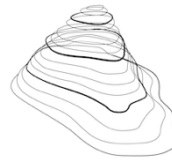


16 December, 2025



**Northern
Development
Assessment**

The Planning Officer
Department of Planning, Housing and Infrastructure
Major Projects Assessment Team
Locked Bag 5022, Parramatta NSW 2124

Attention: Ritu Shankar

**RE: SSD-96272465 – RESIDENTIAL DEVELOPMENT WITH IN-FILL AFFORDABLE HOUSING –
OBJECTION TO STATE SIGNIFICANT DEVELOPMENT APPLICATION.**

PPTY: 11–23 RANGERS AVENUE, MOSMAN NSW (SUBJECT SITE)

I am writing to you in response to the Department's public notification of the above State Significant Development Application on behalf of my clients, the owners of properties at 18, 20, 22, 26, 28, 32, 34 and 36 Holt Avenue, Mosman, which are located immediately to the north of the subject site and are separated from it only by Bloxsome Lane, a narrow laneway.

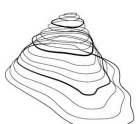
I have been requested by the owners of 18–36 Holt Avenue, Mosman to undertake a detailed assessment of the proposed residential development with in-fill affordable housing and to ascertain the likely impacts of the proposal upon the amenity, scenic quality and environmental character of their properties.

In preparing this Statement I have carried out the following actions –

- Reviewed the Architectural Plans prepared for the proposed development, including all associated site, roof, section and elevation drawings.
- Reviewed the Environmental Impact Statement and supporting documentation lodged with SSD-96272465, including the Traffic Impact Assessment, Visual Impact Assessment, Clause 4.6 Variation Requests (building height and wall height), and the supporting design and engagement reports.
- Reviewed the statutory and non-statutory planning framework applicable to the proposal, including the State Environmental Planning Policy (Housing) 2021 and the Mosman Local Environmental Plan 2012.
- Inspected the subject site at 11–23 Rangers Avenue and the adjoining properties at 18–36 Holt Avenue, and reviewed the relationship between the proposed built form and the existing low-density residential development to the north across Bloxsome Lane.
- Reviewed the relevant planning principles of the NSW Land and Environment Court, including those relating to view sharing (Tenacity Consulting v Warringah Council [2004] NSWLEC 140), public domain views, visual privacy, bulk and scale, and the assessment of reasonableness under section 4.15(1)(b) of the Environmental Planning and Assessment Act 1979.

Following my attendance at the subject site and a detailed review of the submitted documentation, I have identified the following key concerns in relation to the current State Significant Development Application:

- Walking Distance and Pedestrian Safety
- Unreasonable Height, Bulk and Scale
- View Loss and Visual Impact
- Transition, Privacy and Interface Impacts



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- Secondary Amenity Impacts including traffic, noise and cumulative effects

Each of these issues is addressed in the following sections of this submission.

1. WALKING DISTANCE & SAFETY

The Applicant asserts that the subject site at 11–23 Rangers Avenue, Mosman is located within 800 metres walking distance of Cremorne Town Centre by relying on a pedestrian route that crosses Spofforth Street at Holt Avenue. That approach is not consistent with the requirements of the State Environmental Planning Policy (Housing) 2021.

Schedule 10 of the Housing SEPP defines “walking distance” as:

“the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.”

The route relied upon by the Applicant requires pedestrians to cross Spofforth Street at Holt Avenue where there is no marked pedestrian crossing, no traffic signals, no zebra markings and no form of pedestrian priority. The kerb build-outs at this location do not constitute a pedestrian crossing, do not confer right of way to pedestrians, and cannot reasonably be relied upon to satisfy the definition of “walking distance” under the Housing SEPP.

The Applicant’s assessment also fails to account for the existence of safe, formal pedestrian crossings in the immediate vicinity, including the signalised crossing at Military Road / Spofforth Street and the marked pedestrian crossing near Cranbrook Avenue. When these crossings are used, as required by the Housing SEPP “where reasonably practicable”, the walking distance to Cremorne Town Centre exceeds 800 metres.

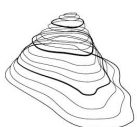
The Applicant has further incorrectly treated the seven separate allotments comprising 11–23 Rangers Avenue as though they were already amalgamated into a single site. No amalgamation has occurred. Chapter 6 of the Housing SEPP contains no provision permitting amalgamation of multiple lots for the purpose of satisfying the walking-distance requirement.

Under Chapter 6, each individual lot making up the proposed development site must independently satisfy the 800-metre walking-distance requirement using a safe, SEPP-compliant pedestrian route. The Applicant’s approach of measuring distance only from 23 Rangers Avenue is therefore incorrect. The remaining allotments are located progressively further east and are necessarily further removed from Cremorne Town Centre. By contrast, Chapter 5 of the Housing SEPP (Transport Oriented Development) expressly includes a mechanism permitting the assessment of land as a single site following amalgamation (section 152(3)). The absence of any equivalent provision in Chapter 6 is deliberate and confirms that the Low and Mid Rise Housing provisions are to be applied on a lot-by-lot basis unless amalgamation has lawfully occurred.

For these reasons, the Applicant’s walking-distance assessment is not consistent with the Housing SEPP.

1.1 Survey information obtained by the residents

Due to concerns regarding the accuracy and completeness of the Applicant’s walking-distance assessment, the affected residents engaged an independent licensed surveyor to undertake an independent distance survey using pedestrian routes that utilise formal pedestrian crossings or signalised intersections. The survey results are provided at **Appendix A**.



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The survey confirms that the route relied upon by the Applicant requires pedestrians to cross Spofforth Street at Holt Avenue without the benefit of a marked or signalised pedestrian crossing. While this route produces the shortest measured distance, it does not utilise a formal pedestrian crossing and therefore does not satisfy the definition of ‘walking distance’ under Schedule 10 of the State Environmental Planning Policy (Housing) 2021, which requires that routes be capable of being safely walked using public footpaths and pedestrian crossings where reasonably practicable. When pedestrian routes that utilise formal crossings or signalised intersections are considered, the walking distance exceeds 800 metres for all allotments comprising 11–23 Rangers Avenue. The measured distance from the closest allotment at 23 Rangers Avenue exceeds 800 metres, with progressively greater distances applying to the remaining lots located further east along Rangers Avenue.

When the statutory definition of “walking distance” is applied correctly, none of the seven individual lots satisfy the 800-metre requirement.

1.2 Why the route relied upon by the Applicant is not safe

Spofforth Street is a busy arterial road carrying high traffic volumes and performing a strategic east–west traffic function. The Holt Avenue / Spofforth Street intersection has been the subject of repeated consideration by North Sydney Council due to longstanding pedestrian and vehicle safety concerns.

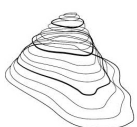
In addition, residents have provided Austroads road safety assessment material and related commentary regarding Spofforth Street which describes the corridor and intersection environment as higher risk in terms of traffic exposure and conflict potential. This material is relied upon as contextual information and reinforces why reliance on an informal crossing at Holt Avenue as a ‘safe’ walking-distance route is inappropriate. Commentary provided to residents and Council has consistently acknowledged the constrained nature of the Holt Avenue/Spofforth Street intersection and the need for traffic-calming and safety measures to manage vehicle movements. This broader safety context reinforces that the intersection is not a low-risk pedestrian crossing location and underscores why reliance on this location as a ‘safe’ walking-distance route is inappropriate.

North Sydney Council’s Traffic Committee has formally recognised safety deficiencies at the Holt Avenue/Spofforth Street intersection and has supported traffic management interventions in response. Council reports, Traffic Committee agendas and adopted resolutions document a history of vehicle crashes, turning conflicts and constrained sight distances at this location.

However, the traffic treatments considered and implemented by Council, including kerb build-outs and raised threshold treatments, were directed at reducing vehicle speeds, improving driver visibility and mitigating vehicle-to-vehicle crash risk. These measures were not intended to improve pedestrian crossing safety at Holt Avenue, nor to establish pedestrian priority across Spofforth Street. Instead, Council’s approach to pedestrian safety at this location has been to manage pedestrian movement by directing pedestrians to nearby formal crossing points, rather than by designating Holt Avenue itself as a pedestrian crossing location. These formal crossing points have not been utilised by the Applicant in their assessment of the required 800m distance.

Council documentation further confirms that there is no marked or signalised pedestrian crossing at Holt Avenue and that the kerb build-outs installed at the intersection were not intended to provide pedestrian priority or right-of-way. North Sydney Council has also identified that a formal pedestrian crossing is located approximately 120 metres away, reinforcing that Holt Avenue itself is not a designated pedestrian crossing location. These findings are documented in the Council material at

Appendix B.



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In addition to Council's formal findings, the affected owners have compiled a detailed record of vehicle crashes and incidents occurring at and around the Holt Avenue / Spofforth Street intersection over a number of years. This information, which is provided at **Appendix C**, documents numerous collisions reported by residents and emergency service attendance. While this material represents resident-compiled information rather than independent expert evidence, it provides relevant contextual information regarding the frequency and nature of incidents at the intersection.

To supplement this information, the owners have engaged an independent traffic consultant to prepare a standalone pedestrian and traffic safety assessment of the Holt Avenue / Spofforth Street intersection and its suitability for use as a walking-distance route under the Housing SEPP. That independent assessment has now been prepared and is submitted separately, and supports the conclusions reached in this submission in relation to pedestrian safety and walking-distance compliance

Taken together, the findings of North Sydney Council (**Appendix B**), the documented absence of a formal pedestrian crossing, the availability of safer marked crossings in close proximity, and the contextual crash information compiled by residents (**Appendix C**) and the independent traffic consultant's report demonstrate that reliance on the Holt Avenue crossing as safely walked is neither reasonable nor consistent with the Housing SEPP. Accordingly, the route relied upon by the Applicant cannot be used for the purpose of measuring walking distance.

1.3 What this means for the development

When only safe, SEPP-compliant pedestrian routes are used, none of the individual allotments comprising 11–23 Rangers Avenue fall within 800 metres walking distance of Cremorne Town Centre. This applies not only to the easternmost lots, which are clearly further removed from the town centre, but also to the closest allotment at 23 Rangers Avenue.

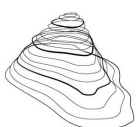
Because Chapter 6 of the Housing SEPP requires each individual lot to independently satisfy the walking-distance requirement, and because no amalgamation has occurred, the proposed development site does not qualify for assessment under the Low and Mid Rise Housing provisions. Without access to Chapter 6 and the associated affordable-housing incentives, the Applicant cannot rely on the Housing SEPP to justify the proposed height, bulk or density. While residential flat buildings are permissible with consent in the R3 zone under the Mosman Local Environmental Plan, the scale of the current proposal is dependent upon the Low and Mid Rise Housing framework and associated bonuses.

Once the correct pedestrian routes are applied and each lot is assessed individually, the proposal does not meet the Housing SEPP walking-distance thresholds and should not be assessed under the Low and Mid Rise Housing provisions.

2. UNREASONABLE HEIGHT, BULK AND SCALE

The proposal introduces a multi-storey residential flat building of a scale that is markedly greater than the prevailing and immediately adjoining development. The northern interface of the site directly addresses Holt Avenue, which is characterised by one- and two-storey detached dwellings with articulated roof forms, landscaped rear yards and a consistent low-rise scale.

The Holt Avenue properties are located within the C4 Environmental Living zone under the Mosman Local Environmental Plan 2012 and form part of the setting of the Holt Estate Heritage Conservation Area. The C4 zone does not permit residential flat buildings or other forms of medium- or high-



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density development and will not, at any point in the future, accommodate development of a scale or form comparable to that proposed on the subject site. The low-rise character of Holt Avenue is therefore a permanent and intended planning outcome, not a transitional condition.

Despite this sensitive and enduring interface, the proposal presents a tall and largely continuous built form to the north. The architectural plans demonstrate that the building maintains the same setback from ground level through to Level 5, with no progressive stepping or recession of the building envelope as height increases. Only Level 6 incorporates any increase in setback, and this occurs at the very top of the building. As a result, the bulk of the building reads as a single, tall vertical form when viewed from Holt Avenue and adjoining properties. The limited setback at Level 6 does not materially reduce visual dominance, loss of sky plane or the sense of enclosure experienced at this interface.

The proposal is also numerically non-compliant with the maximum building height development standard under the State Environmental Planning Policy (Housing) 2021. Under Part 2, Division 1, section 16(3) of the Housing SEPP, and on the Applicant's own case, the maximum permissible building height is 22.75 metres after applying the full affordable housing uplift. The Clause 4.6 Variation Request confirms that the proposed building reaches a maximum height of 25.59 metres at the south-eastern corner and 24.37 metres at other points, representing exceedances of up to 2.84 metres (12.48%) above the applicable standard.

The Applicant seeks to justify this exceedance under Clause 4.6. However, the Clause 4.6 Variation Request contains a number of incorrect conclusions and misapplications of the statutory test.

The Applicant states:

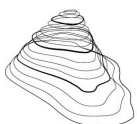
"As demonstrated above, the objectives of the infill affordable housing provisions of the Housing SEPP and the MLEP height of buildings development standard are achieved notwithstanding the proposed contravention."

This conclusion is not supported when the objectives relied upon are correctly applied. The objectives of the height of buildings development standard include sharing public and private views, minimising visual impact, ensuring compatibility with the desired future character of the area, and minimising the adverse effects of bulk and scale. As demonstrated below, the proposal results in significant view loss, visual dominance and amenity impacts for Holt Avenue properties within the C4 Environmental Living zone. Those outcomes are inconsistent with the stated objectives and demonstrate that they are not achieved notwithstanding the non-compliance.

In addressing the objective "to share public and private views", the Applicant states:

"The portion of the building which protrudes above the height limit, is located in the south eastern corner and therefore, would not have any adverse or detrimental impact on view loss from any private dwellings to the immediate north of the site."

This statement incorrectly limits the Clause 4.6 assessment to the location of the numerical exceedance, rather than properly assessing the additional impacts attributable to that exceedance in the context of the built form as it is experienced from adjoining properties. While Clause 4.6 is concerned with the non-compliant element, the relevant question is whether the additional height sought gives rise to adverse impacts that would not occur under a compliant envelope.



In this case, the proposed building presents a tall, continuous built form along the northern elevation with no setback change from ground level through to Level 5. The additional height sought under the Clause 4.6 variation compounds that built form outcome and further obstructs views from Holt Avenue properties. Had the Applicant or its consultants undertaken an adequate, site-based view assessment from within the affected Holt Avenue dwellings as part of the Clause 4.6 justification, it would have been readily apparent that the additional height contributes to view loss and visual dominance when experienced from those properties. An assessment that focuses solely on the geographic location of the breach, without testing the impacts of the additional height from the relevant private viewing locations, does not properly address whether the objectives of the height standard are achieved notwithstanding the non-compliance.

In addressing visual impact, the Applicant places significant reliance on harbour and foreshore viewpoints, stating:

“As illustrated in the submitted VIA, five public view locations were undertaken from the harbour and foreshore area.”

The relevant objective is framed broadly as minimising visual impact, “particularly” when viewed from the harbour and surrounding foreshores. That wording does not limit the assessment to harbour views, nor does it permit unacceptable visual impacts in other sensitive locations. The Clause 4.6 request fails to address the dominant visual impact on the immediately adjoining Holt Avenue interface, where the effects of height, bulk and scale are most acute.

In addressing compatibility with the desired future character, the Applicant states:

“The site is also located within the LMR area which is subject to new planning controls of 4–8 storeys in height and therefore the built form context is set to undergo a period of urban change.”

This reasoning is inconsistent with the planning framework and is factually incomplete. Compatibility must be assessed against the desired future character of the area, including adjoining land.

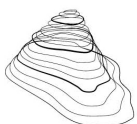
While the subject site is identified by the applicant as within the LMR area, that designation does not extend to the land immediately to the north, east or south of the site. The land to the north is zoned C4 Environmental Living and will never permit development of a comparable scale, while the adjoining land to the east and south is also not subject to the LMR controls. As a result, the site will remain bounded on three sides by areas where low-rise or established development controls apply.

Reliance on anticipated change within the LMR area therefore does not demonstrate compatibility with the permanent and enduring low-density character of Holt Avenue, nor does it support an argument that the proposed built form will “blend in” over time. Instead, the proposal would remain visually and spatially isolated from comparable development to the north, east and south, resulting in an unresolved and abrupt interface with surrounding neighbourhoods.

In concluding that adverse bulk and scale effects are minimised, the Applicant states:

“The proposed development outcome is considered to result in the optimal approach.”

Clause 4.6 does not ask whether a proposal represents an “optimal” outcome from a design or yield perspective. It requires the consent authority to be satisfied that the objectives of the development standard are achieved and that sufficient environmental planning grounds exist to justify contravention. In circumstances where the proposal presents a tall, continuous façade to a



permanently low-density residential interface, with no meaningful setback modulation until Level 6, those requirements are not met.

Finally, the Applicant concludes:

“For the reasons detailed in this request, the variation to building height standard of the Housing SEPP is well-founded and justified and there are sufficient environmental planning grounds to warrant contravention.”

The environmental planning grounds relied upon, namely affordable housing delivery and assertions of localised impact, do not demonstrate why compliance with the height standard is unreasonable or unnecessary for this site. They do not address the enduring amenity, view and character impacts arising at the Holt Avenue interface. Accordingly, the Clause 4.6 test is not satisfied.

Importantly, the objection raised by the affected Holt Avenue owners is not that the development should be refused solely because it exceeds the maximum building height development standard. Rather, the objection is that even if the development were reduced to a height that complies with the applicable control, the proposed built form would still result in unreasonable and unacceptable impacts on views and residential amenity.

The adverse impacts identified arise from the overall scale, massing and configuration of the built form, including its height, length, lack of articulation and proximity to a permanently low-density C4 zoned environment. While the height exceedance materially exacerbates those impacts, height compliance alone would not cure them.

For these reasons, the proposal fails on both a quantitative and qualitative basis. The Clause 4.6 Variation Request does not demonstrate that compliance with the height development standard is unreasonable or unnecessary, nor does it establish sufficient environmental planning grounds to justify contravention. The height, bulk and scale of the development are unacceptable on planning merit under section 4.15(1)(b) of the Environmental Planning and Assessment Act.

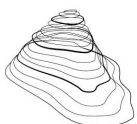
3. VIEW LOSS

3.1 Importance of existing views

Dwellings along Holt Avenue presently enjoy high-value views across the subject site. These views include iconic elements such as the Sydney Harbour Bridge, Centrepont Tower (Sydney Tower Eye), Barangaroo and the broader Sydney CBD skyline, as well as views to the land–water interface of Sydney Harbour. Together, these elements provide depth, orientation and a strong visual connection to Sydney Harbour and form an important and established component of residential amenity.

The existing views are documented in **Appendix D**, which contains a compiled set of photographs taken from within living areas, balconies and private open spaces of the Holt Avenue dwellings. The photographs demonstrate that the views are not incidental or peripheral, but are a regular and meaningful aspect of day-to-day residential amenity.

Under the planning principle established in *Tenacity Consulting Pty Ltd v Warringah Council* [2004] NSWLEC 140, views that contain iconic landmarks and views that include the land–water interface attract the highest level of planning significance. The views documented in **Appendix D** fall squarely within this category and are therefore entitled to substantial weight.



3.2 Application of the Tenacity planning principle

The Land and Environment Court in *Tenacity Consulting Pty Ltd v Warringah Council* [2004] NSWLEC 140 set out a four-step process for the assessment of private view loss. Each step is reproduced verbatim below, followed by an assessment of the proposed development against that step;

26 The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (eg of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views, eg a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

The views affected from Holt Avenue include high-order and iconic elements, namely views to the Sydney Harbour Bridge, the Sydney CBD skyline (including Centrepont Tower/The Eye), Barangaroo and the land–water interface of Sydney Harbour. These views are not fragmented glimpses but broad, whole views incorporating both built icons and water. They therefore fall within the highest category of view value contemplated by Tenacity.

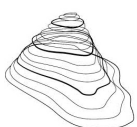
27 The second step is to consider from what part of the property the views are obtained. For example the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from a standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic.

The affected views are obtained from principal living areas, balconies and private open spaces of the Holt Avenue dwellings across the rear boundaries of those properties, as illustrated in **Appendix D**. They are not side-boundary or oblique views, nor are they incidental sitting views from secondary rooms. Views across rear boundaries from primary habitable rooms and rear private open spaces attract greater weight under Tenacity and form a fundamental component of residential amenity in low-density residential environments. This significantly elevates the planning importance of the impacts arising from the proposal.

28 The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

The proposed development introduces a tall, continuous built form along the northern boundary of the site, with no setback change from ground level through to Level 5 and only a limited setback at Level 6. This built form substantially/completely obstructs views across the rear of the Holt Avenue properties. The impact is experienced from principal living areas and rear private open spaces and affects the most valued components of the views, including iconic skyline elements and the harbour interface. When assessed qualitatively, the extent of view loss is severe. The limited setback at Level 6 does not materially reduce the extent or severity of this impact.

29 The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying



proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

In this case, the proposal is not reasonable. The development exceeds the maximum building height development standard and, as addressed elsewhere in this submission, fails to satisfy the requirements of Clause 4.6. Where view impacts arise as a result of non-compliance with planning controls, Tenacity makes clear that even moderate impacts may be unreasonable. In this instance, the impacts are severe.

Further, even if the development were reduced to a numerically compliant height, the evidence demonstrates that the resulting built form would still cause unacceptable view loss due to its overall height, length, massing and proximity to the rear boundaries of the Holt Avenue properties. A more skilful design could provide a reasonable level of development potential while materially reducing the impact on neighbouring views through reduced height, increased stepping and meaningful articulation at the northern interface. The current proposal does not attempt to achieve that outcome.

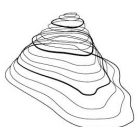
3.3 Deficiencies in the VIA and EIS

The Applicant's Visual Impact Assessment and the Environmental Impact Statement contain a number of incorrect and unsupported conclusions regarding private domain view loss.

The VIA states that *"potential view loss is therefore likely constrained to a limited number of dwellings along Holt Avenue which directly align with the site."* This conclusion is not supported by a dwelling-by-dwelling assessment in accordance with Tenacity, nor by inspections from within affected properties. **Appendix D** demonstrates that views are enjoyed by multiple Holt Avenue dwellings from rear living areas and rear private open spaces and that the impacts are neither limited nor isolated.

The VIA further states that *"the majority of dwellings north of Rangers Avenue do not have access to southerly views over and above existing development and are unlikely to be affected by view loss."* This statement is contradicted by the VIA's own acknowledgement elsewhere that properties to the north have distant views available to the Sydney Harbour Bridge, the city skyline and Mosman harbour, and by the photographic evidence in **Appendix D**. The conclusion is reached without site-based inspection and cannot be relied upon.

The VIA also asserts that *"all potential view loss will be caused by built form which is permissible under the LMR policy, and as such is anticipated by the policy,"* and that *"minor height non-compliances do not cause additional view loss."* These statements misapply both the Housing SEPP and the Tenacity principle. Policy permissibility does not determine reasonableness, and Clause 4.6 requires assessment of whether the additional height sought gives rise to additional impacts. No compliant envelope has been modelled or tested from the rear of the Holt Avenue dwellings to support these assertions. In the absence of any such testing, the Applicant has not demonstrated that a development which complies with the applicable height control would avoid, or materially reduce, the loss of views identified. On the contrary, having regard to the length, massing and proximity of the proposed built form to the rear boundaries of the Holt Avenue properties, it is evident that even a numerically compliant development would result in the substantial obstruction of existing views. The failure to model or assess a compliant envelope from the relevant rear viewing locations therefore undermines the Applicant's conclusion that view impacts are limited, anticipated or acceptable.



The EIS repeats these errors, stating that *“the visual impacts on the SPA have been assessed and determined to be acceptable”* and that *“in considering steps 1–4, and in the context of the LMR policy controls, potential view impacts are likely to be supportable.”* These conclusions rely primarily on public domain views and incorrectly treat strategic planning policy as determinative of the private view loss assessment required under the Tenacity principle. Acceptable public views do not negate unacceptable private amenity impacts, particularly where those impacts occur across rear boundaries from principal living areas.

For the reasons set out above, the proposed development will result in significant and unreasonable view loss for Holt Avenue properties. The impacts arise from the height, length and massing of the proposed built form and are experienced directly across the rear boundaries of those properties. When assessed under section 4.15(1)(b) of the Environmental Planning and Assessment Act, the Tenacity planning principle and Clause 6.4 of the Mosman Local Environmental Plan 2012, the view loss and visual impacts are unacceptable and provide a clear and independent basis for refusal or substantial redesign of the proposal.

4. TRANSITION, PRIVACY AND INTERFACE IMPACTS

4.1 Interface context

The northern boundary of the subject site directly interfaces with established low-density residential development along Holt Avenue. That interface is defined by Bloxsome Lane, a narrow laneway that provides no meaningful separation in visual, spatial or amenity terms.

Properties along Holt Avenue are zoned C4 Environmental Living under the Mosman Local Environmental Plan 2012 and form part of the Holt Estate Heritage Conservation Area. This zoning and heritage context establish a permanent low-scale residential environment characterised by detached dwellings, generous rear setbacks, landscaped private open spaces and a high level of residential amenity. There is no expectation that this interface will transition to medium- or high-density development in the future.

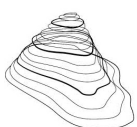
Accordingly, the interface between the subject site and Holt Avenue is a sensitive and enduring residential edge that requires a high level of design responsiveness, including appropriate transition in height, bulk and built form.

4.2 Inadequate transition in built form

The proposed development fails to achieve an appropriate transition in scale or form at the northern interface. As demonstrated in the architectural plans, the building maintains the same setback from ground level through to Level 5, with no meaningful stepping or modulation of the building envelope as height increases. Only Level 6 incorporates any increase in setback, and this occurs at the very top of the building.

This results in a tall, continuous built form presenting directly to the rear of Holt Avenue properties. The absence of graduated setbacks or articulated massing produces an abrupt and unresolved transition between a large-scale residential flat building and a permanently low-density residential environment.

The separation provided by Bloxsome Lane does not mitigate this outcome. Given the narrow width of the laneway and the overall height and mass of the proposed development, the built form



remains visually dominant when experienced from Holt Avenue dwellings and rear private open spaces.

4.3 Floor space distribution and massing strategy

The amenity impacts at the northern interface are not an unavoidable consequence of achieving the permissible floor space ratio. Rather, they arise from the particular manner in which floor space has been distributed vertically within the building envelope.

The proposal adopts a massing strategy that concentrates floor space into a tall, largely uniform building form, thereby increasing overall height and presenting a continuous vertical façade along the northern elevation. This approach uses height as the primary means of accommodating development yield, rather than redistributing floor space to achieve a more responsive built form outcome.

From a planning and urban design perspective, a commonly accepted approach in sensitive interface locations is to accommodate a greater proportion of permissible floor space at lower levels, with the building progressively narrowing or stepping as it rises. Such an approach allows development potential to be realised while reducing visual dominance, overlooking and sense of enclosure impacts on adjoining lower-density properties.

In this case, the Applicant has not pursued a massing strategy that broadens the building at lower levels and meaningfully reduces bulk and height at upper levels toward the Holt Avenue interface. Instead, the floor plate remains largely consistent through the lower and mid-level storeys, driving the building upward and intensifying amenity impacts as the building rises.

4.4 Privacy impacts

The proposal gives rise to significant and unreasonable privacy impacts for Holt Avenue properties. The height, length and proximity of the built form, combined with elevated habitable rooms and balconies, result in direct and perceived overlooking of rear living areas, private open spaces and rear windows of adjoining dwellings.

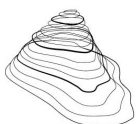
These impacts are particularly acute given that the Holt Avenue dwellings are oriented southwards, with primary living spaces and private open spaces located to the rear of the properties facing the subject site. The interface is therefore not a side or secondary relationship, but a direct rear-to-rear residential interface.

While the Applicant relies on separation distances, landscaping and screening measures, these treatments do not adequately address the privacy impacts arising from the vertical scale and configuration of the built form. Landscaping cannot mitigate overlooking from elevated storeys, and separation distances are insufficient to offset the loss of privacy created by a tall, continuous northern elevation.

4.5 Additional privacy impacts arising from the internal arrangement of habitable rooms and balconies

Further privacy impacts arise from the internal configuration of apartments within the easternmost tower, as shown in the Applicant's Appendix M – Design Report Part 3. That material confirms that all affordable housing units are located at the rear of the eastern tower, directly adjoining the northern interface with Holt Avenue.

The Design Report demonstrates that the north-facing balconies associated with these apartments are the only balconies provided for those units and are oriented directly toward the rear living areas



and private open spaces of properties at 18–22 Holt Avenue. These balconies are not secondary or incidental elements, but form an integral part of the primary living spaces of the apartments.

In addition, the Design Report shows that the affordable housing units incorporate kitchen, living and dining rooms on the northern side, with direct access to the north-facing balconies. These primary habitable rooms therefore directly overlook adjoining dwellings and backyards across Bloxsome Lane.

This outcome is particularly problematic given that this portion of the development also exhibits the smallest separation distance to the Holt Avenue properties. The concentration of primary living spaces and balconies at this location intensifies overlooking and loss of privacy at the most sensitive point of the interface.

From a planning perspective, this arrangement reflects a design response that prioritises internal yield and unit layout over the protection of residential amenity at the site boundary. The placement of primary habitable rooms and balconies at the rear of the eastern tower exacerbates privacy impacts that cannot be adequately mitigated through landscaping or screening, particularly given the height and proximity of the built form.

4.6 Sense of enclosure and dominance

The combined effect of height, length and limited articulation of the northern elevation results in a pronounced sense of enclosure for Holt Avenue properties. The proposed development occupies a substantial proportion of the rear outlook from these dwellings, reducing sky visibility and creating an overbearing built presence.

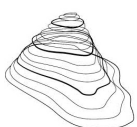
This sense of enclosure is experienced across rear gardens, decks and internal living spaces, fundamentally altering the spatial quality and amenity of the affected properties. Such outcomes are inconsistent with reasonable expectations of residential amenity for dwellings within a C4 Environmental Living zone and a heritage conservation area, where low-scale development and generous separation are defining characteristics.

4.7 Failure to respond to heritage and environmental context

The Holt Estate Heritage Conservation Area is characterised by low-rise detached dwellings set within landscaped gardens, with a strong emphasis on spatial separation, outlook and residential amenity. The subject site directly adjoins this heritage context along its northern boundary, and the interface with Holt Avenue forms part of the setting of the Heritage Conservation Area.

The proposed development does not respond to this context in a meaningful or sympathetic way. Rather than providing a sensitive transition that respects the established heritage scale, form and amenity of adjoining properties, the proposal introduces a dominant built form that overwhelms the scale of surrounding development and erodes the amenity of the heritage setting.

In recognition of the sensitivity of this interface and the shortcomings of the Applicant's assessment, the affected Holt Avenue owners have engaged an independent Heritage Consultant to review the proposal and assess its impacts on the heritage significance and setting of the Holt Estate Heritage Conservation Area. Independent heritage advice prepared by Grahame Brooks of GBA Heritage has now been prepared and is submitted separately. It identifies substantial and unacceptable heritage and visual impacts arising from the scale, massing and proximity of the proposal to the Holt Estate Heritage Conservation Area, and supports the conclusions reached in this submission.



This failure to appropriately respond to the heritage setting is compounded by the fact that the land to the north is zoned C4 Environmental Living and will not be redeveloped to a comparable scale. The impacts arising from the proposed development are therefore not transitional or temporary, but enduring and irreconcilable with the established and intended character of the Holt Avenue interface.

5. SECONDARY AMENITY IMPACTS

5.1 Traffic and access impacts

The scale of the proposed development will generate a noticeable increase in traffic movements associated with residents, visitors, deliveries and service providers. While primary vehicular access is proposed from Rangers Avenue, the surrounding local road network, including Holt Avenue, is likely to experience indirect impacts.

Holt Avenue is a low-scale residential street characterised by detached dwellings, limited on-street parking capacity and a streetscape not designed to accommodate overflow parking or increased traffic associated with higher-density development. The Traffic Impact Assessment focuses primarily on Rangers Avenue and does not adequately address the likelihood that additional vehicles will seek to park or circulate through Holt Avenue and nearby residential streets, particularly during peak periods or visitor-heavy times.

The introduction of 44 residential dwellings represents a substantial intensification of use relative to the existing development pattern. This intensification places additional pressure on an already constrained local road network and contributes to amenity impacts that extend beyond the immediate site frontage.

5.2 Noise impacts from increased activity

The proposed development will introduce ongoing operational noise associated with higher residential density. This includes noise generated by the use of balconies and communal areas, mechanical plant, waste collection activities and increased vehicle movements.

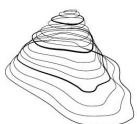
The northern interface with Holt Avenue is particularly sensitive to these impacts given the existing low-density residential context and the orientation of dwellings toward the site. The concentration of habitable rooms and balconies facing the northern boundary increases the likelihood of noise transmission into adjoining rear yards and living spaces.

While some degree of noise may be typical of multi-unit residential development, the scale, height and configuration of the proposal intensify the potential for noise intrusion beyond what would reasonably be expected in this location. These impacts further erode residential amenity for Holt Avenue properties.

5.3 Construction impacts

Construction impacts associated with the proposal are expected to be significant due to the extent of excavation, the height of the building and the anticipated duration of works. The development involves deep excavation for basement levels and the construction of a multi-storey structure, which will generate prolonged noise, vibration, dust and construction-related traffic.

Holt Avenue's proximity to the site and its low-density residential character mean that nearby dwellings have limited capacity to absorb these impacts. Compared with higher-density urban environments, the acoustic and amenity resilience of Holt Avenue is lower, and construction impacts will therefore be more pronounced and disruptive for neighbouring residents.



While construction impacts are temporary, their duration and intensity are relevant considerations under section 4.15(1)(b), particularly where they compound other permanent amenity impacts arising from the completed development.

5.4 Loss of landscape character

The Landscape Concept Plan proposes extensive planting over basement structures, where soil depths are inherently limited. These conditions restrict the ability of vegetation to establish and mature to the heights and densities depicted in the Applicant's visual material.

As a result, the existing vegetated character and the soft, leafy backdrop that currently contributes to the amenity of Holt Avenue is likely to be diminished over time. The replacement of deep-rooted vegetation with shallow planting over basement slabs reduces the long-term effectiveness of landscaping as a visual and privacy buffer.

The loss of landscape capacity exacerbates the perceived height and scale of the development, increases visual dominance at the northern interface, and further diminishes privacy and residential amenity for adjoining properties.

5.5 Excavation and basement construction impacts

The proposed development involves substantial excavation works associated with the construction of basement levels beneath the site. Given the scale of the building, the depth of excavation required and the constrained nature of the surrounding environment, these works have the potential to give rise to significant amenity impacts for adjoining properties.

The northern interface of the site adjoins Bloxsome Lane and established low-density residential development along Holt Avenue. The proximity of excavation works to these properties, combined with the narrow width of the laneway and limited construction access options, increases the likelihood of prolonged noise, vibration, dust generation and disruption to local access and on-street parking during the construction phase.

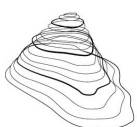
The affected residents have raised concerns regarding the extent and duration of excavation activities and the potential for cumulative impacts arising from basement construction in close proximity to their dwellings.

While excavation impacts are temporary in nature, their intensity, duration and proximity to sensitive residential receivers are relevant considerations under section 4.15(1)(b) of the Environmental Planning and Assessment Act 1979. In this case, excavation-related impacts would compound the permanent amenity impacts arising from the height, bulk and scale of the development, further diminishing residential amenity for Holt Avenue properties.

In the absence of detailed, site-specific information demonstrating how excavation impacts would be effectively mitigated, these impacts weigh against the proposal when assessed on cumulative amenity grounds.

5.6 Cumulative amenity impacts

When considered individually, traffic, noise, construction and landscape impacts may be characterised as secondary issues. However, when assessed cumulatively, these impacts reinforce the broader concerns regarding excessive height, bulk and scale and demonstrate that the proposal is fundamentally incompatible with the amenity expectations of the Holt Avenue residential environment.



The combined effect of increased traffic pressure, ongoing noise, prolonged construction impacts and diminished landscape character contributes to an overall pattern of unreasonable environmental impact. When assessed cumulatively under section 4.15(1)(b) of the Environmental Planning and Assessment Act, these secondary amenity impacts provide further support for refusal of the application or, at a minimum, substantial redesign.

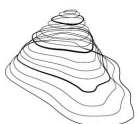
CONCLUSION

The proposed development at 11–23 Rangers Avenue should be refused for the following reasons.

- First, the site does not satisfy the 800-metre walking distance requirement necessary to rely on the Low and Mid Rise Housing provisions of the State Environmental Planning Policy (Housing) 2021. When the statutory definition of “walking distance” is applied correctly, using routes that may be safely walked by a pedestrian and assessing each individual lot separately, none of the lots comprising the subject site fall within 800 metres of Cremorne Town Centre. In these circumstances, the proposal is not eligible to be assessed under Chapter 6 of the Housing SEPP.

Notwithstanding the above conclusion that the site does not meet the 800-metre requirement, the proposal is also unacceptable on planning merit for the following reasons;

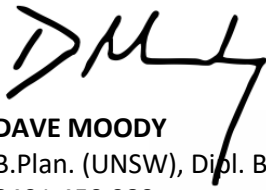
- The most significant and determinative issue is the extent of unreasonable view loss experienced by properties along Holt Avenue. As demonstrated in this submission and documented in **Appendix D**, the proposal would result in the loss of high-value rear-boundary views that include iconic skyline elements and the land–water interface of Sydney Harbour. When assessed in accordance with the four-step process set out in *Tenacity Consulting Pty Ltd v Warringah Council* [2004] NSWLEC 140, the view loss is severe, affects the most valued components of the views, and is not reasonable. Critically, the evidence demonstrates that even a numerically compliant building height would still result in unacceptable view loss, due to the overall height, length, massing and proximity of the built form to the Holt Avenue interface.
- The proposal also fails to achieve an appropriate transition in scale and built form to the permanently low-density residential environment to the north. The northern interface adjoins land zoned C4 Environmental Living and within the Holt Estate Heritage Conservation Area, where there is no expectation of future redevelopment to a comparable scale. The development presents as a tall, continuous built form with no meaningful stepping through the lower and mid-levels, resulting in visual dominance, loss of outlook, privacy impacts and an unreasonable sense of enclosure for adjoining dwellings.
- These impacts are not an unavoidable consequence of achieving permissible development yield. Rather, they arise from the manner in which floor space has been distributed vertically, driving overall height and concentrating primary habitable rooms and balconies at the most sensitive part of the interface. A more skilful and site-responsive design could redistribute built form, accommodate a greater proportion of floor space at lower levels, and progressively reduce height and bulk toward the northern boundary to maintain reasonable views and residential amenity.
- The proposal further fails to adequately respond to the heritage and environmental context of Holt Avenue. The scale and massing of the development erode the amenity and setting of the Holt Estate Heritage Conservation Area, an issue of sufficient concern that the owners have engaged an independent Heritage Consultant to provide further advice.
- Secondary amenity impacts relating to traffic pressure, operational noise, construction impacts and loss of landscape capacity reinforce the conclusion that the proposal is



incompatible with the amenity expectations of the Holt Avenue residential environment when assessed cumulatively under section 4.15(1)(b) of the Environmental Planning and Assessment Act 1979.

For these reasons, the application should be refused. Alternatively, consent should not be granted unless the proposal is subject to a fundamental redesign that more appropriately distributes built form, achieves a meaningful transition to the northern interface, maintains reasonable rear-boundary views from Holt Avenue properties, and preserves the existing residential and heritage amenity of the surrounding area.

Regards



DAVE MOODY

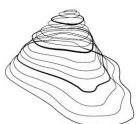
B.Plan. (UNSW), Dipl. Build. & Const. (MIBT), MPIA.

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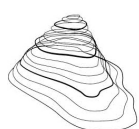


**Northern
Development
Assessment**

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🌐 www.nda.live

📍 Suite 11, 303 Barrenjoey Road,
Newport NSW
2106.

APPENDIX A - 11-23 Rangers Avenue-Mosman Survey Report



**Northern
Development
Assessment**

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✉ dave@nda.live
🌐 www.nda.live

📍 Suite 11, 303 Barrenjoey Road,
Newport NSW
2106.

Our Ref: 25-639

4 December 2025

Attn: Angela Brooks

RE: 25-639 11-23 RANGERS AVENUE, MOSMAN – TOWN CENTRE DISTANCE SURVEY

In accordance with your instructions, I have undertaken a distance survey from 11-23 Rangers Avenue, Mosman to the Cremorne Bay Town Centre.

The separate routes have been measure by ;

Route 1. Via Military Road traffic lights to Rangers Avenue:

Commence at the northeastern corner of SP12731, cross at the traffic lights on Military Rd and Spofforth, walking down Spofforth, turning left at Rangers Avenue and continuing until reaching just within the closest boundary of each of the properties between 11-23 Rangers Avenue.

Route 2. Via Military Road traffic lights to Bloxsome Lane:

Commence at the north-eastern corner of SP12731, cross at the traffic lights on Military Rd and Spofforth, walk down Spofforth, turning left onto Holt Avenue, then continuing until reaching Bardwell Lane, turn right onto Bardwell Lane, then left onto Bloxsome Lane and continue until reaching just within the closest boundary of each of the properties between 11-23 Rangers Avenue.

Route 3. Via Spencer Road to Rangers Avenue:

Commence at the end of the driveway of SP71826 (the driveway's street access point is on Spencer Road - please measure from the south-eastern end of the driveway). Walk down Spofforth, pass the roundabout, cross over the pedestrian crossing, walk to Rangers Avenue, cross to the northern side of Rangers Avenue, then continue down Rangers Avenue until reaching just within the closest boundary of each of the properties between 11-23 Rangers Avenue.

Route 4. Via Spencer Road to Bloxsome Lane:

Commence at the end of the driveway of SP71826 (the driveway's access points is on Spender Road - please measure from the south-eastern of the driveway). Walk down Spofforth, pass the roundabout, cross over the pedestrian crossing, walk up Spofforth, turn right onto Holt Avenue, continue until you reach Bardwell Lane where you turn right, then turn left onto Bloxsome Lane and continue until reaching just within the closest boundary of each of the properties between 11-23 Rangers Avenue.

Route 5. Via Spencer Road to Rangers Avenue:

Commence at the southeastern corner of SP79706 on Spofforth Street. Walk down Spofforth, pass the roundabout, cross over the pedestrian crossing, walk to Rangers Avenue, cross to the northern side of Rangers Avenue, then continue down Rangers Avenue until reaching just within the closest boundary of each of the properties between 11-23 Rangers Avenue.

The calculated distance, as shown in the accompanying sketch, is shown in metres +/-50mm. Please see the attached plan for further information.

This report has been prepared for the exclusive use of Angela Brooks only. No liability for loss howsoever arising can be accepted from other persons seeking to rely upon the information contained herein.

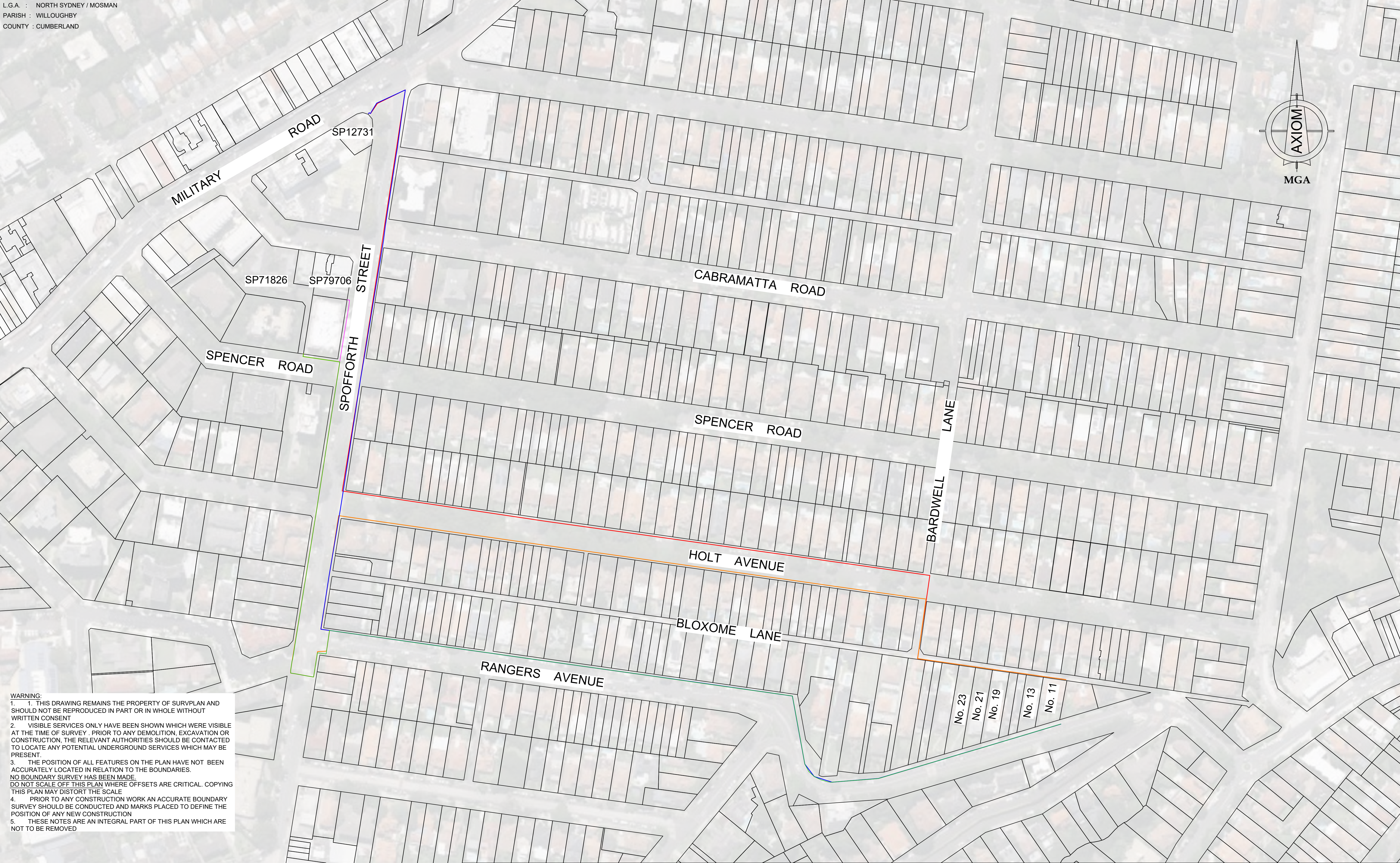
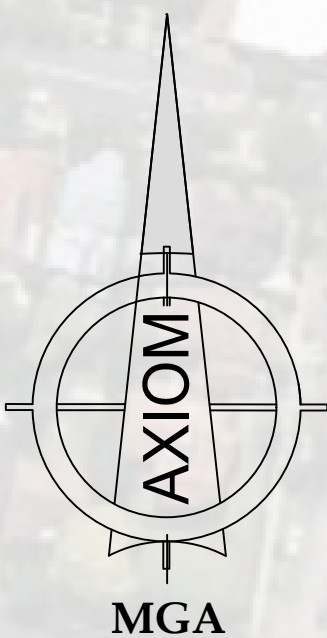
Regards,



Mitchell Eves

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L.G.A. : NORTH SYDNEY / MOSMAN
PARISH : WILLOUGHBY
COUNTY : CUMBERLAND



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LEGEND

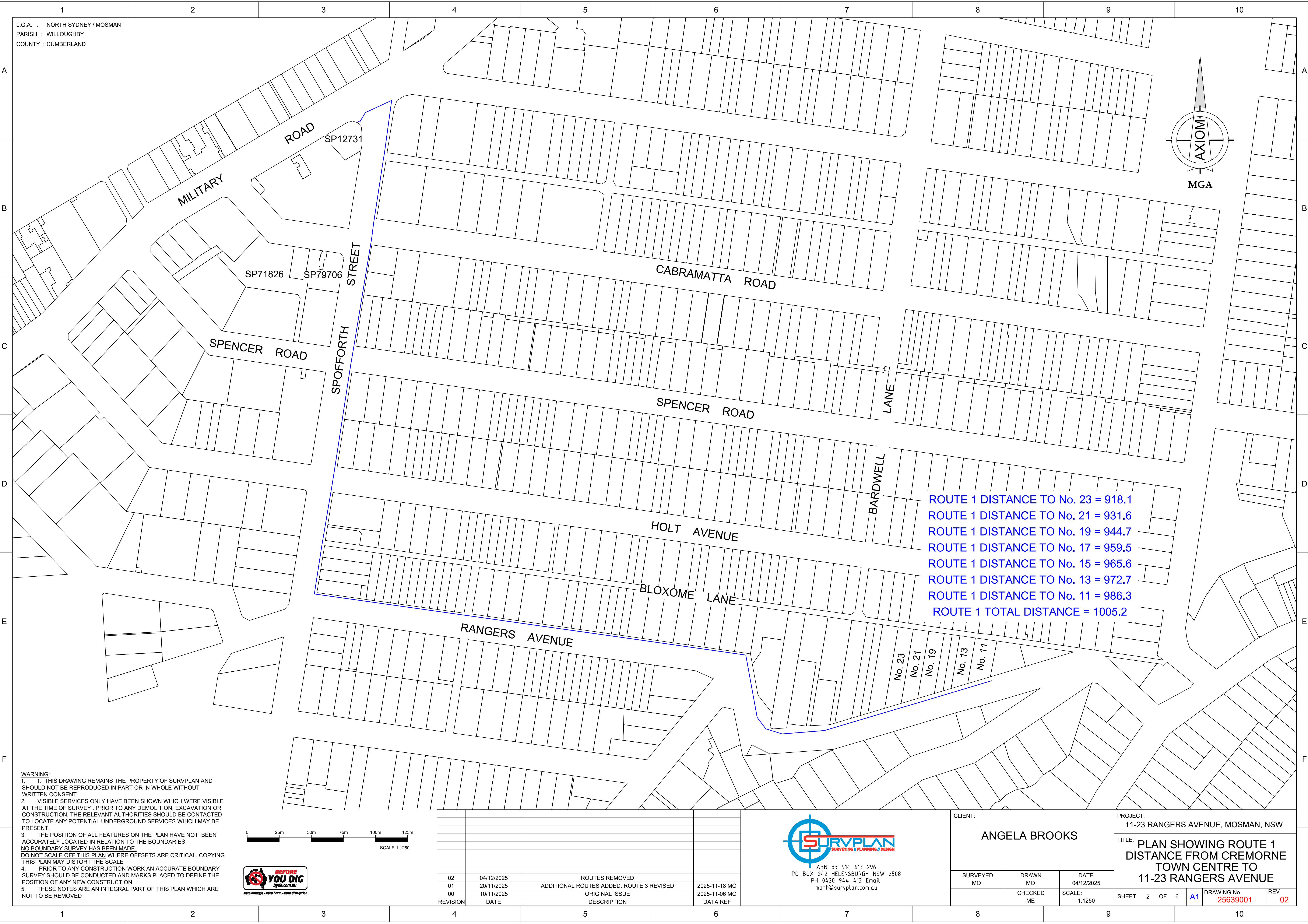
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- ROUTE 2 (SEE SHEET 3)
- ROUTE 3 (SEE SHEET 4)
- ROUTE 4 (SEE SHEET 5)
- ROUTE 5 (SEE SHEET 6)



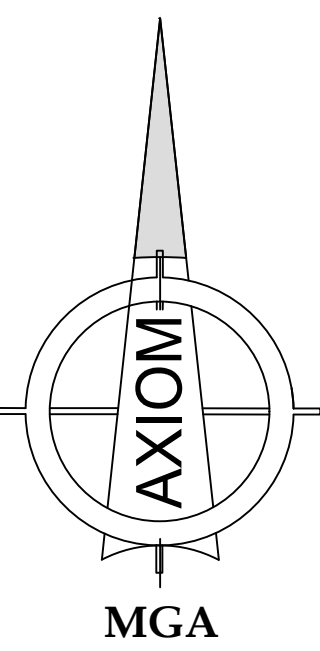
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01	20/11/2025	ADDITIONAL ROUTES ADDED, ROUTE 3 REVISED	2025-11-18 MO
00	10/11/2025	ORIGINAL ISSUE	2025-11-06 MO



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DRAWN MO			DATE 04/12/2025		
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SHEET 1 OF 6			DRAWING No. 25639001		
A1			REV 02		

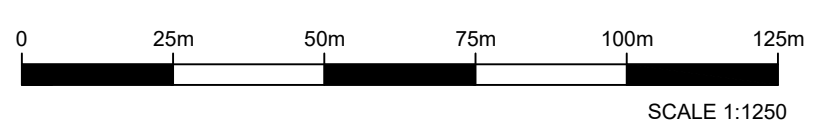


L.G.A. : NORTH SYDNEY / MOSMAN
PARISH : WILLOUGHBY
COUNTY : CUMBERLAND



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ROUTE 1 DISTANCE TO No. 19 = 944.7
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ROUTE 1 TOTAL DISTANCE = 1005.2

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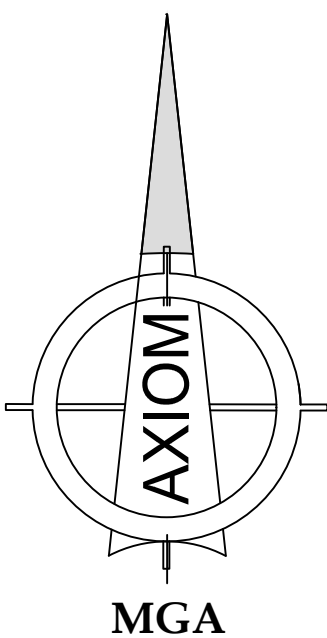
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00	10/11/2025	ORIGINAL ISSUE	2025-11-06 MO



ABN 83 914 613 296
PO BOX 242 HELENSBURGH NSW 2508
PH 0420 944 443 Email: matt@survplan.com.au

CLIENT: ANGELA BROOKS			PROJECT: 11-23 RANGERS AVENUE, MOSMAN, NSW		
SURVEYED MO			TITLE: PLAN SHOWING ROUTE 1 DISTANCE FROM CREMORNE TOWN CENTRE TO 11-23 RANGERS AVENUE		
DRAWN MO			DRAWING No. 25639001		
CHECKED ME			REV 02		
DATE 04/12/2025			SHEET 2 OF 6		
SCALE: 1:1250			A1		

L.G.A. : NORTH SYDNEY / MOSMAN
PARISH : WILLOUGHBY
COUNTY : CUMBERLAND



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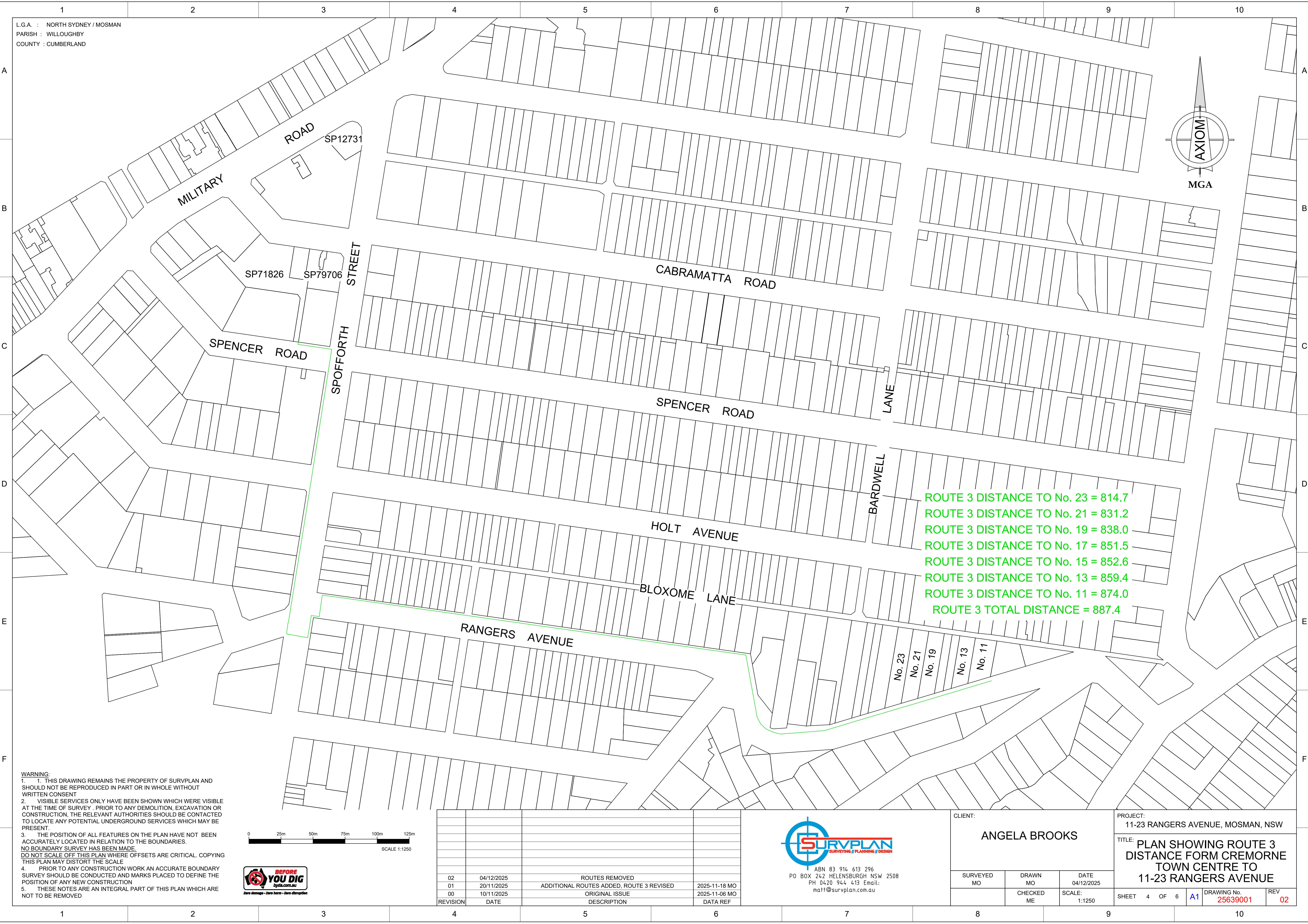
CLIENT:
ANGELA BROOKS

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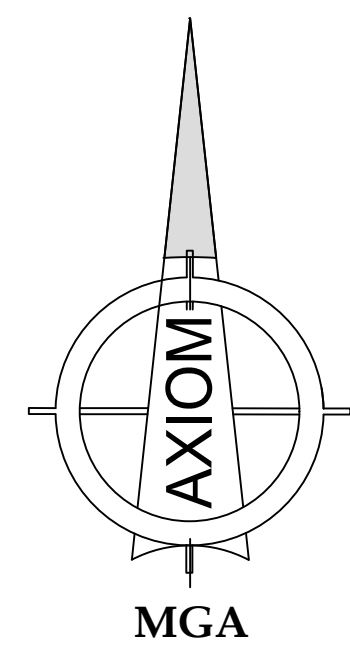
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11-23 RANGERS AVENUE, MOSMAN, NSW

TITLE:
**PLAN SHOWING ROUTE 2
DISTANCE FORM CREMORNE
TOWN CENTRE TO
11-23 RANGERS AVENUE**

SHEET 3 OF 6	DRAWING No. 25639001	REV 02
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L.G.A. : NORTH SYDNEY / MOSMAN
PARISH : WILLOUGHBY
COUNTY : CUMBERLAND



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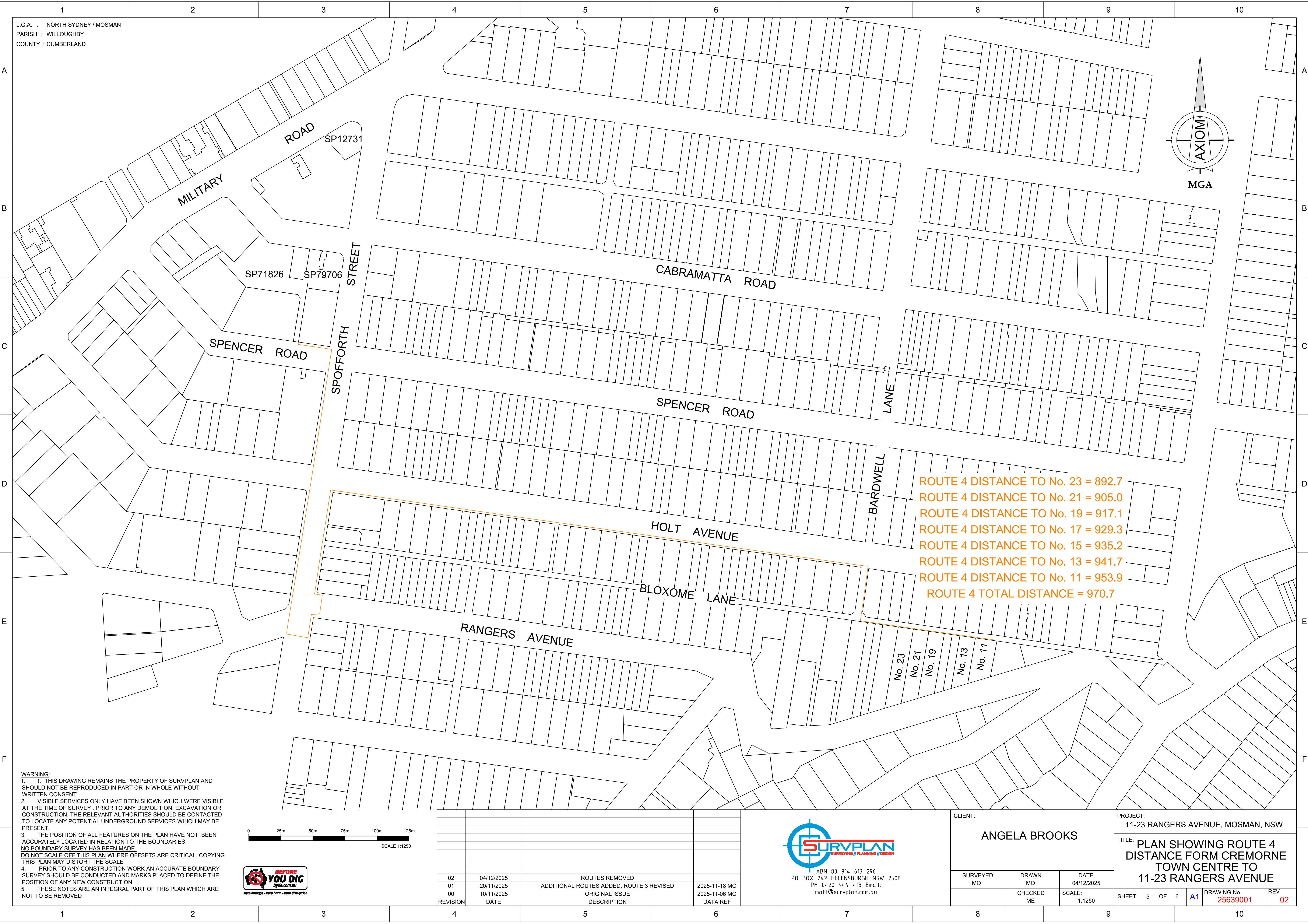
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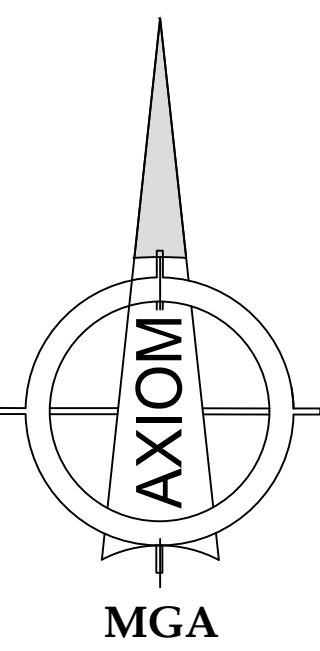
ABN 83 914 613 296
PO BOX 242 HELENSBURGH NSW 2508
PH 0420 944 413 Email: matt@survplan.com.au

CLIENT: ANGELA BROOKS			PROJECT: 11-23 RANGERS AVENUE, MOSMAN, NSW			
SURVEYED MO			DRAWN MO		DATE 04/12/2025	
CHECKED ME			SCALE: 1:1250		SHEET 4 OF 6	
			DRAWING No. 25639001		REV 02	

TITLE: **PLAN SHOWING ROUTE 3 DISTANCE FORM CREMORNE TOWN CENTRE TO 11-23 RANGERS AVENUE**

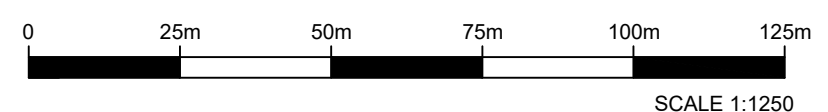


L.G.A. : NORTH SYDNEY / MOSMAN
PARISH : WILLOUGHBY
COUNTY : CUMBERLAND



ROUTE 4 DISTANCE TO No. 23 = 892.7
ROUTE 4 DISTANCE TO No. 21 = 905.0
ROUTE 4 DISTANCE TO No. 19 = 917.1
ROUTE 4 DISTANCE TO No. 17 = 929.3
ROUTE 4 DISTANCE TO No. 15 = 935.2
ROUTE 4 DISTANCE TO No. 13 = 941.7
ROUTE 4 DISTANCE TO No. 11 = 953.9
ROUTE 4 TOTAL DISTANCE = 970.7

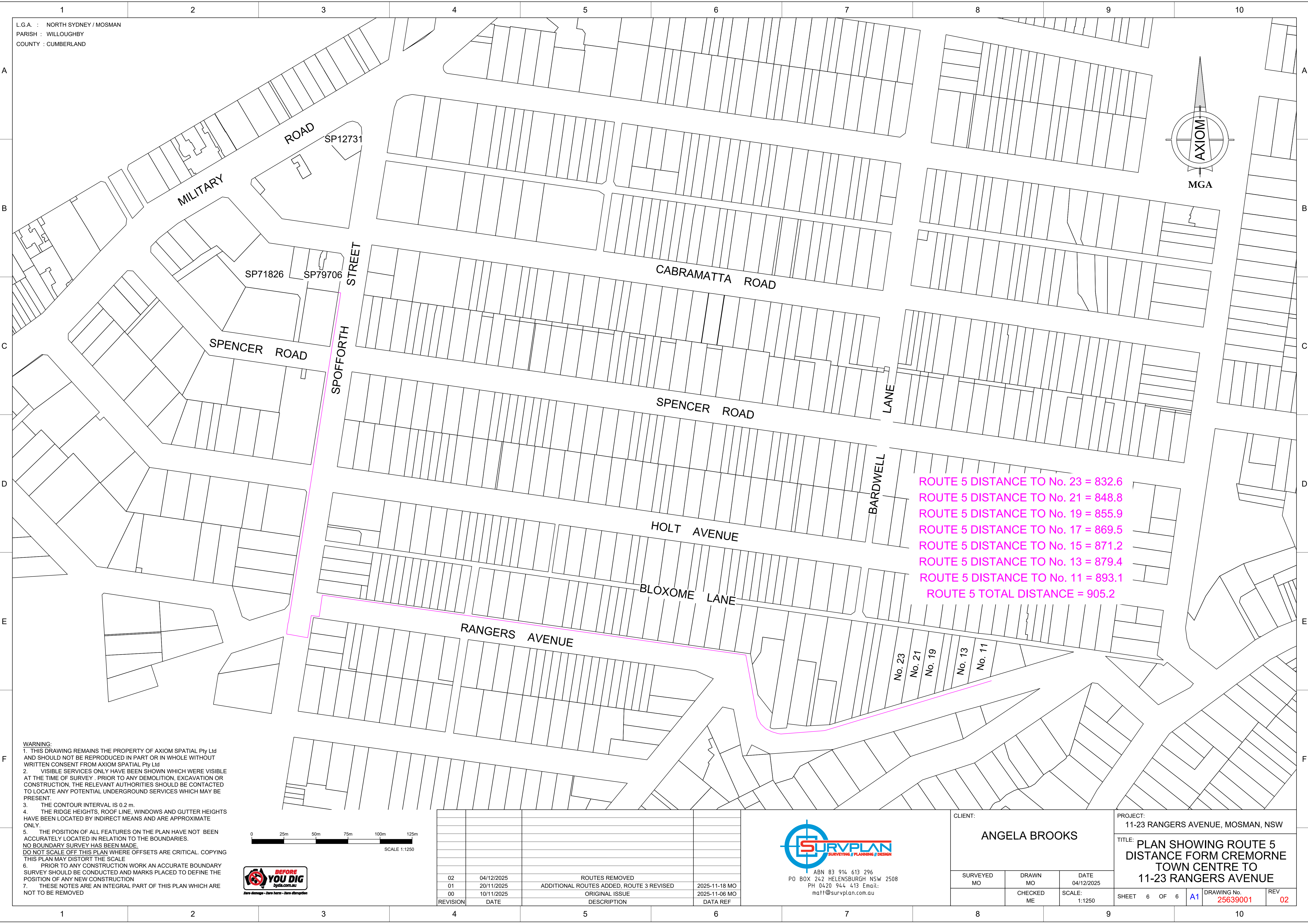
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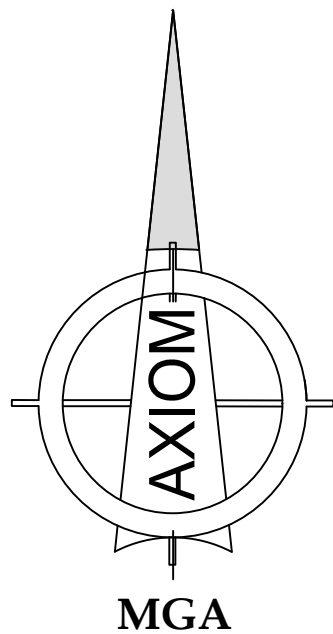
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02	04/12/2025	ROUTES REMOVED	
01	20/11/2025	ADDITIONAL ROUTES ADDED, ROUTE 3 REVISED	2025-11-18 MO
00	10/11/2025	ORIGINAL ISSUE	2025-11-06 MO

ABN 83 914 613 296
PO BOX 242 HELENSBURGH NSW 2508
PH 0420 944 413 Email: matt@survplan.com.au

CLIENT: ANGELA BROOKS			PROJECT: 11-23 RANGERS AVENUE, MOSMAN, NSW		
SURVEYED MO			TITLE: PLAN SHOWING ROUTE 4 DISTANCE FORM CREMORNE TOWN CENTRE TO 11-23 RANGERS AVENUE		
DRAWN MO			DRAWING No. 25639001		
CHECKED ME			REV 02		
DATE 04/12/2025			SHEET 5 OF 6		
SCALE: 1:1250			A1		

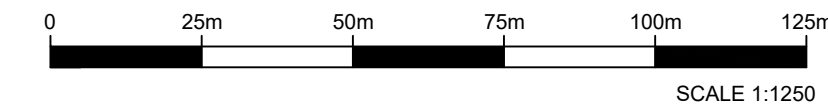


L.G.A. : NORTH SYDNEY / MOSMAN
PARISH : WILLOUGHBY
COUNTY : CUMBERLAND



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ROUTE 5 DISTANCE TO No. 21 = 848.8
ROUTE 5 DISTANCE TO No. 19 = 855.9
ROUTE 5 DISTANCE TO No. 17 = 869.5
ROUTE 5 DISTANCE TO No. 15 = 871.2
ROUTE 5 DISTANCE TO No. 13 = 879.4
ROUTE 5 DISTANCE TO No. 11 = 893.1
ROUTE 5 TOTAL DISTANCE = 905.2

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3. THE CONTOUR INTERVAL IS 0.2 m.
4. THE RIDGE HEIGHTS, ROOF LINE, WINDOWS AND GUTTER HEIGHTS HAVE BEEN LOCATED BY INDIRECT MEANS AND ARE APPROXIMATE ONLY.
5. THE POSITION OF ALL FEATURES ON THE PLAN HAVE NOT BEEN ACCURATELY LOCATED IN RELATION TO THE BOUNDARIES. NO BOUNDARY SURVEY HAS BEEN MADE. DO NOT SCALE OFF THIS PLAN WHERE OFFSETS ARE CRITICAL. COPYING THIS PLAN MAY DISTORT THE SCALE.
6. PRIOR TO ANY CONSTRUCTION WORK AN ACCURATE BOUNDARY SURVEY SHOULD BE CONDUCTED AND MARKS PLACED TO DEFINE THE POSITION OF ANY NEW CONSTRUCTION
7. THESE NOTES ARE AN INTEGRAL PART OF THIS PLAN WHICH ARE NOT TO BE REMOVED



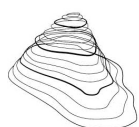
REVISION	DATE	DESCRIPTION	DATA REF
02	04/12/2025	ROUTES REMOVED	
01	20/11/2025	ADDITIONAL ROUTES ADDED, ROUTE 3 REVISED	2025-11-18 MO
00	10/11/2025	ORIGINAL ISSUE	2025-11-06 MO



ABN 83 914 613 296
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CLIENT: ANGELA BROOKS			PROJECT: 11-23 RANGERS AVENUE, MOSMAN, NSW		
SURVEYED MO			TITLE: PLAN SHOWING ROUTE 5 DISTANCE FORM CREMORNE TOWN CENTRE TO 11-23 RANGERS AVENUE		
DRAWN MO			SHEET 6 OF 6		
CHECKED ME			DRAWING No. 25639001		
SCALE: 1:1250			REV 02		

APPENDIX B - North Sydney Council Traffic Committee 9 June 2023 & 27 October 2025



**Northern
Development
Assessment**

☎ 0401 450 989
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🌐 www.nda.live

📍 Suite 11, 303 Barrenjoey Road,
Newport NSW
2106.

5.2. Holt Avenue at Spofforth Street, Cremorne – Raised Threshold and Kerb Build Outs

AUTHOR: Brin Baskaran, Traffic & Transport Engineer

ENDORSED BY: John Van Hesden, Acting Director Engineering and Property Services

ATTACHMENTS:

1. LATM - Holt Avenue at Spofforth Street [5.2.1 - 1 page]

PURPOSE:

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 6. The plan includes a proposal to install a raised threshold in Holt Avenue at Spofforth Street with associated kerb build outs.

EXECUTIVE SUMMARY:

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 6. The plan includes an action to redesign the intersection to improve pedestrian safety and intersection operation in Holt Avenue at Spofforth Street with associated kerb build outs. The intersection improvements have also been fully funded supported by the Black Spot Program

There is no loss of parking proposed as part of the proposal.

The proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians. The proposed concept plan is enclosed.

FINANCIAL IMPLICATIONS:

The cost for this project is estimated to be \$93,000, which is fully funded by the Black Spot Project.

RECOMMENDATION:

1.THAT the Committee endorse the following proposals to:

- A) Construct a raised threshold on Holt Avenue with associated kerb build out across Holt Avenue (northern and southern side) and Spofforth Street (western side, north and south of Holt Avenue).

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
 - 2.1 Infrastructure and assets meet diverse community needs
 - 2.4 Efficient traffic mobility and parking
- 4. Our Social Vitality
 - 4.1 North Sydney is connected, inclusive, healthy and safe
- 5. Our Civic Leadership
 - 5.3 Community is engaged in what Council does

CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

DETAIL

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a raised threshold on Holt Avenue with associated kerb build out across Holt Avenue (northern and southern side, west of Spofforth Street) and Spofforth Street (western side, north and south of Holt Avenue). The works will resolve the action within the LATM plan to improve pedestrian safety and intersection operation. The proposal will comply with relevant Australian Standards (AS1742.10) and result in no loss of parking.

The proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians. The proposed concept plan is enclosed.

PUBLIC CONSULTATION

Community consultation on the proposal took place between 12 April 2023 and 12 May 2023. Approximately 266 letters were sent to 27 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 22 responses were received, including 5 responses from the outside survey area.

The results indicate a community preference for the construction of pedestrian refuge island, kerb build outs and raised threshold (77.3% support). The results of the survey are shown in tabular format below:

I support the proposed Raised Threshold and Kerb Build Outs in Holt Avenue and Kerb Build Outs in Spofforth Street.	Response			
	No		Yes	
	Qty	%	Qty	Total
Within Survey area:				
• Holt Avenue	4	23.5	13	17
• Spofforth Street				
Outside Survey area:				
• Guthrie Street	1	20	4	5
• Rangers Road				
• Cranbrook Avenue				
• Murdoch Street				
Grand Total	5	22.7	17	22

COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes related to the project as opposed to including every individual comments.

Theme	Community Comments	Office Comments
Pedestrian safety	Proposed plan will improve the pedestrian safety when crossing Holt Avenue and reduce the flow of traffic and vehicle speed.	Noted.
Pedestrian crossing	The only way that accidents will decrease and pedestrians will be safer is to have a built up crossing across Spofforth Street.	There is a raised pedestrian crossing approximately 120m south of Holt Avenue for pedestrians to cross Spofforth Street safely. An additional crossing would require works outside of North Sydney LGA which North Sydney has no authority to implement at this time. Any consideration of a crossing would be undertaken as a separate project..
Cycleway	The proposed measures introduce a bicycle lane, this will make the situation worse.	The bicycle lane has been removed from the design at this stage and can be considered as part of a future cycleway project.

Roundabout	A roundabout would be ideal for this intersection to operate effectively.	Spofforth Street has split jurisdiction with North Sydney Council and Mosman Council. North Sydney Council has liaised with Mosman Council for a roundabout at this intersection. However, Mosman Council does not support a roundabout at this stage.
Line of sight	The proposal would not increase the visibility for the driver turning onto Spofforth Street from Holt Avenue. Reduced visibility when the plants grow in the garden bed, which will make the corner even worse.	The kerb build outs will increase the line of sight for the motorists when turning out of Holt Avenue by allowing the motorist to encroach onto Spofforth Street in a safe manner to check for oncoming vehicles prior to turning onto Spofforth Street. The plants to be in this garden bed will be low level that will not impact the visibility for the driver.
Speeding	I would like traffic calming devices to be installed further up Holt Avenue. Vehicles accelerate quickly up Holt Avenue after they have crossed from Spofforth Street. Traffic is travelling too fast up and down Spofforth Street, and it is not safe for vehicles to cross.	Traffic calming in Holt Avenue has been listed in Council's Local Area Traffic Management plan to be investigated in future. Traffic calming in Spofforth Street has been listed in Council's Local Area Traffic Management plan to be investigated in future.
Infrastructure	I am not sure why there is a dogleg in proposed barrier in the middle of the road in Holt Avenue.	There is no barrier nor dogleg in the proposal. There could be a misunderstanding for the center line marking from the raised threshold.
Congestion	Currently, cars can wait 2 abreast at the end of Holt Avenue to turn left or right. Raising the curb and kerb build outs in Holt Ave will	While it is important to address congestion and traffic flow, safety for motorists and pedestrians takes priority. There are

	result in a backup of cars up Holt Avenue as cars turning Left or Right into Spofforth Street will be in one queue.	recorded T-bone crashes at this intersection. The kerb build outs improve the visibility of oncoming drivers reducing the potential for crashes.
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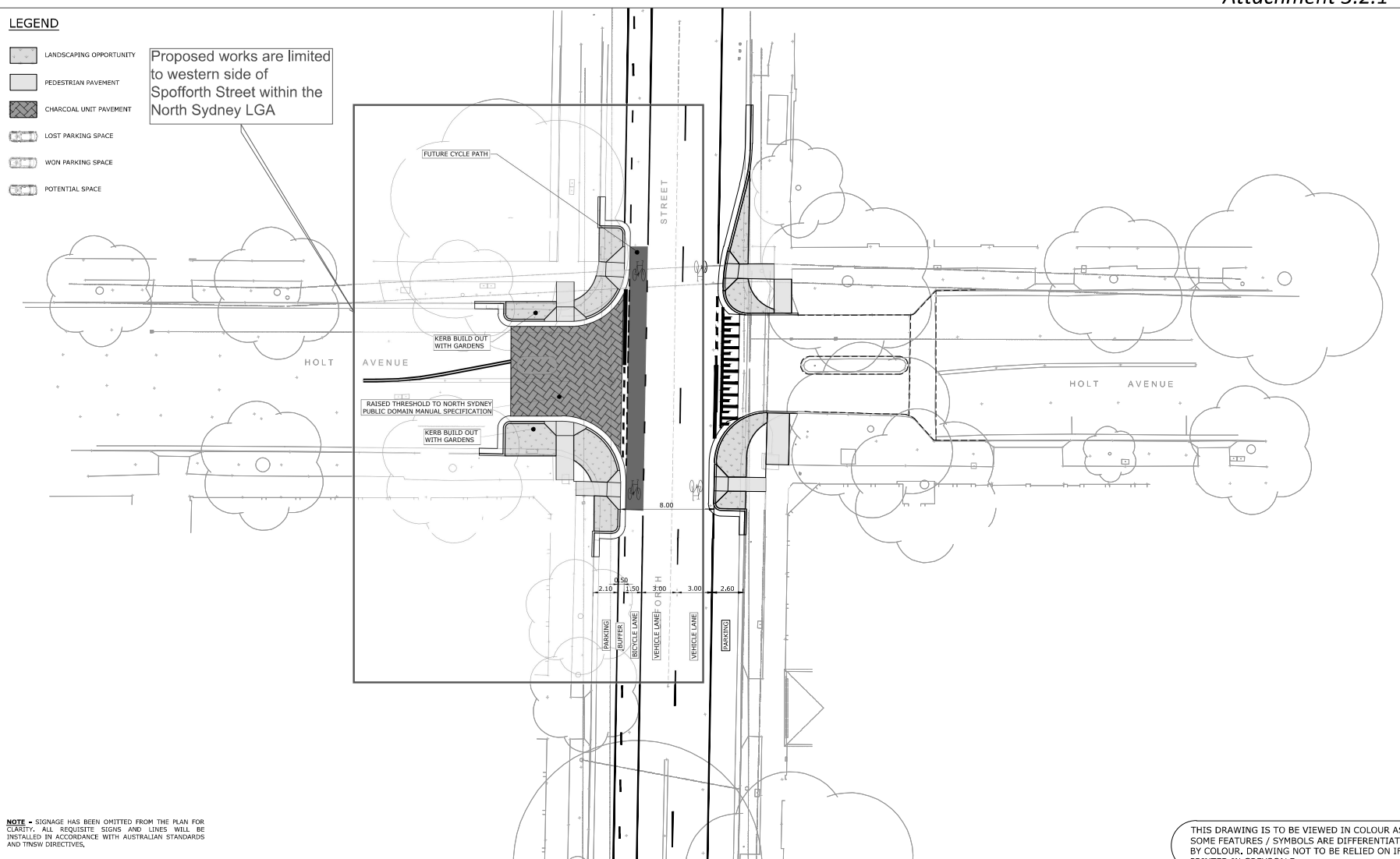
Conclusion

Given the support for the proposal and the proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians, it is recommended that Committee endorse the proposal for the raised threshold with associated kerb build-outs on Holt Avenue Street and Spofforth Street.

LEGEND

-
- LANDSCAPING OPPORTUNITY
- PEDESTRIAN PAVEMENT
- CHARCOAL UNIT PAVEMENT
- LOST PARKING SPACE
- WON PARKING SPACE
- POTENTIAL SPACE

Proposed works are limited to western side of Spofforth Street within the North Sydney LGA



NOTE - SIGNAGE HAS BEEN OMITTED FROM THE PLAN FOR CLARITY. ALL REQUISITE SIGNS AND LINES WILL BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND TNSW DIRECTIVES.

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

PRELIMINARY

NORTH SYDNEY COUNCIL

SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & HOLT AVENUE
KERB BUILDOUTS

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_101.DWG	20190977	101	F

0 1 2 3 5
1:150 (A1): 1:300 (A3)

100mm ON ORIGINAL DRAWING • DO NOT SCALE DRAWING

SHEET SIZE

A1

COORDS: MGA94 ZONE 56
DATUM: ALL LEVELS TO A.H.D.

SCALE: 1:150

SURVEYED: 09-01-07 SURVEX: 006

SURVEYED:PROJECT SURVEYORS
SURVEY DATE:13/08/2019

APPROVED / PROJECT LEADER

BRAYDON AMES

1



PUBLIC UTILITIES:

THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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10.1. Matters Outstanding to 13 October 2025

AUTHOR	Ian Curry, Manager Governance
ENDORSED BY	Olena Tulubinska, Director Corporate Services
ATTACHMENTS	1. Matters Outstanding Oct 2025 [10.1.1 - 4 pages]
CSP LINK	Outcome 8 – An effective, accountable and sustainable Council that serves the community G1. Develop clear goals, create a plan to achieve them, and track progress with transparency and honesty

PURPOSE:

The purpose of this report is to update Council regarding the status of resolutions arising from Mayoral Minutes, Notices of Motion, and Questions Without Notice.

EXECUTIVE SUMMARY:

- Each month, a report is presented to Council on the status of resolutions arising from Mayoral Minutes, Notices of Motion, and Questions Without Notice.
- The attached table has been updated to include resolutions up to the 13 October 2025 Ordinary Meeting of Council.

RECOMMENDATION:

- 1. THAT** the report be received.

Background

The previous report to Council on this matter was presented on 22 September 2025.

Report

Attached is the updated table of outstanding resolutions for the information of Council.

Consultation requirements

Community engagement is not required.

Financial/Resource Implications

There are no financial implications to this report.

Legislation

It is a requirement under the Local Government Act that lawful decisions of the Council are implemented without undue delay.

Meeting date	Item Reference	Resolved Action	CPE	Target Date	OPEN	Current Status (27 October 2025)
13/05/2024	11.1. Notice of Motion 06/24 - May Gibbs Lookout	1. THAT Council produce a report looking into the feasibility of creating a lookout over the city, in Phillips Street Neutral Bay. 2. THAT the report also consider the feasibility of creating a May Gibbs theme in the Phillips Street playground.	OSI	Oct-25	OPEN	Phillips St Park is noted for renewal in the recently adopted Open Space and Recreation Strategy. Council will look to incorporate the legacy of May Gibbs into the design of the playground renewal, pending permission to use May Gibbs copyright. Council continues to investigate the timeline for May Gibbs residence at the Derry House (12 Phillips Street, Neutral Bay) for updating the listing information. A report will be brought to the Council once the listing information is updated.
24/06/2024	8.2 MM02: Diverse and Affordable Housing - Memorandum of Understanding with Homes NSW	1. THAT Council seek to develop a Memorandum of Understanding (MoU) with Homes NSW to expedite the delivery of new and refurbished social and affordable housing within the North Sydney LGA. 2. THAT a report on funding options for the Parraween Street park / community centre / affordable housing project be provided to Council. 3. THAT Council urgently seek from the NSW State Government its response to Council's request of 11 December 2023, for the Government to amend the Voluntary Planning Agreement offer on the Metro site at 52 McLaren Street, North Sydney, to provide affordable housing, at a minimum of 30% and ideally 100%, and appropriate community spaces in perpetuity as part of the Gateway Determination.	P&E	Jun-26	OPEN	1. Further advice to be contained in future Affordable Housing Contributions Scheme. 2. Parraween Street project identified as a deferred/delayed project in Council's Operational Plan. Research, however, will continue. 3. Completed with a further written request sent to the Minister for Planning on 15 July 2025 following Council's consideration of the post exhibition report for 52 McLaren Street. A response was received from the Department of Planning, Housing and Infrastructure (DPHI) on 2 October 2025 stating that neither the Minister or DPHI have a role in negotiating local planning agreements and that Council may wish to consider preparing an Affordable Housing Contributions Scheme.
10/02/2025	11.3. Notice of Motion 3/25: Preventing net loss of housing units in development projects - Cr Welch	1. THAT North Sydney Council resolves to: i. Investigate the introduction of a policy or planning control to ensure that developers cannot redevelop properties with fewer residential units than were originally demolished. ii. Request Council staff to prepare a report outlining the legal and procedural steps required to implement this policy, including necessary amendments to planning controls, consultation requirements, and alignment with the Environmental Planning and Assessment Act 1979 (NSW). iii. Advocate to the State Government for legislative support to ensure consistency in such policies across local government areas, preventing a net loss of housing stock in redevelopment projects.	P&E	Feb-26	OPEN	This work is being delayed by the deployment of resources to the unexpected influx of SSDA and Housing Delivery Authority demands on staff time since February 2025.
10/03/2025	11.4. Notice of Motion 10/25: Review of Heritage Pubs - Cr Holding	1. THAT Council undertake a review of heritage pubs across the North Sydney Local Government Area in order to enhance recognition of the role, history and contribution of pubs and with the intention to protect the enduring viability of venues. 2. THAT as part of the review Council officers set up a round table to meet with interested pub proprietors and stakeholders to review the heritage inventories for the pubs to ensure they are an appropriate representation of each premises. 3. THAT following the review, a report be provided to Council with recommendations on the potential for listing as heritage items including as a group of items.	P&E	Feb-26	OPEN	This work is being delayed by the deployment of resources to the unexpected influx of SSDA and Housing Delivery Authority demands on staff time since February 2025.
28/07/2025	8.2. MM02: Rate-exempt schools and educational institutions	1. THAT Council calls on the State Government to implement the recommendations of the recent Upper House Inquiry into the ability of local governments to fund infrastructure and services, particularly an urgent review of rate exemptions and concessions under the Local Government Act 1993 and, if necessary, urgently amend the Act to exempt voluntary contributions to councils from operation of s83C of the Education Act 1990; and 2. THAT Council seeks to refresh and reinvigorate the Memorandum of Understanding with Australian Catholic University. 3. THAT Council seek legal advice within its current legal budget in relation to the operation of s83C of the Education Act 1990 and the common law regulations, and any relevant Commonwealth regulations in relation to voluntary payments or contributions in cash or in kind.	CEO	Oct-25	OPEN	1. No response received from the Minister for Education. 2. This has not yet commenced. 3. Quote received for legal advice was considered too high and the CEO determined that it was not justified.

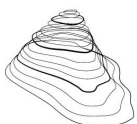
Attachment 10.1.1

Meeting date	Item Reference	Resolved Action	CPE	Target Date	OPEN	Current Status (27 October 2025)
25/08/2025	8.1. MM01: Closure of Milsons Point Post Office	1. THAT Council write to the Prime Minister, the Federal Minister for Communications, the Federal Minister for Health, Disability, and Ageing, and the CEO of Australia Post, seeking an urgent review of the decision by Australia Post to close Milsons Point Post Office. 2. THAT Council write to Member for Warringah, Zali Steggall OAM to urge her to renew her submissions to the Commonwealth Government on the closure of the Milsons Point Post Office. 3. THAT Council write to the Premier, the Minister for Transport, the Minister for Roads, and the Minister for Families and Communities, and Disability Inclusion, seeking clarification on the rental increase for the Australia Post tenancy and a request that there be a rent moratorium to support the continued tenancy	CEO	Oct-25	OPEN	Responses received from the Prime Minister and Australia Post CEO
25/08/2025	8.2. MM02: Anzac Park – return of public open space to include properties acquired on Cammeray Avenue, Cammeray	1. THAT Council write to the Minister for Transport and the Minister for Roads urging the State Government to include the three properties acquired on Cammeray Avenue into the public land to be returned to community care and control at the conclusion of the Warringah Freeway Upgrade/Western Harbour Tunnel works.	OSI	Sep-25	OPEN	Close. As per status for 22 Sep, this was completed.
25/08/2025	11.1. Notice of Motion 17/25: LGNSW Destination and Visitor Economy Conference - Cr Santer	1. THAT Council note the report below on the outcomes of the Conference - Destination and Visitor Economy - held in Kingscliff in June 2025. 2. THAT, subject to resourcing and further Council resolution, Council undertake a program of identifying potential tourism destinations and local business opportunities, in consultation with the State and Federal Governments, inbound tour operators, domestic wholesalers and accommodation providers, with a view to establishing a tourism industry in North Sydney. 3. THAT Council approach Destination NSW to seek their support in: • Establishing tourism product based in North Sydney and the North Shore; • And marketing North Shore product to the domestic tourism industry and domestic and overseas consumers. 4. THAT, subject to resourcing and further Council resolution, Council establish a cooperative program with neighbouring councils in tourism product packaging and marketing.	CEO	Jun-26	OPEN	Subject to resourcing.
8/09/2025	11.1 Notice of Motion 18/25: Light Up for Mito	1. THAT Council light up the Council Chambers green for 'Light Up for Mito' on 20 September and encourage other businesses in North Sydney LGA to do the same.	OSI	Sep-25	OPEN	Due to operational matters, this resolution was not actioned and the Council Chambers were not lit up in green for this awareness campaign. [Close for next report]
22/09/2025	8.1 MM01: Coffee Pop Up at The Coal Loader, Waverton	1. THAT Council facilitate a Coffee Pop Up at the Coal Loader, particularly on weekends, whilst the process to secure a new tenant for the café is underway.	P&E	Nov-25	OPEN	Expression of Interest documents being prepared
22/09/2025	MM02: Precinct planning for the State Significant Development Applications on 5 & 15 Blue Street, North Sydney and the St Francis Xavier site, Lavender Bay	1. THAT Council write to the Minister for Planning and the Planning Secretary urging that the three sites be considered concurrently and as part of an holistic precinct plan and seek a meeting with the Minister and the Department to discuss the impacts of these projects, best practice planning, and the future of the North Sydney CBD and E2 Commercial Centre zone.	P&E	Oct-25	OPEN	A letter to the Minister for Planning and the Planning Secretary is being prepared.

Meeting date	Item Reference	Resolved Action	CPE	Target Date	OPEN	Current Status (27 October 2025)
22/09/2025	11.1 Notice of Motion 20/25: Safety Improvements at Barry Lane and Yeo Street Intersection, Neutral Bay	1. THAT the issue of driver and pedestrian safety at the intersection of Barry Lane and Yeo Street Neutral Bay be referred to the CEO for review and any appropriate action in context of the Local Area Traffic Management Action Plan.	OSI	Oct-25	OPEN	Council reviewed the intersection of Barry Lane and Yeo Street in response to the Notice of Motion. Data from the NSW Centre for Road Safety indicates there have been no recorded crashes at the intersection, suggesting no significant safety risk for drivers or pedestrians, and is therefore a lower priority for the LATM Program. Less than 0.5% of parking infringements issued along Yeo Street by Council Rangers from 1 January to 31 July 2025 related to disobeying the No Stopping restriction at the corner of Barry Lane, demonstrating a high level of compliance with existing controls and ongoing enforcement by Council Officers. Targeted enforcement remains the most effective and proportionate measure to manage occasional non-compliance, and Ranger Operations will continue to monitor and issue infringements where necessary. Infrastructure works are prioritised where they provide the greatest benefit in terms of safety and accessibility. Given the absence of crash history, the limited frequency of offences, and the level of compliance with existing signage, the dedication of capital funds to install traffic islands or other infrastructure at this intersection cannot be justified ahead of higher-priority LATM actions. Council's 2014 Bike Strategy identifies a proposed cycleway on the southern side of Yeo Street across Barry Lane, for which design funding has been secured. The future delivery of this cycleway will physically prevent parking at the intersection and permanently address the current concern. Any interim infrastructure installed now would require removal should the cycleway proceed, further limiting the value of expenditure of interim traffic islands. Council Officers will continue to monitor this intersection and maintain regular enforcement to ensure compliance with the existing No Stopping restrictions. [CLOSE for next report]
22/09/2025	11.2. Notice of Motion 21/25: Shellcove Road	1. THAT the matter be referred to the CEO to consider available options under the Local Area Traffic Management Action Plan.	OSI	Oct-25	OPEN	A review of the parking arrangements in Shellcove Road has been undertaken with respect to the consideration of pavement parking. Parking on the footpath is prohibited under the NSW Road Rules 2014, except within designated Shared Zones where parking bays are line-marked on the pavement. Shared Zones are only permitted where no usable footpath exists, and Transport for NSW identifies the footpath as the safest place for pedestrians. Introducing a Shared Zone where an adequate footpath is present would therefore be inconsistent with State guidance and Council's adopted Integrated Transport Strategy, which prioritises pedestrian safety and accessibility. While some councils, including Inner West Council, have implemented Shared Zones that allow limited pavement parking, these arrangements often reduce pedestrian amenity and accessibility, particularly for people with mobility or vision impairments. Delivery of Shared Zones also requires a change in pavement surface and colour, making them costly to implement. There is no practical option that resolves the constrained width of Shellcove Road without disadvantaging some road users. Potential approaches include: • Removing parking on one side of the street to improve vehicle movement; • Allowing current conditions to remain, which naturally limits vehicle speeds; or • Reducing pedestrian amenity by permitting footpath parking, which is not supported by policy or legislation. While Council is aware of the constrained environment on Shellcove Road and given the high demand for on-street parking in the area, has retained parking on both sides of the street to date. [CLOSE for next report]
13/10/2025	8.1 MM01: LED street lights – warmer white light	1. THAT Council consider the use of warm LED luminaries in future lighting replacement programs across Council owned properties and when future replacement of street lighting is proposed. 2. THAT Council explore grant funding from the NSW Government to undertake a program to install warm LED streetlighting in place of the existing cool street lighting.	OSI	Oct-25	OPEN	1. Council will consider the use of warm LED luminaries in future lighting replacement programs across Council owned properties and when future replacement of street lighting is proposed. 2. Council Officers will investigate options for appropriate grant funding to replace cool LED streetlighting with warm LED streetlighting. [CLOSE for next report]

Meeting date	Item Reference	Resolved Action	CPE	Target Date	OPEN	Current Status (27 October 2025)
13/10/2025	11.1 Notice of Motion 22/25: Western Harbour Tunnel - high-capacity public bus service	1. THAT Council write to the City Of Sydney Council and the Inner West Council urging the formation of a working group to urgently write to the following Ministers: Transport Minister John Graham, Roads Minister Jenny Aitchison, Environment Minister Penny Sharpe, Planning Minister Paul Scully, Housing Minister Rose Jackson, and Treasurer Daniel Mookhey, to strongly advocate for the integration of a high-capacity public bus service between the Lower North Shore and the Inner West and beyond into the Western Harbour Tunnel.	CEO	Nov-25	OPEN	Letters being prepared
13/10/2025	11.2 Notice of Motion 23/25: Traffic Matters - Spofforth Street / Rangers Road	1. THAT Council note the multiple invitations, over many years, to Mosman Council to collaborate with North Sydney Council to address black spot and other traffic and pedestrian safety issues at Spofforth Street and Rangers Road. 2. THAT Council note the works undertaken by North Sydney Council at Holt Avenue and Spofforth Street to address the black spot and pedestrian safety in the absence of collaboration from Mosman Council. 3. THAT Council, once again, seek the cooperation of Mosman Council in addressing these traffic issues. 4. THAT the matter be referred to the CEO to consider available options under the Local Area Traffic Management Action Plan and that a report be returned to Council within three months.	OSI	Jan-26	OPEN	1. The Council has noted this as per minutes. 2. The Council has noted this as per minutes. 3. Council will write to Mosman Council seeking cooperation in addressing traffic issues. 4. The matter has been referred by the CEO to the Director Open Space and Infrastructure for investigation. A report will be provided to Council within 3-months (by January 2026).
13/10/2025	11.3 Notice of Motion 24/25: Bydown Cottages	2. THAT Council note the works undertaken by North Sydney Council at Holt Avenue and Spofforth Street to address the black spot and pedestrian safety in the absence of collaboration from Mosman Council.	P&E	Dec-25	OPEN	1. The process of engaging a heritage consultant to undertake an independent, preliminary heritage assessment is underway. Requests for availability and quotations were sent 14 October 2025.

APPENDIX C - Spofforth Street Accident Report



**Northern
Development
Assessment**

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✉ dave@nda.live
🌐 www.nda.live

📍 Suite 11, 303 Barrenjoey Road,
Newport NSW
2106.

SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

The intersection of Holt Avenue & Spofforth street is a location with frequent vehicle accidents. This is a record of **accidents witnessed and reported by residents to Harrison Precinct** but there may be many more which were not observed particularly during weekdays.

2018		
March 17, 2018 1pm	2 car crash	Ambulance, police, tow trucks
June 12, 2018 9pm	2 car crash	Car and van
June 24, 2018 2pm	2 car crash	Tow truck in attendance
July 2, 2018 4:40pm	2 car crash	
September 13, 2018 3:45pm	2 car crash	
September 14, 2018 4pm	2 car crash	
December 3, 2018 3pm	2 car crash	Car attempting right turn into Holt eastbound. Panel damage - no polic
2019		
February 2, 2019 8:50pm	2 car crash	
May 6, 2019 2pm	2 car crash	Head on collision 
May 8, 2019 4pm	2 car crash	No police involved.
May 11, 2019 4pm	2 car crash	Car was attempting to traverse across Spofforth from Holt when it was hit by a vehicle heading northbound on Spofforth.
July 11, 2019 10am	2 car crash	Car was attempting to traverse Spofforth from Holt Ave. Tow away.

SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

			
October 5, 2019 7:30am	2 car crash	Corner of Holt Ave and Spofforth St.	
October 17, 2019 12pm	2 car crash	Subaru Foster and white Barina – ambulance arrived. No photo.	
October 18, 2019 1:30pm	2 car crash	T-bone accident on Spofforth – vehicle traversing from Holt Ave.	
October 19, 2019 5:30pm	2 car crash	Corner of Holt and Spofforth – Police and Fire brigade.	
October 24, 2019	Cyclist + car	Cyclist traveling inside of stationary traffic south on Spofforth clipped by taxi turning right onto Spofforth from Holt	
November 15, 2019	2 car crash	T-bone accident. No photo.	
November 16, 2019	2 car crash	T-bone accident.	

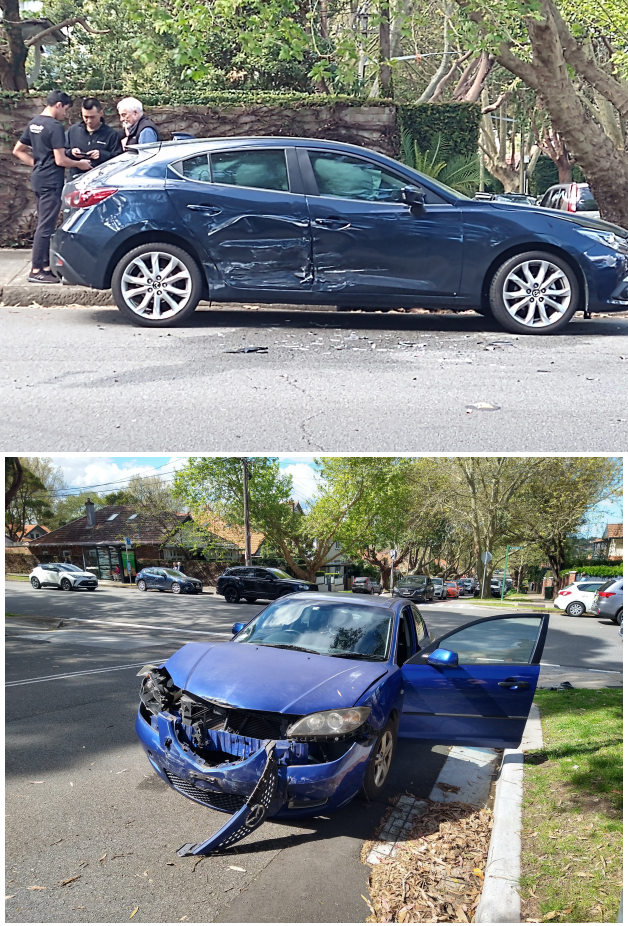
SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

3 :45pm		
2020		
January 23, 2020	Single car	Taxi with flat tyres - caused by hitting "silent cop" (now removed) at center of Holt Ave. 
February 27, 2020	Single car	Accident corner of Cabramatta Road & Spofforth - vehicle lost control, mounted footpath, hit a pole and tree at the corner of Cabramatta Road. 

SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

2021		
January 15, 2021	Motorcycle and car	T-bone crash Spofforth and Holt Ave. Ambulance, police in attendance. 
January 22, 2021	Single car	Car crash on Holt Ave - outside 140 Holt Ave Residents reported vehicle being driven at high speed northbound towards Military Road Car extensively damaged.
2022		
July 24, 2022	2 car crash	T-bone crash. Extensive damage to both vehicles. 

SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

September 10, 2022 1:30pm	3 car crash	
October 3, 2022 2:33pm	2 car crash	

SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

		
2023		
November 28, 2023 10:57	2 car crash	Reported by Cathy to to mayor, r.bendall, p.friedrich, s.hughes, s.menzies, l.moline, m.randall Police and ambulance in attendance.
2024		
February 6, 2024 9am	3 car crash	Holt ave intersection of Spofforth. Victim stated she was hit whilst turning right out of Holt on the Mosman side - the car was seriously damaged. Police in attendance. 

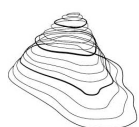
SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

May 24, 2024	2 car crash	
September 2, 2024 9am	2 car crash	Resident reported: I just heard on the ABC traffic report about a big crash this morning causing traffic delays on Military Rd. I didn't see/hear anything although when I went outside to put my garbage out at 9am I saw a tow truck with a smashed up black BMW 4-wheel drive on it.
November 9, 2024 4:30pm		Serious accident at the intersection of Holt Ave and Spofforth St. Ambulance, Fire Brigade and Police were in attendance.  

SPOFFORTH STREET CRASHES
as reported by residents since MARCH 2018

2025		
October 27, 2025 9:45pm	3 car crash	T-bone collision. Main damage was to a late model sports Mercedes which was undriveable due to damage to the front and passenger side. No police were in attendance and no one was physically injured.
November 19, 2025 Approximately 8am	2 car crash	Intersection of Holt Avenue and Spofforth St. 

Appendix D - Holt Ave Residents Existing Views

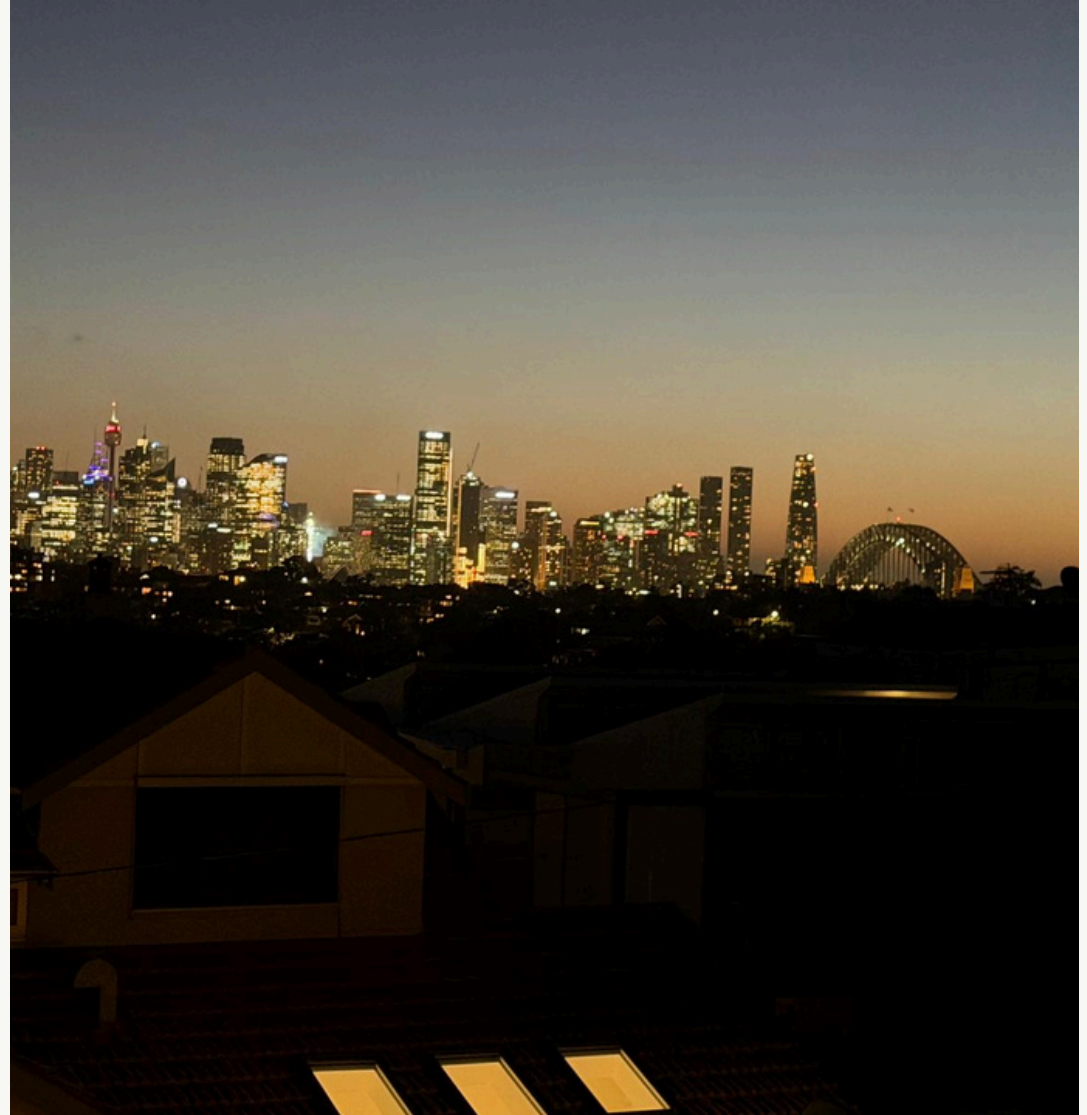


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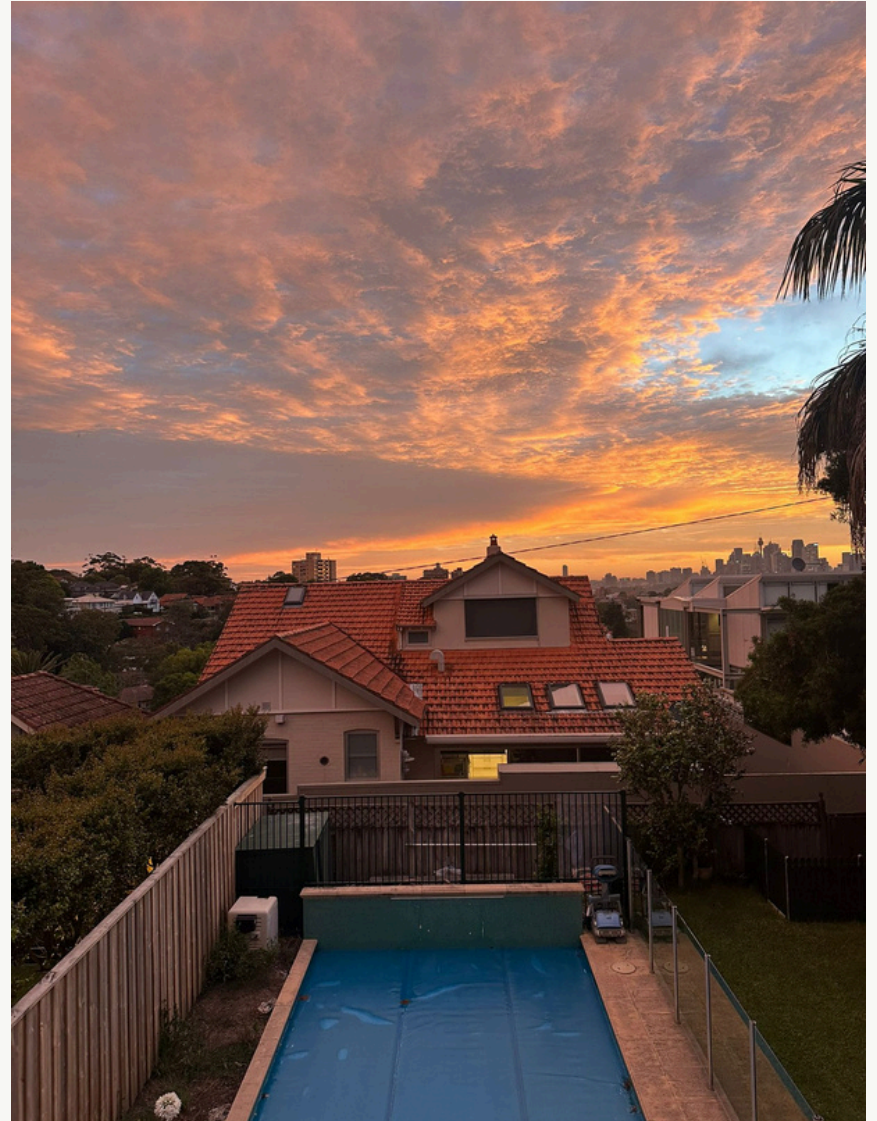
📍 Suite 11, 303 Barrenjoey Road,
Newport NSW
2106.

HOLT AVENUE RESIDENT VIEWS



KARIN HATTINGH + PHILIP LODEWICUS HATTINGH: 18 HOLT AVE
TAKEN NOVEMBER 27 FROM THE REAR BOUNDARY, STANDING ON THE
FIRST LEVEL BALCONY

HOLT AVENUE RESIDENT VIEWS



ALISON + JIMMY LEE: 20 HOLT AVE

TAKEN NOVEMBER 25 STANDING ON THE REAR BOUNDARY BALCONY

HOLT AVENUE RESIDENT VIEWS



JACQUELINE MAY + WILL SWEENEY: 22 HOLT AVE

TAKEN NOVEMBER 26 STANDING IN THE DINING ROOM AT THE REAR BOUNDARY

HOLT AVENUE RESIDENT VIEWS



ANGELA + MICHAEL BROOKS: 26 HOLT AVE

TAKEN NOVEMBER 29 FROM THE REAR BOUNDARY, STANDING ON THE
FIRST LEVEL BALCONY

HOLT AVENUE RESIDENT VIEWS



MARIKO LAWSON + STEVE JOHNSON: 28 HOLT AVE
TAKEN NOVEMBER 26 STANDING ON THE REAR BOUNDARY BALCONY
OUTSIDE THE LIVING ROOM

HOLT AVENUE RESIDENT VIEWS



JANELLE + DENNIS BROWN: 32 HOLT AVE

TAKEN NOVEMBER 29 FROM THE REAR BOUNDARY, STANDING ON THE
FIRST LEVEL BALCONY

HOLT AVENUE RESIDENT VIEWS



KAYE STRAIN: 34 HOLT AVE

TAKEN NOVEMBER 26 FROM THE REAR BOUNDARY, STANDING ON THE PATIO
OUTSIDE THE KITCHEN

HOLT AVENUE RESIDENT VIEWS



ANN DODD: 36 HOLT AVE

TAKEN NOVEMBER 27TH STANDING ON THE REAR BOUNDARY DECK (behind 23 Rangers)