

# 40 – 48 Redan Street, Mosman

Engagement Outcomes Report

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Prepared for:

**Mosman Land No 1 Pty Ltd**

February 2026

brilliant  
logic

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Brilliant Logic acknowledges both the Gadigal and the Darkinjung people, Traditional Custodians of the land on which our offices sit and we pay our respects to their Elders past and present. We extend that respect to all Aboriginal and Torres Strait Islander people.

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# Contents

1. INTRODUCTION .....	5
1.1 The Site .....	5
1.2 Project Context.....	6
1.3 Response to SEARs .....	6
2. COMMUNITY AND STAKEHOLDER ENGAGEMENT STRATEGY.....	7
2.1 Engagement Objectives.....	7
2.2 Stakeholders .....	8
3. ENGAGEMENT ACTIVITIES .....	9
3.1 Engagement Types .....	9
4. KEY THEMES OF FEEDBACK .....	9
4.1 Key themes raised .....	10
4.1.1 Affordable Housing .....	10
4.1.2 Height and Bulk .....	11
4.1.3 Heritage and Character .....	11
4.1.4 Visual and Environmental Impacts.....	11
4.1.5 Traffic, Access and Infrastructure Constraints .....	12
4.1.6 State Planning Policy and Rezoning Concerns.....	13
4.1.7 Design Quality and Materials .....	13
4.1.8 Construction Impacts and Risk .....	13
4.1.9 Community Wellbeing and Liveability.....	14
4.1.10 Process and Next Steps.....	14
4.2 Ethics and privacy .....	14
5. COMMUNITY ENGAGEMENT ACTIVITY .....	15
5.1 Engagement Materials.....	15
5.2 Letterbox Distribution.....	15
5.3 Online Survey .....	15
5.4 Project Website .....	17
5.5 Feedback Form.....	17
5.6 Engagement with Individual Community Members .....	19
5.7 Focus Group 1.....	19
5.7.1 What community members supported .....	19
5.7.2 Issues raised.....	20
5.7.3 Questions and Summarised Responses.....	21
5.8 Focus Group 2 .....	22
5.8.1 What community members supported .....	22
5.8.2 Issues raised.....	23
5.8.3 Questions and Summarised Responses .....	23
6. FEEDBACK SUMMARY AND RECOMMENDATIONS .....	25
6.1 Key feedback themes and recommended response.....	25

6.2 Recommended mitigation and communication measures.....	27
6.3 Engagement guidelines alignment.....	28
7. APPENDIX A.....	30
7.1 Community Engagement Strategy .....	30
7.2 Postcard for Letterbox Drop .....	30
7.3 Letterbox Distribution GPS Report .....	31
7.4 Online Survey .....	33
7.5 Survey Responses.....	35

# 1. INTRODUCTION

This Engagement Outcomes Report has been prepared by Brilliant Logic Pty. Ltd (Brilliant Logic) for Time and Place Ltd (the Applicant) to support a State Significant Development Application (SSDA) for an in-fill affordable housing residential development at 40-48 Redan Street, Mosman (the Site).

The proposal seeks approval for the redevelopment of the Site to provide a residential development with in-fill affordable housing, including:

- 53 residential dwellings in 2-, 3- and 4-bedroom configurations
- 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
- 133 car spaces and 2 levels of basement for parking, services and storage
- Ancillary vehicular entry and public domain works from Redan Street
- 15.3% 3m-wide deep soil planting across the site (495.3sqm)
- 833 sqm of communal open space (25.8%)

Application: SSD-93020230

Assessment Type: State Significant Development – Residential Development with In-fill Affordable Housing

Current status: Prepare Environmental Impact Statement (EIS)

SEARs issue date: 5 September 2025

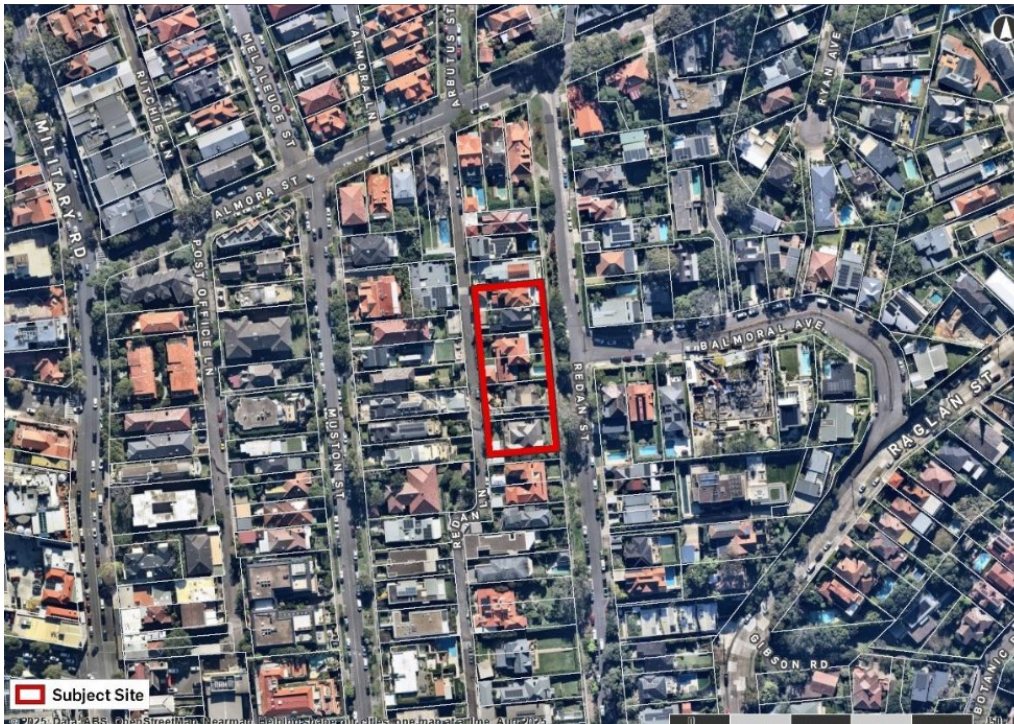
## 1.1 The Site

The site is located at 40–48 Redan Street, Mosman within the Mosman Municipality (LGA). It has an area of 3,233sqm. The site has a width of 36.4m and length of 89.6m. The site currently accommodates four 2-storey residential dwellings, and one 2-storey attached dwelling in a landscaped setting. The site has a primary frontage to Redan Street to the east and a rear frontage to Redan Lane to the West.

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

The site is not a listed heritage item or located within a heritage conservation area, however Redan Street reserve is listed as a local heritage item in the Mosman LEP. The site to the immediate South at 36-38 Redan Street containing a pair of semi-detached houses and to the east at 29 Redan Street containing a house are also a listed local heritage item.

Figure 1: Aerial Photograph of Site



## 1.2 Project Context

In 2024, the NSW Government set a target to deliver 377,000 well-located homes by 2029, including 15,800 social or affordable homes. To support this, the NSW Department of Planning, Housing and Infrastructure amended the State Environmental Planning Policy (Housing) 2021 (Housing SEPP) so applicants can seek a density uplift when at least 15% of dwellings are provided as affordable housing.

Under the amended Housing SEPP Time & Place is seeking approval for a residential development in-fill affordable housing at 40–48 Redan Street, Mosman.

The proposal will comply with the maximum height and Floor Space Ratio (FSR) controls for the site when utilising the bonuses available under the Housing SEPP for affordable housing.

## 1.3 Response to SEARs

This Engagement Outcomes Report has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (SEARs) for the State Significant Development Application (SSD-93020230) for a residential development with in-fill affordable housing at 40–48 Redan Street, Mosman.

Table 1 Response to SEARs

SEARs Item	Project Response
Detail engagement undertaken and demonstrate how it was consistent with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> . Detail how issues raised and feedback provided have been considered	Consistent with NSW Department of Planning, Housing and Infrastructure expectations for early and effective engagement on State Significant projects, Time & Place planned and delivered an engagement program aligned with the <i>Undertaking Engagement Guide: Guidance for</i>

<p>and responded to in the project. In particular, applicants must consult with:</p> <ul style="list-style-type: none"> <li>• The relevant department assessment team</li> <li>• Any relevant local councils</li> <li>• Any relevant agencies</li> <li>• The community</li> <li>• If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&amp;A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&amp;A Act, the agency relevant to that approval or authorisation</li> </ul>	<p>State Significant Projects. The program connected with relevant local and state government authorities, agencies and community stakeholders. Feedback received during engagement was captured to inform the preparation of the Environmental Impact Statement (EIS). See Section 2.2 for a detailed overview of the engagement approach</p>
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## 2. COMMUNITY AND STAKEHOLDER ENGAGEMENT STRATEGY

This section summarises the engagement undertaken between 3 October 2025 and 5 February 2026 to inform the community and stakeholders about the SSDA scheme and invite their feedback. The approach and outcomes are consistent with the Department of Planning, Housing and Infrastructure’s *Undertaking Engagement Guide: Guidance for State Significant Projects*.

### 2.1 Engagement Objectives

The engagement strategy for this phase of the project aimed to build connections with the Mosman community and relevant stakeholders through the State Significant Development (SSD) process. By encouraging transparency and open communication while addressing community concerns, the approach was intended to support a more informed and inclusive planning process.

The community engagement process aimed to:

- Provide plain-language, visually clear material that explains the project so stakeholders can stay informed.
- Create multiple ways to participate by offering a mix of online, in-person and print channels.
- Listen actively and capture all feedback
- Analyse emerging themes and brief the project team on community sentiment.
- Report back and close the loop, by sharing what was heard and explain how community input informed the proposal.
- Clearly outline key concerns raised and the actions taken in response to show a transparent, considered process.
- Align all engagement activities and reporting with the NSW DPHI 2022 *Community & Stakeholder Engagement Guideline*.

## 2.2 Stakeholders

Table 2 Stakeholder groups and engagement approach

Stakeholder Group	Sub-groups	Engagement Approach / Notes
<b>Local residents and neighbours</b>	<ul style="list-style-type: none"> <li>• Immediate neighbours: residents and owners in buildings adjacent to 40–48 Redan Street, Mosman</li> <li>• Broader Mosman community</li> </ul>	<ul style="list-style-type: none"> <li>• Most affected by impacts on views, sunlight, traffic, construction</li> <li>• October letterbox drop with flyer to defined radius (incl. QR code to website)</li> <li>• January letterbox drop with flyer to defined radius (incl. QR code to website)</li> <li>• Opportunity to attend December focus group</li> <li>• Opportunity to attend January focus group</li> <li>• Invited via letterbox drop to complete survey and/or feedback form</li> </ul>
<b>Local Businesses</b>	<ul style="list-style-type: none"> <li>• Retail and commercial operators near Redan Street</li> <li>• Local business owners and staff</li> <li>• Nearby commercial tenants and landlords</li> </ul>	<ul style="list-style-type: none"> <li>• October letterbox drop with flyer to defined radius (incl. QR code to website)</li> <li>• January letterbox drop with flyer to defined radius (incl. QR code to website)</li> <li>• Opportunity to attend December focus group</li> <li>• Opportunity to attend January focus group</li> <li>• Invited via letterbox drop to complete survey and/or feedback form</li> </ul>
<b>Project delivery partners</b>	<ul style="list-style-type: none"> <li>• Project partners: urban designers and consultants, Brilliant Logic, Time &amp; Place</li> </ul>	<ul style="list-style-type: none"> <li>• Liaison and agency feedback logged in Consultation Outcomes Report</li> <li>• Urban designers attended forums for technical Q&amp;A and design refinements</li> <li>• Brilliant Logic: coordinate engagement, capture input, complete outcomes report</li> <li>• Time &amp; Place: receive briefings, listen and respond to feedback approve strategic responses</li> </ul>
<b>Aboriginal cultural</b>	<ul style="list-style-type: none"> <li>• Registered Aboriginal Parties (RAPs), including</li> </ul>	<ul style="list-style-type: none"> <li>• Consultation undertaken through the Aboriginal Cultural Heritage</li> </ul>

<b>heritage stakeholders</b>	<p>the Metropolitan Local Aboriginal Land Council (MLALC)</p> <ul style="list-style-type: none"> <li>Heritage NSW</li> </ul>	<p>Assessment (ACHA) process, including identification, invitation and registration of RAPs, and consultation consistent with ACHA requirements. Outcomes are documented in the ACHA.</p>
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The proposed development may impact various stakeholders, such as agencies, authorities, service providers and community organisations. These stakeholders are outlined in the table below.

Table 3: External Stakeholders

Stakeholders	Briefing/ Meeting	Postcard	Project Website	Online Survey	Focus Group	Email Feedback
<b>Department of Planning, Housing and Infrastructure (DPHI)</b>	X					
<b>Mosman Council</b>	X					
<b>Community Housing Providers</b>	X					
<b>Registered Aboriginal Parties</b>	X					
<b>General Community</b>		X	X	X	X	X

### 3. ENGAGEMENT ACTIVITIES

This section describes the engagement activities carried out for the project. In line with the Department of Planning, Housing and Infrastructure’s *Undertaking Engagement Guide: Guidance for State Significant Projects*, the approach was scaled to reflect the project’s context, size and potential impacts. The following pages set out the activities undertaken with the community and other key stakeholders.

#### 3.1 Engagement Types

Engagement activities included two in-person focus groups, online survey, online feedback form, dedicated project email and a project website. A postcard was distributed via letterbox drop to a defined radius and invites to the focus group were sent via direct emails to community members who had registered to be involved in any engagement opportunities.

### 4. KEY THEMES OF FEEDBACK

This section provides an overview of the key feedback themes that were heard through the consultation period. For a detailed summary of all feedback, refer to Section 5 below.

## 4.1 Key themes raised

- Affordable housing
- Height and bulk
- Heritage and character
- Visual and environmental impacts
- Traffic, access and infrastructure constraints
- State planning policy and rezoning concerns
- Design quality and materials
- Construction impacts and risk
- Community wellbeing and liveability
- Process and next steps

### 4.1.1 Affordable Housing

Clear support for including affordable apartments targeted to essential workers, however with the misperception that current proposals won't improve affordability and affordable housing is just being used to justify increased height and density without real social outcomes.

#### Questions:

- When you hear the term “affordable housing,” what does it mean to you?
- Who do you imagine might be eligible for affordable housing in Mosman?
- How do you feel about including affordable housing within this proposal?
- What, if any, positive impacts do you see this development having on the neighbourhood in terms of inclusivity and meeting housing demand?

#### Feedback:

- Strong support in principle for affordable housing, especially to allow essential and service workers to live close to work.
- Concern that current proposals won't improve affordability, instead benefiting higher-income buyers.
- Perception that affordability targets may be used to justify increased height and density without real social outcomes.
- Calls for affordability to be income-based, potentially with rent control or long-term affordability mechanisms.
- Scepticism that the development will diversify Mosman's demographic; fear it will further entrench wealth concentration.
- Concerns that affordable units are time-limited (e.g. 15 years) and will revert to market-rate luxury housing.
- Belief that teachers, police, service workers, downsizers and average-income households will not be able to afford the proposed dwellings.
- Perception that the development increases luxury density, with most apartments expected to sell for multi-million-dollar prices.

### 4.1.2 Height and Bulk

This was the talking point of most concern amongst participants. Height and bulk seen as out of scale with Mosman's low-rise character and detrimental to the surrounding property owners who will lose line of sight views and devalue properties in close proximity.

#### Questions:

- Are there any possible positives you can see, even if small?
- What potential challenges or concerns do you foresee?
- What would you most like to see prioritised in the proposal?
- At this stage of the proposal, what aspects are you most concerned about and how could they be improved?

#### Feedback:

- Height and bulk seen as out of scale with Mosman's established low-rise character.
- Strong concern about loss of views, light and privacy, particularly for Muston Street and surrounding properties.
- Reference to historic planning controls (e.g. 1970s wind bans, view-sharing principles) that protected sightlines for decades.
- Belief that increased height represents a break from long-standing planning precedent.
- Mass and scale perceived as fundamentally altering the suburb's identity.
- Widespread objection to the proposed height (6–8 storeys / ~28m) as excessive and out of character.
- Concerns that height and bulk breach Mosman LEP 2012 height and FSR controls and Residential DCP numeric standards.
- The development is described as over-scaled, overly dense and visually dominant compared to surrounding low-scale housing.
- Strong calls to reduce height, align with nearby four-storey developments, increase setbacks and break the building into smaller forms.
- Participants said this scale feels better suited to centres like Crows Nest or St Leonards, not Mosman.

### 4.1.3 Heritage and Character

#### Feedback:

- Mosman described as well-preserved, with strong heritage value, including sandstone architecture and established streetscapes.
- Development seen as out of place, inconsistent with local history, ambience and architectural rhythm.
- Concern that Mosman risks becoming "another city" or second CBD, losing its village and harbour-side identity.
- Particular concern about impacts on the Balmoral Amphitheatre and surrounding vistas.
- Fear of irreversible change to the beauty, charm and atmosphere of the area.

### 4.1.4 Visual and Environmental Impacts

#### Feedback:

- Loss of the amphitheatre vista and harbour views is a major issue.

- Shadowing impacts (especially westerly shadowing) on homes, gardens and public spaces.
- Excavation impacts on sandstone, groundwater, stormwater systems and tree roots.
- Recognition that landscaping efforts are positive but cannot offset height and mass impacts.
- Strong attachment to nature strips, gardens, trees and open green space.
- Significant concern about loss of iconic views (Balmoral slopes, Middle Harbour, North Head, ocean and foreshore views).
- Anticipated overshadowing, loss of sunlight, blocked sea breezes and increased heat impacts on neighbouring homes.
- Described as an eyesore and visually intrusive “mini medium-rise precinct” in a low-scale, sensitive coastal setting.
- Fear of permanent degradation of the Balmoral landscape and Mosman’s natural beauty.

#### **4.1.5 Traffic, Access and Infrastructure Constraints**

##### **Questions:**

- When you think about traffic in this area, are there specific times, locations or patterns that stand out to you?
- Do you have any ideas or suggestions that you feel could help improve movement and access around the area?

##### **Feedback:**

- Redan Lane identified as a critical failure point:
- Narrow, steep, unsafe and already overburdened.
- Congestion worsened by construction vehicles and service trucks.
- Pedestrian safety concerns, especially during school peak hours (8–10am).
- Broader congestion issues across Raglan Street, High Street, Military Road, Spit Junction and Seaforth.
- Streets seen as not designed for higher density or increased service traffic. Existing traffic congestion (particularly on Military Road, Redan Street and Redan Lane) already considered severe.
- Calls for traffic mitigation measures:
- One-way streets
- Parking restrictions
- Better access planning
- Strong sentiment that density should align with infrastructure, preferably near established centres and transport (e.g. Metro areas).
- Narrow laneways, lack of footpaths, steep roads and dangerous intersections raise safety and access concerns.
- Insufficient parking provision is expected to worsen on-street congestion and block garage access.
- Strong preference for vehicle access from Redan Street, not Redan Lane.
- Belief that local infrastructure (public transport, roads, parking, schools, hospitals, utilities) cannot support increased density.

#### 4.1.6 State Planning Policy and Rezoning Concerns

##### Feedback:

- Frustration with blanket state rezoning, perceived as shifting density into inappropriate fringe areas.
- View that town centres have remained stagnant, while suburbs like Mosman absorb increased density without infrastructure upgrades.
- Requests for clear evidence and justification supporting state rezoning decisions.
- Concern about mismatch between planning controls and infrastructure capacity.
- Objections to the proposal being assessed as a State Significant Development, bypassing Mosman Council and local planning controls.
- Concern that State policies override long-standing local planning frameworks designed to protect Mosman's character.
- Fear this proposal sets a precedent for further high-rise developments close to the beach.
- Strong perception that State policy is being used to circumvent height, FSR and design controls.

#### 4.1.7 Design Quality and Materials

##### Questions:

- From your perspective, how important is landscaping to the character and feel of this part of Mosman?
- Are there particular design materials or finishes you feel work well in this neighbourhood?

##### Feedback:

- Acknowledgement that architects are attempting to consider environmental and contextual factors.
- Desire for careful control of form, mass and views.
- Strong preference for material variety:
- Sandstone valued as part of Mosman's identity.
- Concern that overuse of sandstone or polished concrete could homogenise and damage character.
- Requests for higher-quality architecture, articulation and materials appropriate to a sensitive coastal context.
- Calls to break up building mass with view corridors, varied forms, increased setbacks and strong landscaping.  
Suggestions for premium, durable materials (e.g. zinc, copper) and fully articulated façades on all elevations.
- Desire for design that respects the existing streetscape, heritage context and neighbouring homes.

#### 4.1.8 Construction Impacts and Risk

##### Feedback:

- Excavation seen as high risk due to steep slopes and sandstone geology.
- Ongoing groundwater testing noted as important.
- Concerns about basement pumping, stormwater impacts and long-term maintenance risks
- Construction duration (multi-year timeline) expected to significantly disrupt daily life.

- Concerns about demolition and excavation impacts on neighbouring buildings, including structural damage.
- Anticipated noise, dust, heavy vehicle movements, cranes and prolonged disruption, especially with multiple nearby developments.
- Narrow streets and lack of footpaths seen as unsafe for construction traffic and residents.
- Loss of amenity during construction viewed as severe and distressing, particularly for elderly residents.

#### **4.1.9 Community Wellbeing and Liveability**

##### **Feedback:**

- Strong emotional connection to place; long-term residents feel their quality of life is under threat.
- Stress, congestion, noise and loss of amenity viewed as having real health and wellbeing consequences.
- Perception that cumulative impacts will shorten or diminish quality of life, not enhance it.
- Strong sentiment that the proposal will diminish Mosman's liveability, character and family-oriented identity.
- Fears of property devaluation, financial uncertainty and loss of retirement security for long-term residents.
- Impacts on privacy, outlook, sunlight, peace and sense of place are described as deeply distressing.
- Loss of Federation-era homes seen as irreversible heritage destruction.
- Belief that benefits accrue primarily to developers, investors and government—not the local community.

#### **4.1.10 Process and Next Steps**

##### **Feedback:**

- Appreciation that time has been taken to understand context, but uncertainty about how advanced the proposal is.
- Desire for: clear timelines and ongoing consultation.
- Interest in how neighbouring impacts will shape the next design phase.
- Awareness of lengthy state approval timelines contributing to concern and anxiety.
- Requests for community meetings and site visits.
- Many submissions explicitly request the proposal be refused, relocated, or fundamentally redesigned before progressing.

## **4.2 Ethics and privacy**

Participation was voluntary. Session attendees were advised that feedback would remain anonymous. Survey and email submissions were collected and stored securely, with personal details used only for project updates where consent was provided. No incentives were offered. A summary register of interactions is maintained and available on request.

## 5. COMMUNITY ENGAGEMENT ACTIVITY

### 5.1 Engagement Materials

Appendix A details the presentation materials that were produced to inform and promote the opportunity for feedback during the community engagement process for this project.

This included:

- Two A6 postcards delivered by letterbox distribution
- Online survey
- Feedback form
- Dedicated project email
- Project website
- Community engagement presentation

### 5.2 Letterbox Distribution

In order to encourage community engagement, Brilliant Logic facilitated local letterbox distributions in October 2025 and January 2026 to residential and commercial properties surrounding the project area.

The postcard content was prepared to clearly direct community members to the project website where they could read more about the proposal and provide feedback.

A total of 1676 letterboxes received the postcard.

The following map indicates the area that the postcards were delivered to within Mosman.

Figure 2: Letterbox Drop Area



GPS Reports for the October and the January letterbox drops are included in Appendix A, 7.3.

### 5.3 Online Survey

A 10-question online survey, hosted on SurveyMonkey, was promoted via the project website. 43 people completed the survey.

A detailed question by question list of survey responses, including all open text comments, is provided in Appendix A, 7.5 Survey Responses. This section summarises the key themes and findings from the survey to support the analysis of engagement outcomes.

**Q1. Which of the following best describes you?**

Most respondents (95.35%) were residents or landlords in Mosman. The remaining 4.65% selected “other” and identified as being connected with, or directly affected neighbours from, 77 Muston Street, Mosman. No community members identified as local workers, regular visitors, or “other” categories outside this.

**Q2. Are you familiar with the site at 40 – 48 Redan Street, Mosman?**

Most respondents (95.35%) reported being familiar with the site, compared with 4.65% who were unfamiliar.

**Q3. How did you first hear about the proposal?**

Over half of respondents (53.49%) first heard about the proposal through word of mouth. Other sources included letterbox drop (13.95%), local news (16.28%), social media (6.98%), don’t recall (2.33%) and other (6.98%)

**Q4. To what extent do you support the current direction of the proposal?**

Most respondents strongly opposed the current direction of the proposal (86.05%). Smaller proportions of respondents were neutral/unsure (4.65%), somewhat opposed (4.65%), somewhat supported (2.33%), or strongly supported (2.33%).

**Q5. How supportive are you of including affordable housing in the proposal?**

Responses were mixed. Some respondents supported inclusion of affordable housing (16.28% strongly support; 16.28% somewhat support), while 18.60% were neutral/unsure. A small proportion somewhat opposed (2.33%) and 46.51% strongly opposed inclusion of affordable housing.

**Q6. What benefits can the proposal help deliver for the local community?**

41 respondents provided comments on potential benefits. Feedback was highly polarised; with many respondents stating there were no community benefits and expressing strong opposition. Common themes included concern about building height and scale, impacts on heritage character and streetscape and traffic and infrastructure pressures. A smaller number of respondents identified potential benefits such as improved design outcomes, additional housing supply and the inclusion of in-fill affordable housing, provided impacts are appropriately managed. Several comments called for strong design measures including setbacks, landscaping, sunlight access, privacy and high-quality materials.

**Q7. At this stage of the proposal, what aspects are you most concerned about and how could they be improved?**

41 respondents provided comments. The dominant concerns related to building height, bulk and overall scale, including perceived incompatibility with the surrounding low-rise character. Traffic, parking and access were also consistently raised, including concerns about Redan Lane constraints and broader congestion. Many respondents also raised potential loss of views, sunlight and amenity, as well as demolition of heritage housing and impacts on local character. Recommendations focused on reducing height and intensity, increasing setbacks, providing view corridors and careful articulation,

ensuring sensitive design and landscaping and addressing access and construction logistics to minimise disruption.

#### **Q8. What would you most like to see prioritised in the proposal?**

All respondents (43) provided feedback. The most common priorities related to reducing height and scale (including calls for a low-rise outcome), protecting views and neighbour amenity and maintaining local heritage character and streetscape. Traffic, parking and access arrangements were also frequently identified, including requests that basement access be from Redan Street rather than Redan Lane and that local road safety be improved. Affordable housing was raised by some respondents as an important priority, alongside sustainability and landscaping.

#### **Q9. Do you have any comments or questions about the proposal?**

34 respondents provided comments. Feedback was predominantly critical. The most frequent issues related to scale and appropriateness of the development for this location, concerns about traffic and access constraints, potential impacts to views, sunlight and privacy and demolition of existing homes. Respondents also queried the affordability model and duration of any affordable housing component and sought additional detail such as the number of storeys, number of apartments, setbacks and access arrangements. A small number of respondents requested ongoing information as the proposal progresses.

#### **Q10. Would you like to receive future updates on the proposal? Your contact details will only be used to share updates about the proposal. You can unsubscribe at any time.**

Most respondents indicated they would like to receive ongoing updates about the proposal, with 83.72% responding “yes” and 16.28% responding “no.”

### **5.4 Project Website**

A dedicated project website ([redanstreetmosman.com.au](http://redanstreetmosman.com.au)) went live on 1 October 2025 to present the proposal and to provide community members with an avenue to provide feedback. The site provides a plain-language overview of the proposal, survey and online feedback form. Content is prepared and maintained by Brilliant Logic to advise on current design updates and opportunities for engagement.

- Page views: 633
- Active users: 417
- Page views per user: 1.5
- Average engagement time: 6m 10s
- Feedback outcomes this period: 43 survey completions and 13 feedback form submissions

The website remains live at the date of this report and will stay online for the duration of the project. This information is accurate as at the time this report was prepared. Basic performance and accessibility checks are carried out to ensure it functions as intended.

### **5.5 Feedback Form**

A total of 13 submissions were received via the project website during the consultation period. The majority of respondents identified as neighbouring residents, with additional feedback from residents elsewhere in Mosman. The feedback can be summarised as follows:

### **Built form, height and scale**

Respondents consistently raised concerns regarding the height, scale and bulk of the proposed development. Issues included the overall number of storeys, perceived visual dominance within a low-scale residential context and insufficient articulation or visual separation within the built form. Requests were made for increased setbacks and clearer information regarding proposed building envelopes.

### **Amenity impacts**

Submissions identified potential impacts on views, particularly towards Balmoral, Middle Harbour and surrounding slopes. Concerns were also raised about loss of solar access, overshadowing, privacy impacts and changes to local environmental conditions such as breezeways. Several respondents associated these impacts with potential reductions in property value and residential amenity.

### **Traffic, access and parking**

Traffic and parking impacts were a recurring issue. Respondents cited existing congestion within local streets and expressed concern that additional vehicle movements would exacerbate these conditions. Specific concerns related to access arrangements via Redan Street, Redan Lane and Almora Street, including safety on steep or narrow roads, obstruction of garage access and overflow parking. Some submissions suggested alternative access locations.

### **Infrastructure capacity**

Several respondents questioned whether existing local infrastructure and services could support additional residential density. Matters raised included road capacity, parking availability, public transport access, supermarkets, schools, hospitals and utilities. There was a perception that Mosman's infrastructure is already operating near capacity.

### **Neighbourhood character and planning framework**

Concerns were raised that the proposal would adversely affect local character and depart from established planning controls. Some submissions referenced the Mosman LEP and DCP, expressing concern that the State Significant Development pathway reduced the effectiveness of local height, scale, setback and view-sharing controls.

### **Affordable housing**

Many respondents appeared to interpret the affordable housing component as low-cost housing and said it did not belong in Mosman, describing the suburb as already unaffordable. They questioned who the housing would realistically serve and raised doubts about how affordability would be defined, maintained over time and delivered in a high-value area. Several submissions also suggested the affordable housing component was being used to justify increased height or density.

### **Site suitability and alternative locations**

Some respondents questioned the suitability of the site for higher-density development and suggested that additional housing would be more appropriate along major transport corridors or in locations with stronger public transport access and existing higher-density development.

### **Information availability and engagement**

A number of respondents indicated that insufficient detail had been provided to enable a clear understanding of the proposal, particularly in relation to height, setbacks and impacts. Requests were made for additional information, further consultation with directly affected neighbours and ongoing project updates.

## **5.6 Engagement with Individual Community Members**

Engagement with a neighbouring resident occurred through multiple channels during the consultation period. This included direct correspondence over phone and email and one in-person meeting with the project team.

The resident received an invitation to participate in a focus group session and subsequently contacted the engagement team to raise questions regarding the timing, attendance and structure of the focus group. A phone call was held to respond to these queries, during which the engagement team outlined the broader engagement approach, including letterbox distribution, invitations issued to survey respondents, opportunities to provide feedback via the project website and planned further engagement activities.

Further correspondence occurred between the resident and a project team representative, including a telephone discussion and a series of emails. These exchanges related to the resident's feedback on the engagement process, clarification of the project's current status and next steps. The project team advised that the proposal was at an early and evolving stage, with initial community feedback informing ongoing urban design investigations.

An in-person meeting was conducted on Wednesday 28 January 2026, providing an opportunity to discuss the project in more detail, respond to questions and hear further observations from the resident. The resident expressed an interest in continued involvement and the project team confirmed that feedback received would be considered as the proposal continues to be refined.

The engagement team also undertook in-person meetings with other members of the public who requested to meet separately. These meetings provided an opportunity to discuss the proposal in more detail, respond to questions and hear observations directly. In these meetings, urban design work and current architectural progress were shown to support discussion and provide transparency on the evolving design.

## **5.7 Focus Group 1**

The first focus group was held on 11 December 2025 with three community members. 19 invitations were sent to registered community members.

The focus group began with a short presentation by the project team and architect, followed by questions for the architects. After the architects departed, an open discussion was held. Community members were advised that feedback would remain anonymous. A facilitator from Brilliant Logic managed the session and captured detailed notes.

### **5.7.1 What community members supported**

#### **In-principle support for affordable housing**

- Some support for affordable housing where it enables essential and service workers to live closer to their workplaces.
- Recognition that housing models based on income, rent control and affordability are desirable in principle.
- Acknowledgement that housing policy should evolve, provided outcomes are equitable and realistic.

#### **Support for sensitive, contextual design**

- Conditional support where architects make an attempt to respond to the environment, including form, massing and views.
- Support for high-quality landscaping, protection of nature strips, trees, gardens and open green space.
- Appreciation of Mosman’s architectural variety, with preference for materials such as sandstone, used in moderation to maintain character.

#### **Support for better planning-led density**

- Some acceptance that increased density belongs in designated centres and transport corridors (e.g. Spit Junction, Seaforth, Metro-linked centres such as Crows Nest and St Leonards).
- Support for infrastructure-led planning rather than blanket rezoning of low-scale residential areas.

#### **Support for communication and engagement**

- Preference for email communication and ongoing updates.
- Support for discussions with Council and clearer explanations of next steps, timeframes and impacts.

### **5.7.2 Issues raised**

#### **Height, mass and scale**

- Strong concern that the proposed height and bulk are out of character with the low-rise, amphitheatre-like form of Balmoral slopes.
- Objections to blocking established lines of sight, vistas and views, including impacts on sunlight to Muston Street homes.
- View that historic height and view-sharing controls have been respected for decades and should not be overridden.
- Perception that affordable housing provisions are being used as an excuse to justify additional height.

#### **Character, heritage and ambience**

- Fears of irreversible damage to Mosman’s heritage homes, coastal character and visual identity.
- Descriptions of the proposal as a complete change to the area’s ambience, effectively turning Mosman into “another city” or a “ghetto”.
- Concern about loss of the Balmoral amphitheatre vista and broader landscape setting.

#### **Affordable housing credibility**

- Doubt about whether the proposal would deliver genuinely affordable housing, with some participants viewing it as low-cost housing and arguing that this does not belong in Mosman.
- Concern that the outcome will further concentrate wealth rather than diversify the community.
- Doubt that affordability is achievable given high land values, even if nominally discounted.

#### **Traffic, access and safety**

- Redan Lane described as already unsafe, congested and unsuitable for additional development.
- Peak congestion noted during school hours (8–10am), service vehicle movements and construction activity.
- Narrow width, steep slope, lack of pedestrian safety and frequent obstruction by parked or service vehicles highlighted.
- Military Road, Raglan Street and surrounding connections already heavily congested.
- Streets viewed as not designed for higher density without major infrastructure upgrades.

### **Infrastructure and rezoning**

- Concern that State-led blanket rezoning has pushed density into fringe residential areas rather than centres with infrastructure.
- Perceived mismatch between density increases and available transport, drainage and services.
- Requests for evidence and justification supporting State rezoning decisions.

### **Construction and excavation risks**

- Significant concern about excavation due to steep slopes and sandstone conditions.
- Ongoing groundwater testing noted, with risks to stormwater systems and need for basement pumping.
- Anxiety about construction stress, disruption and long-term impacts on residents' wellbeing.

The next section summarises the focus group questions and responses.

## **5.7.3 Questions and Summarised Responses**

### **Q1. What's your connection to the Mosman area, do you live, work or spend time here regularly?**

Most participants are long-term residents (15–30+ years), with strong emotional, social and heritage ties to the area.

### **Q2. Now you have some further context from the architects, what are your initial thoughts?**

Participants reported a predominantly negative reaction once context and imagery were provided and strong concern that the proposal contradicts Mosman's established planning principles.

### **Q3. Are there any possible positives you can see, even if small?**

Limited positives were identified and these were largely theoretical. Participants noted potential housing for essential workers and acknowledged broader housing pressure, but consistently said these were outweighed by perceived impacts.

### **Q4. What potential challenges or concerns do you foresee?**

Participants raised concerns about height and mass, traffic congestion and unsafe access, loss of views, sunlight and local character, questionable affordability outcomes and construction impacts including excavation risk.

### **Q5. What would you most like to see prioritised in the proposal?**

Participants requested a reduction in height and mass, maintain a strong emphasis on landscaping and open-air space and use materials and detailing that reference surrounding heritage buildings.

**Q6. When you hear the term “affordable housing,” what does it mean to you?**

Participants recognised affordable housing as important for essential workers.

**Q7. How do you feel about including affordable housing within this proposal?**

Many said they did not support affordable housing in Mosman and argued it would be more appropriate in higher-density, better serviced centres such as Crows Nest or St Leonards. Strong doubt was expressed that affordable outcomes can be delivered meaningfully on this site, and concern was raised that affordability provisions are policy-driven rather than outcome-driven.

**Q8. From your perspective, how important is landscaping to the character and feel of this part of Mosman?**

Landscaping was described as critical to Mosman’s identity, with strong emphasis on maintaining trees, gardens, nature strips and open space. Participants preferred restrained, contextual use of materials rather than uniform finishes.

**Q9. Are there particular design materials or finishes you feel work well in this neighbourhood?**

Sandstone was identified as an important material that contributes to the heritage look and feel of the area.

**Q10. When you think about traffic in this area, are there specific times, locations or patterns that stand out to you?**

Participants highlighted peak hour conditions, described Military Road as particularly congested and raised suggestions including considering one-way traffic arrangements and restricting parking in Redan Lane.

**Q11. Do you have any ideas or suggestions that you feel could help improve movement and access around the area?**

Participants suggested improving movement and safety before approving additional density and locating density in places where supporting infrastructure already exists.

## **5.8 Focus Group 2**

The second focus group was held on 30 January 2026 with three community members. 26 community members were invited.

The focus group was promoted via direct email correspondence with community members that completed the survey or feedback form and consented to further engagement opportunities. We also invited attendees of the first focus group.

The focus group began with a short presentation by the architect from FJC Studio, followed by questions for the architect. After the architect departed, a Q&A session was held. Community members were advised that feedback would remain anonymous. A facilitator from Brilliant Logic managed the session and captured detailed notes.

### **5.8.1 What community members supported**

Community members expressed conditional support for the following elements, noting they would depend on the final design response and technical assessment:

- Affordable housing in principle, where it is allocated to local service and essential workers, with clear eligibility criteria and management.
- An access arrangement that avoids vehicle entry and servicing from Redan Lane, with a preference for access from Redan Street given the lane’s existing constraints.
- A tenure-blind approach to affordable housing, including consistent access and presentation standards (for example, no separate entrances) and distribution of affordable dwellings across orientations rather than isolating them.
- Direct project communication (email updates were preferred), provided it contains substantive information rather than marketing content.

### 5.8.2 Issues raised

Key issues raised during Focus Group 2 included:

- Views, skyline and local character: strong concern about loss of harbour views, the panoramic skyline and the perceived shift from a low-rise, heritage streetscape to a more intensive built form. Participants emphasised trees, heritage roofs and a stepped-down built form as defining aspects of Mosman’s character.
- Height, scale and bulk: concerns that the proposal’s height and site coverage would feel visually dominant, reduce openness around the building and contribute to an “edge-to-edge” outcome inconsistent with the prevailing local pattern of landscaped setbacks and gardens.
- Overshadowing and privacy: participants identified concerns regarding potential overshadowing and impacts on outlook and privacy for nearby dwellings, including references to Muston Street.
- Traffic, parking and access: participants described existing congestion and limited parking capacity, including peak impacts associated with beach visitation and commuter parking. Redan Lane was described as constrained for daily access and potentially problematic for construction vehicles and servicing.
- Construction impacts and cumulative disruption: concern about noise, dust, vibration, heavy vehicles, access restrictions and safety during construction, particularly if multiple developments occur at the same time in surrounding streets. Participants sought greater clarity on sequencing and traffic management.
- Communication: participants requested more updates as project material becomes available.
- Affordable housing delivery and timing: questions were raised about what “affordable” means in practice, how allocation would work and what occurs after any time-limited affordability period.

### 5.8.3 Questions and Summarised Responses

#### Q1. What is your connection to the Mosman area, do you live, work, or spend time here regularly?

Community members advised they are local residents with a long-term connection to the area, including recent investment in home renovation. Concerns were expressed about impacts on amenity, views and the character of Mosman.

#### Q2. Now you have some further context, what are your initial thoughts?

Initial views were strongly negative. Feedback focused on perceived loss of views and liveability, concern about intensification in a sensitive local context and frustration about the planning controls and how change is occurring.

### **Q3. What potential challenges or concerns do you foresee?**

Key concerns included traffic and parking pressure, constrained access (particularly in Redan Lane), construction impacts, privacy and overshadowing impacts and broader perceived change to Mosman's low-rise and heritage character.

### **Q4. Are there any possible positives you can see, even if small?**

Participants did not identify clear positives from the proposal itself. The most constructive input related to conditions that could reduce impacts, such as improved setbacks and landscaping, limiting reliance on Redan Lane and ensuring any affordable housing is delivered to local essential workers.

### **Q5. When you hear the term "affordable housing," what does it mean to you?**

Participants described affordable housing as accommodation for local service and essential workers who support Mosman's economy and services. Some participants expressed scepticism that such housing would be meaningfully affordable in Mosman.

### **Q6. How do you feel about including affordable housing within this proposal?**

In-principle support was expressed where it is delivered in a practical way for essential workers, with clear allocation arrangements. Concern was raised about the length of time affordability is retained and what occurs at the end of any affordability term. The project team explained their approach on other projects involves partnering with a community housing provider and prioritising essential workers, with rent settings linked to income.

### **Q7. How does the scale and height of the proposal feel relative to surrounding proposed developments?**

Participants expressed strong concern about height, scale and the perceived "wall" effect and about the cumulative impact of multiple developments enabled under the same planning controls. The architect's presentation described an envelope approach intended to manage setbacks and massing and respond to solar access constraints.

### **Q8. What aspects of Mosman's character do you think are most important to protect or reinforce?**

Participants identified heritage streetscape, trees and greenery, low-rise built form, stepped-down development toward the harbour and protection of panoramic harbour views as priorities.

### **Q9. Talk us through a typical busy period in this location: when, where and what happens?**

Participants described weekend peaks associated with Balmoral Beach and tourism, with local streets experiencing congestion and parking overflow. Some participants noted ferry services are not seen as solving local congestion due to accessibility and usage patterns.

### **Q10. What are the key issues surrounding parking and traffic today?**

Participants described limited on-street parking, commuter overflow from Military Road, difficulty accommodating visitors and safety issues on narrow local streets. They raised concern that additional dwellings would add pressure unless parking demand is managed on site.

### **Q11. What is your experience of Redan Lane today (use, noise, safety, access)?**

Participants described Redan Lane as narrow and difficult to navigate, with limited passing opportunities and disruption when vehicles stop for servicing or maintenance. Concern was raised about construction access and the risk of Redan Lane becoming a de facto parking or servicing corridor.

**Q12. What construction impacts worry you most (noise, dust, vibration, traffic, safety, access)?**

Participants raised concerns about heavy vehicles, access constraints, noise, dust and vibration and construction worker parking. Cumulative impacts were a key theme, particularly if multiple projects progress concurrently.

**Q13. Which nearby locations do you think would be most affected day-to-day?**

Participants identified surrounding residential streets, including Muston Street and the general slope down toward the foreshore and shopping areas, as locations likely to experience day-to-day impacts from traffic, access constraints and construction activity.

**Q14. What do you think is the most important thing for the project team to consider when finalising the proposal?**

Participants prioritised protecting views and privacy, reducing height and site coverage, providing meaningful landscaping and communal space, avoiding access from Redan Lane and ensuring construction logistics minimise disruption. A specific request was made for stronger coordination of construction timing across projects to reduce cumulative impacts.

**Q15. Looking ahead, how could this proposal contribute positively to the long-term future of the Mosman community?**

Participants were generally sceptical about long-term community benefit and expressed concern about a precedent effect leading to further intensification. The main potential benefit identified related to genuinely delivered affordable housing for local essential workers, subject to clear controls and management.

**Q16. Would you like to be included in further information about this proposal as it becomes available?**

All participants requested to receive future updates by email, with an emphasis on substantive project information.

## 6. FEEDBACK SUMMARY AND RECOMMENDATIONS

This section summarises what was heard through engagement and outlines recommended actions for the project team to consider as the proposal progresses toward lodgement and public exhibition.

### 6.1 Key feedback themes and recommended response

*Table 4 Recommended Response Pathway*

<b>Feedback theme</b>	<b>Community input</b>	<b>Recommended response pathway (for the project team to consider)</b>
<b>Affordable housing</b>	Mixed views. Some community members supported affordable housing in principle, particularly where it benefits essential and service workers. Others questioned what “affordable” means in practice in Mosman, how eligibility and allocation would work, and what	It is recommended the SSDA documentation clearly defines the affordable housing model, including eligibility and allocation principles, proposed management arrangements (such as the role of a community housing provider)

	happens after any time-limited affordability period	
<b>Height and bulk</b>	Strong concern that the proposal is out of scale with Mosman’s low-rise character. Repeated calls to reduce height and bulk and avoid an “edge-to-edge” built form outcome	It is recommended the project team continues to test built form options through detailed design. The SSDA documentation should clearly set out the final height, setbacks and massing approach and explain the basis for the design response to context and amenity
<b>Heritage and character</b>	Strong attachment to Mosman’s streetscape character, heritage roof forms and established landscape setting, and concern about changes to local character and the Balmoral slopes/amphitheatre setting	It is recommended the SSDA documentation includes appropriate urban design and heritage-context analysis that explains how the proposal responds to local character and streetscape conditions, including relevant heritage considerations
<b>Visual and environmental impacts</b>	Ongoing concerns about loss of views (including harbour and wider vistas), overshadowing/solar access impacts and privacy impacts on nearby dwellings, including references to Muston Street	It is recommended visual impacts, solar access/overshadowing and privacy are assessed through technical studies and documented in the SSDA material. Where impacts are identified, it is recommended mitigation measures are clearly described (for example setbacks, façade articulation, screening and layout responses)
<b>Traffic, access and infrastructure constraints</b>	Widespread concern about existing congestion and parking pressure, and the capacity of local streets to accommodate additional demand. Strong emphasis on Redan Lane’s constraints and a preference to avoid lane-based access, servicing and construction vehicle movements where possible	It is recommended traffic, parking, access and servicing are assessed through technical studies, with the proposed access and servicing strategy clearly documented. This should include how impacts on local streets and laneways would be managed
<b>State planning policy and rezoning concerns</b>	Frustration and concern about State-led planning changes and perceived departure from long-standing local planning principles, including view-sharing expectations. Requests for clearer explanation of the planning framework and justification for the planning settings applying to the site	It is recommended the SSDA documentation clearly explains the planning framework applying to the site and how the proposal responds to relevant controls, guidelines and SSD assessment requirements
<b>Design quality and materials</b>	Conditional support where design quality is high, landscaping is	It is recommended the design documentation clearly articulates the

	substantial, and materials sit comfortably in Mosman, including restrained use of sandstone. Requests for a contextual, well-resolved architectural outcome.	architectural approach, including façade articulation and a materials strategy that demonstrates how the proposal responds to the local streetscape and character
<b>Construction impacts and risk</b>	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	It is recommended construction impacts and site risk are addressed through appropriate assessment inputs and management planning, including pre-construction condition surveys (where relevant), vibration and ground movement monitoring (where required), and clear mitigation measures for noise, dust, safety and construction access

Overall feedback during this phase was predominantly critical. The strongest concerns related to the proposal’s perceived height and bulk in a low-rise residential setting, and the potential flow-on effects for heritage character, views, sunlight, privacy and day-to-day amenity. Traffic, access and infrastructure constraints were also raised consistently, with particular focus on Redan Lane and its suitability for servicing and construction activity.

Feedback also highlighted construction impacts and risk, including excavation conditions, vibration, noise, dust, safety and the potential for cumulative disruption if other nearby projects progress at the same time. Views on affordable housing were mixed, with some in-principle support (often framed around essential and service workers) alongside questions about how affordability would be defined, allocated and retained over time.

## 6.2 Recommended mitigation and communication measures

The following measures are recommended for the project team to consider as the proposal is refined and prepared for lodgement. They focus on practical steps that respond to the issues raised through engagement, particularly construction impacts, local access constraints and the need for clear communication.

### Construction communications and notifications

- 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

- 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**

- Undertake pre-construction condition surveys for adjoining and nearby properties where relevant.
- Implement vibration and ground movement monitoring during excavation and basement works where required.

**Noise, dust and site housekeeping**

- 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**

- 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**

- 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.

These measures are intended to reduce disruption, support local access and safety as the proposal progresses through assessment and delivery.

**6.3 Engagement guidelines alignment**

NSW SSD engagement expectation	How it was addressed for 40–48 Redan Street, Mosman

<b>Start engagement early enough to inform the proposal</b>	<ul style="list-style-type: none"> <li>Engagement began before SSDA lodgement, while detailed design and technical studies were underway, so feedback could inform the EIS inputs and design development</li> </ul>
<b>Provide information that is easy to understand and relevant to likely impacts</b>	<ul style="list-style-type: none"> <li>Project information was shared in plain language and supported by available project material at the time</li> <li>Multiple in-person focus groups and in-person meetings enabled direct questions and real-time clarification, helping community members understand the proposal and improving transparency</li> </ul>
<b>Explain the SSD planning pathway and when formal input occurs</b>	<ul style="list-style-type: none"> <li>Communication material explained the SSD assessment pathway and noted that, once lodged, the SSDA will be publicly exhibited on the NSW Planning Portal</li> <li>During exhibition, community members can make a formal submission for consideration by the Department</li> </ul>
<b>Make participation practical, with more than one way to contribute</b>	<ul style="list-style-type: none"> <li>Feedback could be provided through in-person discussions and via the online survey and feedback form.</li> <li>The letterbox drop provided community members with a QR code to the website to allow for access to information and follow-up input</li> <li>Additional in-person meetings were conducted during the consultation process, in order to facilitate community members unable to attend the focus group</li> </ul>
<b>Use methods that suit the local context and audience</b>	<ul style="list-style-type: none"> <li>The engagement approach focused on local, in-person discussion opportunities alongside digital updates to suit the Mosman context and differing preferences for participation</li> </ul>
<b>Provide opportunities for meaningful dialogue, not just information</b>	<ul style="list-style-type: none"> <li>Multiple in-person focus groups and in-person meetings were conducted in order for community members to discuss concerns and priorities in more depth than a one-way information format</li> </ul>
<b>Identify and involve relevant stakeholders</b>	<ul style="list-style-type: none"> <li>A stakeholder list guided outreach and participation opportunities, including nearby residents and other local stakeholders, with options for people unable to attend sessions to contribute in writing</li> </ul>
<b>Ensure respectful, safe and inclusive engagement</b>	<ul style="list-style-type: none"> <li>Sessions were facilitated with clear expectations for respectful discussion</li> <li>Participants could provide feedback in a group setting or privately (written channels)</li> </ul>
<b>Record, analyse and reflect what was heard</b>	<ul style="list-style-type: none"> <li>Feedback was documented and analysed to identify recurring themes and matters to be addressed through design development, mitigation measures and/or technical assessment</li> </ul>

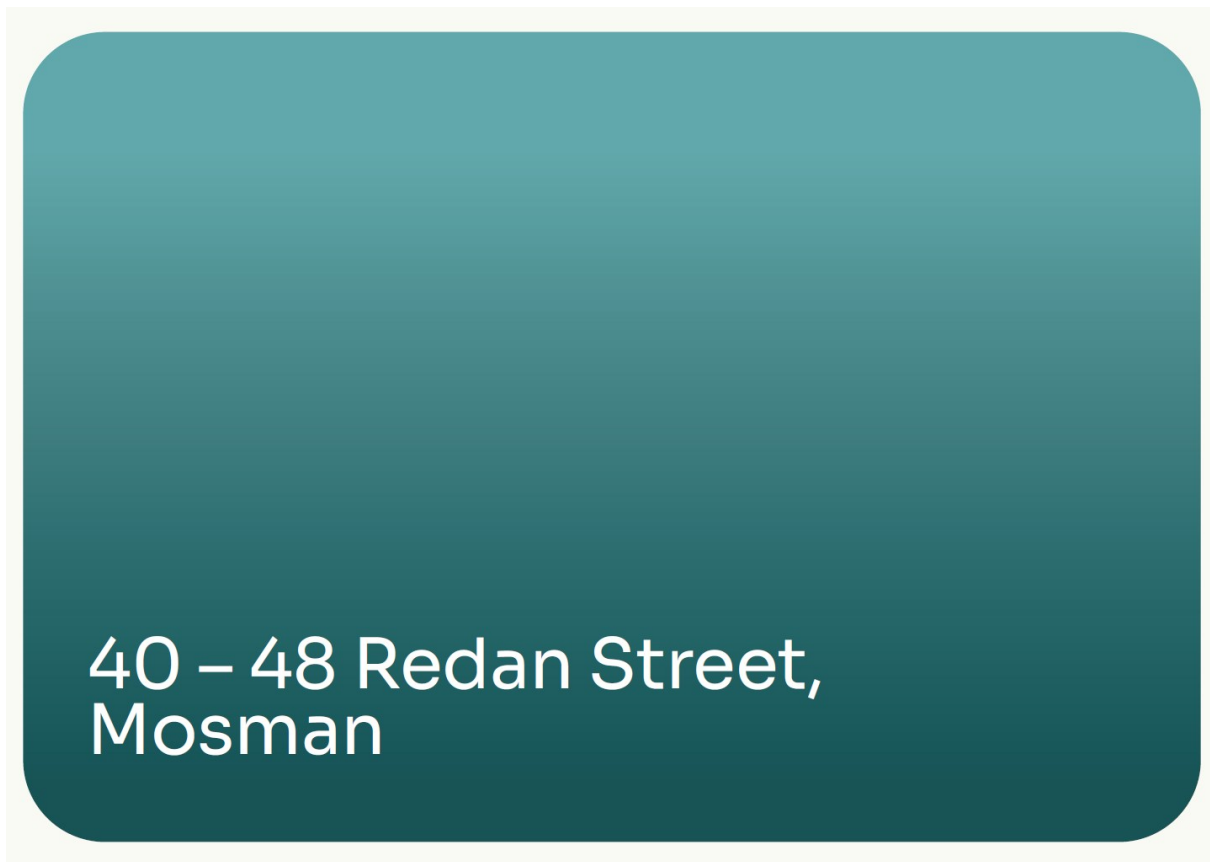
<b>Close the loop: report back what changed and why</b>	<ul style="list-style-type: none"><li>• This report summarises what was heard to date. Further feedback reporting, including response to issues raised and any resulting design or management measures, will be documented as the proposal and EIS are finalised and following the public exhibition process</li></ul>
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## 7. APPENDIX A

### 7.1 Community Engagement Strategy

Community Engagement Strategy document provided upon request.

### 7.2 Postcard for Letterbox Drop



# 40 – 48 REDAN STREET, MOSMAN

More information is now available for the State Significant Development Application at 40–48 Redan Street, Mosman.

[redanstreetmosman.com.au](http://redanstreetmosman.com.au)



For further details, please visit our project website.

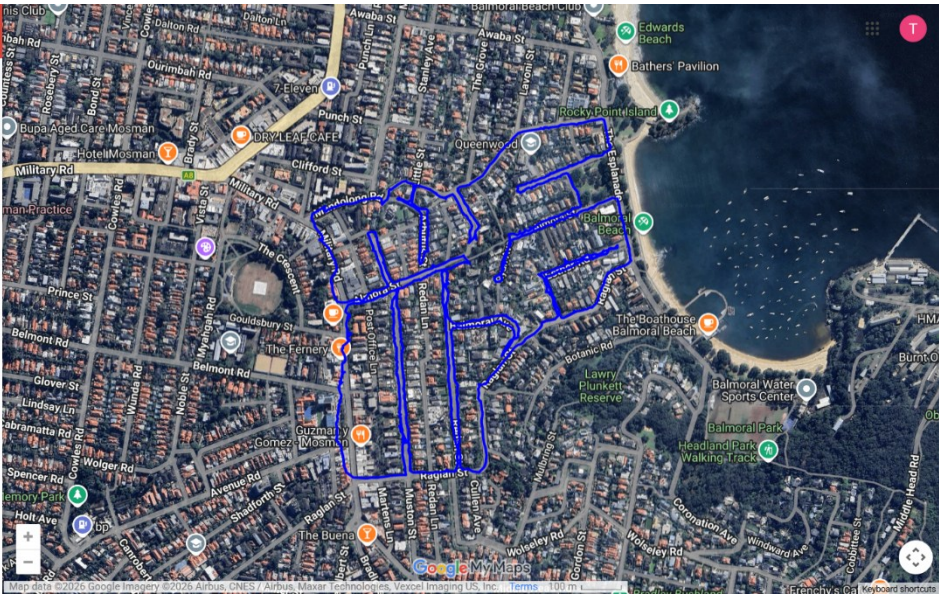
## 7.3 Letterbox Distribution GPS Report



MP20963

Brilliant Logic  
MailPost Letterbox Distribution GPS REPORT  
6 views  
Published on 19 January  
[SHARE](#)

- Mosman / Clifton Gardens
- [Mosman / Clifton Gardens\\_Map 5\\_2026/01/14...](#)



Made with Google My Maps

## 7.4 Online Survey

### 40 – 48 Redan Street, Mosman

We're inviting local community members to help shape the detailed design proposal for 40 – 48 Redan Street, Mosman.

This short survey asks about your awareness of the proposal and invites your thoughts on key design considerations. Your feedback will help ensure local insights are reflected as planning progresses.

Thank you for taking the time to contribute.

\* 1. Which of the following best describes you?

- Please select all that apply.
- Resident or landlord of the suburb of Mosman
- Worker or business owner in the local area
- Regular visitor to the local area
- Other (please specify)

\* 2. Are you familiar with the site at 40 – 48 Redan Street, Mosman?

- Yes
- No

\* 3. How did you first hear about the proposal?

- Letterbox drop
- Local news
- Word of mouth
- Social media
- Don't recall
- Other (please specify)

\* 4. To what extent do you support the current direction of the proposal?

- Strongly support
- Somewhat support
- Neutral/unsure
- Somewhat oppose
- Strongly oppose

\* 5. How supportive are you of including affordable housing in the proposal?

- Strongly support
- Somewhat support
- Neutral/unsure
- Somewhat oppose
- Strongly oppose

6. What benefits can the proposal help deliver for the local community?

7. At this stage of the proposal, what aspects are you most concerned about and how could they be improved?

\* 8. What would you most like to see prioritised in the proposal?

9. Do you have any comments or questions about the proposal?

\* 10. Would you like to receive future updates on the proposal?

*Your contact details will only be used to share updates about the proposal. You can unsubscribe at any time.*

- Yes
- No

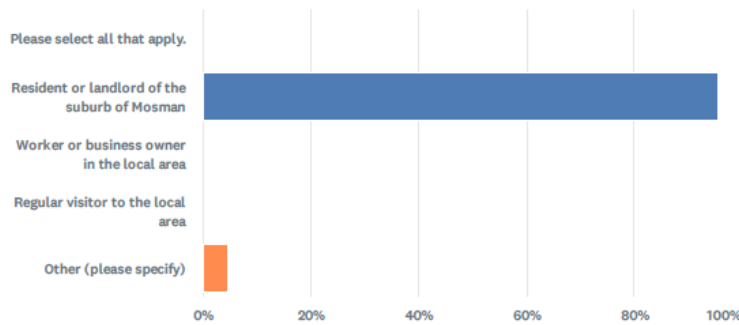
If yes, please provide your email

Done

## 7.5 Survey Responses

### Q1 Which of the following best describes you?

Answered: 43 Skipped: 0

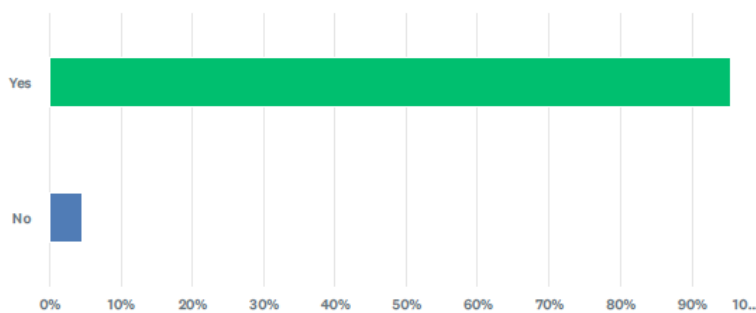


Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Please select all that apply.	0%	0
<span style="color: blue;">●</span> Resident or landlord of the suburb of Mosman	95.35%	41
<span style="color: yellow;">●</span> Worker or business owner in the local area	0%	0
<span style="color: teal;">●</span> Regular visitor to the local area	0%	0
<span style="color: orange;">●</span> Other (please specify) <a href="#">Show responses</a>	4.65%	2
<b>Total</b>		<b>43</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Chair Strata Plan 10028 - 77 Muston Street	10/27/2025 6:10 PM
2	Directly affected neighbour.... Our property at 77 Muston Street will suffer enormous impacts from your proposed project	10/25/2025 1:08 PM

### Q2 Are you familiar with the site at 40 – 48 Redan Street, Mosman?

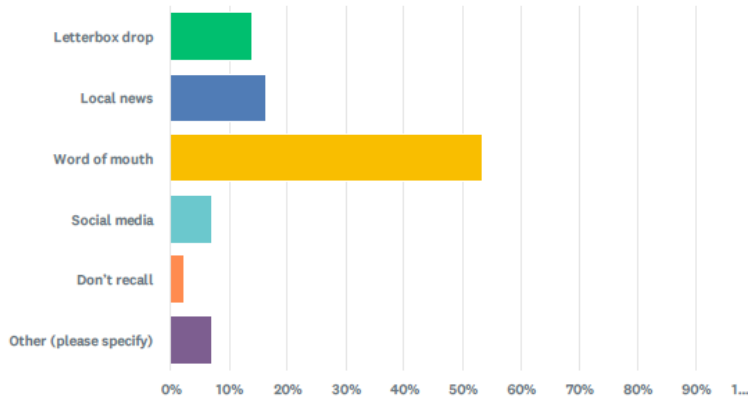
Answered: 43 Skipped: 0



Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Yes	95.35%	41
<span style="color: blue;">●</span> No	4.65%	2
<b>Total</b>		<b>43</b>

### Q3 How did you first hear about the proposal?

Answered: 43 Skipped: 0

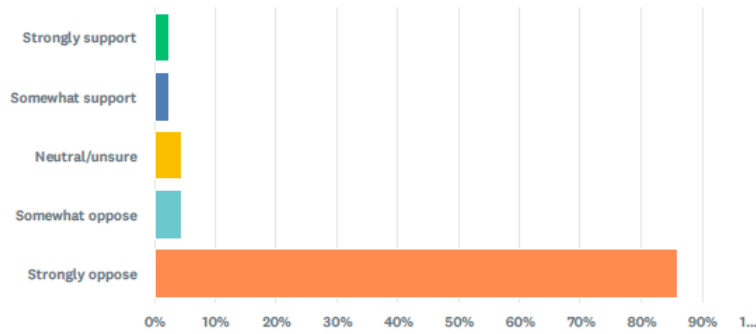


Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Letterbox drop	13.95%	6
<span style="color: blue;">●</span> Local news	16.28%	7
<span style="color: yellow;">●</span> Word of mouth	53.49%	23
<span style="color: teal;">●</span> Social media	6.98%	3
<span style="color: orange;">●</span> Don't recall	2.33%	1
<span style="color: purple;">●</span> Other (please specify) <a href="#">Show responses</a>	6.98%	3
<b>Total</b>		<b>43</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Neighbours	10/28/2025 11:36 AM
2	SMH story	10/27/2025 6:10 PM
3	Newspaper article in SMH	10/25/2025 1:08 PM

### Q4 To what extent do you support the current direction of the proposal?

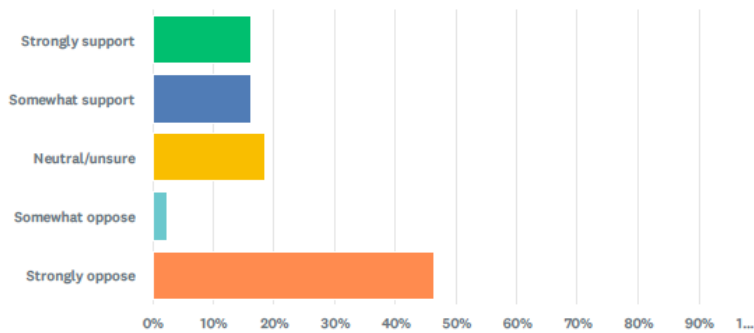
Answered: 43 Skipped: 0



Answer Choices	Percentage	Responses
● Strongly support	2.33%	1
● Somewhat support	2.33%	1
● Neutral/unsure	4.65%	2
● Somewhat oppose	4.65%	2
● Strongly oppose	86.05%	37
<b>Total</b>		<b>43</b>

### Q5 How supportive are you of including affordable housing in the proposal?

Answered: 43 Skipped: 0



Answer Choices	Percentage	Responses
● Strongly support	16.28%	7
● Somewhat support	16.28%	7
● Neutral/unsure	18.60%	8
● Somewhat oppose	2.33%	1
● Strongly oppose	46.51%	20
<b>Total</b>		<b>43</b>

## Q6 What benefits can the proposal help deliver for the local community?

Answered: 41 Skipped: 2

#	RESPONSES	DATE
1	Depends, no problem with affordable housing. Concerned the advertising of luxury, leading to Foreign investments and vacant apartments.	1/26/2026 1:45 PM
2	None. Will change the landscape of historical Mosman and parking will be a nightmare	1/24/2026 12:26 PM
3	I haven't seen the plan's where are they	1/19/2026 1:14 AM
4	The affordable housing needs to be permanent and the development limited to 4 stories	1/18/2026 12:21 PM
5	Very little, this is a gross overdevelopment using a SSD application as a loophole to bypass Mosman council and local community input/feedback to maximise developer profits. Temporary affordable housing is a distraction to build ultra luxury apartments to the demise of existing community members.	1/17/2026 11:59 PM
6	Nil	1/15/2026 2:00 PM
7	Affordable housing included in a 4-6 storey building NOT in an 8 storey building! Affordable housing should be provided in perpetuity. Fifteen years is of little use.	1/15/2026 1:01 PM
8	No benefit at all - it only benefits the developer	1/15/2026 10:16 AM
9	Destroy it	1/14/2026 9:23 PM
10	none and the affordable component does not seem to be feasible.	1/14/2026 3:07 PM
11	No benefit for anybody or neighbours - and 'affordable' housing is a joke - non of the proposed apartments will be affordable enough!! Greedy developers in inappropriate area	1/14/2026 1:33 PM
12	It's impossible to see what any benefits a building of such size could give to the area. This is a very strange question.	11/4/2025 4:22 PM
13	Not much. More traffic chaos.	11/2/2025 1:07 PM
14	Excellence in design	10/31/2025 6:12 PM
15	The proposal can offer benefits in the correct locations see 8 as an example of a site and similar sites that can benefit from your proposal.	10/31/2025 5:06 PM
16	Not obvious!	10/31/2025 3:32 PM
17	none	10/30/2025 6:00 PM
18	More housing for Mosman	10/28/2025 4:48 PM
19	None whatsoever - except to very wealthy purchasers of these proposed apartments. Building multi million \$ apartments is not affordable housing!! - proposed 'affordable' housing for a few years before selling off for profit!	10/28/2025 12:31 PM
20	Don't want a development in that part of suburb as would change the whole area	10/28/2025 11:36 AM
21	Only negatives. As developers appear to all be jumping on the band-wagon justifying inappropriate high rise developments under the guise of assisting affordable housing this proposal -irrespective of its potential merit - is tarred with the same brush. Also, as the affordable housing reverts after fifteen years the purported benefits will dissolve anyway.	10/28/2025 10:40 AM
22	Be respectful of the existing streetscape. View share with homes directly behind the proposed project Reduce traffic impacts by entering parking from Redan Street NOT Redan Lane Have wide setbacks from Redan Lane to minimise overshadowing. Break the building up to lessen impact s on neighbouring buildings. Have view corridors between breaks in the building. Ensure the building is articulated from all angles and use high quality materials such as zinc or copper Minimise privacy impacts on surrounding homes. Widen road in Redan Lane. Have a	10/27/2025 6:10 PM

	community meeting to hear from local residents. Have extra wide landscaped setbacks at the Northern end of the building to provide setbacks from proposed adjoining developments.	
23	absolutely none.	10/27/2025 3:29 PM
24	None Mosman has not got the infrastructure to support large developments	10/27/2025 1:05 PM
25	No benefits. Only spoiling the general ambience, uniqueness and attractiveness of the suburb.	10/27/2025 12:09 PM
26	None. These will be multi million dollar apartments so it's not adding to the stock of affordable housing. It's a mechanism for developers to find loopholes and make enormous profits	10/27/2025 11:36 AM
27	Only the affordable units it says it will deliver, other than this I think it is a bad proposal that will only serve the developers and the very wealthy individuals who will be able to afford to buy in the new building.	10/26/2025 6:23 PM
28	Nothing, if 60 apartments are proposed this will incur at least another 120 vehicles in the neighbourhood which already has excess vehicles and traffic	10/26/2025 5:22 PM
29	Higher density housing options	10/26/2025 2:21 PM
30	None. Blatant land grab with all the benefits going first to the people who sold out the community by cashing in on the developers' deep pockets for the acquisition of the sites; then, secondly, all benefits go to the developers in terms of profits flipping the units. While the wider community gets no benefit	10/26/2025 1:27 PM
31	None. Just more multi million non-affordable housing as you admit 90%. Also - Loss of historic homes: Demolition of Federation-era mansions at 40-48 Redan Street, eroding Mosman's heritage. Suburb degradation: Described as a "disaster," altering Mosman's low-density, family-oriented character. Identity erosion: Residents fear irreversible damage to Mosman's aesthetic and historical essence. Doubtful affordability: Skepticism over "affordable" housing claims, with only 16 of 60 units designated as such. Bypassed local input: State Significant Development status excludes Mosman Council, limiting community influence. Traffic worsening: High-density project likely to exacerbate Military Road congestion without transport upgrades. Infrastructure strain: Inadequate public transport (no rail/metro) to support added population. Luxury over affordability: Fears most units will be high-end, not addressing housing crisis. Neighborhood impact: Potential eight-storey scale may cause overshadowing, privacy loss, and view impacts.	10/26/2025 11:59 AM
32	Nil	10/26/2025 8:53 AM
33	No benefit	10/25/2025 10:22 PM
34	none	10/25/2025 8:13 PM
35	Nothing. It's going to cause more people on the slopes which are not set up for more apartment buildings.	10/25/2025 3:57 PM
36	None. You are greedy, opportunistic property developers who are exploiting the affordable housing loophole. Any of your so-called 'affordable housing' will not actually be affordable. We need developers to provide housing for essential workers such as nurses, teachers, firemen etc.	10/25/2025 3:47 PM
37	Nothing at all	10/25/2025 3:28 PM
38	None. It will destroy the heritage of Mosman and offer no benefit. The Affordable housing ruse is unethical	10/25/2025 2:02 PM
39	There are no benefits for the local community. To suggest you are planning affordable housing is risible. Your proposal means that you will sell off the 'so-called affordable housing' in 15 years kicking the problem down the road. Even the ground floor apartments without views will be worth millions....hardly affordable housing. Please delete the suggestion of affordable housing and reduce the height of the building.	10/25/2025 1:08 PM
40	None	10/25/2025 12:05 PM
41	More people enjoying this wonderful part of the world.	10/25/2025 10:46 AM

## Q7 At this stage of the proposal, what aspects are you most concerned about and how could they be improved?

Answered: 41 Skipped: 2

#	RESPONSES	DATE
1	The Hub should be at Spit Junction such developments should be along Military Road	1/26/2026 1:45 PM
2	Parking and changing the landscape of historical Mosman. Bastardizing the village	1/24/2026 12:26 PM
3	Show me the drawings and then I'll comment	1/19/2026 1:14 AM
4	The height is totally inconsistent with over 100 years of development in mosman. Residents have been respectful of views, access, congestion and amenity of light and space. This development fails of all these fronts.	1/18/2026 12:21 PM
5	The only way this can be improved is building in-line with prior Mosman council local planning controls and not under the LMR. See 22 Redan Lane development as a properly considered application that increases housing density while not significantly impacting neighbours and local community members.	1/17/2026 11:59 PM
6	The size and number of units with the amount of traffic that will access Redan Lane both residential and commercial traffic	1/15/2026 2:00 PM
7	I'm concerned about the height scale and traffic management!	1/15/2026 1:01 PM
8	The roads are not capable particularly around Superba prde which is a one way street - the traffic coming from there is dangerously inadequate and is used as a racing track by stupid people -	1/15/2026 10:16 AM
9	Ruin neighbourhood	1/14/2026 9:23 PM
10	The impact and devaluation of properties in Muston Street by blocking current harbour views.	1/14/2026 3:07 PM
11	not to build this HUGE block in an area of family houses and 2 storey apartments - ruining the vibe of the area - taking privacy/views/overshadowing/crowding/services overloading/pedestrian only in Redan Lane etc etc!! 2 storey ONLY would be acceptable	1/14/2026 1:33 PM
12	I believe that a building of the size proposed is totally out of character with the uniqueness of the area.	11/4/2025 4:22 PM
13	Increased traffic and traffic noise	11/2/2025 10:20 PM
14	Traffic congestion during building and afterwards. The streets are already congested and this is going to increase the number of people hence more cars hence more traffic. Also has a negative impact on neighbours and people living across the road losing their views and their peace and quiet	11/2/2025 1:07 PM
15	Congestion on surrounding local streets	10/31/2025 6:12 PM
16	See my answers in 8and 9 below.	10/31/2025 5:06 PM
17	Unlikely to help residential shortage problems due to likely high cost of apartments and small number of affordable housing units. Access via Redan Lane which is already a traffic problem.	10/31/2025 3:32 PM
18	traffic congestion and heights of the buildings	10/30/2025 6:00 PM
19	Too many apartments on the site. Too many floors impacting negatively on adjacent properties.	10/28/2025 4:48 PM
20	1. Damage to nearby buildings caused by demolition and excavation. 2. Completely blocking iconic views & outlook from residents in Muston St. & others - devaluing their properties - disrupting their peace in a quiet residential area - VERY distressing 3. Total disruption to nearby residents during proposed development 4. No footpaths in narrow Redan Lane for safe walking or any trade vehicles - or anyone else - to park - 5. Present Services not enough for	10/28/2025 12:31 PM

huge developments - buses already too full to stop in peak hours - Military Road is already a traffic nightmare - public transport/electricity/drainage/sewage/schools etc. ALL overloaded already 6. Planned development much too high + lift shaft & service blocks on roof top to increase height even more! 7. Loss of sunrise/moonrise views and blocking sunlight 8. Some developers are planning to demolish buildings already housing affordable renters - they have to find alternative accommodation - in short supply 9. Keep family homes for mixed community 10. This Development in Redan STREET is NOT within safe walking distance from 'town centre'

21	Apartment development would be an eyesore	10/28/2025 11:36 AM
22	The proposal should be scrapped.	10/28/2025 10:40 AM
23	Traffic impacts on Redan lane. Loss of 100% of highly valued water views. Loss of amenity during construction. Loss of high valued stately family homes on Redan Street. The development should be the same height and scale as the development further down Redan lane (four stories)	10/27/2025 6:10 PM
24	Height, lack of local input, wrong area for development, traffic congestion, loss of area character. Property price hikes.	10/27/2025 3:29 PM
25	It is out of proportion with the existing dwellings	10/27/2025 1:05 PM
26	Increased traffic and impact on all the local amenities. Military Rd is already a nightmare. Thus will make it worse.	10/27/2025 11:36 AM
27	The fact that the apartments will be almost all extremely expensive and therefore unaffordable to the vast majority of people. This is not helping the housing crisis. Also these style of apartments would be better off around Spit Junction, which is more practical and would also benefit from development	10/26/2025 6:23 PM
28	That the proposal is approved, even in a diminished form	10/26/2025 5:22 PM
29	Size, appropriateness in context, lack of consideration about impact to neighbouring properties and corrupt use of affordable housing to increase height (by paying their way out of it)	10/26/2025 2:21 PM
30	The size, the loss streetscape appeal, the shadowing and loss of sun, the increased traffic. What can you do to improve? Vacate you plans to develop and leave the area.	10/26/2025 1:27 PM
31	I am most concerned at this stage about the following: Multiple Reddan Lane developments underway and proposed meaning Reddan Lane will not be functional with trucks, demolition, cranes, noise, loss of access. Breaches of construction work practices as evidenced in other Reddan Street development. Loss of heritage: Demolition of Federation-era mansions threatens Mosman's historical identity. Community exclusion: State Significant Development status bypasses local council, limiting resident input. Traffic and infrastructure strain: High-density project may worsen congestion without adequate public transport upgrades. Questionable affordability: Doubts over whether the 16 "affordable" units will genuinely address housing needs. Neighborhood impact: Potential eight-story scale could cause overshadowing, privacy loss, and view impacts.	10/26/2025 11:59 AM
32	Height density setback	10/26/2025 8:53 AM
33	Resolutely resist the destruction of buildings with historical and cultural significance	10/25/2025 10:22 PM
34	the decision to go the SSDA route to cut mosman council and local residents out of the process.	10/25/2025 8:13 PM
35	Not affordable housing	10/25/2025 3:57 PM
36	The development should be no more than four storeys high and a minimum of 75% of the units should be affordable housing. Of course, you will scoff at this because all you are focusing on is your profit margin. You have zero interest in the community and upholding the heritage and culture of Mosman. You also don't care at all about affordable housing.	10/25/2025 3:47 PM
37	Height, overcrowding, noise. Loss of heritage homes loss of view for neighbours behind	10/25/2025 3:28 PM
38	Far too high, it will be an absolute eye-sore and out of character to the layout of Balmoral slopes. It will destroy views and cause unneeded traffic congestion	10/25/2025 2:02 PM
39	The height of the proposed project. It should be no higher the building at the other end of the	10/25/2025 1:08 PM

lane way....four stories. You should consider view sharing with your immediate neighbours by lowering the building, increasing setbacks, and breaking up the overall scale of the structure by providing view corridors through the site. The access to underground parking must be from Redan Street. There are no footpaths on Redan lane and the lane way is narrow. All overshadowing by the new structure must be contained on site and not fall on the homes behind the proposed structure.

40	Every aspect. The construction of a 6-8 storey apartment building on this street would be an absolute eyesore. The current serene aspect of driving or walking the Balmoral Slopes would be lost forever. The demolition of these beautiful houses that contribute to the streetscape would be abominable. The view from the foreshore up the Balmoral Slopes would be destroyed and lost forever.	10/25/2025 12:05 PM
41	The roads and infrastructure should improve.	10/25/2025 10:46 AM

## Q8 What would you most like to see prioritised in the proposal?

Answered: 43 Skipped: 0

#	RESPONSES	DATE
1	The consideration of the impact on the neighbours.	1/26/2026 1:45 PM
2	Rejected by the councillors who are meant to be representing Mosman residents	1/24/2026 12:26 PM
3	The height a Let's see the plans	1/19/2026 1:14 AM
4	Height reduction to 4 stories	1/18/2026 12:21 PM
5	I would support the significant reduction in height to low-rise luxury housing that offers 2-3-4 bedroom apartments / townhouses for downsizers, like the 22 Redan Lane development. This has been a well designed and considered development that doesn't hide its intent to build ultra luxury apartments.	1/17/2026 11:59 PM
6	No higher than 2 storeys	1/15/2026 2:00 PM
7	A lower building with substantial setbacks (particularly on Northern boundary.)	1/15/2026 1:01 PM
8	Correct the roads with speed bumps and at times that one way street is used illegally with cyclists going the opposite direction it's an accident waiting to happen	1/15/2026 10:16 AM
9	Abandoned	1/14/2026 9:23 PM
10	recognition of the sloping topography and a scaling upwards of building form from Redan Street to Muston Street so that the amenity of the properties behind the development is less impacted.	1/14/2026 3:07 PM
11	2 storey only buildings - and NOT multi luxury	1/14/2026 1:33 PM
12	That a more suitable site be found for the development.	11/4/2025 4:22 PM
13	Clear set of times that building works (when at that stage) can start and end. Suggest an improvement on the 7am legislated start time, and aim for 8am. Also minimal weekend work. How will the developers manage site noise and traffic congestion?	11/2/2025 10:20 PM
14	Parking. Less apartments. Less impact on neighbours	11/2/2025 1:07 PM
15	Design and sustainability	10/31/2025 6:12 PM
16	Undertake your development to a more appropriate location in Mosman where there is less impact on this area. For example 2 Clifford Street Mosman as that is already an apartment block on very large block of land.	10/31/2025 5:06 PM
17	Meaningful response to 7 above.	10/31/2025 3:32 PM
18	not to be built	10/30/2025 6:00 PM
19	Sympathetic development to community and adjacent properties. Consideration of impact on traffic/parking density	10/28/2025 4:48 PM
20	Do NOT try to develop this area. Leave existing family homes in place - develop elsewhere with affordable housing - on the ridge line in Spit Road?!	10/28/2025 12:31 PM
21	Low rise housing in keeping with what is there currently	10/28/2025 11:36 AM
22	The proposal should be scrapped.	10/28/2025 10:40 AM
23	Reduce height of building and break the building up to allow view corridors Traffic for underground parking must be from Redan Street.	10/27/2025 6:10 PM
24	no development in this location and leave the beautiful houses and street scape in tact. This has been a council local initiative for the past 3 decades at least. We as residents have	10/27/2025 3:29 PM

adhered to those same rulings that now seem to magically be disappearing for the benefit of profit for very few...

25	I would prefer a much smaller development	10/27/2025 1:05 PM
26	Not to go ahead	10/27/2025 12:09 PM
27	Height restrictions and less apartments	10/27/2025 11:36 AM
28	Affordable housing rather than luxury apartments. Also the heritage of the area and consideration for neighbours	10/26/2025 6:23 PM
29	It not proceed	10/26/2025 5:22 PM
30	View corridors, tiered heights, match the suburb aesthetically, impact to neighbouring/surrounding properties	10/26/2025 2:21 PM
31	Your exit.	10/26/2025 1:27 PM
32	Rejected and cancelled.	10/26/2025 11:59 AM
33	Consideration for all residents inc those surrounding homes which are heritage listed not just max return for investors	10/26/2025 8:53 AM
34	Housing prices in the mosman area out of reach for the average working -class people ,and the developer's Application reasons are deceptive	10/25/2025 10:22 PM
35	local consultation	10/25/2025 8:13 PM
36	Affordable housing	10/25/2025 3:57 PM
37	Prioritise stopping the whole development it and tell James Packer that he is a fat, worthless slob who should stay in Argentina and keep his nose out of Australia.	10/25/2025 3:47 PM
38	Lower heights	10/25/2025 3:28 PM
39	Density and height	10/25/2025 2:10 PM
40	Lower building level at very least	10/25/2025 2:02 PM
41	Lower the building from the proposed eight stories. Access parking from Redan Street. Have a site visit in neighboring homes to gauge impacts. Have a community meeting to get feedback from neighbors.	10/25/2025 1:08 PM
42	For it not to go ahead	10/25/2025 12:05 PM
43	Established trees would be wonderful as mosman lacks green trees unless you live near the reserves.	10/25/2025 10:46 AM

## Q9 Do you have any comments or questions about the proposal?

Answered: 34 Skipped: 9

#	RESPONSES	DATE
1	If approved you are going to demolish one beautiful home which is only 6 years old. Another lovely home which has beautiful lines and has been here for 100 years. I think it is scandalous. Same with some homes on Almora. There is nothing wrong with them. They suit the area. 8 story buildings do not suit the area and should be on Spit and Military Roads	1/26/2026 1:45 PM
2	See the plans	1/19/2026 1:14 AM
3	The proposal in its current form will make access to redan lane totally unworkable for responders and the height and bulk of the development fences out residents who have bought and developed in accorded with well thought out limitation in LEP to allow all redundant to enjoy the views breezes and amenities	1/18/2026 12:21 PM
4	I hold great concerns for this development, especially after the approval T&P received for the demolition of the Chimes in Potts Point. This is pure greed by T&P and the proposal highlights the failures of the NSW Governments LMR policy. There is no genuine attempt here to improve the local community or address Sydney's housing affordability crisis. If you are committed to affordable housing and genuine community benefit, you will include affordable housing in a low-rise development in perpetuity. Furthermore, using a SSD application to bypass Mosman council and the opportunity for local community members to object is a deliberate tactic to ignore all community feedback. All feedback submitted via this survey will be ignored and the exercise is purely a tick box exercise so T&P can say you consulted the community. If you are genuinely serious about developing projects in communities best interests, you would withdraw the SSD application and go through Mosman Council.	1/17/2026 11:59 PM
5	How can it be stopped ?	1/15/2026 2:00 PM
6	How many storeys are proposed? How large will the setback on the Northern boundary be? Please note a large setback will mean residents in 77 Muston will retain a view corridor. That's fair!!	1/15/2026 1:01 PM
7	It's totally unsafe as well as blocking the units on the southern side	1/15/2026 10:16 AM
8	Who will be able to afford the so-called affordable apartments or is this an excuse to increase the building height by 2 stories?	1/14/2026 3:07 PM
9	just that's its totally inappropriate in this place	1/14/2026 1:33 PM
10	I live directly behind the proposed development. Should the building reach a height over two floors my apartment will loose early morning sunshine and totally an outlook of the bay below. And of course a substantial loss of value.	11/4/2025 4:22 PM
11	My objections to this highly sensitive project are as follows: The preservation of Mosman's urban environment has been at the centre of all the applicable planning controls (MLEP 2012 and DCP 2012) since the initial introduction of the first statutory planning instrument in the Mosman local government area. This proposed project will see the end of Mosman's current urban environment and control of its planning which is what provides residents with the sort of environment they want to live in and has made Mosman the great suburb that it is today. Thus, there will be no control of the following: Building Height and View Loss Floor space ratio Bulk, Scale and Neighbourhood character Numerical Design Controls View Sharing and Privacy Traffic Parking and Infrastructure. The Low and Mid-Rise Housing Policy (2023) includes an "infill affordable housing pathway" to "unlock" more medium-density housing (duplexes, terraces, 3-6 storey apartments) and includes incentives to integrate "affordable housing" into private developments. The "infill affordable housing" pathway sounds progressive but functions as a developer incentive, not a social outcome. It produces short-term, market-discounted dwellings, not true affordable housing in perpetuity. In short, it is impossible to deliver genuinely affordable housing on \$5,000/m <sup>2</sup> Mosman land costs unless someone absorbs the cost — and the above policy doesn't. The project will actually increase luxury density while using "affordability" to justify the height/density bonuses for the developer. Specifically, the	10/31/2025 5:06 PM

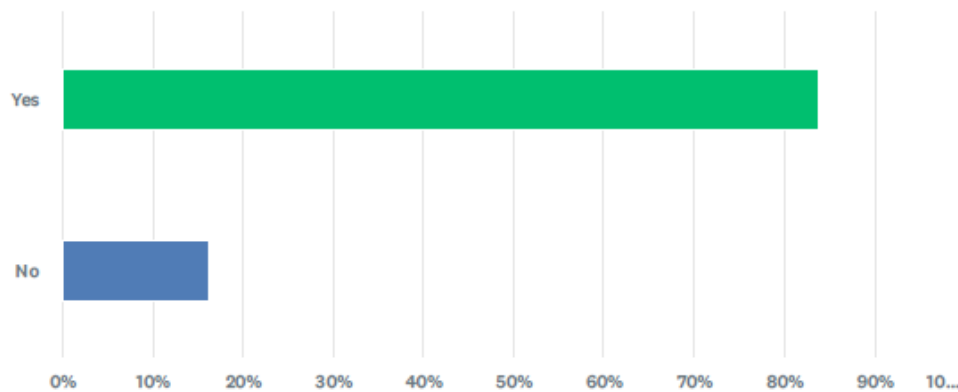
"Infill affordable housing" concept is fallacious and cannot work in a suburb like Mosman where house prices based on land prices are so exorbitant compared to other suburbs where lower land cost may make it achievable. On the basis of the above I respectfully request the NSW Department of Planning and Environment refuse consent for this inappropriate and excessive proposal because it is inconsistent with and significantly breaches the Mosman LEP 2012 principal development standards (height and FSR maps / cl. 4.3 and 4.4) and with the Mosman Residential DCP 2012 objectives and numeric design controls for siting, scale, setbacks, landscape and view sharing. All in all, developments should enhance, not diminish, the qualities that make Mosman such a valued and liveable community. This development signals the imminent threat of application proposing a large cluster of residential towers in very close proximity to the beach where developers can ask exorbitant sale prices and rents with great views to the ocean on offer. Recent sales of 3-bedroom apartments in the development "Redan Lane" sold for \$13-\$19million each. This is an excellent example of Luxury density 200m from this proposed development. The project's urban form is visually intrusive, like a mini medium-rise precinct dropped into a low-scale area. I trust the NSW Department of Planning and Environment will act to protect the amenity and character of Redan Street and its surrounds for residents and future generations. Thank You [REDACTED] and [REDACTED] [REDACTED] Balmoral Avenue, Mosman, SW 2088 [REDACTED]

12	None until more details released.	10/31/2025 3:32 PM
13	how much will the units be sold for to meet "affordable housing"?	10/30/2025 6:00 PM
14	Would like to keep fully informed	10/28/2025 12:31 PM
15	I do not support a high rise development	10/28/2025 11:36 AM
16	The Government's intention to assist in the creation of affordable housing has merit. This execution and many others like it abuse that intention.	10/28/2025 10:40 AM
17	How many stories are you proposing? How many apartments are you proposing?	10/27/2025 6:10 PM
18	Find a more suitable place for this type of development where it actually addresses the fundamental issues in the housing market, ie, affordability for the average income family. We need more affordable housing.	10/27/2025 3:29 PM
19	I believe that the State Government is overriding the wishes and expectations of local property owners	10/27/2025 1:05 PM
20	I am not anti development but forever destroying the heritage and feel of Balmoral slopes is something future generations will not thank us for. Put the extra development around Spit Junction which is full of hideous semi derelict useless buildings	10/27/2025 11:36 AM
21	Packer should look elsewhere	10/26/2025 5:22 PM
22	Honestly, this kind of building should not be proposed for where it is, these kinds of proposals should start at the main road (military) against the shops where it is more appropriate. I'm sure those who are proposing this know it is greedy and not appropriate - ideally they follow the intention of the government program rather than bastardising it for profit.	10/26/2025 2:21 PM
23	Yes. I challenge you to publish a real-time 'for' and 'against' tally on your website, in the spirit of full transparency. Also, you should detail on this website what your target rents are for 'affordable housing' from the 10% of units. Again, in the spirit of full transparency.	10/26/2025 1:27 PM
24	It is an opportunist greedy development with 90% luxury housing \$5-20M units not affordable housing. Its a con job destroying locals amenities and views.	10/26/2025 11:59 AM
25	Not at this time	10/26/2025 8:53 AM
26	The reason for development is too far-fetched	10/25/2025 10:22 PM
27	would like to see some details. how many units? how high? etc	10/25/2025 8:13 PM
28	Build somewhere else that doesn't impact people's views	10/25/2025 3:57 PM
29	Convert the whole proposal into a four storey unit that consists of 100% of affordable units for essential workers. An eight story monstrosity of multimillion dollar units with beautiful views will be vigorously objected to by the community – you will just be seen to be bloodsucking, greedy developers.	10/25/2025 3:47 PM

30	don't do it	10/25/2025 3:28 PM
31	I've said it	10/25/2025 2:02 PM
32	Have a community meeting before any further progress on the design occurs. How many apartments are you planning? The SMH stated 65 apartments. Where will underground parking be accessed? What setbacks are you proposing from Redan Lane? How many underground parking spots are you proposing? Will you have a meeting with neighbors to discuss impacts?	10/25/2025 1:08 PM
33	Developer's greed without any concern for the current environment. Luxury apartments will only attract the elite and will do nothing for providing more housing for the general population.	10/25/2025 12:05 PM
34	This allows for more housing and for more people to enjoy living in Mosman. What a wonderful idea.	10/25/2025 10:46 AM

**Q10 Would you like to receive future updates on the proposal?Your contact details will only be used to share updates about the proposal. You can unsubscribe at any time.**

Answered: 43 Skipped: 0



Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Yes	83.72%	36
<span style="color: blue;">●</span> No	16.28%	7
<a href="#">Show comments</a>		
<b>Total</b>		<b>43</b>