



Environmental Impact Statement

40-48 Redan Street, Mosman

27 February 2026

Prepared for: Mosman Land No. 1 Pty Ltd

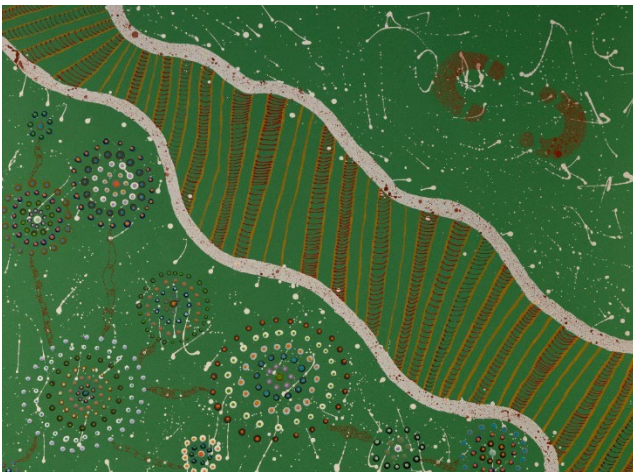
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Project Code	P0062816
Report Number	Final V2 – 27 February 2026

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



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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EIS Declaration

Project Details		
Project name	40-48 Redan Street, Mosman	
Application number	SSD-93020230	
Address	40-48 Redan Street, Mosman	
Applicant details		
Applicant name	Mosman Land No.1 Pty Ltd	
Applicant address	Level 43, Suite 3402, 264 George Street, Sydney	
Environment Impact Statement (EIS) prepared by		
Name	Eliza Scobie Associate Director	Mietta Gleeson Associate Director
Qualification	Bachelor of Planning (Hons), UNSW	Bachelor of Urban and Regional Planning (Hons), RMIT
Declaration		
Name	Andrew Harvey	
Qualification	Bachelor of Planning (UNSW) Hons; Registered Environmental Assessment Planner (REAP)	
Registration number	73066	
Organisation registered with	Planning Institute of Australia	
The undersigned declares that this EIS: has been prepared in accordance with Part 8 Division 5 of the Environmental Planning and Assessment Regulation 2021.		
<ul style="list-style-type: none">contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.does not contain information that is false or mis-leading;addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project.identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement.contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.contains a consolidated description of the project in a single chapter of the EIS;contains an accurate summary of the findings of any community engagement; andcontains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.		

Signature

A handwritten signature in black ink, appearing to read 'A. Harvey', with a large, sweeping flourish at the end.

Andrew Harvey
Partner (REAP)
27 February 2026

Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	Biodiversity Conservation Act 2016
BC Reg	Biodiversity Conservation Regulation 2017
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
CWC	Connecting with Country
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument

Reference	Description
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GFA	Gross Floor Area
GTP	Green Travel Plan
HIS	Heritage Impact Statement
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEC	Land Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MNES	Matters of National Environmental Significance
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NML	Noise Management Level
NRAR	Natural Resource Access Regulator
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
PAD	Potential Archaeological Deposit
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
PMF	Probable Maximum Flood
POM	Plan of Management
PSI	Preliminary Site Investigation
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	<legal description>
SSD	State Significant Development
SSDA	State Significant Development Application

Reference	Description
T&I SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

Executive Summary

This application seeks approval for a residential apartment development for the site at 40–48 Redan Street, Mosman. The proposal is for a part ten, part five storey residential development that utilises the Low and Mid-Rise Housing and In-fill Affordable Housing policies recently introduced under the *State Environmental Planning Policy (Housing) 2021*.

The site is located on Cammeraygal Country and we acknowledge the Cammeraygal people, their elders past and present and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design.

The applicant is Mosman Land No.1 Pty Ltd and this Environmental Impact Statement has been prepared by Urbis Ltd for assessment by the NSW Department of Planning, Housing and Infrastructure.

Site and Context

The site is within the Mosman Local Government Area, located approximately 372.5 m south-east of the Spit Junction Town Centre. Spit Junction is identified as a Low-Mid Rise Centre under the *State Environmental Planning Policy (Housing) 2021* and is recognised in the Mosman Local Strategic Planning Statement as the primary local centre in the LGA, supporting housing growth, improved amenity and strong public transport connections.

The site comprises multiple land parcels with a total area of approximately 3,233 sqm and is regular in shape. It currently accommodates four two-storey detached dwellings and one two-storey attached dwelling in a landscaped setting. The site has a primary frontage to Redan Street to the east and a secondary frontage to Redan Lane to the west. Redan Street is characterised by landscaped verges, sandstone retaining walls, on-street parking and pedestrian infrastructure, with building setbacks generally increasing toward the southern end of the street. Redan Lane is a narrow, low-speed service laneway with very low traffic volumes and functions in a manner similar to a shared zone, forming part of the walking route to Spit Junction.

The surrounding area is predominantly residential, comprising a mix of low- and medium-density housing, with commercial, retail and community uses concentrated along Military Road and within the Spit Junction Town Centre to the north-west. The site benefits from strong connectivity, with access to Military Road and Spit Road, frequent bus services including the B-Line, and proximity to schools, health services, open space and coastal recreation areas such as Balmoral Beach.

While the site itself is not a listed heritage item and is not located within a heritage conservation area, nearby heritage items have strongly informed the design response. These include the Redan Street Reserve and adjoining locally listed heritage properties at 36–38 Redan Street to the south and 29 Redan Street to the east.

As a large, consolidated site within walking distance of the Spit Junction Town Centre and high-frequency public transport, it presents a significant opportunity to deliver well-designed medium-density housing, including a substantial affordable housing component.

Design Approach

From project inception, a collaborative and design-led approach has been adopted. An Urban Design Study prepared by Tzannes established site-specific principles to guide a sensitive response to heritage interfaces, streetscape character and the evolving built form of Mosman. These principles were embedded into the architectural design by FJC Studio, resulting in a considered and contextual outcome that balances density uplift with amenity and urban design quality.

The development is characterised by a strong three-storey podium that integrates with the site's sloping topography and sits comfortably within the surrounding low-scale residential context. Above the podium, the building is articulated into two separated forms with generous setbacks and a central view corridor aligned with the Balmoral Avenue axis. This separation reduces perceived bulk, improves visual permeability and

enables view sharing, while stepped height planes and modulated setbacks provide a gradual transition away from the sensitive southern heritage interface.

Public domain improvements, including a new publicly accessible footpath and enhanced landscaping along Redan Lane, further contribute to pedestrian amenity, urban cooling and streetscape quality. The public domain improvements and overall building envelope has been developed in consultation with Mosman Council local community and the Department.

Key Impact Assessment

The key impact assessment identifies:

- Setbacks, massing and solar access have been carefully resolved to mitigate impacts on adjoining heritage properties. Deep front setbacks to Redan Street at the southern edge, stepped built form toward the south and targeted height transitions ensure solar access to the primary private open spaces of 36–38 Redan Street and 29 Redan Street is retained during mid-winter. Landscaped setbacks, tree canopy provision and reduced massing along the southern boundary further soften the interface and protect residential amenity.
- The proposal generally aligns with the NSW Apartment Design Guide separation distances, with minor technical departures addressed through design measures including tower separation, angled windows, dwelling orientation and increased setbacks. These measures ensure privacy, outlook and amenity objectives are achieved and, on balance, represent an improved and contextually responsive outcome.
- The supporting Visual Impact Assessment confirms that while the proposal will be visually prominent in some short-term views due to its location on the southern edge of the Low-Mid Rise zone, impacts are acceptable and anticipated within the current planning framework. The assessment finds that the broader visual context has capacity to absorb the change, particularly as the locality transitions to the higher-density character envisaged by the LMR controls. View sharing principles have been applied, with impacts varying across surrounding properties and considered reasonable in the context of strategic housing objectives.
- Shadow analysis demonstrates that additional overshadowing is limited and consistent with development anticipated under the LMR and in-Fill Affordable Housing provisions. Importantly, solar access to the primary private open spaces of key heritage properties is maintained during critical mid-winter periods. Any residual impacts are considered acceptable in light of the significant public benefit delivered by the provision of 11 affordable housing dwellings and the policy direction to apply development standards flexibly.
- The EIS has assessed the project against the requirements of the Secretary's Environmental Assessment Requirements, and the relevant planning instruments and policies and achieves a high level of compliance. A Clause 4.6 Variation Request is submitted to amend the height and wall height standard. This targeted variation to the height and wall height standards facilitates the strategic redistribution of floor space, reducing bulk adjacent to the southern heritage interface, improving internal separation and view sharing, and minimising overshadowing, while remaining compliant with the maximum FSR.

Overall, the proposal represents a high-quality, design-led response that delivers much-needed housing in a strategic town centre location while respecting Mosman's heritage values, streetscape character and residential amenity. Through careful site planning, massing and articulation, the development contributes positively to the evolving character of the local area and establishes a strong benchmark for future Low-Mid Rise development in Mosman.

The Environmental Impact Statement demonstrates that the project has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

1 Introduction

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Mosman Land No.1 Pty Ltd (**the applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) for the site at 40-48 Redan Street, Mosman (**the site**). The SSDA proposes the redevelopment the site into a residential flat building development comprising in-fill affordable and market housing located south-east of the Spit Junction Town Centre. The proposal is in accordance with the recently introduced LMR and IAH provisions under the Housing SEPP.

The site is located on Cammeraygal Country and we acknowledge the Cammeraygal people, their elders past and present, and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if we care for Country, Country will care for us.

1.1 Applicant Details

The applicant details for the proposed development are listed in the **Table 1**.

Table 1 Applicant Details

Information	Details
Applicant	Mosman Land No.1 Pty Ltd
Postal Address	C/O Time & Place - Suite 3402, 264 George Street, Australia Square, Sydney NSW 2000
ACN	689 909 411
Nominated Contact	Justyn Ng, Project Director - Time & Place

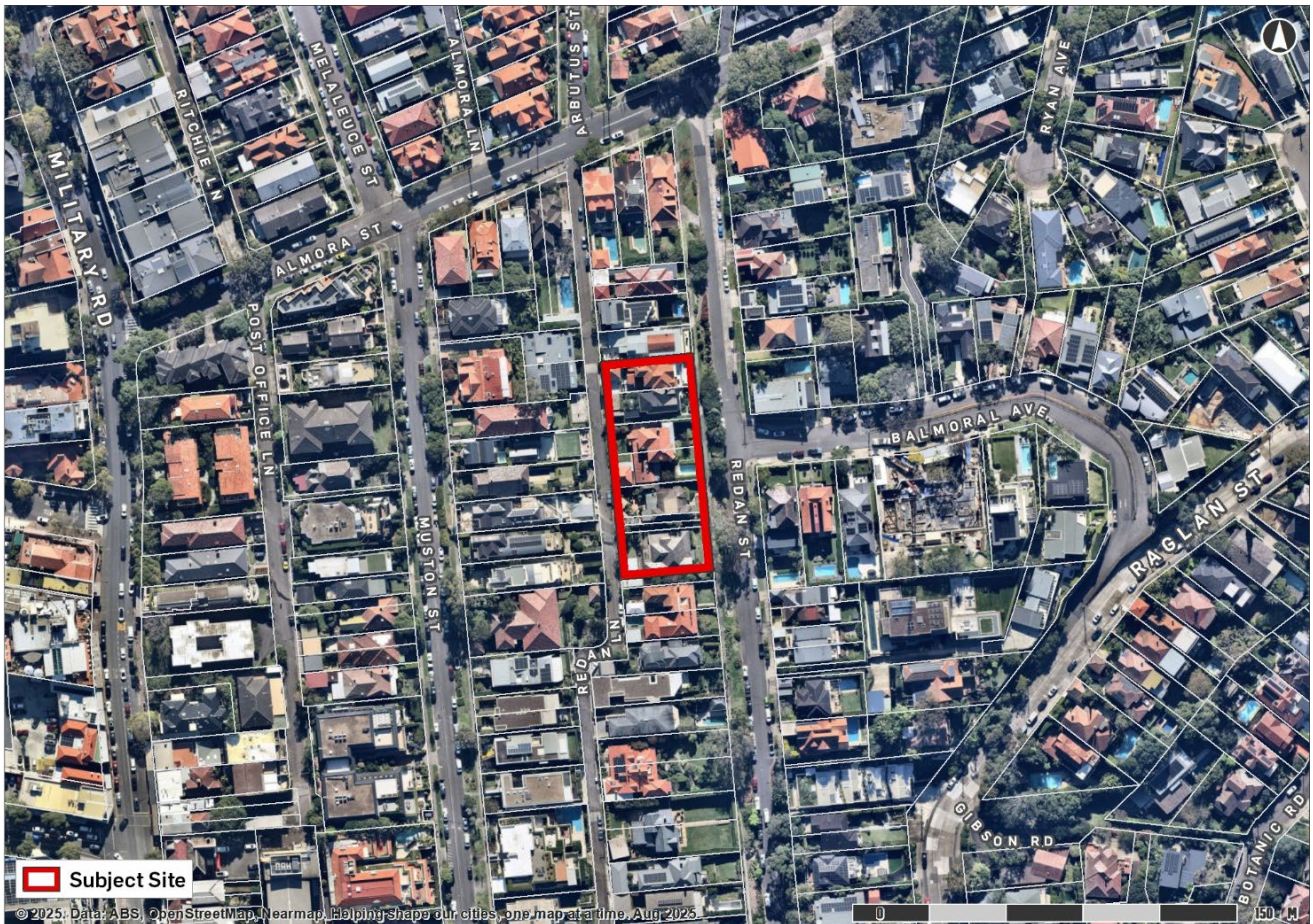
1.2 The Project

The SSDA seeks consent for:

- 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 133 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.
 - Part ten, part five storey built form across the site within a podium and two tower forms.
- 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.

An aerial photograph of the site is provided at **Figure 1**.

Figure 1 Aerial Image



Source: Urbis 2025

1.2.1 Project Objectives

The key project objectives are to:

- Facilitate the delivery of high-quality, well-placed housing (including affordable housing) which will help respond to the NSW Government's housing targets and the broader national housing crisis;
- Deliver affordable housing for the Mosman area in conjunction with a registered Community Housing Provider (**CHP**);
- Deliver a built form outcome that is consistent with the desired future character of the Spit Junction town centre and surrounding area;
- Optimise the development outcome on the site in accordance with the LMR and IAH housing initiatives; and
- Leverage the site's proximity to the Spit Junction town centre and its public transport connectivity.

1.3 Project Background

The NSW Government recognises the urgent need to increase housing supply and improve housing affordability to support the State's growing population. Under the National Housing Accord, NSW is tasked with delivering approximately 377,000 new, well-located dwellings, including approximately 15,800 social and affordable dwellings, by 2029. Accordingly, DPHI has established five-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter, Greater Newcastle and Regional NSW.

The Mosman LGA has been assigned a target of 500 new dwellings to be completed by 2029.

To advance these objectives, DPHI released two policy initiatives to incentivise and support the delivery of housing, including affordable housing, under the Housing SEPP:

- IAH reforms gazetted on 14 December 2023.
- LMR reforms gazetted on 28 February 2025.

The site and project are eligible for the uplift available under both reform packages and therefore represents a significant opportunity to deliver both affordable and market housing in alignment with Federal and State Government policy objectives.

1.3.1 SEARs

An Industry Specific Secretary’s Environment Assessment Requirement (**SEARs**) for SSD- 93020230 was issued on 5 September 2025. This EIS is prepared in accordance with those respective requirements. This EIS outlines the site and proposed development, provides relevant background information, and evaluates the development against relevant legislation, environmental planning instruments, planning policies, and the issued SEARs.

1.4 Project Team

The EIS should be read together with the architectural, landscape, and civil engineering plans and supporting technical documentation submitted with the SSDA under separate cover as per **Table 2** below.

Table 2 Supporting Documentation

Consultant Report	Prepared by	Appendix
SEARs Requirements	Urbis	Appendix A
Architectural Drawings	FJC Studio	Appendix B
Statutory Compliance Table	Urbis	Appendix C
Mitigation Measures Table	Urbis	Appendix D
Engagement Summary Table	Urbis	Appendix E
Clause 4.6 Variation Request	Urbis	Appendix F
Site Survey	LTS	Appendix G
Architectural Design Report	FJC Studio	Appendix H
Urban Design Report	Tzannes	Appendix I
Landscape Plan	Dangar Barin Smith	Appendix J
Visual Impact Assessment	Urbis	Appendix K
CHP Letter of Intent	Evolve Housing	Appendix L
EDC Report	WT	Appendix M
Engagement Outcomes Report	Brilliant Logic	Appendix N
Aboriginal Cultural Heritage Assessment	Urbis	Appendix O
Historical Archaeological Assessment	Urbis	Appendix P
Heritage Impact Statement	Urbis	Appendix Q
Preliminary Site Investigation Report	EI Australia	Appendix R

Acid Sulfate Soils Assessment	EI Australia	Appendix S
Salinity Assessment	EI Australia	Appendix T
Geotechnical Investigation Report	EI Australia	Appendix U
Hydrogeology Report, Dewatering Management Plan & Groundwater Seepage Analysis	EI Australia	Appendix V
Waste Management Plan	SLR	Appendix W
Transport Impact Assessment & Preliminary Construction Traffic Management Plan	JMT	Appendix X
Arboricultural Impact Assessment	Urban Arbor	Appendix Y
BDAR Waiver	DPHI	Appendix Z
ESD Report	IGS	Appendix AA
Noise and Vibration Impact Assessment	Acoustic Logic	Appendix BB
Qualitative Wind Assessment	CPP	Appendix CC
Stormwater Management Report	Northrop	Appendix DD
Social Impact Assessment	Notting Hill Advisory	Appendix EE
Civil Plans	Northrop	Appendix FF
BASIX Certificate	IGS	Appendix GG
BASIX & NatHERS Assessment Report	IGS	Appendix HH

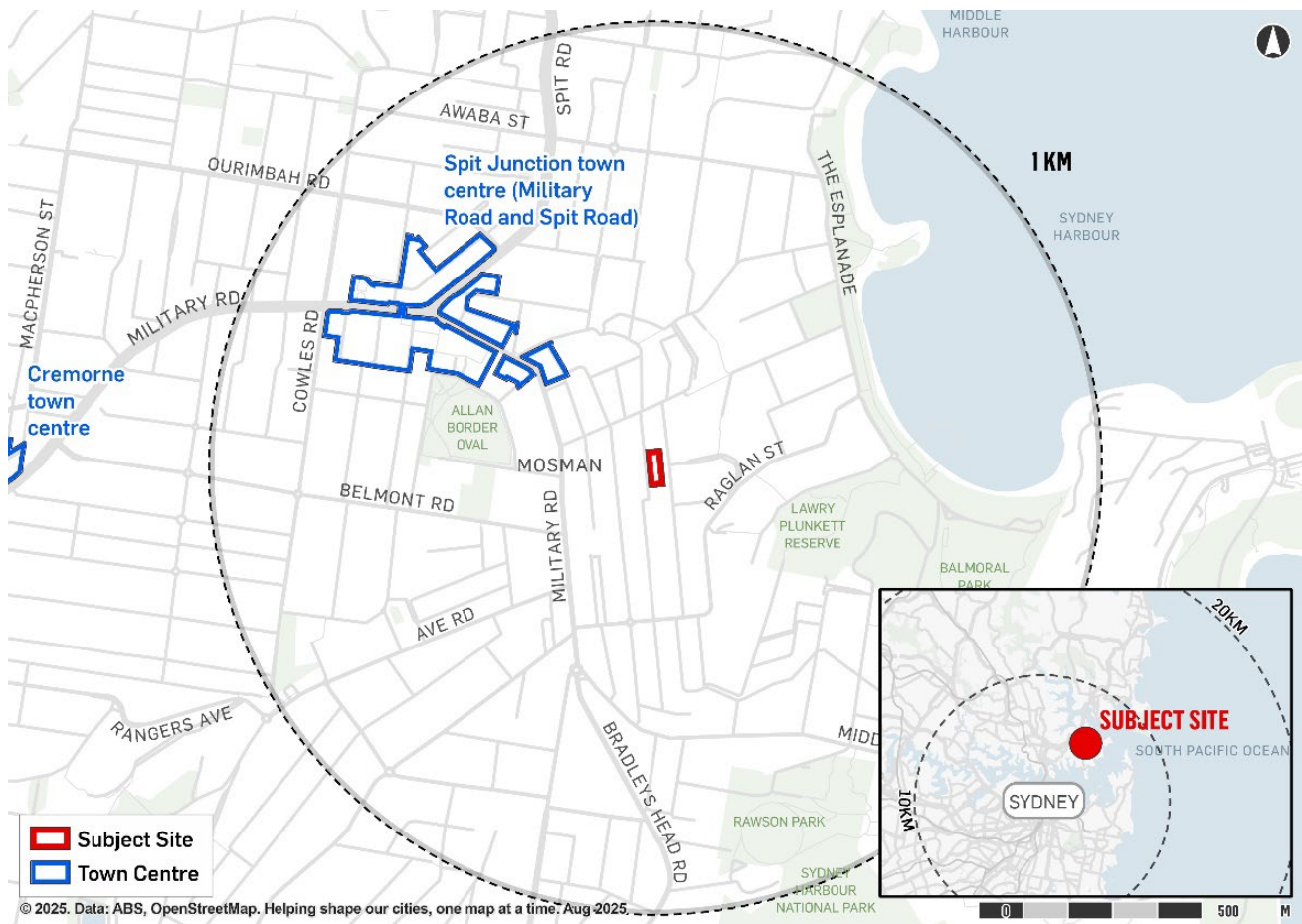
2 Strategic Context

This section of the EIS describes the key features of the site and its relationship to its local context. It also discusses how the project aligns with relevant strategic planning policy. It identifies other projects that should be considered in assessing the cumulative impacts of the project and also outlines the potential feasible alternatives explored by the applicant.

2.1 Key Features of Site and Locality

The location of the site is illustrated in **Figure 2**. The key features of the site are described in **Table 3** below. Photographs of the current site condition are provided in **Figure 5**.

Figure 2 Local Context Map



Source: Urbis

Table 3 Site Description

Characteristic	Description
Key Site Features	
Address	40-48 Redan Street, Mosman
Legal Description (Title Particulars)	<ul style="list-style-type: none"> 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

Zoning	R3 Medium Density Residential
Number of existing lots	8 lots
Existing Use / Structures	<ul style="list-style-type: none"> ▪ Four x 2-storey dwellings ▪ One x 2-storey attached dwelling
Site Area	3,233 square metres
Number of pre-existing dwellings on site	Five
Site Frontage	<ul style="list-style-type: none"> ▪ Primary frontage: 89.6 metres (Redan Street) ▪ Secondary frontage: 89.6 metres (Redan Lane)
Site Width	36.4 metres
Vehicular/Site Access	Vehicular access to each site is currently provided from the rear on Redan Lane, with pedestrian access only provided from Redan Street.
Adjacent land uses North	The site shares a common boundary with 50 Redan Street to the north. This site accommodates a two storey dwelling and associated outbuildings. Vehicle access to the site is provided via Redan Lane. Further north, land predominantly comprises residential use at a low density, with large single and double storey detached dwellings. Land north of Almora Street includes land within the R2 (Low Density Residential), R3 (Medium Density Residential) and C4 (Environmental Living) Zones.
Adjacent land uses East	The site abuts Redan Street to the east. Redan Street is a local road with a single lane of traffic in each direction and on-street car parking. An elevated footpath and multiple street trees are located within the road reserve adjacent to the subject site. Redan Street is listed as a local heritage item in the Mosman LEP. East of Redan Street, land is zoned C4 (Environmental Living), reflective of the proximity to the bay. This area predominantly comprises residential use at a low density, with large single and double storey detached dwellings.
Adjacent land uses South	The site shares a common boundary with 38 Redan Street to the south. This site accommodates one of a pair of semi-detached houses with associated outbuildings. Vehicle access to the site is provided via Redan Lane. 36 and 38 Redan Street are listed as a local heritage item in the Mosman LEP. Further south, land predominantly comprises residential use at a low density, with large single and double storey detached dwellings located within the R2 (Low Density Residential) and R3 (Medium Density Residential) Zones. Recent development at 22 Redan Lane is currently under construction, comprising a three-storey building accommodating seven dwellings.

Adjacent land uses West	<p>The site abuts Redan Lane to the west, a local laneway approximately 6 metres wide. Adjacent to the site, Redan Lane predominantly provides rear access to properties fronting Redan Street and Muston Street.</p> <p>The site interfaces with several properties located on the western side of Redan Lane, which comprise two to three storey detached dwellings on large lots within the R3 (Medium Density Residential) Zone.</p> <p>Further west land comprises a commercial shopping strip with retail, service and food and drink premises within the EI (Local Centre) Zone land along Military Road.</p>
Topography	<p>The site slopes towards the east, with elevations varying between 63 m AHD (west boundary) to 58m AHD (east boundary).</p> <p>More broadly, Redan Street runs along a contour and is positioned at the rim of the Balmoral basin. This affords the site extensive views out towards Middle Head and North Head. Residential streets step down into the basin, following topography.</p>
Vegetation and Biodiversity	<p>The site currently comprises 5 existing trees and 1 group of trees. Tree canopy is cover along the landscaped verge of Redan Street. Tzannes observe the canopy cover is more dense than other parts of the verge along Redan Street.</p> <p>Land Eco outline in the BDAR Waiver Request that:</p> <ul style="list-style-type: none"> ▪ The majority of the vegetation within the Subject Property consists of exotic-dominant lawns and ornamental garden beds. ▪ Native vegetation within the site was cleared prior to 1930 for the construction of suburban houses. ▪ Although some native vegetation does currently exist as scattered individual plants within the site the majority of these plants are believed to have been externally sourced. ▪ There are no remnant native trees or shrubs within the site. ▪ Overall, the habitat is considered degraded and offers minimal value to threatened and protected fauna species.
Contamination	<p>The site is not identified as contaminated land. A Preliminary Site Investigation report is provided at Appendix R.</p>
Any other site matters	<p>The site is partially affected by <i>Scenic Protection Area</i> under the Mosman Local Environment Plan 2012.</p>
Heritage	<p>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 LEP.</p> <p>The Reserve is part of a number of locally listed heritage reserves within Mosman and is characteristic of landscaped streets on steep topography with rock retaining zones found throughout Mosman.</p>
Aboriginal Archaeology	<p>The site is not identified as containing any items of Aboriginal heritage significance. A Historical Archaeological Assessment is</p>

provided at **Appendix P** and an Aboriginal Cultural Heritage Assessment is provided at **Appendix O**.

Flooding/Overland Flow

The Stormwater Management Report prepared by Northrop at **Appendix DD** identifies the site is not considering to be part of, or affected by, an overland flow path.

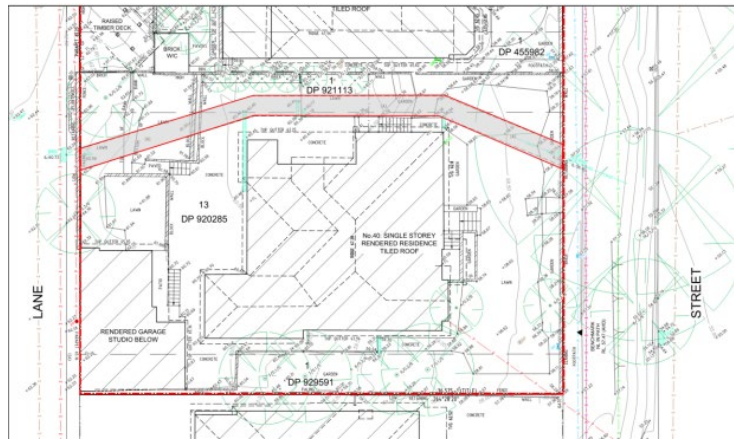
The site accommodates an existing stormwater easement, containing an approximately 375 mm diameter stormwater pipeline, which extends from Redan Lane to Redan Street. This easement and associated infrastructure are proposed to be relocated as part of the development works.

Figure 3 Flood mapping



Source: Northrop

Figure 4 Stormwater easement



Source: Northrop

Bushfire

The site is not mapped as Bushfire Prone Land.

Geotechnical

The site is underlain by Hawkesbury Sandstone. A Geotechnical Investigation report is provided at **Appendix U**, which assessed site surface and subsurface conditions at four borehole locations and provided geotechnical advice and recommendations to assist in the design of the proposed development.

Acid Sulfate Soils

The site is not mapped as Acid Sulfate Soils. The site is located within 500 m of a mapped Class 3 ASS area, as such an Acid Sulfate Soils Assessment (**Appendix S**) has been prepared, which confirms that the site is not found to be affected by ASS.

Figure 5 Existing building photos within the subject site



Picture 1 40 Redan Street



Picture 2 Primary façade of 42 Redan Street. Note the retaining wall that separates the house from the street



Picture 3 Facing south, street view of Redan Street from in front of 42 Redan Street.

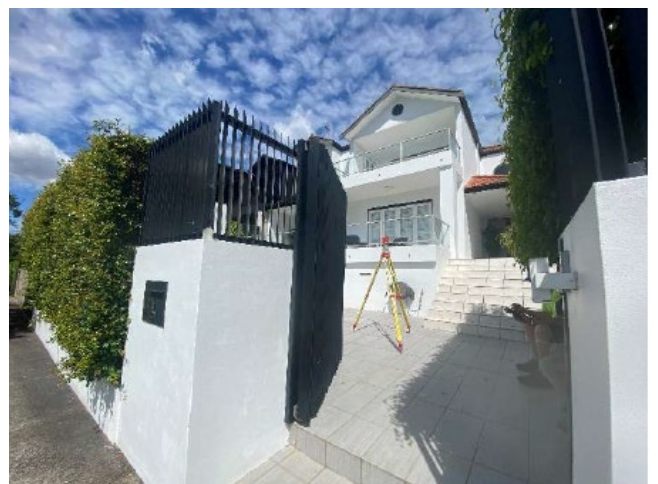


Picture 4 44 Redan Street



Picture 5 46 Redan Street

Source: Urbis



Picture 6 48 Redan Street

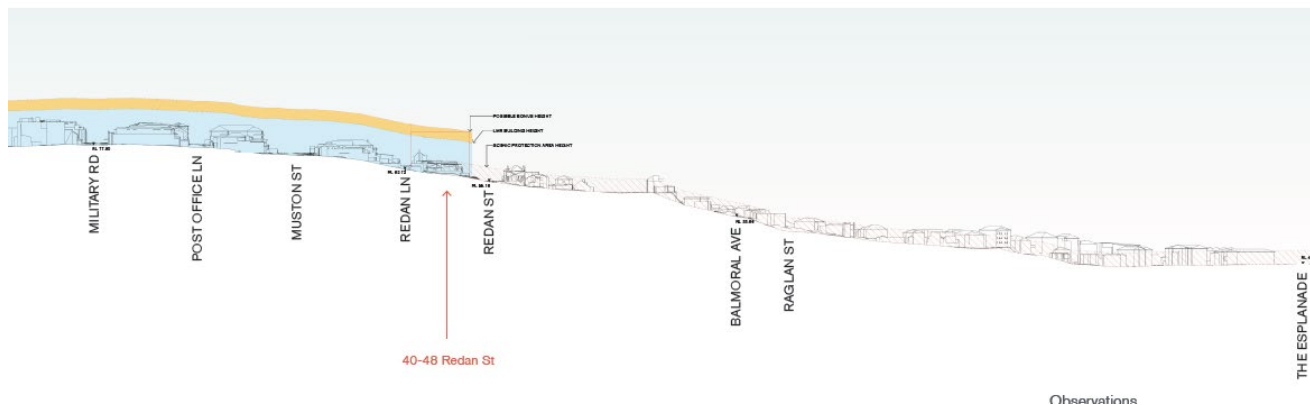
Source: Urbis

2.1.1 Surrounding Context

The key features of the site are described in **Table 4** below.

The surrounding context slopes gradually down towards Balmoral. The site lies on the RL 60 contour on the ridge line before the topography decreases to the west, as illustrated in the following section plan.

Figure 6 Balmoral bowl topography



Source: Tzannes

Table 4 Locality Description

Characteristic	Description
Surrounding Locality	
Public Transport	<p>The site is within walking distance of existing public transport connections including:</p> <ul style="list-style-type: none"> Bus services: Nearby bus stops on Raglan Street (350m) and Military Road (400m) providing frequent connections to the CBD, North Sydney and local centres. Ferry services: Mosman Bay Wharf (2.3km) offers direct access to Circular Quay. Train services: Access to Metro(M1) train line at Victoria Cross Station (4.8km) via bus connections on Military Road.
Major Roads	<p>The surrounding road network consists of a variety of local and State roads:</p> <ul style="list-style-type: none"> Redan Street: A local road providing primary frontage to the site. Running in a north-south alignment, the road provides connection within Mosman between Almora Street and Raglan Street. Military Road: A primary arterial road providing north-south connection through Mosman to Spit Junction, before veering west through Cremorne and Neutral Bay. Further west, Military Road provides connection to Warringah Freeway, linking North Sydney to the CBD and Sydney Airport. Spit Road: A primary arterial road providing connections from Mosman through to the northern beaches via Spit Bridge.
Open Space	<p>The site is located close to the following areas of open space:</p> <ul style="list-style-type: none"> Memorial Park (700m) Lawry Plunket Reserve (900m)

- Balmoral Beach (750m)
- Balmoral Park (1.3km)
- Headland Park (1.4km)

Social Infrastructure (Schools/Hospitals etc.)

The site is located close to the following key social infrastructure:

- Royal North Shore Hospital (6.3km)
- Mosman High School (650m)
- Mosman Public School (1km)
- Queenwood (650m)
- Redlands (2.4km)

Figure 7 Local context photos



Picture 7 View towards Balmoral Beach from conjunction of Redan Street and Balmoral Avenue



Picture 8 Vegetated retaining wall on Redan Street



Picture 9 Heritage item at 36 & 38 Redan Street



Picture 10 Heritage item at 29 Redan Street

Source: Urbis

The proximity of the site to local assets, bus services, and open spaces is illustrated in **Figure 8**.

Figure 8 Redan Street analysis



Source: Urbis

2.1.2 Redan Street

The primary frontage to the site is from Redan Street. Redan Street features two way road access with a width of approximately 9.2m, with a landscaped verge and on-street parking on the western side and on-street parking on the eastern side. The landscaped verge is a rocky sandstone structure with trees and shrub planting and various retaining walls integrated into the design. There is an existing driveway through the verge providing access to 46 Almora Street to the north of the site. Pedestrian ramps are interspersed along the Street to provide access to the elevated concrete footpath and residential entries.

Development on Redan Street is located close to the boundary to the north, whilst setbacks generally increase towards the southern end.

Images of the laneway and an analysis of the road character prepared by Tzannes is provided below.

Figure 9 Redan Street photos



Picture 11 Redan Street view north outside 48 Redan Street

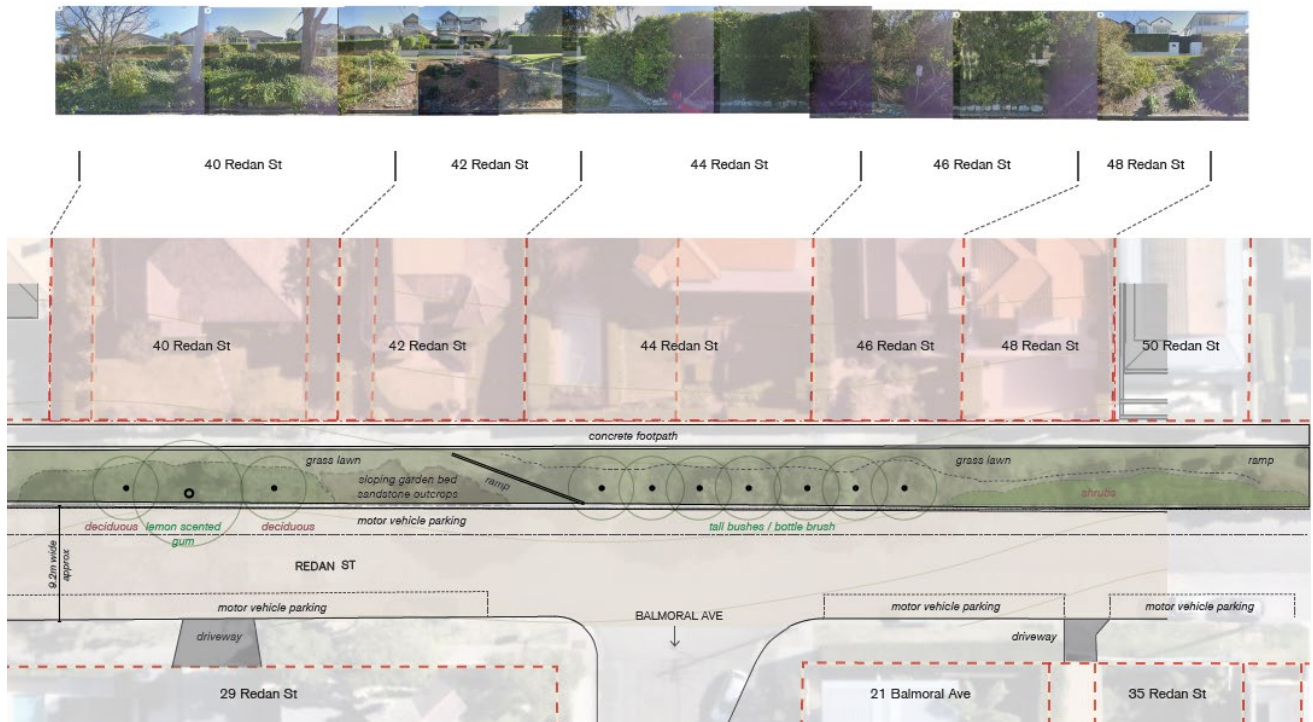
Source: Tzannes



Picture 12 Redan Street view south outside 40 Redan Street

Source: Tzannes

Figure 10 Redan Street analysis



Source: Tzannes

2.1.3 Redan Lane

Redan Lane is a quiet, low speed service lane with very low traffic volumes. Redan Lane accommodates garages fronting the laneway, and a consistent narrow width of approximately 4.9m – 5m.

Redan Lane features a dog leg to the immediate south of the site which functions to slow traffic movements along the laneway. Existing waste collection services occur along the laneway. Images of the laneway and an analysis of the laneway character prepared by Tzannes is provided below.

Traffic surveys have been undertaken of Redan Lane to understand current traffic flows. The Traffic Report prepared by JMT Consulting confirms:

- The existing level of traffic is very low, at most 10 vehicles per hour in each direction.
- Daily traffic movements are less than 200 vehicles per day.

- Average vehicle speeds on Redan Lane during the day are just over 20km/hr, creating a low speed traffic environment.

The pedestrian links connecting into the laneway and the pedestrian movement data outlined above confirms that Redan Lane functions in a manner similar to that of a shared zone. Redan Lane’s low traffic environment provides a safe and convenient pedestrian access forming part of the walking route to the Spit Junction town centre in accordance with the Housing SEPP definition of “walking distance”.

Figure 11 Redan Lane photos



Picture 13 Redan Lane view south at the corner of Almora Street

Source: Tzannes



Picture 14 Redan Lane view south from 36 Redan Street

Source: Tzannes

Figure 12 Redan Street analysis



Source: Tzannes

Figure 13 Redan Street analysis



Source: Tzannes

2.1.4 Spit Junction local centre

The site is located in close proximity to Spit Junction Town Centre on Sydney's Lower North Shore. The locality features a mix of low to mid rise housing, with commercial activity focused along Military Road and at the Bridgepoint shopping centre. The centre accommodates community infrastructure such as the Barry O'Kee Library, Mosman Art Gallery, Mosman Council offices and Mosman Park. It also offers supermarkets, specialty shops, dining options, a gym, medical services and other commercial uses, and is well connected by regular bus services including the major stop for the B-line services which runs along Military Road and Spit Road. These primary roads bisect Spit Junction.

The Mosman Local Strategic Planning Statement (**LSPS**) recognises Spit Junction as Spit "Mosman's primary local centre located at the Spit-Military Roads intersection, comprising a public transport hub, Bridgepoint shopping centre and other retail and commercial land uses".

Spit Junction is defined as a local centre under the North District Plan, the only local centre within the LGA. The LSPS further identifies development growth for Spit Junction for housing growth, improved amenity and connections. Planning objectives for Spit Junction Town Centre include encouraging a mix of uses, maintaining an active streetscape, and ensuring new development complements the established character, and enhancing the amenity of the centre.

The walking route to the centre is 372.5m via the laneway and Muston Street as illustrated in the following map.

Figure 14 Walking route to the Spit Junction centre



Source: Urbis

2.2 Other Development in the area

The site is located within Mosman. Approved and likely future major projects which may be relevant in the cumulative impact assessment of the proposal are summarised in **Table 5**.

Table 5 Nearby Projects / Development

Reference	Development Description	Current Status
SSD-98068713 65 Muston Street, Mosman (20m from site)	Demolition of existing buildings and associated structures, construction of a new 7 storey residential flat building containing 13 apartments and three basement levels with access off Redan Lane.	Prepare EIS
SSD-93787211 494 & 516 Military Road, Mosman (1.5 km from site)	Demolition of existing building and ancillary structures, construction of a new 8 storey shop-top housing development comprising 107 apartments and 928sqm of retail GFA.	Prepare EIS
SSD-96272465 11-23 Rangers Avenue, Mosman	Demolition of existing buildings and associated structures, construction of a new part 6 storey, part 7 storey residential flat building containing 44 apartments and two and half basement levels.	Response to submissions

(1.6km from site)		
DA- 8.2024.144.1 696-706 Military Road, Mosman (700m from site)	Construction of a seven storey residential building with 26 residences.	Approved (pre-construction)
DA - 8.2025.235.1 34 Redan Street, Mosman (40m from site)	Demolition of existing building and ancillary structures, construction of a new 4 storey residential flat building comprising 3 units (including 1 adaptable unit), 7 car parking spaces (including 1 accessible space) over 1 level of basement parking.	Recommended for Refusal Referred to Mosman Local Planning Panel)
DA - 8.2025.208.1 48-50 Almora Street, Mosman (150m from site)	Demolition of existing buildings and ancillary structures, construction of a new 8 storey residential flat building comprising 14 units (including 3 affordable housing units), 31 car parking spaces (including 3 accessible spaces and 3 visitor spaces) over 3 levels of basement parking, and swimming pool.	LEC Class 1 Appeal (Deemed Refusal)
27-29 Heydon Street MOSMAN NSW 2088 202/2025	Demolition of existing buildings and ancillary structures, construction of a new 8 storey residential flat building comprising 27 units (including 5 affordable housing units), 35 car parking spaces (including 6 adaptable spaces and 5 visitor spaces) over 2 levels of basement parking, and lot consolidation.	Under Assessment
89-91 Avenue Road MOSMAN NSW 2088 188/2025	Demolition of existing buildings and ancillary structures, construction of a new 4-5 storey residential flat building comprising 8 units (including 2 adaptable units), 17 car parking spaces (including 2 accessible spaces (1 residential space and 1 visitor space) and 1 standard visitor space) over 2 levels of basement parking with car stackers.	LEC Class 1 Appeal (Deemed Refusal)
30 Muston Street MOSMAN NSW 2088 138/2025	Earthworks and excavation, construction of a new 4 storey residential flat building comprising 4 units (including 1 adaptable unit), 9 car parking spaces (including 1 visitor space) over 1 level of basement parking.	Recommended for Approval (Referred to Mosman Local Planning Panel)
93-101A Awaba Street, MOSMAN NSW 2088 117/2025	Demolition of existing building and ancillary structures, construction of a new 6 storey residential flat building comprising 29 units (including 6 adaptable units), 58 car parking spaces (including 6 adaptable spaces and 4 visitor spaces) over 2 levels of basement parking, and lot consolidation.	LEC Class 1 Appeal (Deemed Refusal)
1-3 Moruben Road MOSMAN NSW 2088 277/2025	Demolition of existing buildings and ancillary structures, construction of a new 8 storey residential flat building comprising 27 units (including 6 affordable housing units), 45 car parking spaces (including 7 accessible spaces and 7 visitor spaces) over 4 levels of basement parking, and stratum subdivision.	Under Assessment
42A-52 Rangers Avenue and 21-31 Brierley Street,	Demolition of existing buildings and ancillary structures, construction of a new part 6 and 7 storey residential flat building comprising 103 units (including 21 adaptable	Under Assessment

Mosman NSW 2088	units), 198 car parking spaces (including 28 accessible spaces and 26 visitor spaces) over 3 levels of basement parking.	
306/2025		
1A Punch Street, Mosman NSW 2088	Demolition of existing dwelling and ancillary structures, construction of a new 6 storey residential flat building comprising 6 units (including 1 adaptable unit), 15 car parking spaces (including 1 accessible space and 1 visitor space) over 2 levels of basement parking.	Under Assessment
312/2025		
23 Nobel Street, Mosman NSW 2088	Demolition of existing dwelling, swimming pool, and ancillary structures, construction of a new 2 storey multi-dwelling housing development comprising 3 dwellings, 6 car parking spaces over 1 level of basement parking, and strata subdivision.	Under Assessment
313/2025		
5-9 Bond Street, Mosman NSW 2088	Demolition of existing building and ancillary structures, construction of a new 6 storey residential flat building comprising 27 units (including 6 adaptable units), 53 car parking spaces (including 8 accessible spaces and 7 visitor spaces) over 2 levels of basement parking, and the removal of 27 trees (2 street trees and 25 private trees).	Under Assessment
270/2025		

2.3 Cumulative Impact Methodology

Due to the site's location within an evolving LMR context and its proximity to surrounding development sites, the proposed development will contribute to cumulative impacts with surrounding future development proposals. The cumulative impact from the proposal and proximate projects within the LMR zone has been considered where relevant.

Not every matter has a cumulative impact. Therefore, the cumulative impact has been assessed for the following key built form matters:

- Traffic and parking
- Overshadowing
- View and visual impacts

These matters are address in further detail within **Section 6** in accordance with DPHI's *Cumulative Impact Assessment Guidelines for State Significant Projects*.

The cumulative impact of the key matters listed above has been assessed and determined to be acceptable, subject to appropriate mitigation measures as part of the SSDA as outlined in the Mitigation Measures table at **Appendix D**.

The applicant will continue to monitor for relevant future projects within the vicinity of the site and consider any potential cumulative impacts, as required.

2.4 Feasible Alternatives

Clause 192(1)(c) of the *Environmental Planning and Assessment Regulation 2021* (**the Regulation**) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The project team examined several feasible alternatives to the proposed development as outlined in **Table 6**.

Table 6 Project Alternatives

Option	Discussion
Option 1: Do Nothing	<p>A “do nothing” approach would fail to capitalise on the site’s potential for renewal, as identified under the LMR planning policy, resulting in inefficient land use within walking distance of the Spit Junction town centre.</p> <p>Maintaining the current low scale residential use would lead to an underutilisation of the strategically located site, inconsistent with the Government’s direction to provide increased housing, affordable housing and jobs on sites adjacent to local centres.</p> <p>The proposal will increase housing capacity of the site by a net gain of 42 market dwellings and a net gain of 11 affordable housing dwellings.</p> <p>Failure to proceed would contribute to the existing gap between housing supply and demand in Mosman and surrounding areas placing further pressure on prices and rents, reducing affordability, and limiting the benefits of a more diverse housing mix.</p>
Option 2: LEP Scheme	<p>A proposal which does not utilise the LMR provisions and affordable housing bonus would mean a direct loss of 11 affordable housing dwellings on the site. In a high-demand location, this would not only limit supply but also put upward pressure on prices and rents, undermining both the economic efficiency of the site and the broader policy objective of improving housing affordability.</p> <p>Increasing the availability of affordable housing in areas of high amenity, in proximity to public transport, schools and hospitals means that key workers have genuine opportunities to live close to employment and essential services, supporting both social equity and broader economic productivity.</p>
Option 3: Fully Compliant Scheme	<p>A proposal which does not seek to amend the maximum height of building control would result in a revised building envelope. This option would fill the maximum height and FSR within a central envelope across the site.</p> <p>Whilst this option would technically comply with the planning controls, it would result in an adverse impact on two key issues: view corridors and heritage.</p> <p>A compliant envelope would result in a singular monolithic form across the full extent of the site, with no breaks or through links for view sharing and creating an imposing ‘wall’ of development along Redan Street and the laneway. This form would also have an imposing interface with the adjoining heritage-listed residential dwelling at 38 Redan Street, and a stark transition between a 28.6m permitted height and the single dwelling height. This would also result in reduced solar access to the property’s primary area of open space in the front of the property and to the heritage listed property to the south-east of the site.</p> <p>Overall, whilst compliant with controls, this option would not achieve a contextually appropriate design.</p>
Option 4: The Proposal	<p>The proposal applies both the LMR provisions and IAH provisions to achieve a development outcome that delivers diverse and inclusive housing mix, including 15% affordable housing.</p> <p>In Mosman, where market rents are among the highest in Sydney, affordable rental housing means homes are offered at rents below typical market rates – generally 20–25% less – and are capped so they cost no more than 30% of a household’s gross income. Eligibility is set by the NSW Government and reviewed regularly, ensuring these homes go to low and moderate-income households.</p>

Properties must be managed by a registered community housing providers in line with the *NSW Affordable Housing Ministerial Guidelines*, with regular checks to confirm ongoing eligibility.

By making the most of the site's proximity to the Spit Junction Town Centre and public transport, the proposal aligns with State and local objectives to improve housing supply and affordability in well-located areas.

The additional impacts associated with the IAH have been carefully assessed and deemed to be acceptable on merit. These are balanced by the significant public benefit of delivering a mix of housing types in a high-demand location. The proposal makes efficient use of land, increases dwelling yield, supports greater tenure diversity, and helps ease pressure on prices and rents.

By delivering public benefit alongside a strong urban renewal outcome, the proposal represents the most effective and beneficial use of the site.

2.5 Strategic Planning Alignment

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in **Table 7** below.

Table 7 Strategic Planning Consistency

Plan	Detail
Draft Sydney Plan	<p>The draft Sydney Plan is the NSW Government's 20-year strategic land use plan to direct future growth in the Sydney region. The plan sets long-term directions for growth, housing, jobs, infrastructure, environment, and liveability across the entire Sydney region.</p> <p>The proposed development is consistent with the Draft Sydney Plan, as it will deliver housing growth, choice and diversity, including the provision of affordable housing, in a well-located area, with access to jobs, services, and transport, to make housing more accessible and sustainable.</p>
National Housing Accord	<p>The NSW Government has committed to building 377,000 new homes across the state by 2029 to align with the National Housing Accord. Under the National Housing Accord, NSW has committed to building at least 3,100 new affordable homes by 2029, as part of the national target of 10,000 affordable homes. The targets prioritise more diverse and well-located homes in areas with existing infrastructure capacity such as transport and water servicing.</p> <p>To achieve this target, NSW must deliver approx. 75,000 dwellings per year.</p> <p>The proposed development is well positioned to contribute to these housing targets through the provision of a total of 53 new dwellings on the site, in close proximity to local amenity and services provided within the Spit Junction Town Centre.</p>
NSW Housing Strategy: Housing 2041	<p>In March 2021, the NSW Housing Strategy: Housing 2041 was released. It sets out a long-term (20 year) strategy for better housing outcomes across NSW. High density housing and affordable housing was identified as an important housing typology to expand housing choice across the state.</p> <p>This proposal is well positioned to deliver both housing choice and affordability through the provision of varied apartment types and the provision of 15% of the total GFA as affordable housing (11 affordable housing apartments).</p>

The Greater Sydney Region Plan (Regional Plan) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Region Plan, the site is located within the North District.

The project is consistent with the below objectives of the Region Plan:

- **Objective 5** – Benefits of growth realised by collaboration of governments, community and business.

The proposed redevelopment of the site, including a 30% uplift, maximises its potential to accommodate increased massing. This development proposes to increase the number of residential units, including affordable housing options, thereby making a real contribution towards Sydney's housing targets. Additionally, it will generate funding to support local and regional infrastructure investment.

- **Objective 10** – Greater Housing Supply

This proposal will deliver 53 residential apartments, including 11 affordable housing dwellings (equating to 15% of the overall GFA).

- **Objective 11** – Housing is more diverse and affordable.

The provision of 15% affordable housing is a key driver for this project. The proposal has also been designed to deliver a range of 2-4 bedroom dwellings and therefore is catered towards family apartment living. With intergenerational family living on the rise due to the cost of housing, an aging population and young adults staying at home longer, there is increasing demand on people seeking apartment living that can accommodate for multi-generational living. The proposed development aims to ensure that families can live in apartments with high amenity and in the suburbs that they want. The proposal will greatly help in delivering diverse and affordable housing in a highly accessible location, located approximately 8km from the Sydney CBD.

- **Objective 12** – Great places that bring people together.

The proposal aims to enhance the village atmosphere, fostering a sense of place and community through quality design and development, supporting the objective of creating vibrant, inclusive places.

- **Objective 14** – A Metropolis of Three Cities,

Integrates land use and transport creates walkable and 30-minute cities. The project provides residential uses in an accessible location that connects to transport corridors, services and employment centres contributing to the '30-minute city' concept.

The North District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan.

The project is consistent with the North District Plan for these reasons:

- The proposal supports the role of Mosman as a vibrant local centre by delivering sensitive and well-designed residential development
-

that responds to local character, supports active street life, and meets these objectives.

- Mosman is identified as having additional capacity for housing supply, due to its close proximity to the Sydney CBD and transport connections. The development will facilitate the delivery of new dwellings with access to public transport and employment opportunities. The Proposal will assist Mosman Council meet District Plan housing targets.
- The site's proximity to a range of bus services along Military Road places more people closer to frequent public transport.
- The project is consistent with **Planning Priority N5** – Providing housing supply, choice and affordability, with access to jobs, services and public transport.

Mosman Local Strategic Planning Statement (2020)

The Mosman LSPS is a 20-year plan and land use vision that seeks to appropriately develop jobs, homes, and infrastructure in conjunction with the identified priorities of the Mosman community.

The project is consistent with the below Planning Priorities on the LSPS:

- **Planning Priority 5** - Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations.

The development will provide apartment housing supply. Additionally, the provision of 15% affordable housing to cater for the change in demography and population needs.

- **Planning Priority 6** Ensure that building design and construction is of high quality, and maintains resident amenity.

The development is designed by FJC Studio to a high quality, ensuring the amenity for both the residents and the local amenity will be maintained.

Mosman Local Housing Strategy 2022 -2032

The Mosman Local Housing Strategy is a plan drafted by Mosman Council to set out the strategy for housing provision over the next 20 years to ensure that the supply meets the anticipated demand.

The project is consistent with the below Planning Priorities on the Housing Strategy:

- Utilising unused capacity in the existing R3 Medium Density Residential Zone in order to satisfy the future demand for housing.
- Provide a greater variety of housing including residential flat buildings and affordable housing to maintain housing choice to meet population needs.

Future Transport Strategy

The NSW Future Transport Strategy is a long-term plan for transforming the transportation landscape in New South Wales. It aims to create a modern, efficient, and customer-focused transport system that can adapt to emerging technologies and cater to the evolving needs of a growing population.

The project aligns with vision C1, ensuring that new homes are delivered in highly accessible location that is relatively close to the Sydney CBD.

Better Placed

Better Placed is an integrated design policy for the built environment developed by the NSW Government Architect. The policy aims to enhance

the quality of life for the people of New South Wales by promoting good design in the planning, design, and construction of buildings, spaces, landscapes, and neighbourhoods.

The Design Report (**Appendix H**) evaluates how the proposal aligns with the principles of Better Placed. In line with seven key Better Placed objectives, as it will well-proportioned, the project will deliver a high-quality building that responds to its context, while achieving excellent residential amenity, strong sustainability outcomes and a safe, people-focused interface with the public realm.

By integrating affordable and market housing in an accessible Mosman location, the development supports adaptability, community inclusion and long-term value, while contributing to the NSW Government's housing affordability objectives.

3 Project Description

The following section of the EIS summarises the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1 Project Overview

The key components of the proposed development are summarised in the following table. A copy of the architectural concept drawings is provided as **Appendix B**.

Table 8 Project Summary

Project Element	Summary
Project Summary	<p>Site preparation, bulk earthworks, construction and landscaping works comprising:</p> <ul style="list-style-type: none">▪ Demolition of the existing structures on site, including 5 dwellings and vehicle crossovers.▪ Site preparation works, including:<ul style="list-style-type: none">– Tree removal.– Excavation across the site to a depth of approximately RL 52.3 metres.– Relocation of an existing stormwater pipeline and easement.▪ Construction of a multi-storey residential flat building comprising:<ul style="list-style-type: none">– 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.– Part ten, part five storey built form across the site within a podium and two tower forms.▪ 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.▪ Ancillary vehicular entry and public domain works from Redan Street.▪ Extension and augmentation of physical infrastructure and utilities as required.▪ Public domain improvements to Redan Lane adjacent to the site boundary.▪ Lot consolidation of the individual lots will be formalised as part of the strata plan for the final development. Lot consolidation and registration of the strata plan will occur prior to the occupation of the building.
Site/Project Area	The project applies to the whole site (3,233 sqm)
Proposed uses	Residential flat building
Demolition	All existing structures are to be demolished.

Earthworks/Cut and Fill	Bulk excavation is proposed up to a maximum depth of RL52.3 to facilitate construction of the Basement levels and part of the Ground Level. The basement is proposed at RL52.5 AHD.
Gross Floor Area (GFA)	Total 9,215sqm includes 1,387 sqm affordable housing GFA.
Floor Space Ratio (FSR)	2.85:1
Apartments and Mix	53 apartments (42 market and 11 affordable) comprising: <ul style="list-style-type: none"> ▪ 2 bedroom – 11 (20.8%) ▪ 3 bedroom – 40 (75.5%) ▪ 4 bedroom – 2 (3.8%)
Maximum height	+93.9 RL (33.4m) 10 Storeys
Basement, parking and access	Basement Level 1 and 2, comprising: <ul style="list-style-type: none"> ▪ 106 resident car parking spaces, ▪ 9 motorbike parking spaces, ▪ plant and services. Ground Level, comprising: <ul style="list-style-type: none"> ▪ 53 bicycle parking spaces, ▪ residential storage, ▪ plant and services. Ancillary vehicle access to the basement car park is proposed via a new 6m wide vehicular crossover on Redan Street.
Landscaping and open space	<ul style="list-style-type: none"> ▪ Planting of 24 trees and 84 palms ▪ 833 sqm of communal open space (25.8%) ▪ 15.3% 3m-wide deep soil planting across the site (495.3sqm) ▪ 16.6% tree canopy coverage (537sqm) planted in deep soil ▪ 28.82% tree canopy coverage(931.68sqm) planted over structure
Community housing provider	Evolve Housing
Jobs	Construction – 141 Operation – 2
Estimated Development Cost	\$105,839,929

3.2 Site Preparation Activities

The following site preparation works will be undertaken to ready the site for the proposed development:

- Demolition of the existing five dwelling houses and associated structures on site.
- Removal of 5 individual trees and 1 group of trees on site and 1 tree on Redan Lane.
- Excavation to a depth of approximately RL 52.3 metres (a maximum of approximately 9.3m below existing ground level) to accommodate the proposed two-level basement structure and part of the Ground Level.
- Earthworks to level the site in readiness for the proposed building.

3.3 Building Design

3.3.1 Key Principles

At the project outset, the applicant has appointed one of the most renowned urban design experts in Australia, Tzannes, to prepare an Urban Design Study to inform a series of principles to guide the site response and architectural approach for the project.

The urban design principles set out key recommendations to minimise impacts to surrounding properties and ensure a site-responsive design, noting the complexities of the current and emerging future local character in the area. The project architect FJC Studio subsequently adopted the urban design principles to inform the building design. FJC are one of Australia's most highly awarded firms with a depth of experience in high quality residential projects, and who have strong capability working in sensitive urban areas undergoing change.

The design process has involved a highly iterative and collaborative process as follows:

1. A detailed review of the site and surrounding area to develop a baseline context analysis, inform built form observations and identify key areas of sensitivity.
2. Establishment of a maximum building envelope across the site informed by the Housing SEPP planning controls (LMR and IAH bonus) and NSW ADG building separation.
3. Establishment of key design principles and guidelines to articulate the maximum envelope through setbacks, deep soil planting and internal building separation informed by the site context analysis.
4. Finalisation of a building envelope guided by site-specific policies rather than standardised State-wide regulations to ensure a contextually informed design.
5. FJC preparation of an architectural design response and building design derived by local context.

The details key design principles and guidelines informing the proposed building design outlined in the Urban Design Report prepared by Tzannes at **Appendix I** includes:

- Guidance on setbacks and solar impact to reduce impact to heritage listed properties as follows:
 - Adopt a front setback at south-east corner of development aligned to 36-38 Redan Street Heritage house front setback for not less than 10m and up to 20m from the southern boundary to enable view from public domain to the property.
 - Built form to step down towards 36-38 Redan Street heritage house to mitigate development bulk and scale adjacent the heritage listed site.
 - Solar access to heritage listed properties to be retained during mid-winter (21 June) including:
 - 36-38 Redan Street heritage houses front primary private open space between 9am -12pm
 - 29 Redan Street house rear primary private open space between 11am - 2pm
- Adequate building separation to allow for potential future apartment development to the north and west.
- Prioritise circulation through the site and accessibility of entries.
- Introduce variations in materials and textures to add depth and interest, to address scale, bulk and character, and ensure materials complement the surrounding landscape, blending seamlessly with natural elements such as stone and timber.
- Utilise recesses, setbacks, projections and materials as articulation techniques to create shadow lines and visual breaks to achieve well scaled and composed architecture responding to the surrounding context.
- Incorporate balconies and other elements to add depth and create a more engaging spatial experience.

3.3.2 Building Envelope

The design principles established by Tzannes has informed the articulation of the building envelope into two primary tower forms positioned above a 3-storey podium. The envelope is arranged parallel along the east/west boundary to present long elevations to Redan Street and offer outlooks towards Balmoral Beach, North Head and Middle Head.

As per the Tzannes guidance, the envelope provides a highly varied design response through a stepped height plane with modulated setbacks to all site boundaries. In summary, this includes:

- Levels Ground, 1 and 2 form the common podium which is setback 6m from the north and 2m from the south.
- The podium setback to Redan Street ranges between 8.8m at the south to 3m to the north. A 2m setback to Redan Lane (6m from the centre of the lane) is proposed to provide activation and align with adjoining property setbacks.
- Above the podium, two forms are separated by a central 9 metre wide opening to facilitate view corridors through the form and enable view sharing.
- Massing above the podium is setback 9 meters from the north, 6 meters from the south and east and 5.5m to the west.
- Setbacks increase at level 6, 7 and 8 where massing steps in and up in height from the south and north. This enables the gradual increase in height towards the north and away from the sensitive southern interface of the heritage listed item.
- Opportunities for integration of communal open space and landscape is created through the stepped form and within the podium to further soften the building form, discussed further in **Section 3.4**.

Overall, the development comprises a strong podium from that sits comfortably within the slope of the site whilst managing the interfaces with adjoining low density residential dwellings.

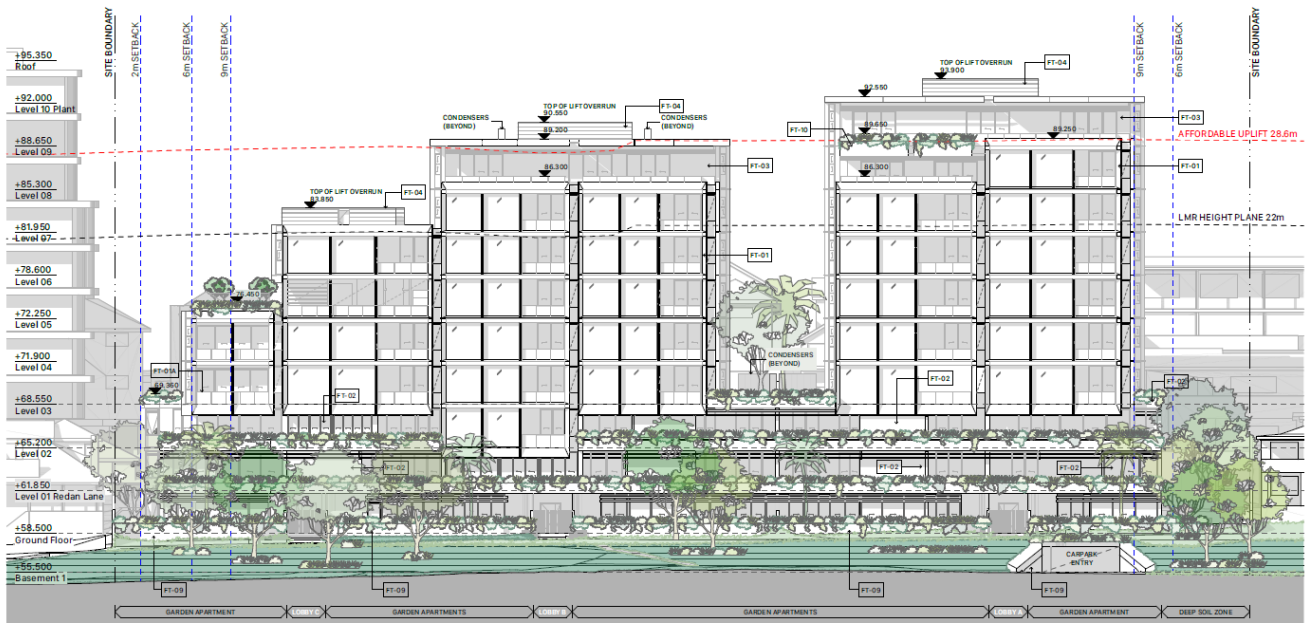
Figure 15 View of massing model from the east



Source: FJC Studio

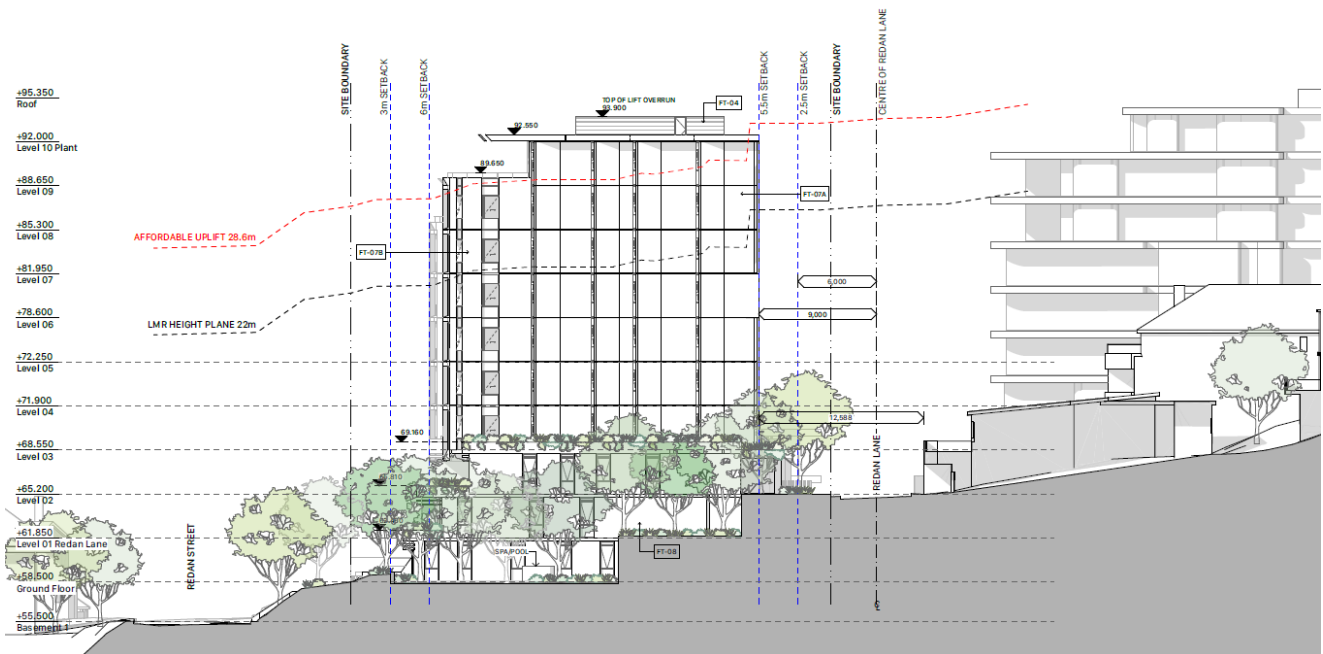
Extract of the north and east elevation plan is provided below.

Figure 16 East Elevation Plan extract



Source: FJC Studio

Figure 17 North Elevation Plan extract



Source: FJC Studio

3.3.3 Façade Design

The proposed development includes building exteriors that provide visual articulation to the façade, while drawing on the character of Mosman to integrate the building with its context. The Schedule of Materials is included in the Design Report at **Appendix H** and illustrated at **Figure 18**.

The design selection aligns with the Tzannes' urban design guideline supporting variations in materials and textures to add depth and interest and ensuring materials complement the surrounding landscape. The material palette has also been informed by pre-lodgement consultation with Mosman Council supporting the use of sandstone materiality as a dominant local feature.

Materiality includes sandstone incorporated at the base of the building and public domain, textural brick for the podium terrace dwellings, and a façade masonry panel system and light-coloured cladding system for the tower form above.

Figure 18 Materials



Framed elements, champagne colored finish, clear glass balustrade



Source: FJC Studio

3.3.4 Affordable Housing

The development provides 11 affordable housing dwellings, 1,387sqm GFA (15%) for a 15-year period. The dwellings will be managed by Evolve Housing from the day an occupation certificate is issued for the development.

Three of the dwellings front Redan Street and are located at Level 1 of the development, while the remaining eight dwellings are proposed in a two storey terrace arrangement across Level 1 and Level 2 fronting Redan Lane. Each dwelling comprises two-bedrooms. Equitable amenities and access to the communal terrace will be provided for all residents. Parking rates are as per the Housing SEPP.

In accordance with the provisions of Chapter 2, Part 2, Division 1 of the Housing SEPP, the proposal incorporates the 30% height and FSR bonus into the envelope through the upper levels. The height and FSR bonuses are calculated above the maximum permissible floor space ratio and height for the development on the land, which is the low and mid-rise provisions defined in Chapter 6 of the Housing SEPP. This results in the following overall controls:

- Height: 28.6m
- FSR: 2.86:1

The maximum building height ranges across the site from 22.8m (top of lift overrun on southern portion) – 33.4m (top of lift overrun on northern portion). This results in a 16.78% variation to the height of building control. This is discussed further in **Section 4**, **Section 6.2** and the Clause 4.6 Variation Request at **Appendix F**.

3.3.5 Vehicular Access and Parking

Ancillary vehicle access to the development will be via a new dual-way access point from Redan Street. The vehicular access point is located toward the north-western corner of the site at a lower point in the site's topography and has been designed to maintain the pedestrian pathway and landscape verge above.

All five existing vehicular crossovers to Redan Lane will be demolished and public domain works completed to reinstate the laneway, with improvements, as discussed at **Section 3.4**. The 6-metre-wide driveway will provide access to two basement levels accommodating car parking (resident and visitor) and motorbike parking, in addition to plant and servicing areas. 53 residential bike parking spaces are provided at Gound Level.

Sufficient turning and queuing space is provided to ensure there is no impact on traffic flow on Redan Lane. The car park design will allow for all vehicles to enter and exit the site in a forwards direction.

It is proposed that loading and servicing of the site will occur on-street through trucks and waste collection vehicles, on Redan Lane. For essential on-site loading, the visitor parking spaces are available for use by vans and smaller vehicles.

3.4 Public Domain and Landscaping

3.4.1 Public Domain Improvements

Redevelopment of the site enables meaningful public domain upgrades, including:

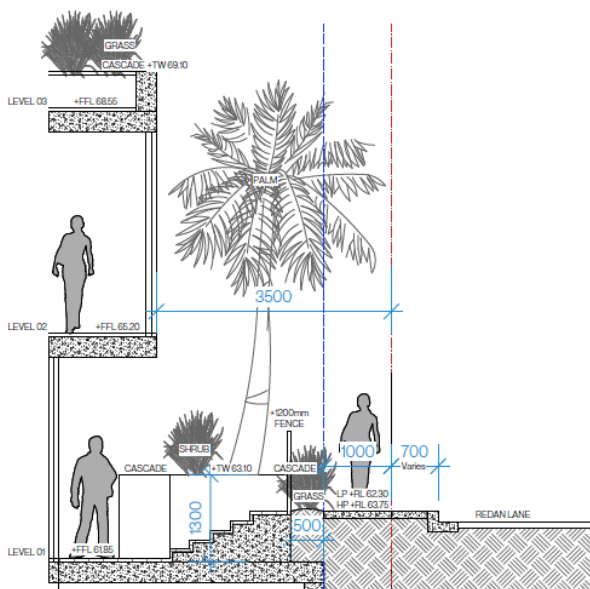
Redan Lane

- Provision of a publicly accessible footpath along the full extent of the site's Redan Lane boundary to provide a future opportunity for surrounding sites to follow. This will ensure that there are future opportunities for an enhanced pedestrian experience along the lane (noting that the pedestrian footpath would be delivered within the site boundary).
- A curated landscape response along Redan Lane including maximised planting in wide zones for green amenity, shade and useability, as well as native palm trees, and planting provided adjacent to the proposed footpath to provide green amenity to boundary fencing.

Redan Street

- A single two-way vehicular access will service the development on Redan Street, this will include public domain improvements to the frontage, including upgrades to the pedestrian footpath and a curated landscape response.

Figure 19 Proposed public domain upgrades on Redan Lane



Source: Dangar Barin Smith

3.4.2 Landscaping

A Landscape Plan has been prepared by Dangar Barin Smith (**Appendix J**). The landscaping is proposed primarily along the perimeter of the site boundary at ground level, level 1, within the communal open space at level 2 and level 5 and spillover planting around the building façade at Ground to level 3. The intent is to:

- Soften and integrate the built form within the surrounding Mosman landscape context.
- Provide privacy and a green outlook to incoming residents and adjoining neighbours.

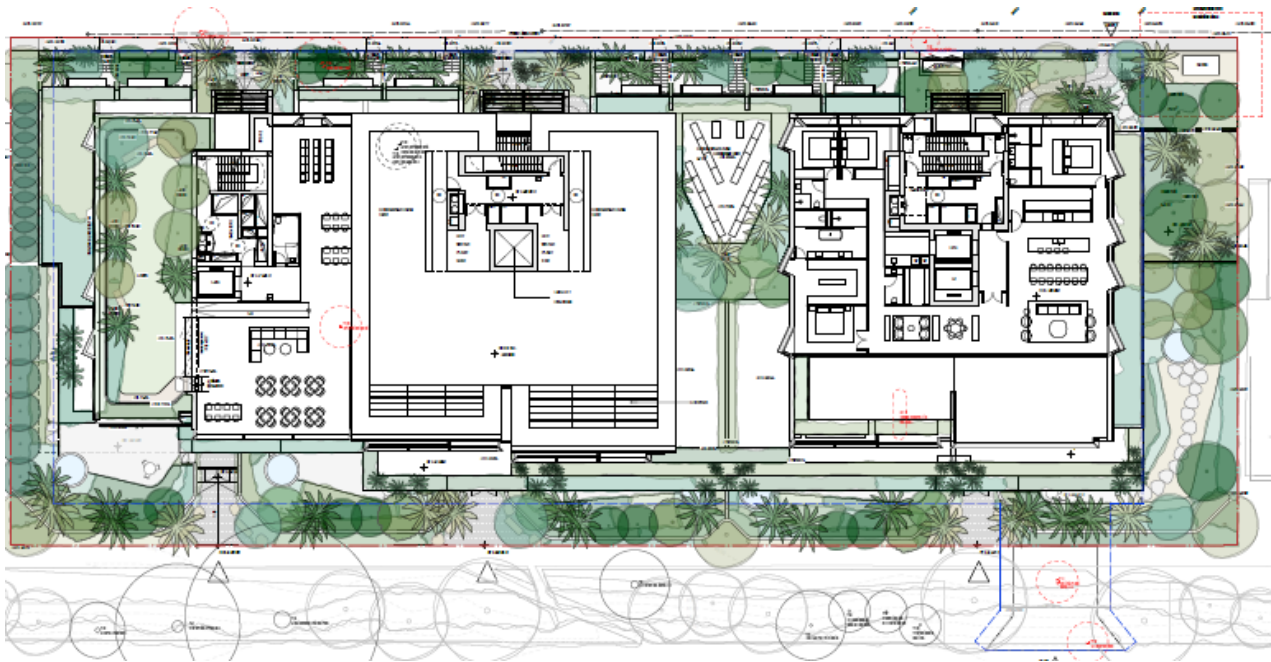
- Integrate native species into the site.
- Maximise deep soil planting to reduce stormwater runoff, promote growth of trees and assist in reducing urban heat.

The proposal achieves:

- 15.3% deep soil planting across the site (495.3sqm) with measurements of greater than 3m as per the definition of 'deep soil zone' of the *Tree Canopy Guide for Low and Mid Rise Housing*.
- 6.97% deep soil planting zone across the site (225.6sqm) with measurements greater than 6m as per NSW ADG.
- 16.6% tree canopy coverage (537sqm) planted in deep soil. When considering tree planting over structure, this is increased to 28.82% (931.86sqm).
- 1,153.1sqm (35%.7%) landscaped area.

Whilst 8 trees individual trees and 1 group of trees are proposed to be removed to enable construction of the built form, an additional 23 canopy trees are proposed in the landscape strategy, in addition to 84 palms, and a range of groundcovers and climbers, to result in a total of 5,582 new plantings introduced across the site. The highly vegetated ground level site plan is illustrated in **Figure 20**.

Figure 20 Extract of proposed Landscape Masterplan



Source: Dangar Barin Smith

3.5 Stormwater Management

The site accommodates an existing stormwater easement which runs east-west across the site at 40 Redan Street, Mosman, as shown at **Figure 21**. The proposal seeks to re-align the stormwater easement to the centre of the site and connect to an upgraded inlet on Redan Lane to facilitate the incoming flow.

The proposal will also include delivery of an OSD tank within basement level 1 as per Mosman Council Policy for Stormwater Management in Mosman (2024) as well as a range of stormwater treatment measures. Feedback received from Mosman Council during the pre-lodgement process has informed the proposed stormwater design, which is further detailed at **Section 5**.

Figure 21 Stormwater easement works

4 Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (the Regulations)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (SB SEPP)*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*
- *Mosman Local Environmental Plan 2012 (MLEP)*

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1 Statutory Requirements

Table 9 provides a summary of the relevant statutory requirements having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

Table 9 Power to Grant Consent

Matter	Consideration
Power to grant consent	<p>Schedule 1, Clause 26A (In-fill affordable housing) of the Planning Systems SEPP states that development for in-fill affordable housing that is permissible and has an EDC of greater than \$75 million in the Eastern Harbour City is SSDA.</p> <p>The proposal satisfies Clause 26A of the Planning Systems SEPP as the EDC is \$105,839,929 (refer to EDC Report at Appendix M). The proposal is permitted with development consent and therefore qualifies as SSD.</p> <p>Under section 4.5 of the EP&A Act, the Minister is the consent authority for SSD as the applicant has not made a political donation and the trigger for Independent Planning Commission assessment does not apply to IAH SSDAs.</p>
Permissibility	<p>The proposed development is classified as 'residential flat buildings', which is permitted with consent in the R3 Medium Density Zone under the <i>Mosman Local Environmental Plan 2012</i>.</p>
Other Approvals	<p>Clause 7.9 of the <i>Biodiversity Conservation Act 2016</i> applies to SSD applications and requires SSD applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless it is determined the proposal is not likely to have any significant impact on biodiversity values.</p> <p>A BDAR Waiver was granted by the Department of Planning, Housing and Infrastructure on 18 December 2025 (Appendix Z).</p> <p>A drained basement is proposed, and dewatering will be required during both construction and operational phases of the project. This is discussed further in Section 4.4.1 and 4.4.2 of the Hydrogeological Report prepared by EI Australia.</p>

4.2 Pre-Conditions to Granting Consent

Table 10 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 10 Pre-Conditions

Statutory Reference	Pre-Condition		Section in EIS
EP&A Regulations	<p>Part 8</p> <p>Infrastructure and environmental impact assessment</p> <p>An environmental impact statement must be prepared in accordance with the SEARs issued for the project, and contain the relevant information identified in section 190 and 192 of the EP&A Regulations.</p>	<p>This EIS has been prepared in accordance with Part 8 of the EP&A Regulations. This EIS addresses the SEARs issued by the Secretary as part section 175 of the EP&A Regulations and contains the detailed information identified in section 190 and 192 of the EP&A Regulations.</p>	Signed Declaration
Resilience and Hazards SEPP – clause 4.6(1)	<p>Section 4.6</p> <p>A consent authority must be satisfied that the land is suitable in its contaminated state – or will be suitable, after remediation – for the purpose for which the development is proposed to be carried out.</p>	<p>A Preliminary Site Investigation (PSI) has been prepared by EI Australia.</p> <p>The PSI concludes that a detailed site investigation is not required and the site is suitable for the proposed development.</p>	Section 6.7 and Appendix R
Housing SEPP – Chapter 2 Part 2 Div 1 Infill Affordable Housing	<p>Section 20 Design Requirements requires that the consent authority consider whether the residential development is compatible with the desirable elements of the character of the area or for precincts undergoing transition, the desired future character of the precinct.</p>	<p>The Design Report submitted alongside this DA explains how the proposed development has been designed to align with the established and emerging character of the area, incorporating built form, scale and design features that are consistent with both the desirable elements of the existing streetscape and the desired future character identified for the precinct.</p>	Section 6.1 and Appendix H
	<p>Section 21 Consent Authority must be satisfied that the affordable housing component will be maintained for at least 15 years and that it will be managed by a registered housing provider</p>	<p>Affordable Housing will be dedicated for 15 years and managed by Evolve Housing.</p>	Section 3.3.1 and Appendix L
Housing SEPP	<p>Section 147</p> <p>Consent must not be granted to residential apartment development unless the consent</p>	<p>The proposed development has been considered against Schedule 9 and the Apartment Design Guide.</p>	Section 6.3 and Appendix I

authority has considered the following—

- (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9,
- (b) the Apartment Design Guide,
- (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.

	<p>Section 175</p> <p>Consent must not be granted for development for the purposes of residential flat buildings with a building height of up to 22m unless the consent authority is satisfied the building will have 6 storeys or fewer.</p>	<p>The proposed development provides greater than 6 storeys however is permissible under the IAH provisions.</p>	<p>N/A</p>
	<p>Section 177</p> <p>Consent must not be granted for development for the purposes of residential flat buildings or shop top housing unless the consent authority has considered the Tree Canopy Guide for Low and Mid Rise Housing, published by the Department in February 2025.</p>	<p>The proposal has been assessed with regard to the Tree Canopy Guide for Low and Mid Rise Housing and incorporates measures to support canopy cover and landscape outcomes consistent with the Guide.</p> <p>The proposal achieves 15.3% deep soil planting across the site (495.3 sqm) with measurements of greater than 3m as per the definition of 'deep soil zone' as per the Tree Canopy Guide for Low and Mid Rise Housing.</p>	<p>Section 6.5, Appendix J and Appendix H</p>
<p>SEPP (Sustainable Buildings) 2022)</p>	<p>Clause 2.1(5) of the SEPP requires that development consent must not be granted to development to which the standards specified in Schedule 1 (Standards for erection of BASIX buildings) or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.</p>	<p>The embodied emissions attributable to the development have been quantified in the BASIX Certificate accordance with Clause 2.1(5) of the SEPP.</p>	<p>Section 6.7</p>
<p>MLEP</p>	<p>Clause 4.6</p> <p>Consent must not be granted to development that contravenes a</p>	<p>A variation to Section 18 of the Housing SEPP is proposed to vary</p>	<p>Section 6.2 and Appendix F</p>

development standard unless the consent authority is satisfied the applicant has demonstrated that— (a) compliance with the development standard is unreasonable or unnecessary in the circumstances, and (b) there are sufficient environmental planning grounds to justify the contravention of the development standard.	the maximum height of building standard. A clause 4.6 variation is also sought to clause 4.3A(4) of the Mosman LEP as it relates to wall height. A Clause 4.6 Variation Request has been prepared by Urbis outlining compliance is unreasonable and the environmental planning grounds to support the variation.	
Clause 5.21 Flood Planning	The site is not affected by any identified flood hazard categories and is therefore considered free from flood hazard constraints.	Section 6.7 and Appendix DD
Clause 6.4 Scenic Protection The consent authority must be satisfied that measures have been undertaken to minimise the visual impact of the development to and from Sydney Harbour and that the development will maintain the existing natural landscape and landform.	The site is located on land identified as 'Scenic Protection Area.'	Section 6.4 and Appendix K

4.3 Mandatory Considerations

Table 11 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS

Table 11 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulations		
Section 1.3	<ul style="list-style-type: none"> Relevant objects of the EP&A Act 	Statutory Assessment at Appendix C
Section 4.15 (1)(a)(i) Relevant environmental planning instrument	<p>All relevant EPIs will be addressed in the EIS, these include;</p> <ul style="list-style-type: none"> State Environmental Planning Policy (Planning Systems) 2021 State Environmental Planning Policy (Transport and Infrastructure) 2021 <i>State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)</i> State Environmental Planning Policy (Housing) 2021 State Environmental Planning Policy (Sustainable Buildings) 2022 	Statutory Assessment at Appendix C

- Mosman Local Environmental Plan 2012

Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	There are no draft EPIs relevant to the site or proposal.	N/A
Section 4.15 (1)(a)(iii) Relevant development control plan	Clause 2.10 of the Planning Systems SEPP provides that DCPs do not apply to SSDAs.	N/A
Section 4.15 (1)(a)(iiiia) any planning agreement or draft planning agreement	None relevant to the proposed development.	N/A
Section 4.15 (1)(a)(iv) relevant matters prescribed by the Regulations.	This SSDA addresses the relevant requirements of Section 24 of the EP&A Regulations. Specifically: <ul style="list-style-type: none"> ▪ A Design Verification Statement prepared by FJC Studio and is provided within the Design Report as per section 29 of the EP&A Regulations. ▪ The SSDA will be accompanied by a relevant BASIX certificate for the development issued no earlier than 3 months before the day on which the development application is submitted. ▪ A Clause 4.6 Variation Request, which sets out the grounds on which the applicant seeks to vary the maximum building height standard and wall height standard, has been prepared by Urbis as per Section 35B of the EP&A Regulations. 	Design Report at Appendix H , BASIX Certificate at Appendix GG and Clause 4.6 Variation Request at Appendix F
Section 4.15(1)(b) the likely impacts of that development,	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 6
Section 4.15(1)(c)	The suitability of the site for the development.	Section 7
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations.	This is a matter for the consent authority.
Section 4.15(1)(2)	The Public Interest.	Section 7
Mandatory relevant considerations under EPIs		
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.122 – Traffic-generating development.	Statutory Assessment at Appendix C
State Environmental Planning Policy	Chapter 26A – In-fill affordable housing	Statutory Assessment at Appendix C

(Planning Systems)
2021

State Environmental Planning Policy (Housing) 2021	Chapter 2, Part 2, Division 1 – In-fill affordable housing Chapter 4 – Design of residential apartment development	Statutory Assessment at Appendix C
Mosman Local Environmental Plan 2012	Part 4 – Principal development standards Part 5 – Miscellaneous provisions Part 6 – Additional Local Provisions	Statutory Assessment at Appendix C
Considerations under other legislation		
Biodiversity Conservation Act 2016 Part 7 and Part 8 (2) (BC Act)	The likely impact of the proposed development on biodiversity values as assessed in the biodiversity development assessment report. The Minister for Planning may (but is not required to) further consider under that Act the likely impact of the proposed development on biodiversity values.	Section 6.7
Development Control Plan		
Mosman Development Control Plan	Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD.	N/A
Development Contribution		
HPC (regional) development contributions	The contribution rate for medium or high-density residential development in the Greater Sydney Region is currently \$10,783.18 per dwelling (as of 1 July 2025). Affordable housing provided by or on behalf of a social housing provider is exempt from the HPC regime. It is therefore considered the 11 affordable housing dwellings will not be subject to a HPC contribution and a HPC contribution will be payable for 42 market dwellings.	N/A
Local Contributions	The Mosman LGA Section 7.12 Development Contributions Plan 2022 outlines that development with an estimated development cost of more than \$200,000 is subject to a contributions levy of 1% of EDC. The Applicant expects the contribution levy to be imposed as a condition of consent.	N/A

5 Community Engagement

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

5.1 Engagement Carried Out

Community and stakeholder engagement has been undertaken by the Project Team in the preparation of the SSDA. Consultation was also undertaken with the certain stakeholders to inform the detailed assessment of key matters. The engagement carried out for the project is outlined in **Table 12** and discussed in the Engagement Report prepared by Brilliant Logic at **Appendix N**.

Table 12 Engagement Carried Out

Stakeholder	Action
Community Stakeholders	
Local residents and neighbours: Immediate neighbours to 20-48 Redan Street and broader Mosman community.	<ul style="list-style-type: none"> Dedicated project website went live on 1 October 2025 Received first postcard, October 2025 with link to FAQs / project website 43 respondents completed online survey 13 email submissions via website Focus Group 1: 11 December 2025 - 3 community members participated Received final postcard, January 2026 with link to FAQs / project website Focus Group 2: 30 January 2026 - 3 community members participated 1-on-1 in-person meeting on 28 January 2026 with community member and project team Other in-person meetings with members of the public and engagement team, as required
Local businesses: Retail and commercial operators near Redan Street, local business owners and staff and nearby commercial tenants and landlords.	<ul style="list-style-type: none"> Dedicated project website went live on 1 October 2025 Received first postcard, October 2025 with link to FAQs / project website 43 respondents completed online survey 13 email submissions via website Focus Group 1: 11 December 2025 - 3 community members participated Received final postcard, January 2026 with link to FAQs / project website Focus Group 2: 30 January 2026 - 3 community members participated
Aboriginal cultural heritage stakeholders: Registered Aboriginal Parties (RAPs), including the Metropolitan Local Aboriginal Land Council (MLALC), and Heritagae NSW.	<ul style="list-style-type: none"> Consultation undertaken through the Aboriginal Cultural Heritage Assessment (ACHA) process, including identification, invitation and registration of RAPs, and consultation consistent with ACHA requirements Letters were sent to the 77 identified Aboriginal parties by either email or mail on 10 September 2025 An advertisement was placed in the 'NewsCorp Australia' on 10 September 2025

- Stage 2 & 3 information pack was sent to registered Aboriginal parties via email on 24 September 2025
- A separate communication was sent on 28 October 2025 to RAPs who had responded to the stage 2-3 information package
- Site visit and meeting undertaken on 3 November 2025

Project delivery partners:
Urban designers and consultants, Brilliant Logic, Time & Place.

- Liaison and agency feedback logged in Consultation Outcomes Report
- Urban designers attended forums for technical Q&A and design refinements
- Brilliant Logic: coordinate engagement, capture input, complete outcomes report
- Time & Place: receive briefings, listen and respond to feedback approve strategic responses. This engagement process has informed design changes including the location of the car park entry on Redan Street under a separate local DA, as well as the highly stepped building form.

Key Agencies

DPHI

A pre-SEARs Scoping Meeting held on 10 December 2025 to discuss the proposed design and provide a platform for any proposal queries. No major issues were raised by the DPHI and it was confirmed the SEARs request can be lodged through the portal. This SSDA has been prepared in accordance with the SEARs.

A follow up meeting held on 10 February 2026 to discuss the design development and approach to vehicular access.

Mosman Council

A meeting was held on 29 January 2026. The key discussion points were as follows:

Built Form and Landscaping:

- Council seek clarification and confirmation of key ADG metrics.
- Council question if the terraces within a 3 storey podium is appropriate for the local context.
- Council requested clarification if the topography of the ground plane will match the existing.
- Council recommends ensuring the built form setback is consistent with the adjacent heritage item.
- Council noted the landscape treatment on Redan Street is important, need to achieve 'meaningful' canopy coverage to achieve the objectives of the scenic character clause in the LEP.
- Council advise that landscaping should include indigenous and local planting.
- Council request clarification on building style and materiality.
- Council note sandstone is a feature of local character and recommend exploration of sandstone in podium and driveway access recommended.
- Council suggest exploring communal open space between first and central 'bay' to achieve three distinct elements.
- Council recommends exploring if the podium can be further articulated with greater verticality.

- Council acknowledge that refinement of the form and detail of the architecture is required

Vehicle Access and Traffic:

- Council sought clarification about vehicular crossings in rising street verge.
- Footpath and public domain improvements strongly recommended by Council to be incorporated into the application.
- On-site waste collection recommended by Council for developments with greater than 20/25 apartments to ensure laneway is not obstructed. It is noted there is no applicable Council policy, guideline or DCP outlining this requirement for on-site collection.
- Council recommends a landscaped treatment to the laneway, with services and hydrants to be visually screened.

Engineering:

- Council engineers seek conceptual design including levels on how the stormwater drain on the site at 40 Redan Street will be re-aligned.

Following the above meeting, the applicant issued a preliminary civil and landscape plan set for Council internal review. Comments issued from the Council planning team via email on 17 February 2026 have subsequently been incorporated into the design where possible.

Mosman Council
Engineering

Following the meeting with Council, the following engagement was undertaken regarding the existing drainage pipeline and easement:

- On behalf of the applicant, on 09/02/2026 Urbis provided a Stormwater Easement Relocation Sketch prepared by Northrop date 05/02/2026. The sketch outlined the applicants proposal to relocate the existing underground stormwater service around the proposed building/basement footprint.
- On 11/02/2026 Sarah Wallace provided Mosman Councils engineering team response, noting Council would consider the proposal as long as it is back by hydraulic analysis showing capacity of the system is maintained/improved.

The applicant’s civil engineer, Northrop, are currently preparing a final detailed design (including hydraulic analysis) for the stormwater relocation. The proposal will be provided to Council for their review, commentary and approval.

This engagement outlined above was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements in the SEARs.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it ‘adequate’ for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

5.2 Community Views

The key issues raised by the community and key stakeholders are summarised below. A detailed community engagement table is provided as **Appendix E** which details the way in which these issues have been addressed in the EIS.

- **Affordable housing:** Mixed views – some support for key worker housing, but many doubt affordability, governance and long-term benefit.
- **Height and bulk:** Strong concern that the proposal is out of scale with Mosman’s low-rise character.
- **Heritage and character:** Strong attachment to Mosman’s streetscape character, heritage roof forms and established landscape setting.
- **Visual and environmental impacts:** Ongoing concerns about loss of views (including harbour and wider vistas), overshadowing/solar access impacts and privacy impacts on nearby dwellings.
- **Traffic, access and infrastructure constraints:** Widespread concern about existing congestion and parking pressure, and the capacity of local streets to accommodate additional demand, including servicing within Redan Lane.
- **State planning policy and rezoning concerns:** Frustration and concern about State-led planning changes and perceived departure from long-standing local planning principles, including view-sharing expectations.
- **Design quality and materials:** Conditional support where design quality is high, landscaping is substantial, and materials sit comfortably in Mosman, including restrained use of sandstone.
- **Construction impacts and risk:** Strong concerns about excavation risk (sandstone, groundwater, vibration), noise and dust, safety and access restrictions, and cumulative disruption if other nearby projects progress at the same time.

The views of all stakeholders have been considered within the assessment of all consultant reports and within Section 6 of this EIS.

5.3 Mitigation Measures

The following mitigation measures at **Table 12** are outlined in the Community Engagement Outcomes Report:

Table 13 Mitigation Measures

Key Issue	Mitigation Measures
Construction communications and notifications	<ul style="list-style-type: none"> ▪ Maintain a dedicated project email address and website feedback form (available at all times). ▪ Acknowledge enquiries within 1 business day and aim to provide a substantive response within 5 business days where possible. ▪ Maintain an enquiries and complaints register, with regular internal reporting to support timely resolution. ▪ Provide advance notice of high-impact activities (for example excavation stages, concrete pours, significant deliveries and traffic control), including timing, expected duration and contact details.
Local street and laneway management	<ul style="list-style-type: none"> ▪ Clearly define construction access and any temporary traffic arrangements before works commence. ▪ Avoid heavy vehicle movements during local peak periods wherever practicable. ▪ Brief all contractors and drivers on site code of conduct; escalate repeated breaches to the builder. ▪ Maintain safe pedestrian access and ensure resident, service and emergency access is kept available at all times.
Excavation and vibration management	<ul style="list-style-type: none"> ▪ Undertake pre-construction condition surveys for adjoining and nearby properties where relevant.

	<ul style="list-style-type: none"> ▪ Implement vibration and ground movement monitoring during excavation and basement works where required.
Noise, dust and site housekeeping	<ul style="list-style-type: none"> ▪ Apply best-practice noise and dust controls. ▪ Clearly communicate standard working hours and the process for notifying residents about any higher-impact activities.
Safety and access during works	<ul style="list-style-type: none"> ▪ Implement clear site safety and traffic control measures to protect pedestrians, including around Redan Lane constraints. ▪ Provide clear signage and communication about any temporary access changes, including any altered vehicle or pedestrian routes.
Waste and servicing arrangements	Confirm and document operational waste and servicing arrangements within the proposal documentation.
Project updates and exhibition information	<ul style="list-style-type: none"> ▪ Provide regular updates via the website and email, tied to key milestones (lodgement, exhibition, determination and commencement of works). ▪ Once lodged, clearly explain the public exhibition process and how to make a formal submission via the NSW Planning Portal, including exhibition timeframes once confirmed.

5.4 Engagement to be Carried Out

Further ongoing community and stakeholder consultation will be undertaken if the project is approved. This post approval consultation will address ongoing project matters raised during the preparation of the EIS and consistent with the community participation objectives in the *Undertaking Engagement* guide.

6 Assessment of Impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

Detailed tables have been provided within the appendices as outlined in **Table 14**. This information includes a reference to where these matters have been addressed in the EIS.

Table 14 Key Appendices

Key Appendix	Reference
SEARs compliance table	Appendix A
Statutory compliance table	Appendix C
Community engagement table	Appendix D
Proposed mitigation measures table	Appendix E

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1 Built Form and Urban Design

A key principle of this development is integrating with the existing and emerging character of the Mosman LMR zone, future adjacencies to development projects and interfaces with adjoining sensitive heritage items. The development has not been designed in isolation, but rather as a refined and contextually responsive to place and function. The proposed building envelope provides for a strong response to the north, east and south to respond to the key access routes and view corridors.

The following section contains an assessment of the proposed building envelope.

6.1.1 Building Setbacks and Separation Distances

The proposed building setbacks and separation distances are guided by the controls contained in the NSW ADG, which outlines ranging separation distances that increase proportionally to the building height. The habitable-to-habitable controls for the site are 12m up to four storeys, and 18m from five to eight storeys.

The collaborative design process with Tzannes and FJC Studio discussed in **Section 3** has informed a highly varied and contextual site design.

Strategies to minimise the bulk and scale of development are described below. While the proposed design results in minor technical departures from the NSW ADG building separation provisions to the north and south, it represents an overall improvement and delivers a well-considered, contextually responsive outcome that is acceptable on merit.

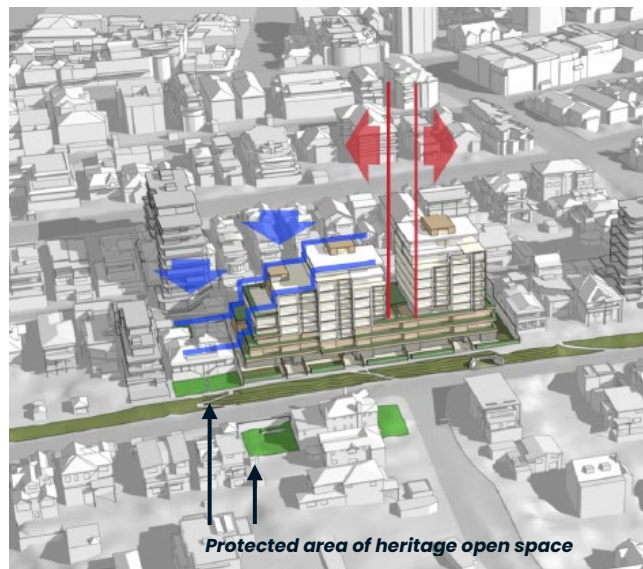
- The proposal adopts a 3-storey podium form which is a visually complementary scale to the surrounding 2-storey dwelling forms. It also integrates into the sloped topography of the land which slopes from the east of the site to the west, down towards Balmoral. This topography enables a skilful design where part of the ground floor plan on the western frontage is below ground, reducing the scale and impact on surrounding properties.
- The podium accommodates landscaped residential terraces. The provision of ground level apartments with at-grade private open space and individual entries is consistent with the prevailing pattern of residential development in Mosman.

- As discussed in **Section 3.3.2**, a key principle of the Tzannes Urban Design Review is the stepped transition of the built form to the south to respond positively to the heritage listed dwelling at 36–38 Redan Street (both massing and solar impact).
- The proposal adopts a deep front setback of 8.8m from Redan Street at the southern edge of the site to align with the existing setback of the dwelling at 36–38 Redan Street and achieve a consistency along the frontage. This setback gradually decreases to the north to align with 50 Redan Street.
- This angled setback gradual opens up views towards the heritage property at 36–38 Redan Street whilst also maximising solar access to the primary open space in the front garden of the property between 9am – 12pm on 21 June. Solar is also maximised to the heritage property at 29 Redan Street primary open space in the rear garden between 11am – 2pm on 21 June. This is illustrated in **Picture 17**.
- A two-bedroom terrace dwelling is proposed on the site's southern boundary at the interface between the development and the adjoining heritage dwelling (**Figure 23**). The proposed terrace is setback 2m from the boundary, however, incorporates a blank wall on the southern elevation to retain privacy and amenity to the existing residential dwelling. Tree canopies are also maximised along the setback.
- The principal of reduced massing on the southern edge of the site is also incorporated into the tower form stepping. Additional setbacks from Level 2, Level 5 and again from Level 7 are provided in the southern tower form to achieve a compatible scale and a considered transition down to the adjacent dwelling as illustrated in **Picture 17**. These measures also reduce visual dominance and limit the building's prominence when viewed from the public domain.
- The tower envelope massing includes a deliberate separation above the podium aligned with the Balmoral Avenue axis as illustrated in **Picture 16**. This strategic opening reduces perceived bulk, introduces a visual break within the massing and enables opportunities for view sharing for properties on Redan Street and Muston Street. This will enable filtered outlook between buildings rather than a continuous wall of development.

Figure 22 Building envelope massing



Picture 16 Tower separation and view corridor



Picture 17 Height setback and stepping

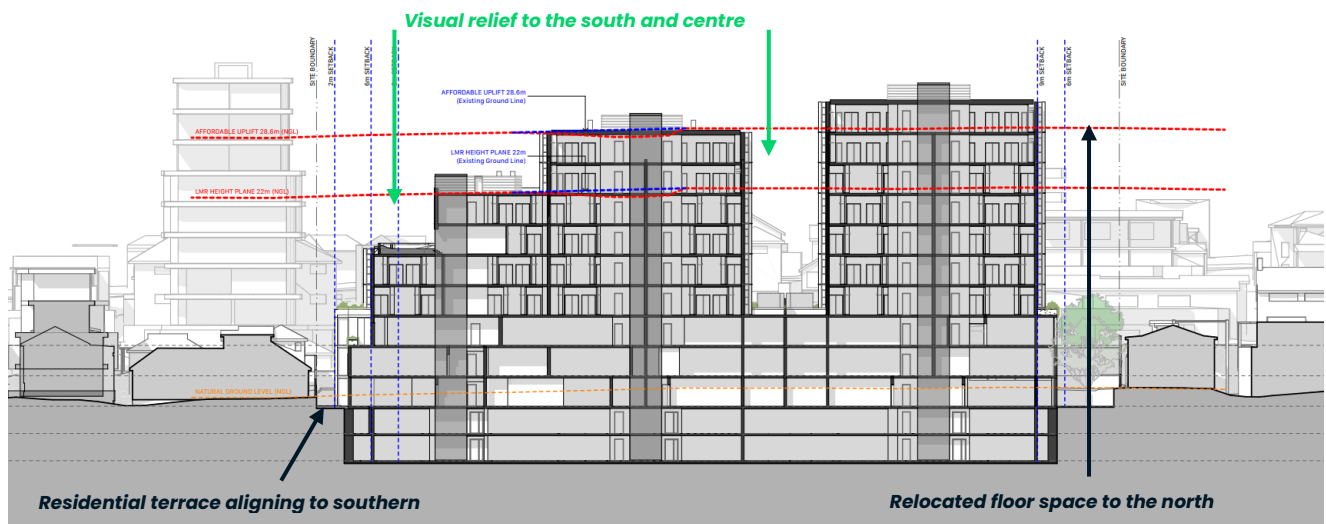
Source: Urbis

- The Visual Impact Assessment prepared by Urbis confirms this view sharing corridor represents a more skilful design and attempt to reduce view impacts for neighbours and the perception of height and scale in public domain views. The spatial separation and effects of light and shade through this void reduces the perception of scale and strengthens the effects of articulation.
- The separation of tower massing also integrates with the existing established urban grain of Mosman, which largely features a fine grain pattern of development in a low-medium density form. The

articulation of the form into two towers contributes to a legible hierarchy of built form and assist with the incremental intensification of development within walking distance of the LMR town centre.

- A portion of the floor plate is relocated from the southern end of the site and the internal tower separation through to northern end of the site. This results in a height exceedance of the slim northern building, however due to the height and articulation of the northern envelope is considered acceptable on balance and the desire to mitigate heritage and visual impact. This is discussed in **Section 6.1.2** and the Clause 4.6 Variation Request prepared by Urbis.

Figure 23 Section Plan extract with architectural strategies highlighted



Source: FJC Studio

- Angled windows are adopted on all side elevations above the podium to maintain privacy and reduce overlooking of adjoining dwellings. Above level 8, this is a key feature to mitigate a minor non-compliance with the NSW ADG building separation distance where a 9m separation distance is provided, rather than the guided 12m separation distance. The design measure ensures the aims of Objective 2F, to provide residential amenity, is maintained.
- The floor plan of all residential dwellings is oriented in an east-west direction to maximise views to the east, with minimal views north and south to adjoining neighbours.
- Private open space is a key feature of the design and is provided on the primary eastern elevation to Redan Street, with small Juliet balconies provided on the western elevation to the laneway. The balconies create architectural depth that contributes to a finer grain built form and reflect the domestic character of other existing residential apartment buildings in the area.
- Lastly, a generous provision of gardens and private outdoor spaces is proposed to assist in integrating the residential apartment building into the locality, reinforcing established residential patterns and moderating its visual presence. Landscaped setbacks provide a clear transition to the street.

Overall, these architectural strategies break down the building envelope so that it reads as a series of smaller, articulated forms, reflecting the fine-grain scale and character of the Mosman streetscape while mitigating visual and contextual impacts on heritage properties to the south and east.

6.1.2 Height and scale

The proposed density and scale are supported by the LMR controls and provide for population growth in a strategically appropriate location. The development responds sensitively to both the existing and emerging character of the area, which includes quieter residential streets and the more intense built form associated with the Mosman local centre.

The proposal exceeds the maximum building height development standard by up to 4.8m (16.78%) at the maximum point on the northern tower. However, the height slopes down towards the south with a variation of 1.6m (5.59%) in the central tower and no height variation for the southern end. This is summarised in **Table 15** below. Justification for the proposed height non-compliance is provided in the Clause 4.6 Variation Request at **Appendix L**.

Table 15 Summary of breaches to height plane

Building Height Standard (inc. +30%)	Maximum Height Proposed	Proposed Variation
28.6m	<p>Northern portion of the building:</p> <p>Top of the parapet to residential building: 32.2m</p> <p>Top of Lift overrun: 33.4m</p> <p>Central portion of the building:</p> <p>Top of Lift overrun: 30.2m</p> <p>Southern portion of the building:</p> <p>Top of the parapet to residential building: 23.5m</p> <p>Top of Lift overrun: 22.8m</p>	<p>Northern portion of the building:</p> <p>Top of the parapet to residential building: 3.6m = 12.59%</p> <p>Top of Lift overrun: 4.8m = 16.78%</p> <p>Central portion of the building:</p> <p>Top of Lift overrun: 1.6m = 5.59%</p> <p>Southern portion of the building:</p> <p>Compliant</p>

6.1.3 Consistency with Mosman future character

The site is located within Mosman, an identified town centre under the LMR policy within Sydney's North Shore. Mosman was selected by DPHI based on its proximity to goods and services, access to public transport, infrastructure capacity and an absence of significant hazards. This designation followed extensive consultation undertaken between 2023 and 2024.

Mosman's character is defined by its strong landscape setting, urban village qualities and range of local services and amenities. While the existing built form is predominantly low-scale, strategic planning initiatives anticipate a transition to medium-density development focused around town centres. In this context, Mosman is appropriately characterised as a precinct in transition, requiring new development to respond to existing character while contributing positively to the desired future character identified in relevant strategic documents.

A number of residential development applications, including the subject site, are currently being prepared under the LMR and IAH controls. While this proposal represents one of the first developments delivered under these provisions, it will, over time, form part of a broader built context comprising residential apartment buildings of a similar scale within 800 m of Spit Junction.

The development sets a positive direction in establishing the future character of the area as discussed in **Section 6.1.1**. The scheme adopts several design measures to address localised adjacency issues whilst remaining compliance with the overall maximum FSR control permitted under the planning controls.

The proposal integrates 11 affordable housing dwellings across the building, with equitable access to all communal open spaces for both private and affordable housing residents. Integrating affordable housing into the Mosman town centre is consistent with the DPHI's policy position.

6.2 Design Quality

The DPHI has confirmed that the proposal is not required to be presented to the State Design Review Panel or a local design review panel to enable expedited delivery of housing on the site. Notwithstanding this, the proposed design seeks to deliver a high-quality design that exhibits good design in accordance with the Better Placed objectives. It is noted the Mosman LEP does not have a design excellence provision.

As demonstrated in the Architectural Plans (**Appendix B**), Design Report (**Appendix H**), and Landscape Design Report (**Appendix J**), the proposed development achieves design excellence through a considered architectural, urban and landscape response. The proposal is considered to exhibit design excellence as:

- The proposal demonstrates a high-quality architectural design through a well-proportioned built form, articulated façades and a robust, contextually appropriate materials palette. The selection of materials includes natural tones and textures such as stone and timber that complement the established character of Mosman, while providing a contemporary design response.
- The form and external appearance of the building will enhance the quality and amenity of the public domain by presenting a residential scale at the lower levels that responds to each street interface and steps with the site's natural topography, reinforcing a comfortable human scale. Above, the building is articulated through vertical elements and modulation of the massing to reduce perceived bulk and deliver a built form that is appropriate to the emerging character of the area.
- Streetscape improvements, including extensive landscaping along Redan Street and Redan Lane provide a considered transition between the private and public domain. All vehicle crossovers are removed from Redan Lane, enabling meaningful public domain upgrades including delivery of a publicly accessible footpath within the site boundary, supporting the laneway's evolution as a safer, more legible and pedestrian-friendly environment.
- The massing and siting of the development have been carefully considered to preserve key view corridors as discussed in the Visual Impact Assessment prepared by Urbis (**Appendix K**).
- The proposal has been designed to appropriately manage off-site impacts including overshadowing, wind, and visual privacy, to maintain the comfort and amenity of nearby public spaces and adjoining residential properties.
- The proposal addresses the principles of ESD including the precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, pricing and incentive mechanisms.
- The design ensures that safe and legible access is provided for pedestrians, cyclists, vehicles and services, with access and circulation designed to minimise conflict and maximise efficiency.
- The landscape design is fully integrated into the development, incorporating deep soil planting, canopy trees and layered vegetation to soften the built form, contribute to on-site amenity and assist in visually integrating the building with the steep topography when viewed from Balmoral Beach.

Figure 24 Proposed development viewed from Redan Street



Source: FJC Studio

6.3 Environmental Amenity

Detailed analysis has been undertaken by FJC Studio and other technical consultants to demonstrate that the residential apartments and communal areas will achieve a high degree of amenity without creating adverse amenity impacts to surrounding development. A Design Report has been prepared by FJC Studio (**Appendix H**) to analyse the impacts.

6.3.1 Solar Access and Shadow

6.3.1.1 Solar Access

The Design Report demonstrates that:

- The majority of the apartments have dual aspect and 70% of apartments receive ≥ 2 hours of solar at mid-winter, meeting the ADG design criteria.
- 3.7% of apartments receive no direct sun at mid-winter, exceeding the ADG criteria.

6.3.1.2 Overshadowing

FJC Studio has prepared shadow diagrams to illustrate the impact on solar access during the winter solstice at hourly intervals between 9am – 3pm. The shadow associated with the 30% infill affordable housing height bonus is differentiated in the diagrams, in addition to the minor portion of the development which exceeds the building height plane.

The diagrams illustrate:

- Between 9am – 11am, shadow falls on the properties to the west of the site on Redan Lane. The shadow is primarily cast to the rear of these properties. Despite the loss of solar access in the morning period, solar access is maintained from 11am onwards to ensure the properties receive the required amount of solar access.
- Between 9am and 3pm, shadow falls on the property to the south at 36–38 Redan Street. The primary private open space of this property is located to the front of the dwelling adjacent to Redan Street. The proposed development has been designed to cast no additional shadow to this area of primary private open space between 9am and 12pm.
- Between 2pm and 3pm, shadow is cast toward the residential properties on the opposite side of Redan Street. It is noted that these properties are largely already shadowed in the afternoon as a result of existing built form and the downward topography of the land on the eastern site of Redan Street. The proposed development has been designed to cast no additional shadow to the primary area of primary private open space of the property at 29 Redan Street between 11am and 2pm.

While the shadow analysis identifies some additional overshadowing at midwinter, the extent of shadow is broadly consistent with that expected from a built form under the LMR and IAH provisions in an evolving urban context. Furthermore, given the proposal delivers a significant public benefit in the form of 11 affordable housing dwellings, the extent of overshadowing is considered acceptable in the context of the application, as per the DPHI's In-Fill Affordable Housing Practice Note (December 2023, p. 12) states:

"Local development standards should be applied flexibly and need to be balanced against the need to realise more affordable housing".

6.3.2 Natural Ventilation

A high level of internal amenity is achieved through the building layout and apartment orientation, maximising daylight access, cross ventilation, as well as views to Middle Head, North Head and Balmoral Beach. The Design Report assesses the natural ventilation performance of the apartments and confirms:

- 67% of apartments are naturally cross-ventilated via dual-aspect planning and operable windows, resulting in natural cross ventilation being maximised to create a comfortable indoor environment for residents.

- All habitable rooms have windows which represent more than 10% of the floor area of the room, therefore natural ventilation can occur.
- Single aspect apartments are minimised, and the depth of open plan layouts that combine living, dining and kitchen are less than 8m and less than 3X to ceiling height. Therefore, the layout and design of single aspect apartments maximises natural ventilation.

6.3.3 Private and Communal Open Space

The development provides communal open space at the ground level adjacent to the northern Redan Lane entrance and at level 5. A total of 813.5sqm (25.8% of the site area) is provided as per NSW ADG.

All residential apartments have a primary balcony (private open space) as per the ADG Objective 4E-1 requires all apartments to have primary balconies (with specified minimum areas and depths).

6.3.4 Affordable Housing Dwellings

11 affordable housing dwellings are provided on site to be managed by Evolve Housing for a period of 15 years from the date the Occupation Certificate is issued. Architectural Plans 2800 and 2801 (**Appendix B**) outline the proposed affordable housing GFA allocated for this use. In total, 1,387sqm sqm of GFA is for affordable housing, which is 15% of the total GFA.

Three of the affordable housing dwellings front Redan Street and are located at Level 1 of the development, while the remaining eight affordable housing dwellings are proposed in a two storey terrace arrangement across Level 1 and Level 2 fronting Redan Lane. Each dwelling comprises two-bedrooms. Equitable amenities and access to the communal terrace will be provided for all residents.

These dwellings achieve a good level of amenity as per the NSW ADG criteria and the In-fill Affordable Housing Practice Note, including:

- appropriate level of solar access and cross-ventilation,
- access to the communal open space at level 5,
- private open space on landscaped balconies,
- compliance with minimum storage requirements within and outside the dwelling, and
- access to car parking as per the Housing SEPP affordable housing car parking rates, with six affordable housing spaces are provided within the basement levels.

6.3.5 Wind Impacts

A Qualitative Wind Assessment has been prepared by CPP (**Appendix CC**) to assess wind conditions associated with the existing site and the proposed development. The assessment finds that the anticipated future wind environment as a result of the proposed development is likely to comply with the acceptable wind comfort criteria.

The assessment finds that as the proposed development is slightly larger than most surrounding structures, the proposed development will have some effect on the local wind environment, though any changes are not expected to be significant from the perspective of pedestrian comfort or safety.

Wind conditions around the development are expected to be classified as acceptable for pedestrian standing or walking from a Lawson comfort perspective and pass the distress/safety criterion. No adverse conditions requiring specific mitigation are foreseen, however local amelioration may be advised for areas intended for long-term stationary activities, such as the communal open space at level 5.

All areas in the public domain in the vicinity of the subject site are expected to satisfy the relevant wind safety criterion.

6.4 Visual Impact

6.4.1 Visual Impact Assessment

A Visual Impact Assessment (**VIA**) (**Appendix K**) has been prepared by Urbis to analyse the potential visual impacts of the proposed built form through a visual analysis of the development from key viewpoints within the public domain and from private residences.

6.4.1.1 Baseline Assessment

The VIA considers likely future development and includes photomontages and perspectives showing the proposed development in its context.

Field work and review of relevant legislation was undertaken to inform a baseline visual analysis and determine key public domain viewpoints both from Balmoral and from the surrounding streetscape. 15 locations were inspected during the fieldwork.

The analysis finds:

- **Scenic quality** – The scenic quality of the site is considered low-medium. The site is characterised by dwellings of mixed architectural style, which include ornamental gardens and traditional architectural features, forms and detailing that contribute to an attractive, established streetscape character. Notwithstanding, the site does not include visually unique, rare or distinguishing features of scenic quality, and elements of the site do not combine to form scenic or highly valued compositions.
- **Public view sensitivity** – The surrounding visual context includes several parks, the closest of which is Memorial Park, approximately 300 meters north-east of the site, and outside of the SPA. Perimeter vegetation within Memorial Park and blocking effects of intervening, sloping development limit visibility to the site. Potential visibility was inspected from multiple locations within the SPA, including Lawry Plunkett Reserve, Balmoral Park, and the southern end of Balmoral Beach, south-east of the site, where views to the site are constrained by intervening topography and vegetation. Three views have been assessed in the VIA.

The VIA notes that the site is located within the LMR inner area under the Housing SEPP. The indicative LMR Housing Area south of Military Road broadly extends south and south-east to the boundary of the scenic protection area identified in the LEP, and includes mixed development of varying use, density, scale, architectural style and character.

Development within the LMR zone surrounding the site currently includes predominantly low density residential. R3 development is clustered closer to Military Road and areas west of Spofforth Street. The subject site occupies the southern fringe of the LMR zone.

The VIA notes that **areas within this zone are likely to undergo potentially significant visual change, as they transition to a future visual context characterised by development of greater scale and height.**

While the proposal represents a change from existing, lower-scale development, it aligns with the future desired character for this locality. The concentration of density in LMR zones limits the spatial extent of visual effects and visual impact. Urbis notes this a departure from previously anticipated community preference or expectations in relation to local character.

The proposal also seeks to vary the maximum building height control for the site, which is included in the analysis.

6.4.1.2 Public Domain Views

From the visual baseline assessment, six public views were identified for further assessment. The location of the views is identified in **Figure 25** and a summary of the findings is provided in the following table.

Figure 25 Location of viewpoints analysed in the VIA



Source: Urbis

Images and photomontages of the following are assessed:

- Existing view
- Proposed view with development, with the non-complaint building height exceedance identified in “purple”
- Proposed view including potential future LMR maximum envelopes identified in “green”

An extract of the proposed and proposed view with LMR context is provided in **Figure 26**.

Table 16 View Impact rating

View Point	Visual impact rating
VP1 - View south-south-east from corner of Almore & Arbutus Streets	Medium
VP2 - View north-north-west along Redan Street	Medium
VP3 - View west-south-west from The Esplanade near Esther Road	Low – Medium
VP4 - View west-south-west from The Esplanade at the corner of Raglan Street	Low
VP5 - View south-west from edge of Hunter Park and Almore Street	Low – Medium

Figure 26 VIA analysis



Picture 18 Viewpoint 1 with development



Picture 19 Viewpoint 1 with development and LMR context



Picture 20 Viewpoint 2 with development



Picture 21 Viewpoint 2 with development and LMR context



Picture 22 Viewpoint 3 with development



Picture 23 Viewpoint 3 with development and LMR context



Picture 24 Viewpoint 4 with development



Picture 25 Viewpoint 4 with development and LMR context



Picture 26 Viewpoint 5 with development



Picture 27 Viewpoint 5 with development and LMR context



Picture 28 Viewpoint 6 with development

Source: Urbis



Picture 29 Viewpoint 6 with development and LMR context

Source: Urbis

Following the determination of the extent of change through analysis of the above viewpoint comparison, Urbis applies relevant weighting factors to determine overall visual impact and visual effects. This includes sensitivity, visual absorption capacity and compatibility with urban features. In summary, the assessment finds:

- Three views were modelled from low-lying locations within the scenic protection area (Views 4 – 6). Notwithstanding the high level of visual effects, overall visual impacts are considered supportable in the context of current planning regimes and desired future character.
- Visibility from surrounding parks such as Memorial Park, approximately 400m north-west of the site is constrained by intervening sloping topography and development.

- The wider existing visual environment has a moderate capacity to absorb the visual changes proposed. Surrounding sloping topography and development contributes to wide spread blocking effects across the visual catchment, particularly from upper slope locations to the north-west, west and south-west.
- The immediate visual context is predominantly characterised by low-density residential built form and is significantly lower in height than the proposal. Visual absorption capacity is reduced in views from lower relative viewing levels to the east. In this regard, the proposal will be visually prominent in a limited number of close views in the short term.
- The density and scale of future development anticipated by the LMR controls will increase visual absorption capacity across this part of Mosman, reducing visual prominence and residual visual effects of the proposal over the long term.
- The wider visual context is characterised by mixed development including numerous examples of emerging density. The immediate visual context predominantly includes low density development which is traditional in character. However there is presence of some larger, contemporary development along the ridge line in westerly views from The Esplanade.
- Given that the proposal is an early LMR development within this visual context, it will be visible in isolation and significantly differ in scale to immediately adjacent low density development. The difference in scale will be experienced in the short term, until such time as subsequent LMR developments are constructed and visual effects are reduced.
- The majority of views to the proposal are experienced from moving viewing situations where visibility is brief and transitory. More sustained viewing opportunities from lower locations along The Esplanade are predominantly to the east and do not include the subject site.
- The non-compliant height exceedance relates to re-massing permissible form either side of a 9m wide spatial separation between which creates a view sharing corridor. The view sharing corridor represents a more skilful design and attempt to reduce view impacts for neighbours and the perception of height and scale in public domain views. The non-compliant height does not block unique compositions, scenic or highly valued views in Tenacity terms but rather block open areas of sky for immediate neighbours.
- Residual impacts (the permanent visual change to the area) are acceptable given the site's location within an LMR zone where future visual change of this scale is anticipated. As the immediate and surrounding visual context transitions to one that is predominantly characterised by increased density and scale, the proposal will be consistent with viewer expectations, and be seen as part of a wider visual context and setting where valued features and aspects of the SPA remain visible, appreciated and understood.

The context massing shows that in time, perception of its initially isolated visual effects will have high compatibility with the future potential visual context. As visual compatibility increases, visual impacts decrease.

Overall, the proposed design attempts to reduce potential view loss and impacts by redistributing the proposed mass, and incorporating wide setbacks to the east which offer some visual relief, benefit the closest and most affected dwellings which present rear boundaries to Redan Lane. The visual impact are largely anticipated by the strategic objectives of the housing SEPP.

6.4.1.3 Mosman Scenic Protection Area

The objectives and provisions for the Mosman Scenic Protection Area (**SPA**) is outlined in clause 6.4 of the LEP. The clause requires the consent authority to be satisfied that

- (a) measures will be taken, including in relation to the location and design of the proposed development, to minimise the visual impact of the development to and from Sydney Harbour, and
- (b) the development will maintain the existing natural landscape and landform.

The VIA notes there is intermittent visibility to parts of the proposal from low-lying foreshore areas within the SPA. Notwithstanding this, key scenic compositions which underpin the significance and value of the SPA are

to the east and do not include the proposed development, and do not impact the scenic quality of Balmoral or the SPA.

Three views were modelled from low-lying locations within the SPA where, notwithstanding the high level of visual effects, overall visual impacts are considered supportable in the context of current planning regimes and desired future character.

Aims of the LMR policy prevail under the Housing SEPP.

The VIA also notes it is unlikely the proposal will be visible from Sydney Harbour to an extent that would result in any significant or unreasonable visual impacts on the built, natural and visual environment.

6.4.1.4 Private Domain Views

The VIA includes an assessment of view sharing in accordance with the relevant planning principle established in the Land and Environment Court of New South Wales referred to as *Tenacity Consulting v Warringah [2004] NSWLEC 140* – Principles of view sharing: the impact on neighbours (Tenacity).

The VIA was prepared without the benefit of view inspections at neighbouring dwellings. The assessment is therefore based on fieldwork observations, review of online documents, and context analysis. Potential private domain impacts to the following properties are considered, as summarised in **Figure 27**:

- 69 and 71 Muston Street, Mosman – likely to be exposed to significant view loss, ranging from severe to devastating in Tenacity terms.
- 67, 73, 75 and 77 Muston Street, Mosman – impacts will be less consequential in Tenacity terms, both qualitatively and quantitatively. Impacts will range due to aspect, access to views, scenic quality of compositions and level.
- 66, 68, 70–72, 74 and 76 Muston Street, Mosman – impacts will range.
- 65 and 77 Redan Lane, Mosman – oblique views will be less affected where the majority of the scenic composition in easterly views are likely to be retained.
- 52 Almora Street, Mosman – Views are highly oblique and due to the alignment, orientation and elevated position of 52 Almora Street, are likely to remain unaffected by the proposal. The site is unlikely to be exposed to view loss of merit.

Figure 27 Level of exposure to view impacts



Source: Urbis

The VIA finds that recent planning reforms which envisage medium and high-density development in well located urban areas near local centres. This strategic objective is superlative to the need for retention of all existing views for some affected neighbours.

A consequence of the changes is that more residents housed in contemporary developments under the SEPP will enjoy access to views of high scenic quality previously held by a few. In this way the rearrangement of massing and accommodation of new built forms could be considered as fostering future view sharing opportunities. The proposed development can be supported on visual impacts grounds.

6.5 Landscaping, Biodiversity and Tree Removal

An Arboricultural Impact Assessment (AIA) has been prepared by Urban Arbor (**Appendix Y**) and a BDAR Waiver has been granted by DPHI (**Appendix Z**). These assess the biodiversity, and arboricultural value. Landscape Plans have been prepared by Dangar Barin Smith (**Appendix J**), which detail the landscape design concept for the proposed development.

6.5.1 Existing Environment

There are 5 individual trees and one group of trees located on site, an additional 10 trees are growing along Redan Street and 1 along Redan Lane.

The site is not mapped on the Biodiversity Values Map and does not support remnant native vegetation, threatened ecological communities, or ecological connectivity features.

6.5.2 Tree Impacts

The proposed development consists of the removal of 5 trees on site: Tree 2 and Trees 13-16, as well as one group of trees: G1. One tree: Tree 1, located outside of the site boundary on Redan Lane is also proposed for removal and removal of Trees 11 and 12 will be required to facilitate the proposed vehicle access location from Redan Street.

Trees 4-10 located adjacent to the site on Redan Street are proposed to be retained and protected during construction. The proposed development will have minimal adverse impact on the contribution of these trees to local amenity or character, subject to implementation of appropriate tree protection measures.

6.5.2.1 Mitigation Measures

The following mitigation measures are proposed in the AIA:

- All trees to be retained must be protected in accordance with AS4970-2009.
- All services plans should be subject to review by a consulting Arborist. Where possible, underground services should be located outside the TPZ of trees to be retained. All underground services located inside the TPZ of any tree to be retained, must be installed via tree sensitive techniques with AS4970-2009
- Tree 3, 4, 5, 6, 7, 8, 9 and 10; Fencing should be installed to restrict access to the TPZ area on the nature strip. The fencing should be aligned at the extent of the TPZ radius of each tree, or as close as practical to the existing public footpath/street kerb. TPZ signage on fencing.
- All landscaping works within the TPZ of trees to be retained are to be undertaken in consultation with a consulting Arborist to minimise the impact to trees.
- Prior to any works commencing at the site, a Project arborist should be appointed.
- All tree work should be carried out by a qualified and experienced Arborist with a minimum of AQF Level 3 in Arboriculture, in accordance with NSW Work Cover Code of Practice for the Amenity Tree Industry (1998) and AS4373 Pruning of amenity trees (2007).
- The Project arborist is to hold a pre-construction site meeting with the principal contractor to discuss methods and importance of tree protection measures and resolve any issues in relation to tree protection that may arise.

- It is the responsibility of the principal contractor to install tree protection prior to works commencing at the site (prior to demolition works) and to ensure that the tree protection remains in an adequate condition for the duration of the development.

6.5.3 Landscaping

Clearing of existing vegetation is mitigated through extensive planting proposed across the site. The Landscape Plans prepared by Dangar Barin Smith demonstrate extensive planting is proposed across the development, at ground level, upper level non-habitable rooftops and planters and the level 5 communal open space.

Overall, the development provides the following:

- Retention of mature trees along Redan Street and adjoining sites to preserve canopy cover, habitat, and natural shading.
- 15.3% deep soil planting across the site (495.3sqm) with measurements of greater than 3m as per the definition of 'deep soil zone' of the Tree Canopy Guide for Low and Mid Rise Housing. 6.97% deep soil (225.6sqm) is achieved with measurements greater than 6m as per NSW ADG.
- 931.68sqm of canopy coverage, representing 28.82% of the site area. This includes planting over structure (394.68sqm) and planting in deep soil (537sqm).
- 1,104.4sqm (34.2%) landscaped area. This is greater than the required 30% of landscape area under Section 19 of the Housing SEPP.
- Planting of 24 canopy trees and 84 palms within the site boundary.
- Layered native planting, including Banksia and Gymea Lily, to reflect the local coastal ecology and support biodiversity. The overall provision of native planting is 97.03% of the proposed species.
- Ground-level gardens that balance privacy for residents with a green, active street frontage.
- Public domain upgrades within the site boundary to Redan Lane including delivery of a publicly accessible footpath along the full site frontage to Redan Lane and maximised planting in wide zones for green amenity, shade and useability.
- A curated landscape response is proposed along the Redan Street frontage, including the delivery of thirteen new canopy trees and a total of 1581 new native plantings.

Figure 28 Proposed landscaping and public domain works along Redan Lane



Source: FJC Studio

As outlined above, the proposal provides 15.3% of deep soil planting at 3m dimension as per the Tree Canopy Guide for LMR Housing.

There is an inconsistency in the applicable planning documents as the NSW ADG (which also applies to the site) specifies a dimension of 6m for deep soil zone. The proposal achieves 6.97% deep soil measured at a 6m distance. This represents a technical departure from Part 3E of the NSW ADG, which requires 7% deep soil. This is considered acceptable as:

- The proposal is compliant with the Tree Canopy Guide for LMR Housing as per Section 167 of the Housing SEPP.
- There is a significance difference in topography across the site which makes achieving the 7% 6m dimension difficult to achieve.
- Acceptable stormwater management is achieved as discussed in the Integrated Water Management Plan to promote management of water and reduce runoff.
- Alternative forms of planting provided such as on structure on the residential terraces, the communal open space at Level 5 and other non-trafficable roof areas to achieve a total landscaping area of 1,104.4sqm (34.2%) landscaped area.

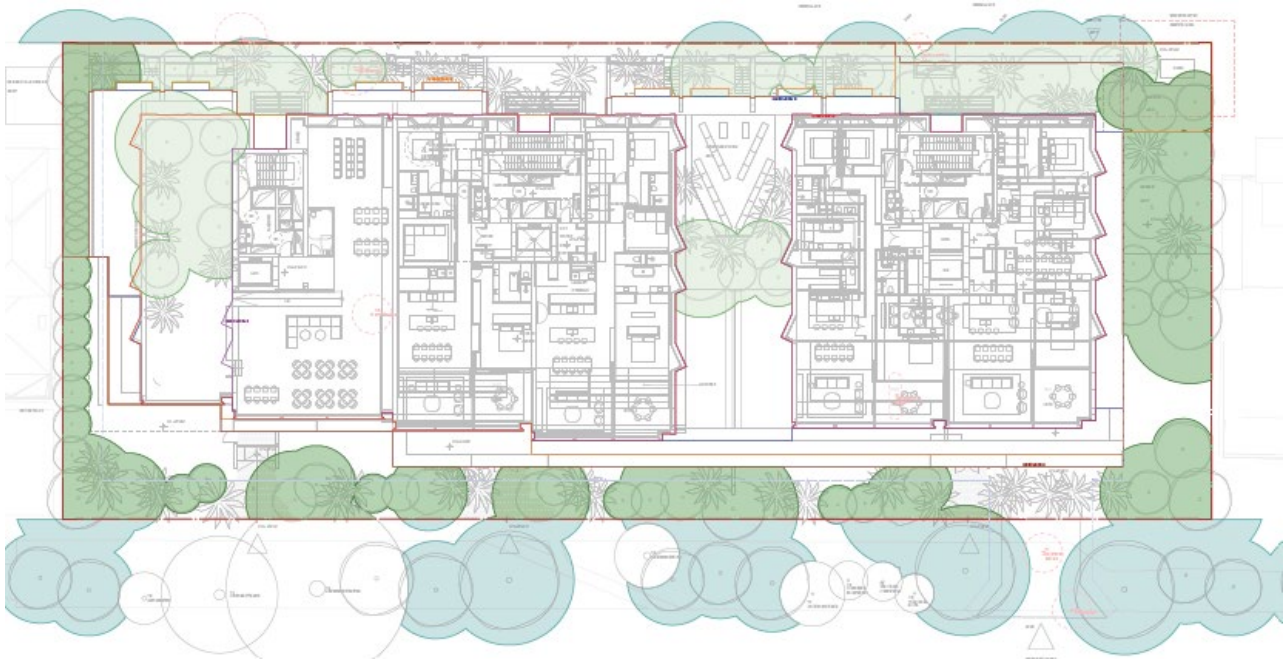
Overall, the proposed landscape design is consistent with the design guidance of the NSW ADG and achieves the intent of the control.

The development is consistent with the Tree Canopy Guide for LMR Housing that is legislated as per Section 167 of the Housing SEPP as per the following table.

Table 17 Assessment against Tree Canopy Guide for LMR Housing

Provision	Numerical Requirement	Proposal
Where the Apartment Design Guide applies: – provide deep soil and tree canopy in line with Table 6	Tree canopy: 15% Deep soil: 7% Deep soil zones with a minimum dimension of 3m allows sufficient space for the planting and healthy growth of new trees that provide canopy cover and assist with urban cooling and infiltration of rainwater to the water table. Deep soil also allows for the retention of existing trees.	Tree canopy: 28.82% (931.68 sqm) Deep soil (3m minimum): 15.3% (495.3sqm) The proposal is compliant.
– seek to enhance tree canopy outcomes by providing deep soil and either the tree canopy percentage targets or the tree planting rates in Table 7	Tree canopy: 20% Deep soil: 15%	Tree canopy: 28.82% (931.68 sqm) Deep soil (3m minimum): 15.3% (495.3sqm)
– locate contiguous deep soil areas to maximise the number of trees that can be planted.	N/A	Generous sections of continuous deep soil planting is provided along the north, south and eastern boundaries of the site. These areas of deep soil ensure the provision of trees achieved on the site is maximised and that privacy to adjoining properties is maintained.

Figure 29 Proposed Canopy Coverage Plan



Source: Dangar Barin Smith

6.6 Traffic, Transport and Accessibility

A Transport Impact Assessment (**TIA**) and preliminary Construction Traffic Management Plan (**CTMP**) has been prepared by JMT Consulting to support the proposed development. This report assesses the anticipated traffic implications of the proposed development during construction and operational stages.

6.6.1 Existing Environment

The site adjoins Redan Street to the south and Redan Lane to the north. Both roads are council controlled local roads. The closest State and Regional Road is Military Road to the west (200m) and Military Road/Spit Road to the north (550m). Vehicle site access to the site is currently provided to each property via Redan Lane.

The site is well serviced by public transport. The site is located approximately 10 minute walk from Military Road, which provides high frequency bus services to key destinations such as North Sydney, Manly, St Leonards and the Sydney CBD. The closest ferry wharf to the site is Mosman Bay ferry wharf which is approximately 1.5km walk away.

The site has frontage Redan Lane, which has the capacity to carry 900 vehicles per hour in each direction. Currently, Redan Street operates well below capacity at all times of the day, with a maximum hourly flow of approximately 90 vehicles per hour, representing 10% of its current capacity.

Redan Lane was assessed to have very low traffic flows, at most 10 vehicles per hour in each direction and less than 200 vehicles per day. Average vehicle speeds on Redan Lane throughout the day were recorded at just over 20km/h – indicating a very low speed traffic environment. As discussed in **Section 2.1.3**, the lane functions in a manner similar to that of a shared zone.

6.6.2 Potential Impacts

Parking

Off-street parking is proposed for a total of 106 cars (including 11 accessible spaces) within a new 2 level basement parking area. In addition, 17 motorcycle spaces and 53 bicycle spaces are also provided on site. As

shown at **Table 18**, the development is compliant with the minimum parking requirements set out in Section 19 of the Housing SEPP.

Table 18 Car Parking Compliance

Affordable Housing (Clause 19(2)(e) of the Housing SEPP)			
Number of Bedrooms	Housing SEPP Requirement (Parking Spaces)	Number of Units	Total Compliant Proposed Provision (Parking Spaces)
1	0.4	0	6
2	0.5	11	
3	1	0	
Non-affordable Housing (Clause 19(2)(f) of the Housing SEPP)			
1	0.5	0	63
2	1	0	
3+	1.5	42	

The Housing SEPP does not include visitor car parking rates and therefore the rates within the Mosman DCP have been relied upon to determine visitor parking rates, along with motorcycle and bicycle parking.

Access

Ancillary vehicle access to the basement is proposed via a new 6 metre wide (approx..) vehicular crossover from Redan Street. The TIA confirms that locating the accessway on Redan Street is appropriate, given this will provide sufficient width to accommodate two-way traffic movements (unlike Redan Lane) and that there has been no recorded history of crashes at this location.

Additionally, the proposal will remove a number of existing driveway crossovers on Redan Lane. Not only will this contribute to improved pedestrian experience in the laneway, it will also provide opportunity for Redan Lane to service additional vehicle capacity associated with potential future developments in the immediate area. This is particularly relevant to sites to the west of Redan Lane, which are not afforded opportunity for alternative vehicle access arrangements from Muston Street, given the slope of the land.

Servicing Arrangements

Waste collection will be undertaken by Council on Redan Lane once per week, consistent with the existing waste collection arrangements for the site. Cleaners will bring bins from the Ground Floor waste storage rooms to the waste holding area on Level 2 that has access to Redan Lane via a hoist. Cleaners will bring bins from the waste holding area and place them on Redan Lane for collection.

Traffic Impacts

Based on the proposed development yield, and considering the traffic generation potential of the existing detached dwellings on the site, the following additional peak hour traffic generation could be expected:

- AM Peak hour: 6 vehicle trips
- PM Peak hour: 5 vehicle trips

The existing road network in the vicinity of the site currently operates very well with spare levels of capacity. The very minor increase in traffic generation associated with the proposed development will not impact this existing strong level of service. With respect to Redan Lane there would be an improvement in traffic performance due to the removal of existing vehicle driveways facilitated by the project.

The projected level of traffic generation arising from the proposal is considered to be negligible and would not be expected to result in any adverse impacts on the surrounding road network nor any operational or safety issues on surrounding key intersections.

Construction Traffic Impacts

A preliminary Construction Traffic Management Plan (CTMP) is included in the TIA and provides an overview of the CTMP procedures that will be implemented for the demolition, excavation and construction of the proposed development. A detailed CTMP will be prepared at Construction Certificate stage.

It is estimated that during the construction works, there will be a relatively low level of construction vehicles, in the order of 10-20 vehicles a day. Vehicles will enter the site from Redan Street. It should be noted that the level of construction vehicle traffic will be less than that generated during the operational phase of the project and will not affect the operation of the surrounding road network.

There may be other construction projects occurring at the same time as the proposed works at the site. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the appointed contractor, Council and TfNSW to minimise impacts on the road network.

6.6.3 Mitigation Measures

The following mitigation measures will be adopted during construction:

- Trucks to minimise the use of local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- Pedestrians near the ingress/egress points will not be held unnecessarily.
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit)
- Trucks to not circulate on the road network to wait to enter the site (unless exceptional circumstances do not permit)
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;
- Truck drivers will be advised of the designated truck routes to/ from the site.
- Construction access from the external road network to mainly occur at signalised intersection.
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required.
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements.
- Construction activity to be carried out in accordance with approved hours of work.
- Truck loads would be covered during transportation off-site.
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements.
- Activities related to the construction works would not impede traffic flow along adjacent roads.
- Materials would be delivered and spoil removed during standard construction hours.
- Construction vehicles not to queue on adjacent streets.
- During site induction, workers will be informed of the existing bus, train and metro network servicing the site.
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

6.7 Standard Assessment

This section of the report addresses the matters which require a standard impact assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

Table 19 Standard Assessment Matters

Issue (per SEARs)	Assessment and Mitigation
<p>Noise and Vibration</p>	<p>A Noise and Vibration Impact Assessment has been prepared by Acoustic Logic for the proposed development and is included at Appendix BB. The report investigates external noise and vibration intrusion onto the development site from road traffic, as well as an assessment of the construction and operational noise and vibrations associated with the proposed development.</p> <p>Assessment</p> <p>The nearest sensitive receivers to the site and the measurement locations have been identified in Figure 30 and include:</p> <ul style="list-style-type: none"> Receiver 1: Residential houses to the west of the site across Redan Lane at 65-77 Muston Street. Receiver 2: Residential houses to the south of the site at 36-38 Redan Street. Receiver 3: Residential houses to the southeast of the site at 25-29 Redan Street, 14-16 Balmoral Avenue. Receiver 4: Residential houses to the northeast of the site at 33-39 Redan Street. Receiver 5: Residential houses to the north of the site at 50-56 Redan Street. <p>Unattended noise monitoring was conducted between 7 November and 16 November 2025 to determine the existing noise environment at the site.</p>

Figure 30 Extract from Acoustic Assessment showing Sensitive Receivers



Source: Acoustic Logic

The following are identified as key potential impacts:

Traffic Noise

The main significant noise source with potential to impact the site is traffic noise from Redan Steet and Redan Lane. Existing noise levels from transportation sources were measured as part of the assessment to inform façade requirements to achieve required indoor noise levels.

Th report confirms that subject to acoustic treatment of glazed windows and doors, the development will comply with the nominated assessment criteria of AS 2107:2016.

Operational Noise

The report identifies the proposed mechanical plant as a significant noise source with potential for external impact during operation of the development.

Detailed plant selection and location has not been undertaken at this stage.

Satisfactory levels will be achievable through appropriate plant selection, location and if necessary, standard acoustic treatments such as duct lining, acoustic silencers and enclosures.

Construction Noise and Vibration

The Acoustic Report assesses the noise impact from equipment associated with construction works, this includes during demolition, excavation and construction. A list of the equipment associated with these works, and the typical noise level is detailed in the report.

The predicted noise levels at all receivers have been assessed against the construction noise criteria within the Interim Construction Noise Guideline. The assessment finds that the nearest residential receivers are predicted to be noise impacted during the demolition and excavation stage, with noise levels to be expected to be lower during the construction phase.

The assessment finds that the highest levels of vibration are likely to be produced when excavation activities are undertaken with the use of piling rig. This activity would only produce a moderate level of vibration close to the work site. Given the distance attenuation between existing residential receivers and the project site, the impact at the surrounding properties is found to be moderate.

Mitigation

Traffic Noise

- Façade complying construction to be adopted during the design stage, including acoustically rated external windows and doors with acoustic seals.

Operational Noise

- Detailed acoustic review should be undertaken at CC stage to determine acoustic treatments to control noise emissions to satisfactory levels.

Construction Noise

- During preparation of the construction program (CC stage), acoustic review of proposed construction activities and plant/methods should be undertaken to identify work items likely to exceed Noise Management Levels.
 - For those activities likely to generate high noise levels, the analysis should identify where on the site are the areas likely to result in high noise levels. This will then assist in determining the likely time period for which high noise levels will occur.
 - Identify feasible acoustic controls or management techniques (use of screens, scheduling of noisy works, notification of adjoining land users, respite periods) when excessive levels may occur.
-

- For activities where acoustic controls and management techniques still cannot guarantee compliant noise levels, implement a notification process whereby nearby development is made aware of the time and duration of noise intensive construction processes.

Construction Vibration

- Where required, vibration monitors may be installed at critical locations to determine any impact.
- Ongoing review and assessment of vibration impact will be conducted throughout the construction process to determine appropriate vibration levels.

Ground and Groundwater

A Geotechnical Investigation Report (**Appendix U**), Acid Sulfate Soils Assessment (**Appendix S**), Salinity Assessment (**Appendix T**) and Hydrological Report including Dewatering Management Plan and Groundwater Seepage Analysis (**Appendix V**) have been prepared by EI Australia to investigate ground and subsurface conditions.

Assessment

Ground Conditions

It is identified that the site is located toward the middle of an east facing hillside and generally slopes down to the east at 7° to 9°, with ground surface levels ranging between approximately RL 64m AHD to RL 55m AHD.

It is found that the site is located on Hawkesbury Sandstone. Subsurface investigations have identified fill materials overlying silty sand, with sandstone bedrock at depth.

The respective assessments find that the potential presence of Acid Sulfate Soils or Saline Soils at the site is considered unlikely/low and further related investigation or assessment is considered unwarranted.

Water Conditions

Two groundwater boreholes are located within 500 metres of the site, indicating that groundwater is sparsely utilised in the surrounding area. Three groundwater monitoring wells were installed as part of the geotechnical investigation and groundwater levels were monitored between 28 November and 13 January 2026, indicating average levels across the site ranging from RL 53.9m to 57.76m AHD.

A 15 mm rainfall event occurring early within the monitoring period did not cause any response on groundwater levels, and it was therefore concluded that groundwater flow direction did not vary significantly in response to short-term climatic events.

The monitoring results recommend a design groundwater level of RL 18.3 mAHD for the northeast-southwest site boundary and RL 16.7 mAHD and 19.25 mAHD for the southeast and northwest boundaries of the development, respectively.

Geotechnical investigations and monitoring further indicate that groundwater will be encountered during basement excavation. An application under the Water Management Act will therefore be required to de-water the site prior to construction of the basement.

Due to the characteristically low hydraulic conductivity characteristics of the fractured bedrock a sump and pump system will be used for the control of water seepage into the excavation during basement construction.

Mitigation

Acid Sulfate Soils

- Although the site is not considered to be affected by ASS, it is recommended that all excavation and construction activities at the site are monitored to ensure that any ASS are not encountered during construction. Signs that may indicate the presence of ASS may include (not limited to):
 - Noticeable sulphur dioxide or hydrogen sulphide odours;
-

- Soils change colour into a greyish and/or greenish tone;
 - Oxidised ASS will often contain yellow and orange mottling;
 - Presence of jarosite, pyrite, estuarine sediments;
 - Black or dark grey sulfidic horizons.
- Should any of the above indicators be present during construction or other signs of potential ASS are observed, excavation work on the site is to stop and an environmental consultant should be contacted to determine what actions are required to be taken before work may recommence.

Dewatering

Summary of DWMP requirements, refer to DWMP for details:

- During basement excavation and construction, the Site Manager / Water Treatment Specialist will be responsible for ensuring the implementation of appropriate treatment of extracted groundwater.
- To ensure that all extracted groundwater from dewatering is effectively treated prior to discharge to the receiving water bodies, as will be confirmed by the Operational Dewatering Management Procedure.
- All groundwater to be discharge into the local stormwater network is to meet (at the very least) the criteria outlined in Table 5-1, Section 5.2.
- All extracted groundwater will be monitored and treated (where necessary).
- On-going testing to be performed to confirm water quality meets the adopted Discharge Water Criteria (DWC) prior to release into the storm water network, which discharges to receiving water bodies.
- Additional treatment / wastewater disposal to be undertaken if the DWC values are not met.
- Monitoring Requirements for Construction Phase Dewatering: initial assessment (prior to dewatering), trial run period (twice per week) and discharge monitoring period (weekly for a month, fortnightly for a month, then monthly).
- Monitoring Requirements for Operational Phase Dewatering: Quarterly for the first year, every 6 months for year two, and a single monitoring event at the end of year three.
- The appointed environmental consultant (water quality expert) will undertake weekly audits during the Trial-Run Period (if required), and monthly audits during the Monitoring Period, to ensure that all discharges comply with the criteria specified in Section 5.2.
- The contractor responsible for dewatering will keep records of all monitoring and laboratory test results, as well as quantities of treatment agents applied during the dewatering process. All records should be made available for inspection onsite during the construction phase.

Contamination A Preliminary Site Investigation (PSI) report has been prepared by EI Australia for the proposed development and is provided **Appendix R**. The PSI has been prepared to assess the suitability of the site, from a contamination perspective, for the proposed development and whether further investigation and/or management is required.

Assessment

The site history information suggests that the site has been used for residential purposes since 1943 (at least) and has undergone minimal redevelopment since then. Modifications to the site include the construction of extensions to two of the properties, as well as the demolition and redevelopment of one of the properties.

It is found that majority of the building structures on the site were constructed prior to the mid-1980s, when the use of asbestos in building materials and lead paint was not yet restricted or prohibited in Australia. Therefore, hazardous building materials may be present on-site including potential asbestos containing material (ACM) and lead-based paint.

The investigation comprised of a review of the site history and other available qualitative information, a site visit and preparation of a preliminary conceptual site model (CSM).

Overall, the PSI finds that:

- The site has long been used for residential purposes and is surrounded by other residential properties.
- No NSW EPA notices, licensing agreements, or statutory regulation under the CLM Act or POEO Act apply to the site or adjacent land (<500 m).
- Historical potentially contaminating activities were identified nearby, including motor garages & engineers, dry cleaners, pressers & dyers, and service stations. Associated potential contaminants include TRH/BTEX, PAHs, heavy metals, solvents, PCBs, and VOCs.
- The site is not expected to contain ASS (mapped as Class 5 “no known occurrence”) although an Acid Sulfate Soils Management Plan may still be required as it lies within 500 m of a mapped Class 3 area.
- Gross, or widespread, contamination is not present on the site, and any unidentified contamination (if present) is likely to be localised and manageable.
- The preliminary CSM found potential but unlikely source-pathway-receptor linkages, mainly relating to potential imported fill, hazardous building materials and potentially contaminating on- and off-site land uses. Contamination potential was assessed as being low and manageable with appropriate demolition, excavation, and soil handling controls.

Based on the results of the PSI, EI Australia find that the site is suitable for the proposed residential development subject to implementation of specified recommendations. These are detailed below and can be managed through the development application process, in accordance with *State Environmental Planning Policy (Resilience and Hazards) 2021*.

Mitigation

- An additional investigation within the inaccessible areas of the site may be warranted to close out the remaining data gap, should access be obtained.
 - Before commencement of any demolition works, a hazardous materials survey should be completed by a qualified consultant, to confirm the presence / location of any hazardous substances within the existing building fabrics (and elsewhere on the site).
 - All identified hazardous materials must be appropriately managed during future demolition and land clearance works, to maintain worker health and safety and prevent the spread of related contaminants onto the site surface.
 - An asbestos clearance inspection and certificate should be completed by a qualified professional (SafeWork NSW Licensed Asbestos Assessor) following the removal of all ACMs from the site (if any).
 - Where clearance inspection indicates hazardous materials remain on the site, further removal and re-clearance inspection, must be undertaken.
 - Upon completion of the demolition stage (including surface pavement removal), an inspection of the ground surface is to be performed, to check for any visible signs of contamination (in particular fragments of FCS and oil-like staining), targeting the
-

building footprints. This inspection could coincide with the asbestos clearance task (if required).

- All soil materials designated for off-site disposal, including any *virgin excavated natural material* (VENM), must be pre-classified in accordance with the NSW EPA (2014) *Waste Classification Guidelines*. In designing the SAQP for waste classification, the NSW EPA (2022) *Sampling Design Part 1 – Application guidelines* should be referred to and the analytical suite is to include the COPCs listed in Section 4.4 of the PSI.
- Once appropriately classified, all waste materials are to be transported to EPA-licensed waste facilities by the appointed waste contractors. All tipping dockets supplied by the landfill companies are to be retained, to confirm the appropriate (lawful) disposal of wastes.
- Prior to importation, any backfill / landscaping material brought to the site should be certified as meeting the VENM classification and thus suitable for the intended land use, in accordance with EPA guidelines.

Ecologically Sustainable Development

An ESD Report has been prepared by IGS for the proposed development and is provided at **Appendix AA**. The Report provides design guidance on the sustainability aspects of the proposal. A BASIX Certificate (**Appendix GG**) and Basix & NatHERS Assessment Report (**Appendix HH**) also accompanies the report.

The ESD Report identifies how ESD principles (as defined in Section 193 of the EP&A Regulation) have been incorporated into the design and ongoing operation of the development.

Assessment

ESD Principles:

An assessment of the proposal against the principles of ESD is provided below:

Principle	Project Response
Precautionary Principle	The project will employ relevant environmental protection measures and risk assessments to ensure no irreversible environmental harm is acted as a result of the construction or operation of the development.
Intergenerational Equity	The development supports inter-generational equity by minimising resource use, reducing emissions, enhancing biodiversity, and providing diverse, inclusive, and affordable housing to benefit both current and future communities. Integrated environmental, social, and economic strategies, including energy- and water-efficiency measures, low-impact materials, and long-term operational sustainability, ensure the site's health, resilience, and productivity are preserved for future generations.
Conservation of Biological Diversity and Ecological Integrity	The development enhances biodiversity and ecological integrity in its urban setting through native, drought-tolerant landscaping and tree planting that increase canopy cover and provide habitats for local fauna. Integrated across multiple levels with heat-mitigating materials, these measures support ecological

resilience and improve the surrounding environmental quality.

Improved Valuation, Pricing and Incentive Mechanisms	The project will integrate environmental considerations into asset and service valuation through sustainability initiatives, an Environmental Management Plan, and waste reduction strategies that align environmental responsibility with economic accountability. Life-cycle-focused measures, including high energy and water efficiency and contractual sustainability obligations, ensure long-term cost efficiency and enhanced asset value.
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ESD Initiatives

The development will comply with BASIX – Energy, Water and Thermal Comfort and NCC Section J – Energy Efficiency.

The following key ESD measures are proposed:

- Rainwater harvesting and reuse.
- Water and energy efficient fixtures.
- Material specification for low embodied carbon products, particularly concrete and steel.
- Landscape design that contributes to site ecology, canopy cover targets, and enhances microclimate resilience.
- Provision of on-site bicycle parking to support active transport.

Waste Management

A Waste Management Plan (WMP) has been prepared by SLR for the proposed development and is included at **Appendix W**. The WMP details measures to be implemented to manage, reuse, recycle and safely dispose of waste, as well as assessing the proposed waste servicing areas and collection arrangements.

Assessment

Demolition and Construction Waste Management

The WMP details the anticipated volumes of the different waste materials anticipated to be generated during demolition and construction stages and how the various waste streams will be recycled or disposed of off-site.

The proposed demolition waste and construction waste minimisation measures outlined in the WMP are anticipated to achieve the 80% recycling target set by the NSW EPA Waste Avoidance and Resource Recovery Strategy 2041.

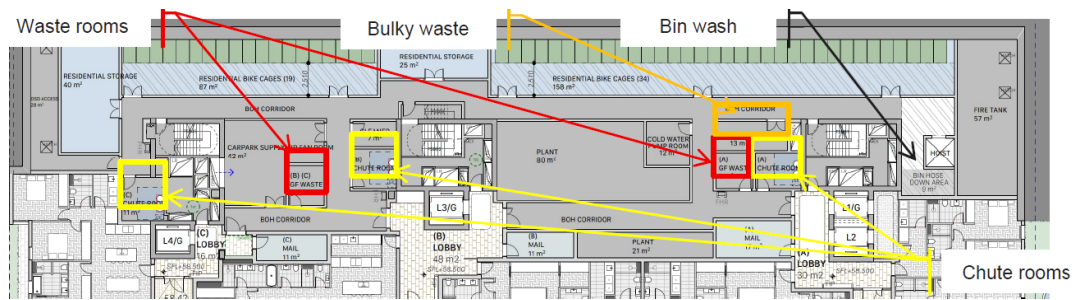
Operational Waste Management

The proposed development incorporates the following waste disposal system for residents, subject to the location of the dwelling:

- **Redan Lane Terraces (south):** Residents will take their waste to the Ground Floor waste room via the southern Redan Lane entrance and lift.
 - **Redan Lane Terraces (north):** Residents will take their waste to the Level 1 waste holding area via the northern Redan Lane entrance.
 - **Ground Floor Apartments:** Residents will take their waste to the closest Ground Floor waste room.
 - **Upper Level Apartments:** Residents will place their garbage and recyclables in chutes, which will empty into bin in chute rooms on the Ground Floor. Three chute passages and respective chute rooms are proposed.
-

All chute rooms and waste storage areas exceed the minimum area requirements. A bulky waste room of 13 sqm is also provided on the Ground Level, with a capacity of 39 cubic metres for use by all residents.

Figure 31 Example of Waste Storage Areas on Ground Level



Source: SLR

Waste collection will be undertaken by Council on Redan Lane once per week, consistent with the existing waste collection arrangements for the site. Cleaners will bring bins from the Ground Floor waste storage rooms to the waste holding area on Level 2 that has access to Redan Lane via a hoist. Cleaners will bring bins from the waste holding area and place them on Redan Lane for collection.

Mitigation

Demolition and Construction Waste Management

- Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, will be conducted. Only wastes that cannot be cost effectively reused or recycled are to be sent to landfill or appropriate disposal facilities.
- If there is insufficient space on-site for full segregation of waste types, the Site Manager, or equivalent role, should consult with the waste and recycling collection contractor to confirm which waste types may be co-mingled prior to removal from the site.
- Waste storage areas will be accessible and allow enough space for storage and servicing requirements. Where space is restricted, dedicated stockpile areas are to be delineated on the site, with regular transfers to dedicated skip bins for sorting.
- If skips and bins are reaching capacity, removal and replacement should be organised as soon as possible.
- All staff, including sub-contractors and labourers, employed during the site preparation and construction phases of the Development must undergo induction training regarding waste management for the Site.
- Standard signage is to be posted in all waste storage and collection areas. All waste containers should be labelled correctly and clearly to identify stored materials.

Social Impact

A Social Impact Assessment (SIA) has been prepared by Notting Hill Advisory for the proposed development and is included at **Appendix FF**. The SIA involved a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations.

Assessment

DPHI's Social Impact Assessment Guideline (2023) states that a SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods and decision-making systems.

The methodology to prepare the SIA was informed by DPHI's SIA Guideline (2023). The potential enhanced positive and mitigated negative social impacts identified are listed below.

A summary of the potential positive and negative social impacts and their mitigation measures is provided in the SIA, presented by impact significance. Overall, the range of impacts identified in this SIA includes high, moderate, minor, and negligible impacts, both positive and negative, reflecting the complex nature of the development and its influence on existing and future residents, as well as the local and broader community. A full assessment is detailed in the SIA.

Mitigation

The SIA recommends the following:

Way of Life

- Affordable housing to be managed in accordance with Housing SEPP requirements and CHP best practice tenancy management.
- Continued documentation of design rationale within SSDA material. Clear communication of built form response and heritage context. Ongoing information provision during construction.

Community

- Implementation of approved Construction Management Plan including noise, traffic and community communication protocols.
- Advance notice and clear communication regarding demolition and construction timelines.
- Affordable housing managed by CHP in accordance with Housing SEPP. Building management to support integration and shared amenity access.
- Ongoing communication regarding the design rationale and planning context.

Accessibility

- 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.
- Parking provision delivered in accordance with minimum DCP requirements. Preparation of a Green Travel Plan to encourage sustainable transport use.
- 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.
- Management of vehicle access and servicing consistent with TIA recommendations.

Culture

- Continued acknowledgment of Traditional Custodians and consideration of culturally respectful elements within the public facing design where appropriate.
- Ongoing vibration monitoring during excavation where required. Architectural detailing responsive to surrounding heritage context as outlined in the Heritage Impact Statement.
- Active ground level interface and high-quality communal spaces to support opportunities for passive social interaction.

Health and Wellbeing

- Implementation of recommended acoustic mitigation measures, including hoarding, equipment selection, monitoring and advance notification of high noise activities.
-

- 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.

Surroundings

- Architectural articulation, landscaping and façade treatment consistent with urban design recommendations.
- 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.

Livelihoods

- 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.
- Provide resident welcome information promoting local retail, services, dining, and community facilities.

Decision Making Systems

- Continued transparent documentation of responses to submissions and design evolution.
- 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.
- Maintain a clearly advertised and easily accessible contact point for construction related enquiries, including phone and email channels.
- Provide clear induction information outlining resident rights, responsibilities and avenues for participation in building governance and issue resolution.

Flooding and Stormwater

A Stormwater Management Report prepared by Northrop is provided at **Appendix DD**.

The report includes an analysis of data from Mosman Council which confirms the site is not considering to be part of, or affected by, an overland flow path.

To mitigate any risk of flood impact on the proposed development, a tailwater level of RL 54.83 has been adopted at the downstream discharge point.

The design incorporates an OSD tank in accordance with the Mosman Council Policy for Stormwater Management in Mosman (2024) and various water quality treatment measures.

The OSD tank is located in basement level 1 and a rainwater tank will be provided with a total irrigation area of 336sqm.

When considering the proposed stormwater treatment measures, the design achieves the following pollution reduction measures as informed by stormwater quality modelling using 'Model for Urban Stormwater Improvement Conceptualisation' (MUSIC) Version 6.3:

- Suspended solids – 85% reduction
- Phosphorous – 71.8%
- Nitrogen – 59%
- Gross pollutants – 100%

Northrop confirm that the adopted strategy ensures that the development meets both regulatory obligations and broader environmental objectives.

Archaeology

A Historical Archaeological Assessment (HAA) has been prepared by Urbis for the proposed development and is included at **Appendix P**. The HAA has been prepared to

investigate the historical archaeological potential within the subject area and the likelihood that the proposed works would impact potential archaeological resources.

Assessment

The assessment included a significance assessment and impact assessment. The HAA concludes that:

- The subject area remained undeveloped throughout the 19th Century. The first development within the subject area was the construction of Wilhelmina Strafford's residence in 1899. By 1930, five brick residences had been constructed within the subject area. Significant modern development has occurred within the subject area up to the present day.
- 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 are not considered a relic.

As such, proposed works are not expected to impact on archaeological relics protected by the Heritage Act 1977.

Mitigation

- Submit this Historical Archaeological Assessment as supporting documentation to SSD-93020230.
- If substantial intact archaeological relics of State or local significance, not identified in this HAA are unexpectedly discovered during excavation, work must cease in the affected area and Urbis be immediately notified. Depending on the nature of the discovery, Heritage NSW may be notified in writing in accordance with Section 146 of the *Heritage Act 1977*. Additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.
- Prior to the commencement of works, an archaeological induction should be delivered by Urbis to all relevant construction personnel for the purpose of establishing:
 - heritage obligations of all project personnel;
 - how to identify archaeological relics of State or local significance;
 - what to do in the event that potential relics are uncovered; and
 - how the Unexpected Finds Procedure works in practice.

Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment (ACHA) has been prepared by Urbis for the proposed development and is included at **Appendix O**. The ACHA has been prepared to determine if 'there is known, or reasonably likely, to be Aboriginal cultural heritage on or near the site' and to provide 'an initial assessment of the potential impacts' of the proposed development if Aboriginal cultural heritage is identified.

Assessment

The investigation included a desktop assessment, site inspection, a four-stage Aboriginal consultation process and impact assessment. The ACHA finds that there are no registered Aboriginal objects or declared Aboriginal places within the curtilage of the subject area and that the Aboriginal archaeological potential of the subject area is assessed to be very low to low.

The ACHA identifies that rock outcrops may once have existed within the subject area and served as a focus of activity in the past, however the scale and extent of modern excavation and levelling are considered to have very likely removed any such features.

The impact assessment finds that as the proposed ground disturbing works encompass an area of low potential, the proposed development is unlikely to cause direct harm to Aboriginal objects.

Mitigation

Unexpected Finds Protocol: Archaeological Material

In the event that any archaeological material is uncovered during any site works, the following steps must be carried out:

- All works must halt in the immediate area of the find to prevent any further impacts to the archaeological material.
- The find must not be moved 'out of the way' without assessment.
- A suitably qualified archaeologist and the Registered Aboriginal Parties for the ACHA must be contacted to determine the significance of the objects.
- If determined to be an Aboriginal object, the site is to be registered in the Aboriginal Heritage Information Management System (AHIMS) and the management outcome for the site included in the information provided to AHIMS.
 - Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required and further archaeological investigation undertaken.
 - The Applicant must consult with the Aboriginal community representatives, the archaeologist(s) and Heritage NSW to develop and implement management strategies for all Aboriginal objects.
 - Works may only recommence in the vicinity of the find with the approval of Heritage NSW.

Unexpected Finds Protocol: Human Remains:

In the event that clearly identifiable human remains are uncovered during any site works, the following steps must be carried out:

- All works must cease immediately in that area and the NSW Police and Heritage NSW contacted.
- The find must not be moved 'out of the way' without assessment.
- A suitably qualified archaeologist must be contacted to determine the specific nature and significance of the skeletal remains.
- The Applicant must consult with relevant stakeholders, the archaeologists and Heritage NSW to develop and implement appropriate management strategies for the human remains.
- Works shall only recommence with the approval of Heritage NSW.

Environmental Heritage

A Heritage Impact Statement (HIS) has been prepared by Urbis for the proposed development and is included at **Appendix Q**. The HIS provides an assessment of potential heritage impacts in accordance with the NSW guidelines 'Assessing Heritage Significance' and 'Statement of Heritage Impact' and the philosophy and process is guided by The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013.

Assessment

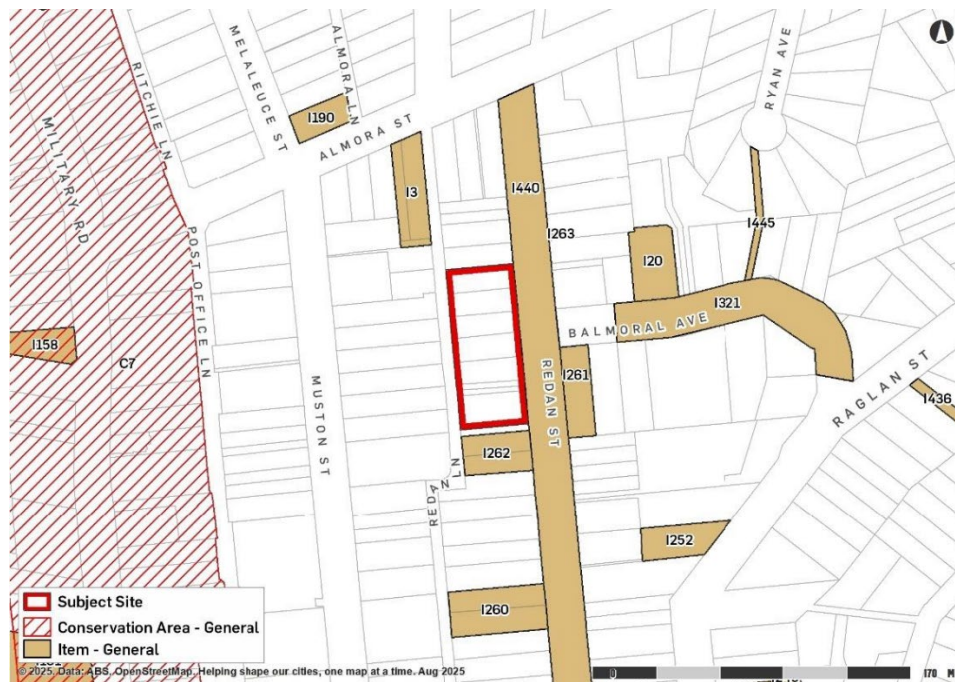
The subject site is not an identified as heritage item in the Mosman Local Environmental Plan (LEP) 2012 Schedule 5, nor is it located within a Heritage Conservation Area (HCA), see **Figure 32**. However, the subject site is in the vicinity of several heritage items that include:

- 'Divided Road' Redan Street (LEP I440)
 - 'Pair of semi-detached houses' 38 and 36 Redan Street (LEP I262)
-

- 'House', 29 Redan Street (LEP I261)

Additionally, a significant rock face/retaining wall has been identified adjacent to the subject site in the Mosman Residential Development Control Plan (Mosman DCP) 2012 (amended 2024).

Figure 32 Heritage map



Source: Urbis

The HIS finds that the existing buildings on the site are not heritage listed items nor are they included within the curtilage of a heritage conservation area. The properties have been assessed in this report to not meet the threshold for listing and there is therefore no statutory requirement to retain the buildings from a heritage perspective. Subsequently, the proposed demolition of the existing dwellings at 40–48 Redan Street would not give rise to adverse heritage impact.

The HIS finds that the sandstone wall which forms part of item 'Divided Road' (LEP I440) features frequent and intermittent openings/gaps at the northern end of Redan Street. As such, the proposal has sought to accommodate the vehicle entry in between the mapped areas of divided road to avoid or otherwise minimise impacts to the sandstone feature as much as possible. The majority of the sandstone rock wall along Redan Street will be retained, including where adjacent to the subject site.

The HIS finds that the built form volume is balanced by its architectural design, which incorporates strategies to minimise the bulk and scale of development. Collectively, these strategies ensure a respectful integration with the surrounding context. The proposal does not adversely affect the ability of nearby heritage items to remain visually prominent or to continue contributing positively to the locality.

Overall, the HIS finds that the proposed works have been assessed to have an acceptable heritage impact and are recommended for approval from a heritage perspective.

7 Justification of the Project

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1 Project Design

From project inception, a collaborative and design-led approach has been adopted. An Urban Design Study prepared by Tzannes established site-specific principles to guide a sensitive response to heritage interfaces, streetscape character and the evolving built form of Mosman. These principles were embedded into the architectural design by FJC Studio, resulting in a considered and contextual outcome that balances density uplift with amenity and urban design quality.

The development is characterised by a strong three-storey podium that integrates with the site's sloping topography and sits comfortably within the surrounding low-scale residential context. Above the podium, the building is articulated into two separated forms with generous setbacks and a central view corridor aligned with the Balmoral Avenue axis. This separation reduces perceived bulk, improves visual permeability and enables view sharing, while stepped height planes and modulated setbacks provide a gradual transition away from the sensitive southern heritage interface.

Public domain improvements, including a new publicly accessible footpath and enhanced landscaping along Redan Lane, further contribute to pedestrian amenity, urban cooling and streetscape quality. The public domain improvements and overall building envelope has been developed in consultation with Mosman Council local community and the Department.

7.2 Strategic Planning Consistency

This EIS has demonstrated that the proposal is consistent with the strategic framework and has been considered against key Government and the relevant Council strategies documents:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- Our Greater Sydney 2056: North District Plan
- Mosman Local Strategic Planning Statement: Enhancing Mosman
- Mosman 2025-2035 Community Strategic Plan
- NSW Housing Strategy
- Mosman Local Housing Strategy: A Place to Live
- NSW Better Placed

All levels of strategic planning seek to facilitate additional housing (including affordable housing) and 'transit-oriented development' through the '30 minute city' concept. The proposal meets these objectives, as it will:

- Deliver residential accommodation with high amenity in an accessible area. The site is proximate to several well-serviced bus stops and the Mosman Bay ferry wharf. These transport services provide access to Greater Sydney, including key employment centres.
- Increase housing supply in the Mosman area, addressing the NSW Government's objective to boost housing availability and affordability.
- Create opportunities for more people to live closer to where they work and have easier access to their day to day needs, through the provision of affordable housing and a mix of dwelling types within easy walking distance of the Spit Junction town centre.

- Support a vibrant, walkable neighbourhood.
- The project has considered the wider locality including surrounding infrastructure, public transport and the cumulative impacts of other projects in accordance with DPHI's Cumulative Impact Assessment Guidelines for State Significant Projects.
- The project has considered feasible alternatives and how these would meet the objectives of the development, this includes the consequences of not carrying out the development. The analysis has found that the proposed development represents the best outcome for the site that aligns with the strategic planning vision for the area and delivers much-needed housing into the precinct.
- The project is aligned with the relevant State and local strategic planning policies as it delivers a high-quality, environmentally sustainable residential development on a site that is strategically located within Mosman and within walking distance of Spit Junction. The proposal supports housing growth providing a mix of apartment types contributing to housing choice, diversity and affordability in the local area.

7.3 Statutory Planning Consistency

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised in **Table 20** below.

Table 20 Statutory Planning Consistency

Matter	Consistency
Objects of Act – EP&A Act s1.3	The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act and addressed in Appendix C
Evaluation of development application (s4.15) – EP&A Act s4.40	The proposed development has been evaluated in accordance with the relevant matters for consideration under s4.15(1) of the EP&A Act as outlined in Appendix C .
Compliance with environmental assessment requirements – EP&A Regulation s.191	This EIS has been assessed against all matters identified in the SEARs as outlined in Appendix A .
Principles of Ecologically Sustainable Development – EP&A Regulation s.193:	
The precautionary principle	<p>The precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation.</p> <p>The proposed development is planned for a site that has already been developed, ensuring that no local greenfield areas will be disturbed or degraded.</p> <p>The proposal is supported by environmental assessments and mitigation strategies for the demolition, construction, and ongoing management phases of the project, all designed to prevent serious or irreversible environmental damage.</p>
Inter-generational equity	Intergenerational equity ensures that the needs of future generations are taken into account in decision-making, maintaining or enhancing environmental values for their benefit. The development minimises energy and water

consumption while reducing embodied carbon and waste. By integrating ESD principles, the project promotes conservation of energy and water through efficiency measures.

Conservation of biological diversity and ecological integrity

The proposal is supported by a BDAR waiver and an Arborist Report to minimise impacts on biological diversity and ecological integrity. The strategies outlined in the ESD Report and Waste Management Plan to reduce energy, water, and waste consumption contribute indirectly to conserving biodiversity and ecological integrity. By reducing the demand for energy and water resources, the need for land-clearing and pollution from utility infrastructure is minimised.

Improved valuation, pricing and incentive mechanisms

Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation.

The project's asset and service valuations incorporate environmental factors through the implementation of ESD initiatives.

Throughout the construction phase, the Construction Waste Management Plan and a Construction Management Plan will ensure to minimise pollution and waste. These plans will establish recycling and landfill waste streams, ensuring effective pollution control and waste reduction.

During the operational phase, aiming for environmental ratings like Green Star and NABERS will enhance resource efficiency. This approach not only reduces running and material costs but also boosts the development's value for investors, owners, and tenants.

7.4 Community Views

Community and stakeholder engagement has been undertaken by the Applicant and Brilliant Logic in preparation of the SSDA. This included direct engagement and consultation with:

- Surrounding landowners, residents and businesses.
- Government, agency, utility services and other key stakeholders.

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects* and complied with the community engagement requirements. This feedback has been addressed throughout the development of the EIS. Further details can be found in the Engagement Outcomes Report at **Appendix N**.

In accordance with the EPA Regulation, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

7.5 Environmental Impacts

The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality, have been assessed in **Section 6** of this EIS.

The key impact assessment identifies:

- Setbacks, massing and solar access have been carefully resolved to mitigate impacts on adjoining heritage properties. Deep front setbacks to Redan Street at the southern edge, stepped built form toward the south and targeted height transitions ensure solar access to the primary private open spaces of 36–38 Redan Street and 29 Redan Street is retained during mid-winter. Landscaped setbacks, tree canopy provision and reduced massing along the southern boundary further soften the interface and protect residential amenity.
- The proposal generally aligns with the NSW Apartment Design Guide separation distances, with minor technical departures addressed through design measures including tower separation, angled windows, dwelling orientation and increased setbacks. These measures ensure privacy, outlook and amenity objectives are achieved and, on balance, represent an improved and contextually responsive outcome.
- The supporting Visual Impact Assessment confirms that while the proposal will be visually prominent in some short-term views due to its location on the southern edge of the Low-Mid Rise zone, impacts are acceptable and anticipated within the current planning framework. The assessment finds that the broader visual context has capacity to absorb the change, particularly as the locality transitions to the higher-density character envisaged by the LMR controls. View sharing principles have been applied, with impacts varying across surrounding properties and considered reasonable in the context of strategic housing objectives.
- Shadow analysis demonstrates that additional overshadowing is limited and consistent with development anticipated under the LMR and in-Fill Affordable Housing provisions. Importantly, solar access to the primary private open spaces of key heritage properties is maintained during critical mid-winter periods. Any residual impacts are considered acceptable in light of the significant public benefit delivered by the provision of 11 affordable housing dwellings and the policy direction to apply development standards flexibly.
- The EIS has assessed the project against the requirements of the Secretary's Environmental Assessment Requirements, and the relevant planning instruments and policies and achieves a high level of compliance. A Clause 4.6 Variation Request is submitted to amend the height and wall height standard. This targeted variation to the height and wall height standards facilitates the strategic redistribution of floor space, reducing bulk adjacent to the southern heritage interface, improving internal separation and view sharing, and minimising overshadowing, while remaining compliant with the maximum FSR.

It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues, the impact will either be positive or can be appropriately mitigated. **Appendix D** provides a summary of the 'mitigation measures' which can form appropriate conditions of development consent.

7.6 Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The Proposal is consistent with the R3 Medium Density Zone objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the Mosman LEP 2012.
- The site is currently underutilised and presents a significant opportunity to provide a higher-density residential development in a strategically identified area of Mosman.
- The site is not affected by critical constraints which cannot be successfully abated through skilful design or the implementation of mitigation measures.
- The proposed development design and height has been enabled through Government legislation and demonstrates an improved urban design outcome. The character of the development has been designed to be in-keeping with the site context, with the proposed built form compatible with the emerging future built form context, as provided under the new planning controls
- The site benefits from proximity to the Spit Junction town centre and existing social infrastructure, ensuring accessibility to employment, education and community facilities. This makes it well-suited for residential intensification, including affordable housing.

7.7 Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal will deliver 11 affordable housing dwellings for a 15-year period. This addresses the NSW Government's objectives to improve housing supply, affordability, and diversity while supporting integrated land use and transport by providing housing close to public transport, employment centres, retail, and community infrastructure.
- The proposal will locate a diverse range of housing in an accessible area, contributing to the role of Mosman in supporting the '30-minute city' vision.
- The development aligns with the strategic planning framework, and the DPHI's LMR program which identify the site as a suitable location for increased density and housing supply near transport.
- The EIS demonstrates that the proposed development does not result in any unreasonable external impacts in regard to overshadowing, visual impact and privacy impacts. Subject to the implementation of the recommended mitigation measures, no adverse social or environmental impacts result from the proposal during construction and operation of the development
- The proposal has been assessed against the NSW ADG design criteria, ensuring high standards of amenity for future occupants.
- The proposal will have a positive economic impact through the creation of 141 jobs during the construction phase.
- The proposal will contribute the required contributions toward local and regional infrastructure under the Contribution Plan and HPCs to support the change in density.

Overall, the proposal represents a high-quality, design-led response that delivers much-needed housing in a strategic town centre location while respecting Mosman's heritage values, streetscape character and residential amenity. Through careful site planning, massing and articulation, the development contributes positively to the evolving character of the local area and establishes a strong benchmark for future Low-Mid Rise development in Mosman.

This Environmental Impact Statement demonstrates that the project has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

Disclaimer

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