently, features include turned timber verandah posts and balustrades on curved bullnose verandah bases and tall chimneys. Front fence, although sympathetic, appears to be recent. Recent garage adjacent to Redan Lane.⁵



Figure 17 Heritage listed item located at 52 Almora Street, Mosman.

Source: Urbis 2025



Figure 18 View west along Almora Street with the proximate heritage items indicated.

Source: Urbis 2025

⁴ NSW State Heritage Inventory, Divided Road (LEP I321), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060029>

⁵ NSW State Heritage Inventory, House (LEP I3), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060506>
P0062816_40-48RedanStreet_Mosman_HIS

2.3 Subject Site Description

2.3.1 40 Redan Street, Mosman

40 Redan Street is a free-standing, low-density dwelling featuring a combined hipped roof and a gable roof to the southern elevation. The easterly facing primary façade offers views towards the bay. Built circa 1902, the house is of Federation style, with a tiled roof and modern sliding windows along the primary façade. At the gable end, which features a half-timbered effect, a large central fixed-pane window is flanked by sash windows on either side. The primary façade has been altered to include modern features.

The primary façade features a covered porch with timber balustrading. The house appears to be masonry construction, with decorative sandstone blocks incorporated onto the vertical beams. A low brick fence sits just beyond the fence line. Pedestrian access is via a concrete path cut into the vegetated retaining wall along Redan Street.

The rear of the house, along Redan Lane, is screened from view by a high timber fence, a rendered garage entrance, and hedging. The property adjoins the heritage item *'Pair of semi-detached houses'* (LEP I262).

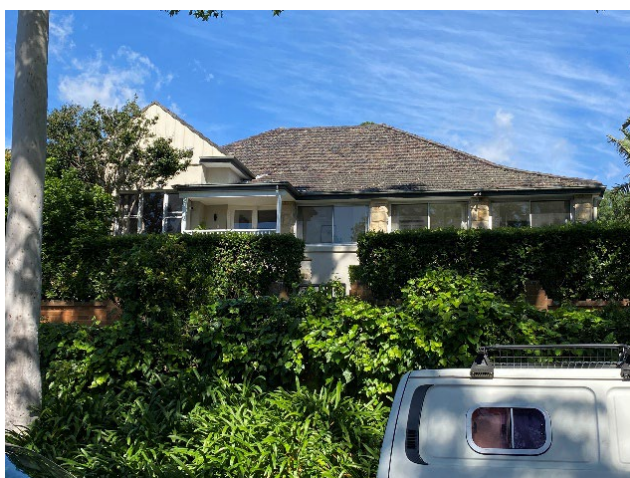


Figure 19 Primary façade of 40 Redan Street, note the vegetated retaining wall that separates the house from the street.

Source: Urbis, 2025

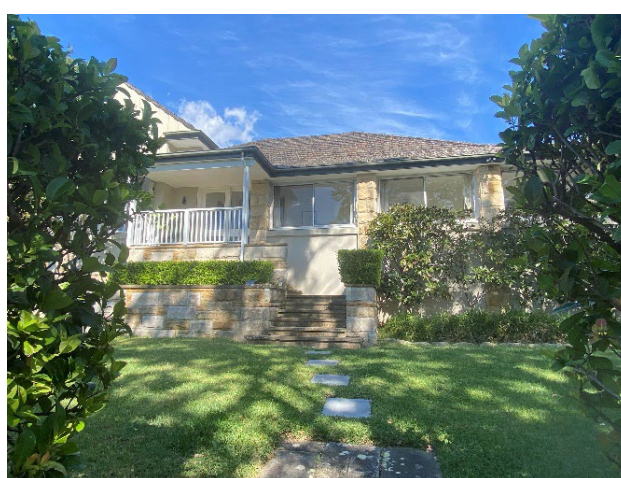


Figure 20 40 Redan Street primary façade.

Source: Urbis, 2025.



Figure 21 40 Redan Street

Source: Urbis, 2025



Figure 22 Facing east, view towards Balmoral Beach from 40 Redan Street front setting.

Source: Urbis, 2025



Figure 23 Concrete path cut into the retaining wall in front of 40 Redan Street.

Source: Urbis, 2025



Figure 24 Adjoining heritage item 'pair or semi-detached houses' LEP I262), to the south of the subject site.

Source: Urbis, 2025

2.3.2 42 Redan Street, Mosman

Constructed c. 1902, 42 Redan Street is a Federation-style, two-storey house. The primary façade faces Redan Street and offers views towards Balmoral Beach. It features a projecting window frame at the northern corner and a second projecting window frame, on the ground floor at the southern corner. The house is finished in a roughcast render, with window hoods and fascia clad in tiles that have been painted white.

The rear of the house (western elevation) has been altered to include an extension added c. 1970, as well as an ancillary building near the property boundary comprising a covered carport.

The primary entrance to the house is via stone steps leading to the covered verandah. The property features a landscaped garden, enclosed by a painted low brick wall and an iron gate. Pedestrian access is provided via a concrete path cut into the retaining wall along Redan Street.



Figure 25 Primary façade of 42 Redan Street. Note the retaining wall that separates the house from the street.

Source: Urbis, 2025

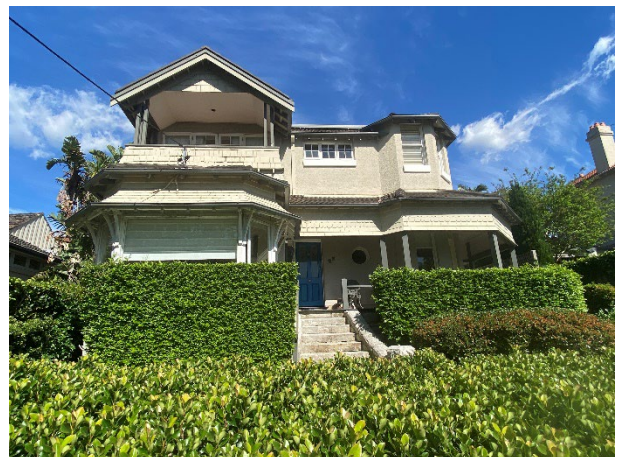


Figure 26 42 Redan Street primary façade as seen from the landscaped garden.

Source: Urbis, 2025



Figure 27 Southern corner of the primary elevation.

Source: Urbis, 2025



Figure 28 42 Redan Street, addition to the house seen in the background (right).

Source: Urbis, 2025



Figure 29 Facing south, street view of Redan Street from in front of 42 Redan Street.

Source: Urbis, 2025



Figure 30 Rear access to 42 Redan Street from Redan Lane.

Source: Urbis, 2025

2.3.3 44 Redan Street, Mosman

Built c. 1900, 44 Redan Street is a Federation Queen Anne-style, two-storey house, the primary façade is finished with render with ashlar coursing, that covers the original brick. The upper storey features an L-shaped verandah with timber balustrades, handrails, and ornamental brackets; the verandah was added to the house in 1980s. The house has three tall chimneys topped with terracotta pots. A bay window on both the ground and upper floors is located at the southern corner of the primary façade; the windows were replaced in 1985. The windows at the ground floor of the primary façade were also added c. 1980, with the window shutters added in 2024. The roof is finished in orange terracotta tiles, which have been identified as non-original, the original roof being slate.

Internally, the house features timber floors, with some rooms containing ceiling roses, picture rails, wall dados, and decorative architraves. The ground-floor hallway includes a narrow timber staircase with timber handrails circa 1975. Several rooms have decorative fireplaces, one of which has a marble mantel. French doors with coloured glass panes are located throughout the house, and windows with matching coloured panes are found on the ground level of the southern extension.

From Redan Street the house is largely screened from view by a low brick fence with brick pillars, and high hedges positioned just behind the fence. The front yard features a manicured lawn and a stone path with steps leading to the front door.

The house has undergone significant alterations and modifications over time. Converted into apartments in the 1930s and later returned to a single residence c. 1970, it has been altered and modified significantly over time. Prior to 1995, the primary façade was removed and restyled to reflect a Federation style, including the reconstructed verandah. In 1995, the roofline was altered and an extension added to the rear of the house, incorporating Federation-style features. In 2016, an extension was added to the southern elevation, and a two-storey garage/ancillary structure was completed. Further alterations included changes to the western elevation and the addition of a swimming pool in the front setting in 2018. Refer Section 3.5 for details of alterations to the property.



Figure 31 Primary façade of 44 Redan Street.

Source: Urbis, 2025



Figure 32 Primary entrance of 44 Redan Street.

Source: Urbis, 2025



Figure 33 Maintained lawn and stone path in the front garden.

Source: Urbis, 2025



Figure 34 Front door at the primary entrance from Redan Street.

Source: Urbis, 2025



Figure 35 Facing east, view from western extension towards Balmoral Beach.

Source: Urbis, 2025



Figure 36 External view of the southern extension.

Source: Urbis, 2025



Figure 37 Ancillary structure located to the rear of the house.

Source: Urbis, 2025



Figure 38 View across the roof, showing orange terracotta tiles.

Source: Urbis, 2025

2.3.4 46 Redan Street, Mosman

46 Redan Street is a modern house, with construction commencing in 2019 and completed in 2020. The main house is connected to the garage at the rear of the property by a covered extension. The main house has a combined roof with a double-projected gable facing east.

Along Redan Street, the house is enclosed by a high concrete fence with decorative stonework, and a metal gate. The primary façade features a podium finished in the same decorative stonework as the fence, with metal balustrading, and glass panels. Floor to ceiling windows dominate the ground floor of the façade, facing towards Balmoral Beach. The upper floor is defined by projected gables, with floor to ceiling windows screened from view by timber slat window roller shutters.



Figure 39 Covered extension of 46 Redan Street, as seen from 44 Redan Street.

Source: Urbis, 2025



Figure 40 46 Redan Street entrance, showing the high fence.

Source: Urbis, 2025



Figure 41 Primary façade of 46 Redan Street.

Source: Urbis, 2025



Figure 42 Primary façade showing stonework detail of the podium.

Source: Urbis, 2025

2.3.5 48 Redan Street, Mosman

Historically, 46 and 48 Redan Street comprised of a semi-detached house that was subdivided in c.1997. The original house at 48 Redan Street, was likely demolished in 1997, with the existing building constructed in 1998.

The house is a two-storey modern dwelling with an easterly facing primary façade. It has a complex hipped roof finished in orange terracotta tiles, with projecting gables along the eastern elevation. The primary entrance from Redan Street is defined by a high concrete fence with a garden bed built into its base. Two concrete pillars topped with spike metal fencing mark the location of the gated entry. The approach to the house is tiled, with tiled steps leading to the ground floor.

The ground floor features a small porch with metal handrail and glass-panelled walls. Floor to ceiling windows dominate both the ground and upper floors. A porthole window is located beneath the projecting gable.



Figure 43 Concrete fence with built in garden bed of 48 Redan Street.

Source: Urbis, 2025

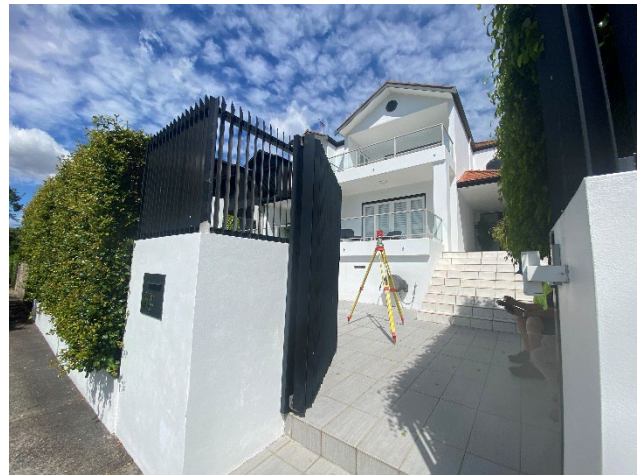


Figure 44 Primary entrance showing tiled entrance.

Source: Urbis, 2025

3 Historical Overview

This section provides a historical overview of the site and the surrounding context.

3.1 Area History (Post European Settlement)

In 1831, Archibald Mosman and John Bell were allotted grants of land in Mosman to establish a whaling station. However, in the 1840s whaling declined in the bay, and little settlement was established due to the area's rugged and inaccessible terrain. Eventually the area was made more accessible through the establishment of the first official road, Avenue Road, which ran from the Bay to Mosman Junction. Military, Middle Head and Bradley Head Roads were then constructed 10 years later.

Richard Hayes Harnett Senior played a pivotal role in opening up the area for residential development by purchasing Archibald Mosman's original 108 acres in 1859 and spending the next thirty years building roads, horse drawn bus services and ferry services linking the city to Mosman. He also encouraged visitors to frequent the waterfalls and beaches in the area, leading to the establishment of pleasure gardens and various camps, including the artists camps of the 1890s.

In 1893, the 1,600 residents Mosman became part of a new and separate municipality. This encouraged real estate agents from other parts of Sydney to set up business in Mosman to sell the large tracts of land that were being subdivided. Mosman attracted more residents with its natural charms and vistas of the unique bushland, who opened shops and built federation homes in the area. It eventually became known as the Federation suburb, as its first major population building boom was around 1901, at the time of Australia's Federation.



Figure 45 Watercolour of the Whaling Station in Mosmans Bay, n.d.

Source: State Library of New South Wales, a1528054/DG SV1/54

The following historical overview of Mosman's Heritage has been reproduced from the Mosman Residential DCP.

Mosman has a complex heritage created by the interplay of its harbour setting, topography, vegetation and built environment. These elements create the unique character and place values of Mosman. These elements have been recognised by the community and Council through the identification and preservation of those items in the LEP.

The area is characterised by a variety of domestic buildings built predominantly during the Federation and Inter War periods in a range of scales from semi detached dwellings to dramatic free standing mansions set in spacious grounds. Building development in the interwar period resulted in the construction of significant areas of Mediterranean, Spanish, Georgian revival and other identifiable architectural styles as well as small scale residential flat buildings. Residential development of the post war period is also rich and varied, including notable examples of the Sydney regional aesthetic and contemporary design, as well as medium density and high rise buildings.

Heritage conservation areas possess an identified level of unity and include features such as consistent building style, streetscape and setting. The values of these places are important for not only their group characteristics, but for protecting their qualities for the present community and future generations.⁶

In the late 1950s, there was public concern around the increasing number of flat developments that aimed at housing the growing population. As such, council introduced restrictions in the 1960s and by 1973, high-rise development was banned.⁷ Today, Mosman maintains its predominantly low to medium scale residential setting and is still known for its beaches and harbour views.

3.2 Subject Site History

The first land to be granted in Mosman was 40 acres along the foreshore, given to Thomas O'Neil in 1811.⁸ Wells' 1840 map of the County of Cumberland shows the subject area located southwest of O'Neil's 40 acres, remaining undeveloped Crown Land (Figure 42). The subject area makes up part of 20 acres originally granted to William Hellyer on the 29 October 1853. A parish map dated c.1860 shows this 20 acre grant situated alongside the grants of A.F. Evans, Thomas Rice and Edwin Daintrey (Figure 43). Hellyer took out a mortgage on this land in 1866, and by 1873 was forced to concede the land to Richard Harnett to pay off considerable debts to the Australian Joint Stock Bank.

⁶ Mosman Residential Development Control Plan 2012, Section 7 – The Townscapes-7.1 Mosman's Character. PDF FILE.

⁷ "A Brief History of Mosman," Mosman Council, accessed July 9, 2024, <https://mosman.nsw.gov.au/community/people-culture-and-history/a-brief-history-of-mosman> and "Brief History of Mosman and its Streets," Mosman Memories of Your Streets, accessed July 9, 2024, <https://mosmanmemories.net/about/15/brief-history-of-mosman-and-its-streets>

⁸ Mosman Council, 2022. *A Brief History of Mosman*.



Figure 46 Wells Map of the Country of Cumberland, 1840. Approximate location of the subject site indicated in green.

Source: SLNSW, <https://collection.sl.nsw.gov.au/record/74VvPA0zrWzy>

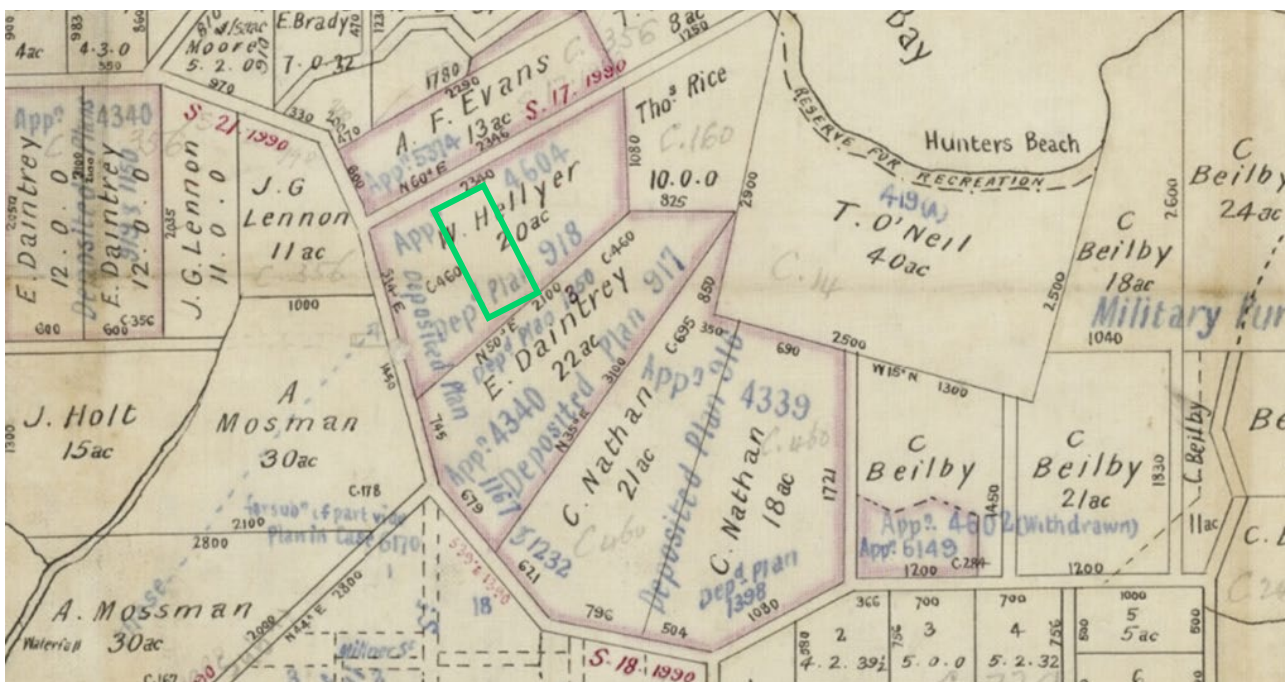


Figure 47 c.1860 map of Mosman, the approximate location of the subject site indicated in green.

Source: SLNSW <https://collection.sl.nsw.gov.au/record/74VKw4y8qZa3>

Richard Hayes Harnett contributed significantly to the development of the Mosman area. In 1859, he began purchasing Archibald Mosman's original 108 acre grant to the southwest of the subject area. Over the next 30 years, Harnett and his business partner Alexander Stuart were responsible for the building of roads and

establishment of public transport connecting Mosman to the city.⁹ An 1885 plan indicates the extent of Harnett and Stuart's Mosman estate (Figure 44). The subject area is indicated as unsold at this time, labelled as 'Beuna Vista Heights'. By 1885, Redan Street and Muston Lane have been constructed and a church, police station, and two schools can be seen within the broader vicinity.



Figure 48 1885 plan showing the subject site making up part of the 'Buena Vista Heights' in the estate of Harnett and Stuart.

Source: SLNSW <https://collection.sl.nsw.gov.au/digital/R3656zbvrrN5e>

The subject site appears to have been subdivided c.1889–1890. A crown plan dated 1890 shows various survey points marked along Redan Street (Figure 45). Though a key is laid out for fences, buildings and verandahs, the subject area remains vacant and undeveloped. An c.1890 lithograph compiled from various surveys shows the subject area making up Lots 7–13 in Deposited Plan 1350 (Figure 46). On the 8 January 1889, lots 9–15 were sold from Richard Hayes Harnett Senior to James Thomas Tillock, wholesale grocer and importer. Lots 7 and 8 were also sold in January 1889, from Harnett to accountant John Linnett Turnidge. James Thomas Tillock established Tillock & Co. in 1875.¹⁰ The company owned a large storehouse at 798 George Street and distributed a variety of food items.¹¹ James Thomas Tillock was an influential figure, acting as the Foreign Consul for Argentina from 1892–1917. The subject area appears to have remained undeveloped from 1889–1899, by which time Tillock began to sell his land holding as individual lots.

⁹ <https://mosman.nsw.gov.au/community/people-culture-and-history/a-brief-history-of-mosman>

¹⁰ <https://trove.nla.gov.au/newspaper/article/16698367>

¹¹ <https://archives.cityofsydney.nsw.gov.au/nodes/view/1544065>

Lots 11, 12 and 13, now Nos. 40 and 42 Redan Street, were purchased by builder Alfred Collin. By 1902, a subdivision plan shows two dwellings located within the subject site (Figure 48).



Figure 51 c.1899 Sydney Water plan, the subject site indicated in green.

Source: Sydney Water

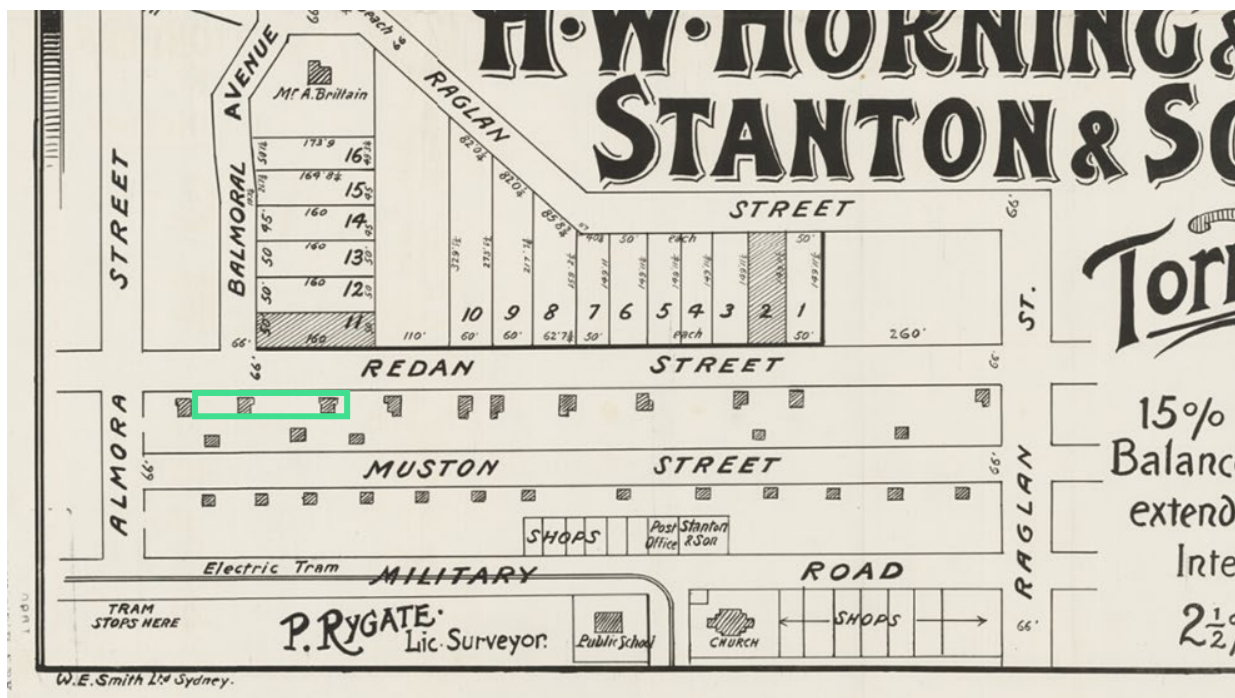


Figure 52 Extract from 1902 subdivision of the Balmoral View Estate, Mosman. The subject site indicated in green.

Source: SLNSW <https://collection.sl.nsw.gov.au/digital/kD5eG2kZGbmwe>

In historical aerial imagery from 1930, the majority of the subject site has been developed (Figure 51). In 1951, residential development is evident across the subject site (Figure 52). These structures are more clearly demonstrated in a Sydney Water plan from 1956, consisting of three brick houses at 40–44 and one semi-detached residence making up No. 46–48 (Figure 49). Each residence has an associated outbuilding to the back and verandah to the front. These same buildings remain in historical aerial imagery from 1965, 1978 and 1986, with various renovations and additions to each dwelling (Figure 53 to Figure 55). In c.1982, an easement for drainage was constructed through Lots 13 DP920285 and 1 DP921113, between Nos. 40 and 42 (Figure 50). In 1998 46 & 48 Redan Street were subdivided into standalone dwellings (Figure 57), the dwelling at 46 Redan Street was demolished in 2018, the current building was completed in 2020.

The subject site is presently occupied by these same residential dwellings, though extensively modified from their original form (Figure 56).

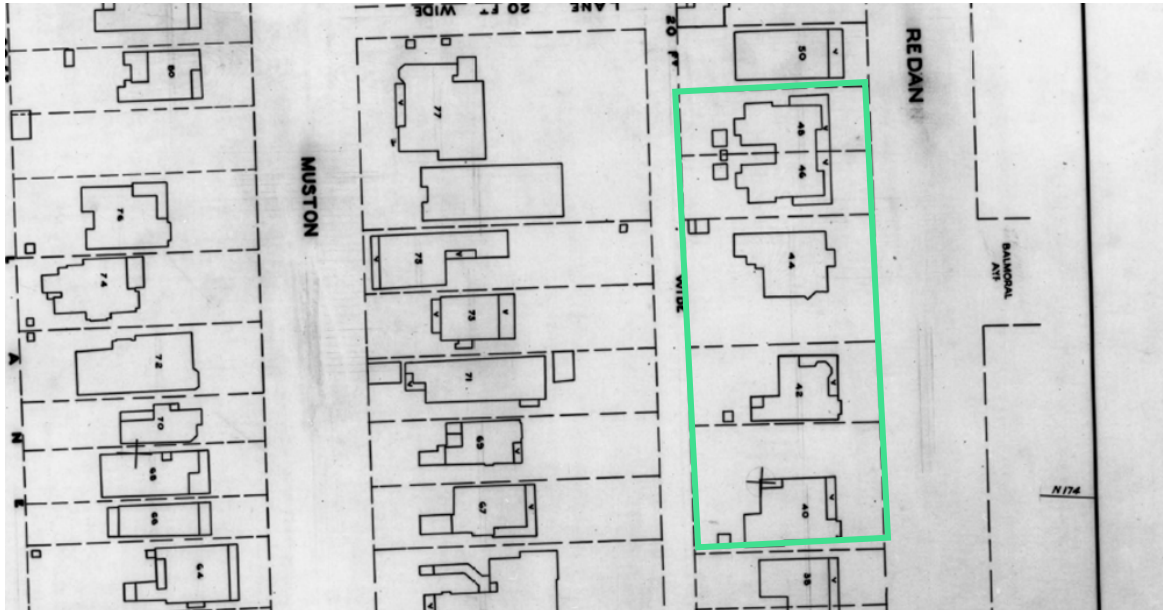


Figure 53 1956 Sydney Water plan of the subject site indicated in green.

Source: Sydney Water

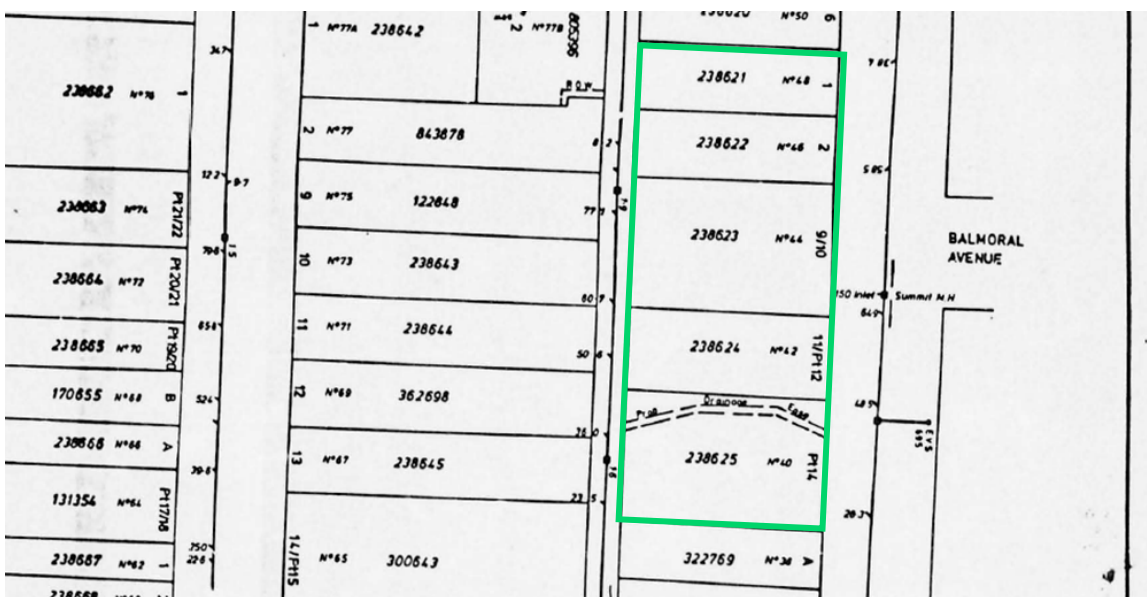


Figure 54 1982 Sydney Water plan showing the easement for drainage through no.40.

Source: Sydney Water

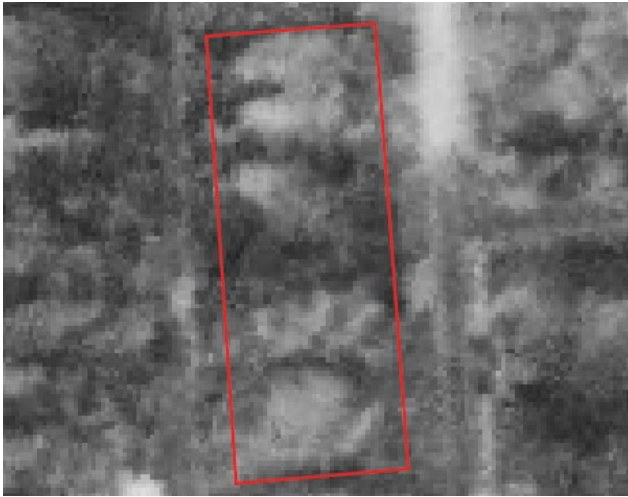


Figure 55 1930 Historical Aerial Imagery.

Source: NSW Historical Imagery Viewer



Figure 56 1951 Historical Aerial Imagery.

Source: NSW Historical Imagery Viewer



Figure 57 1965 Historical Aerial Imagery.

Source: NSW Historical Imagery Viewer



Figure 58 1978 Historical Aerial Imagery.

Source: NSW Historical Imagery Viewer



Figure 59 1986 Historical Aerial Imagery.

Source: NSW Historical Imagery Viewer



Figure 60 1994 Historical Aerial Imagery, showing 46 & 48 Redan Street as a pair detached dwellings.

Source: NSW Historical Imagery Viewer



Figure 61 1998 Historical Imagery showing changes to 46 & 48 Redan Street.

Source: NSW Historical Land Viewer



Figure 62 Aerial from October 2018.

Source: Nearmap, 2025

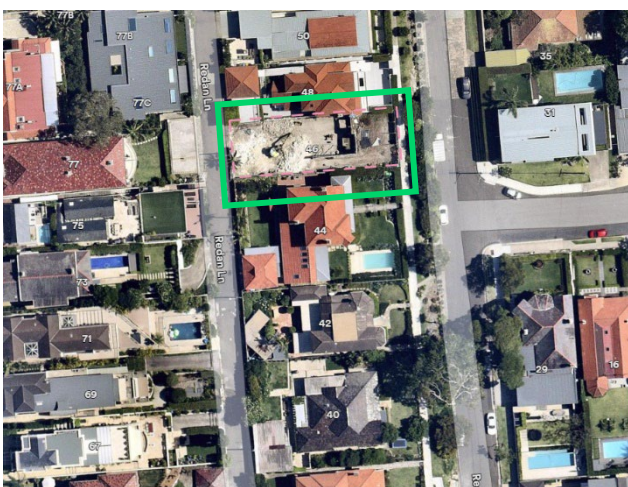


Figure 63 Aerial from December 2018 showing 46 Redan Street (outlined) had been demolished.

Source: Nearmap, 2025



Figure 64 Aerial from November 2025 showing the subject site with current buildings.

Source: Nearmap, 2025

3.3 Property Ownership History

The relevant post European settlement property owners as identified through historical research are outlined below for reference.

Date	Title Information	Reference
29 Oct 1853	Crown Grant To: William Hellyer Land: 20 acres	PA4604
24 Sep 1863	Deed of confirmation From: William Hellyer To: The Honourable Samuel Frederick Milford, one of the judges of the Supreme Court. Land: 20 acres	BK 84-992
18 Sep 1873	Concession From: William Hellyer To: Richard Harnett, Broker Indebted to The Australian Joint Stock Bank Corporation Land: 20 acres Mortgaged in 1866	BK 146-238
8 Jan 1889	Transfer From: Richard Hayes Harnett Senior To: John Linnett Turnidge, Accountant Land: 35 perches, Lots 7 & 8	Vol. 908, Fol. 78
8 Jan 1889	Transfer From: Richard Hayes Harnett Senior To: James Thomas Tillock, wholesale grocer and importer Land: 3 roods, 3 ¼ perches, Lots 9 to 15	Vol. 908, Fol. 76.
22 Dec 1898	Transfer From: John Linnet Turnridge To: Wilhemina Harriet Mary Ann Strafford Land: 35 perches, lots 7 & 8	Vol. 908, Fol.78.
4 Jan 1899	Transfer From: James Thomas Tillock To: Wilhemina Harriet Mary Ann Strafford	Vol. 1268, Fol. 164.

Date	Title Information	Reference
	Land: 35 ¼ perches, Lots 9 and 10	
8 Jan 1901	Transfer From: James Thomas Tillock To: Alfred Collin Land: 26 ¼ perches, Lot 13 and part of Lot 12	Vol. 1341, Fol. 79.
7 Jun 1901	Transfer From: James Thomas Tillock To: Alfred Collin Land 26 ¼ perches, Lot 13 and part of lot 12.	Vol. 1357, Fol. 214.
28 August 1901	Transfer From: Alfred Collin To: Sydney Smith	Vol. 1357, Fol. 214.
22 October 1901	Transfer To: George Graham From: Sydney Smith Land: part of Lot 12 Plan 1350	Vol. 1377, Fol. 153.
26 May 1960	Transfer From: Sarah Lousia Read To: Catherine Lauretta Nolan Land: Lot 2 DP 1350.	Vol. 7913, Fol. 156.

3.4 Construction Dates

- 48 Redan Street – c. 1998
- 46 Redan- 2019
- 44 Redan Street c. 1899
- 40 & 42 Redan Street – 1909

3.5 44 Redan Street: Alterations & Additions

Table 2 44 Redan Street Historical Timeline

Time	Event
1899	Wilhemina Harriet May Ann Strafford purchases the 35 ¼ perches, Lots 9 and 10 from James Thomas Tillock. Lots 9 & 10 became 44, 46 and 48 Redan Street.

Time	Event
------	-------

16	Allen Mrs. A. F., "Barra Bru"
	Redan Street—West side
	Almora street to Wolseley road
58	Br ttain P., "Kayn-Rinjabi"
54	Metz er P. G.
52	Brenton T., "North Head"
48	McDougall W., "Iona"
46	Strafford Miss W. H., "Allowah"
44	Buss George, "Brooklyn"
42	Wilson H. C., "Yowie"
40	Graham G., "Lanark"
38	Wallace A. F., "Hockley"
32	Curtis Capt. Wilson
30	Lister W. Lister, artist, "Castalla"
28	Burcher A. S., J.P., "The Trossachs"
26	Ryder Mrs. H., "Dan-y-Bryn"
22	Dixon A., "Williamabong"
20	Armstrong Andrew, J.P., "Teralba"
	Armstrong Miss L. E., trained masseuse
	Redan street

Figure 66 Extract of 1913 Sands directory showing 44 Redan Street "Brooklyn" being occupied by George Russ.

Source: Sands Sydney, Suburban and Country Commercial Directory, 1913

1935

12 February 1935 an approved application for a garage to be added at 44 Redan Street. The owner at the time was listed as W. Strafford, the builder was G. Finlay.

4 October 1935 an approved application for alterations and additions to convert the dwelling into 2 flats. The builder was listed as M. Foldsborough/Toldsborough.

13/20	4/10/35	Redan St. 44	Altered into 2 flats.	Est. W. H. Strafford	0
				Foldsborough M. B.	
35/34	12/2/35	Redan St. 44	Garage	Strafford Est.	0
				Finlay G. B.	

Figure 67 Building register noting the conversion into a flat in 1935.

Source: Building Register January 1929–4 August 1937.

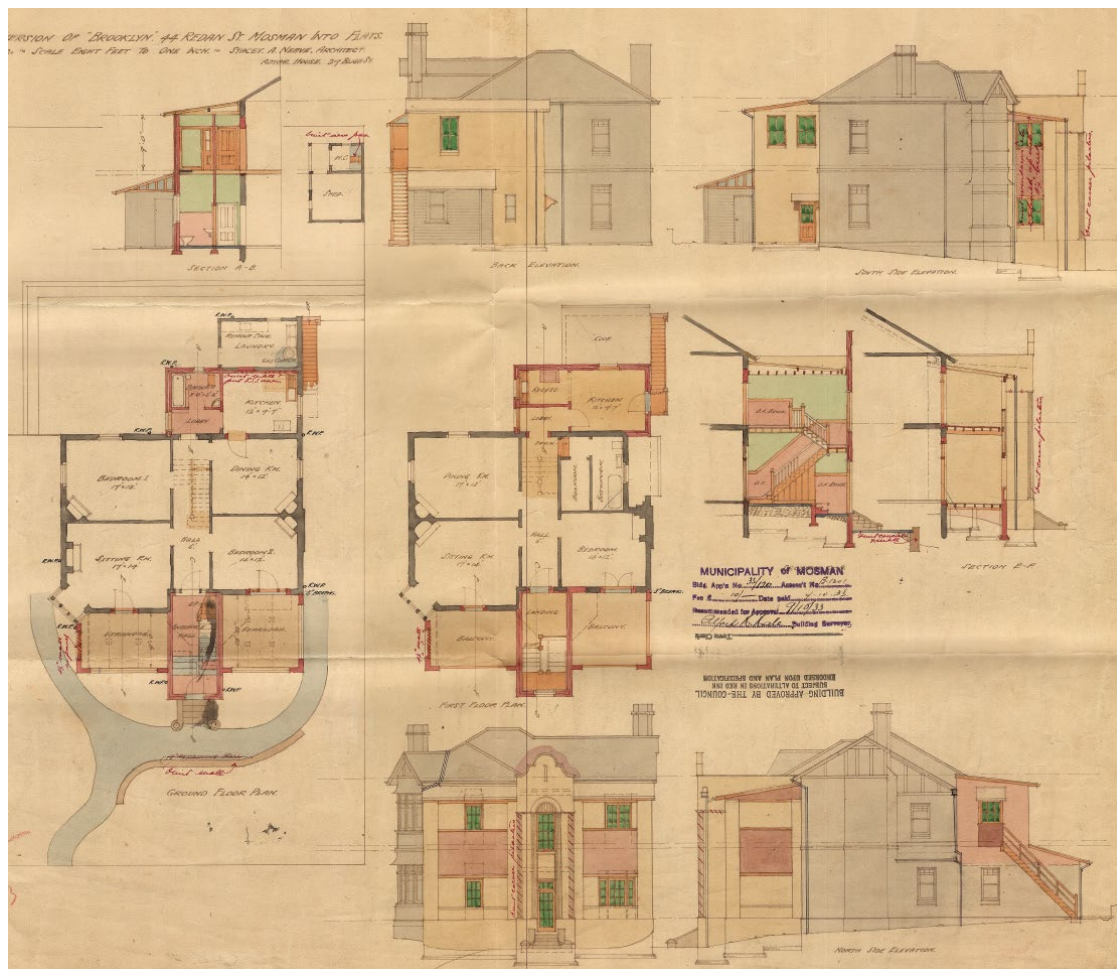


Figure 68 Plans of conversion of 'Brooklyn', 44 Redan Street, Mosman, into flats.

Source: Archived Building Application BA 33/120, 9 October, 1933.

1950

1950 valuation list notes that 'Brooklyn' (44 Redan Street) was a flats and a garage, owned by W.H.M.A Strafford –Strafford Estate managed by Francis Read.¹²

W.H.M.A Strafford – Strafford estate also owned 46 and 48 Redan Street.

¹² Francis Read was likely to be Wilhemina's nephew, her sister married Rev. Richard James Read. Blue Mountains History Journal 2, 2011, p.24.

1231		DEPARTMENT OF THE VALUER GENERAL. N.S.W.—VALUATION LIST							
VALUATION DISTRICT OF		MOSMAN		WARD OR RIDING		BALMORAL		VALUATION NO. 1243	
OWNER'S NAME				OCCUPATION		ADDRESS			
Strafford- Strafford, Est. of W.H.M.A.						C/- P. W. Read, 256 Pitt Street, Sydney.			
LETSEE'S NAME									
COUNTY		PARISH		TOWN OR VILLAGE					
REGD. REF. V0:1268		FO. 164		D.P. 1350		NATURE OF IMPROVEMENTS			
TO TITLE BK.		NO.		OTHER TENURE		Flats & Gsr. Ocean View			
STREET		Redan		SIDE		W.		HOUSE NO. OR NAME	
								"Brooklyn" 44	
DATE VALUED		TAXES		PORTION		SEC.		LOT	
EFFECT IN		VALUATION		RELL.				AREA OR DIMENSIONS	
9.5.50								9/10 80'x120'	
								UNIMPROVED	
								1240	
								IMPROVED	
								3000	
								ASSESSED ANNUAL	
								211	
								REMARKS.	

Figure 69 1950 valuation list for 44 Redan Street.

Source: Mosman Digital Archive, 2025

1964

October 1964 – Application for alterations to flat on upper floor. Applicant listed as Mr H.V.Rice of 45A Spofforth Street, Cremorne.¹³ The records indicate that the application was addressed by Council on 6 November 1964 and work was completed on 17 November 1966.

1967

September 1967 – Approved application for additions and alterations to the flat. Owner listed as H.V. Rice.¹⁴ Records indicated that work was completed on 4 July 1968.

¹³ Archived Building Application BA 64/382, lodged 16.10.1964

¹⁴ Building Register August 1969 – December 1970.



Figure 70 Archived Building Application 1979 for alterations to the flat. Plan shows a different eastern elevation façade to the present one.

Source: Archived Building Application BA268/67



Figure 71 44 Redan Street in 1960s showing eastern façade at the time of buildings use for two flats.

Source: Supplied from private collection



Figure 72 44 Redan Street, showing 1960s façade.

Source: Supplied from private collection

1971

Approval in principle for alterations and additions to duplex flat building to form a single dwelling (BA15/71). Mr GD Forrest, Architect, making application on behalf of Mr G Moore (for owners HV and DM Rice). The Building Surveyor's advice included the following comments:

The existing building at this property comprises a 2-storey duplex residential flat building with double garage in rear yard, with access from Muston Lane.

This application proposes extensive alterations and additions to the building to form a single dwelling house.¹⁵

¹⁵ Works Committee – Building Department, 20 April 1971

Time	Event
	It appears from subsequent records that the property was not returned to use as a single residence until 1975.

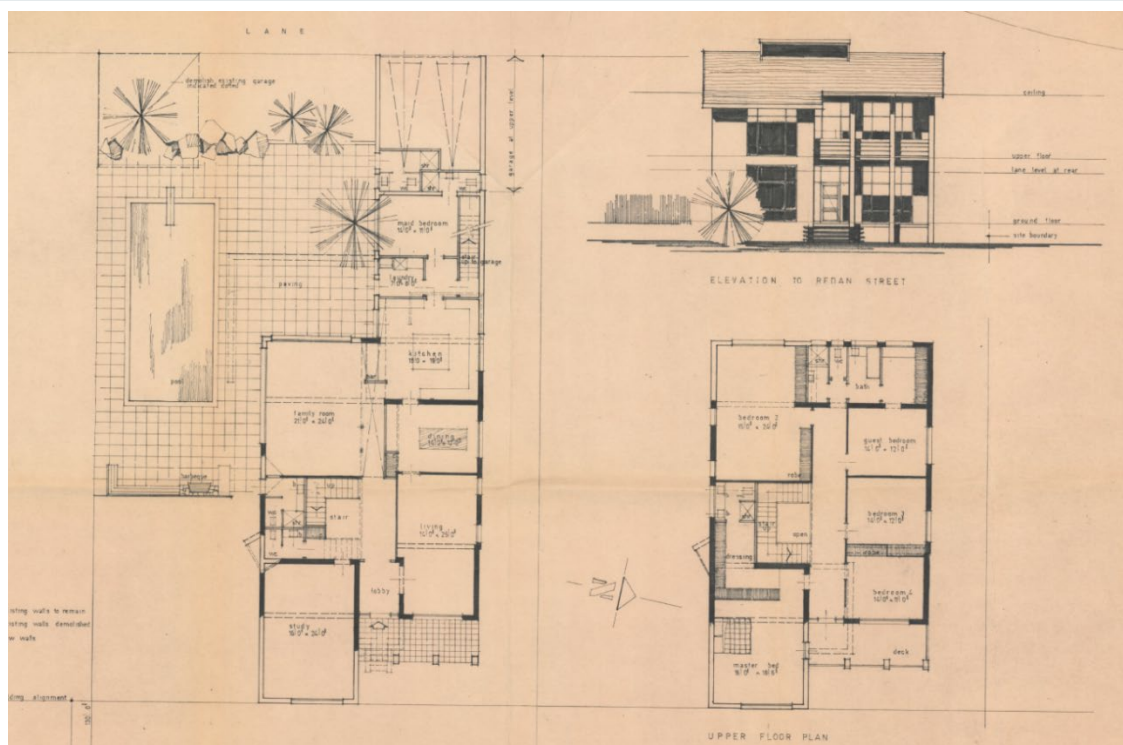


Figure 73 Archived Building Application 1971 showing proposed alterations and additions.

Source: Archived Building Application DCA71/15, 1971

1975 June 1975 – Approved application to convert flats into single dwelling. Owner A.R and C.B. Spring.¹⁶

Approved application (BA 178/75) included the conversion of residential flat into dwelling and proposed verandah construction, removal of kitchen facilities from upper floor and other internal alterations.¹⁷ Works included:

- demolish front stairwell, breakfront and enclosed verandahs;
- demolish rear stairway (north elevation);
- new open timber verandah and balcony railings for Juliette balcony;
- new reinforced concrete slab and rendered brick base to ground floor verandah;
- new sandstone steps in front setting;
- new internal timber stair and balustrade, including new steps at half landing to bedroom and bathroom.

¹⁶ BA 178/75 letter from Mosman Council 25 June, 1975 and Building Register September 1974 – September 1975.

¹⁷ Archived Building Application BA 178/75, June 1975.

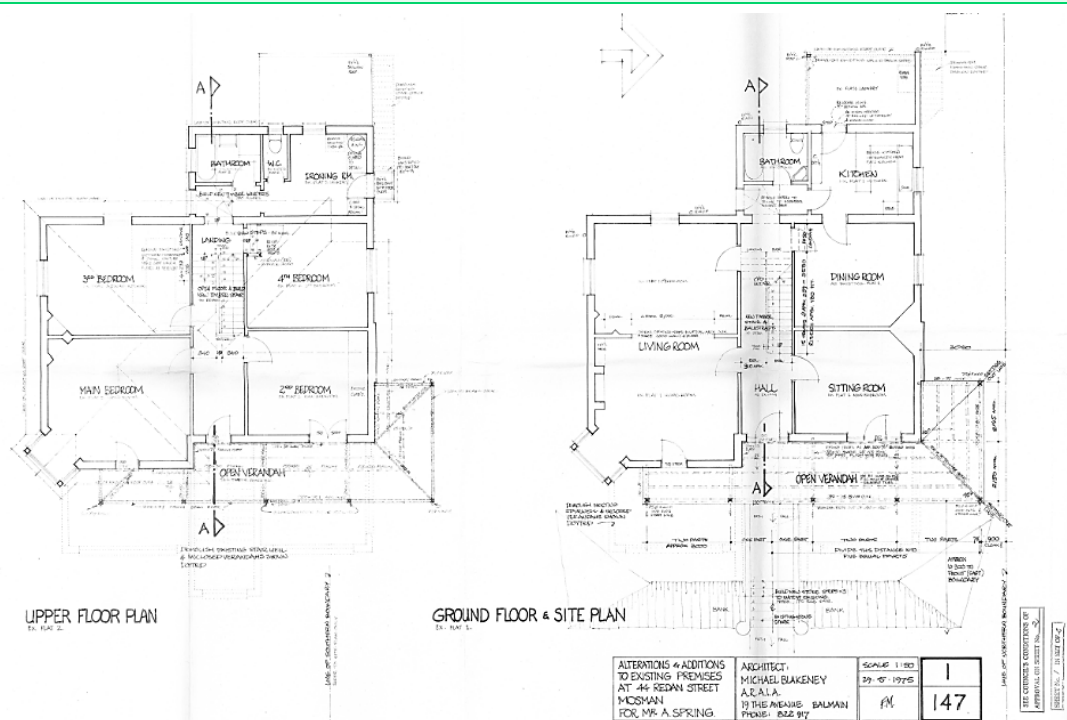


Figure 74 Approved plans from 1975 to convert flats into a dwelling.

Source: Archived Building Application 44 Redan BA17875

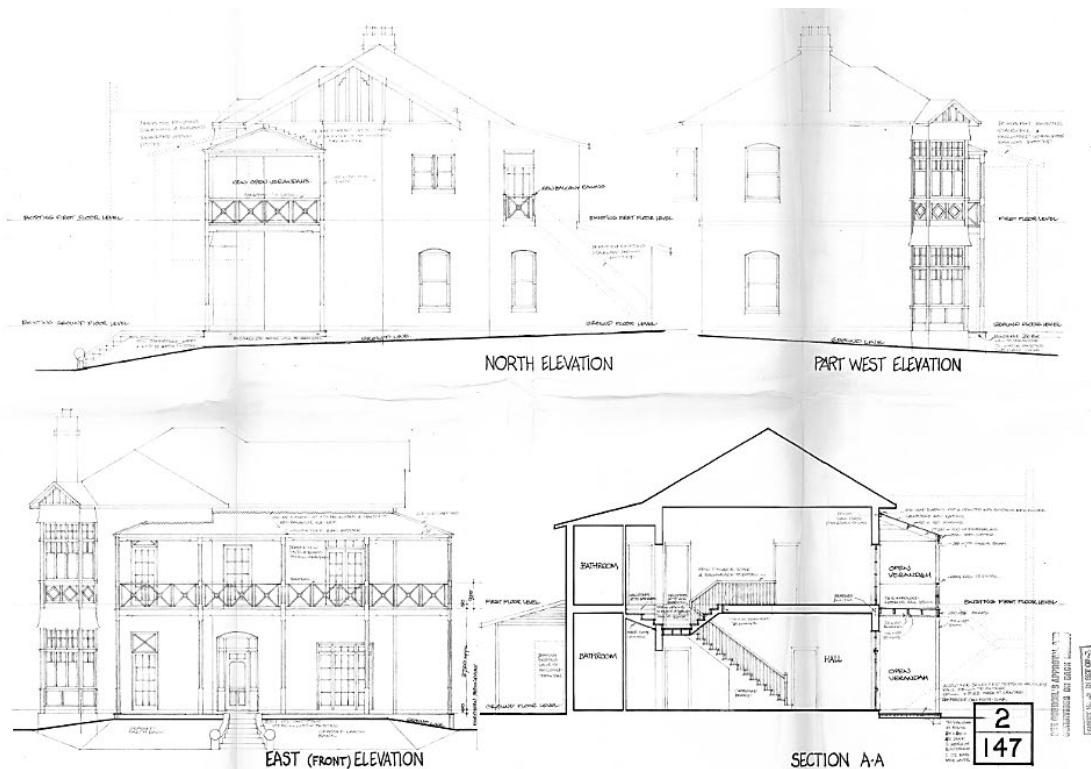


Figure 75 Approved plans from 1975 to add verandah to the dwelling.

Source: Archived Building Application 44 Redan BA17875

1983-1989

August 1983 – Application made for alterations and rear additions by Jamus Holdings P/L,

Time	Event
	builder/architect listed as BWD Architect 16 Harnett Ave, Mosman.¹⁸ Alterations and additions include the removal of existing windows and French doors on the northern elevation and replacing with new ones, new chimney to match existing one, removal of windows and doors at the eastern elevation and replacing with new ones. Application included the addition of a rear brick fence and rear access steps.¹⁹ The 1989 specification of 'work to be done and materials used'²⁰ by Arnold Van Rooijen & Co P/L included the following works: ▪ alterations and addition to air conditioning system, including installation of new ductwork and cutting of openings in brickwork; ▪ demolition of existing walls, section of floors and roofs and breaking out for new window and door openings, and removal of internal fittings, ceilings and services in accordance with architectural plans; ▪ salvage for reuse of bricks, large timber beams and floorboards; ▪ extension of the entry hall; ▪ excavation to achieve FFLs and new concrete slabs on fill to: – family room – breakfast room and kitchen area – laundry – guest bathroom – external paved walkway and stairs ▪ round windows to laundry and 1 bathroom and new skylights; ▪ cut back existing roof and reframe in accordance with architectural plans; ▪ new terracotta roof tiles to whole of roof, including existing areas, newly framed work and garage; ▪ new copper quad gutters and downpipes to the whole of the eaves including existing and new work. Other work included 'restructuring of the roof to eliminate the existing metal lean-to structure on the western side of the building' and work to 'extend the existing maximum ridge line by some three metres towards the north'.²¹

¹⁸ Building Register October 1982 – October 1983 & Archived Building Application 1983, BA324/83 & DA185/83

¹⁹ Archived Building Application 1983, BA294/83.

²⁰ Arnold Van Rooijen & Co. P/L, *Specification of work to be done and materials to be used in the alteration and addition to a residence at 44 Redan Street, Balmoral*, for Mr & Mrs R. Aubin, 11 April 1989.

²¹ Arnold Van Rooijen & Co, letter to Mosman Council, 20 February, 1989.

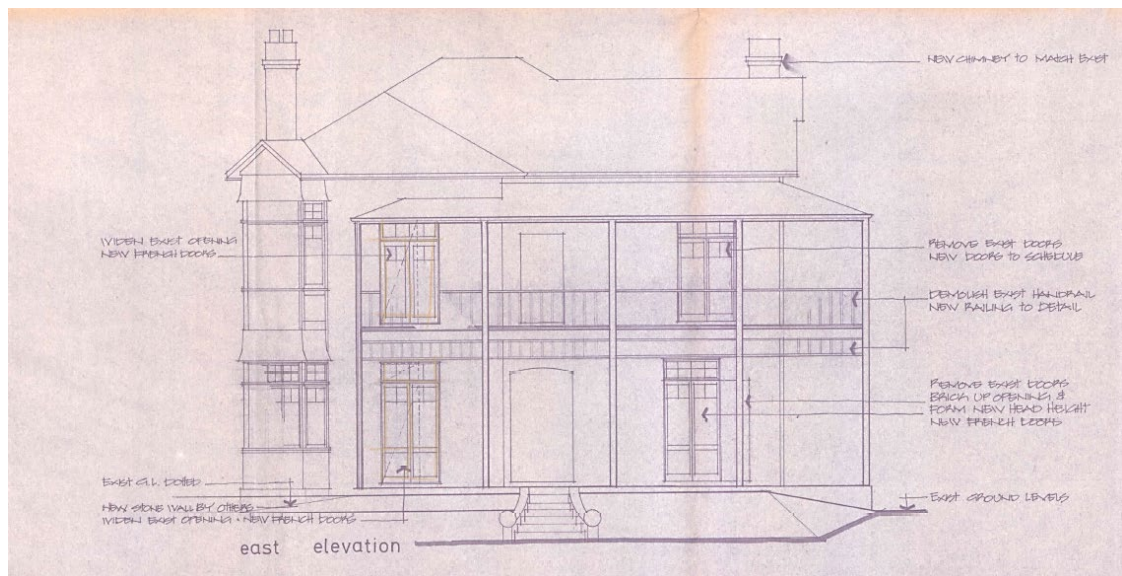


Figure 76 Approved plans 1983 plans showing the layout of the house and proposed works.

Source: Archived Building Application 44 Redan BA324/83

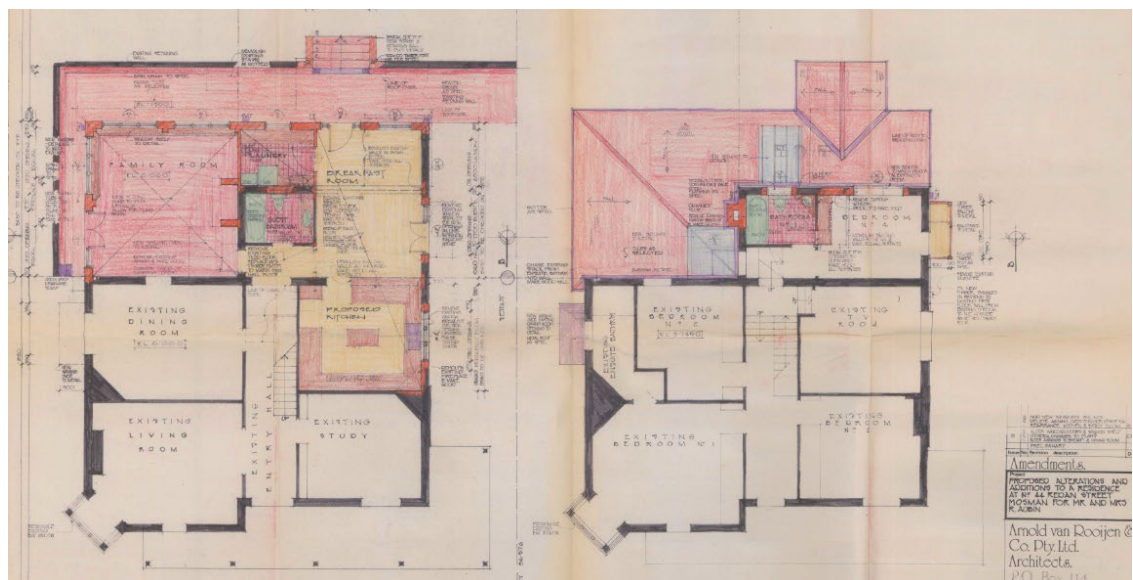


Figure 77 Approved plans 1983 plans for alterations and additions and changes to the floor plan.

Source: Archived Building Application 44 Redan BA324/83

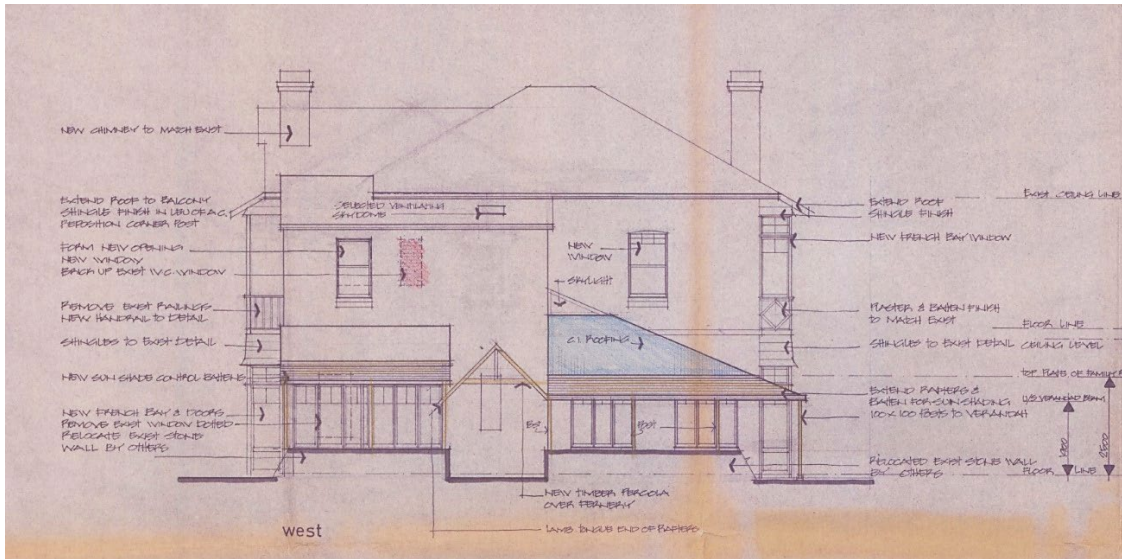


Figure 78 Approved plans 1983 plans for alterations and additions showing new French bay window at the western elevation.

Source: Archived Building Application 44 Redan BA324/83

2012

Approved alterations and additions comprising of changes to roof, two storey extension, new swimming pool, landscaping works, demolition of rear wall to dwelling.²²

2014-2017

Approved alterations and additions to dwelling house comprising of ground floor addition, first floor alterations, skylights, deck to garage, swimming pool and landscaping. Application included removal of internal walls, one external wall for living room extension, removal of northern wall and eastern door of the garage, removal of one bedroom for larger master bedroom ensuite.²³



Figure 79 Extract of approved 2014 DA eastern elevation showing extension.

Source: Plan Shop, 2014

²² Mosman Council, Development Application 8.2010.220.1, November 2010.

²³ Mosman Council, Development Application 8.2014.241.1 17 Dec 2014; 8.2014.241.2 31 May 2016; 8.2014.241.4 22, March 2017

Time	Event
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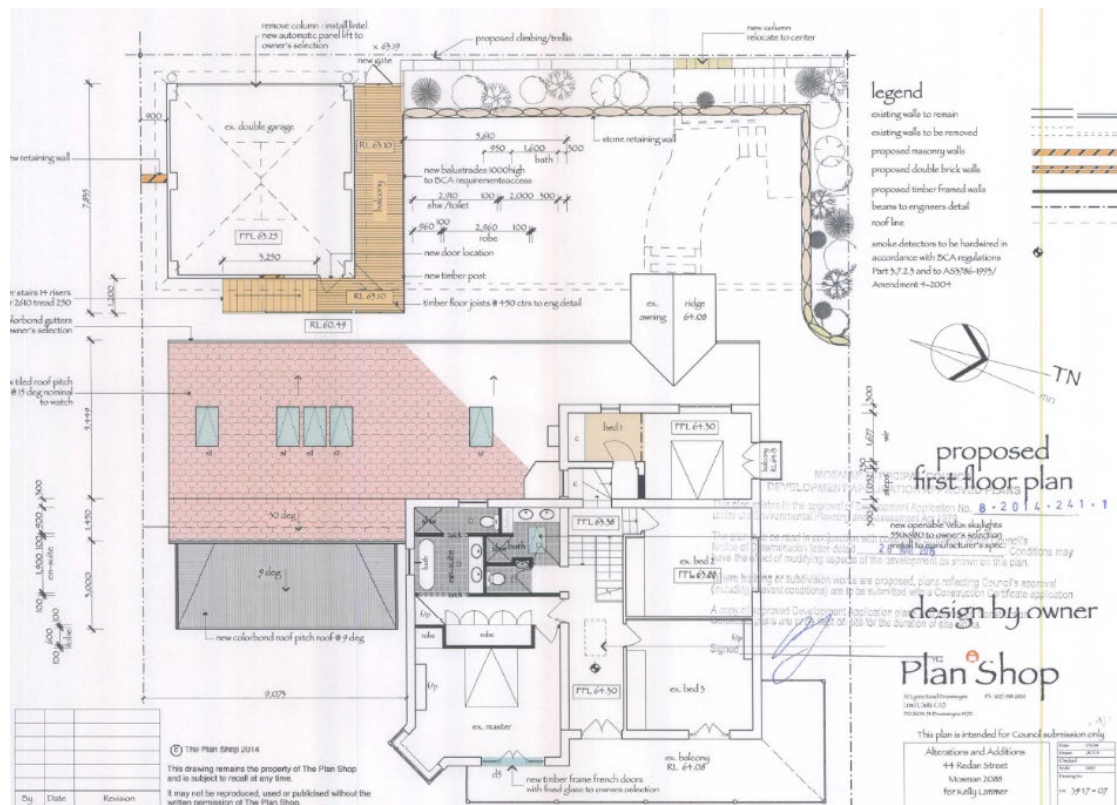


Figure 80 Extract of approved 2014 DA first floor plans.

Source: Plan Shop, 2014

3.6 40, 42, 46 & 48 Redan Street: Alterations & Additions

A review of historical building approvals as well as our onsite observations of extant fabric confirm that the following alterations have been undertaken.

Table 3 Alterations & Additions to 40, 42, 46 and 48

Year/Date	Alterations/Additions	Source
1914	40 Redan Street 'Lanark' addition of a verandah (owner George Graham, Applicant Gus Verrills) 42 Redan Street 'Yowie' addition of a verandah (Owner and applicant H.C Wilson)	Building Register August 1910 – August 1918.
1918	36 Redan Street include a motor garage	Building Register August 1910 – August 1918.
1924	42 Redan Street approved alterations and additions	Building Register January 1923 – September 1925
1925	40 Redan Street approved for alterations and additions	Building Register January 1923 – September 1925
1963	42 Redan Street approved alterations and additions to dwelling (owner C.H. Wilson)	Building Register February 1962 – August 1963

Year/Date	Alterations/Additions	Source
	40 Redan Street approved for garage to dwelling.	
1963	40 Redan Street approved alterations and additions to dwelling (owner M. Stuckgold).	Building Register July 1963 – December 1964.
1965	42 Redan Street approved for alterations to dwelling (owner C.H. Wilson).	Building Register December 1924 – July 1966.
1970	48 Redan Street approved for alterations and additions	Building Register August 1969 – December 1970.
1972	46 Redan Street approved alterations and additions to dwelling.	Building Register March 1972 – June 1973.
1978	42 Redan Street approved application to demolish existing roof structure, Build complete 2 nd storey.	Building Register November 1978– August 1979.

3.7 Overview History of Heritage Items in the Vicinity

3.7.1 Divided Road – Redan Street & Balmoral Avenue

The following historical overview of the Divided Road has been reproduced from NSW State Heritage Inventory entry for the heritage item.

The earliest streets of Mosman were formed along the ridges and were thus long and winding. Contrasting with these were the roads bounding the first residential subdivisions; these were straight streets separating historic land holdings from one another. A third type followed the contours of the land between the ridges and the waterfront. As subdivision burgeoned and development intensified, supplementary access roads multiplied, criss-crossing the earlier alignments and making complicated patterns on the landscape. The hilly terrain made it necessary for many streets to have their carriageways at different levels; or produced streets with an embankment on one side and a cutting on the other; or compelled streets to slope steeply; or, surprisingly commonly, prevented the actual formation of streets which had been laid out only on paper. Modes of transport have also been historical factors. A horse and rider could handle terrain impossible for a horse-drawn carriage, while a carriage could negotiate irregular tracks that were impracticable for a motor vehicle. Bigger vehicles like buses and trams required gentler gradient curves which in some areas necessitated substantial cuttings and embankments. An incidental historical observation is that as technology developed, it became possible to build on and service very steep sites facing very difficult roads, making them attractive for subsequent development. All these historical factors have helped to shape Mosman's streets and the consequent character of the place.²⁴

Early roads in Mosman Early Roads in Mosman were cleared tracks that lead from reserved roads and the harbour.²⁵ Raglan Road was laid from Mosman Junction to Mosman Bay in 1870. The roads in Mosman followed the cardinal points due north and south and due east and west. There were no attempts made to

²⁴ NSW State Heritage Inventory, Divided Road LEP (LEP I440), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060429> and NSW State Heritage Inventory, Divided Road LEP (LEP I321), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060029>

²⁵ Mosman Memories, Brief History of Mosman and its Streets, <https://mosmanmemories.net/about/15/brief-history-of-mosman-and-its-streets>.

apply town planning principles to Mosman's terrain which added further complications which resulted in winding, steep and divided roads and dead ends.²⁶

Early roads were not sealed and had no drainage. Raglan Road was surfaced in 1893, 23 years after it was established.



Figure 81 1922 example of the road under construction in Mosman. Note the steep terrain.

Source: Mosman Council Archives,
<https://mosmancouncil.canto.com/v/localstudies/smartalbum/image?column=image&id=b9tv512e3l3qfcc41ae7fh3560&viewIndex=0>

Redan Street divided road has a carriageway that has a significant rock wall and landscaped embankment. Footways have been cut into the rock wall to provide access to the dwellings. The road narrows to the south where the character of the divided road is more evident with the significant rock wall and footways being at a different level from the carriageway.

3.7.2 Pair of Detached Houses

The following historical information of the semi-detached residences at 36 & 38 Redan Street has been reproduced from NSW State Heritage Inventory entry for the heritage item.

²⁶ Ibid.

The land was subdivided in 1882. There is no record of occupancy until 1913, when Henry F Titohen occupied No. 36 and it was named 'Olway' and Robert O Jasins occupied No. 38 which was called 'Astor'.²⁷

3.7.3 House, 29 Redan Street

No historical information pertaining to the heritage listed residence at 29 Redan Street is available in the NSW State Heritage Inventory entry for the heritage item.

3.7.4 Electrical Substation 205, Redan Street

Electricity was connected to Mosman from 1915, supplied by the Municipal Council of Sydney from Pyrmont Power Station. A major substation was erected near Mosman Junction with distribution sub-stations scattered throughout the district. The main substation has been superseded and replaced but the minor substations largely remain as built. They form a neat collection of urban substations from the early nineteenth century.²⁸

3.7.5 House, 52 Almora Street

The property at 52 Almora Street forms part of land originally granted to William Hellyer in 1853 and later subdivided during the late nineteenth century as Mosman transitioned from large landholdings to a residential suburb. Almora Street was established during this early subdivision phase, with development intensifying in the early twentieth century following improved transport connections and growing residential demand. The dwelling at No. 52, known as *Cyrene*, was constructed in 1907 during this period of consolidation and reflects the Federation-era expansion of Mosman as a desirable residential area.

The house is a substantial two-storey Federation Queen Anne residence, designed to address its prominent corner site with a corner bay and double-height verandah. It has remained in private residential use since its construction.

No historical information pertaining to the heritage listed residence at 52 Almora Street is available in the NSW State Heritage Inventory entry for the heritage item.

²⁷ NSW State Heritage Inventory, Pair of semi-detached houses (LEP I262), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060436>.

²⁸ NSW State Heritage Inventory, Electrical Substation 205 (LEP I263), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060432>

4 Heritage Significance

4.1 What is Heritage Significance

Before undertaking change a listed heritage item, a property within a heritage conservation area, or a property located in proximity to a listed heritage item, it is important to understand the heritage values of the place and its broader heritage context. This understanding will underpin the approach to any proposed changes and identify what is important and why, and how these values can be protected. Statements of heritage significance summarise the heritage values of a listed heritage item – why it is important and why a statutory listing was made to protect these values.

4.2 Heritage Listings

4.2.1 Subject Site Heritage Listings

The subject site is located within the Mosman Council Local Government Area (LGA). It is not located within a heritage conservation area nor are there any individually listed heritage items within the subject site under any statutory instrument. The subject site however is located within vicinity of the following heritage items:

- ‘Divided Road’ Redan Street (LEP I440).
- ‘Pair of semi-detached houses’ 38 and 36 Redan Street (LEP I262).
- ‘House’, 29 Redan Street (LEP I261).
- ‘Electrical Substation 205’, Redan Street (LEP I263)

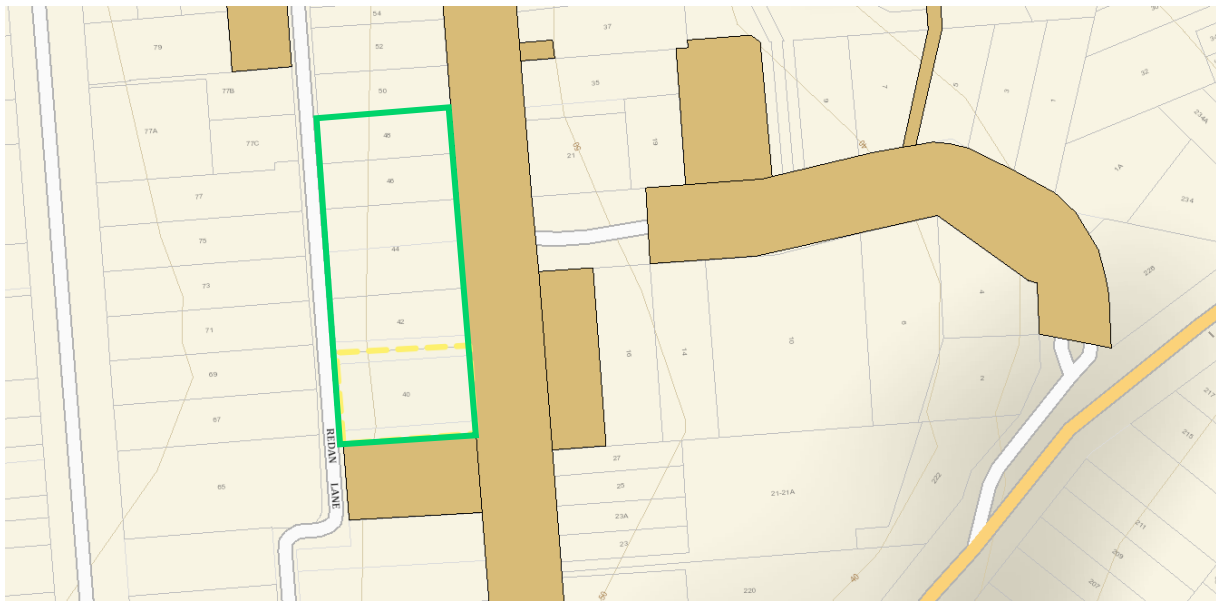


Figure 82 Heritage map showing the subject site outlined in green.

Source: NSW Planning Portal ePlanning Spatial Viewer, 2025.

4.3 Subject Site Significance Assessment

There are generally four levels of heritage significance used in Australia: local significance, State significance, national significance and world significance. The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. To be considered for heritage listing for local significance, an item must meet at least one of the seven assessment criteria. To be considered for heritage listing for State significance, an item must meet

at least two of the seven assessment criteria, or be considered by the Heritage Council of NSW to be of such particular significance under one criterion to warrant listing.

The following assessment of heritage significance has been prepared in accordance with the Heritage NSW 'Assessing Heritage Significance' guidelines (2023) to determine whether the subject site meets the requisite threshold for heritage listing and at what significance level.

Criterion A – Historic Significance	
Significance Indicators	Significance Assessment
☐ Association with an event, or series of events, of historical, cultural or natural significance. ☐ Demonstration of important periods or phases in history. ☐ Association with important cultural phases or movements. ☐ Demonstration of important historical, natural or cultural processes or activities. ☐ Symbolism and influence of place for its association with an important historical, natural or cultural event, period, phase or movement.	The dwellings that make up the subject site reflect the early subdivision for residential development that started in 1890s. At this time Mosman was being developed and subdivided into smaller lots to be redeveloped for residential purposes. However, the residential development of Redan Street, including the subject site at 40–48 Redan Street, is not associated with specific key historical events and is not considered unique for Mosman. There is evidence of periodic and notable alterations to 40, 42 and 44 Redan Street that have adversely affected the historical association, including alteration of the street facing façades. The subject site does not meet the criteria for heritage listing under this criterion.
Criterion B – Historical Association	
☐ A key phase(s) in the establishment or subsequent development at the place or object was undertaken by, or directly influenced by, the important person(s) or organisation. ☐ An event or series of events of place over an extended period historical importance occurring at the place or object were undertaken by, or directly influenced by, the important person(s) or organisation. ☐ One or more achievements for which the person(s) or organisation are considered important are directly linked to the place or object.	Relevant parties associated with the built form development on the subject site have been identified in the heritage documentation where possible. There is no evidence that any of the identified parties were either prominent people / groups of people or otherwise made a recognisable contribution to the history of the local area. Research has not identified any historically significant persons associated with the dwellings on the subject site, either as owners or occupants, nor is the design or construction of the dwellings attributed to any architect or builder of historical note. The subject site does not meet the criteria for heritage listing under this criterion.
Criterion C – Aesthetic/Creative/Technical	
☐ Recognition as a landmark or distinctive aesthetic natural environment. ☐ Recognition of artistic or design excellence. ☐ Represents a breakthrough or innovation in design, fabrication or construction technique,	40, 42 and 44 are of Federation style houses that were built c. 1900. However, all three houses have been highly altered and modified over time. 44 Redan Street, the oldest of the houses, has been altered and modified significantly since its original

including design/technological responses to changing social conditions. ☐ Distinctiveness as a design solution, treatment or use of technology. ☐ Adapts technology in a creative manner or extends the limits of available technology.	construction, with elements that have been added as faux Federation style features. The buildings are not notable or outstanding example of their styles in the local area and do not demonstrate: ▪ architectural (technical or aesthetic) distinction; ▪ landmark presence; ▪ notable streetscape presentation; ▪ innovation, creative accomplishment or technical achievement. More representative examples of the Federation style are seen in the vicinity items such as 29 Redan Street. 46 and 48 Redan Street are demonstrably modern buildings and are not of heritage aesthetic, creative or technical significance. The subject site does not meet the criteria for heritage listing under this criterion.
Criterion D – Social, Cultural and Spiritual	
☐ Highly regarded by a community as a key landmark (built feature, landscape or streetscape) within the physical environment. ☐ Important to the community as a landmark within social and political history. ☐ Important as a place of symbolic meaning and community identity. ☐ Important as a place of public socialisation. ☐ Important as a place of community service (including health, education, worship, pastoral care, communications, emergency services, museums). ☐ Important in linking the past affectionately to the present.	The subject site comprises private dwellings. Desktop research has not identified that the dwellings are of particular importance to the community or a recognisable landmark. The subject site does not meet the criteria for heritage listing under this criterion.
Criterion E – Research Potential	
☐ Comparative analysis ☐ Potential to improve knowledge of a little-recorded aspect of an area's past or to fill gaps in our existing knowledge of the past. ☐ Potential to inform/confirm unproven historical concepts or research questions relevant to our past. ☐ Potential to provide information about single or multiple periods of occupation or use.	There is no evidence to suggest further investigation of the site would further an understanding of the historical period. This report does not assess archaeological potential however research to date has not identified evidence of earlier construction or occupation on the site. Separate Aboriginal Cultural Heritage Assessment and Historical Archaeological Assessment reports

☐ Potential to yield site-specific information that would contribute to an understanding of significance against other criteria.	have been prepared by Urbis and are submitted with the application. These reports concluded: Aboriginal Cultural Heritage Assessment: No known Aboriginal objects, or Aboriginal places have been identified that are within the curtilage of the subject area. Although rock outcrops may once have existed within the subject area and served as a focus of activity in the past, the scale and extent of modern excavation and levelling are considered to have very likely removed any such features. Historical Archaeological Assessment: Due to the extent of modern development, this assessment has identified Low archaeological potential across the extent of the subject area. Potential archaeological remains are unlikely to meet criteria for significance at a Local or State level and not considered a relic. The subject site does not meet the criteria for heritage listing under this criterion.
Criterion F – Rare	
☐ Rare surviving evidence of an event, phase, period, process, function, movement, custom or way of life in an area's history that continues to be practised or is no longer practised. ☐ Evidence of a rare historical activity that was considered distinctive, uncommon or unusual at the time it occurred. ☐ Distinctiveness in demonstrating an unusual historical, natural, architectural, archaeological, scientific, social or technical attribute(s) that is of special interest. ☐ Demonstrates an unusual composition of historical, natural, architectural, archaeological, scientific, social or technical attributes that are of greater importance or interest as a composition/collection.	The subject site features a mix of typologies that are common in the area and the broader Mosman LGA, with similar dwellings found in the surrounding area. Comparative examples in the local area better demonstrate aspects of Federation period architecture, which architectural style and period of development are not rare or 'endangered'. The subject site does not meet the criteria for heritage listing under this criterion.
Criterion G – Representative	
☐ A class of places or objects that demonstrate an aesthetic composition, design, architectural style, applied finish or decoration of historical importance. ☐ Representative of a class of places that demonstrate a construction method, engineering design, technology, or use of materials, of historical importance.	While 40, 42 and 44 Redan Street are recognisable as Federation style houses, they have been modified and altered over time in a way that has changed the original appearance. In the case of 44 Redan Street, the alterations have been done in a faux federation style with additions dating to the 1980s. The extensions and additions to the house have altered the original house form.

☐ Representative of a class of places that demonstrate an historical land use, environment, function, or process, of historical importance. ☐ Representative of a class of places that demonstrates an ideology, custom or way of life of historical importance.	46 and 48 Redan Street are noticeably modern dwellings. The built form development of on the subject site: - cannot be considered fine, intact or pivotal examples of their class and type in the local area; - do not demonstrate an adequate range of characteristics that define their class and type in the local area; and - are not notable examples of their class and type in the local area. The subject site does not meet the criteria for heritage listing under this criterion.
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4.4 Statements of Significance

4.4.1 The Subject Site Statement of Significance

The subject site dwellings 40–48 Redan Street, Mosman have been assessed as not meeting the criteria for heritage listing. The dwellings are a mix of typologies including modern dwellings and significantly modified Federation period dwellings that do not demonstrate particular historical associations, aesthetic merit, rarity or representativeness.

4.4.2 Vicinity Heritage Items Statement of Significance

The following table outlines the established statements of significance for relevant heritage items in the vicinity of the subject site.

Vicinity Heritage Item	Established Statement of Significance
'Divided Road Redan Street' (LEP I440)	<i>Mosman's divided roads are integral to the Municipality's visual character and sense of place. Built as a utilitarian response to the steep harbourside topography, they reflect, in their fabric and construction technology, the development of Mosman's suburban structure. The large collection of these features makes Mosman instantly and uniquely recognisable.</i> <i>This item is aesthetically representative locally. This item is historically representative locally.²⁹</i> It is noted that Section 6.9 of the Mosman Residential DCP 2012³⁰ identifies significant rock faces/retaining walls on Redan Street, which while not individually listed, are considered contributing elements to the divided road, with natural rock faces and sandstone retaining walls and cuttings comprising a significant part of the unique character of Mosman.

²⁹ NSW State Heritage Inventory, Divided Road (LEP I440), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060429>.

³⁰ Mosman Residential Development Control Plan 2012, section 6.9 Significant rock faces and retaining walls, p.111.

Vicinity Heritage Item	Established Statement of Significance
'Pair of semi-detached houses', 36 & 38 Redan Street (LEP I262)	<i>A rare and elegant pair of semi-detached residences that employs a number of innovative features in its design that help to visually unite its separate parts. This item is aesthetically rare statewide. This item is historically representative locally.</i> ³¹
'House', 29 Redan Street (LEP I261)	<i>A good intact example of a large Federation style residence. Its location on a prominent corner site and its garden setting and fence, contributes to its significance. This item is aesthetically representative locally.</i> ³²
'Divided Road' Balmoral Avenue (LEP I321)	<i>Mosman's divided roads are integral to the municipality's visual character and sense of place. Built as a utilitarian response to the steep harbourside topography, they reflect, in their fabric and construction technology, the development of Mosman's suburban structure. The large collection of these are features that makes Mosman instantly and uniquely recognisable.</i> ³³
'Electrical Substation 205', Redan Street (LEP I263)	<i>A small but essential urban utility building which, in the local context, has been designed to complement the environment. It demonstrates the attention to aesthetics prevalent in the area in the period and is a relic of the first phase of electricity supply in the suburb. Forms part of a fine collection of architecturally stylised substations in the Municipality.</i> ³⁴
'Electricity Substation 205', Redan Street (S170 3430349)	<i>The Redan Street substation is an unusual Interwar Georgian Revival substation building that is constructed in pale cream face brickwork. It is located within the Balmoral Precinct of the Mosman Urban Conservation Area [sic]³⁵. It was built by the Municipal Council of Sydney as a part of the expansion of the electricity network to the suburbs in the 1920s.</i> ³⁶
'House', 52 Almora Street (LEP I13)	<i>It forms an impressive focal point at the intersection of Arbutus and Upper Almora Streets. Its corner bay is emphasised by an elaborate timber double height verandah.</i> ³⁷

³¹ NSW State Heritage Inventory, Pair of semi-detached houses (LEP I262).
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060436>

³² NSW State Heritage Inventory, House (LEP I261),
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060032>

³³ NSW State Heritage Inventory, Divided Road (LEP I321),

³⁴ NSW State Heritage Inventory, Electrical Substation 205 (LEP I263),
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060432>

³⁵ The area of Redan Street, including the subject site, the electrical substation and heritage items in the vicinity, is not located within a heritage conservation area. The relevant statement of significance dates to 2007. A review of *Mosman LEP 1998* applying at that time confirms that 'Mosman Urban Conservation Area' was not listed under Schedule 2A (Heritage Conservation Areas).

³⁶ NSW State Heritage Inventory, Electricity Substation 205 (S170 3430349),
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=3430349>

³⁷ NSW State Heritage Inventory, House (LEP I13),
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060506>

5 Proposal

5.1 Background

5.1.1 Low to Mid Rise Housing Policy

Current State Government planning initiatives seek to increase housing choice and diversity across metropolitan Sydney, including through the delivery of low- and mid-rise residential development in accessible locations. The NSW Low- and Mid-Rise Housing Policy is implemented through the State Environmental Planning Policy (Housing) 2021 and applies to residential land located within 800 metres walking distance of designated town centres and train or light rail stations.

Under this framework, areas to which the policy applies are identified through State-wide mapping and proximity thresholds. The mapping process establishes where the policy may apply but does not, in itself, resolve site-specific matters relating to environmental constraints, built form response or local context.

Where development is proposed within an area identified by the Low- and Mid-Rise Housing Policy, detailed consideration of site-specific matters occurs at the development application stage, including assessment of environmental heritage, urban design, amenity and other relevant planning considerations.

The subject site is located within 800 metres walking distance of the Spit Junction town centre and is therefore identified within an area to which the Low- and Mid-Rise Housing Policy applies. This Heritage Impact Statement has been prepared to assess the implications of the proposed development for nearby heritage items within that statutory planning framework.

For clarity, this HIS does not conclude that Chapter 6 of State Environmental Planning Policy (Housing) 2021 applies as a matter of law. That is ultimately a matter for the consent authority having regard to the statutory provisions, including Clause 164. This HIS proceeds on the basis that the subject site at 40-48 Redan Street is not itself a heritage item and does not contain a heritage item, and separately assesses the heritage impacts of the proposal on heritage items in the vicinity, including the 'Divided Road' Redan Street (LEP I440), 36-38 Redan Street (LEP I262), 29 Redan Street (LEP I261) and the electricity substation on Redan Street (LEP I263). Accordingly, this Heritage Impact Statement assesses the proposal on the basis that, irrespective of the statutory application of the Low and Mid-Rise Housing Policy, the development must demonstrate an appropriate heritage response. The assessment focuses on whether the refined form and expression of the development achieve compatibility with the surrounding heritage context, rather than on the planning merits of the LMR policy itself.



Figure 83 Extract from the LMR Viewer, showing the subject site indicated in green. Note the relation of the subject site to the Spit Junction town centre.

Source: LMR Viewer, 2025.

5.2 The Proposal

The application seeks development consent for the redevelopment of the site for a multi-storey in-fill affordable housing residential development comprising 53 dwellings.

Specifically, this application seeks approval for the following:

- Demolition of the existing structures on site, including 5 dwellings and associated vehicle crossovers.
- Site preparation works including:
 - Tree removal.
 - Excavation across the site.
- Construction of a multi-storey residential flat building comprising:
 - Two levels of basement for 106 car parking spaces, bicycle parking, building services, storage and plant.
 - 53 residential dwellings in 2-, 3- and 4-bedroom configurations.
 - Communal open space provided at multiple levels within the development, including Levels 1, 2 & 5.
- Provision of vehicular access to the basement from Redan Street. To the extent that any physical works are required within the Redan Street road reserve or public domain to facilitate that access, those works are to be subject to any required separate approval, condition or detailed design process, including any approval required under the *Roads Act 1993*.
- Provision of 15% affordable housing to be managed by a community housing provider for a period of 15 years from date of the Occupation Certificate.
- Extension, augmentation and connection of physical infrastructure and utilities as required to service the development.

Urbis has been provided with drawing documentation prepared by FJC Studio. This HIS has relied on these plans for the impact assessment include in Section 6. Extracts of the proposed plans are also provided overleaf. Full size plans should be referred to for detail.

Table 4 Architectural Documentation

Author	Drawing No.	Drawing Title	Revision	Date
FJC Studio	0000	Cover Page	C	23.06.2026
Site Plan				
FJC Studio	1000	Site Plan	C	23.06.2026
FJC Studio	1001	Site Analysis	C	23.06.2026
Demolition				
FJC Studio	1501	Demolition Plan	C	23.06.2026
GFA Floor Plans				
FJC Studio	21B1	Basement 1	C	23.06.2026
FJC Studio	21B2	Basement 2	C	23.06.2026
FJC Studio	2102	Ground Floor Plan	C	23.06.2026
FJC Studio	2103	Level 1 Plan	C	23.06.2026
FJC Studio	2104	Level 2 Plan	C	23.06.2026
FJC Studio	2105	Level 3 Plan	C	23.06.2026
FJC Studio	2106	Level 4 Plan	C	23.06.2026
FJC Studio	2107	Level 5 Plan	C	23.06.2026
FJC Studio	2108	Level 6 Plan	C	23.06.2026
FJC Studio	2109	Level 7 Plan	C	23.06.2026
FJC Studio	2110	Level 8 Plan	C	23.06.2026
FJC Studio	2111	Level 9 Plan	C	23.06.2026
FJC Studio	2112	Level 10 Plant	C	23.06.2026
FJC Studio	2113	Roof Plan	C	23.06.2026
GFA Plans				
FJC Studio	2800	GFA Plans	C	23.06.2026
FJC Studio	2801	GFA Plans	C	23.06.2026
Elevations				
FJC Studio	3000	Elevation North	C	23.06.2026
FJC Studio	3001	Elevation East – Redan Street	C	23.06.2026
FJC Studio	3002	Elevation South	C	23.06.2026
FJC Studio	3003	Elevation West – Redan Lane	C	23.06.2026
Sections				
FJC Studio	4000	Section 1 EW North	C	23.06.2026

Author	Drawing No.	Drawing Title	Revision	Date
FJC Studio	4001	Section 2 EW Centre	C	23.06.2026
FJC Studio	4002	Section 3 EW South	C	23.06.2026
FJC Studio	4003	Section 4 NS	C	23.06.2026
FJC Studio	4004	Section 5 NS 2	C	23.06.2026
Compliance				
FJC Studio	6000	Solar and No Solar Compliance	C	23.06.2026
FJC Studio	6001	Solar and No Solar Compliance	C	23.06.2026
FJC Studio	6002	Sun Eye Views	C	23.06.2026
FJC Studio	6003	Cross Ventilation	C	23.06.2026
FJC Studio	6004	Cross Ventilation	C	23.06.2026
FJC Studio	6005	Communal Open Space	C	23.06.2026
FJC Studio	6006	Deep Soil Zones	C	23.06.2026
FJC Studio	6007	Shadow Analysis June 21 9am-3pm	C	23.06.2026
FJC Studio	6008	Adaptable and Silver Living Compliance	C	23.06.2026
FJC Studio	6009	Adaptable and Silver Living Compliance	C	23.06.2026
FJC Studio	6010	Pre-Adapted and Post-Adapted Apartment Layouts	C	23.06.2026
FJC Studio	6011	Pre-Adapted and Post-Adapted Apartment Layouts	C	23.06.2026
FJC Studio	6012	Pre-Adapted and Post-Adapted Apartment Layouts	C	23.06.2026
FJC Studio	6013	Landscaped Area	C	23.06.2026
FJC Studio	6014	Apartment Storage	C	23.06.2026
FJC Studio	6015	Apartment Storage	C	23.06.2026
FJC Studio	6016	Storage Ground	C	23.06.2026
FJC Studio	6017	Storage Basement 1	C	23.06.2026
FJC Studio	6018	Storage Basement 2	C	23.06.2026
FJC Studio	6020	Elevational Shadows, June 21 9am-3pm, 38 Redan St N	C	23.06.2026
FJC Studio	6021	Elevational Shadows, June 21 9am-3pm, 29 Redan St N	C	23.06.2026
FJC Studio	6022	Elevational Shadows, June 21 9am-3pm, 29 Redan St W	C	23.06.2026
FJC Studio	6100	Apartment Matrix	C	23.06.2026
Supplementary Drawings				
FJC Studio	9000	Carpark Entry	C	23.06.2026
FJC Studio	9001	Terraces Travel Paths	C	23.06.2026

Author	Drawing No.	Drawing Title	Revision	Date
FJC Studio	9002	Materiality	C	23.06.2026
ADG Compliance				
FJC Studio	9102	Ground Floor Plan	C	23.06.2026
FJC Studio	9103	Level 1 Plan	C	23.06.2026
FJC Studio	9104	Level 2 Plan	C	23.06.2026
FJC Studio	9105	Level 3 Plan	C	23.06.2026
FJC Studio	9106	Level 4 Plan	C	23.06.2026
FJC Studio	9107	Level 5 Plan	C	23.06.2026
FJC Studio	9108	Level 6 Plan	C	23.06.2026
FJC Studio	9109	Level 7 Plan	C	23.06.2026
FJC Studio	9110	Level 8 Plan	C	23.06.2026
FJC Studio	9111	Level 9 Plan	C	23.06.2026

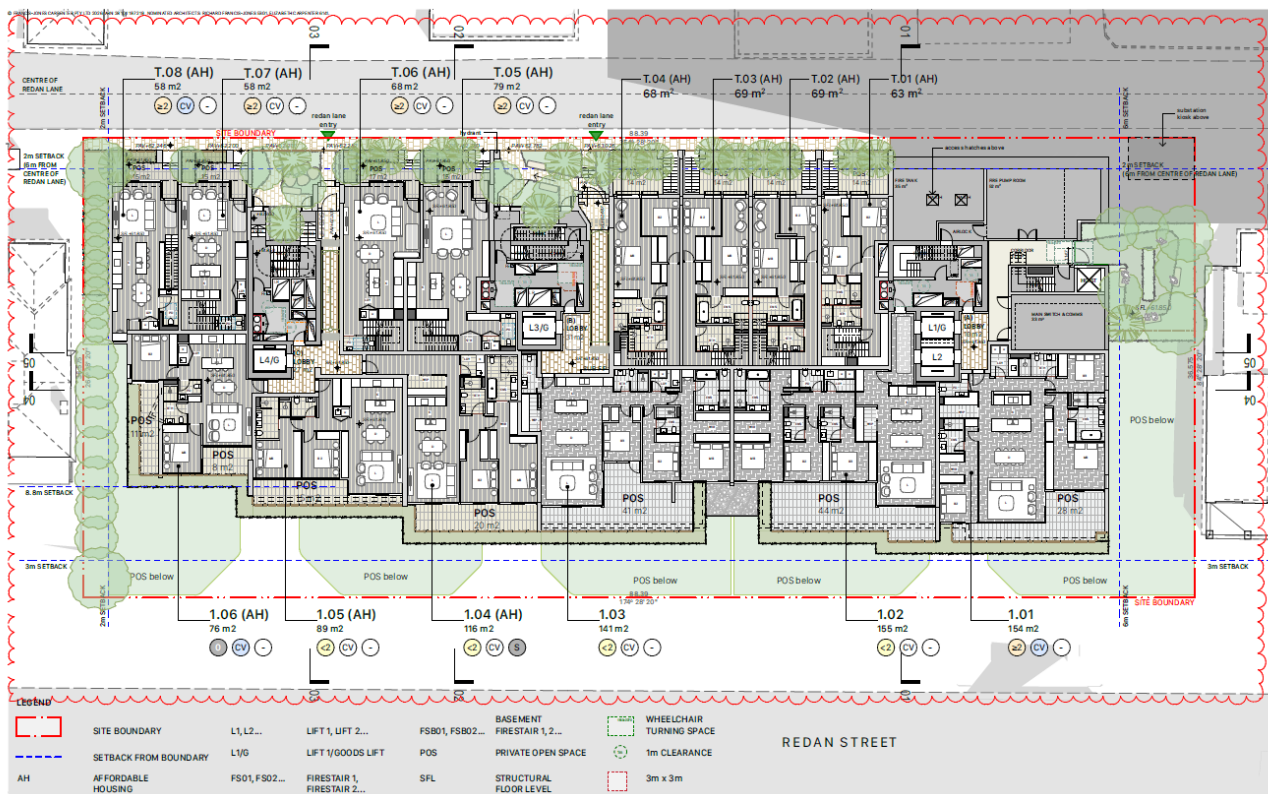


Figure 88 Level 1 Plan (2103)

Source: FJC Studio

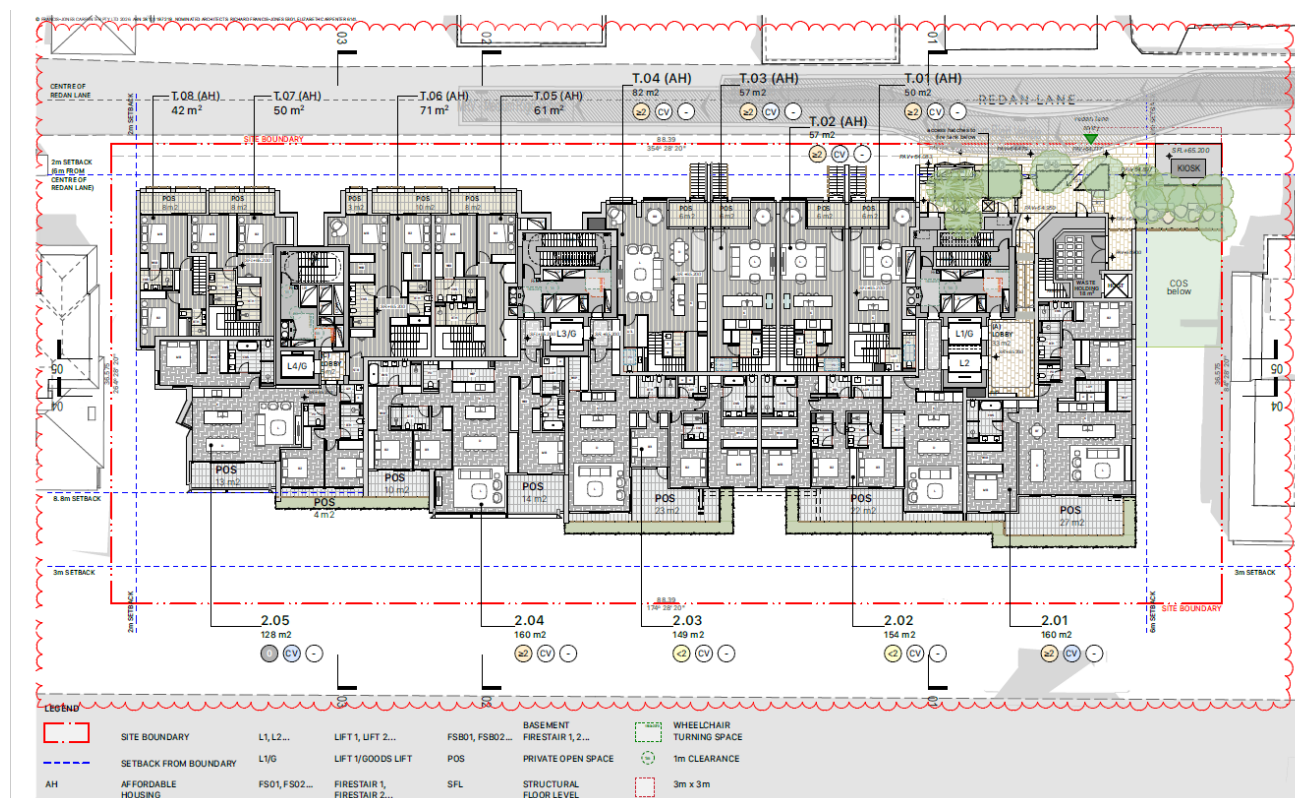


Figure 89 Level 2 Plan (2104)

Source: FJC Studio



Figure 90 Level 3 Plan (2105)

Source: FJC Studio



Figure 91 Level 4 Plan (2106)

Source: FJC Studio



Figure 92 Level 5 Plan (2107)

Source: FJC Studio



Figure 93 Level 6 Plan (2108)

Source: FJC Studio



Figure 94 Level 7 Plan (2109)

Source: FJC Studio



Figure 95 Level 8 Plan (2110)

Source: FJC Studio

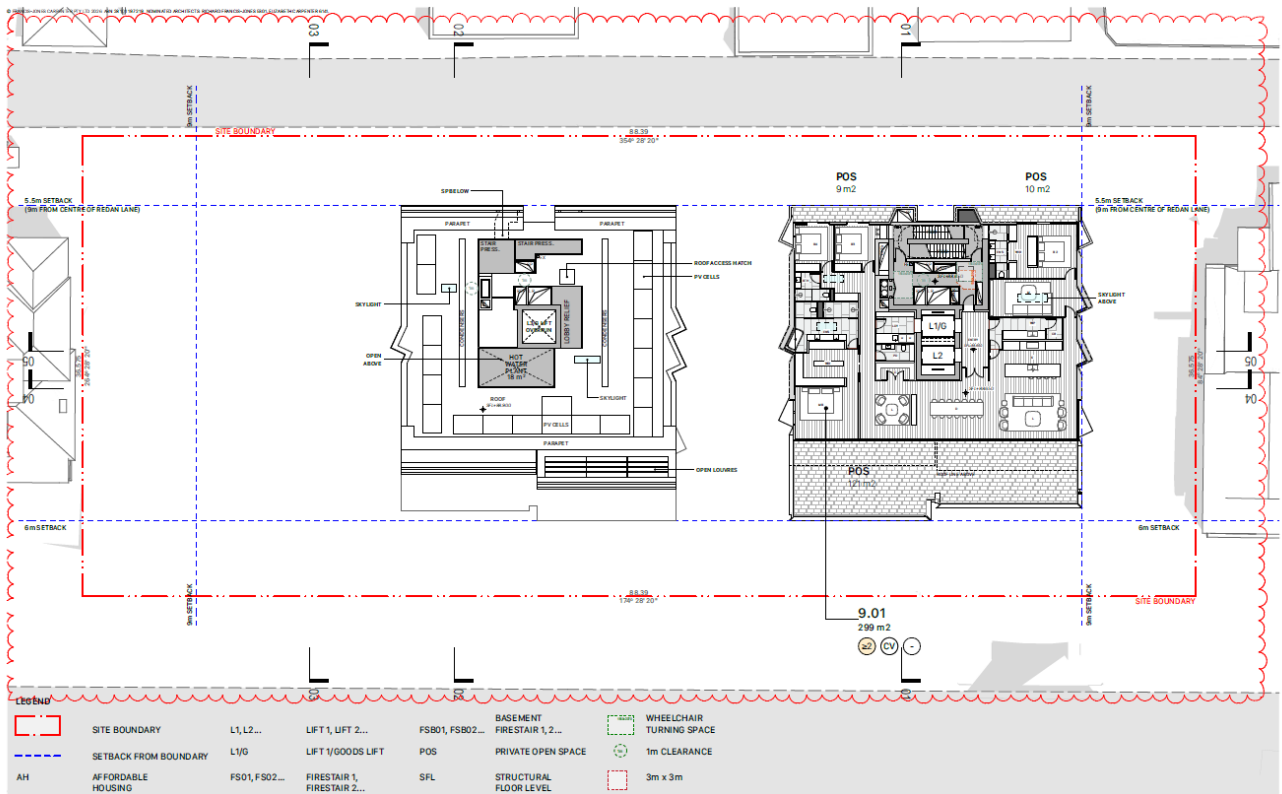


Figure 96 Level 9 Plan (2111)

Source: FJC Studio

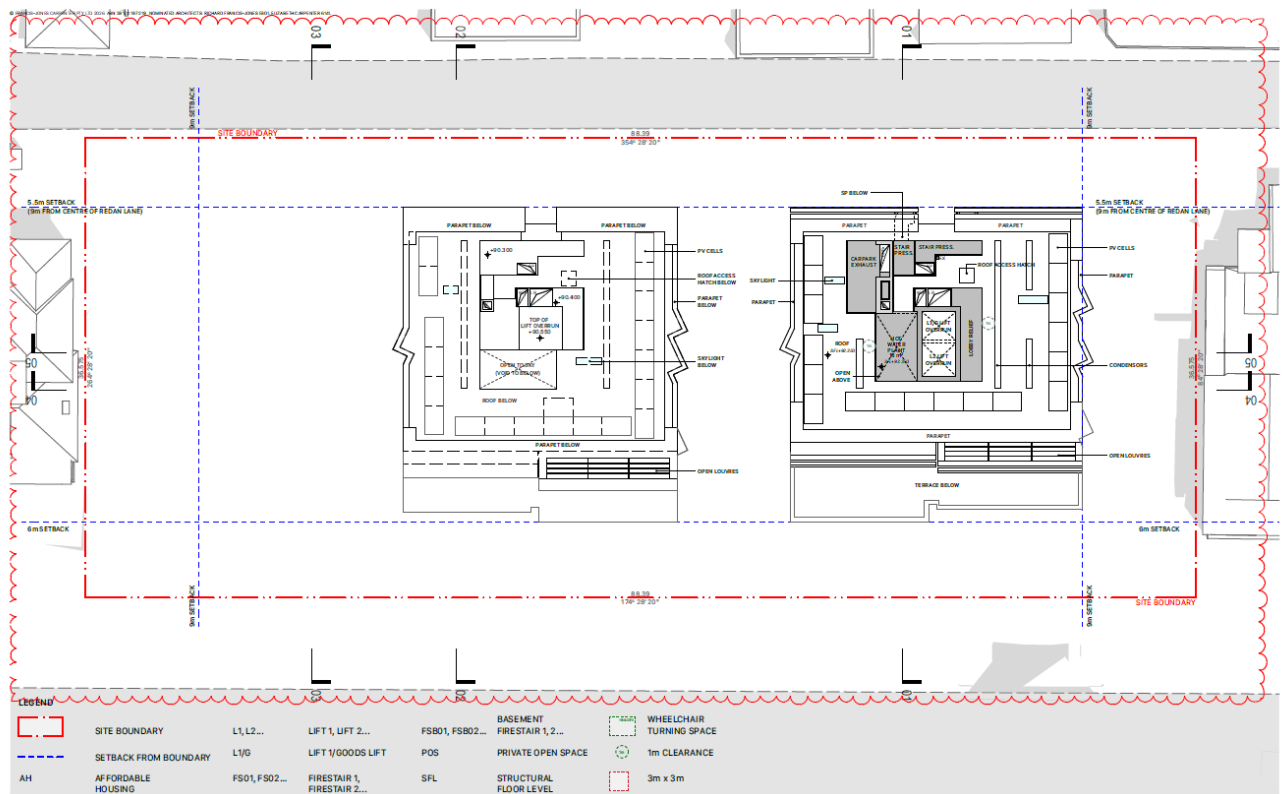


Figure 97 Level 10 Plant (2112)

Source: FJC Studio

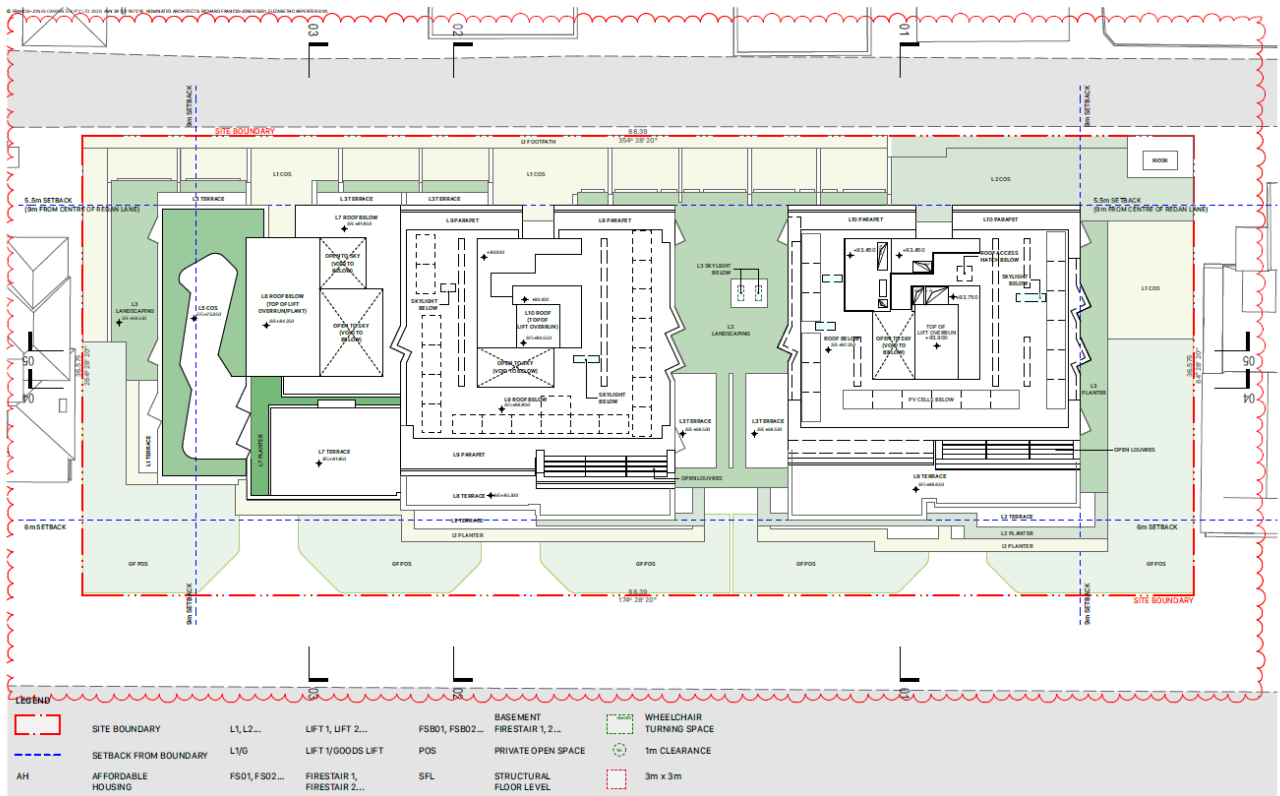


Figure 98 Roof Plan (2113)

Source: FJC Studio

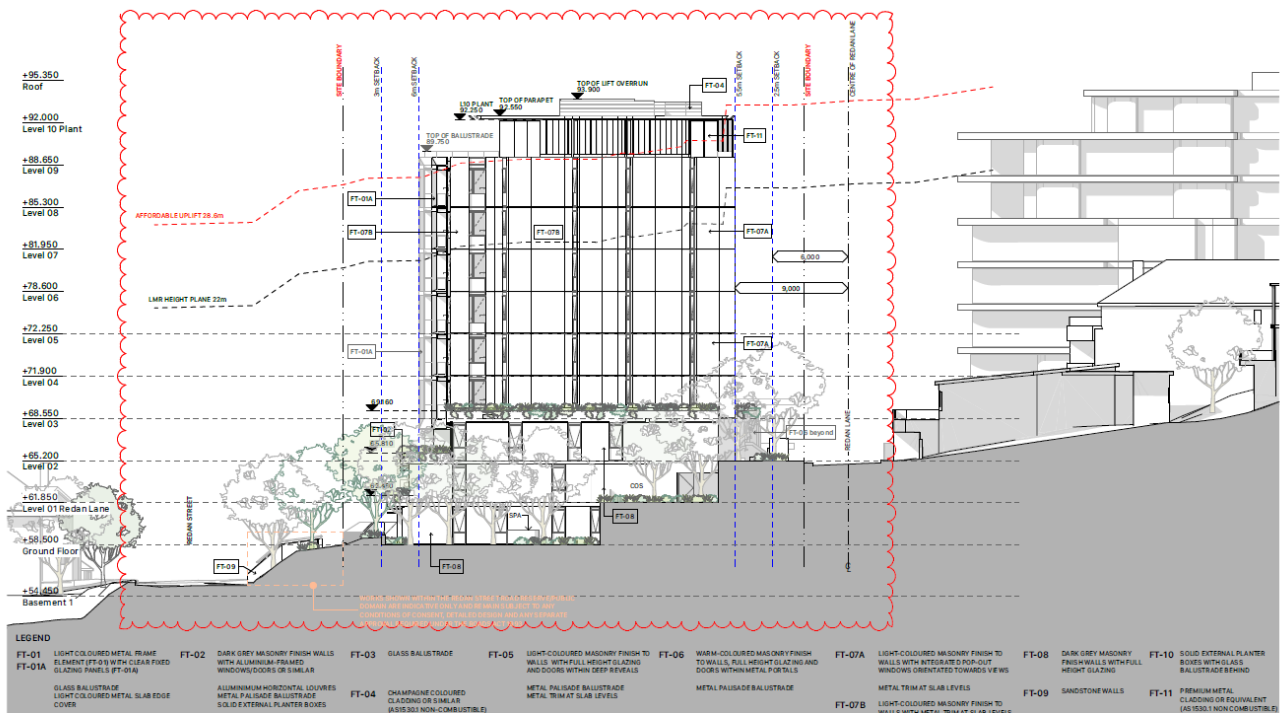


Figure 99 Elevation North (3000)

Source: FJC Studio

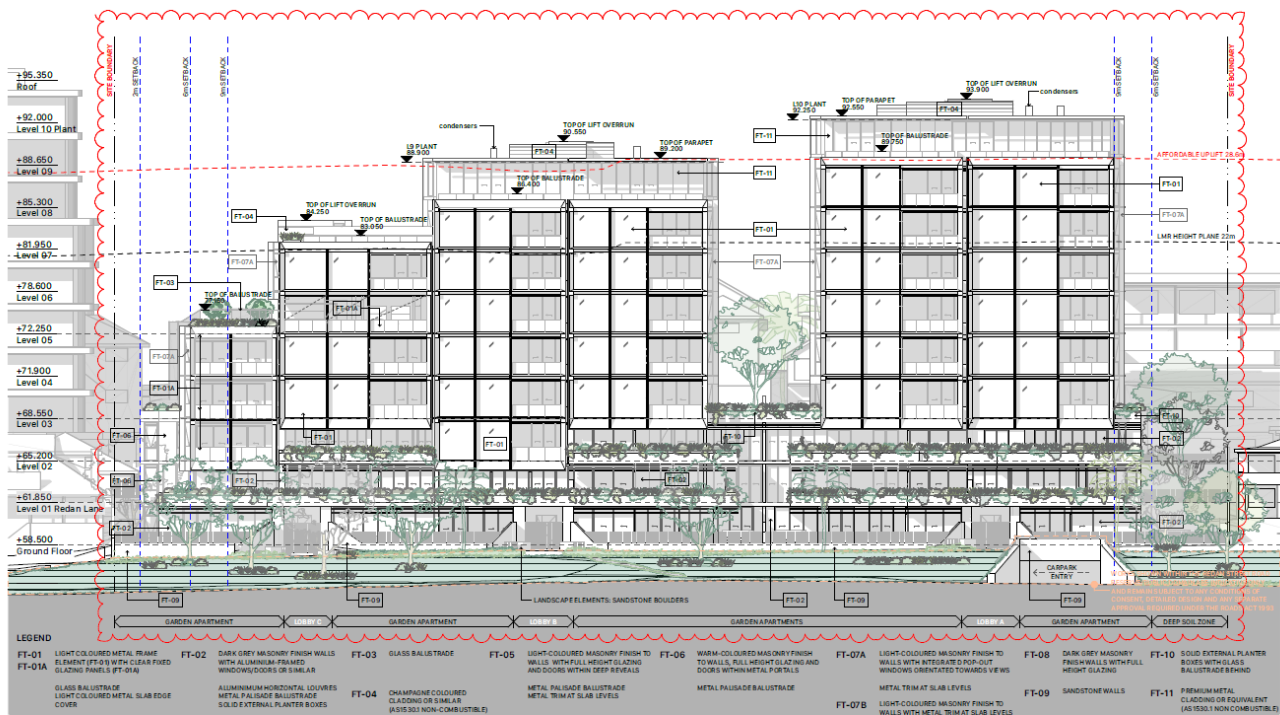


Figure 100 Elevation East – Redan Street (3001)

Source: FJC Studio

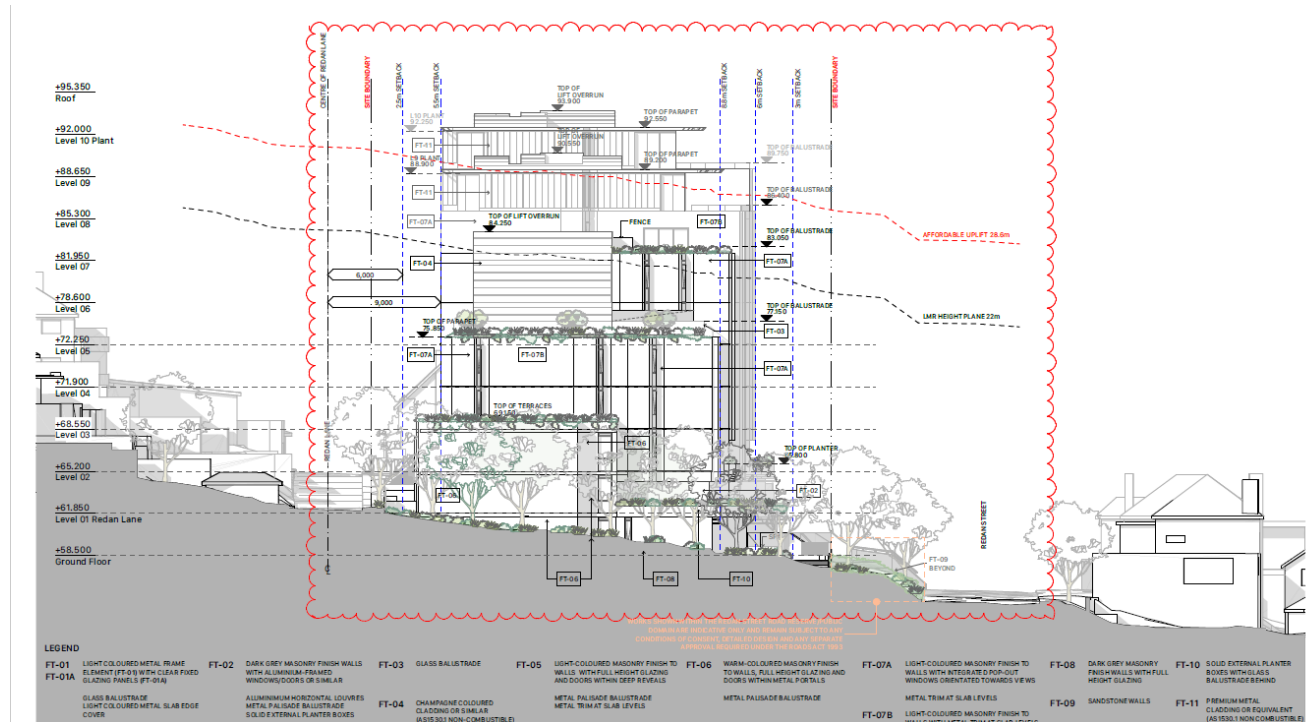


Figure 101 Elevation South (3002)

Source: FJC Studio

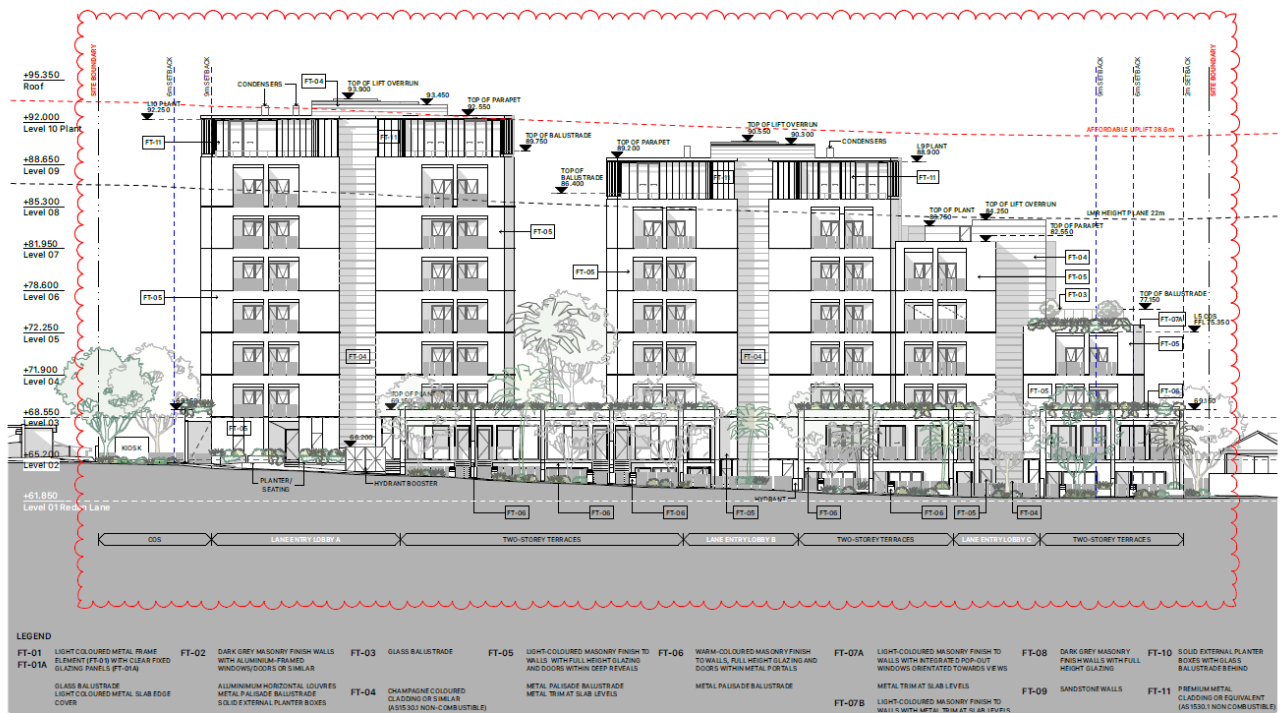


Figure 102 Elevation West – Redan Lane (3003)

Source: FJC Studio

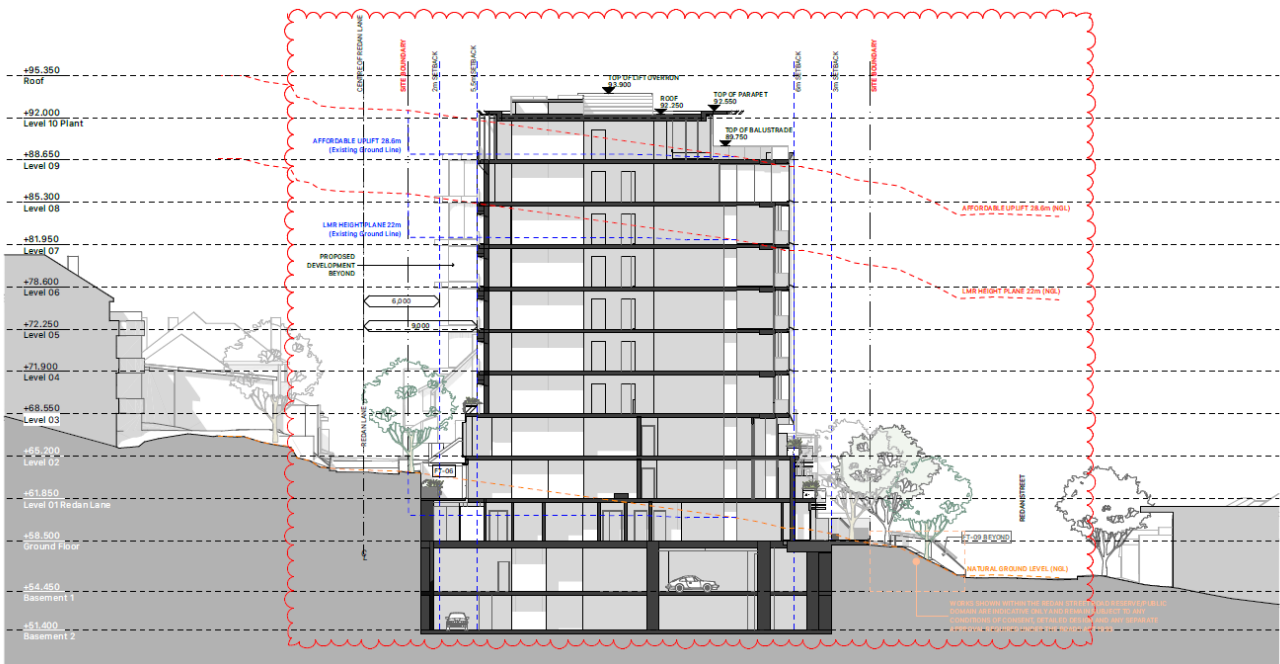


Figure 103 Section 1 EW North (4000)

Source: FJC Studio



Figure 106 Section 4 NS (4003)

Source: FJC Studio

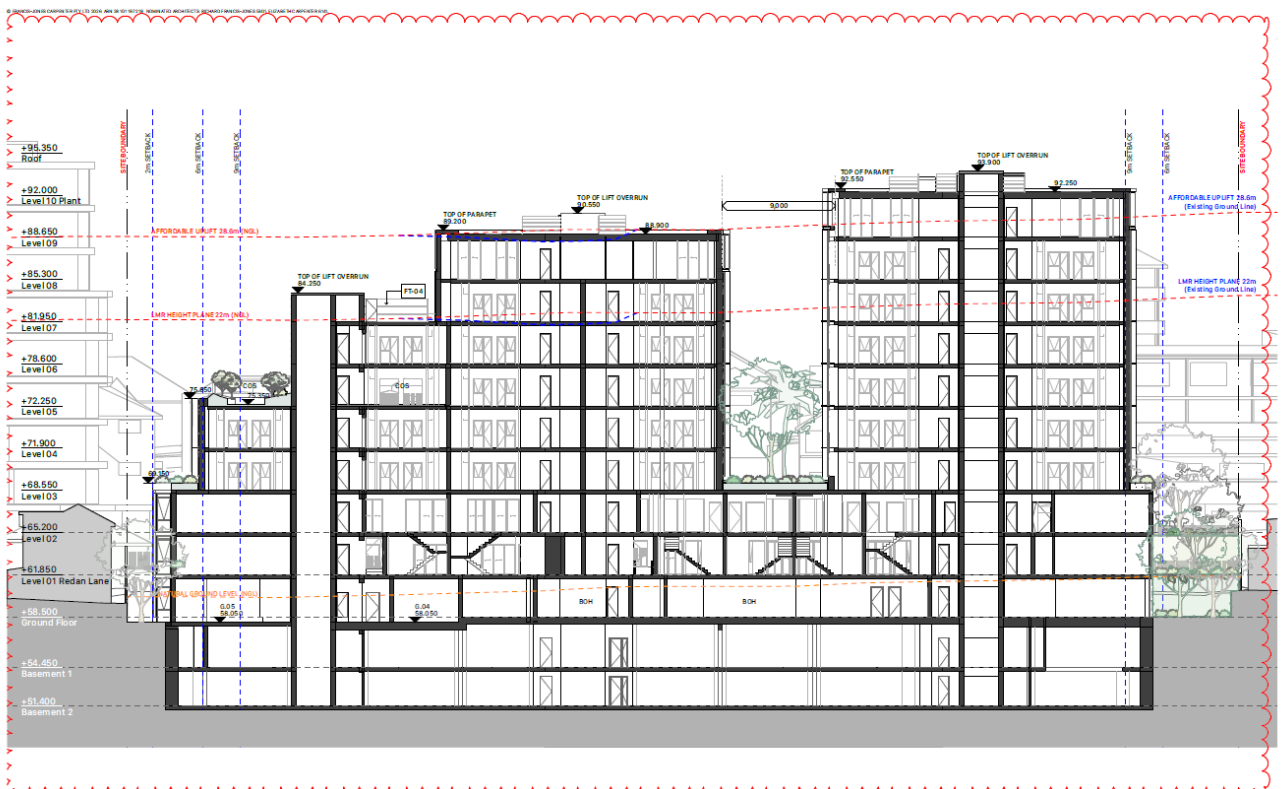


Figure 107 Section 5 NS 2 (4004)

Source: FJC Studio

6 Impact Assessment

This section assesses the potential heritage impacts of the proposed development at 40–48 Redan Street, Mosman, having regard to the revised design submitted as part of SSD-93020230.

The assessment has been undertaken with reference to the relevant statutory and non-statutory planning controls, including the *Mosman Local Environmental Plan 2012*, the Mosman Residential Development Control Plan 2012 (as amended), and the Heritage NSW 'Guidelines for preparing a statement of heritage impact' (2023).

Following public exhibition of the application, submissions and agency advice raised a number of heritage-related matters, particularly in relation to the interface with adjoining heritage items, the treatment of the 'Divided Road' Redan Street (LEP I440), and the visual relationship between the proposed development and heritage items within the surrounding area. By letter dated 6 May 2026 and subsequent correspondence dated 18 June 2026, the Department of Planning, Housing and Infrastructure requested additional heritage analysis to address these matters.

This Heritage Impact Statement has been updated to assess the revised proposal. While the revised scheme retains the overall development form and yield, it incorporates refinements intended to improve the relationship with nearby heritage items, including adjustments to podium height and setbacks at sensitive interfaces, increased articulation of building façades, and refinement of the treatment of the vehicular entry and retaining walls along Redan Street. To the extent that any physical works are required within the Redan Street road reserve or public domain, those works are to be subject to any required separate approval, condition or detailed design process.

The impact assessment that follows considers the effect of the revised proposal on the significance, setting, views and streetscape presence of heritage items in the vicinity of the subject site, including indirect visual impacts arising from the scale, form and presentation of the development, and the likely heritage implications of the proposed access arrangement.

In undertaking this assessment, particular regard has been given to whether the scale and form facilitated by the Low and Mid-Rise Housing Policy have been appropriately moderated through design to respond to the significance, setting and streetscape presence of nearby heritage items.

6.1 Heritage Interface and Assessment Principles

This Heritage Impact Statement proceeds on the basis that contemporary planning frameworks anticipate a degree of change in established residential areas, including in locations proximate to heritage items. In heritage terms, however, the acceptability of change is assessed by reference to whether the heritage significance of nearby items – including their setting, legibility and streetscape presence – is conserved.

In assessing the proposal, particular regard has been given to the following heritage interface principles, which are consistently applied throughout this assessment:

- retention of the visual and spatial primacy of heritage items at pedestrian level, where they are principally experienced;
- management of scale through podium height, setbacks, stepping and articulation rather than uniform height reduction across a site;
- use of proportional alignment and material hierarchy to reinforce heritage legibility without architectural mimicry;
- recognition that visibility of new development does not, of itself, equate to adverse heritage impact; &
- consideration of setting, separation, topography and intervening public domain as mitigating factors in the assessment of heritage impact.

These principles inform the assessment of the proposal's relationship with each heritage item in the vicinity of the subject site and underpin the conclusions reached in the sections that follow.

6.2 Dept. of Planning, Housing & Infrastructure Comments

Following public exhibition of the State Significant Development Application, the Department of Planning, Housing and Infrastructure (DPHI) issued a letter dated 6 May 2026, and subsequent correspondence dated 18 June 2026, requesting further information and responses to matters raised in submissions and agency advice. The proposal has since been refined through the Response to Submissions process (RTS). The table below responds specifically to the heritage-related matters raised by DPHI. It outlines how those heritage considerations have been addressed in the revised proposal, with cross-reference to the updated Heritage Impact Statement and the relevant architectural drawings.

Table 5 DPHI Response Table – Heritage Matters, 40–48 Redan Street, Mosman (SSD-93020230)

Item	Matter Raised by DPHI	Heritage Response / How Addressed	HIS Reference	Relevant Drawings
Letter dated 6 May 2026				
1	Improve relationship with neighbouring heritage item at 38 Redan Street, including increased setbacks and improved transition in scale	The revised scheme incorporates increased setbacks and a stepped built form at the south-eastern corner adjoining the heritage listed semi-detached houses at 36–38 Redan Street (LEP I262). A single-storey podium is adopted at the shared boundary, with progressive setbacks to upper levels to reduce visual dominance and provide a graduated transition in height and massing at the heritage interface.	Sections 6.2, 6.4 (LEP 5.10), 6.5 (DCP O2, O6)	2103 Level 1; 2104 Level 2; 3001 Elevation East; 3002 Elevation South; 4003 Section NS
2	Further articulation of the Redan Street façade to reduce perceived bulk and scale	The revised proposal incorporates additional podium articulation, increased façade depth, recessed elements and varied balcony treatments to break down the horizontal massing along Redan Street. A differentiated material palette reinforces this articulation, with robust masonry and sandstone elements at podium level and lighter cladding and panelised façade systems at upper levels. This approach strengthens the podium-and-tower hierarchy, reduces perceived bulk and improves compatibility with the heritage streetscape.	Sections 6.2, 6.4, 6.5	3001 Elevation East; 3000 Elevation North; 3002 Elevation South; 9002 Materiality
10	Updated Heritage Impact Statement demonstrating compatibility with surrounding heritage items	The HIS has been updated to assess the revised scheme, including detailed consideration of scale, setbacks, articulation, materiality and visual relationships with nearby heritage items. Comparison between the SSDA and RTS schemes demonstrates improved heritage outcomes, particularly at sensitive interfaces.	Sections 4, 5, 6	3000–3003 Elevations; 4000–4004 Sections

Item	Matter Raised by DPHI	Heritage Response / How Addressed	HIS Reference	Relevant Drawings
10	Partial demolition of the Redan Street retaining wall and mitigation of impacts	The basement driveway is located within a discontinuous, lower-integrity section of the sandstone retaining wall forming part of the 'Divided Road' Redan Street (LEP I440). The intervention is localised, with the majority of the wall retained. New retaining walls are finished in sandstone with integrated landscaping to maintain material continuity and streetscape character. It is noted that to the extent that any physical works are required within the Redan Street road reserve or public domain, those works are to be subject to any required separate approval, condition or detailed design process.	Sections 6.2, 6.4, 6.5, 6.6	2102 Ground Floor; 21B1 Basement 1; 3001 Elevation East; 9000 Carpark Entry
10	Demonstrate interaction with heritage items using contextual elevations, sections and visual material	The HIS relies on architectural elevations, sections and comparative figures to describe the relationship between the revised proposal and surrounding heritage items, including changes to setbacks, podium height and stepped massing at sensitive interfaces. Broader visual impacts and detailed view analysis are addressed separately in the Visual Impact Assessment.	Sections 6.2, 6.4, 6.6	Refer separate Visual Impact Assessment
10	Justify visual impact in key sight-lines from the harbour, promenade and Balmoral Bathers Pavilion	The HIS considers the heritage implications of visibility in longer-range views, noting that due to distance, topography and intervening development, the proposal would be experienced as a background element and would not affect the significance or setting of State and local heritage items. Detailed visual analysis is addressed in the Visual Impact Assessment.	Sections 6.2, 6.4, 6.6	Refer separate Visual Impact Assessment
10	Detail how basement driveway design minimises impacts on the heritage retaining wall	The driveway design minimises heritage impacts through careful siting, limited extent of wall removal, sandstone finishes to new retaining walls and landscaping consistent with the character of the divided road. The works avoid visually prominent and more intact sections of the wall.	Sections 6.2, 6.4, 6.6	2102 Ground Floor; 4000–4004 Sections; 9000 Carpark Entry
11	Visual impact and view loss affecting heritage items and public domain	The HIS distinguishes between visibility and heritage impact. Where the proposal is visible in longer-range views, heritage items retain their legibility, setting and significance within a	Sections 6.2, 6.6	Refer separate Visual Impact Assessment

Item	Matter Raised by DPHI	Heritage Response / How Addressed	HIS Reference	Relevant Drawings
		broader urban context. Detailed assessment of view loss and visual impacts is addressed in the Visual Impact Assessment.		
Feedback received 18 June 2026				
-	<i>Address following heritage items:</i> – Electrical substation across the road at 37 Redan Street – House at 52 Almora	The Heritage Impact Statement has been updated to address ‘Electrical Substation 205’ at 37 Redan Street and the heritage listed house at 52 Almora Street. The revised assessment identifies the relationship of each item to the subject site and assesses potential impacts on their heritage significance, setting and streetscape presence, having regard to proximity, orientation, separation, and the absence of direct physical works. The assessment concludes that the proposal would not result in an unacceptable adverse impact on the heritage significance, curtilage or primary viewing relationships of either item.	Section 2.2.1, 4.4, Section 6.5 Section 6.6 and Section 6.7	N/A
-	<i>The Heritage Impact Assessment Report needs to strengthen the response to LMR heritage section.</i>	The Heritage Impact Statement has been updated to strengthen the LMR–heritage interface by clarifying that the LMR framework provides planning context only, and that heritage impacts are assessed independently. The revised HIS now more clearly explains how heritage considerations have informed the design response, including through an explicit assessment of scale, setting, streetscape relationships and interface treatment for individual heritage items in the vicinity. Additional text has been included to articulate how podium height, setbacks, articulation and materiality moderate the built form to retain heritage legibility, irrespective of the LMR provisions.	Executive Summary, Section 5.1.1, Section 6	N/A

6.3 Response to Heritage Matters Raised

The table below summarises heritage matters raised during exhibition and agency consultation. A separate table in Section 6.1 responds specifically to the heritage-related matters raised by the Department of Planning, Housing and Infrastructure in its letter dated 6 May 2026 and subsequent correspondence dated 18 June 2026.

This subsection outlines the key heritage matters raised during exhibition and summarises how they have been addressed in the revised scheme, as documented and assessed in this Heritage Impact Statement. The heritage matters raised and the corresponding responses are set out in Table 6, with detailed assessment provided in the sections that follow.

Table 6 Summary of Heritage Matters Raised and Response

Matter Raised	Response
Relationship with adjoining heritage item at 36–38 Redan Street (LEP I262)	Submissions raised concerns regarding the scale, proximity and visual impact of the proposed development on the heritage-listed semi-detached houses at 36–38 Redan Street. In response, the revised scheme adopts a single-storey podium at the south-eastern corner of the site adjacent to the heritage item, maintaining further setbacks to upper levels and stepped massing away from the shared boundary. The heritage impact assessment has been updated to evaluate the effect of these changes on the setting, streetscape presence and legibility of the heritage item. Addressed in Sections 6.4 (Mosman LEP Clause 5.10) and 6.5 (Mosman DCP Objectives O2 and O6), and in relevant elevations and sections.

Matter Raised

Response

SSDA Submission

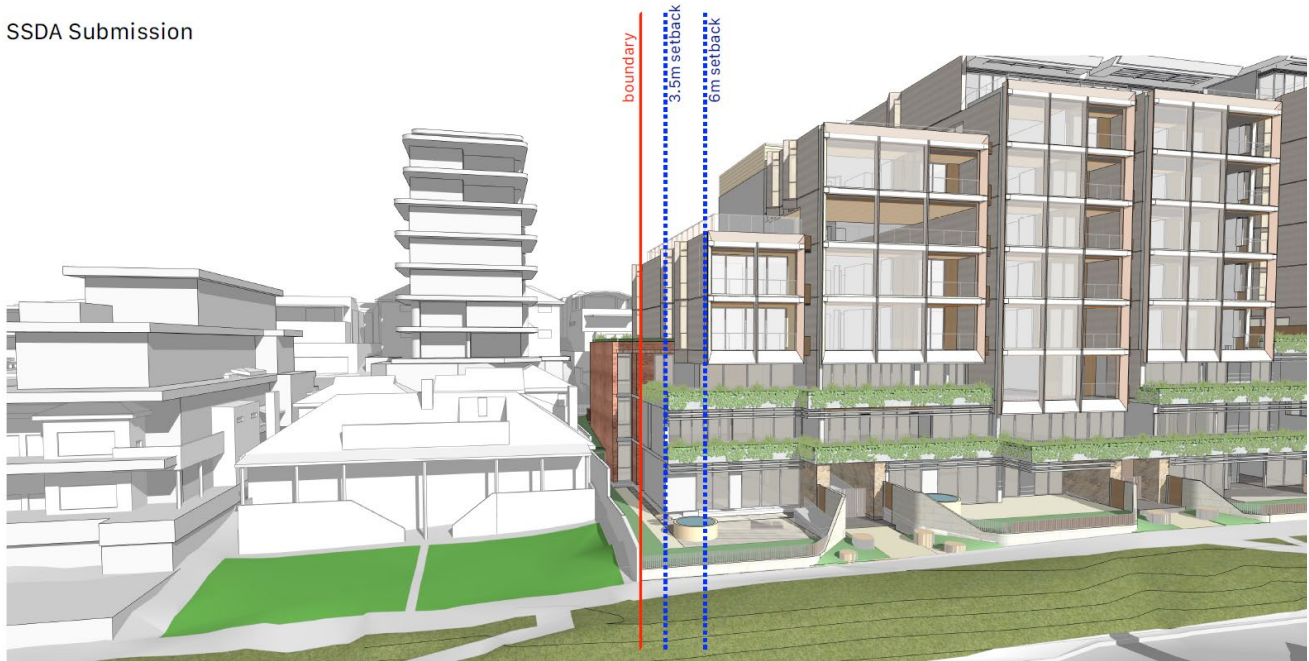


Figure 110 SSDA submission showing relationship between 36-38 Redan Street and the proposal. Source: FJC Studio

RTS Submission

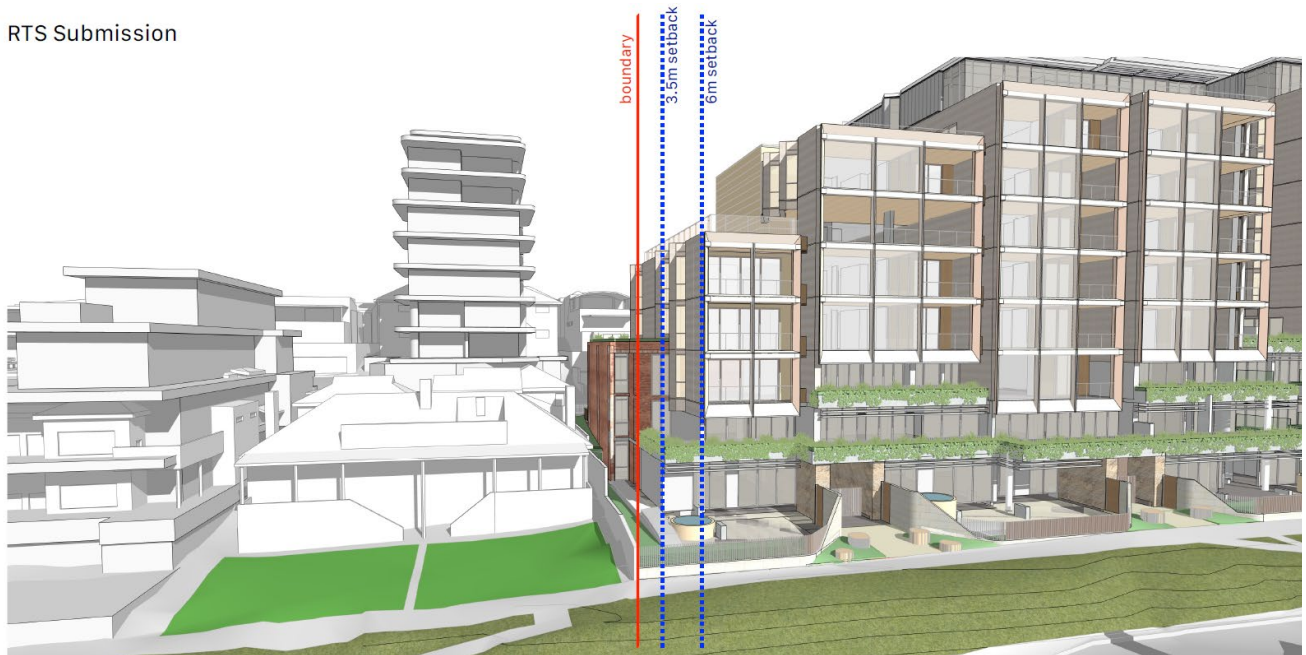


Figure 111 RTS submission showing relationship between 36-38 Redan Street and the proposal. Source: FJC Studio

Treatment of the Divided Road along Redan Street (LEP I440)

Concerns were raised regarding the proposed vehicular entry and its impact on the sandstone retaining wall forming part of the Divided Road on Redan Street.

The revised HIS includes detailed assessment of the proposed vehicular access arrangement, including its location, extent and material treatment where it interfaces with the Redan Street divided road. The assessment identifies that any physical intervention required to facilitate the access arrangement would be

Matter Raised	Response
 Figure 112 Divided Road in front of 46 and 48 Redan Street. Source: Google Street View, 2024	confined to a lower-integrity, discontinuous section of the wall, with the majority of the heritage fabric retained and conserved. The use of sandstone finishes and landscaping to any new retaining walls is also addressed. Any physical works required within the Redan Street road reserve or public domain are to be subject to any required separate approval, condition or detailed design process. Addressed in Sections 6.4 (Mosman LEP Clause 5.10) and 6.5 (Mosman DCP Part 5.4), and 6.4 (Heritage NSW Guideline Considerations).  Figure 113 3D perspective view of driveway showing proposed materiality and landscaping. Source: FJC Studio
Consideration of additional heritage items in the vicinity	Submissions identified additional heritage items within the broader vicinity of the site, including the Divided Road along Balmoral Avenue (LEP I321) and the heritage-listed house at 52 Almora Street (LEP I13). The revised HIS identifies and assesses these items, having regard to their distance from the site, orientation, curtilage relationships and viewing context. The assessment confirms that the proposal would not involve direct physical works to these items and would not alter their immediate settings or primary viewing relationships. Addressed in Sections 4.4.2 (Vicinity Heritage Items), 6.4 (Mosman LEP Clause 5.10) and 6.6 (Heritage NSW Guideline Considerations).

Matter Raised

Response



Figure 114 52 Almora Street, on the corner with Redan Lane, showing its primary address towards Almora Street.

Source: Urbis 2025



Figure 115 View east along Balmoral Avenue near the intersection with Redan Street, showing the commencement of the Balmoral Avenue divided road (indicated by red arrow).

Source: Urbis 2025

Visual impacts in longer-range views from the harbour and public reserves

Submissions raised concerns regarding the visibility of the proposed development in views from the harbour, public reserves and the Balmoral foreshore, including the Balmoral Bathers Pavilion.

The revised HIS includes expanded assessment of longer-range views, distinguishing visibility from heritage impact and considering distance, topography and intervening development. The assessment concludes that where visible, the proposal would be experienced as a distant background element within an established urban context and would not affect the understanding or appreciation of the heritage significance of foreshore heritage items.

Addressed in Sections 6.4 (Mosman LEP Clause 5.10) and 6.6 (Heritage NSW Guideline Considerations).

6.4 Statutory Context

The proposed development has been prepared within the statutory framework of *State Environmental Planning Policy (Housing) 2021*, which provides for low- and mid-rise residential development and the inclusion of in-fill affordable housing in accessible locations.

For the purpose of this heritage assessment, the subject site is 40–48 Redan Street, Mosman. The subject site is not identified as a heritage item under Schedule 5 of *Mosman Local Environmental Plan 2012* and does not contain a heritage item. Redan Street road reserve is separately identified as a local heritage item, being ‘Divided Road’ Redan Street (LEP I440).

This HIS therefore separately assesses the heritage implications of the proposal on nearby heritage items, including the ‘Divided Road’ Redan Street (LEP I440), 36–38 Redan Street (LEP I262), 29 Redan Street (LEP I261) and ‘Electrical Substation 205’, Redan Street (LEP I263). The heritage assessment of the proposed access arrangement should not be read as a conclusion that the Redan Street road reserve forms part of the land to which Chapter 6 of *State Environmental Planning Policy (Housing) 2021* is applied.

6.5 Mosman Local Environmental Plan 2012

The table below provides an impact assessment of the proposal against the relevant clause for heritage conservation in the Mosman LEP.

Table 7 Assessment of the proposal against Mosman LEP 2012

Clause	Response
1. Objectives The objectives of this clause are as follows: a. To conserve the environmental heritage of Mosman, b. To conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, c. To conserve archaeological sites, d. To conserve Aboriginal objects and Aboriginal places of heritage significance.	Several items of local heritage significance, as identified under Schedule 5 of the <i>Mosman Local Environmental Plan 2012</i>, are located within the immediate vicinity of the subject site, including the 'Divided Road' Redan Street, (LEP I440), 'Pair of semi-detached houses' 38 and 36 Redan Street (LEP I262), 'House', 29 Redan Street, (LEP I261) and 'Electrical Substation 205'. The semi-detached houses at 36–38 Redan Street adjoin the southern boundary of the site, the house at 29 Redan Street is located opposite the site, the divided road forms part of the Redan Street road reserve along the eastern boundary and the substation is located to the northeast of the site, on the opposite side of Redan Street. Additional heritage items are located within the broader vicinity of the site, including the 'Divided Road' Balmoral Avenue (LEP I321), which runs along Balmoral Avenue to the east of the subject site, and the heritage-listed 'House' at 52 Almora Street (LEP I13), located around the corner from the site at the intersection of Almora Street and Redan Lane. While the Balmoral Avenue divided road forms part of the broader heritage landscape of the Balmoral slopes and has a wider visual relationship with the site, it does not intersect with Redan Street and does not share a direct streetscape frontage or curtilage relationship with the subject site. These items are not subject to direct physical works as part of the proposal. All heritage-listed buildings in the vicinity would be retained and conserved. The proposal does not involve the demolition, relocation or alteration of any heritage-listed buildings. The proposed development includes vehicular access from Redan Street to the basement. The access arrangement is located at the eastern end of the site, within the boundary of the existing 48 Redan Street allotment. To the extent that physical works are required within, or directly affecting, the sandstone retaining wall associated with the 'Divided Road' Redan Street (LEP I440), those works are to be subject to any required separate approval, condition or detailed design process. This HIS assesses the likely heritage implications of that access arrangement. In this location, the divided

Clause	Response
	road is intermittently mapped in the Mosman DCP and exhibits lower integrity than other, more intact sections along Redan Street and Balmoral Avenue. The intervention is limited in extent, and the majority of the sandstone wall forming the divided road would be retained and conserved. More intact and legible sections of the heritage item would continue to be readily understood within the surrounding streetscape. The location of the vehicular entry is not within direct sightlines from the harbour or public reserves and is partially screened by existing vegetation in its current state. The side retaining walls to the vehicular entry are to be finished in sandstone, with landscaping provided along the retaining walls, responding to the established material character of the divided road. Having regard to the limited extent of the works and the retention of the majority of the heritage fabric, the resulting impact on LEP I440 is assessed as minor. More distantly, heritage items along Balmoral Bay, including the State-listed Balmoral Bathers Pavilion (SHR #00760), Balmoral Beach Promenade (LEP I362) and Hunter Park (LEP I369), would be retained and conserved. These items are located at a considerable distance from the subject site and are separated from it by intervening development. Existing built form already forms part of their wider visual setting. While the proposed development may be visible in longer-range views, it would be experienced as a distant background element within the established urban context and would not adversely affect the significance, setting or key views associated with these heritage items. This Heritage Impact Statement is limited to an assessment of the proposed built form and its relationship to nearby heritage items. Archaeological assessment has not been undertaken as part of this report.
2. Requirement for consent Development consent is required for any of the following: a. Demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of building, making changes to its detail, fabric, finish or appearance)- i. A heritage item,	The subject site is not identified as a heritage item under Schedule 5 of the <i>Mosman Local Environmental Plan 2012</i> and is not located within the curtilage of a Heritage Conservation Area listed under that Plan. The subject site is, however, located in proximity to a number of heritage-listed items. Those with the most direct spatial and visual relationship to the site include:

Clause	Response
ii. An Aboriginal object, iii. A building, work, relic or tree within a heritage conservation area, b. Altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item, c. disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed, d. disturbing or excavating an Aboriginal place of heritage significance, e. erecting a building on land— i. on which a heritage item is located or that is within a heritage conservation area, or ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance, f. subdividing land— i. on which a heritage item is located or that is within a heritage conservation area, or ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.	▪ <i>'Divided Road'</i> Redan Street (LEP I440). ▪ <i>'Pair of semi-detached houses'</i> 38 and 36 Redan Street (LEP I262). ▪ <i>'House'</i>, 29 Redan Street (LEP I261). ▪ <i>'Electrical Substation 205'</i>, Redan Street (LEP I263). Additional heritage items are located within the broader vicinity of the site, including the <i>'Divided Road'</i> Balmoral Avenue (LEP I321) and the heritage-listed <i>'House'</i> at 52 Almora Street (LEP I13). Accordingly, this Heritage Impact Statement has been prepared to accompany State Significant Development Application SSD-93020230 to assess the potential heritage impacts of the proposed development on the significance, setting and views of these nearby heritage items. While these items are located outside the boundaries of the subject site, the proposed access arrangement has a relationship with the <i>'Divided Road'</i> Redan Street (LEP I440). To the extent that any physical works are required within, or directly affecting, that heritage item, those works are to be subject to any required separate approval, condition or detailed design process, including any approval required under the <i>Roads Act 1993</i>.
4. Effect of proposed development on heritage significance The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).	While the consolidated allotment of the subject site is not a heritage-listed item, it is located in close proximity to several heritage items. This Heritage Impact Statement assesses the effect of the revised proposal on the heritage significance, settings and views of those items, having regard to their individual values and the broader streetscape context. In addition to the heritage items directly adjoining or fronting the site, the assessment has also considered the effect of the proposal on other heritage items within the broader vicinity, including the heritage-listed <i>'House'</i> at 52 Almora Street and the <i>'Divided Road'</i> along Balmoral Avenue. Having regard to their distance from the site, orientation, intervening development and the absence of direct physical works, the proposal would not alter their curtilage or immediate setting, and any visual change would be experienced within a broader urban and landscape context. The revised proposal introduces a new built form within an established residential area that includes heritage-listed development. The scale of the

Clause	Response
	development would be apparent; however, the assessment considers whether the form, siting and architectural expression of the revised scheme represent a balanced response to the adjacent heritage context and whether they allow the significance of nearby heritage items to remain legible. The revised scheme incorporates a range of design measures intended to manage the interface with heritage items in the vicinity and to mitigate potential heritage impacts, including: General Interfaces: ▪ Setbacks to all boundaries of the consolidated site that reflect the established spatial pattern of development in the locality and maintain appropriate separation from nearby heritage items. ▪ A podium-based built form addressing both Redan Street and Redan Lane, providing a scale that is more closely aligned with adjoining development at pedestrian level. ▪ Progressive upper-level setbacks and articulation of building volumes, including the uppermost storeys, which reduce the perception of bulk and assist in limiting visual dominance when viewed from the street and adjoining properties. ▪ Increased depth and modelling of façades, including recessed elements and balconies, to break down the overall scale of the building and moderate its presentation within the streetscape. ▪ Articulation of the facades, including a hierarchy of materials over the height of the building that break up its form, thereby diminishing its perceived bulk and scale. Taken together, these measures provide a balanced response that manages change in a way that is proportionate to the site's context and sensitive to nearby heritage items. In particular, the revised podium height and stepped setbacks materially improve the interface with the heritage-listed semi-detached houses at 36–38 Redan Street compared with the earlier scheme as described further below. Interface with 36 & 38 Redan Street: ▪ While the proposal directly adjoins the heritage listed semi-detached houses at 36–38 Redan Street, adjacency alone does not determine heritage impact. The assessment considers whether the heritage item would continue to be

Clause	Response
	legible, visually prominent and appreciable within its streetscape setting. - At the south-eastern corner of the site, adjacent to the heritage listed semi-detached houses at 36–38 Redan Street (LEP I262), adoption of a single storey podium establishes a lower datum at the shared boundary. Further setbacks to upper levels from Level 1 and again from Level 5 create a stepped transition in height and massing away from the heritage item. - An articulated southern elevation incorporating angled projecting windows oriented toward the street, varied materiality and integrated landscaping avoids a blank or monolithic presentation and provides a visually considered backdrop when the development is viewed obliquely in relation to the adjoining heritage item at 36–38 Redan Street. Collectively, these measures resolve the interface at the pedestrian and podium levels, where the heritage item is primarily experienced. Taller elements are visually moderated and set back from the shared boundary, allowing the heritage item to retain its prominence, setting and architectural clarity within the streetscape. Interface with 29 Redan Street: The heritage listed dwelling is located on the eastern side of Redan Street, opposite the subject site, with separation provided by the road carriageway, public verge and divided road. The proposal does not involve any physical works to the dwelling or its curtilage. At pedestrian level, the podium-based built form, setbacks and articulation along the Redan Street frontage would maintain a human-scaled streetscape condition opposite the heritage item, ensuring that it would retain its prominence, setting and legibility within the streetscape. The dwelling's primary significance as a corner building at Redan Street and Balmoral Avenue would be retained, and any visibility of the proposal is experienced as a background element within the broader urban context. Interface with Electricity Substation 205: - The substation is located on the eastern side of Redan Street, directly opposite and in close proximity to the north-eastern corner of the subject site. While modest in scale, it has a clear streetscape presence due to its architectural treatment and the sloping

Clause	Response
	topography to the east, which results in surrounding development presenting at a lower apparent height when viewed from Redan Street. ▪ The proposal does not involve any physical works to the substation or its curtilage. At pedestrian level, the podium-based built form, setbacks, articulation and landscaping along the Redan Street frontage ensure that the substation continues to be read as a discrete, small-scale heritage element within the streetscape. ▪ While the proposal introduces a larger scale form on the western side of Redan Street, the assessment considers whether this results in an adverse impact on the heritage significance or streetscape contribution of the substation. In this location, the substation would continue to be experienced primarily at pedestrian level, with its heritage significance derived from its architectural treatment and relationship to the street edge rather than from a reliance on development scale opposite. The podium-based form, setbacks and articulation along the Redan Street frontage as proposed assist in maintaining this legibility.
	Interface with the Divided Road: In relation to the 'Divided Road' Redan Street (LEP 1440), any physical works required to facilitate the proposed access arrangement would be confined to a single, localised area of the sandstone wall that exhibits lower integrity than other sections of the divided road within the vicinity, and would be subject to any required separate approval, condition or detailed design process. The heritage significance of the Redan Street Divided Road derives from its cumulative expression as part of Mosman's broader system of divided roads, rather than from uninterrupted physical continuity along any single frontage. The ability to understand and appreciate the divided road as a heritage item is informed by its overall form, materiality and relationship to topography across the street as a whole. In this context, the limited and localised intervention required to facilitate vehicular access would not sever the heritage item or diminish its legibility, particularly as:

Clause	Response
	- the intervention would be confined to a section of the wall characterised by interruptions and lower integrity; - the majority of the sandstone retaining wall would be retained and conserved; and - new retaining elements would adopt sandstone materiality and landscaping consistent with the established character of the divided road. The majority of the wall would be retained and conserved, and more intact and visually prominent sections would remain readily legible within the streetscape. The new side retaining walls to the vehicular entry are to be finished in sandstone, with landscaping provided, responding to the established material character and vegetated setting of the heritage item. Having regard to the limited extent of the intervention, the retention of the majority of the heritage fabric, and the use of materials and planting consistent with the existing divided road, and subject to detailed design resolution and any required separate approvals, the access arrangement would maintain the continuity of understanding of the Redan Street Divided Road as an important element of Mosman's historic road network. Divided Road, Balmoral Avenue: The Balmoral Avenue 'Divided Road' is located to the east of the subject site and does not share a direct streetscape frontage, curtilage or physical interface with the proposed development. As illustrated in Figure 115, the western extent of the Balmoral Avenue divided road commences at a distance east of the intersection with Redan Street, and the subject site does not have a strong visual or spatial relationship with this heritage item. The divided road is most clearly experienced and makes its principal contribution to the streetscape further along Balmoral Avenue, including at its pronounced eastern bend where its retaining walls, alignment and landscaped embankments are more substantial and legible. No physical works are proposed to the Balmoral Avenue divided road or within its setting, and the proposed development would not alter its form, fabric, setting or key viewing relationships. Any visibility of the proposal would be experienced within a broader urban context and would not adversely affect the heritage significance or streetscape presence of the Balmoral Avenue Divided Road.

Clause	Response
	52 Almora Street: The heritage significance of the dwelling at 52 Almora Street is principally derived from its role as a focal corner building when viewed from Arbutus Street and Upper Almora Street. These primary viewing relationships, which underpin the item's significance, would be retained and unaffected by the proposal. While the proposed development may be visible in oblique or background views when experienced from Redan Lane or adjoining properties, such visibility would occur within an evolving urban context and would not alter the curtilage, primary orientation or landmark qualities of the heritage item. The separation provided by Redan Lane, combined with setbacks, topography and the absence of direct frontage, materially limits heritage impact. Conclusion: Overall, the revised proposal would alter the immediate setting of nearby heritage items in a manner that represents a balanced response to the heritage context. The proposal would not result in an unacceptable impact on the heritage significance, setting or key views of heritage items in the vicinity of the site.
5. Heritage Assessment The consent authority may, before granting consent to any development— a. on land on which a heritage item is located, or b. on land that is within a heritage conservation area, or c. on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.	This heritage impact statement has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the proposed works. This heritage impact statement satisfies the requirement under this clause.

6.6 Mosman Residential Development Control Plan 2012 (amended 2024)

The Mosman Residential Development Control Plan 2012 (as amended) applies to development on land zoned for residential purposes under the Mosman Local Environmental Plan 2012. The subject site is zoned R3 Medium Density Residential, and the provisions of the Mosman Residential DCP therefore apply.

The following assessment considers the proposal against the relevant heritage conservation objectives and controls of the Mosman Residential Development Control Plan 2012.

Table 8 Assessment of the proposal against Mosman DCP 2012

Clause	Response
5.6 Heritage Conservation	
O1. To have a heritage item or a significant building within a conservation area retained and conserved.	Several items of local heritage significance, as identified under Schedule 5 of the <i>Mosman Local Environmental Plan 2012</i>, are located within the vicinity of the subject site. Those with the most direct relationship to the site include the 'Divided Road' Redan Street (LEP I440), the 'Pair of semi-detached houses' at 36–38 Redan Street (LEP I262), the 'House' at 29 Redan Street (LEP I261) and 'Electrical Substation 205', (LEP I263). Additional heritage items are located within the broader vicinity, including the 'Divided Road' Balmoral Avenue (LEP I321) and the 'House' at 52 Almora Street (LEP I13). The proposal does not involve the demolition, alteration or relocation of any heritage-listed buildings. The heritage-listed semi-detached houses at 36–38 Redan Street, the house at 29 Redan Street, 'Electricity Substation 205', and other heritage-listed buildings and elements in the vicinity would be retained and conserved. The proposed development includes vehicular access from Redan Street at the north-eastern end of the site, within the boundary of the existing 48 Redan Street allotment. To the extent that this access arrangement requires physical works within, or directly affecting, the sandstone wall associated with the 'Divided Road' Redan Street (LEP I440), those works are to be subject to any required separate approval, condition or detailed design process. ▪ In this location, the divided road is intermittently mapped in the Mosman DCP and exhibits lower integrity than other sections along Redan Street and Balmoral Avenue. ▪ The intervention is confined in extent, and the majority of the sandstone wall would be retained and conserved. More intact and visually prominent sections of the divided road would remain readily legible within the streetscape. The vehicular entry is not located within direct sightlines from the harbour or public reserves and is partially screened by existing vegetation. ▪ The new side retaining walls to the vehicular entry are to be finished in sandstone, with landscaping provided along the retaining walls, responding to the established material

Clause	Response
	character and vegetated setting of the heritage item. For these reasons, and subject to any required separate approval, condition or detailed design process for physical works affecting the Redan Street divided road, the proposal satisfies Objective O1 by retaining and conserving heritage items within the vicinity of the site.
O2. To have the streetscape context and curtilage of heritage items and conservation areas maintained.	The proposed development includes vehicular access from Redan Street. To the extent that this access arrangement requires physical works within, or directly affecting, the sandstone wall associated with the 'Divided Road' Redan Street (LEP I440), the heritage impact is expected to be localised and capable of being managed through detailed design, material treatment and landscaping, subject to any required separate approval, condition or detailed design process. While this constitutes a change to the immediate streetscape, the majority of the divided road would be retained and conserved, and more intact and visually prominent sections would remain readily legible within the surrounding Mosman locality. The streetscape character of Redan Street would be maintained through the retention of the divided road along the majority of the frontage and the use of sandstone finishes and landscaping to the side retaining walls of the vehicular entry, responding to the established material character and vegetated setting of the heritage item. Other heritage items in the vicinity of the site would retain their streetscape presence and established curtilages, defined by their existing lot boundaries, orientation and spatial separation from the proposed development. In particular: - At the south-eastern corner of the site, adjacent to the '<i>Semi-detached houses</i>' at 36–38 Redan Street (LEP I262), the adoption of a single-storey podium establishes a visually complementary scale at the shared boundary. Development above this level is set back progressively, stepping up to the north and away from the heritage item, maintaining an appropriate transition in height and massing. - The stepped built form and increased setbacks from the southern boundary assist in establishing a compatible height relationship with the adjoining heritage item at 36–38 Redan Street, without eroding the integrity of its curtilage or streetscape presentation.

Clause	Response
	- The 'House' at 29 Redan Street (LEP I261) would remain prominent within the streetscape at the corner of Redan Street and Balmoral Avenue. Its setting would continue to be defined by the road carriageway, the public verge incorporating the divided road, and the front setbacks of the lower storeys of the proposed development, including at the south-eastern corner of the site closest to the heritage item. - The 'House' at 52 Almora Street (LEP I13) is located around the corner from the site and is primarily oriented toward Almora Street, with its significance deriving in part from its prominent verandah and role as a focal building when viewed from Arbutus Street. The proposal would not alter its curtilage or immediate streetscape context, and there is no direct frontage relationship between the site and Almora Street. - The 'Divided Road' Balmoral Avenue (LEP I321) forms part of the broader heritage landscape of the Balmoral slopes. While it has a wider visual relationship with development within the area, it does not intersect with Redan Street and does not share a direct streetscape or curtilage relationship with the subject site. - The 'Electrical Substation 205' (LEP I263) is located on the eastern side of Redan Street, directly opposite and in close proximity to the subject site. While modest in scale, the substation has a strong streetscape presence due to its architectural treatment, direct relationship to the street edge, and the pronounced fall of land to the east, which causes surrounding development and landscape to step down away from the street. This topography allows the substation to remain visually prominent and clearly legible at pedestrian level despite its small size and the larger scale of development proposed on the western side of Redan Street. The proposal does not involve any physical works to the substation or its curtilage, and its setting remains defined by its siting at the street edge and the open landform beyond. The podium-based built form, setbacks, façade articulation and landscaping along the Redan Street frontage maintain a human-scaled street interface and ensure that the substation continues to be read as a distinct heritage element within the streetscape, without erosion of its heritage significance or setting.

Clause	Response
	Heritage items further east along Balmoral Bay would retain their prominence within their broader landscape and harbour-side settings. Where the proposed development is visible in longer-range views, it would be experienced as a distant background element within an established urban context, separate from the heritage fabric. For these reasons, the proposal maintains the streetscape context and curtilage of heritage items in the vicinity of the site, consistent with Objective O2.
O5. To have any works undertaken with a proper knowledge of the heritage significance of the heritage significance of the item or conservation area.	The heritage significance of the relevant heritage items is set out in Section 4 of this report. The assessment has been informed by desktop historical research and a review of the physical context through site inspection.
O6. To have new infill developments within conservation areas or adjacent to heritage items which are sympathetic to and do not mimic the established character.	The proposed development introduces a contemporary multi-storey residential flat building within an established residential area that includes a mix of detached and semi-detached housing, heritage-listed development, and more recent medium-scale residential apartment buildings that respond to the sloping topography of the locality. In this context, building height and scale are often modulated through stepped forms and changes in ground level, resulting in varying perceived scale when viewed from different streets and lanes. The proposal acknowledges the contrast in scale and has been designed to manage that difference through careful siting, articulation and transition at sensitive heritage interfaces, without seeking to replicate or mimic the form, detailing or architectural expression of nearby heritage items. These measures include the use of a podium-based built form at pedestrian level, a reduced podium height adjacent to the heritage-listed semi-detached houses at 36–38 Redan Street, progressive upper-level setbacks, and articulation of building volumes and façades to moderate visual dominance and establish a transition in scale. In heritage terms, this approach allows adjacent and nearby heritage items to remain legible and visually distinct within the streetscape, with their scale, form and architectural character clearly readable against the new development. The proposal does not seek to compete with or replicate heritage fabric, but instead uses contrast, modulation and separation to manage the

Clause	Response
	relationship between old and new in a manner consistent with established heritage principles. The architectural expression is contemporary and clearly distinguishable from the heritage fabric. A restrained material strategy supports this approach by reinforcing the podium-and-upper-level hierarchy and assisting in the management of perceived scale within the streetscape. At street and podium level, robust masonry materials, including sandstone elements at key interfaces such as lobby entries and the car park access, respond to the established material character of Redan Street and its divided road. Brickwork at podium level contributes to a human-scaled streetscape and assists in breaking down the overall mass of the building, while remaining clearly contemporary in its detailing. Upper levels are expressed in lighter, more visually recessive materials, supporting the stepped massing strategy and reducing the apparent bulk of the development when viewed from the public domain. The integration of balconies, planter elements and façade depth introduces articulation and shadow, with landscaping assisting in softening the interface between the development and the surrounding streetscape, without seeking to replicate traditional architectural forms. In this way, the proposal manages change in a manner that has regard for the heritage context, retains the primacy and legibility of nearby heritage items, and achieves a contemporary infill outcome without mimicry, consistent with the intent of Objective O6.
P12. New development need not seek to replicate period details of original buildings, but rather, respect the form and scale of, and be sympathetic to, the immediate area. Contemporary design for additions and infill development is encouraged.	The proposal adopts a contemporary architectural expression that is clearly distinguishable from surrounding heritage items and does not seek to replicate period detailing. This approach is consistent with the intent of Planning Control P12, which encourages contemporary infill development that responds to its context without mimicry. The form and scale of the proposal respond to the immediate area through the use of a podium-based built form at pedestrian level, articulation of building volumes, and progressive setbacks to upper levels. These measures establish a transition in scale at the street and at sensitive interfaces with adjoining properties, including nearby heritage items, while allowing the building to be read as a contemporary addition to the streetscape.

Clause	Response
	The immediate area is characterised by a mix of low-scale detached and semi-detached housing, heritage-listed development and more recent residential apartment buildings that respond to the sloping topography of the locality. In this context, building height is often modulated through stepped forms and changes in ground level, resulting in varying perceived scale when viewed from different streets and lanes. This broader context informs, but does not dictate, the design approach, which manages site-specific relationships with nearby heritage items without preventing their legibility within the streetscape. In this way, the proposal respects the form and scale of the immediate area through proportion, siting and interface treatment, rather than through replication of historic architectural forms, and satisfies the intent of Planning Control P12.
P13. The following roof characteristics should be considered in the context of the item or area: pitch, scale, materials, profile, symmetry/asymmetry, gable, verge and eave details.	The proposed infill multi-storey residential development incorporates a consistent flat roof form. In the context of the surrounding heritage items and streetscape, this roof profile has been selected to avoid additional visual complexity or physical bulk that could arise from pitched or articulated roof forms at this scale. The flat roof allows the overall building envelope to be managed through setbacks and modulation of upper levels, rather than roof pitch or form, and is appropriate to the contemporary infill character of the development.
P25. New Infill developments should respect the architectural character of the heritage item/s or the important character of the conservation area. Design should be in a similar scale and proportion to the townscape area character, be sympathetic to the heritage item, and not dominate or overwhelm the item/s of importance.	The proposed development introduces a building of greater scale than nearby heritage items; however, its design manages that scale through proportion, articulation and interface treatment so that it would not dominate heritage items of importance. The building form is moderated through the use of a podium-based typology, progressive upper-level setbacks and articulation of building volumes. At pedestrian level and at sensitive heritage interfaces, these measures establish a transition in scale that maintains the legibility and streetscape presence of adjoining heritage items, particularly the heritage-listed semi-detached houses at 36–38 Redan Street and the house at 29 Redan Street. The relationship between the proposal and nearby heritage items is further moderated through landscaped setbacks, variation in façade depth, and vertical articulation of building elements. Together, these measures break down the overall building envelope into legible components, reduce the

Clause	Response
	perception of bulk, and assist in maintaining appropriate spatial separation between the development and adjoining heritage items. While the proposal would be visually prominent within the streetscape, it has been designed so that heritage items in the vicinity retain their individual identity and contribution to the townscape. In this way, the proposal respects the architectural character of nearby heritage items.
P26. Do not replicate or mimic design features of the heritage item/s in the vicinity. New development should be clearly distinguishable from older development.	The proposed development adopts a contemporary architectural expression that is clearly distinguishable from nearby heritage items and would not replicate or mimic historic architectural forms, detailing or materials. In this way, the new development is legible as a contemporary infill building, consistent with Planning Control P26.
5.4 Significant rock faces and retaining walls	
O1. To have Mosman's significant rock faces and retaining walls protected from inappropriate development.	The '<i>Divided Road</i>' Redan Street (LEP I440) incorporates a sandstone retaining wall that forms part of the character and significance of Redan Street. This wall is located intermittently along the eastern boundary of the subject site on the western side of Redan Street. The proposed development includes vehicular access from Redan Street at the eastern end of the site, within the boundary of the existing 48 Redan Street allotment. To the extent that this access arrangement requires physical works within, or directly affecting, the sandstone wall associated with the divided road, the intervention would be localised and limited in extent, and would be subject to any required separate approval, condition or detailed design process. The intervention is confined to a portion of the wall that is less continuous and of lower integrity than other sections of the divided road within the vicinity. The majority of the sandstone wall would be retained and conserved, and more intact and visually prominent sections would remain legible within the Redan Street streetscape and the surrounding Mosman locality. The side retaining walls to the vehicular entry are to be finished in sandstone, with landscaping provided along the retaining walls. This approach responds to the established material character and vegetated setting of the divided road and assists in maintaining continuity within the streetscape. Having regard to the limited extent of the intervention and the retention of the majority of the

Clause	Response
	sandstone wall, the proposal protects the significant rock face from inappropriate development and satisfies the intent of Objective O1.
P1. No excavation of, or other works to, rock faces or retaining walls identified as significant in the Rock Faces and Retaining Walls Study or subsequent study, and on the Significant Rock Faces and Retaining Walls Map as updated from time to time, is allowed, except under special circumstances.	The 'Divided Road' Redan Street (LEP I440) incorporates a sandstone retaining wall identified as significant and located intermittently along the eastern boundary of the subject site on the western side of Redan Street. The proposed development includes vehicular access from Redan Street at the eastern end of the site, within the boundary of the existing 48 Redan Street allotment. To the extent that this access arrangement requires physical works within, or directly affecting, the sandstone wall associated with the divided road, the intervention would be localised and limited in extent, and would be subject to any required separate approval, condition or detailed design process. The design and siting of the vehicular entry have been informed by the presence of the divided road, with the objective of avoiding works to more intact and visually prominent sections of the sandstone wall. The intervention is confined to a short section of wall that is less continuous than other portions within the vicinity, and the majority of the divided road would be retained and conserved. While Planning Control P1 discourages excavation of significant rock faces and retaining walls, the proposed works are limited in extent and have been designed to minimise physical and visual impacts on the divided road. In this context, the access arrangement would not represent an inappropriate heritage outcome for the sandstone wall and maintains the legibility of the divided road within the Redan Street streetscape, subject to detailed design resolution and any required separate approval or condition.
P2. Special circumstances should be considered when the following are met: d. There are other existing openings into the rock face/wall and additional openings would be consistent with the approach; e. Any excavation would not detract from the visual contribution of the rock face/wall in its context; and f. The excavation would not adversely affect the setting of sites that are highly visible from the harbour or public reserves.	d) and e) Mapping of significant rock walls prepared by Mosman Council, together with site inspection, indicates that the sandstone wall forming part of the divided road along Redan Street is discontinuous toward the northern end of the street, with a number of existing openings and interruptions. The proposed vehicular entry is located within one of these less continuous sections and avoids more intact portions of the wall with higher integrity. In this context, the intervention is consistent with the existing pattern of openings and is not expected to detract from the visual contribution of the divided road within the Redan Street streetscape or its broader setting.

Clause	Response
	f) In relation to visibility from the harbour and public reserves, heritage items along the Balmoral foreshore, including the State-listed Balmoral Bathers Pavilion (SHR #00760), the Balmoral Beach Promenade and Hunter Park, are located at a considerable distance from the subject site and are separated from it by intervening development and changes in topography. The proposed works to the sandstone wall associated with the divided road at Redan Street do not align with key view corridors toward these foreshore heritage items and are not located within direct sight-lines from the harbour or public reserves. Within the immediate streetscape context, the heritage-listed house at 29 Redan Street (LEP I261) is the most visually prominent heritage item in the vicinity of the subject site. The proposed excavation does not align with Balmoral Avenue, where this heritage item is principally addressed, and is limited in extent. Having regard to its location and scale, the works would not adversely affect the setting of heritage items that are highly visible from the harbour or surrounding public reserves.

6.7 Heritage NSW Guideline Considerations

The table below provides an impact assessment of the proposal against the relevant questions posed in Heritage NSW's 'Guidelines for preparing a statement of heritage impact' (2023).

Table 9 Assessment of the proposal against Heritage NSW Guidelines

Provision	Response
Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP) <i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i>	The sandstone retaining wall forming part of the 'Divided Road' Redan Street (LEP I440) is located along the western side of Redan Street, immediately adjacent to the eastern boundary of the subject site. The proposed development includes vehicular access from Redan Street. To the extent that this access arrangement requires physical works within, or directly affecting, a localised section of this wall, those works are to be subject to any required separate approval, condition or detailed design process. In this location, mapping prepared by Mosman Council and site inspection indicate that the divided road is discontinuous and of lower integrity than other sections of the sandstone wall along Redan Street and Balmoral Avenue. The intervention is confined to this less continuous section, and the majority of the sandstone wall would be retained and conserved. More intact and visually prominent portions of the divided road would remain readily legible within the Redan Street streetscape and the surrounding Mosman locality.

Provision	Response
	The proposed side retaining walls to the vehicular entry are to be finished in sandstone, with landscaping provided along the retaining walls. This treatment responds to the established material character and vegetated setting of the divided road and assists in maintaining visual continuity along Redan Street. Having regard to the limited extent of any required physical intervention, the retention of the majority of the heritage fabric and the proposed material and landscape treatment, the access arrangement would not diminish the ability to understand the divided road as an important element of Mosman's historic road network. Other heritage items in the vicinity of the site are not subject to direct physical works and would retain their existing curtilages and streetscape relationships. In particular: - At the south-eastern corner of the site, adjacent to the '<i>Semi-detached houses</i>' at 36–38 Redan Street (LEP I262), the adoption of a single-storey podium would establish a lower datum at the shared boundary. Development above this level is proposed to be set back progressively, creating a stepped transition in height and massing that manages the relationship between the new development and the heritage item. - The '<i>House</i>' at 29 Redan Street (LEP I261) would remain prominent within the streetscape at the corner of Redan Street and Balmoral Avenue. Its setting would continue to be defined by the road carriageway, the public verge incorporating the divided road, and the front setbacks of the lower storeys of the proposed development. - The '<i>Electrical Substation 205</i>' (LEP I263) is located on the eastern side of Redan Street, directly opposite the subject site. While modest in scale, it has a clear streetscape presence and prominence within its immediate setting due to its architectural treatment and the sloping topography to the east, which results in surrounding development presenting at a lower apparent height when viewed from Redan Street. The proposed works do not involve any physical intervention to the substation or its curtilage. The substation would continue to be experienced at pedestrian level as a discrete, small-scale heritage element, with its legibility and heritage significance deriving from its architectural form and relationship to the street edge, rather than from the scale of development on the opposite side of Redan

Provision	Response
	Street. On this basis, its heritage significance, setting and contribution to the Redan Street streetscape would not be adversely affected. Additional heritage items within the broader vicinity of the site, including the '<i>Divided Road</i>' Balmoral Avenue (LEP I321) and the '<i>House</i>' at 52 Almora Street (LEP I13), do not share a direct streetscape frontage or curtilage relationship with the subject site. While these items form part of the broader heritage landscape of the Balmoral slopes, the proposed works do not alter their immediate settings or affect the ability to understand or appreciate their heritage significance. On this basis, the proposed works would not result in an unacceptable impact on the heritage significance, setting or interpretation of heritage items adjacent to, or within the vicinity of, the subject site.
<i>Will the proposed works affect views to, and from, the heritage item? If yes, how will the impact be mitigated?</i>	The proposed works do not involve direct physical intervention to any heritage-listed buildings. Potential visual impacts arise from the scale and form of the new development and from the formation of a vehicular entry within a section of the sandstone wall associated with the '<i>Divided Road</i>' Redan Street (LEP I440).
<i>Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?</i>	In relation to the '<i>Divided Road</i>', the proposed vehicular entry is located within a discontinuous section of the sandstone wall that is not aligned with direct sight-lines from the harbour or public reserves. The works are subject to any required separate approval, and are partially screened by existing vegetation, and the majority of the sandstone wall would be retained and conserved. As a result, views to and along the divided road would remain legible within the Redan Street streetscape. The '<i>Semi-detached houses</i>' at 36–38 Redan Street (LEP I262) have a direct streetscape relationship with the subject site. Views to and from these heritage items would change as a result of the new development; however, the revised scheme manages these changes through a single-storey podium at the shared boundary, progressive upper-level setbacks and articulation of building volumes. These measures reduce visual dominance at the interface and maintain the ability to understand and appreciate the heritage items within their streetscape setting. The '<i>House</i>' at 29 Redan Street (LEP I261), located opposite the site, would remain visually prominent at the corner of Redan Street and Balmoral Avenue. Views to this item would continue to be defined by the road carriageway, public verge and divided road. The proposed development is set back from

Provision	Response
	the street at lower levels and would not obstruct key views to or from the heritage item. The <i>'Electrical Substation 205'</i> at 37 Redan Street (LEP I263) is located directly opposite the subject site and is experienced at close range within the Redan Street streetscape. While modest in scale, it has a clear streetscape presence due to its architectural treatment and the sloping topography to the east. The proposed works would not involve physical intervention to the substation or its curtilage. The substation would continue to be experienced at pedestrian level as a discrete heritage element, with its legibility and contribution to the streetscape retained. The <i>'House'</i> at 52 Almora Street (LEP I13) is oriented primarily toward Almora Street, with its significance deriving in part from its verandah and role as a focal building when viewed from Arbutus Street. There is no direct frontage or axial view relationship between this heritage item and the subject site. While the proposed development may be visible in oblique or background views, it would not alter the primary viewing relationships or the setting that contribute to the significance of the heritage item. Heritage items along the Balmoral foreshore, including the State-listed <i>'Balmoral Bathers Pavilion'</i> (SHR #00760), the <i>'Balmoral Beach Promenade'</i> (LEP I362) and <i>'Hunter Park'</i> (LEP I369), are located at a considerable distance from the subject site and are separated from it by intervening development and changes in topography. Views to and from these places are already influenced by the existing urban context. Where the proposed development may be visible in longer-range views, it would be experienced as a distant background element and would not affect the ability to understand or interpret the heritage significance or key harbour-side views associated with these items. In this context, the proposed works would not result in an unacceptable impact on views to or from heritage items, nor would they adversely affect the integrity or streetscape presentation of heritage items or conservation areas within the vicinity of the site.

7 Conclusion

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the local items of heritage significance located within the vicinity.

Key aspects of the proposal assessment are listed below:

- The proposal has been prepared within the context of current State planning controls that support increased residential density in proximity to designated town centres. This Heritage Impact Statement does not assess the planning merits of that framework, but focuses on how the resulting built form responds to the surrounding heritage context.
- The subject site does not contain heritage-listed buildings and is not located within a heritage conservation area. The existing buildings have been assessed as not meeting the threshold for heritage listing, and their demolition would not result in adverse heritage impacts.
- The sandstone wall forming part of the 'Divided Road' Redan Street (LEP I440), which contributes to Mosman's historic road and landscape character, is retained in the majority of its extent. The proposed development includes vehicular access from Redan Street. To the extent that any physical works are required within, or directly affecting, the sandstone wall associated with the divided road, those works would be limited to a section of the wall that is intermittently mapped and demonstrates lower integrity than other, more intact sections along Redan Street and Balmoral Avenue, and would be subject to any required separate approval, condition or detailed design process. The access arrangement would not affect visually prominent or continuous portions of the wall and is not located within direct sightlines from the harbour or public reserves. New side retaining walls associated with the driveway are to be finished in sandstone, with landscaping provided along the retaining walls to respond to the established materiality and character of the heritage item.
- The revised built form has been designed to respond to the surrounding heritage context through a combination of boundary setbacks, podium articulation and stepped massing. Setbacks to all boundaries of the consolidated site reflect the established spatial pattern in the locality and maintain appropriate separation from adjoining development, including nearby heritage items.
- A podium typology addresses both Redan Street and Redan Lane, responding to the prevailing scale of development at pedestrian level. At the south-eastern corner of the site, adjacent to the heritage-listed semi-detached houses at 36–38 Redan Street (LEP I262), the proposal adopts a revised single-storey podium. This establishes a scale more closely aligned with the adjoining heritage item, with increased setbacks provided from Level 1 and again from Level 5, creating a stepped transition in height and massing away from the shared boundary.
- Across the remainder of the site, overall building height and massing are managed through a podium-based form, articulated building volumes and progressive upper-level setbacks, including to the uppermost storeys. These measures are intended to reduce the perception of bulk, moderate the building's presentation within the streetscape, and limit visual dominance when viewed from the public domain.
- The revised scheme increases the depth and modelling of the façade, including recessed elements, balconies and articulated edges, to break down the overall scale of the building. This includes recessed treatment to the northernmost volume to provide vertical articulation and reduce the perceived bulk of the development along the Redan Street frontage.
- The southern elevation incorporates articulation through angled projecting windows oriented toward the street, varied materiality and integrated landscaping. This approach avoids a blank or monolithic façade and provides a visually considered backdrop when the subject site is viewed obliquely in relation to the heritage-listed semi-detached houses at 36–38 Redan Street (LEP I262).
- The proposal adopts a cohesive architectural approach that responds to its context. Façade articulation, including a clear hierarchy of materials between podium and upper levels, is used to break

down the overall form and manage its perceived bulk, assisting nearby heritage items to retain their legibility and streetscape presence.

- A generous provision of gardens and private outdoor spaces is incorporated into the design to assist in integrating the residential apartment building into the locality. Landscaped setbacks provide a clear transition to the street and soften the building's interface with the public domain, while private balconies reflect the established domestic character of other residential apartment buildings in the area.
- 'House', 29 Redan Street (LEP I261) located opposite the site, would retain its prominence and legibility within the streetscape. The dwelling's heritage significance derives from its architectural form, corner siting and garden setting, which would continue to be appreciated due to separation provided by the Redan Street carriageway, public verge and divided road. The proposal would not involve physical works to the dwelling or its curtilage, and would not result in an unacceptable adverse impact on its heritage significance, setting or primary viewing relationships.
- The 'Electrical Substation 205', on Redan Street (LEP I263), located opposite the site, would retain its streetscape presence and legibility. While modest in scale, the substation's heritage significance derives from its architectural treatment and relationship to the street edge, which would not be altered. The proposal would not involve physical works to the substation or its curtilage, and would not result in an unacceptable adverse impact on its heritage significance or setting.
- 'House', 52 Almora Street (LEP I13) would retain its primary setting and landmark role as a corner building when viewed from Arbutus Street and Upper Almora Street. While the proposal may be visible in oblique or background views, it would not result in an unacceptable adverse impact on the heritage significance, curtilage or primary viewing relationships of this item.
- Heritage items further east along Balmoral Bay are physically separated from the subject site and are experienced within a broader urban context influenced by existing development. Where the proposal may be visible in longer-range views, it would be perceived as a distant background element within this wider built setting and would not disrupt the legibility, setting or significance of these heritage places.

Collectively, the design measures incorporated into the revised scheme are intended to manage heritage impacts and support an appropriate response to the surrounding context. While the overall scale of the development would remain apparent, the proposal has been refined to avoid unacceptable impacts on the significance, setting and streetscape presence of nearby heritage items.

For the reasons set out in this assessment, the proposed works are considered to result in an acceptable level of heritage impact and, from a heritage perspective, are capable of being supported, subject to detailed design resolution and any relevant conditions of consent.

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