

Subject – Objection to SSD-93020230

40-48 Redan Street Mosman NSW 2088.

I strongly object to abovementioned application as currently proposed. I have listed just a few of my concerns but with the short amount of time given to respond I am limited in the number that I can detail. The short exhibition period of only two weeks should be extended; it is not enough time for the community to respond to such a significant proposal.

Some of my concerns are detailed below:

1. Walking Distance

The applicant seems to rely on the site being within 400 metres walking distance of the Town Centre. I believe that this is incorrect and the site actually falls within the 'outer area' and therefore a lower height and FSR would apply.

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 crossing.*

The applicant has used the rear of the property which is not trafficable and has no footpath as its starting point (this is a blight on the rules set – the rule from a station is not from the rear of the building!!!), they then choose a path which is unsafe with no pedestrian crossing. All this has been done to manipulate the distance in an attempt to increase height and scale.

The route that the applicant is relying on is not a route that local residents would use to walk from the Town Centre to the site.

A town centre has a concentration of shops, public transport, cafes, designated ground floor businesses etc., none of these can be found at the rear of the commercial warehouse to the building. In the Australian context it refers to the Main Street.

Therefore, this property should be governed by the rules that apply to properties between 401metres and 800metres from the Town Centre.

As such under the SEP it should only be entitled to a building that does not exceed 4 storeys and a height of 17.5m and a floorspace ratio of 1.5:1

The applicant can thence apply for a concessional increase in allowance for the provision of complying Infill Affordable Housing which would see the maximum building height capping out at 22.75m and a FSR of 1.95:1

This application pushes all boundaries, not for the benefit of affordable housing, but for profit, in seeking a building height of FSR of 2.86:1 and a building height of 36.85m as reflected on the elevation on the Architectural Plan Set, sheet 3003 which shows a roof height on Floor 10 of RL 93.55 despite no plan showing a roof at that level. Something is being concealed here.

Either way a building height of 36.85m is 62% higher than what is permissible under the SEPP4

2. Cut through for car access from Redan Street

Redan street is a heritage listed item in the LEP 2012. It will also mean that established trees would be removed. An alternative route for the garaging should be found.

3. Visual Impact and scenic protection

The proposal represents an overdevelopment of the site and does not demonstrate an acceptable urban design response to its context.

The proposed development is also situated in **a scenic protection area**.

(1) The objectives of this are detailed as follows:

- i. to recognise and protect the natural and visual environment of Mosman and Sydney Harbour,
- ii. to reinforce the dominance of landscape over built form,
- iii. to ensure development on land to which this clause applies is located and designed to minimise its visual impact on those environments.

(2) This clause applies to land identified as “Scenic Protection Area” on the Scenic Protection Map.

- (3) Development consent must not be granted to any development on land to which this clause applies unless the consent authority is satisfied that—
- i. measures will be taken, including in relation to the location and design of the proposed development, to minimise the visual impact of the development to and from Sydney Harbour, and
 - ii. the development will maintain the existing natural landscape and landform.

The northern and largest tower which is sited on 46-48 Redan Street shadows over Balmoral Avenue. Balmoral avenue is an open street and corridors down to the Balmoral foreshore. This development will dominate the landscape from the water and across the Mosman area. The Mosman Scenic Protection Area applies to all land in Mosman from the waterline to the 60 metre contour, identified as a benchmark for significant views to and from Sydney and Middle Harbours in strategic planning studies undertaken in the 1990s.

Nearly 40% of the site is below RL60, as such the conditions applicable to the Scenic Protection Zone should apply to this application.

Protecting the scenic quality and landscape amenity of Mosman's foreshore slopes has been a Mosman Council priority for many years as these features play a dominant role in contributing to the character of Mosman.

Scenic Protection map

The development site clearly sits within this area and must abide by the rules relating to it.



Mosman Council Maps highlight the following;

<https://maps.mosman.nsw.gov.au/>

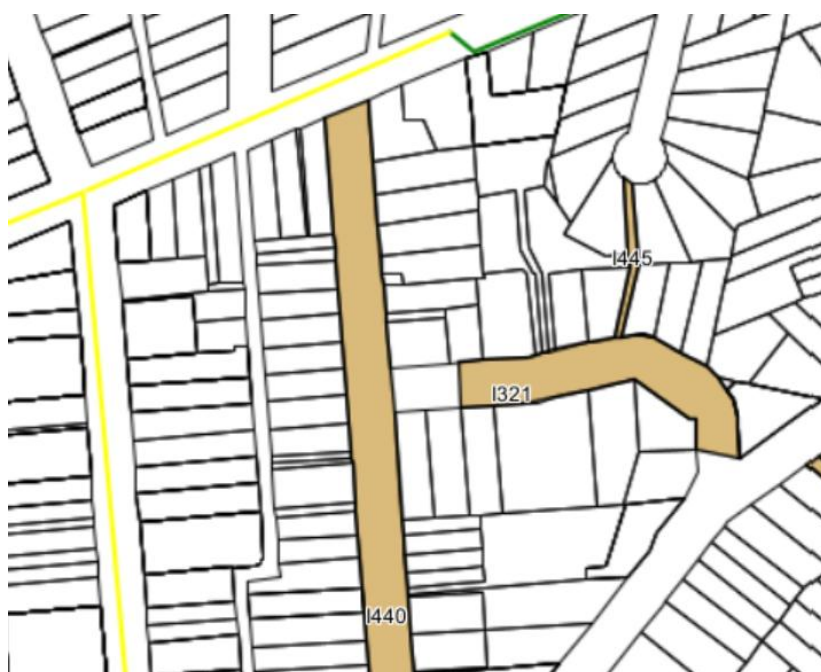
Significant rock walls

The car park excavation on Redan Street is planned on what is shown on Mosman Maps as significant rock walls, and is protected as a Heritage Site see Item I440 page 91 in the Mosman LEP (2012) and thus these proposed works should be rejected and the applicant asked to seek an alternative car parking entrance.



Heritage Category 2

The proposed development sits within the Mosman Council heritage category 2 which incorporates Redan Street and part of Balmoral Avenue.



4. Waste Collection

There is a lack of infrastructure works to support the development and lack of consideration of waste management services.

They claim that there will only be 8 red bins in Redan Lane for collection on a weekly basis – no more than currently available. This is a total misrepresentation of the facts.

I half fill a red bin on a weekly basis - it would appear then that a large red bin would be filled by 2/3 apartments on a weekly basis – therefore with 53 dwellings this equates to 26/18 bins – where do they sit in Redan Lane?

On top of that there would be the same number of alternating blue/yellow bins on a weekly basis. That's 52/36 bins.

Then on a monthly basis the same number of green bins?

Where do all these bins sit? Is it to be in front of the affordable housing with their entrances only from Redan Lane??

How do they enter their properties and how do the residents manoeuvre their cars back and forth down Redan Lane. Who brings them in and out and how long will they be sitting blocking up the laneway???

The on site storage areas shown on the plans are insufficient to house the number of bins required to service this development.

There is no footpath on Redan Lane so the bins would sit on a very narrow laneway. As it is, it is near impossible to travel down Redan Lane. Traffic is already restricted and it is impossible to travel side by side.

The development is too large for the area and the developer should be made to rethink the design on a smaller scale to fit within the location more appropriately.

The developer should be required to provide a culvert on the property for both the bins and the garbage truck(s) to pull into to collect the waste

5. Traffic

The Developer claims that there will be a new publicly accessible footpath along the site's Redan Lane boundary. This means little as there are no other footpaths along Redan Lane for it to connect to.

The only entrance for the affordable housing is from Redan Lane. Occupants travelling to their affordable homes would have to walk most of the way on Redan Lane to access their properties. This is both dangerous and unacceptable. Redan Lane is busier than what is noted – trucks, garbage trucks and vehicles etc.

And it will become increasingly busier should this and other developments in the Muston St and Redan St precinct goes ahead. Dealing with this future problem should start with this application

6. Community views

Whilst some residents were notified by a letterbox drop in October and directed to a website, the website gave no comprehensive details at that time of the development. I don't believe that the residents or community have been given sufficient time to provide feedback. Developers love to put things out over a busy end of year period knowing full well that it is then hard for people to have the time to research and put through valid feedback.

The small amount of feedback displayed a strong concern about height, bulk and neighbourhood character. It also identified concerns about heritage, loss of views, overshadowing, privacy, traffic, parking pressure, servicing in Redan Lane and construction impacts such as excavation risk, vibration, noise and dust.

All this, and yet the views written on the developer's behalf, downplay the true impact on the local areas and the feeling of the community.

Again, the developer's so called experts twisting the truth for their advantage. Very disappointing indeed.

7. Affordable Housing

There are 11 affordable housing apartments. 8 have separate entrances from the remaining 53 apartments with entries from Redan Lane. As mentioned before this is not safe access for the residents.

3 are integrated into the southern Tower, and are isolated to one floor of that tower. The offerings for affordable housing disadvantage affordable housing tenants.

Also, there is no way of entering the affordable homes from the few internal car spaces allowed. This makes it difficult for those residing in these homes.

Many have rooms below street level and very limited solar and air circulation.

I am disappointed that residents in these affordable housing apartments are treated differently from the remaining 42 apartment's residents. I am also not sure that they will be able to engage in the open spaces and recreation areas that others can enjoy.

On another note, there needs to be a DA condition that the governing body identifies a written contract to ensure that the developer does not shirk their responsibilities until after the 15 year period.

8. Height Variation

Apart from the fact that the walking distance is not correct, they should in no way be allowed to vary the height. Rules are set by the governing body which are already very generous. Rules are there to be abided by – otherwise why have them!

The proposal is visually prominent and not acceptable. And should have a limitation of a 4 storeys and a building height of 17.5m and FSR of 1.5:1

Regards

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