

30 March 2026

Edwina Ross
Senior Planning Officer
Department of Planning, Housing and Infrastructure
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Dear Ms Ross

Objection to Development Application SSD-93020230 at 40–48 Redan Street, Mosman

1 Summary

I am the owner-occupier of 43 Middle Head Road, Mosman. My property, while not immediately adjoining the Site, sits within the same scenic and residential catchment and will be affected by the Development Proposal's likely impacts on views, visual amenity, streetscape character and the broader setting of the Mosman Scenic Protection Area.

I object to this application on the following grounds:

- (a) the proposal is an excessive and unsuitable form of development for this part of Mosman;
- (b) it conflicts with the Mosman Scenic Protection Area and established visual character;
- (c) State Significant Development (SSD) pathway is being used to circumvent legitimate Mosman Local Environment Plan (LEP) controls rather than supplement them; and
- (d) approval would set a damaging precedent for the further transformation of Mosman's residential streets in a manner that is fundamentally inconsistent with decades of carefully considered planning policy.

2 Heritage & neighbourhood streetscape

Redan Street is not materially different in character from Middle Head Road — a street of comparable scale, heritage fabric, landscaped setbacks and low-rise residential form. Our address is heritage listed (part of 4 homes) on Middle Head Road.

Against that backdrop, a 10-storey building with 53 apartments & parking for 106 cars is an overdevelopment of a constrained site driven by the mechanics of a planning pathway, not by the merits of the site.

The proposal is an excessive escalation in "height, bulk and scale" in the middle of Balmoral slopes. Our home is adjacent to "The George" (39 – 41 Middle Head Rd) with 10 apartments. From street level, the developer had given consideration to the existing landscape and is in line with the existing adjacent heritage listed homes. The design has visually blended into the streetscape from a height, bulk and scale perspective.

As residents we have accepted strict development controls via the Mosman LEP to preserve the character of the suburb. The State government's use of the SSD pathway to override those controls appears to reward those who seek to exploit planning mechanisms rather than work within these guidelines. The proposed development is supported by a number of consultant reports paid for by the applicant. There is no perceived independence in those reports.

The merits of the application should be the subject of independent advice from professionals retained directly by the consent authority, and the applicant's supporting reports should be limited/weighted accordingly.

3 Scenic and visual setting

The site falls within the Mosman Scenic Protection Area, which 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 foreshore slopes has been recognised in both State and Council planning since the 1960s. There is no justification for moving the Scenic Protection Zone for the economic viability of a single development.

The proposal would be visible in a way that is inconsistent with the scenic values of the area and set a precedent, to overturn the environmental and amenity protections that have evolved over decades.

The introduction of a 10-storey building into the Redan Street slope is not a trivial change and will materially alter the existing visual amenity of this part of Mosman, not only for adjacent private residences but also from public vantage points including Balmoral Beach.

From our living area, we have overlooking views of the harbour and Balmoral slopes. These views are part of the visual landscape that the Scenic Protection Area exists to preserve.

View from Middle Head Road. The Redan slope is to the left. In the background is the Northern Beaches Hospital, which relative to the proposed development is 9 storeys and approximately 12km from Mosman.



4 Traffic and Pedestrian activity

With a development of this scale, 106 car spaces would increase traffic substantially, the existing local streets are thoroughfares not designed for this level. Bottlenecks already exist around Mosman shops in accessing the local parking areas.

5 State Significant Development (SSD), Mosman LEP & public interest

I do not oppose affordable housing as a matter of principle. However, the affordable housing component of this proposal appears to justify a level of development that would otherwise be unacceptable on this site.

The affordable housing obligation runs for a limited timeframe. After that period, the development becomes a luxury apartment building with no ongoing public benefit.

The design of the 11 affordable units (bedsits) are arranged along Redan Lane with separate laneway access, distinct from the main building entrance on Redan Street. This is a "poor door" arrangement and inconsistent with principles of inclusive design and socially integrated housing. It should not be accepted as a model for affordable housing delivery in this or any other development.

Each approval of a development of this scale and type makes the next one easier to justify. The consent authority should be alert to the precedent implications of this determination for the future character of Mosman as a whole.

This application is being assessed as SSD, bypassing Mosman LEP controls that the Council and the community have carefully developed and relied upon over decades.

The use of the SSD pathway in this manner is not what that pathway was designed for. It is being used as a mechanism to override legitimate local planning controls on a site that, by any objective measure, is not appropriate for development of this scale.

Residents of Mosman purchased properties in good faith reliance based on the protection those controls provided. The State government's ability to set aside those controls for a private developer, based on a time-limited affordable housing obligation, is contrary to the public interest.

6 Conclusion

For the reasons set out above, I respectfully submit that Development Application SSD-93020230 should be refused.

The proposal has not given due consideration to the character of this Mosman neighbourhood in terms of scenic protection, heritage setting and residential amenities including the public interest that have defined this suburb for generations

This could set a precedent, if approved no residential street in Mosman within 800 metres of a public transport hub is protected from developments of this scale and it is not an outcome that the planning system should sanction.

Yours sincerely,

A handwritten signature in cursive script that reads "Theresa Michel". The signature is written in black ink and is positioned above a thin horizontal line.

Theresa Michel