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40-48 REDAN ST. MOSMAN. Project ID: SSD-93020230. SUBMISSION.

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In the first instance it is incomprehensible how the above submission has been made, and allowed to be judged, under SSD guidelines.

By what criteria does it comply as a State Significant Development ?

I refer to the NSW Government's own website and explanations. Vis:

Housing Delivery Authority. (The bold is the website).

On the first page:

Boosting housing supply and improving affordability. (Again the bold is the website).

I quote:

"The planning system is an important lever in addressing the housing crisis and meeting Housing Accord targets. NSW has an ambitious target to deliver 377,000 new homes over five years by July 2029 under the National Housing Accord.

The NSW Government is committed to providing the homes that young people, families and workers need through reforms that are designed to streamline planning approvals for major housing developments.

To accelerate the delivery of much needed homes and help meet our target under the Accord, the NSW Government established the Housing Delivery Authority (HDA).

To make this happen as quickly as possible, the newly established Housing Delivery Authority (HDA) will lead a new streamlined state significant development (SSD) pathway and SSD with a concurrent rezoning process".

End of quote.

Ergo - any reasonable analysis would deduct that the HDA and the SSD have been established to materially assist development and building of "homes that young people, families and workers need".

It is not difficult analysis to establish that the median price of homes (both houses and units) in Mosman (and perhaps much of the Lower North Shore generally) are way above the affordability of the average "young people, families and workers". (Especially in the very up-market position the proposed SSD-93020230 is in).

It is also reasonable conjecture that the sort of homes being vacated by people who can afford to change to Mosman are also probably beyond the reach of the average young people, families and workers.

So, according to the NSW Government's own website and descriptions of HDA and SSD, I ask again - By what criteria does the 40-48 Redan St. Mosman development comply as a State Significant Development ?

Beyond the above accurate observations, I have material objections to the development:

1. I have lived in Mosman for over 40 years. Naturally during that time there has been much change and development, and Mosman Council has always made constructive efforts to strike the often difficult balance between keeping the scenic attributes of the area, the changing ideas and aspirations of local residents and ratepayers, and accommodating the general increase of population and traffic in NSW. It has involved continual analysis and sometimes change to Council's rules and regulations, and compliance with the law, but in the

main Council has been as successful as possible in the prevailing circumstances.

The NSW Government has now determined to completely overrule the ability of Mosman Council to control the mentioned difficult balancing act. For no rational reason other than to attempt to comply with the National Housing Accord. The latter precipitated by what has been called a National Housing Crisis. Such attempted compliance is already having a massive and unreasonable detrimental effect on many Mosman residents (and residents of other local areas in similar situations).

It is stated here that the National Housing Crisis is real, and needs to be attended on. But it needs considerable care, and will not be properly solved by just shovelling extra population onto and into already heavily populated areas. And in Mosman's situation, just giving carte blanche to large developers to capitalise on the suburb's attractiveness to those with money, and make even more \$ millions profit regardless of legitimate local concerns.

And it cannot be stressed strongly enough that any new housing construction in Australia for the benefit of existing, new and future citizens should never unduly compromise the aspirations, benefits, and lifestyles that encourage people to stay and/or come to this nation.

To add insult to injury, because residences in the 40-48 Redan St. development will only be affordable to the financially very well-heeled, it will make not an iota of positive difference to the National Housing Crisis. (And note, the eleven small so-called "affordable" units and bed-sitters at the back of the development can easily have their common walls removed later on to create larger more expensive units, and are only available in current so-called "affordable" designation for fifteen years).

2. Compared with the local character and balance of the surrounding area, Balmoral Slopes, and much of Mosman generally, at even three or four stories high the form and size of the proposed 40-48 Redan St. development would be more than excessively bulky and visually ugly. There is absolutely no rational reason to allow such an impediment be foisted on the lives and amenities of local residents, and add to destruction of the general scenic ambiance of the whole area. It is not hyperbole to label the proposed design in it's area and location comprehensively obscene.
3. The proposed development at 40-48 Redan St. is actually illegal in that a very large part is sited inside the 60 metre scenic protection zone. The latter was created some time ago for very legitimate reasons, is enforced whenever necessary or appropriate, and there is no lawful reason why the 40-48 Redan St. development should be allowed to contravene or abuse the 60 metre scenic protection zone.
4. The development involves excavation for a two level carpark for 106 cars. It will necessitate excavation to depths that, especially in geologically soft and porous sandstone, have the potential to detrimentally affect existing natural stormwater flows. Considerable flooding and/or damage to the many properties downhill from the development cannot be discounted, both during excavation and into the unforeseeable future.
5. Mosman being a historically old area (approx. 150+ years from first recorded dwelling construction), many of the created stormwater and sewage systems are old and possibly unable to take large volumes of extra load. The latter problem a continual cost for Mosman Council, and other councils, and State governments of many persuasions have continually refused to financially compensate Councils for this. New large residential developments such as 40-48 Redan St. exacerbate the stated stormwater and sewage problem.
6. The huge car park excavations will also create air-borne dust and pollution for all nearby residents. Whilst of a temporary nature, quite how this complies with both national and state health and safety regulations has not been explained.
7. The possibility of each of fifty three units having two cars is real (note above car parking for 106 cars). Besides adding considerably to local traffic volume and congestion, especially at rush hour, school delivery and pick-up times, and weekends, there will be a material increase via the volume of vehicles servicing the block's residents - tradesmen, general deliveries, gardeners, visitors etc.. In a suburb already experiencing too much traffic volume and often tight parking.

8. Apart from necessitating the demolition of two classical, substantial, well proportioned and well maintained federation two story houses (42 and 44 Redan St.), the development will sit hard against two equally classical and well maintained heritage listed properties (36 and 38 Redan St.). It does not require the opinion of a heritage specialist to understand the impact such a huge, ugly and ill-considered building will have on the overall appearance and integrity of such properties. One has to seriously ask what is the point of a heritage designation if it is to be destroyed and/or abused with impunity ?

9. Items '1' to '8' also legitimately suggest side and ripple effects from the development, during both excavation and construction, that might extend well into the future, thus making the risks associated with the development unacceptable.

It is noted that official comment on the above development, from 17-3-26 to 30-3-26, has been restricted to two weeks. Given the size and location, and necessity for careful evaluation by all interested and affected parties, two weeks is unconditionally too short a time frame. It begs the question as to the ulterior motives of the developer (and the NSW Government?) by restricting analysis of the proposal to as short a time as possible.

In summary, the above proposed development, Project ID SSD-93020230, at 40-48 Redan St. Mosman is :

Of a size, nature and bulk that is completely out of keeping with the positive qualities of the local area and suburb.

The damage will be physical in the form of comprehensive and massive building works (including very major demolition) on existing freehold sites, and landscapes. Most of this damage will be permanent. The damage will also be mental and emotional on very many families and individuals, whose lifestyles, health, and general amenities will suffer unduly both during construction and into the future. For absolutely no positive gain in solving the National Housing Crisis.

In replacing five existing homes with fifty three the development will add considerably to traffic volume and congestion, both in Redan Street itself, Redan Lane, and the overall locality.

Again, it cannot be stressed strongly enough that any new housing construction in Australia for the benefit of existing, new and future citizens should never unduly compromise the aspirations, benefits, and lifestyles that encourage people to stay and/or come to this nation.

The proposal is illegal. As illustrated in item '1', there is no legitimate reason for it to be a State Significant Development, and as covered in item '3', it substantially impinges on the 60 metre Scenic Protection Area.

All the above for absolutely no positive gain in the basic reason for the development, implanted under the NSW Government's State Significant Development criteria, to supposedly help solve the National Housing Crisis.

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