

J Crittenden

9 Rangers Ave
Mosman NSW 2088
Australia

16 December 2025

Dear Madam/ Sir

I am writing to object to SSD-96272465 (11-23 Rangers Avenue, Mosman) specifically as it concerns my property but also more generally because the EIS (and many of its supporting documents) contain substantial errors, omissions and misleading statements.

Site Isolation and reasonable development potential of 9 & 9A Rangers

In the letter dated 14 October 2025 from Ms Watson (as Delegate for the Planning Secretary) to the Applicant, Additional assessment requirement 2 stated:

“Demonstrate that the proposal has considered potential isolation and future development potential of the properties at 9 & 9A Rangers Avenue, Mosman having regard to the Land and Environment Court’s (LEC) planning principle for redevelopment, expressed in Karavellas....”

The EIS devotes less than one (1) page to “Site Isolation” (out of 89 pages) despite its importance. Even so it incorporates errors, misinformation, and misleading statements. It ignores objective, factual information that should have been easily established, albeit such information contradicts EIS assertions. In no way does it demonstrate proper, unbiased, evidence-based or coherent consideration of isolation and future reasonable development potential of 9 & 9A.

The applicant has failed to demonstrate that 9 & 9A Rangers Ave (or 9 alone) can achieve a future development of appropriate urban form and with an acceptable level of amenity.

The EIS does not offer an envelope plan for either 9 Rangers or a combined 9/9A Rangers Ave which indicates height, setbacks, resultant site coverage (both building and basement). Based on Karavellas, I expected a schematic including sufficient detail to understand the relationship between the subject application and 9 Rangers or a combined 9/9A Rangers Ave, and the likely impacts the developments will have on each other. The proposal does not contain the level and content of urban design analysis that Karavellas indicates should accompany a DA (or SSD in this instance) in order to demonstrate that adequate consideration has been given to site isolation issues.

On this basis alone, the proposed development should be rejected summarily at this time.

Now I will move on to the what the EIS actually says, whilst stressing the overall inadequacy of this part of the EIS.

The EIS states:

*Under the LMR provisions in the Housing SEPP, the combined site area of 9 and 9A Rangers Avenue is approximately 850 sqm, **exceeding the non-discretionary minimum lot size of 600 sqm** and the minimum frontage requirement of 12 metres for multi-dwelling housing, and meeting the permissibility for residential flat buildings up to four storeys with no minimum lot size.*

*Given that there are two remaining lots to the east, and those lots form a substantial area that could be redeveloped independently, either under the existing Mosman LEP or under the LMR, the land is not considered to be isolated. Applying this principle, and noting the Park Avenue precedent, **9 and 9A Rangers Avenue can be feasibly redeveloped either as a consolidated site or independently, as single dwellings, dual occupancies, or potentially as a mid-rise residential flat building either under the LMR controls or Councils(sic) LEP.***

The exact areas of 9 & 9A Rangers are 510.9 sqm & 348.3 sqm respectively. The first statement renders untrue the conclusion in the second statement that the sites could be developed independently, because neither site is over 600 square metres. The only option for future development as multi-dwelling housing is as a combined site.

The EIS states:

While the site is irregular in shape and affected by topography, the Apartment Design Guide and Low-Medium Density Residential provisions allow merit-based approaches to setbacks and built form, for irregular shaped sites.

In my view, this is written either poorly or deceptively. It may be a correct statement, but it doesn't actually say the Guide and LMR provisions apply to 9 and/or 9A Rangers Avenue.

My research indicates the LMR Guidelines don't apply to 9 & 9A Rangers Ave because each lot is further than 800 metres from the Cremorne Town Centre.

In any event, the EIS should include clear and logical evidence and reasoning as to why the LMR applies rather than an apparent assertion - which I believe is flawed.

The EIS states:

If 9 and 9A Rangers Avenue were to be consolidated as a single development site, that site would have dual street frontages with 68 metres to Rangers Avenue and 60 metres to Bloxsome Lane;

I note the Rangers Avenue frontage of 9 & 9A is 28.615 metres & 38.93 metres respectively. The total length equals 67.545 metres.

On the best possible construction, the Bloxsome Lane frontage of 9 & 9A is 18.06 metres & 1.2 metres respectively.

The photograph below indicates a white paint mark (bottom, right) at the survey point (which would indicate the boundary between 9 & 9A). It also shows a substantial stormwater drain which takes all stormwater in Bloxsome Lane from about the intersection with Bardwell Lane eastwards. Because of the camber of Bloxsome Lane, stormwater from the Holt Avenue side of the lane discharges into the aforementioned outlet.



The hypotenuse (or northern side) of the triangular shaped 9A is 42.815 metres. From the photograph one can see a concreted landing east of the stormwater drain. The heritage listed stairs are immediately east of the concrete landing. Therefore, of the 42.815 metres of the northern boundary none of the Bloxsome Lane portion could be practically used by 9A independently.

Given the size and related volume of the stormwater infrastructure at the eastern end of Bloxsome Lane, I expected to see evidence that the developer had obtained advice from Sydney Water concerning any restrictions this may place on future development of 9 and/or 9A. No such evidence is offered. I believe this is

crucial to demonstrating 9 & 9A Rangers could be developed in an orderly and economic way and achieve good design and amenity.

The EIS states there is:

“independent vehicular access and scope for varied design solutions without reliance on adjoining land. “

It is important to note that in 2019 a roundabout was installed at the intersection of Rangers Avenue & Park Avenue. Various signage and usage adjustments (especially parking) were made to accommodate the roundabout. The parking width for the eastern half of the 9 Rangers Ave frontage (and all of 9A Rangers Avenue) is truncated to the extent that it is not wide enough for even a smaller vehicle to park. Given that the driveway to 9A is close to the roundabout it is highly likely that “existing use rights” would NOT apply to any future development and contemporary road safety standards would be applicable. Therefore, “without reliance on adjoining land” is highly likely wrong and it was the obligation in the EIS to prove otherwise. There is no evidence provided in the EIS that the relevant transport authorities were consulted and endorse the EIS’ assertion.

The generality of “scope for varied design solutions”, as stated, is also not supported by any evidence including Building Envelope Plans.

The EIS states:

As evident on the site today, the triangular portion of the site could be utilised to achieve deep soil planting and tree canopy outcomes, with the remainder of the site being available as a developable building footprint.

This statement underlines the fact that virtually all of the prospective built environment would have to be on the 9 Rangers Ave lot. This is the lot adjacent to 11-23 with its proposed 22.75 metres height with front and side setbacks of only 3 metres and an elevated, artificial “ground level” (by 2.943 metres) from the existing natural ground level at the boundary line. Given that the bulk of or indeed all reasonable potential development at 9 (& 9A) Rangers would occur on the irregular shaped 9 Rangers Ave site, there is no attempt to demonstrate how setbacks and an appropriate reasonable building envelope could be achieved in light of the current proposed development.

Nothing in the EIS shows how, in practical terms, future reasonable development would be viable (eg Building Envelope Plans) for 9 and 9A Rangers. In turn, this means the EIS does not demonstrate that the 11-23 Rangers development is fair and reasonable in the circumstances in the context of the Karavellas principle.

On the contrary, I believe that the proposed development in effect uses 9 & 9A Rangers Ave as a triangular predominantly landscaped section to bookend its development at the eastern end and as a result ensures the lots are isolated.

A condition precedent to considering whether the Karavellas Principle is applicable is to consider what the Mosman LEP and/or DCP state about “site isolation”, “plot amalgamation maps” and related issues. Both the Mosman LEP and DCP are silent in this regard and there is no impediment to proceeding to Karavellas.

The EIS states:

The subject site comprises and(sic) area of 3,594m². The two land parcels to the east represent 23% of the overall site, which is a substantial land parcel in its own right.

The properties at 11 & 13 Rangers Avenue have land areas of 537.4 m² & 467.9 m² respectively according to the NSW Valuer General. This is a total area equal to 1005.3 m².

The present two most easterly lots (11 and 13) actually account for 27.97% of the overall site area. However, in the proposal these two blocks combined would be the location of 45% of the apartments, and all waste from the site would be channeled through this particular block.

This is despite the eastern boundary only being 28.83 metres long. The EIS ignores the fact that no setbacks are needed on the western portion of the proposed development of these two (2) lots.

I note that 11 Rangers Avenue was not originally envisaged as part of the development to which the EIS now relates. This is evidenced by a separate demolition CDC dated after the 13-23 Rangers CDC was obtained. Development of 13-23 was clearly considered feasible by the developer, but inclusion of 11 Rangers Ave makes the development potential of both 9 & 9A Rangers Ave unviable in my view. The 11-23 Rangers development is 22.75 metres high (without the 2.84 metre high variation sought) with front and side setbacks, each only 3 metres. Massive overshadowing of 9 Rangers Ave as well as the bulk and scale and visual impact would greatly limit the development potential of both 9 & 9A Rangers Avenue

Further, while 9 Rangers is located between Rangers Avenue and the quieter Bloxsome Lane the EIS does not demonstrate that excavation of the sandstone near Bloxsome Lane would be feasible. I believe excavation is likely to create serious problems with the Lane as a result. As previously explained, 9A has, in effect, NO access to Bloxsome Lane.

The most easterly of the three (3) proposed buildings comprises eight (8) storeys including a "ground level" that is 2.943 metres higher than the existing natural ground level. It has a separate entrance, separate strata plan and for all intents and purposes is an entirely separate development. It comprises 20 units or around 45% of the apartments concentrated on 27.97% of the site.

All waste services for the entire proposed development (ie two strata plans) are catered for, at street level, in close proximity to my south western boundary. This may mean that future reasonable development of 9 & 9A is not possible. However, the applicant has not prepared the type of envelope plans mentioned in the Karavellas judgement to demonstrate opportunities for future reasonable development.

The raised, artificial "ground level" (by 2.943 metres) adjoining my property has minimal landscaping and footpaths within the 3 metre setback proposed by the applicant. In effect, the current proposal makes my western front garden, including native ferns, the landscaping - in a sunken garden - for the proposed

development. This may mean that future reasonable development of 9 & 9A is not possible. Again, the applicant has not prepared the type of envelope plans mentioned in the Karavellas judgement to demonstrate opportunity for future reasonable development.

In contrast, the 24 units in two buildings, albeit in a separate Strata Plan, to the west have extensive garden space, plantings and pools. It bookends and softens the western end of the “easterly development concentration” adjacent and my property is being used by the Applicant to landscape and soften the eastern end.

The EIS offers up alleged precedents, but closer examination shows they are not actually comparable.

The EIS states:

A directly comparable precedent exists at 36 and 36A Park Avenue, Mosman, where a combined site area of approximately 715 sqm presently accommodates a single dwelling on one lot and a six-storey residential flat building of 13 units on a 365 sqm lot, accessed from Rangers Avenue. This demonstrates that smaller and irregularly shaped sites in the same locality can be feasibly redeveloped for higher-density housing in accordance with planning controls.

It is very hard to make sense of these statements, and to understand the relevance as precedent.

First, I suspect the street numbers referred to are wrong. It refers to 36 and 36A Park Ave, but the relevant area could include 34-36, 36A and/or 38. I believe the EIS is probably referring to the land at 38 Park on this occasion but using the wrong street number.

Using my local knowledge to try and interpret what the EIS means, I believe it is trying to compare a portion of land between Park Avenue and Rangers Avenue with a combined 9 & 9A Rangers Avenue. But 36A & 34-36 are not a triangular shape, whereas a combined 9 & 9A would be. Only by including 38 would it become triangular, and then the comparison becomes moot because the combined 34-36, 36A, and 38 are substantially larger in area than the 9 & 9A. Perhaps they mean to compare 9 & 9A with 36A and 38, but who knows?

On the latter assumption, the land area of 36A and 38 Park Avenue are 354.1 m² & 360.4 m² respectively. The combined total equals 714.5 m². The 38 Park Ave dwelling underwent substantial renovation in 2015 (see Application No 8.2015.139.1) The 36A Park Ave property was built in 1974. It comprises 11 units and is legally defined by SP 102514 & SP 8031.

These two properties in no way represent a “redevelopment” as indicated in the EIS. A substantial renovation is, in my view, not redevelopment. And Community expectations, and respect for the built environment have surely moved on from the Askin era.

36A Park has five (5) of its six (6) storeys below Rangers Avenue on Park Avenue. There are presently 11 units (5 x 1 bed & 6 x 2 bed) comprising 36A Park Ave. I understand eight (8) residents regularly use the Rangers Avenue entrance. All residents can either access the building from Park Avenue or

Rangers Avenue. There are eight (8) parking spaces on site; four (4) accessed from Park Avenue and four (4) from Rangers Avenue (provided every car is small). In addition, four vehicles from these units regularly park on Rangers Avenue.

36A & 38 Park are sandwiched between a residential street that carries a great deal of traffic from dwellings in Park Avenue AND the busy Rangers Avenue (which is to the north). Rangers Avenue is physically higher than all but the sixth story of the current development on 36A, which I suggest creates substantial impediments to future redevelopment of that site given setback & vehicle access requirements. On the other hand, a combined 9 & 9A Rangers are located between Rangers Avenue and the quieter Bloxsome Lane.

For the EIS to include Park Ave as an analogy to a combined 9 & 9A Rangers site, I contend (based on the principles of Karavellas) that setback details and building envelope plans should have been developed for the combined 36A & 38 Park Avenue site utilising today's planning requirements. This would have at least allowed for better contrast and comparison.

34-36 Park Avenue is to the West of 36A and relevant if the 1005.3 M2 of 34-36 Park Avenue is needed to form a critical mass for any future development site to be viable. If in fact this is to be a precedent, an implication is that 11 Rangers should be removed from the proposed development. The land areas of 34-36, 36A and 38 Park Avenue are 1005.3 m2, 354.1 m2 & 360.4 m2 respectively as per the NSW Valuer General's website.

The EIS' conclusions are wrong.

The EIS concludes:

The site's size, frontage, access, and zoning demonstrate that it retains reasonable development potential without amalgamation with the applicant's land.

Orderly and economic use of the 850m2 land to the east can be achieved without amalgamation. On this basis, the proposed development would not result in site isolation in the planning context, and as such, there is no requirement under Karavellas or the applicable controls for the applicant to amalgamate with these properties.

As foreshadowed above, I have reached the opposite conclusion.

First, this EIS statement confirms my view that without joining with 9A, my property at 9 Rangers cannot be developed reasonably. This is despite assertions elsewhere of individual development feasibility.

Moving on, the EIS fails to show the proposed development will not prevent future reasonable development of 9 & 9A Rangers. On the contrary, in my view the EIS actually shows the current proposed development at 11-23 Rangers will prevent future reasonable development.

Future development involving only a combined 9 & 9A Rangers Ave, given the triangular nature and limited combined size of 859.2 square metres would impose substantial constraints in respect of front, side and rear setback requirements such that the vast majority of the built environment would need to be located on the site of 9 Rangers Avenue. However, the western boundary would be adjacent to a huge wall built on 11 Rangers, only 3 metres from the boundary.

There is no meaningful attempt in the EIS to demonstrate that 9 & 9A Rangers could be developed in an orderly and economic way and achieve good design and amenity. Building envelope plans demonstrating appropriate urban form were not provided, despite the Karavellas judgement.

The approach adopted in the EIS, in respect of this matter, is severely lacking. The proposed development would leave 9 & 9A Rangers Avenue (one lot prior to subdivision in the 1980's) isolated and unviable for future reasonable development.

Accordingly, I strongly believe the proposal has failed completely to meet the Karavellas principle.

I fully agree with the importance that the Delegate for the Planning Secretary gave to the Karavellas principle, and given my conclusions I would humbly suggest the Crown Solicitor should be asked for legal advice in respect of this issue on this particular matter. I also note the potential that this development creates a precedent for future planning.

I stress that I am not anti-development. In fact, I contend that leaving 11 Rangers out of the current proposal would increase the possibility of two viable development opportunities i.e. 13 to 23 and 9A to 11. In fact, documents indicate development of 13-23 was considered by the applicant to be viable but don't indicate why 11 was later added. If 11 Rangers was combined with 9 & 9A it would still involve a triangular shaped block but it would be a viable 1396.6 square metres with sufficient space to neutralise some of the constraints of the smaller 9 & 9A Rangers to achieve a higher lot yield.

In a sense, the Karavellas Principle is the minimum standard that should be required of an SSD. Given the Government's clear policy direction to increase housing supply, the real issue should be that the proposed development should not materially reduce the number of potential dwellings (lot yield) on 9 & 9A. Consideration needs to be given to the overall issue of how housing supply can be optimised.

I am willing to allow Planning Officers and departmental contractors site access to my property for a visual inspection, and I will arrange someone to be present to expand on this submission.

Arguments to support the proposed development height variation are based on inaccurate information, are incoherent, and unpersuasive.

The building height variation proposed at the eastern building is unjustifiable, especially considering the small side setback within 3m metres of my property and front setback of 3 metres.

The most easterly of the three (3) buildings proposed comprises eight (8) storeys based on a "ground level" that is 2.943 metres higher than the existing natural ground level.

The ground level used in the EIS is inappropriate for development adjoining my property

Generally, there is substantial fall, west to east, along the 84 metre frontage of Rangers Avenue of the proposed development that is in three (3) separate and distinct buildings albeit in two Strata plans.

For building height purposes, the existing ground level to the upper most point of the building, at any point of the building projection, is the relevant test.

The most approximate RL's on the EIS survey that indicates existing ground level of where the building would be located indicates RL's of either 50.29 or 50.06.

At the eastern end of the proposed development, the RL of the existing ground level where the building would be located, based on the Applicant's proposed 3 metre side setback, is RL 46.229.

The Drawings that form part of the EIS show a "ground level" of 48.3. Other drawings show a ground level of 48.66 which presumably indicates the finished floor level (FFL).

Therefore, an excavation of at least 1700mm would need to occur along the western building envelope to achieve the predetermined ground level height as proposed by the Applicant at the western end. Conversely, at the eastern end, the Applicant proposes to raise the height of the existing ground level by 2.431 metres (RL 48.66 (FFL), RL 46.229).

The construction of this retaining wall is actually 2.943 metres higher than the existing natural ground level where the existing timber boundary fence between 9 & 11 Rangers is located.

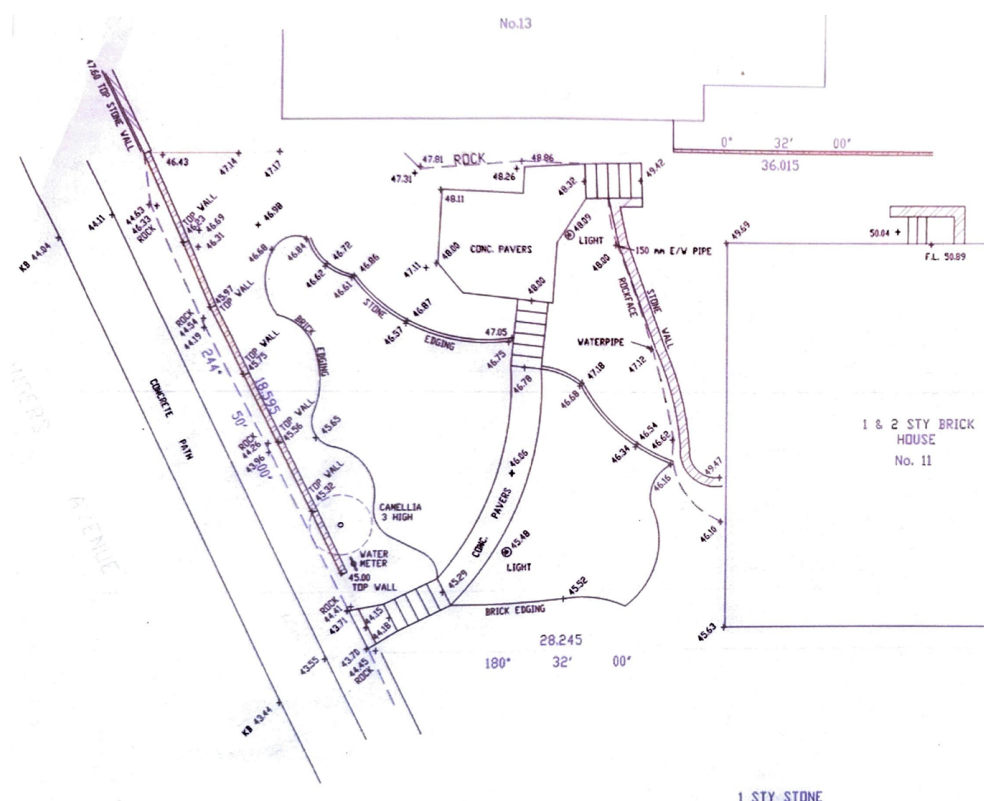
Stepping Down the Buildings WEST to EAST is a solution

Given the topography and considering both natural and existing ground levels, the only reasonable solution would be for the three (3) buildings to be progressively stepped down to reflect reality and to achieve an orderly planning outcome.

The logic adopted for the EIS approach, is not explained adequately, despite being a key factor in site isolation and future development potential of my property referred to earlier.

A 2.84 metre or 12.48% increase above the maximum permissible height is substantial. The existing two most easterly lots of the proposed development only account for 27.97% of the overall site area but 45% of the apartments in the development. This is despite the eastern boundary only being 28.83 metres long.

It is nonsense to suggest that the natural land suddenly falls away in the south eastern corner. Photograph and Survey of 11 Rangers Avenue submitted for a DA in 2006 appear below. In fact, the Applicant is a substantial beneficiary of the 2006 DA in respect of the “existing” ground levels” now being relied upon at RL 46.229



The natural ground level on which the existing “lap and cap” timber eastern boundary fence is constructed is around RL 44.45 (2006 survey) at the south eastern boundary point because of the front sandstone ledge. The 2006 survey above indicates RL 43.70 on the grassed area below the sandstone shelf (level with the footpath). According to drawing DA 3002 of the EIS, the LOWER GROUND LEVEL is RL 44.300. This means that at the east the existing ground

level (i.e. grassed area) is 600mm lower than the alleged "lower ground level" in the drawings.

This is a contradiction in terms!

The RL 45.717 near the south eastern corner of 11 Rangers (as identified in the survey with the EIS) reflects the three (3) "step- ups" that occur in the aforementioned boundary fence. The 2006 survey has this as RL 45.63, which supports the EIS, in this instance, of RL 45.717.

The EIS proposes that the "ground level" for the 11-23 Rangers Avenue proposal be assessed as RL48.66 which is clearly errant nonsense.

This is despite the eastern, lower level grassed area of 11 Rangers having an RL 46.229 according to the survey relied on in the EIS. The eastern building line of the proposed development would be invariably captured at this RL. As shown in the image below.



It is regrettable that an RL measurement of the existing and natural ground level of the point on the ground where the natural sandstone ridge meets the southern (front) sandstone foundation wall was not measured for an RL in the EIS survey. A timber door on the eastern side of the sandstone foundations would allow easy access to the under floor area of the original house that would indicate the curving sandstone ridge line and the inside of the front sandstone wall. I suspect the RL would be around 46.00. As this location is under the proposed building line it may well be the point where any 22.75 metre height restriction should be measured. Photograph of 11 Rangers Avenue submitted for a DA in 2006 (included below) notes the natural sandstone ledge that forms part of the

foundations and existing gas infrastructure near front right of building that is still present.



Photo 4 Existing foundation wall and rock cutting

There is a 2431 mm difference between the real existing ground level as identified in the survey submitted with the EIS and the imaginary ground level alleged in the drawings submitted with that same EIS.

Under the alleged 48.66 ground level proposal (as shown in the drawings) a three (3) metre high retaining wall on the boundary of 9 & 11 Rangers would be constructed around 9700 mm in length commencing at the south eastern corner of the property fronting Rangers Avenue. A further 7400 mm long retaining wall 2000mm high would also be constructed.

Privacy and overlooking issues could only be avoided by safety fencing on top of these retaining walls.

The total length of the boundary between 9 & 11 Rangers is only 28.23 metres. For at least 16 metres from the front boundary, I will face a 3 metre (length of 9700 mm) and 2 metres (length of 7400 mm) high retaining wall (excluding fencing requirements) and severely limit the reasonable development potential of my property.

In fact, my western front garden, including native ferns, will in reality become the landscaping, in a sunken garden, for the proposed development, if consent is given to this EIS. As outlined above in the Site Isolation section relating to the Karavellas Principle, this Variation request is merely further evidence of the detrimental effect on 9 Rangers Avenue of this proposal.

On Drawing Sheet DA3002 the difference between levels labelled 5 & 6 and levels 6 & the Parapet is 3400mm and 4000mm respectively. Of course, the "Ground Level" alleged on the drawings and in the EIS is in reality "Level 1" based on the evidence above.

In summary, this Variation request only further exacerbates the adverse effects of the bulk & scale of the building near the eastern boundary, adjacent to 9 Rangers Avenue including massive overshadowing and site isolation (dealt with above).

A possible alternative would be to step down the developments from west to east in accord with the natural fall of the land, whilst adopting the true natural ground level at the eastern boundary.

The proposal effectively loads-up all of the positive visual and environmental elements at the western part of the site, and offers almost nothing at the eastern edge adjoining my property

The raised, artificial “ground level” (by 2.943 metres) adjoining my property has minimal landscaping and footpaths within the 3 metre setback proposed by the Applicant.

The proposed building abutting my property comprises 20 units or around 45 % of the apartments concentrated on 27.97% of the site.

It has a separate entrance, separate strata plan and for all intents and purposes is an entirely separate development. Despite the separate strata plans all waste services are catered for, at street level, in close proximity to my south western boundary, for both strata plans (and three (3) buildings).

In effect, my western front garden, including native ferns, will in reality become the landscaping, in a sunken garden, for the proposed development, if consent is given based on this EIS. Future orderly development in that area being restricted as a result.

The 24 units in two buildings, albeit in a separate Strata Plan, to the west has extensive garden space, plantings and pools. It bookends and softens the western end of the “easterly development concentration” adjacent and in practice my property is being used by the Applicant as landscaping and to soften the eastern end of the proposed development.

The EIS does not clearly demonstrate that at least 15% Gross Floor Area (GFA) is allocated to affordable accommodation.

The Applicant can only achieve the maximum permissible building height of 22.75 metres from any point of projection from the existing ground to the height of the building at that point of projection because of the affordable accommodation provision.

The information provided in the EIS to ascertain whether the 15% Gross Floor Area (GFA) allegedly allocated to affordable accommodation is, at best, opaque and should be thoroughly investigated to ensure the requirements are satisfied.

There are solutions not requiring height variation that would reduce the isolation of my property

One solution not requiring height variation would be for the eastern most module of the three (3) to be “stepped down” to reflect the at least five (5) metre fall over the 84 metre frontage from West to East. This easterly module has a separate entrance from Rangers Avenue in a separate Strata Plan. This would also have the advantage of reducing the visual impact as well as the bulk and scale of the development especially from Mosman Bay but also from 9 Rangers Ave.

Another solution would be for the Applicant to provide a reasonable side setback of 12 metres from the eastern boundary and the “existing ground level” would not be an issue and no height variation would be required.

Errors and omissions call the conclusions of the EIS into question.

Some of these have been discussed previously, but others include:

- Picture 3 has the western seven (7) metres of 9 Rangers Avenue “foreground, right” NOT 11 Rangers Avenue as claimed.
- Picture 4 views West NOT East and is near the western boundary of 11 Rangers.
- Both pictures 3 & 4 view westerly.
- Figure 7 on Page 13 is the view from the North-West NOT the North-East; therefore, this figure establishes nothing and certainly can’t “confirm” anything as alleged.

There may be more, but no doubt Planning Officers will carefully scrutinise all information provided.

The proposal places all affordable housing in one building on a separate strata plan, but uses affordable housing to justify a height on a completely different strata development

The affordable housing is only located in the most easterly of the three (3) blocks although this block accounts for 45.45 % of the apartments. It has a separate entrance, separate strata plan and for all intents and purposes is an entirely separate development.

If the development segregates the affordable housing tenants: why should the 55% of the development without affordable housing (in two other distinct and separate blocks) benefit from the affordable housing uplift? Logically, the westerly and middle blocks should be reduced in height to 17.5 metres maximum if they don’t contain affordable housing because in reality it’s a separate development.

I also note that this part of the Eastern Building has all waste infrastructure. The affordable housing tenants may not have access to the facilities (e.g. pools and extensive landscaping) available to the exclusive occupants in westerly and middle buildings.

I also have practical concerns about the western strata title having no waste infrastructure.

Waste Management, as proposed, is fundamentally flawed.

Presently, all properties on the northern side of Rangers Avenue from and including 9 Rangers Ave west to the Spofforth Street intersection with Bloxsome Lane utilise Bloxsome Lane for general, recycling (both paper/cardboard & comingled) and green waste.

Elephants Foot Consulting Pty Ltd provided the Operational Waste Management Plan (OWMP) and this Report appears as Appendix DD. Presumably, this report is meant to inform the EIS.

The final paragraph on Page 12 of the OWMP states:

On the day of collection, a Council collection vehicle will pull up adjacent to the Bin Collection Room on Rangers Avenue and service all bins via a wheel-in/wheel-out arrangement. The Building Manager/Caretaker will be responsible for ensuring that the collection staff have access to the Bin Collection Room. The collection staff will exit the vehicle and collect the bins from the Bin Collection Room and return the empty bins once serviced.

Yet immediately following on Page 13, Paragraph 1 states:

All access and clearances to the loading area must be able to accommodate a HRV per AS2890.2-2002/ Council's collection vehicle.

Per Appendix DD – Operational WMP on page 36 “Appendix C.3 Example Collection vehicle Information” within Table B2.1 (extract below) has operational & travel height for loading at 3.9 metres and turning circle of 25.0 metres

Table B2.1: Collection vehicle dimensions

Vehicle type	Rear-loading	Side-loading*	Front-lift-loading	Hook truck	Crane truck
Length overall (m)	10.5	9.6	11.8	10.0	10.0
Width overall (m)	2.5	2.5	2.5	3.0	2.5
Travel height (m)	3.9	3.6	4.8	4.7	3.8
Operational height for loading (m)	3.9	4.2	6.5	3.0	8.75
Vehicle tare weight (t)	13.1	11.8	16.7	13.0	13.0
Maximum payload (t)	10.0	10.8	11.0	14.5	9.5
Turning circle (m)	25.0	21.4	25.0	25.0	18

* The maximum reach of a side arm is 3 m.

Sources: JJ Richards, SUEZ, MacDonald Johnson, Cleanaway, Garwood, Ros Roca, Bingo and Edbro. Figures shown represent the maximum dimensions for each vehicle type.

The above quote is repeated in the EIS at Paragraph 4 on Page 75.

A separate document from Elephants Foot states a different operational & travel height for loading & turning circle to that presented within this EIS “Garbage Truck Dimensions” extract above.

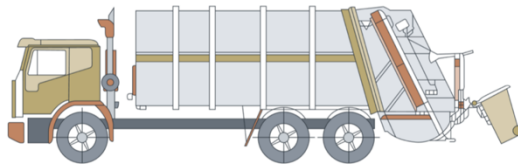
APPENDIX 5 – GARBAGE TRUCK DIMENSIONS

The below includes information regarding the dimensions of garbage trucks that are typically used for the collection of residential waste. Developments that require Council garbage trucks to enter the site for the collection of residential waste must be designed to accommodate on-site truck movement.

Please note that Council will require indemnification against claims for loss or damage to the pavement or other driving surface, liabilities, losses, damages and any other demands arising from any on-site collection service. In all cases, a hazard assessment will need to be conducted prior to Council agreeing to undertake the service.

Requirements regarding vehicle turning circles and driveway width/gradient are contained in Australian Standard 2890.2 2002/Planning Facilities – off street commercial vehicles.

REAR-LOADING COLLECTION VEHICLE



Typical Council Garbage Truck Dimensions – Rear Load	
Length overall	8.0 metres
Width overall	2.5 metres
Operational height	4.3 metres
Travel height	4.3 metres
Weight (vehicle and load)	22.5 tonnes
Weight (vehicle only)	13.0 tonnes
Turning circle	25.0 metres

In the table immediately above the Operational and Travel heights of 4.3 metres and Turning circle of 25.0 metres are indicated.

What can actually be accommodated within the proposed development to satisfy AS 2890.2 2002? This matter needs resolution because the height differential to the proposed development at road entry is only 4.0 metres.

To lift 660 litre bins, a rear or front loading garbage truck is required. Mosman Council doesn't have any front loading trucks and in any event the operational height requirements for front loading is substantially greater than for rear loading.

This is the first major LMR development (assuming it meets the relevant criteria) in Mosman and in many ways will create precedents; reasonable and fair outcomes that affect liveability of current and future residents should be carefully evaluated.

Nothing in the EIS indicates that this critical issue has been adequately addressed to deal with the practicalities of either the site or the location.

A condition of any Consent should be compliance with AS 2890.2 2002 and all waste, recycling & green MUST be collected for disposal from within the building envelope.

The EIS' Traffic Report suggests by omission that AS 2890.2 2002 - the required standard - has not been achieved in the proposal

The **JMT Traffic Consulting Report** at Page 12, Under 3.1 Proposed vehicle site access states:

The driveway is approximately 6m wide and therefore complies with the requirements of a 'Category 1' driveway as noted in AS2890.1.

The JMT Traffic Consulting Report at Page 13 states:

3.2 Car park design

The on-site car park has been designed in accordance with AS2890.1 with respect to ramp gradients, circulation aisle widths and car space dimensions. A review of the plans has found that the car park layout complies with the requirements of AS2890.1-2004 for Class 1 parking areas (aisles minimum 5.8 metres wide with parking spaces 2.4 metres wide by 5.4 metres long and 2.4 metre wide shared zones.....

The conclusion to draw is that the site access and loading area DO NOT comply with AS2890.2-2002. Compliance with AS2890.1-2004 is a lower standard than that required.

Differing Strata Plans Affect on Waste Disposal?

Building "cores" 1 & 2 (West and middle buildings) have all their waste and recycling disposal occur in Building Core 3 (Eastern building) despite being in separate Strata Plans. I question the legal basis for this, and how this would be managed in practice, over the longer term.

Waste & Recycling Volumes and methods proposed are based on incorrect information and questionable assumptions

Page 11 of the OWMP states:

Based on the estimated volumes of general waste, comingled recycling, paper/cardboard recycling and FOGO generated by the residential component of this development, the recommended bin quantities and collection frequencies are as follows:

General Waste: 10 x 660L bins collected 1 x weekly

Comingled Recycling: 21 x 240L bins (1 x 240L bin per level per core) collected 1 x weekly

Paper/Cardboard Recycling: 11 x 240L bins collected 1 x weekly

FOGO: 7 x 240L bins collected 1 x weekly

Under 6.4, RESIDENTIAL BIN COLLECTION PROCEDURES, the EIS says:

Council will be engaged to collect the residential general waste, recycling and FOGO bins in accordance with Council's collection schedule.

The EIS also makes this assumption of weekly collection at line 11, page 75.

The EIS assumes that general waste recycling and FOGO will be collected weekly.

Both are wrong. A phone call or website visit would have established:

- General Waste is collected weekly.
- Commingled Recycling and Paper/Cardboard recycling alternate and are each collected fortnightly.
- Food organics are NOT collected and green waste is collected on the first Thursday of each calendar month.

Leaving aside green waste, every second Thursday 31 bins (10 x 660L + 21 x240L) would be wheeled on the pedestrian footpath for emptying & then returned. The following Thursday would see 21 bins (10 x 660L + 11 x240L).

Serious traffic management and potential safety issues may arise from the proposed method of regular waste collection

Page 13 of the OWMP states:

On the day of bulky waste collection, a Council collection vehicle will temporarily park along the kerbside of the development on Rangers Avenue. Collection staff will collect the bulky waste items from the Bin Collection Room.

Using Rangers Avenue for disposal would likely create serious and substantial risks to vehicle and pedestrian safety; significant impacts on traffic flow and parking; and substantially alter existing disposal practices in the area with potential practical and cost implications for the waste collection service and Mosman Council respectively.

In any event, has the actual time been calculated and the practicalities assessed for the garbage workers to access the Bin Collection Room, as proposed? The width of the parking lane outside 11 Rangers Ave is only 2130mm. Garbage trucks are 2.5 metres wide (both Tables above concur). There is no parking on the southern side of the Rangers Ave roadway in this vicinity. Even if parking was available for garbage trucks on garbage days, the width of the garbage trucks means they will still protrude onto the roadway by 370 mm creating a traffic hazard for motorists and cyclists.

Therefore, it is surprising to read the JMT Traffic Consulting Report at Page 15 which states:

3.3 Loading and servicing

All loading including waste collection will occur along the site frontage on Rangers Avenue. This arrangement is consistent with current site conditions for the existing residential dwellings on the site. Waste trucks have the ability to utilise the kerbside parking lane on Rangers Avenue to temporarily stop and collect the bins for the on-site holding area. This enables vehicles travelling on Rangers Avenue to safely pass a stopped waste truck. In the event parking is not available then traffic would not be significantly impacted given the waste truck would not be present for a significant period of time.

The EIS does not define “a significant period of time” nor how it came to the conclusion that a waste truck would not be present for longer than such time.

The second sentence in 3.3 above (lines 2 & 3) is **wrong**. Since at least 2007, all the properties from 11 to 23 Rangers inclusive and most probably all properties on the northern side of Rangers Avenue from and including 9 Rangers Ave west to the Spofforth Street intersection with Bloxsome Lane have utilised Bloxsome Lane for general, recycling (both paper/cardboard & comingled) and green waste.

Parking is generally at a premium outside 11 & 9 Rangers Avenue. Four (4) vehicles from the units at 36A Park Avenue regularly utilise this Rangers Avenue parking. If parking is to be retained, how will bins fit between the vehicles leaving aside the problem of prolonged blocking of traffic? According to the Sulo website, the width of the 660 litre and 240 litre bins is 770mm and 730mm respectively. If the bins are to be wheeled uphill to the garbage truck they would need to be wheeled past the truck to be emptied from the rear (no Mosman Council garbage truck presently is front loading). Given the nature of Rangers Avenue, vehicles could only safely approach the site from the west, hence the rear loading of bins.

Pedestrians are also presented with the hazard of negotiating up to 31 bins (excluding the monthly green waste collection). Based on the 50 square metres area of the Bin Collection Room, no calculations are provided to indicate feasibility especially if it has to cater for Bulky Waste items. The maximum weight capacity of the four (4) wheel 660 litre bins is 265 Kg (Sulo website). A fully laden 660 litre bin could have catastrophic consequences for pedestrians and/or motorists if control was lost and they rolled on the slope (the gravity force combined with momentum related to the mass of the bin would increase velocity of the bin as it rolled) towards the East.

It is hard to imagine anything other than substantial cluttering of footpaths at Rangers Ave, for an extended period, on bin collection day

Logistically, the “crossover” involving 31 bins (excluding green waste bins, if applicable that Thursday) being removed from the Bin Collection Room for disposal and then returned would mean a substantial proportion of bins would need to clutter the footpath prior to return; there is no 1:1 correspondence (or one bin emptied then immediately returned). There is also the attendant risk of these emptied 660 litre bins, on four wheels, rolling away.

The EIS does not present the optimal configuration in the Bin Collection Room under the anticipated scenarios (including green waste bins, where applicable) to establish that there is no crossover.

It is also unclear whether the Bulky Waste room is a subset of the Bin Collection Room. There are 44 units over the three (3) buildings. Therefore, according to the EPA Guide, the Bulky Waste Room should be 12 square metres.

Page 13 of the OWMP states:

The Bulky Waste Room provided should be proportional to the number of units in the building at a rate of 10m² for the first 40 units then 2m² for every 10 units thereafter as per The NSW EPA's Better Practice Guide for Resource Recovery in Residential Developments (2019).

It concludes that, the Bulky Waste Room required is 10m².

I contend that the application of the EPA Guide indicates it should be 12 square metres.

The EIS assumes it is the responsibility of the garbage collector to access bins from a private enclosed room, empty the bins then return the bins to the private enclosed room. Council's garbage contractor would rightly demand a fee for this additional service. All ratepayers should not be expected to bear this cost.

The **JMT Traffic Consulting Report** does not address the question as to how the gardens fronting Bloxsome Lane will be accessed for maintenance personnel and vehicles. Will gardening maintenance vehicles simply block Bloxsome Lane during maintenance?

Whilst not a waste issue, the assumption of the EIS in relation to larger LARGER VEHICLE EXCLUSION GENERALLY is not justified

The EIS glibly purports that removalists trucks are a one-off occurrence because people will move in and not move out.

JMT Traffic Consulting Report at Page 15 states:

In terms of residential move in – move outs this will occur very infrequently.

Delivery and courier vehicles servicing the site may utilise either the existing on-street parking or the designated visitor parking spaces within the site. These types of deliveries are generally infrequent for residential developments and typically occur outside peak residential visitor times, which are most common after 6pm on Friday and Saturday evenings. A standard courier vehicle (classified as a 99th percentile passenger vehicle or B99 design vehicle) is capable of comfortably accessing and parking within both the on-street kerbside spaces and the on-site visitor bays.

Therefore, the EIS purports that only light commercial vehicles, such as Amazon deliverers who can meet the height restrictions proposed for the building will need to be accommodated within the building envelope. This entirely ignores the large

trucks needed to deliver refrigerators, large screen TV's etc. as well as removalist trucks.

Restricted height access together with waste collection realities are likely to materially impact pedestrians and traffic on Rangers Avenue.

The potential traffic chaos along Rangers Avenue that would result from garbage trucks, removalists and larger trucks (such as "white goods" deliverers) not being able to get height clearance to enter the proposed development negatively impacts not only the roughly 100 residents of the proposed development but also the wider community.

The aesthetically pleasing, low level vehicle entry proposed is, I suspect, motivated by two (2) factors:

- A. the developer attempting to save on the costs of excavation.; and/or
- B. Any attempt to increase the vehicle height limit at entry would necessitate an increase in what the Applicant purports to be "ground level" that already is incorrect. As discussed elsewhere, at present the Applicant seeks to maintain the fiction that the "ground level" is RL 48.66 (at FFL) at the eastern boundary of the property. (That will necessitate a 3 metre high retaining wall on my boundary). The natural ground level (on a sandstone ledge) at the eastern boundary point is RL 45.549. The grassed area below the sandstone ledge i.e. ACTUAL GROUND LEVEL (and the same level as the adjacent existing Rangers Avenue footpath) is actually BELOW what the LOWER GROUND Level is, at that point, according to EIS Drawing DA- 3002. The "Lower Ground level" fiction is perpetuated in the paragraph quoted immediately below.

Page 12 of the OWMP states:

Prior to collections, the Building Manager/Caretaker will be responsible for transporting the bins from Chute Discharge Rooms, Interim Bin Rooms and compartments on each residential level to the Bin Collection Room and Core 3 Interim Bin Room/Overflow Bin Collection Room on the lower ground level.

It is the responsibility of the caretaker to ensure that the loading area is clear of any vehicles or obstructions prior to waste collection.

On the day of collection, a Council collection vehicle will pull up adjacent to the Bin Collection Room on Rangers Avenue and service all bins via a wheel-in/wheel-out arrangement. The Building Manager/Caretaker will be responsible for ensuring that the collection staff have access to the Bin Collection Room. The collection staff will exit the vehicle and collect the bins from the Bin Collection Room and return the empty bins once serviced.

The above quoted section gives rise to several questions:

1. What are the dimensions, configuration and exact location of the "Bin Collection Room"?
2. What are the dimensions and location of Core 3 Interim Bin Room/Overflow Bin Collection Room room(s)?
3. Are the Core 3 Interim Bin Room/Overflow Bin Collection Room room(s) the same as the Bin Collection Room?

4. How can the internal entry to the Bin Collection Room be on the “lower ground level” yet is on ground level when accessed from Rangers Avenue?
5. Does “ensure that the loading area is clear of any vehicles or obstructions” relate to cars on Rangers Avenue in the vicinity of the Bin Collection Room?

Regardless, in practice how would the caretaker do this?

Bloxsome Lane is not an alternative for collection or delivery.

Bloxsome Lane is already problematic for motorists and pedestrians on Thursdays (garbage day). Refuse collection from an additional 37 dwellings is untenable.

Vibration Risk Assessment is Inadequate

- 1) photo of the underside of the suspended slab and pillars supporting the double garage fronting Bloxsome Lane. The nearest point to the boundary (with 11 Rangers Ave) of the westerly pillar (left on photograph) is approximately 1400mm; and



- 2) the landing from the attic to the sandstone ledge adjacent to Bloxsome Lane.



The EIS and Vibration Report (contained within Appendix V) are silent about the specific implications of the proposed development on the above structures or indeed my dwelling below these structures more generally, noting an excavation depth of 10m into sandstone as referenced in the EIS.

The survey misplaces where the pillars are located and there are inconsistencies as to the RL's noted on the survey (see further details below).

Vibration monitoring of both double garage pillars AND the landing (connecting the house to the sandstone ledge) AND the rear stairs that are secured to the natural sandstone wall AND the sandstone house itself should be conditions of Consent in the unlikely event this development proceeds.

The substantial risk to both persons and the house below should the double garage and/or landing collapse (or become unstable) and/or rear stairs needs to be specifically addressed.

As the Crown is the Consent Authority with respect to this matter, I contend the Crown should indemnify me against damage to my property as the risks were reasonably foreseeable. The massive safety and risk factors have not been adequately addressed in the EIS.

The Traffic Study is not fit for purpose

The EIS states there were around 13,000 traffic movements per day on Rangers Avenue. The traffic study also states that the proposed 91 cars that could access Rangers Avenue would only involve 4 to 5 traffic movements during “peak hour”. No evidence, such as modelling, is adduced to support the contention.

The traffic study also makes no mention of traffic buildup on weekends and/or Public Holidays – which is often worse, over an extended period, than weekday “peak hour” times. This is a critical oversight as indicated by the photographs below.

Photo's 1 & 2 below were taken Saturday 6 December at 11:40 am looking westerly from near the south eastern boundary of 11 Rangers Ave. Many people park partially on the footpath because the width from the curb to the white line denoting the parking lane is only 2130mm wide.



Photo 3 below was taken Saturday 6 December at 11:40am looks south easterly (toward the Avenue Road intersection and demonstrates the traffic build up that occurs at differing times on weekends and public holidays.

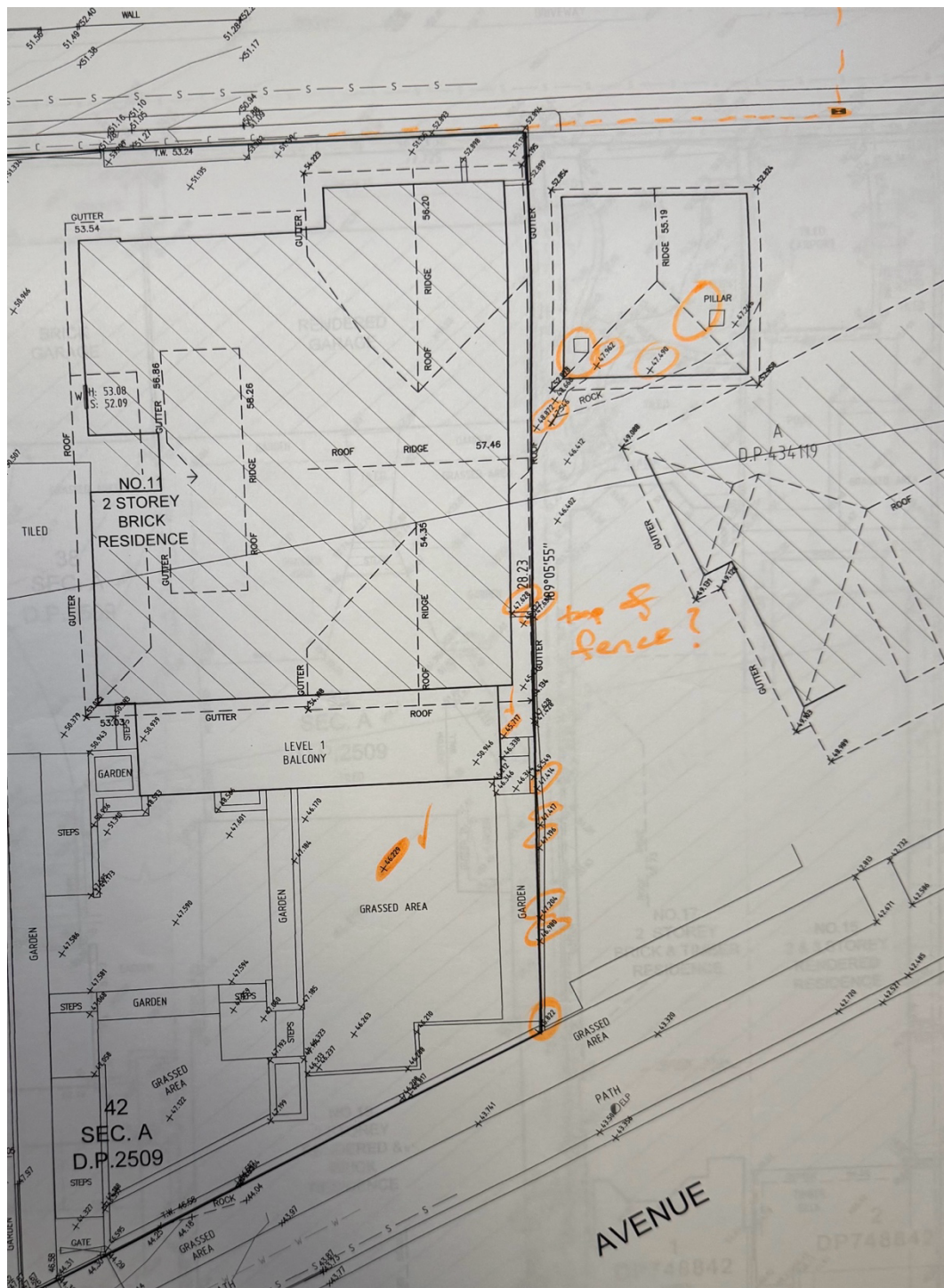


Photo 4 below was taken Saturday, 13 December at 10:09am looking westerly. The left most power pole indicates the eastern boundary of the proposed development. Obviously the vehicles are stationary and banked back from the Avenue Road roundabout about 300 metres.



Defects of Survey submitted as part of the EIS

An annotated EIS survey showing the eastern segment appears below.



The survey has not accurately located the two (2) pillars that support the southern end of the concrete slab of the double garage. Furthermore, the westerly pillar is depicted more as a quadrilateral rather than as a square (from a cross-sectional perspective). Of course, the pillars are rectangular prisms.

The accurate location of the pillars is important because at the nearest point of projection, the western pillar is approximately 1400mm from the boundary. Clearly, vibration monitoring will be required and accurate assessments and calculations made by engineers. Accurate information is crucial for the safety of persons and as well as the double garage, landing bridge and house.

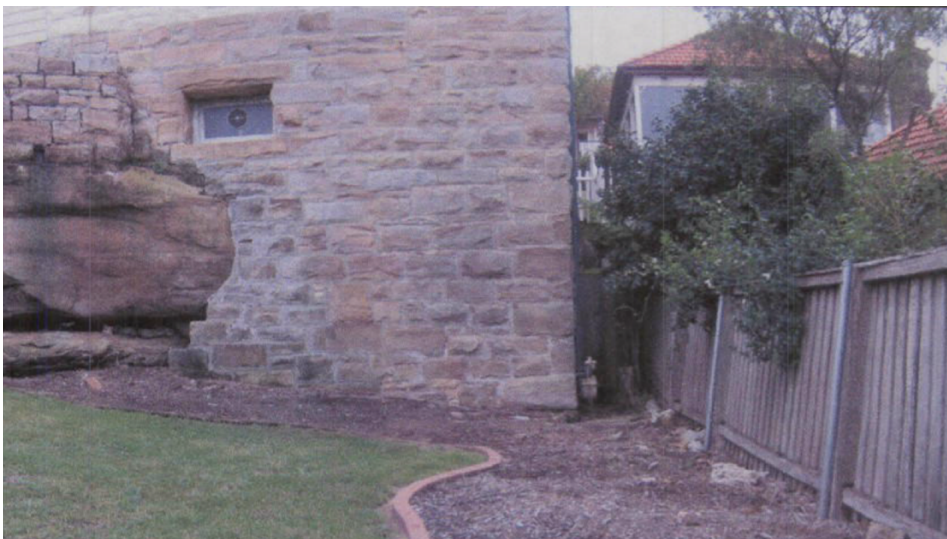
The RL's in the vicinity of the pillars (47.962, 47.490 & 47.2) appear incongruous with the RL 48.872 near the 11 Rangers house foundation at the existing and natural ground level. just north of the roof ridge line.

In any event, RL 48.872 referred to above seems incongruous with RL 47.546 to the East (and on the sandstone ridge line).

At the north eastern corner of 11 Rangers, it appears that RL's on top of the fence have been recorded: 52.894 and 52.899 respectively. What purpose does this serve?

Similarly, RL 47.628 is clearly taken on top of the fence at the right angle return point where the fence meets the eastern wall of 11 Rangers. It neither represents the existing nor natural ground level. A further nine (9) RL's are recorded that appear to have been taken from on top of the fence. I understand that the usual surveying practice, in this instance, would be to indicate that the RL was taken on top of a fence (e.g TOF). Why didn't this occur in these ten (10) instances?

The natural and existing ground level RL 45.717 that is located near the eastern edge of the front balcony appears accurate. This is south of the location on the fence with RL 47.628. Evidence from a photograph on Council's website relating to a DA in 2006 further corroborates this view; the gas infrastructure near the south eastern corner of the sandstone foundation remains evident today as it did in 2006.



Similarly, a timber door allowing access to the under floor area of the original house would indicate the curving sandstone ridge line. It is regrettable that an RL measurement of the existing and natural ground level of the point on the ground where the natural sandstone wall meets the southern (front) sandstone foundation wall was not taken. I suspect the RL would be around 46.00. As this location is under the proposed building line it may well be the point where any 22.75 metre height restriction should be measured.



The fence itself is curved although the actual boundary is straight. An unbolded, non uniform curved line runs along and inside the eastern edge of the 11 & 9 Rangers boundary but is unlabelled. What does this represent?

The communications line indicator mysteriously stops in Bloxsome Lane outside the northern boundary of 11 Rangers Avenue. Why? The Telstra Pit indicator in Bloxsome Lane near the boundary of 9 & 11 Rangers Avenue (that provide a HFC-NBN connection to 9 Rangers Avenue) is also omitted although there is a Telstra Pit correctly noted that is further East (it provides a HFC-NBN connection to 16 Holt Avenue).

The same company that prepared this survey also investigated the walking distance requirement from the proposed development site to the Cremorne Town Centre. Given the errors and other problems identified above I hope the walking distance methodology adopted is carefully scrutinized.

Inadequate Visitor & Neighbour Parking Provision

Parking will inevitably be lost on Rangers Ave as a result of this development. During the entire two week exhibition I have had an elderly relative living with me following his discharge from Wollongong Hospital. He initially required daily visits from the community nurse. This recently reduced to thrice weekly visits. I have saved the health system substantial cost by having this relative temporarily reside at my house. Why aren't contingency plans outlined in the EIS that ensure essential workers e.g. community nurses can access safe parking to provide this most important service?

The photograph below was taken on Sunday 14 December 2025 at 10:08 am equivalent to the entrance to 9 Rangers Avenue looking West. There are no car parking spaces available. The previous Sunday, 6 December the Community Nurse was needed at my house.



The solution is for the developer to provide parking spaces for near neighbours in the actual development, in addition to the 91 spaces. These car spaces should be capable of independent monitoring by the near neighbours. Near neighbours in this context includes 36A park Ave which contains 11 units. The EIS helpfully states at lines 4 and 5 of page 76 (despite only the top storey of 36A being level with Rangers Ave):

“ a six-storey residential flat building of 13 units (actually 11) on a 365 square metre lot accessed from Rangers Ave”

The principle of the developer providing the equivalent lost Rangers Ave street parking should not merge on the completion of any consent granted under an SSD but apply to any future variation sought by the developer or any body corporate, in the future, to reduce Rangers Ave parking. This is especially

important in the light of the ill-conceived waste management plan contained in the EIS that requires “on street” collection. The Applicant needs to plan for contingencies or likely scenarios that may arise.

Affordable Housing deficiencies

As a Surf Life Saving volunteer at both club and branch level, I regularly have interaction with emergency service personnel. Some of the paramedics and police officers I’ve met through volunteering have become friends with whom I regularly socialise.

I was disappointed to learn that, despite assertions from the developer to the contrary, local essential workers won’t necessarily get the “affordable housing” in this development, if it proceeds.

It’s regrettable that the project does not significantly assist the NSW and Federal Governments in their worthy goal of creating more dwellings. Only 16 of these 44 dwellings are 2 bedroom (including all 10 affordable housing). Twenty-three (23) are 3 bedroom and five (5) are 4 bedroom units.

The affordable housing is only located in the most easterly of the three (3) blocks. It has a separate entrance, separate strata plan and for all intents and purposes is an entirely separate development.

Can the affordable housing tenants access the pool, bizarrely built in the deep soil area near the south west corner of the site (which is in a separate Strata Plan and with a separate entrance)? If so, what legal safeguards will be put in place to ensure such access by the Applicant for the entire 15 years of tenancy?

If the development segregates the affordable housing tenants: why should the 55% of the development without affordable housing (in two other distinct and separate blocks) benefit from the affordable housing uplift? Logically, the westerly and middle blocks should be reduced in height to 17.5 metres maximum if they don’t contain affordable housing.

Of course, the Applicant will argue that the CHP provider requested all affordable housing to be in one block. Why doesn’t the Applicant spread the affordable housing among the three (3) blocks and get a separate CHP provider for each? Better still, provide more affordable housing than the bare minimum in each of the three (3) buildings.

In the event that external storerooms, parking spaces etc are included in the GFA calculation and counted towards the “affordable housing” component of the development what safeguards will be required to ensure that each affordable tenancy unit is ensured unfettered access. Good public policy would demand that the public should have proof that for the entire 15 years of the tenancy agreement, all the facilities can be utilised by people in these facilities. Provisions to ensure facilities cannot be leased back (or revert) to the body corporate or that tenants who don’t have a vehicle are favoured.

A condition of consent should be the independent monitoring of ancillary benefits, rather than just the unit itself, to ensure that affordable accommodation tenants can access facilities over the full term of the 15 years in this case. Substantial

benefits are conferred upfront to the developer, and it is important that contractual obligations that arise therefrom over the full term of the 15 years tenancies (in this case) are met.

As an example, an electronic monitoring system of the relevant “affordable housing” car spaces should be viewable by a local community committee to ensure compliance and uphold the rights of the affordable housing tenants.

This development proposal has certainly achieved community cohesion in opposition to the development. Better still it has people in the street talking and exchanging phone numbers. I look forward to getting to know all the affordable housing tenants and working with them as, no doubt, will many of my present neighbours.

Substantial Overshadowing of my property would result from approval of this proposal.

At the risk of repetition, it is important to reiterate some key points.

The front setback should align with current setbacks on 9 & 9A in the minimum.

The proposed development has, nearest to my property, a front street setback of three (3) metres. I contend the streetscape should have continuity with existing street setbacks that apply to both 9 and 9A Rangers Avenue, Mosman at the Eastern end of the development. Both 9 and 9A Rangers align such that the front wall (including covered verandahs) are in a straight line. This setback of 9 & 9A Rangers from the front boundary, calculated on the basis above, is approximately four (4) metres. This again impacts reasonable development potential and creates site isolation.

The proposed setback to Bloxsome Lane at the rear is around 6 metres. The eastern boundary is only 28.83 metres long and the rear setback to the lane is double the front setback.

The information presented in the EIS and various supporting documents is contradictory. In some it alleges a front setback of 3 metres in others 3.5 metres is proffered. I suspect the difference arises because in some calculations a solid nib at the south eastern corner is included and in others it is not. This nib would likely be around 500mm square and extends the entire length of the building height. As such, its nearest point of projection to the front boundary should define the front setback.

The alleged side setback is not to the nearest point of projection of the actual building. The building is curved and the 3 metre measurement is taken from the furthest projection of the eastern wall not the closest. Clearly, the closest point of projection of the eastern wall to the boundary should be the relevant calculation. In any event, the side setbacks need to be considered in the context of Karavellas outlined above.

The assertion of Deep Soil in the north eastern corner of the proposed development is nonsense. The sandstone ledge at the is, at best, RL 51. 13. Elsewhere in the EIS document there is a proposal for “planter boxes” that would house a 15 metre tall tree. Such a tree would present a substantial hazard to my

garage in the event it became dislodged during an extreme weather event. Hence this is a reasonably foreseeable safety risk and should be assessed accordingly.

The lift well located adjacent to the common boundary with the development further restricts future development potential as outlined above.

The Wall height variation sought should be rejected. The alleged "Ground Level" at the eastern end of the development is actually Level 1 for reasons explained above. Therefore, the building at the eastern projection is actually 8 storeys high. The step back does not occur after the 4th storey, as required, but after the 7th storey.

This EIS, in its current form, should neither have been submitted nor exhibited. The exhibition period of fourteen (14) days that ends eight (8) days before Christmas calls into question the procedural fairness of the process.

J Crittenden