

30 March 2026

Department of Planning, Housing and Infrastructure

**Objection to Development Application SSD- 93020230 at 40-48 Redan Street, Mosman by Richard Wise Pollitt 69B Muston Street, Mosman**

**1. Summary**

I refer to State Significant Development Application SSD – 9302 0230 which seeks consent for the demolition of existing dwellings; construction of 10 storey residential flat building comprising: 53 apartments (including 11 in-fill affordable housing apartments), two basement levels with parking for 106 cars, communal open space and associated works at 40-48 Redan Street Mosman.

I am one of the joint owners of 69 B Muston Street Mosman. I am a very long-time resident of Mosman. I went to Mosman Primary School in the 1940s. More recently I was the joint owner of 97 Muston Street for 29 years, and on retirement moved 300m. along the street to an apartment at 69B Muston Street, where we have lived for the past 13 years, so we know and love the area.

Our property which is directly behind the site, as shown on Fig.1, would be **devastatingly** affected by the proposal, which would **totally** block our current harbour views. It would also block sunlight and sea breezes and would overlook our property. Our views of the harbour, ocean and sky a part of our life. We find it hard to believe that we could lose something we considered to be so precious. We are in our retirement years, and the possibility of this project proceeding is already causing us anxiety, worry, sleeplessness and general mental distress.

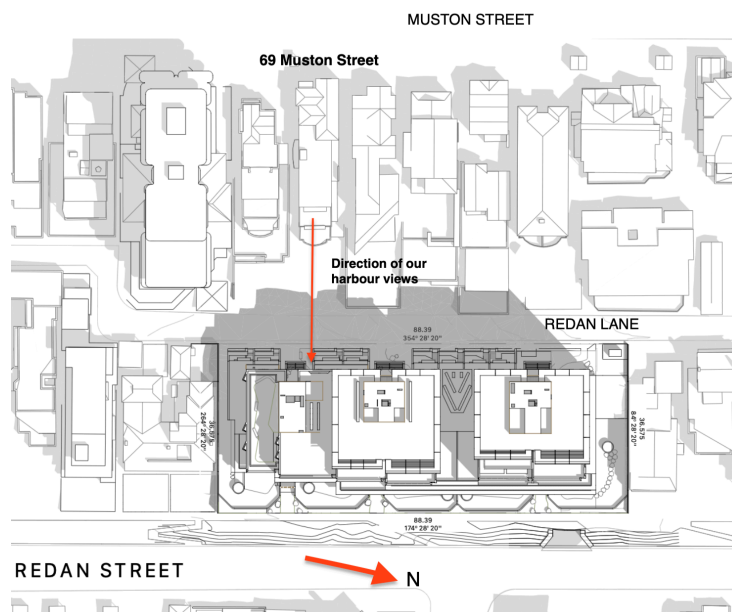


Fig. 1 Location Plan

Our main areas of concern are as follows:

- Impact on Views
- Impact on Sun and sea breeze
- Bulk scale and scenic and heritage protection
- Redan Lane access and pedestrian safety
- Compliance with LMR standards and affordable housing bonus
- Affordable housing
- Community consultation
- Construction access, noise and vibration

## 2. Impact on Views

### 2.1 Harbour and Ocean views

The EIS notes that our property at 69 Muston Street and our Neighbour's at 71 Muston Street "will be likely to be exposed to significant view loss, ranging from **severe to devastating in** Tenacity terms". This is an understatement. Our current view includes Middle Harbour, the Pacific Ocean, North Head, Manly, Grotto Point and Balmoral. An analysis of the drawings indicates that these views will be **totally obliterated**. We will not see any point of the harbour, ocean headlands and points of interest. If allowed, that view will be totally replaced by a close-up view of the western façade of the proposal development. This is a terrible outcome for us and totally unfair!



Fig. 2 View from our main balcony, showing Pacific Ocean, North Head, Manly, Middle Harbour, Grotto Point, HMAS Penguin, Balmoral Slopes and Esplanade

Our harbour and ocean view is extremely important to us. It is the main reason we bought the property 13 years ago. It is much more than a static view. It provides our connection to the sea, the sky, the bushland and the surrounding suburb. From our living and dining room, and our balcony we see the sunrise in the morning, the constantly changing weather and sky, the boating activity on the harbour including the yachts racing on Wednesday afternoon, twilight sailing by Middle Harbour Yacht club on Thursday evenings, small sailing boat racing on weekends and the constant parade of boats of all sizes. In the evenings we watch the sunlight setting on Grotto point and Manly, then the lights of the buildings around the harbour, the lights of the Manly ferries travelling to fro, and the monthly full moon rising over North Head. We teach our grandchildren about the navigation lights visible around the harbour, including the bombora warning light off Grotto Point, and on a clear night, point out all the star constellations.

It is a view that is constantly changing and one which brings peace, joy and contentment to us, greatly benefiting our mental health. It is more than a view it is part of our life!

Fig.3 shows that we have the view not just from our main balcony, but also from our kitchen, lounge and dining room



Fig.3 View from our kitchen, lounge and dining room

## 2.2 Sky Views

Our sky views are equally important. We enjoy wonderful expansive views of the sky from the zenith down to the ocean. We often see fascinating cloud patterns rolling in from the Pacific Ocean, and in the late afternoon the sun shining on amazing clouds over North Head and Manly. In the early morning, I look down to the harbour to see which way the boats are pointing as an indication of the wind direction, and up to the sky to determine the impending weather. We are also able to watch and enjoy a lot of birdlife, as many rainbow lorikeets, currawongs, cockatoos and magpies and others pass by, flying up and down the slope past our apartment to the bushland at Balmoral. These would all be diverted away by a massive building in front of us.



Fig. 4 Amazing sky view - taken from our main balcony 26 March 2026. This would be totally blocked out by the proposed development, except for a small corner of sky above the top of the crane in the right of the picture,

While we now look down to the sky where it meets the horizon, if the project proceeds, we would have to look up at quite an angle to see any sky at all directly in front us, and even more steeply as our gaze goes round slightly towards the North. (See Fig.5)

The SSD Submission drawings – Section 3 conveniently passes through our property, allowing a direct mark-up of the angle to the sky directly in front of us, and the higher angle over the second tower building 5° to the north.

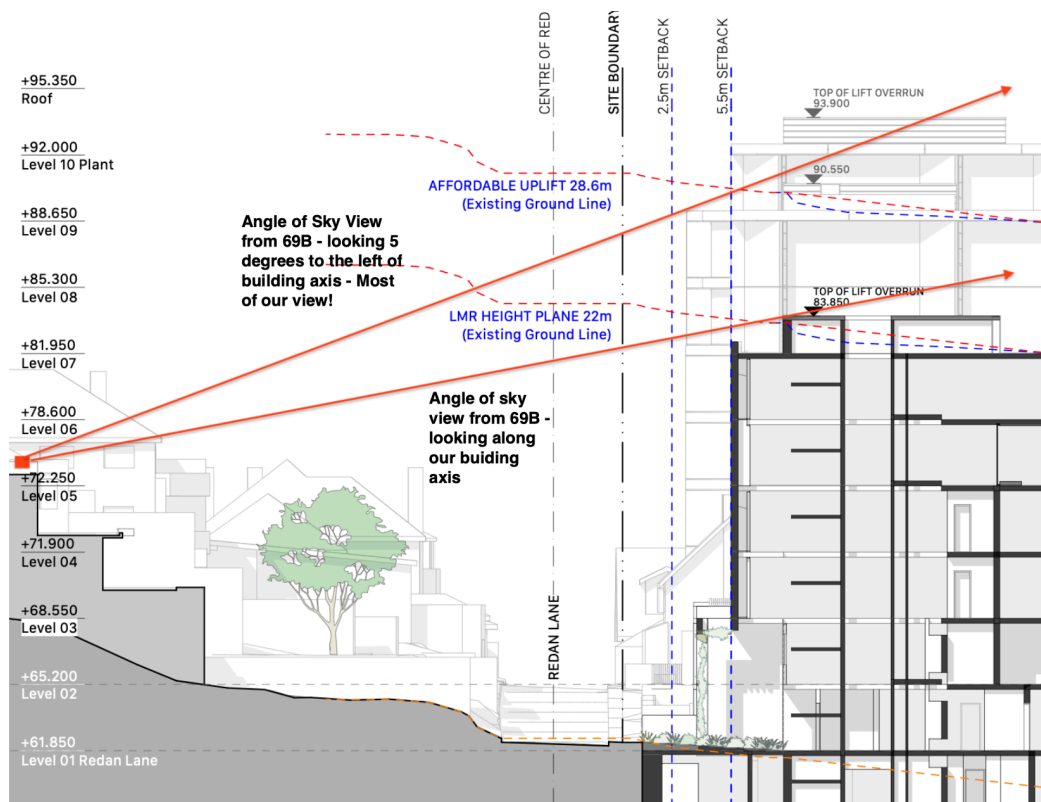


Fig. 5 Marked up detail from SSD Submission. Section 3, showing lowest angle of sky view from 69B Muston St.

### 2.3 Blocking our view

In the Visual Impact Statement, the proponent notes that our property is one of the most severely affected properties in terms of views. However, the proponent does not include any visual montages to show the actual impact of the proposal on our view. In the very limited time available I have developed an accurate projection of the profile of our apartment block projected onto the Western elevation of the proposal. This shows the relative location of our building to the proposal. It gives a very clear indication of how our view would be totally obliterated. There has clearly been no attempt at creating any view sharing for us in accordance with the Tenacity principles.

The projection of the profile of our building onto the Western façade of the proposed development is shown in Fig.6 below. It indicates quite clearly that we would totally lose all our harbour and ocean views due to the bulk of the building directly in front of us.

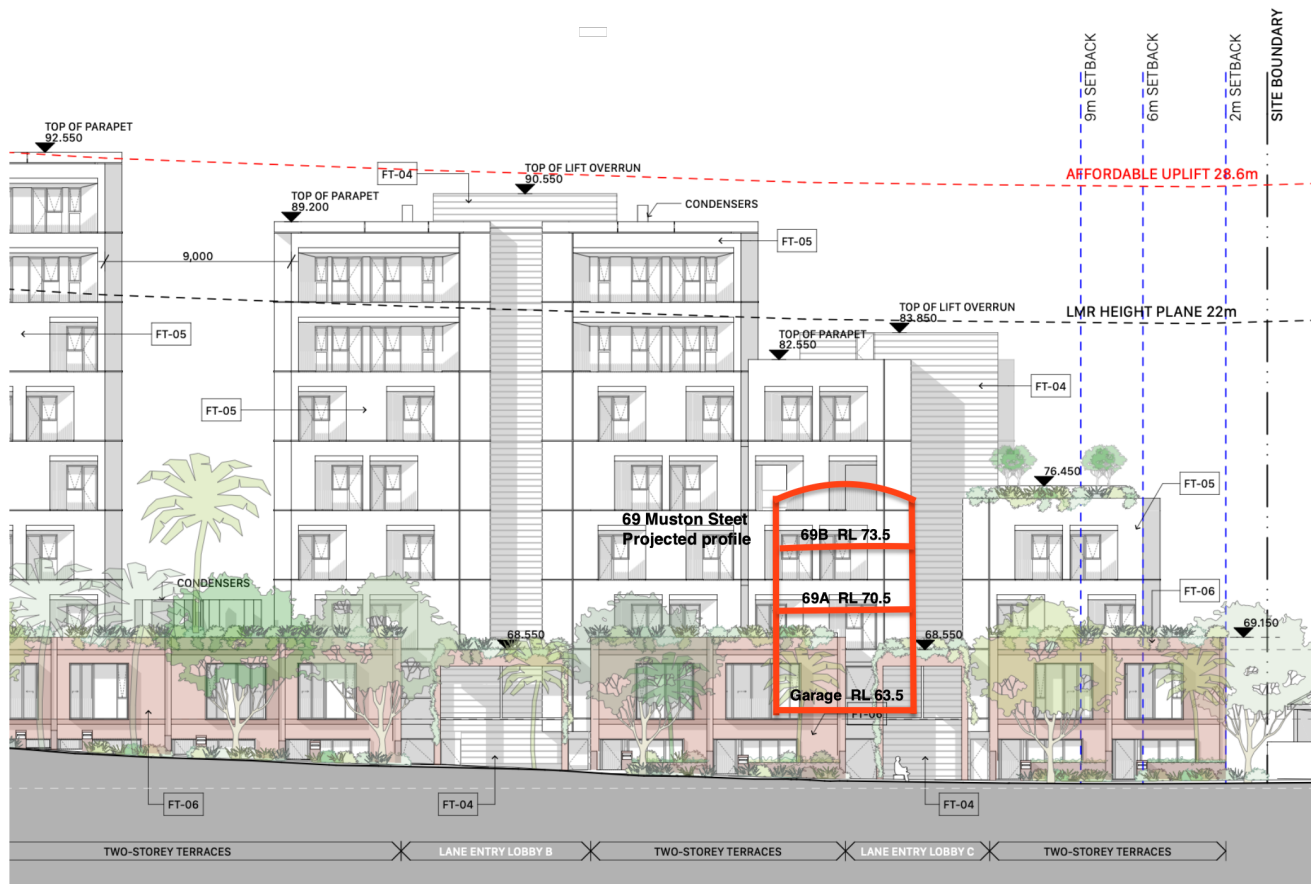


Fig.6 Marked up detail of SSD Submission – Western Elevation Redan Lane - showing relative position of 69 Muston St. looking due East towards the harbour. It clearly indicates that harbour views from 69B Muston St, would be totally blocked.

The proponent has made a self-serving statement in the visual impact study included in the EIS, in an attempt to justify the impact on our property, quote:

*A consequence of the changes is that more residents housed in contemporary developments under the SEPP will enjoy access to views of high scenic quality previously held by a few.*

This seems to imply an altruistic motive to benefit the community, at a small price to pay by “a few”. **We are part of “the few”**. The real motive of course is the huge profit the project promises to deliver to the developer. There is no compensation for our loss of views or the loss of value. It is all very unfair!

## 2.4 Loss of Value

Associated with the loss of view is a very significant loss in value. We worked very hard and saved for years to be able to purchase this apartment on our retirement. At the time, the selling agent advised that the high price was largely due to the excellent views, which were protected by the LEP limiting the height of development in Redan Street to the height plane of existing buildings. In the time available we have not been able to

quantify the loss in value the development would cause, but it would be in the millions of dollars. This is very unfair. It seems there is no mechanism to reimburse people that lose views, from the huge profits the developer makes from effectively stealing them.

I do not believe that the visual impact reported in the EIS accurately reflect the visual impact on many of our neighbours. As the views from buildings in Muston Street looks slightly downwards towards the harbour, they will not retain harbour views unless the viewer is significantly above the podium level in the proposal, even if they are in line with a “viewing slot.” A proper view montage would show that these neighbours’ impacts are also “severe to devastating”.

### **3. Impacts on Sun and Sea Breeze**

Another major impact of the proposal on our amenity will be on the sunlight and breeze we experience. Our apartment is aligned in an east/west alignment, with the main living and dining area and balcony facing just north of east. In the early mornings from sunrise until midday, we get sunlight flooding into our living dining area which warms the area beautifully in the winter and in the summer the sun is controlled by a retractable external awning to give the amount of sun required. From the limited information and the small scale of the shadow diagrams in the EIS it is difficult to determine the exact impact of the proposal. But is evident that in winter we would not receive any sunlight into this area before at least 11.00 am. We really treasure that sun and warmth before and after breakfast. Our neighbours in the apartment below would have a much greater impact. This is not acceptable!

Another feature we enjoy is the cooling north-east sea breeze which we receive in the summer months. The design of our apartment allows us to adjust sliding doors on the eastern balcony and windows in the western bedrooms to get a pleasant cooling air through flow. As a result, we very rarely need to use air-conditioning in the summer months. The size and bulk of the proposed development will create an effective wall which will totally block the sea breeze.

The qualitative wind assessment report in the EIS only examines wind effects on the development itself. It does not cover effects on neighbours. A proper wind analysis should examine the wind shadow effect on neighbouring properties and possible effects of eddies coming off the sides of the building, these could be quite detrimental. Again, the blocking of the sea breeze is a big impact on our amenity.

The direction of the summer Seabreeze is shown in fig.7 below. This allows the blocking effect in the wind shadow on our property to be assessed.

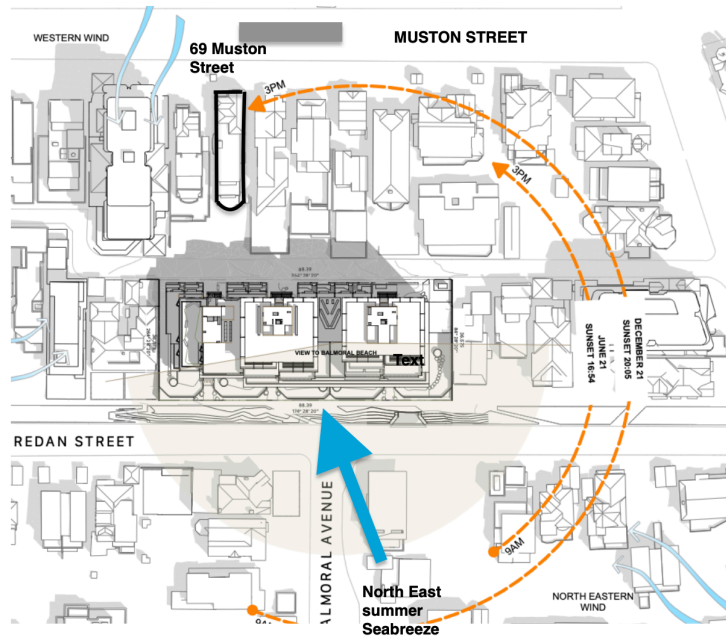


Fig. 7 SSD Submission - Site Plan. Marked up to show direction of NE sea breeze and blocking effect on 69 Muston Street

#### 4. Bulk, Scale, Scenic and Heritage protection.

The proposed 10 storey building is totally out of scale with the low-rise buildings surrounding it. The proponent assumes that most of the surrounding buildings will be developed to a similar height. However, this is unlikely as there are many properties which the owners have lovingly developed and maintained, some with heritage orders which means that 40–48 Redan Street may well be the only major development in the immediate area. As such it will stand out as an ugly monolith in the years to come.

The development involves the demolition of one single storey Federation house, and 2 substantial two-storey Federation houses, plus 2 modern two-storey houses, one of which was only completed in 2020. All are substantial dwellings in good condition, providing excellent family homes. Their demolition seems to be a great economic waste from a state perspective! Photos of these houses are shown in the Heritage Impact Statement of the EIS submission.

The Balmoral slopes form a natural amphitheatre, giving the properties on each tier an excellent view over the properties below. This is very similar to the seating in a theatre. However, the introduction of a 10-story building halfway up the slope ruins this concept for all the tiers above. Using the theatre analogy, it would have the effect of a group of people in one of the middle rows standing up for the whole performance!

The site being partly below the 60m. contour falls within the Mosman Scenic Protection Area, which the Mosman Council describes as an integral part of the Sydney harbour landscape because of its visibility from surrounding waterways and land areas across

the water. The significance of Mosman's foreshores slopes has been recognised in both State and Council planning since the 1960s. There is no justification for moving the boundary of the Scenic Protection Zone to suit this development. This would set a dangerous precedent for future development in the area. This alone is sufficient reason for the development application in its present form to be refused.

## **5. Access from Redan Lane**

### **5.1 Pedestrian Access**

Pedestrian access is provided to the development from both Redan Street and Redan Lane. However, for eight affordable apartments (T 01 – T08) the only access is via individual entrances to each apartment from Redan Lane. So, these residents of the affordable housing component have no option but to use the lane. Also, as the Redan Lane access is the most direct route to Mosman Village and public transport, it could be expected that almost all the pedestrian traffic to and from the building would use the access points from the Lane, to avoid the much longer walk around to the Redan Street entrances.

However, Redan Lane is totally unsuited for pedestrian use. It is very narrow, has no footpath and is used frequently by delivery vehicles, garbage trucks etc. It also provides access to the parking garages for nearly all the houses on Muston Street, and for nearly all the houses in Redan St. Cars using the lane need to be extremely careful squeezing past parked vehicles or vehicles coming from the other direction. That doesn't leave any room for pedestrians.

The lane has a dog leg in the middle, in which larger trucks frequently get stuck. Recently a truck carrying reinforcing steel rods was stuck for over an hour. Fortunately, the lane allows for traffic in both directions, which means that if the lane is blocked at some point, vehicles can exit in the opposite direction.



Fig. 8 Dog leg in Redan Lane – looking North from southern side of dog leg.

There is a particularly dangerous point in the lane where it joins Almora Street. Buildings on either side make that a blind corner, however vehicles coming down the hill in Almora Street often make the right hand turn into the lane quite quickly to get across in front of traffic coming up the hill, I have nearly hit pedestrians who have stepped out from behind parked cars at that location without looking for cars turning into the lane.



Fig. 7 Blind Corner at Junction of Redan Lane and Almora Street. Looking North near the end of Redan Lane.

Residents and visitors to the development would also use the Redan Lane entrances when arriving by Taxi, Uber, or soon by Robotaxis. Uber Eats and other deliveries will use the lane for convenience. Residents of the affordable housing units in Redan Lane would have no other option. This will lead to significant congestion problems. Taxis etc. waiting for pick-ups will wait in the lane, blocking access for other vehicles. The problem will be worse with Robotaxis as there will be no driver to move them out of the way.

Consequently, I believe the pedestrian access via Redan Lane is not safe and not practical. All pedestrian access should be provided from Redan Street.

## 5.2 Impact on our amenity

The parking for our apartments in 69 Muston Street and for all the houses and apartments in Muston Street and Redan Street is accessed from Redan Lane. This access is already difficult at times due to large vehicles stopped in the lane for deliveries, vehicles illegally parked, garbage truck operations, etc. As noted above, use of the lane by pedestrians and the additional traffic from taxis, deliveries, Ubers and Robo taxis will have a big effect on the availability of car access to the lane for existing properties. This would be a significant effect on our amenity.



Fig. 8 Restricted access along the southern end of Redan Lane – looking North

## 6. Compliance with LMR Development Standards and Affordable Housing Bonus

The proponent has claimed that the project site is within the LMR inner area (ie. 0-400m safe walking distance from the town Centre). The route nominated by the Proponent is 372.5m in length. However, this route relies on access to the site from Redan Lane. As noted above this is not a route that may be walked safely by pedestrians. The shortest route from the town centre to the site as identified by Sydney Surveyors is 469.8 m. as shown on the attached diagram. Consequently, the site falls in the outer ring of the LMR provisions, (400 m – 800 m from town Centre).

The LMR standards for residential flat buildings in outer areas (400–800 m from a nominated station/centre), as follows, should therefore apply to this development proposal:

- Floor space ratio: max 1.5:1 plus 30% affordable housing bonus = 1.95:1
- Height of building: max 17.5 m plus 30% affordable housing bonus = 22.75m
- Storeys: max 4 plus 30% affordable housing bonus = 5.2 (round to 5)

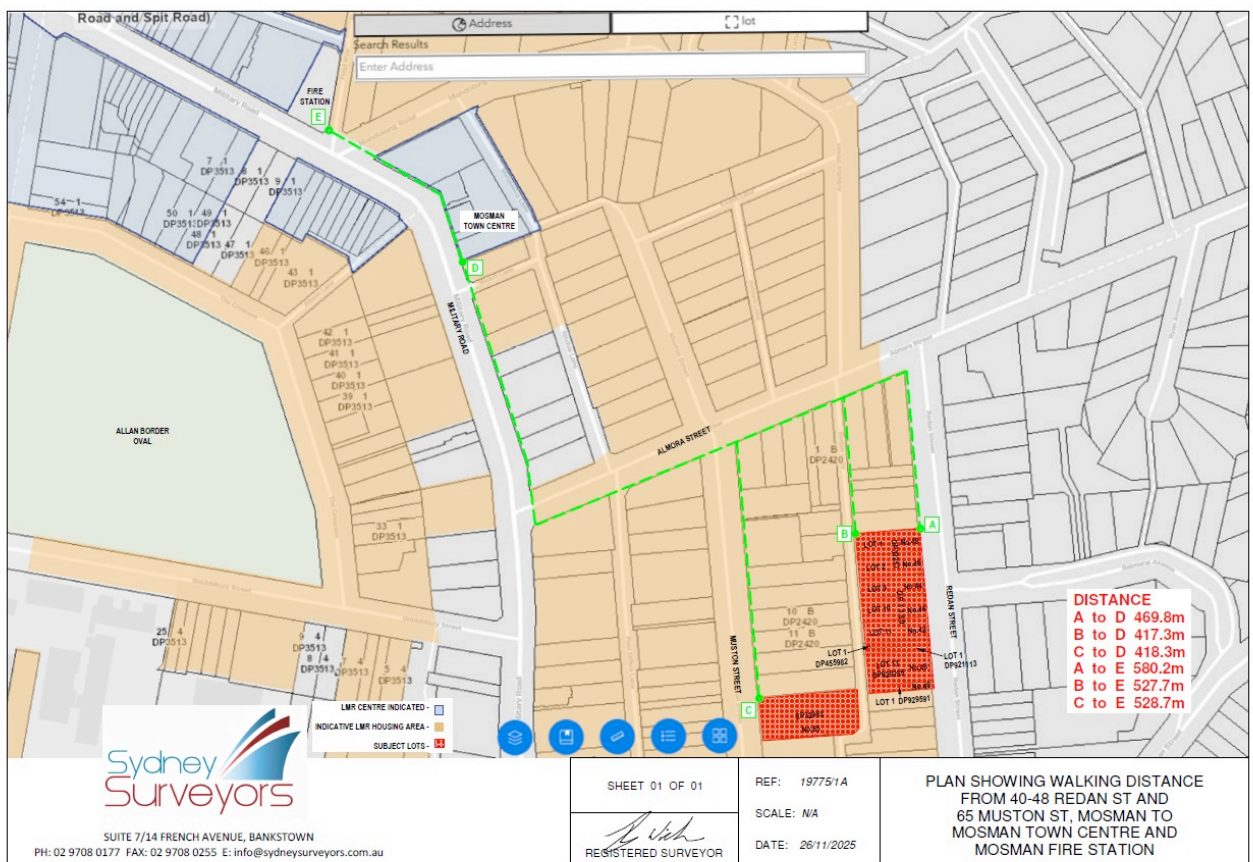


Fig.9 Survey prepared by Sydney Surveyors showing safe walking distances from 40-48 Muston Street.

The proponent has claimed the maximum height and FSR based on being within the 400m. of the town centre. The proponent also claims the maximum 30% affordable housing bonus. On top of this the proponent has requested a variation of 4.8 m. to the maximum building height taking the top of the lift over run to 33.4 m. I request that this variation be rejected. I also note that the affordable housing bonus is not a given as a right but may be awarded at the discretion of the Minister. Given the extreme bulk, and the impact on views, I request that the bonus be rejected.

## **7. Affordable Housing**

The proposal contains 11 affordable housing units. The amenity of these is considerably less than other apartments in the building. Eight of them only have entry down a few steps to their front door from Redan Lane. They do not have access from the main lobbies. This creates an “upstairs downstairs” type situation with the poorer residents in “affordable housing” restricted to entry from separate doors. This is not a line with modern expectations in Australia.

The affordable apartments only have one point of entry, no cross ventilation, and very limited sunlight. The living and dining area are on the lower levels, which are partly below the level of Redan Lane, would get virtually no sunlight, as they only have windows facing west and the late afternoon sun would be blocked by the buildings behind. Affordable apartments are meant to have a similar level of amenity as those in the remainder of the building. This is clearly not the case.

I support the concept of including affordable housing. However, the affordable housing units are clearly not provided to solve the housing problem, but to give the developer the possible opportunity to add to extra floors to the project. These are proposed on levels eight and nine. These extra floors exceed the height limit possible under the bonus! The extra floors will contain two 3-bedroom units, and two 4-bedroom penthouses. The largest of these is 321 m<sup>2</sup>. Enormous! All will have amazing views. I don't have access to the likely selling price of these units, but from my knowledge of the area, I estimate conservatively that for the four units combined it would be over \$100 million. This would be an amazing return on investment for the cost of providing the “affordable” housing. I consider that the benefit obtained from providing affordable housing is totally out of proportion to its cost. I request that the application for the additional height and FSR for affordable housing be refused.

## **8. Community Consultation**

We do not consider the community consultation was done in accordance with “Undertaking engagement guidelines for state significant projects”.

As we are one of the neighbours most affected by the development, we would have expected direct consultation either by mail or in person. Instead, we received a small flimsy card in the letterbox, looking like junk mail, containing a QR code but no other information. Following a response to the QR Code we received an email at 5.30pm on the 10<sup>th</sup> December inviting us to attend a briefing the following morning.

This notice was too short as my wife and I had previous medical appointments. My wife sent Jasmin, from Brilliant Logic, an email advising that we could not attend, but requesting that we be kept posted on the project. My wife followed this up with several emails, and one dated 14 Dec.'25 addressing some of our serious concerns.

Despite several follow-up emails from my wife requesting feedback on her lodged concerns, she only received “out of office” replies, and advice of “Christmas office closure”. My wife finally received an email on 5 January 2026 advising that her previous comments had been sent to the proponent.

We were unable to attend a second focus group meeting in January as we were away, but we were invited to submit feedback by email, which as my wife pointed out, we had already done.

On 16 February 2026 we received an email confirming that my wife’s feedback had been collated into “our engagement outcomes report”.

Overall, we felt the consultation with us was totally unsatisfactory. We did not get satisfactory notice to attend the initial briefing and never received any feedback on our concerns. It is obvious why the consultation meetings were so poorly attended. Clearly the outsourced community consultation exercise was a “tick the box” exercise designed to meet their requirements of the SEAR, rather than a genuine attempt to engage the community.

## **9. Construction Access and Noise**

The EIS indicates that construction access will be primarily from Redan Street. However, the civil drawings show a temporary construction ramp in the northwest corner of the site from Redan Lane. Any access from Redan Lane will be problematic due to it’s a very constrained size and access. I request that access should be totally limited to Redan Street.

Construction access for workers on the site could also be a major issue. The EIS indicates that there will be over 100 workers on site. Many of these will be tradies coming from some distance away. Many will want to bring their own vehicles. However, street parking is already extremely limited. Parking in Muston Street on weekdays is taken up in the very early mornings. Maybe parking for workers could be limited to parking on site.

Construction noise is also a major concern for us. The noise and vibration impact assessment in appendix BB of the EIS shows that again our property is one of the worst affected. From our own experience of nearby construction work at our previous home at 97 Muston Street, we know that the noise from pneumatic rock hammers, rock saws and associated equipment during excavation can be excruciating. For this project excavation must go down 10 m through solid rock.

We are very concerned about the impact of construction noise on our health, and the impact of the vibrations from the massive excavation on our property. We are also concerned that the proposed construction hours are from 7 am to 6 pm. An 11-hour day! Other major construction projects in Mosman have working hours from 7 am to 3

pm, a normal 8-hour working day. We requested that any project on the site be limited to these more restricted hours.

The noise and vibration issues raised above are primarily due to the huge scale in bulk of the project. In conjunction with many other issues raised this is sufficient reason to reject the development application.

## **10. Conclusion**

For the reasons sent out above, I respectfully submit that the development application should be refused. The proposal represents an excessive and unsuitable response to a very sensitive Mosman site. The bulk and scale of the project are totally out of proportion to the current and possible future townscape of Mosman. The wonderful amphitheatre of the Balmoral slopes with its regular scale of low-rise buildings and moderately scaled apartments combined with heritage houses and native vegetation would be permanently destroyed by a huge monolithic block ruining the vista from the seaside and the upper areas of Mosman. Future visitors and residents will be left wondering "How did that happen?"

Our property is the one of the most severely impacted in the area. We would totally lose our views of the harbour ocean and sky, an important aspect of our lives. We would also experience major loss of sunlight and sea breeze, and a major drop in the value of our property. This is just not fair! The developer has made no attempt to apply the "Tenacity" view sharing principles to our property. Many of our neighbours are in the same situation.

My wife and I are already experiencing great anxiety, sleepless nights and depression due to the nightmare we are possibly facing. If the project proceeds, our mental health is likely to deteriorate, added to by the noise and dust of construction, as we watch our view which is so much part of our lives disappear progressively day by day.

