

Social Impact Assessment

State Significant Development Application

40 – 48 Redan Street

Mosman

Prepared Mosman Land No. 1 Pty Ltd

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Executive Summary

This Social Impact Assessment (SIA) has been prepared by Notting Hill Advisory Pty Ltd (Notting Hill) on behalf of Mosman Land No.1 Pty Ltd (the Applicant) to support a State Significant Development Application (SSDA) for the site located at 40-48 Redan Street, Mosman (the Proposal).

The SSDA seeks development consent for the redevelopment of the site for a multi-storey in-fill affordable housing residential development for 53 new dwellings. Specifically, this application seeks approval for the following:

- Demolition of the existing structures on site, including 5 dwellings and 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, services, and storage
 - 53 residential dwellings in 2-, 3- and 4-bedroom configurations
 - Communal open space at ground level, level 1 and level 5
- Ancillary vehicular entry and public domain works from Redan Street
- 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 and augmentation of physical infrastructure and utilities as required. Refer to Architectural Plans prepared by FJC Studio appended to the Environmental Impact Statement.

This SIA has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 5 September 2025 issued for the SSDA (SSD-93020230).

Summary of Social Impacts

The Social Impact Assessment provides a comprehensive analysis of the projected social impacts of the Amending SSDA across the eight categories of social impact set out in the *Social Impact Assessment Guideline*: Way of Life, Community, Accessibility, Culture, Health and Wellbeing, Surroundings, Livelihoods, and Decision-Making Systems.

This assessment sets out the potential positive and negative social impacts anticipated during the construction and operational phases, making clear recommendations for mitigating potential negative impacts and enhancement measures for positive social impacts. The range of impacts identified in this SIA include high, moderate, minor, and negligible impacts, both positive and negative, reflecting the complex nature of redevelopment and its influence on existing and future residents, as well as the local and broader community.

The following section summarises key issues and their associated impacts as assessed in the body of the Social Impact Assessment.

Way of Life

The SSDA proposes the redevelopment of the site for a multi storey residential flat building comprising 53 dwellings, including 15% affordable housing to be managed by a registered Community Housing Provider for a minimum period of 15 years. The proposal represents a substantial uplift in housing supply relative to the existing five dwellings and introduces affordable housing into a high value residential market.

From a way of life perspective, the development is expected to generate moderate positive social outcomes for future residents. The site is located within walking distance of established retail, services, community facilities and public transport, supporting daily mobility, independence and access to employment. The provision of affordable housing enhances access to the suburb for moderate income households and key workers who may otherwise be excluded from the local housing market.

During construction, temporary disruption to surrounding residents' daily routines is likely due to noise, vibration, construction traffic and general activity. These impacts are short term and will be managed through approved construction management measures. While engagement identified concerns regarding height and scale, the Visual Impact Assessment concludes that the proposal will not result in significant visual impacts. Residual impacts on neighbouring residents' sense of place are therefore localised and primarily perceptual rather than materially adverse.

Community

Construction activity will result in short term amenity impacts for nearby residents, including noise, traffic movements and visual change. These impacts are highly likely during peak works but are limited to the construction period and are assessed as low to moderate in magnitude. At a suburb wide scale, they are not expected to materially alter community cohesion.

The redevelopment will require the demolition of five existing dwellings, resulting in relocation for current occupants. While this may have a moderate impact for affected households, the number of receivers is limited, and the broader community effect is negligible.

The inclusion of 11 affordable housing dwellings introduces greater housing diversity within Mosman and supports access for key workers and moderate-income households. Engagement undertaken for the SSSDA indicates that, notwithstanding opposition to built form scale, community members recognised the value of additional housing supply and affordable housing provision. Overall, residual impacts on community cohesion and character are assessed as low to moderate positive, with the benefits of increased housing diversity outweighing temporary disruption.

Accessibility

The site benefits from strong public transport connectivity, including bus services along Military Road and access to Mosman Bay Ferry Wharf, as well as proximity to retail and community infrastructure. It is highly likely that future residents will experience positive accessibility outcomes, with convenient access to employment, services and recreational assets.

Temporary disruption to pedestrian and vehicle movements may occur during construction; however, this will be managed through the Construction Traffic Management Plan and is limited in duration. The Transport Impact Assessment concludes that the proposal will have negligible impact on surrounding road network performance and public transport services. The provision of 106 onsite parking spaces, including visitor parking, further supports accessibility for older residents, families and those with mobility needs. Overall, accessibility impacts are assessed as high positive in operation.

Culture

No Aboriginal objects or sites have been identified within the subject site, and no direct impacts on Aboriginal cultural heritage are anticipated. Cultural considerations relate primarily to acknowledgment of Country and the broader contribution of development to local identity and place.

The site is adjacent to locally listed heritage items. Technical assessments, including the Noise and Vibration Assessment, confirm that vibration levels will comply with relevant standards and are not expected to cause structural damage to surrounding heritage buildings. The Visual Impact Assessment concludes that the proposal will not result in significant visual impacts. Accordingly, residual impacts on heritage values are assessed as low and unlikely to occur.

The development may contribute positively to everyday cultural life by increasing residential presence and supporting informal social interaction within the public domain and communal spaces. This is assessed as a moderate positive outcome at a local scale.

Health and Wellbeing

The Noise and Vibration Assessment confirms that operational noise impacts can be mitigated through appropriate building design and acoustic treatments. Construction related noise and vibration will be temporary and managed in accordance with recommended mitigation measures. While short term disturbance may contribute to stress for some nearby residents, these impacts are limited in duration and extent.

The Transport Impact Assessment concludes that pedestrian safety impacts will be low and confined to the construction period, with appropriate management measures in place.

The site's proximity to Balmoral Beach, foreshore reserves, local parks and retail services supports positive physical and mental health outcomes for future residents. Access to walkable amenities and open space is strongly associated with wellbeing, and this benefit is assessed as high positive and highly likely to occur.

Surroundings

The redevelopment introduces a larger built form relative to the existing detached dwellings. Engagement feedback identified concerns regarding height, scale, overshadowing and privacy. However, the Visual Impact Assessment concludes that the proposal will not result in significant visual impacts. Residual impacts on surrounding residents are therefore localised and primarily perceptual rather than materially adverse.

While some adjoining residents may experience altered outlook or a perceived change in neighbourhood character, these effects are limited in extent. In operation, the development is expected to provide moderate positive outcomes in terms of improved built form quality, landscaping and passive surveillance, contributing to perceptions of safety and activation of the streetscape.

Livelihoods

Mosman's occupational profile indicates a high proportion of professional and managerial workers, including residents with capacity to work from home. Construction related noise and activity may temporarily affect productivity for nearby residents undertaking work from home. These impacts are assessed as low in magnitude and time limited, with mitigation measures in place to reduce disturbance.

The demolition and construction phases will also generate short to medium term employment across a range of trades, subcontractors and professional services. This includes direct on-site construction roles and indirect employment within the building supply chain. While temporary in nature, this employment generation represents a local and regional livelihood benefit associated with the proposal.

In operation, the addition of 53 dwellings will expand the local residential catchment and is highly likely to contribute to increased spending within nearby retail and service areas. This represents a moderate positive impact for local businesses over the longer term.

Decision-Making Systems

Engagement undertaken for the SSDA, including targeted consultation and public information sessions, has provided opportunities for community members to understand the proposal and raise concerns. Issues relating to height, density and cumulative change have been considered through design development and supported by specialist technical studies.

Formal statutory exhibition will provide additional opportunity for submissions and review by the consent authority. Clear complaints and enquiry mechanisms will be maintained during construction, and governance arrangements will be established for future residents upon occupation.

While some perceptual concerns regarding development outcomes may remain among objectors, the availability of formal participation pathways and transparent documentation of assessment findings result in a low residual social impact on decision making systems.

Introduction

As outlined in the Executive Summary, this Social Impact Assessment (SIA) has been prepared by Notting Hill Advisory Pty Ltd (Notting Hill) on behalf of Mosman Land No. Pty Ltd (the Applicant) to support a State Significant Development Application (SSDA).

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Response to Secretary’s Environmental Assessment Requirements (SEARs)

This SIA has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (SEARs) dated 5 September 2025 issued for the SSDA (SSD-93020230). Specifically, this report has been prepared to respond to the SEARS requirement issued below.

Item	Requirement	Response Location
18 – Social Impact	The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the Social Impact Assessment Guideline for State Significant Projects.	Social Impact Assessment and Prediction

Site Description

The site is located at 40-49 Redan Street, Mosman within the Mosman Municipality (LGA). The site 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 3,233m². 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 well located, close to established local 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 or located within a heritage conservation area, however Redan Street reserve is listed as a local heritage item in the *Mosman Local Environmental Plan 2012 (LEP)*. The site to the

immediate south at 36-38 Redan Street containing a pair of semi-detached houses and to the east at 29 Redan Street containing a house are also a listed local heritage item.

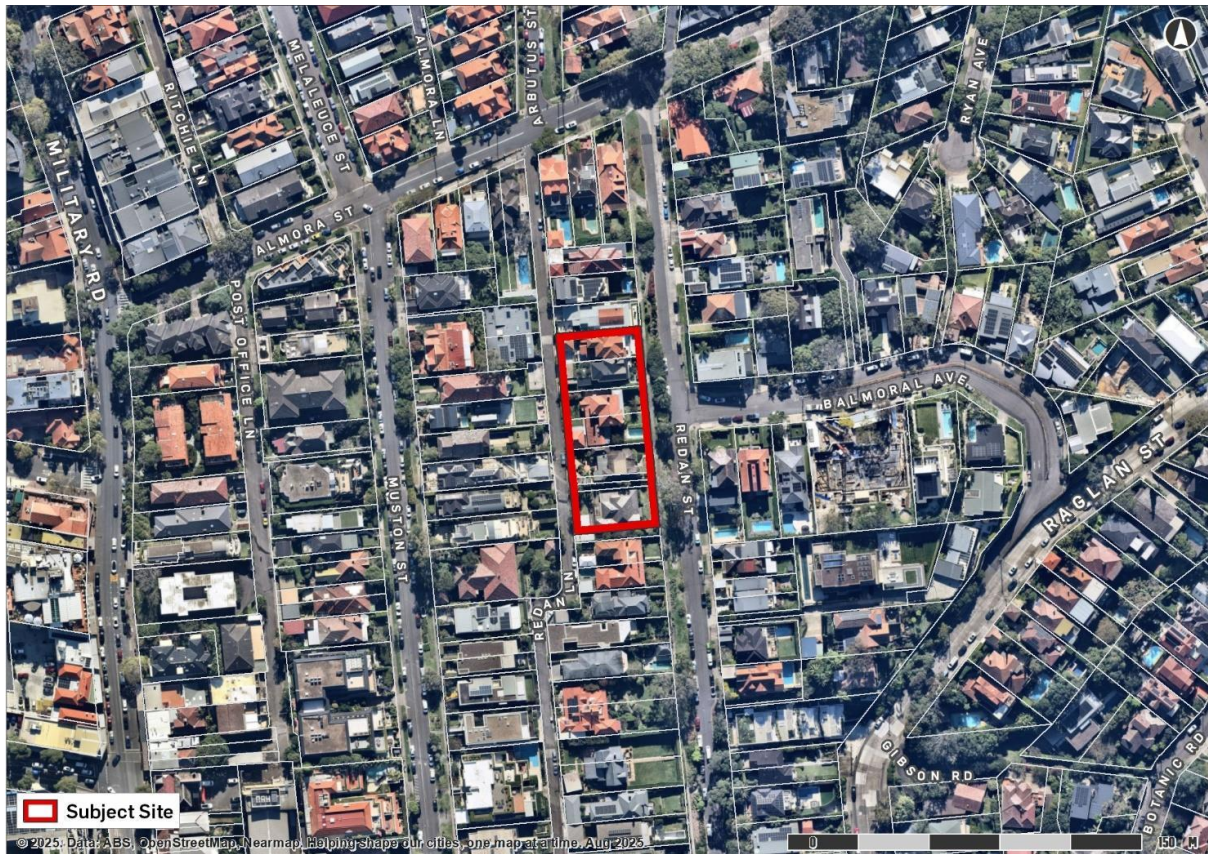


Figure 1 - Site Aerial (Source: Urbis)

Methodology

The assessment of social impacts has been conducted in accordance with the NSW DPHI *Social Impact Assessment Guideline* for State Significant Projects (July 2025). It is noted within the Guideline that for State significant housing projects, the EIS must consider social impacts and if any significant social impacts are identified, an SIA must be prepared in accordance with the Guideline.

This assessment draws on guidelines published by the International Association for Impact Assessment (IAIA), *International Principles for Social Impact Assessment* (Vanclay 2003), which defines Social Impact Assessment as:

‘The process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment’. [\(IAIA\)](#)

The impact assessment has taken into consideration the potential impacts of the proposal in relation to the following 8 categories of impact:

- **Way of life** (how people live, how they get around, how they work, play and interact each day)
- **Community** (composition, cohesion, character, how the community functions, resilience and people’s sense of place)
- **Accessibility** (how people access and use infrastructure, services and facilities, whether provided by a public, private or not-for-profit organisation)
- **Culture** (both aboriginal and non-aboriginal including shared beliefs, customs, practices, obligations, values and stories including connections to country, land, waterways, places and buildings)
- **Health and wellbeing** (physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health)
- **Surroundings** (ecosystem services, shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, aesthetic value and amenity)
- **Livelihoods** (people’s capacity to sustain themselves through employment or business)
- **Decision making systems** (the extent to which people can have a say in decisions that affect their lives and have access to complaint, remedy and grievance mechanisms).

In this SIA, Notting Hill Advisory assesses impacts in accordance with the **eight key categories of social impact**, ensuring that emerging issues are examined using a consistent and robust methodological approach.

Key stages of the impact assessment include:

- **Baseline Analysis:** Examination of the baseline analysis and project context to confirm the defined social locality.
- **Preliminary Research and Engagement Review:** Review of prior reporting and stakeholder engagement outcomes to validate and expand on the community’s key values, concerns and aspirations for the Proposal.

- **SIA Survey Fieldwork:** Assessment of detailed stakeholder survey findings to strengthen understanding of current social conditions and community perspectives.
- **Technical Report Review:** Technical reports conducted across various disciplines in support of the SSDA are reviewed to provide conclusions and recommendations related to the immediate and ongoing management of the impacts arising from the Proposal.
- **Impact Scoping and Assessment:** Comprehensive analysis of potential social impacts during construction and operation phases, with particular attention to directly affected communities and key stakeholder groups. The assessment has taken into consideration the NSW DPHI SIA Guideline, Technical Supplement to assess each identified area of impact in relation to its likelihood and magnitude as well as the significance of each of the impacts.
- **Identification of Mitigation and Enhancement measures followed by a residual impact assessment:** The social impacts have been reassessed following the application of enhancement and mitigation measures to determine the resulting residual significance of social impact.

Author Declaration


This Social Impact Assessment has been prepared by Notting Hill Advisory in accordance with the *NSW Social Impact Assessment Guidelines* (NSW Department of Planning, Housing and Infrastructure, 2025) and in alignment with the best practice principles established by the *International Association for Impact Assessment (IAIA)*.

This assessment has been undertaken with professional independence, diligence and adherence to ethical practice standards. All reasonable steps have been taken to ensure the information, data and analysis contained in this report are accurate, evidence based and reflective of the social context and community values relevant to the proposal.

The author confirms that the methodology used is consistent with recognised SIA practice, including early scoping of potential impacts, stakeholder engagement, analysis of social baseline conditions, assessment of positive and negative impacts, and identification of mitigation and enhancement measures to support equitable and sustainable outcomes.

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Peer Review

Sarah George, BA Sociology & Psychology, Macquarie University; Social Planning Consultant



Literature Review

This section summarises the key policy and planning frameworks at the national, state, and local government levels relevant to the SSDA for 40-48 Redan Street, Mosman.

National Housing Accord 2022

Introduced in October 2022, the National Housing Accord sets out a coordinated national response to address Australia's housing supply and affordability challenges. The Accord commits to facilitating the construction of one million new well-located homes from 2024, supported by partnerships between all levels of government, investors and the construction industry.

The Accord places particular emphasis on delivering housing in locations with access to employment, services and public transport, and within established urban areas capable of accommodating growth. The proposal aligns with these objectives by contributing additional housing supply, including affordable housing, within Mosman - a well-connected centre with access to bus networks, employment opportunities and established community infrastructure.

Greater Sydney Region Plan

The Greater Sydney Region Plan sets the long-term vision for Sydney as a metropolis of three cities: the Western Parkland City, Central River City and Eastern Harbour City. Mosman is located within the Eastern Harbour City, which is identified as a key focus of innovation and global competitiveness.

The Plan promotes the delivery of additional housing close to jobs, education, and transport, consistent with the "30-minute city" objective. It identifies the Eastern Harbour City as a strategic area for inner city living and urban renewal around transport hubs. The proposal supports these objectives by redeveloping underutilised land to deliver higher density housing in a location well serviced by transport hubs.

Relevant objectives from the Plan include:

- **Liveability** – Providing housing choice close to jobs, transport, and services.
- **Sustainability** – Encouraging development that supports walkability and reduces emissions through efficient land use.

North District Plan

The North District Plan provides a district-level planning framework for the Eastern Harbour City. Within this context, the Mosman Municipality is identified as a region with capacity to increase housing density and diversity while maintaining access to jobs, services, and public transport.

Relevant planning priorities include:

- **Planning Priority N1** - Planning for a city supported by infrastructure.
- **Planning Priority N5** - Providing housing supply, choice, and affordability with access to jobs, services, and public transport.
- **Planning Priority N6** - Creating and renewing great places and local centres, and respecting the District's heritage.

The proposal contributes to these priorities by delivering additional housing within an established centre, retaining approved public domain and foreshore outcomes, and supporting a transit-oriented development pattern.

State Environmental Planning Policy (Housing)

The Housing SEPP provides a consolidated framework for the delivery of diverse and affordable housing types across NSW and supports the inclusion of affordable housing within private developments.

The proposal aligns with this policy through its inclusion of dedicated affordable housing to be managed by a registered Community Housing Provider (CHP). The site benefits from provisions under the SEPP that encourage well-located affordable housing near transport, jobs, and services.

Future Transport Strategy 2061

The NSW Future Transport Strategy sets out a long-term vision for an integrated, efficient, and sustainable transport system. Mosman is predominantly serviced by a bus network (B-line, 100, 114, and 230 bus routes) that connects residents to major centres, including Sydney CBD, North Sydney, Neutral Bay, and Northern Beaches. The Mosman Bay Ferry Wharf provides harbour transport for both commuters and recreational users.

By accommodating additional residential development in proximity to public transport and services, the proposal supports the Strategy's objectives to optimise existing infrastructure, reduce car dependency and encourage sustainable travel behaviours.

NSW Government Architect – Better Placed

The Better Placed policy outlines the NSW Government's design principles for the built environment, emphasising health, responsiveness, integration, equity and resilience. These principles are particularly relevant in areas undergoing urban renewal, where increased density must be balanced with amenity and liveability.

The proposal has been informed by these principles through a design-led approach that seeks to integrate additional height and density while maintaining appropriate building separation, affordable housing provision, and communal open space.

NSW Government Architect – Connecting with Country Framework

The Connecting with Country Framework guides proponents in embedding Aboriginal perspectives and values in the planning, design, and delivery of projects. While the site is in an established urban context, the principles of respect for Country, co-design, and acknowledgement of Aboriginal connection to place remain relevant. These will be reflected through engagement with local Aboriginal stakeholders and in the design response where feasible.

Social Impact Assessment Guideline and Technical Supplement

The NSW Social Impact Assessment Guideline and accompanying Technical Supplement establish the framework for identifying, assessing and managing the social impacts of State Significant Development. The guidelines emphasise understanding how people experience change, consideration of cumulative impacts and the role of engagement in informing decision-making.

This Social Impact Assessment for 40-48 Redan Street has been prepared in accordance with these requirements.

Mosman 2025-2035 Community Strategic Plan

The Mosman 2025-2035 Community Strategic Plan emphasises the community's vision for maintaining Mosman's village character, environmental quality, and heritage values while accommodating population change. The Plan identifies shifting demographic patterns in the area, notably downsizing and ageing populations, while emphasising the imperative to respect the existing scale, streetscape character, and environmental constraints.

To achieve this, Council have outlined their priorities through a series of strategic directions. Those relevant to this assessment include:

- SD5: Well-designed, liveable, and accessible places.
- SD6: Heathy and active village lifestyle.

The Mosman Local Strategic Planning Statement 2025:

The Mosman Local Strategic Planning Statement sets a 20-year vision for the future land use within the Mosman LGA, to guide growth, housing, and infrastructure to meet community needs, while maintaining high levels of the environmental amenity and liveability that characterises Mosman.

Planning priorities relevant to this assessment of social impact include:

- PP5: Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations.
- PP4: Design and provide places and spaces that are healthy to live in, to work in and to visit.
- PP3: Provide a range of facilities and services to meet community needs, and foster a culturally rich, creative, and socially connected Mosman community.

The LPS identifies housing choice and diversity as critical to support Mosman's ageing population and to enable existing residents to downsize and continue to live locally, acknowledging that the cost of housing in Mosman is very high. It also states that social housing is important for workers on lower incomes and people with disabilities.

The LPS permits a scale of development of up to two stories within low-density residential areas, and up to five stores within local centres, such as Spit Junction. It identifies centres along the Spit-Military Roads corridor as notable spots for additional housing, given their proximity to public transport, shops, and services.

The Mosman Local Housing Strategy

The Mosman Local Housing Strategy is a 20-year plan to manage housing demand and accommodate an additional 1,370 residents, in alignment with state housing targets and in response to a progressively ageing population.

'Housing stress' occurs where a household contributes more than 30% of gross household income toward rent or mortgage repayments. The Strategy identifies that a notable proportion of Mosman residents experience rental or mortgage stress, including moderate income households, reflecting broader affordability pressures within the LGA.

Recent data compiled by the NSW Department of Communities and Justice (2024) indicates that there are 31 affordable rental dwellings within the Mosman LGA available to households on low incomes. In 2024,

only 1.9% of private rental stock in the LGA was affordable to households on very low incomes, 11.5% to those on low incomes and 50.2% to those on moderate incomes.

The scale of rental stress is pronounced. Of the 341 renters on very low incomes in the LGA, 339 (99.4%) are experiencing rental stress. Of the 354 low-income renters, 325 (91.8%) are in rental stress, while 381 of 654 moderate income renters (58.2%) are also experiencing rental stress (based on 2021 income data).

These figures underscore the structural tension identified in the Local Housing Strategy between Mosman's ageing demographic profile and the need to attract and retain key workers, particularly in aged care and health services. Rental affordability constraints materially affect the capacity of lower and moderate-income households, including key workers, to reside locally.

Stakeholder Engagement

Stakeholder engagement is central to the assessment of social impacts, providing the primary evidence base for understanding how people experience change and the issues they consider most important. For this project, engagement has been undertaken to ensure that community views are captured in a structured, transparent and proportionate manner, consistent with the **Undertaking Engagement Guidelines for State Significant Projects**.

The engagement program for the amending SSSA combined **quantitative and qualitative methods** to capture both statistically representative public sentiment and more detailed qualitative feedback. Engagement activities were designed to ensure that perspectives were obtained not only from those who typically participate in consultation processes, but also from residents who may otherwise be under-represented, including renters and younger cohorts.

Engagement was undertaken by **Brilliant Logic** on behalf of the Applicant and included two in-person focus groups, an online survey, online feedback form, dedicated project email and a project website. A postcard was distributed via letterbox drop to a defined radius and invites to the focus group were sent via direct emails to community members who had registered to be involved in any engagement opportunities. Together, these activities provided a robust understanding of community awareness, perceptions, and priorities in relation to the proposed amendments.

Community Engagement

Letterbox Distribution

To support awareness of the proposal and engagement opportunities, two A6 **postcards** were distributed to **1,676 nearby residences and businesses** between October 2025 and January 2026. The postcard clearly directed community members to the project website where they could read more about the proposal and provide feedback.

This approach ensured that engagement opportunities were accessible to residents regardless of digital participation and supported broader awareness of the proposal within the local area.

The engagement provided valuable qualitative insights into community priorities and concerns.

Project Website

A **dedicated project website** (redanstreetmosman.com.au) went live on **1 October 2025** to present the proposal and to provide community members with an avenue to provide feedback. The site provides a plain-language overview of the proposal, survey, and online feedback form.

The page received a total of **633-page reviews** and had **417 active users**. During this period, this led to 43 survey completions and 13 feedback form completions.

Online Survey

A 10-question community survey was conducted using SurveyMonkey. The survey was promoted via the project website and letterbox distribution. 45 people who identified as residents, workers, business owners, or visitors in Mosman completed the online survey.

The survey tested community sentiment across a range of issues relevant to housing affordability and supply, attitudes towards the proposal, perceptions of the local neighbourhood and amenity, traffic and parking, and perceived project benefits. The survey catchment was selected to represent residents with a direct personal, economic, or civic interest in the proposal.

Survey findings indicate strong concern for the building's height and scale and the impact this would have on the area's heritage, character, streetscape, traffic, and infrastructure. Respondents favoured reducing the height and intensity, providing view corridors, and ensuring sensitive design and landscaping to minimise disruption and mitigate concerns around the loss of views and sunlight. Overall feedback was largely critical, with respondents challenging Mosman's suitability as the location for this development.

While views on the proposal's scale was unfavourable, survey findings indicate respondent's support for the inclusion of affordable housing within the project, with over half of respondents expressing 'strong' or 'somewhat' support. These issues are considered in detail within the impact assessment section of this SIA and informed the refinement and assessment of the proposed mitigation and enhancement measures.

Traffic, parking, and access were also raised consistently by survey respondents, with concerns that the proposed development would create traffic pressure and congestion, particularly on Redan Lane.

Feedback Form

The dedicated project website enabled community members to provide feedback directly to the project team. A total of **13 submissions** were received via the project website during the consultation period. While most respondents were neighbouring residents, additional feedback was provided from residents elsewhere in Mosman.

As with the online survey, respondents raised concerns around the height and scale of the development and questioned the suitability of the development to a low-scale residential context. Respondents felt the scale of the building would obstruct solar access, adversely affect local character, and reduce existing resident's privacy, ultimately leading to reductions in property value and residential amenity.

Traffic and parking were identified by respondents who felt that the additional vehicle movements would exacerbate existing congestion in local streets, specifically on Redan Street, Redan Lane, and Almora Street.

In summary, respondents to the feedback form were predominantly critical of the proposal, raising concerns around the building height, impacts on views, traffic, infrastructure capacity, neighbourhood character, affordable housing, site suitability, and information availability.

Engagement with Individual Community Members

Engagement with a neighbouring resident occurred through multiple channels during the consultation period, including phone, email and an in-person meetings with the project team.

At an in-person meeting on Wednesday 26th January 2026, the resident expressed an interest in continued involvement and the project team confirmed feedback would be considered as the project is refined.

The engagement team also undertook in-person meetings with other members of the public, as requested. These meetings provided in-depth insight into the proposal and the opportunity to respond to questions and hear observations directly.

Focus Group 1

The first focus group was held on 11th December 2025 with three community members. 19 invitations were sent to registered community members. The focus group began with a short presentation by the project team and architect, followed by questions for the architect. Once the architect had departed, an open discussion was held and facilitated by Brilliant Logic. Community members were advised feedback would be anonymous.

The focus groups highlighted participants supported the inclusion of affordable housing thereby enabling key workers to live closer to their workplaces. Further, feedback demonstrated support for the high-quality landscaping, trees, gardens, and open green space that formed part of the proposal.

Consistent with the online survey and feedback form, focus group participants demonstrated concern for the scale of the proposal, asserting it was out of character with the low-rise, amphitheatre-like form of Balmoral slopes. Participants objected to the building blocking lines of sight, vistas, views, and sunlight on Muston Street homes. Further, participants felt the proposal would create irreversible damage to Mosman's heritage homes, coastal character, and visual identity.

Focus group participants also identified traffic and congestion from the proposal as an issue, describing Redan Lane and Military Road as already unsafe and congested, particularly during peak periods.

Focus Group 2

The second focus group was held on 30th January 2026 with three community members. 26 community members were invited via email correspondence with community members who completed the survey or feedback form and requested further engagement opportunities. Attendees from the first focus group were also invited.

The second focus group followed the same structure as the first focus group.

Participants of the second focus group demonstrated support for the inclusion of affordable housing provided it was managed with clear eligibility criteria and oversight. Respondents supported providing access to the site via Redan Street as opposed to Redan Lane which participants felt was already congested. Further, participants demonstrated strong support for ongoing project communication, preferably via email.

Participants expressed concern around the loss of views and skyline due to the proposal's height and scale and felt it was inconsistent with Mosman's low-rise, heritage streetscape. They expressed concerns around overshadowing and privacy on Muston Street.

Participants also expressed concern around traffic, parking and access, feeling that congestion and limited parking was a pre-existing issue that would be exacerbated by the development. They also raised concern for the impacts of construction, notably noise, dust, vibration, heavy vehicles, and safety and sought greater clarity on how these impacts would be managed.

Engagement Summary

Overall, the engagement program undertaken for the SSDA provided a **balanced and proportionate understanding of community views**, combining statistically representative public sentiment research with targeted qualitative engagement. Feedback indicates that while concerns remain regarding the development's height, scale, and impact on traffic and congestion, there is broad recognition of Mosman's

need for affordable housing and opportunity for communication and engagement on the proposal to mitigate some concerns.

The findings of the engagement program have directly informed the assessment of social impacts presented in this SIA and provide a sound evidence base for understanding how the proposed amendments may be experienced by the community.

Social Baseline

The social baseline for 40-48 Redan Street, Mosman State Significant Development Application comprises a review of the natural and physical features of the locality as well as the cumulative demographic trends. Findings have informed the approach to consultation, scoping of initial impacts, and formation of the site's social locality.

Social Locality

The site at 40-48 Redan Street is located within the Mosman Municipality LGA. The locality is characterised by a mix of medium- and low- density residential development, interspersed with recreational and environmental living zoned land.

Mosman has a broad range of local amenities and services, including community facilities, parks, open space, recreation, and leisure facilities. 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.

Located on the Sydney Harbour, Mosman has access to a diverse range of water-based recreation activities including swimming, snorkelling, sailing, and fishing. Access to the water is provided through a range of local clubs and groups, the site's geographic proximity to the water forms a defining feature of the local social environment and is a key focus of everyday activity and social interaction.

Mosman Bay Ferry Wharf provides frequent services that connect the area with Sydney CBD and the Northern Beaches. Local and regional bus services operate through Mosman and surrounding suburbs.

Mosman is well serviced by existing community infrastructure within and surrounding Mosman. These include:

Education

- Mosman High School
- Mosman Public School
- Queenwood School for Girls
- Mosman Preparatory School
- Sacred Heart Catholic Primary School

Community and civic facilities

- Mosman Art Gallery – offers a diverse program of exhibitions, events, and educational activities.
- Barry O'Keefe Library – is a key community hub that provides space for study and connection as well as providing a lending service of physical and digital resources.

Health and wellbeing services

- Local GP practices, allied health services and medical centres within Mosman town centre.
- Mater Hospital in North Sydney (13-minute drive).
- Royal North Shore (15-minute drive).
- North Shore Private Hospitals at St Leonards (16-minute drive).

Open space, recreation and sporting facilities

- Reid Park – large harbour foreshore park with playground and cricket pitch.
- Memory Park and Playground – local park with basketball hoop, flat grassed area, handball court, large trees, and rest area.
- Reginald Street Park – small urban park with grassed area, playground, and seating.
- Mosman Rowers Club – rowing club with training and social activities.
- Allan Border Oval – fenced oval with turf wickets, practice nets, pavilion, club rooms, night lighting, and street parking.
- Mosman Coastal Trails – series of foreshore, coastal, and bushland trails connecting local reserves, beaches, and heritage sites.

Retail and everyday services:

- Military Road, Mosman provides a range of supermarkets, retail, food services, and everyday amenities.
- Spit Junction is a local hub featuring Bridgepoint Shopping Centre. This offers a range of cafes, retail shops, and supermarkets.

Figure 2 below, illustrates the subject site (outlined in red) within the broader Mosman locality, showing surrounding road networks, topography through contour lines, and key community facilities and destinations. Walking times are marked to nearby beaches, schools, parks, the library, Mosman Junction and other local amenities, providing an indication of pedestrian accessibility and proximity to services.



Figure 2: Site Context (Source: Tzannes, Urban Design Report 25 February 2026)

Population Profile

This section provides an overview of the existing social environment in and around Mosman, drawing on publicly available data sources including the Australian Bureau of Statistics (ABS) 2021 Census, Mosman Council strategic documents, and relevant State planning policies. It establishes the demographic and socio-economic context against which potential social impacts of the proposal are assessed and informs consideration of appropriate mitigation or enhancement measures.

Mosman is characterised by a combination of high-density dwellings and medium density dwellings. The proportion of high-density dwellings is lower than neighbouring LGAs, such as North Sydney and Willoughby. Mosman has seen a recent increase in high-density redevelopment and growth between 2016 and 2021 with medium density dwellings decreasing by 200 and high-density dwellings increasing by 326.

Mosman LGA is characterised by a progressively ageing population, which is reflected in changing household composition patterns. While couples with children remain a significant household type, a comparable proportion of households comprise couples without children, indicating a strong presence of *empty nesters* and older couples. Demographic change between the 2016 and 2021 censuses further reinforces this trend, with Mosman experiencing growth in couples without children and lone-person households, alongside a decline in couples with children. These shifts suggest an increasing prevalence of smaller and older households.

Age profile data further highlights this demographic pattern. Although residents aged 35–49 represent the single largest age cohort (20.3%), Mosman has a notably high proportion of older residents, with 28% of the population aged 60 years and over. This substantial and growing older population is likely to influence future housing demand, service provision, accessibility requirements, and community infrastructure needs within the LGA.

According to the 2021 ABS Census, Mosman demonstrates moderate cultural diversity and relatively low rate of a language other than English spoken at home, as compared with the rest of NSW. The largest overseas-born populations originate from England, followed by New Zealand, China and South Africa. This demographic profile indicates that Mosman contains a strong representation of migrants from English-speaking countries, alongside smaller but established culturally and linguistically diverse communities.

Mosman is also characterised by high levels of socio-economic advantage and low relative disadvantage. The Mosman LGA ranks in the 98th percentile on the Socio-Economic Indexes for Areas (SEIFA), indicating that the area experiences significantly lower levels of socio-economic disadvantage compared to 98% of Australian local government areas. This advantage is reflected in workforce characteristics, with a 66.4% of residents employed in professional and managerial occupations. Correspondingly, flexible and home-based working arrangements are prominent, with 58.5% of residents working from home.

Travel-to-work patterns further reinforce Mosman's socio-economic and built environment characteristics. Private vehicle use remains the dominant mode of commuting, accounting for 19.8% of journeys to work, while public transport accounts for 3% and active transport modes, including walking and cycling, represent 3.1%. These patterns reflect both local travel behaviour and the area's established transport infrastructure. In the context of high-density housing, these trends highlight the importance of considering transport accessibility, traffic management, and opportunities to support increased uptake of active and public transport, particularly where additional residential density may place increased demand on existing transport networks.

Key demographic indicators for the social locality, based on the 2021 ABS Census, include:

- Approximately 29,000 people residing the Mosman LGA.
- Median age of 45, slightly higher than the New South Wales average of 39.
- Most residents of working age (20–64 years) but a high proportion of older residents, with 28% of the population aged 60 years and over.

The future resident profile of the proposed development is expected to closely reflect the characteristics of the existing local population.

Social Baseline Findings

- The site is well serviced by local amenities and is located within walking distance of Mosman Bay Wharf, which is located 1.5km from the site, provides frequent services to Taronga Zoo and Circular Quay.
- Mosman is connected by the B-Line bus service which runs along Spit Road/Military Road. These high frequency bus services are within a 10-minute walk of the site and provide access to key destinations such as North Sydney, Manly, St Leonards, and the Sydney CBD. The 100, 114, and 230 bus services run along Military road nearby the site and provide connectivity throughout the local area, including to the Sydney CBD. The 238-bus route also runs within walking distance of the site.
- Mosman has seen an increasing number of high-density redevelopments between 2016 and 2021. The local character is characterised by natural surroundings, offering a range of foreshore, coastal, and bushland trails.
- The proposal aligns with established State, district, and local planning objectives for Mosman by supporting higher-density residential development in a highly accessible location, enabling residents to live close to public transport, employment centres, community infrastructure, and recreational facilities.
- The site is not located within a heritage conservation area and is not a heritage item. The Heritage Impact Statement prepared by Urbis confirms that the proposal does not adversely affect nearby heritage items or heritage values. The development context is therefore shaped primarily by contemporary urban renewal outcomes rather than heritage sensitivity constraints.
- Mosman has seen an increase in couples without children or lone person households and a decrease in households with children in the years 2016 to 2021. Further, Mosman has a high proportion of older residents, with 28% of residents aged 60 and over.

Mosman LGA sits above average on socio-economic indicators. According to the 2021 ABS Census SEIFA data, Mosman Council scored in the 98th percentile on the SIEFA Index, meaning 98% of Australian LGAs experience more disadvantage than Mosman. This places Mosman in the upper percentiles nationally and indicates a relative lack of disadvantage and higher socio-economic resources compared with the Australian average.

At the same time, housing affordability pressures persist. Rental affordability is a challenge for lower income earners, such as key workers and the proportion of Mosman residents in rental and mortgage stress is higher than for Greater Sydney. This highlights the affordability challenges for lower-income households and essential workers seeking to live near transport, jobs and services, even within a socio-economically advantaged area.

Social Impact Assessment and Prediction

This section provides a ranking of the identified social impacts of the proposal in accordance with the social impact categories outlined in the SIA Guideline (DPHI 2025).

Each impact is assessed with reference to the SIA Guideline Technical Supplement, which assesses the significance of each potential social impact by comparing its magnitude against the likelihood of occurring. The impact assessment considers the potential positive and negative social impacts associated with the proposal, including impacts that may be physically observable as well as those arising from perceived change, community concern, or aspirations for the future. These impacts encompass both tangible and intangible social effects and may be experienced directly or indirectly by different groups within the community. It is recognised that social impacts are not experienced uniformly and may vary across the life of the project. Accordingly, the assessment distinguishes between impacts arising during the construction phase and those occurring during operation and acknowledges that the nature and significance of impacts may change over time.

Way of Life

How people live, access to housing, how they get around, how people work, how they play and interact

Social Impact Assessment Table: Way of Life

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Housing supply and affordability	The proposal delivers 53 dwellings, including 11 affordable housing dwellings managed by a registered Community Housing Provider for 15 years. This represents a substantial uplift in housing supply relative to the existing five dwellings. The impact is highly likely to occur and is assessed as major positive for future residents, particularly moderate-income households and key workers seeking housing in proximity to employment and services.	Affordable housing to be managed in accordance with Housing SEPP requirements and CHP best practice tenancy management. Coordination with local services where appropriate to support stable tenancy outcomes.	High positive impact for new residents. High likelihood.

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Community perceptions and sense of place	Engagement identified concern regarding height, scale and perceived change to local character. The VIA concludes no significant visual impacts. Impacts are therefore primarily perceptual and relate to community expectations regarding scale and neighbourhood character rather than measurable visual or amenity degradation. Likely to occur for a subset of neighbouring residents. Magnitude assessed as low to moderate.	Continued documentation of design rationale within SSDA material. Clear communication of built form response and heritage context. Ongoing information provision during construction.	Low to moderate negative impact , localised and primarily perceptual. Likely but limited in extent.

Community

Composition, cohesion, character, function, resilience and sense of place

Social Impact Assessment Table: Community

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Temporary construction disruption	Construction will generate short term noise, vibration, traffic and visual disturbance. Likely to occur. Magnitude low to moderate and time limited. Sensitive receivers include older residents and those working from home.	Implementation of approved Construction Management Plan including noise, traffic and community communication protocols.	Low negative during construction. Negligible in operation.
Relocation of existing residents	Demolition of five dwellings will result in displacement of existing	Advance notice and clear communication regarding demolition and construction	Localised moderate negative for affected households. Negligible at broader community

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	occupants. Impact is certain but limited to a small number of households. Magnitude moderate for affected individuals but negligible at suburb scale.	timelines.	scale.
Integration of affordable housing residents	Introduction of 11 affordable dwellings supports housing diversity in a high value market. Likely to occur. Magnitude moderate positive through increased social diversity and access to affordable housing for key workers and downsizers within the build-to-sell component of the development.	Affordable housing managed by CHP in accordance with Housing SEPP. Building management to support integration and shared amenity access.	Medium positive and certain likelihood.
Urban densification	The proposal represents an increase in residential density relative to the existing detached dwellings on the site. Engagement feedback indicates that some community members perceive this as inconsistent with established low-rise character. Technical assessments conclude that the development will not result in significant amenity and visual impacts. The impact is therefore primarily perceptual and relates to expectations regarding neighbourhood evolution rather than measurable deterioration of amenity. Likely for a subset of nearby	High quality architectural articulation, landscaping and public domain interface as documented in the Urban Design Report. Ongoing communication regarding the design rationale and planning context.	Low negative perceptual impact for some residents; moderate positive outcome in terms of housing diversity.

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	residents, with low to moderate magnitude.		

Accessibility

How people access and use infrastructure, services and facilities, whether provided by a public, private or not-for-profit organisation

Social Impact Assessment Table: Accessibility

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Short-term Access Disruption During Construction	Temporary disruption to pedestrian and vehicle movements is likely during demolition and construction works, particularly during peak excavation and material delivery periods. The magnitude of disruption is expected to be low to moderate and confined to the construction period. Sensitive receivers include residents relying on consistent pedestrian access and those with reduced mobility.	Implementation of the Construction Traffic Management Plan, maintaining safe pedestrian pathways and managing construction vehicle movements to minimise disruption. Advance notice of any temporary access changes.	Low negative during construction; negligible during operation.
Parking provision	The development provides 106 on-	Parking provision delivered in accordance	Medium positive impact with high likelihood

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	<p>site parking spaces, including visitor spaces, consistent with the Transport Impact Assessment. This reduces reliance on on-street parking and supports accessibility for downsizers, ageing residents and families. The impact is highly likely to be positive for future residents and neutral to positive for the surrounding area.</p>	<p>with minimum DCP requirements. Preparation of a Green Travel Plan to encourage sustainable transport use.</p>	<p>of occurring.</p>
<p>Access to Public Transport, Local Services and Amenities</p>	<p>It is highly likely that future residents will benefit from access to public transport, services and facilities given the site's proximity to Mosman Bay Ferry Wharf (1.5km walk away) and frequent bus services. The Walking Route Assessment concluded the site is in walking distance of Mosman Town Centre and that this did not require walking along a classified road or crossing high-speed traffic. The site has a continuous footpath on the western side of Redan Street, fronting the subject site. The magnitude of this impact is expected to be high and positive for future residents, as accessibility is a key determinant of daily mobility and social inclusion.</p>	<p>Ensure pedestrian access points and building entries are clearly legible and aligned with surrounding streets and transport routes, supporting intuitive access to nearby services and public transport.</p>	<p>High positive for new residents of the development with a high likelihood of occurring.</p>

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Demand on transport networks	The Transport Impact Assessment concludes negligible difference between existing and with development traffic scenarios. While additional residents will increase local trip generation, the magnitude of change to network performance is negligible and unlikely to materially affect surrounding road or public transport capacity.	Management of vehicle access and servicing consistent with TIA recommendations.	Negligible to low negative impact on existing residents in Mosman with low likelihood of negative impact occurring.

Culture

Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.

Social Impact Assessment Table: Culture.

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Aboriginal cultural values and Connection to Country	No Aboriginal objects have been identified within the site. The likelihood of direct physical impact on Aboriginal cultural heritage is therefore low. Cultural considerations relate primarily to respectful acknowledgment of	Continued acknowledgment of Traditional Custodians and consideration of culturally respectful elements within the public facing design where appropriate.	Low to negligible impact.

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	Country and the broader contribution of development to place making. Magnitude of impact is negligible in physical terms.		
Heritage context and historical continuity	The site is adjacent to locally listed heritage items. Community concerns relate to perceived visual and structural impacts. The Noise and Vibration Assessment confirm compliance with relevant vibration standards, and the VIA concludes no significant visual impacts. Accordingly, the likelihood of physical harm to heritage items is low and the magnitude of impact is negligible to low. Impacts are primarily perceptual in nature.	Ongoing vibration monitoring during excavation where required. Architectural detailing responsive to surrounding heritage context as outlined in the Heritage Impact Statement.	Low negative impact.
Contribution to Everyday Life and Place-Making	Increased residential population may contribute to informal activation of the public domain and support local social interaction. This outcome is likely and of moderate positive magnitude at a local scale.	Active ground level interface and high-quality communal spaces to support opportunities for passive social interaction.	Moderate positive.

Health and Wellbeing

Including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.

Social Impact Assessment Table: Health and Wellbeing

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Construction related disruption	Construction activity may contribute to short term stress or disruption for nearby residents. The Noise and Vibration Assessment (Acoustic Logiv) conclude compliance with applicable standards where recommended measures are implemented. Impacts are likely during peak works but temporary and limited in duration. Magnitude assessed as low to moderate during construction.	Implementation of recommended acoustic mitigation measures, including hoarding, equipment selection, monitoring and advance notification of high noise activities.	Medium negative impact during construction , negligible during operation .
Pedestrian safety	Construction traffic and increased vehicle movements have potential to affect pedestrian safety. However, the Transport Impact Assessment concludes low impact on pedestrian conditions. With appropriate management, likelihood of adverse outcomes is low and magnitude minor.	For the purposes of the SSDA a preliminary Construction Pedestrian Traffic Management Plan (CTPMP) has been prepared. This preliminary CPTMP outlines the key principles for how construction may be carried out on the site, subject to further planning to be undertaken during subsequent stages of the project. This incorporates safety measures to minimise the impacts on pedestrians and cyclists, such as limiting	Low impact during construction , negligible during operation .

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
		<p>construction vehicle use on residential streets and the number of construction vehicles accessing the site in a single day.</p>	
<p>Improved access to amenities for future residents.</p>	<p>The site location provides walkable and proximate access to a range of services, facilities, and green/open space. The site is also well connected locally and regionally, with proximity to Sydney CBD that provides connections across Greater Sydney. There is a range of social infrastructure and open space within walking distance of the proposed space, including educational, health, and recreation facilities. Future residents will experience positive impacts associated with the site's location, notably walking distance of Balmoral Beach and Balmoral Park that provides space to exercise and spend quality time with friends and family, important factors for good physical and mental health. This will have a high positive impact on new residents that is very likely to occur.</p>	<p>Consider how the communal open space at the ground level, level 1, and level 5 can provide greater access to amenities for future residents. Consideration into how these spaces can foster community cohesion and connection, factors that are important for resident's physical and mental health.</p>	<p>High positive impact on new residents that is very likely to occur.</p>

Surroundings

Ecosystem services, public safety and security and access to and use of the natural and built environment, aesthetic value and amenity.

Social Impact Assessment Table: Surroundings

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Visual change and outlook	The proposed built form represents a change from the existing detached dwellings. While engagement identified concerns regarding height and outlook, the Visual Impact Assessment concludes no significant visual impacts. Impacts are therefore localised and primarily perceptual rather than materially adverse. Likely for a limited number of adjoining residents, with low to moderate magnitude.	Architectural articulation, landscaping and façade treatment consistent with urban design recommendations.	Low to moderate negative.
Public safety and passive surveillance	It is highly likely that the development will contribute to improved perceptions of safety through increased activity, lighting and passive surveillance at street level.	Provide active ground-level interfaces, lighting, and clear sightlines consistent with the approved design to support passive surveillance of surrounding public areas, in accordance with CPTED principles.	Moderate positive impact for existing and new residents.

Livelihoods

Including people's capacity to sustain themselves through employment or business

Redan Street is located within walkable distance of surrounding retail, services, and commercial activities. Local service industries and small businesses in Mosman benefit from pedestrian movement, residential catchment, and access to transport infrastructure.

The proposed SSSDA is not expected to disrupt the broader employment profile of Mosman. Rather the increase in residential population supports local spending and activation.

Social Impact Assessment Table: Livelihoods

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Construction impacts on work from home	Construction activities associated with the development are unlikely to adversely affect the operations of nearby businesses due to the site's predominantly residential setting. However, potential impacts may arise for residents working from home in surrounding properties. According to the 2021 ABS Census, approximately 58.5% of residents in Mosman reported working from home. This figure is likely inflated due to temporary changes in work patterns during the COVID-19 pandemic, with pre-pandemic data indicating that 8.9% of residents worked from home in 2016.	Applying the recommendations in the Noise and Vibration Assessment (Acoustic Logic, 2026), the adoption of quiet work methods and technologies will mitigate the impact on individuals in neighbouring properties to the development. Acoustic barriers will be installed to provide noise attenuation and nearby residents will be notified by leaflet of demolition works. Providing warning of when the loudest works will be completed enables workers to find an alternative work location for the day if necessary. Further, providing a complaints contact number on the building site provides a clear contact point for businesses' and worker's enquiries during construction.	Low negative during construction, limited in duration and extent, with no ongoing effects anticipated.

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	<p>Construction-related noise and disturbance have the potential to disrupt the amenity and productivity of nearby residents undertaking home-based work. Nevertheless, the overall magnitude of this impact is expected to be low, as construction impacts would be temporary, limited to standard working hours, and confined to properties in close proximity to the development site.</p>		
<p>Increased Local Economic Activity</p>	<p>It is highly likely that the addition of new residents within walkable distance of surrounding retail and service areas will contribute to increased local spending in nearby shops, services, and hospitality venues. Moderate to high positive impact for existing business owners in Mosman and high likelihood of this occurring.</p> <p>In the shorter term, the demolition and construction phases will generate employment across a range of trades, contractors and associated professional services. This includes direct on site roles as well as indirect employment within the construction</p>	<p>Provide resident welcome information promoting local retail, services, dining, and community facilities.</p>	<p>Moderate positive impact for local businesses and service providers over the long term. Further moderate positive impact is anticipated during the demolition and construction phases through the generation of direct and indirect employment, engagement of local trades and consultants, and short-term stimulus to nearby businesses servicing construction workers.</p>

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	supply chain. Construction workers operating in the locality may also contribute to incidental spending within nearby retail and food outlets during the build period. While temporary in nature, this employment activity represents a positive economic and livelihood benefit at both the local and regional level.		

Decision Making Systems

Including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

Social Impact Assessment Table: Decision Making Systems

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Increased community and stakeholder participation	The proponent has undertaken targeted community and stakeholder engagement to inform the SSDA (Brilliant Logic, 2026). This includes a series of engagement activities and targeted consultation to inform the preparation of the SSDA. These	Continued transparent documentation of responses to submissions and design evolution.	Medium positive.

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
	<p>communication channels provide the community and relevant stakeholders an opportunity to participate in decision making by expressing grievances and raising questions.</p>		
<p>Community confidence in planning processes</p>	<p>Engagement outcomes indicate that while statutory consultation pathways are recognised, some community members hold concerns regarding the scale of the proposal and whether the affordable housing component will achieve its stated objectives. These concerns relate to perceptions of fairness, transparency and trust in planning decision making rather than deficiencies in procedural access. In areas such as Mosman, where community expectations regarding built form character are strong, changes of this nature may generate scepticism about planning outcomes. The likelihood of this perceptual impact occurring is moderate, particularly among those who object to the proposal. The magnitude is assessed as low to moderate, as statutory processes provide clear avenues for participation, submissions and review, and the Department retains independent assessment functions.</p>	<p>Provide a comprehensive Response to Submissions during exhibition that addresses key themes raised. Transparently outline the affordable housing eligibility and management arrangements to reinforce clarity regarding intended beneficiaries.</p>	<p>Low negative residual perceptual impact. While disagreement may remain for some residents, the integrity of the statutory process and transparent documentation mitigate broader confidence risks.</p>

Identified detailed impacts	Characteristic of impact including likelihood and magnitude	Mitigation and enhancement measures	Residual impact significance
Complaints and Enquiry Mechanisms During Construction	During the construction phase, it is highly likely that nearby residents will seek information or raise concerns regarding noise, traffic, vibration or site management. Where communication channels are unclear or responses are delayed, frustration and stress can increase, amplifying perceived impacts. Conversely, timely and transparent responses can significantly reduce the social magnitude of construction impacts. The magnitude of impact is therefore contingent on management approach, but is assessed as low where established protocols are implemented.	Maintain a clearly advertised and easily accessible contact point for construction related enquiries, including phone and email channels. Establish documented response timeframes and a complaints register to ensure accountability. Provide advance notification of high impact works and regular project updates throughout construction.	Low with impacts limited and manageable through standard communication practices.
Decision Making Systems for New Residents	It is highly likely that new residents will need clarity on how decisions relating to building management, shared facilities and operations are made. The magnitude of impact is expected to be low to moderate , depending on the clarity of information provided at occupation.	Provide clear induction information outlining resident rights, responsibilities and avenues for participation in building governance and issue resolution.	Low positive through improved resident understanding and engagement.

Residual Social Impacts

It is noted that the following summary of residual social impacts are predicated on the basis that the Applicant adopts the enhancement and mitigation measures relevant to assessment findings contained throughout this SIA.

Category	Residual Social Impacts
Way of Life	Overall moderate positive residual impact. The proposal delivers a meaningful uplift in housing supply, including 11 affordable dwellings, within a well serviced and accessible location. Future residents will benefit from proximity to public transport, retail and community services, and established recreational assets. Residual negative impacts relate primarily to perceived change in neighbourhood character and sense of place for some adjoining residents. These impacts are localised and largely perceptual, with no significant visual impacts identified in the VIA.
Community	Overall low to moderate positive residual impact. The introduction of additional residents and affordable housing supports housing diversity and social resilience in a high value housing market. Temporary construction related disruption results in a low residual negative impact that is time limited and manageable through standard construction practices. Community cohesion at the suburb scale is not expected to be materially altered.
Accessibility	High positive residual social impact in operation , reflecting strong access to public transport, parking, services, and amenities. Negligible negative impact on worsened congestion and traffic that is unlikely to occur as a result of the development. Low residual negative impacts may occur during construction due to temporary access disruption, which is short-term and manageable.
Culture	Low negative residual social impact . No Aboriginal objects or heritage items are impacted by the proposal. Low residual negative impact on surrounding heritage listed buildings that is unlikely to occur. High positive impact on everyday life and placemaking with the development supporting cultural activity with active street edges and spaces for informal social interaction.
Health and Wellbeing	Moderate to high positive residual social impact . Long-term benefits arise from improved housing quality, walkability, and access to services. The provision of affordable housing supports housing stability and reduced financial stress for future residents. Low residual negative impacts may occur during construction due to temporary noise and activity, with no ongoing operational health risks identified.
Surroundings	High negative impact on neighbouring residents for duration of operation . Localised visual change and altered outlook for some nearby receivers are unavoidable and heavily contested by neighbouring residents. These impacts are lessened by positive outcomes associated with improved public domain quality, increased activity, and enhanced perceptions of safety through passive surveillance.

Livelihoods	Low residual negative impact during construction. Some short-term, negative impacts on individuals working from home but predominantly residential location means negligible impact disruption to businesses. Moderate positive residual social impact in operation, driven by increased local spending and an expanded residential catchment supporting surrounding businesses.
Decision Making Systems	Low residual social impact overall. While some perceptual concern regarding development decision-making remains, statutory exhibition, documented design evolution and clear responses to submissions mitigate these effects. Low positive residual impact is anticipated for future residents through clear governance, complaints handling and participation mechanisms during occupation.

It is recognised that not all social impacts can be avoided in a redevelopment of this nature, and some level of change and disruption is an inherent part of urban renewal. However, the key consideration is the impacts are identified early, transparently managed and appropriately mitigated and when managed effectively these impacts are minimised to acceptable levels, ensuring the process remains fair, predictable and respectful of those affected.

The impacts identified in this assessment are expected to be manageable through adherence to best practice development delivery and operation. The redevelopment is anticipated to deliver net social benefits with improved housing quality, more affordable housing in a well-connected area, and enhanced safety contributing to positive social outcomes for future residents and the surrounding community

