

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

1. **Introduction** – We are long-term owner occupiers of a property close to the proposed development, at 183 Raglan Street, Mosman. We object to the proposed development on numerous grounds that are detailed below. We would also like to express our concern regarding the extremely short exhibition period. This is not a small development and there are a substantial number of documents to review. The time provided is insufficient for an individual to be able to fully understand all the details involved, and there is insufficient opportunity to be able to involve specialists to provide guidance as needed.

The Applicant has clearly had no time constraints to prepare the submission, and the proposal has most overtly been prepared wholly from the developers' perspective. In such situation, the Authority cannot hope to receive a balanced view solely from the submissions. This demands that the Authority do its own research or ensure it receives independent advice from professional consultants to be able to make an informed and impartial decision. The objection details below should be read in the light of this.

2. **Location of the Proposed Development** – We are not satisfied that the statement “The site is located within 400m of the Spit Junction town centre and is within the ‘inner’ area” is correct. Our estimate suggests the safe walking distance from the proposed building entrance to Spit Junction town centre to be more than 400m. This is an objective measurement easily verified, and the Authority should obtain an independent surveyor’s “safe walking distance” certificate to verify compliance.

We would also note that the A8 Military Road at Spit Junction is hardly a transport node suitable for additional loading. This road is recognised as one of the most congested in Greater Sydney, so much so that relief through the costly Beaches Link was underway until subsequently being cancelled. Relief for this transport corridor is still urgently and desperately needed.

The proposed development sits between Redan Street and Redan Lane. Redan Lane is a very narrow access lane providing rear access to properties on Redan and Muston Streets. It has no pedestrian pavement and so poses potential dangers to pedestrians. Eight of the affordable housing units have their only access from Redan Lane which will raise safety issues. Redan Lane is not a safe walking area.

Redan Street, like many surrounding streets, is a residential street; a street primarily designed for homes, rather than through traffic, characterized by lower speed limits and residential houses. Building 10x the number of dwellings on the same land will overload Redan and other streets in the area. Many of these “residential” streets are already dangerously busy, being used as “rat-runs” to avoid Military Road. We often drive up Balmoral Avenue, through to Redan Street, and onwards towards the Spit Bridge etc. With the few current house builds/renovations underway, these roads are often partially closed for cement and other trucks, and there is no parking for several streets as tradie Utes take all the spare space. There will be no movement, or parking, in these streets and surrounding streets during any major development, and then ongoing with the significant increased traffic from such a large development.

A further issue will be at the traffic lights at the top of Raglan Street (corner with Military Road). This is already a very busy junction for road traffic and pedestrians. At many times in

the day, only one or two cars can turn right at these lights. This often results in a queue that goes down below the roundabout at Muston Street. With additional traffic joining this queue from any development in Redan Lane/ Street, the problem will likely only get worse.

- 3. Beauty, Heritage and Scenic Protection Zone** - The proposed development fronts onto Redan Street, which is understood to be a heritage street, heritage that includes the elevated pedestrian pavement, extending to the boundary of the proposed development. The proposed access to the carpark will necessarily require breaking through the heritage streetscape causing major damage to the heritage pedestrian walkway. We strongly object to our beautiful heritage streetscape being destroyed in this way. We frequently walk along the path up Balmoral Avenue and onto Redan Street and enjoy the natural beauty that the heritage listing has protected for 100 years. Our heritage should be respected & maintained.

It is understood that the development will impinge on the 60m contour that defines the Scenic Protection Zone for Sydney Harbour, identified as a benchmark for significant views to and from Sydney and Middle Harbours. This has been in place since the 1960's and exists for a very good reason. "Sydney Harbour is widely recognised as one of the most beautiful urban harbours in the world and the gateway to Sydney. As a place of significant national and heritage values, the harbour shapes Sydney's identity and image like no other natural feature". This scenic protection zone is there for the benefit of the whole of Sydney and it should be vigorously protected with no exceptions.

- 4. Bulk, Scale and View Sharing** - The bulk and height of this proposed development is excessive in the extreme. This 10-storey block is surrounded by low rise residential developments. It will stick out like a sore thumb from all angles – a bit like another Bluespoint Tower! Balmoral Slopes provide a wonderful natural amphitheatre that is enjoyed not just the residents but also the many local and international visitors that come to the suburb to enjoy Balmoral Beach and the vistas provided by it. This one construction will destroy that natural beauty.

Mosman is not exclusively residential houses, 65% of housing stock are apartments (compared to 46% in Greater Sydney). Many are 6 storeys and in the most part these blend in well to the streetscape of Mosman. There is no reason why additional units could not also blend in well, maintaining the character of Mosman while providing accommodation, views and affordable housing to many more residents. It needs to be planned development. If developer led, as this proposal is, they will simply take to best spots first with little care to anything else.

It is clear that the developers are taking advantage of government rules established for perfectly good reasons and applying them to a situation that is not appropriate, and for which we are sure they were not intended. It is creating views at the expense of those residences behind the development and selling them to new rich people. This is not view-sharing, it is view-destruction. And it will likely result in the land behind becoming unsuitable to be developed because the views have already been taken. Not the best way to increase population density.

The proposed development will provide 53 apartments, 11 of which will be "affordable housing" and 42 will be "luxury apartments and penthouses". Judging from recent sales, some of these are likely to be sold in excess of \$20m. Much of this value will result from the views that will be created at the expense of other residents and of visitors to the area. We

already have enough rich people in Mosman; the suburb needs more reasonably priced family accommodation. We thought that was the purpose of the SSD.

It is not as though there are not more sensible alternative options in Mosman. The issue in point 1 relating to the traffic on Military Road already (and daily traffic congestion at Spit Bridge, Spit junction and in Cremorne and Neutral Bay) would still be a major problem, but further development down Spit Road or along Military Road towards Cremorne (i.e. on the Ridge line) would be more sensible. Not only would these properties be closer to transport, shops and more affordable; they would also likely have views both ways without spoiling the views of other people.

5. **Affordable Housing** - The Applicant is seeking a 30% increase in height allowance on the basis of setting aside 15% of the GFA as "affordable housing". The spaces set aside for affordable housing are mostly areas that would otherwise be dead space, at the rear of the development and below ground level. Of the 11 affordable housing units, 8 have their living areas below ground level and have their main access onto Redan Lane (a narrow lane with no pedestrian paths), the only units that do so. There has been no attempt to integrate the affordable housing units into the building proper. Housing the affordable housing tenants below ground and giving them a separate entrance onto a service road is social segregation. This is not the Aussie egalitarian way and is unlikely to foster social and community harmony! It should also be noted that this affordable housing exists for just 15 years. The 30% height increase lasts forever. This is a great deal for the developer, but a disastrous one for Mosman, residents and visitors alike.

A further question is, how affordable will these second-class underground apartments be. The median rent for a two-bed apartment in Mosman is \$850 per week (it would usually be higher on Balmoral slopes), so at a potential discount of 30%, that still means that the prospective tenant would need to find over \$30,000 post tax per year just to meet their rent.

David N & Susan C Ridehalgh

183 Raglan St, Mosman, NSW 2088

29 March 2026