

1 What we heard

1.1 Detailed feedback

Table 6 outlines the stakeholders consulted for the project, how these stakeholders were consulted, any feedback received and the project's response to this feedback.

Table 61 Detailed stakeholder feedback and project response

Stakeholder	How this group was consulted	Feedback received	Project response
Government agencies			
Department of Planning, Housing and Infrastructure (DPHI) Affordable Housing Assessment, Development Assessment and Sustainability teams.	On Tuesday 9 September 2025, the developer and Urbis Planning met with DPHI's Affordable Housing Assessment, Development Assessment and Sustainability teams.	DPHI provided direction on: – SSD process requirements and sequencing – Application of the Housing SEPP and LMR controls to the proposal – Proposed height, FSR and compliance with relevant development standards – Relationship of the built form to site context, scenic protection and amenity impacts – Addressing scenic protection under the Mosman LEP – Addressing site isolation issues	All points discussed with DPHI have been noted and are addressed in the EIS and accompanying technical reports.

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		Shadow diagrams and communal open space.	
Mosman Council Officers Development Services team Urban Planning team	On Monday 27 October 2025, the developer Property, Urbis Planning and Woods Bagot met with Mosman Council Officers.	Affordable housing Council queried what amount of affordable housing affected viability of the proposal.	Affordable housing The proposal includes 10 affordable dwellings, representing 15% of the total Gross Floor Area (GFA). This proportion is consistent with the requirements of the State Environmental Planning Policy (Housing) (SEPP), which sets out the definition, pricing, and management of affordable housing in NSW.
		Pedestrian movements Council suggested that public domain improvements, such as a footpath, be considered for Bloxsome Lane.	Pedestrian movements The proposal includes a number of measures to improve the existing public domain along Bloxsome Lane. Traffic and pedestrian studies undertaken by JMT Consulting as part of the EIS indicate that current daily pedestrian movement on Bloxsome Lane exceeds vehicles movement. The proposal will remove the existing vehicle access to garages on Bloxsome Lane, with all vehicle access and egress restricted to the existing

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			driveway at 13 Rangers Avenue. This is expected to reduce the amount of vehicle activity on Bloxsome Lane from current levels and provide a safe and welcoming pedestrian experience. The developer will continue to consider further improvements to public domain upgrades, subject to Council approval once the development consent conditions have been issued, within the frontage of the site on both Rangers Avenue and Bloxsome Lane.
		Public domain, streetscape and materials Council suggested use of brickwork for the proposal, to be in keeping with the character of the surrounding properties. Council suggested improvements to public domain along Rangers Avenue including seating and planting.	Public domain, streetscape and materials The developer has considered the streetscape and materials for the proposal and chosen materials that is consistent with the surrounding area. This includes use of blonde brick, sandstone and stone. Brick is a defining element of the proposed development. Natural sandstone has been intentionally limited to the front wall along Rangers Avenue, reflecting existing conditions and maintaining continuity with the

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			local character. Along Bloxsome Lane, the boundary fence is proposed to be constructed in brick to create a cohesive interface with the character of the conservation area to the north. The primary building material is a blonde brick, used in both stack bond and stretcher patterns across the development. The brick detailing draws inspiration from key architectural characteristics found within the Holt Conservation Area, providing a contemporary interpretation that remains respectful of its context. Landscaping has been designed to complement the surrounding neighbourhood and address privacy considerations, including in response to feedback raised by the community (see further details below). Further information is available in the EIS and accompanying technical reports. The developer will continue to engage with Council as the design progresses.
		Building form and separation	Building form and separation

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		Council suggested that the upper levels be more recessed to reduce visibility of the scale and form.	The proposal includes substantial setbacks from Bloxsome Lane (20.5m–37.3m between dwellings), exceeding the NSW Apartment Design Guide requirements. Additionally, a stepped design of three building modules has been incorporated to limit direct interfaces with neighbouring properties, with recessed upper levels that present as 4–5 storeys from Bloxsome Lane.
		Wall height Council queried how the design was responding to the non-compliant wall height and recommended that the building include materiality or recesses to respond to the wall height controls under the Mosman LEP.	Wall height A variation to Section 18 of the Housing SEPP is proposed to amend the maximum height of building standard. A clause 4.6 variation has also been prepared in response to clause 4.3A(4) of the Mosman LEP as it relates to wall height. A Clause 4.6 Variation Request has been prepared outlining the environmental planning grounds to support the variation. The developer will continue to engage with Council as the design progresses.
		Waste management	Waste management

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		Council noted that waste collection from Rangers Avenue was limited and sought to investigate on-site waste collection options.	Waste management consultants, Elephants Foot Consulting, has prepared an Operational Waste Management Plan. All units will be provided with a storage area capable of holding separate receptacles for general waste, recycling and FOGO. A single general waste chute will be installed in each building core with access provided to all residents on each residential level. Additionally, interim bin rooms will be provided for each building core on the lower ground level. Waste collection will occur along the site frontage on Rangers Avenue. This arrangement is consistent with current conditions for the existing residential dwellings on the site. To ensure vehicles travelling on Rangers Avenue can safely pass a stopped waste truck, waste trucks will be able to use the kerbside parking lane on Rangers Avenue to temporarily stop and collect the bins for the onsite holding area.

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			Bloxsome Lane is not considered suitable for waste collection given its width and desire to ensure a safe pedestrian experience on this side of the proposal. Details of the proposed waste management approach are included in the EIS and Operational Waste Management Plan. The developer will continue to engage with Council on this matter.
		Landscape management Council queried how the building landscape would be maintained; and suggested changes to the street view and upper-level landscaping.	Landscape management The proposed landscaping draws on the character of the local area. In response to requests from near neighbours on Holt Avenue (who back on to Bloxsome Lane), the proposed landscaping has been updated to include the planting of Weeping Lilly Pillys, which grow to 15m at maturity, in dedicated planting zones at street level to Bloxsome Lane. Additionally, to address privacy concerns on the western boundary, the proposed landscaping has been updated to include the planting of additional mature trees.

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			Landscaping of the communal areas of the proposal will be maintained as part of a dedicated landscaping budget, approved by the Owners Corporation, which will be funded by the collection of strata levies. A building Manager will also ensure the communal areas are well maintained and presentable. The developer will continue to engage with Council on this matter.
		Compliance and technical considerations Council recommended the developer address their current draft Flood Study, noting the proposal's basement may require dewatering.	Compliance and technical considerations Engineering consultants BG&E – Civil have assessed the flood risk and civil design for stormwater management and suggested mitigation measures where appropriate to manage potential stormwater and flooding impacts. The outcomes of these assessments are included in the EIS and accompanying Flood Impact Risk Assessment Report. Engineering consultants EI Australia have assessed groundwater and geotechnical requirements, and

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			suggested mitigation measures where appropriate to manage potential groundwater management impacts. The outcomes of these assessments are included in the EIS and accompanying Geotechnical Report, Groundwater Modelling Report and Dewatering Management Plan.
Relevant Agencies			
Ausgrid	Engineering consultants, Projen, submitted a preliminary enquiry to Ausgrid in June 2025.	Ausgrid noted that an extension or augmentation of the Ausgrid network will be required, and that a Connection Application will need to be submitted.	Projen has assessed current capacity of the existing substation network to supply 300-400Amps for the proposed development. It was determined that a new substation would be required to support the proposed development, which is currently reflected in the proposal.
Sydney Water	Water Servicing Coordinator, Rose Atkins Rimmer (Infrastructure) Pty Ltd, submitted a pressure and flow enquiry to Sydney Water in June 2025.	Sydney Water noted that an extension from Bloxsome Lane or Avenue Road may be required to fulfil the site's water infrastructure requirements. Sydney Water also noted that the site has an existing sewer vent shaft currently within the site, that will need to be retained. Sydney Water advised	The developer will continue to engage with Sydney Water through their nominated Water Services Coordinator as the proposal progresses.

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		the shaft can be relocated closer to the site boundary or incorporated into the design of the building.	
Surrounding community			
Near neighbours, including residences along Rangers Avenue, Holt Avenue and Park Avenue	On Tuesday 14 October 2025, a near neighbour letter was distributed to 27 properties surrounding the site. This letter (see Appendix A) provided an overview of the SSDA and outlined how residents could make enquiries and provide feedback via the 1800 number and project email address. The newsletter also included an invitation to organise a briefing with the project team. On Monday 3 November 2025, the developer and Urbis held two near neighbour briefings for residents from Rangers Avenue and Holt Avenue who requested a briefing. Seven residents requested to attend the Rangers Avenue neighbours briefing, with five attending on the day. Five residents requested to attend the Holt Avenue neighbour briefing, with four attending on the day.	Bloxsome Lane Feedback was provided regarding: – Unsuitability of the proposal for the site given the physical constraints of Bloxsome Lane, including its narrow width, lack of pavement, dead-end, absence of a turning circle and the need for vehicles to reverse to exit – Safety concerns given that children play in the lane and pedestrians, including those with prams, must walk on the roadway – The current lighting adequacy on Bloxsome Lane.	Bloxsome Lane Traffic and pedestrian studies undertaken by JMT Consulting as part of the EIS indicate that current daily pedestrian movement on Bloxsome Lane exceeds vehicles movement. The proposal will remove the existing vehicle access to garages on Bloxsome Lane, with all vehicle access and egress restricted to the existing driveway at 13 Rangers Avenue. This is expected to reduce the amount of vehicle activity on Bloxsome Lane from current levels and provide a safe and welcoming pedestrian experience. Further information is included in the EIS and accompanying Transport Impact Assessment.
		Traffic and parking	Traffic and parking

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	On Wednesday 12 November 2025, the developer and Urbis held an additional two near neighbour briefings for residents of Holt Avenue who requested a briefing. Nine residents requested to attend these briefings, with eight attending on the day. Several residents also provided feedback directly to DPHI on the proposal. This feedback was shared with the developer and Urbis.	Queries were raised regarding: – Emergency vehicles access to the proposed site – Traffic impacts along Rangers Avenue – Vehicles access to the site during and after construction – The number of parking spaces that will be provided for residents and visitors.	Traffic consultants, JMT Consulting, have assessed potential traffic impacts and proposed mitigations measures where relevant. The Transport Impact Assessment (TIA) submitted as part of the EIS indicates the existing road network has capacity to accommodate the proposal, with no negative impacts expected. The existing road network in the vicinity of the site currently operates very well with spare levels of capacity; with Rangers Avenue specifically operating at a Level of service grade A. The proposal is forecast to generate a very minor increase in traffic of between 3 and 4 vehicles during peak hour periods, equivalent to one vehicle every 15 minutes or less. Therefore, the impacts to traffic are considered to be negligible and would not be expected to result in any adverse impacts on the surrounding road network nor any operational or safety issues on surrounding key intersections.

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			Should the proposal be approved, all vehicular access to the site during construction and operation will be from Rangers Avenue. Vehicle access to and from the site, once operational, will be provided via the existing access point for 13 Rangers Avenue, which will have the ability to provide suitable entry and exit for cars accessing the on-site parking area. Centralising all vehicle movements via an existing access and egress point will ensure Rangers Avenue continues to operate optimally. Vehicles will be able to access basement parking and a porte-cochere off Rangers Avenue, which minimises likelihood of potential queuing. A preliminary Construction Transport Management Plan (CTMP) has been developed. Should the proposal be approved, a detailed CTMP will be prepared prior to construction beginning on site. The proposal includes 91 basement level parking spaces, which includes 11 visitor spaces.

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			Further detail can be found in the EIS and accompanying Transport Impact Assessment.
		Distance to town centre Near neighbours queried whether the site meets the 800 m walking distance required to a town centre for the SSD Low-Medium Rise eligibility. Feedback was also provided that the reliance on Bloxsome Lane misrepresented the accessibility to the town centre and public transport, given its physical and safety constraints.	Distance to town centre DPHI issued an amendment to the State Environmental Planning Policy on 31 October 2025. This provided clarification on the definition of 800 m walking measurement for LMR zones. The proposal is compliant with the 800 m walking measurement. As part of the Transport Impact Assessment two available walking routes between the proposal and the Cremorne town centre have been identified. This includes via Bloxsome Lane, Bardwell Lane, Holt Avenue and Spofforth Street, and via Rangers Avenue and Spofforth Street. Both routes meet the definition of 'walking distance' as set out in Schedule 10 of the Housing SEPP 2021 and can be safely walked by a pedestrian as both Bloxsome Lane and Bardwell Lane carry very little vehicle traffic throughout the day. Further detail can be found in the EIS

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			and accompanying Transport Impact Assessment.
		Affordable housing provisions – Queries received regarding the affordable housing component, noting inconsistent figures in project documents. – Feedback that the proportion of affordable housing proposed is too low to meet the SSD threshold – Queries regarding the price range of the affordable housing and what would happen to the affordable housing after 15 years.	Affordable housing provisions The proposal includes 10 affordable dwellings, representing 15% of the total Gross Floor Area (GFA). This proportion is consistent with the requirements of the <i>State Environmental Planning Policy (Housing)</i> (SEPP), which sets out the definition, pricing, and management of affordable housing in NSW. In line with SEPP provisions: – The dwellings will be managed by a registered Community Housing Provider for 15 years – Rent will be capped at 30% of household income or set at least 25% below market rent, depending on household composition. – Eligibility will be determined in accordance with SEPP criteria to ensure the housing is available to those in need. Under the SSDA framework, affordable housing is considered as part of the overall public benefit of the project.

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			The proposal is assessed in the context of its strategic alignment and contribution to housing diversity. Current policy requirements require the proposed 10 units to remain as affordable housing for a period of 15 years. At this stage no decision has been made on what will happen after this period.
		Privacy impacts A number of neighbours provided feedback about potential privacy impacts, noting that the proposed residences may overlook the backyards and homes of surrounding properties, including those with children. A request was made by several neighbours during the briefings to increase the planting along Holt Avenue. Potential impacts to residents along Holt Avenue were particularly highlighted.	Privacy impacts The proposal has been carefully designed in response to the lower scale residential interface at the rear of the site and to the north of Bloxsome Lane. The proposal's design includes a number of measures to minimise potential privacy impacts, including: – A boundary wall along Bloxsome Lane that will be between 1 metre and 1.6 metres in height – Substantial setbacks from Bloxsome Lane (20.5m–37.3m between dwellings), exceeding NSW Apartment Design Guide requirements – A stepped design of three building modules to limit direct

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			interfaces, with recessed upper levels that present as 4–5 storeys from Bloxsome Lane – Dense landscaping and tall canopy trees to provide screening, with only the upper levels visible above the canopy – Planting of mature trees along the western side of the proposal (in addition to the Bloxsome Lane side) – Inclusion of passive recreational areas on the northern side of the proposal, which contributes to a further set back of residential areas – Apartment layouts that place main living areas to the south and lower activity uses to the north, with secondary balconies featuring solid upstands to reduce overlooking. Together, these design and landscape elements significantly mitigate direct overlooking between properties. In response to the request for planting changes, the developer reviewed the proposed planting, and the design now includes Weeping Lilly Pillys,

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			which grow to 15m, in planter boxes along Bloxsome Lane. Additional documentation was prepared and distributed to residents who attended the briefing sessions to articulate the potential impacts and design mitigations in place in relation to their properties. In response to feedback received, the project team will continue to investigate landscaping and design measures to further minimise potential privacy impacts.
		View loss A number of neighbours provided feedback the proposal would result in significant negative impact on their existing views.	View loss A Visual Impact Assessment (VIA) has been completed as part of the EIS to. The VIA considers likely future development and includes photomontages and perspectives showing the proposed development in its context. The VIA also includes consideration of the Mosman Scenic Protection Area. The VIA indicates that the proposal is considered to create low to medium visual impacts. High visibility is limited to a number of close proximity

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			properties along Holt Avenue. Whilst the proposal differs in relation to the existing scale and form, it remains compatible with the desired future character anticipated by the LMR policy.
		Overshadowing and wind Some neighbours questioned the impacts from overshadowing and to wind movement from the proposal.	Overshadowing and wind The impact of shadowing to neighbouring properties has been assessed. There is no impact to the properties along Bloxsome Lane and Holt Avenue from shadowing as a result of this proposal. Further details can be found in the EIS and accompanying technical details.
		Height and scale Neighbours provided feedback that the height of the proposal felt excessive. Feedback was provided suggesting four storeys would be more palatable and may lessen potential impacts (such as privacy) on surrounding properties.	Height and scale The proposal utilises the Low and Mid-Rise (LMR) housing provisions and the Infill Affordable Housing provisions to inform the density and built form. The building's height across the majority of the site, sits within the permissible height plane of 22.75m, with only a minor exceedance at the south-eastern corner. Further details can be found in the EIS and accompanying technical reports.

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			The proposal is considered to create low to medium visual impacts. High visibility is limited to a number of close proximity properties along Holt Avenue. Whilst the proposal differs in relation to the existing scale and form, it remains compatible with the desired future character anticipated by the LMR policy.
		Potential environmental impacts Some neighbours questioned the potential impacts of excavation on the sandstone base on water courses and flood zones.	Potential environmental impacts Engineering consultants, EI Australia, have undertaken a geotechnical assessment as part of the EIS. This includes recommendations regarding excavation, including vibration and acoustic monitoring, as well as limiting hours for heavy noise generating activities to reduce the impact to surrounding neighbours. Further details can be found in the EIS and geotechnical assessment. Should the proposal be approved, a Construction Management Plan will be prepared to outline potential impacts expected from construction, including traffic and pedestrian management, safety measures, noise, dust and vibration controls,

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			environmental management and communications with neighbours. It will also outline how any impacts will be mitigated.
		Consultation length and timing Some neighbours enquired about the length of the consultation period once the proposal is submitted to DPHI. There was particular concern about the DPHI-led exhibition occurring over the summer holiday period. Some neighbours provided feedback that the Complying Development Certificate (CDC) consultation was inadequate, including: – Accessibility of information – Lack of CDC reference number – Property details included in the notice – Appropriateness of CDC pathway. One neighbour queried the inclusion of 21 Rangers Avenue in the approved CDC.	Consultation length and timing DPHI will determine the exhibition timing for the proposal once it has been submitted. The minimum required for exhibition is 14 days. DPHI will notify local residents of the exhibition period. DPHI has a blackout period for exhibitions between 20 December and 10 January each year. The CDC notification and application process is separate to this SSDA proposal and has been approved.
		Construction timing and impacts	Construction timing and impacts

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		Some residents queried the length of construction and how construction impacts such as noise and vibration will be managed.	If the proposal is approved construction is expected to take 24 months. Acoustic engineering consultants, Pulse White Noise Acoustics, have assessed potential noise and vibration impacts, and recommended relevant management measures. Should the proposal be approved, a Construction Management Plan will be prepared to outline potential impacts expected from construction, including traffic and pedestrian management, safety measures, noise, dust and vibration controls, environmental management and communications with neighbours. It will also outline how any impacts will be mitigated. Further details can be found in the EIS and noise and vibration assessment.
		Property prices One neighbour raised questioned the impact on property prices to residents on Holt Avenue.	Property prices Impacts on land values are not a matter of consideration as part of the planning process.

