

Proposal for a part six, part seven storey residential development, with basement car parking

I have considered the plans and documents for the above proposal. As a Mosman resident I am familiar with the subject area. My comments below are based on my consideration of the submitted documents and my experience and knowledge of the area.

My concerns about this proposal relate to its:

- visual impact
- traffic impact
- impact on neighbours
- building footprint
- Holt Heritage area impact
- community engagement process

Visual Impact

Mosman is characterised by its location on Sydney Harbour and Middle Harbour and the important bushland along its foreshores. Planning controls to protect and respect these qualities are applied throughout the LGA. These controls recognise the local significance of areas close to the waterways and bushland on Sydney Harbour and Middle Harbour are also regarded as having regional, state and national significance.

There is no doubt that Sydney Harbour is the jewel in the crown of Sydney and must be respected and protected.

The subject proposal presents as a large and obvious building when seen from Mosman Bay on Sydney Harbour. The subject proposal does not respect its location.

Its visual impact is of great concern .

The proposed development will have a significant and adverse impact on views from the Harbour (at Mosman Bay) where it presents as an obvious light coloured, large, and unrelieved structure sitting above the level of the bushland, at the headwaters of Mosman Bay. It dominates the view at this point.

The adverse impact of the proposed development on views from Mosman Bay to the land is significant. The impact on views from the Harbour at Mosman Bay is clearly seen in photomontages 3 and particularly photomontage 6.

There are also significant and adverse impacts on local neighbourhood views . Photomontage 4 looking east along Rangers Ave shows the proposed building to be absolutely out of scale with the surrounding area . In photomontage 5 the proposed building dominates and overwhelms the district views to the north from Park Ave.

Traffic Impact

The impact of the proposed development on the safe flow of traffic is a major concern.

(i) Current use of Rangers Ave

While Rangers Avenue has the "status" of a local road, managed by Mosman Council, it does not function as a local road. In the interests of traffic and pedestrian safety, traffic generating developments on Rangers Avenue and the surrounding streets in the western part of Mosman, south of Military Rd need careful consideration and must be limited.

The proposed development at 11-23 Rangers Ave is a significant traffic generating development that will undoubtedly adversely impact the safe and efficient flow of traffic in this area.

Rangers Ave is a heavily trafficked road because it offers an attractive and accessible alternative to the always busy and very congested Military Rd, for motorists travelling through the area and to the south of Military Rd,

Local use: Rangers Ave is a popular route that local residents use for many different journeys including:

- moving through the LGA
- to and from Mosman Bay and Cremorne ferry wharfs
- to and from the Bridge/Harbour Tunnel (heading to the city, eastern or southern suburbs)
- heading further north along the Pacific Highway or onto the Gore Hill Freeway
- heading to the west via Falcon St River Rd Victoria Rd etc

Sydney wide use : Taronga Zoo and Balmoral Beach attract large numbers of people from all over Sydney. Many of these come by car and many use Rangers Ave rather than Military Rd to reach their chosen destination.

Schools on the southside of Military Rd that attract pupils from outside the LGA include, SCEGS Redlands, Queenwood and Mosman Prep. Rangers Rd is clearly a popular route for many travelling to these schools, particularly Redlands, as is evident from the congestion experienced at school drop off and pick up times.

On weekends Rangers Ave is very congested with visitors to the zoo and beach and the many families moving throughout the area and heading to sport or other activities. This congestion extends to Avenue Rd (not far from 1-23 Rangers Ave) at the roundabout and further up Avenue Rd to the roundabout at Canrobert St.

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The small roundabout at Park Ave, just near the subject site, was installed in the last few years, in an attempt to improve safe and efficient traffic movement at this recognised congested intersection. The proposed development will put major pressure at this critical point given that site access is not far to the west of the roundabout.

(ii) Construction traffic impact

Should this proposal proceed, the construction traffic impact on Rangers Avenue and the neighbourhood in general will be huge. This is because of the important role that Rangers Ave plays in traffic movement across Mosman, that is outlined above. The construction impact is somewhat dismissed in the traffic impact assessment. Many of the assertions made about how traffic would be managed do not stack up with my understanding of the existing traffic in the area (described above) and the experience of construction sites and their traffic management. While I recognise that a more detailed plan would be prepared prior to construction the following should be considered now in the interests of community safety and safe and efficient traffic flow.

(a) Relationship between construction traffic generation and the completed development's traffic generating potential

The argument that the traffic generating potential of construction traffic will be less than the completed development is not accepted. The idea that this is about sheer numbers is a nonsense. Construction vehicles such as trucks (delivering materials, or taking away rubbish and excavated material from the site), concrete mixers, and delivery of excavation machines, cranes and other equipment cannot be equated with a motor car. Construction traffic for this development will conflict and put pressure on the safe traffic flow on Rangers Ave.

(b) Excavation process and trucks movements in general

This project involves extensive excavation for the basement and lower ground levels. Transporting the excavated material in large trucks will be very disruptive to traffic over the extended time that this aspect of the project will require. There will be many many truck movements. The routes for these vehicles must be clearly defined. They should all leave the site in a forward direction and make a left only turn from the site. Safely negotiating the small roundabout at Park Ave heading east, in traffic, will be challenging. Trucks should not turn at the Park Ave roundabout to head west along Rangers Ave. Trucks will need to turn at the Avenue Rd, Rangers Ave roundabout but this also is problematic in terms of safety and likelihood of conflict with other traffic. The area is quite unsuitable to safely manage the construction traffic expected for this development.

(c) construction worker vehicle parking

Construction workers will generate significant daily traffic volumes and place a strain on the existing area. The suggestion that construction workers travel by public

transport to the site is not considered to be at all practical or realistic. Construction staff will travel by car to the site and it will be difficult to find on street parking close to the site. Streets in this area are already heavily parked out. For safety reasons, Rangers Ave does not allow parking on one side of the street reducing the availability of on street parking significantly.

Impact on neighbours

The proposal at 11-23 Rangers Ave will have a major impact on the amenity of residents in the area, particularly those to the north in Holt Ave.

- the northern elevation of the building presents as an unrelieved wall of building that is tall and wide. This is both unattractive and its sheer bulk and height will excessively dominate the area. The scale of the building is totally unrelated to its neighbours in Holt Ave, its neighbours in Rangers Ave and neighbours in Park Ave.
- Most dwelling units in the proposed building include balconies on the north side (most also have balconies on the Rangers Ave frontage). The balconies on the north side are large enough to accommodate tables and chairs for entertaining. While it is acknowledged that they adjoin bedrooms it can be expected that the north aspect will make them attractive spaces for entertaining, particularly in cooler weather. This will impact the neighbours in Holt Ave especially.
- The impact of this tall and bulky building will mean an overall reduction in the amenity of neighbours to enjoy their own homes.
 - Privacy will be absolutely compromised as a result of overlooking from balconies and windows.
 - Noise from this development of so many dwelling units will be significant
 - Winter shading is not insubstantial.

Building footprint- amenity and visual impacts

The building comprising the dwelling units and the parking levels has a substantial footprint. The areas for deep planting are very small. Some are not much bigger than some of the balconies for the units. This is a major shortcoming of the development. The opportunity to use planting to soften this substantial building and provide some privacy relief to neighbours is not possible, This is because there is just too much building on this site.

Holt Heritage area

The proposed development is located immediately to the south of the Holt Heritage area. The development at the scale proposed will compromise the heritage/conservation importance of the area to the Holt Heritage area.

Community Engagement process

The two weeks to write and submit a considered response to the development is not enough. The material for this SSD is substantial, and it takes time to read and

formulate a response. Add to this the December, lead up to Christmas timing. It is difficult to accept that the community engagement process is genuine.

One can only feel cynical about the timing of this SSDs "exhibition".

It is understood that the DPHI has the discretion to increase the "exhibition" time but in this case has not done so. This is a proposal, with little merit, that is going to impact so many people and it is not offered in any way to support a robust and credible engagement process. This is a significant shortfall in the engagement process.

CONCLUSION

The proposed development at 11-23 Rangers Ave (SSD-96272465) involving the construction of a part six part seven storey residential development flat building with basement car parking as described in the EIS and its appendices should not be approved for the following reasons:

1. It is an overdevelopment of the site, in terms of height bulk and traffic generating potential.
2. It will have a significant and adverse impact on views from Mosman Bay on Sydney Harbour
3. It will have a significant and adverse impact on views along Rangers Ave and Park Ave
4. Its traffic generating potential will affect the safe and efficient operations of Rangers Ave which is already congested
5. Safe management of construction traffic will be extremely difficult to achieve and will further compromise the safety of pedestrians and motorists in the area.
6. The height and bulk of the building in this location is inappropriate. It is totally out of scale with the neighbourhood. It is an excessive overdevelopment of the site.
7. The impact on the privacy and general amenity of neighbours, particularly those in Holt Ave to the north of the site is significant adverse and unacceptable
8. It adversely impacts the adjoining Holt heritage area.
9. The opportunity to soften the development to better manage privacy and neighbour amenity cannot be achieved because the building footprint is so substantial that the opportunity for any reasonable planting cannot be achieved.

By way of comment the engagement process of 2 weeks prior to Christmas is totally unacceptable and does not support a robust engagement process that such an impactful development deserves and requires.



Rosemary Adams

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