

9 October 2026

Ms Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Cc: The Hon Paul Scully MP
Monica Gibson. Deputy Secretary DPHI

Dear Secretary Fishburn

Mosman Masterplan

I write in relation to the draft Masterplan and supporting policies that were endorsed late in August by Mosman Council.

Urban Taskforce Australia has concerns about Mosman's proposed alternative to the NSW Government's Low and Mid-Rise Housing Policy, which has been submitted for Gateway Determination.

We do not believe that the Council, which has been hypercritical of the LMR policy, has approached the exercise with any intention of delivering the same level of housing as has been promised through LMR.

While the Masterplan superficially appears to encourage higher density and new housing, much of the uplift has been allocated to sites that are highly constrained for redevelopment, due to the costs of property consolidation, restrictions on what can be built, and additional demands being made by the Council.

In other words, a significant proportion of the rezoned sites would be unfeasible for redevelopment, meaning that the promise and the reality of housing delivery are worlds apart.

The latest version of the Masterplan continues many of the problems that existed in earlier versions, including:

- the removal of non-discretionary status for height and density, which removes certainty for applicants;
- significant setback requirements that directly reduce the available footprint of some developments;
- in perpetuity affordable housing levies of between 2% and 10%, with as much as 15% applied to any proponent-led rezonings, which is designed to discourage applications for an increase in height or density;
- the rejection of the NSW Government's Infill Affordable Housing Bonus Scheme, which allows developers to apply for up to 30% extra height in return for 15% of apartments being dedicated affordable housing for 15 years. Council affordable housing requirements would be in addition to any bonus scheme housing;
- a 40% tree canopy requirement for all new development, which frequently requires deep soil planting. This reduces floorplates and restricts what basement parking can be provided;
- a 3% developer contribution for local infrastructure, putting the already developed Mosman Council on a par with greenfield sites that have no existing infrastructure; and

- through-site access and/or view restrictions on specific properties, even where they may not have previously existed, limiting what a developer can actually deliver, which were features of the DCP passed a few months ago.

Below, Urban Taskforce provides some commentary on the proposed changes. We believe that the issues we explore in this submission should give the Department of Planning, Housing, and Infrastructure reason to question:

- Council's motivations for this alternative plan;
- whether the degree of new housing being promised by Council is achievable;
- how effective or appropriate Council's planning proposal will be in meeting the State Government's policy objectives; and
- the likelihood of the Masterplan realising its stated goals.

Urban Taskforce believes that Mosman's Masterplan is a cynical attempt to appear to be delivering more housing while in fact creating barriers to prevent it.

Capacity

In the Urban Design Report, Council makes it clear that the predicted delivery of housing is not matched with reality:

"Not all planning capacity is expected to be realised within the Masterplan timeframe. While the proposed planning controls provide redevelopment potential across all identified sites, some are subject to constraints that may reduce redevelopment feasibility or delay redevelopment." (page 10)

It is claimed that there is capacity for 950,000 sqm GFA of potential housing development, but the claimed deliverable capacity is only 633,000 sqm GFA, which has been estimated to be approximately 4,700 dwellings. There are a number of important reasons why Urban Taskforce members have reason to doubt this veracity of this claimed new dwelling yield.

The conditions and restrictions placed on new development under the Masterplan will make projects unfeasible.

The hurdles that developers will have to overcome will deter proponents from seeking out new opportunities.

Urban Taskforce is concerned that the volume and restrictive nature of the obligations being flagged for future development in Masterplan telegraphs an unsympathetic pre-disposition towards development.

Council effectively has presented a Masterplan that on paper looks like it will increase housing supply, but, in reality, many sites will never be developed. This exercise gives the veneer of complying with the State Government's expectations, while actively deterring any potential housing projects. In other words, Council's housing predictions are fanciful.

In short, the Masterplan claims a massive new dwelling yield potential while simultaneously setting barriers to new housing projects within the Mosman LGA, rather than seeking to deliver on planned capacity.

Height and density controls

When height and FSR for a site are non-discretionary, they must be achievable. This is a key element of Chapters 2 and 6 of the Housing SEPP.

Mosman's Masterplan removes that non-discretionary status for height and FSR, continuing a position that it has adopted that the FSR is the maximum permissible upper limit, instead of being an outcome that can reasonably be expected.

This means that compliance with other controls will result in a reduction in what can be delivered, regardless of what is indicated by zoning.

The removal of non-discretionary status will reduce building yields and undermine project feasibility.

It means that proponents are unable to plan effectively for the development of their selected sites, as they cannot assume that they will receive the height and density that is highlighted on the maps.

If projects are undercut on height and density by a range of other conditions that are given precedence by Council, reducing what is possible, it increases risk significantly for applicants and ultimately makes projects unfeasible.

Affordable housing

Mosman Council has chosen to pursue the punitive in-perpetuity affordable housing contribution scheme rather than a contribution linked to uplift and applicable for 15 years when it can be purchased at a significant discount by the CHP with Federal or State Government support.

In the report to Council on the proposed in-perpetuity Affordable Housing Contributions Scheme (payable at CC stage in cash or gifted to a CHP as GFA), it was claimed that the following rates would apply:

Development Type/Location	Rate
Baseline for the Mosman LGA	2%
If using Chapter 6, Part 4 Housing SEPP Low Mid Rise Housing Policy	3%
Key sites and other sites with significant uplift (as per Masterplan and subsequent LEP amendment)	Up to 10% on selected sites

This table is misleading. Very little of the proposed Masterplan (approximately a quarter) will have a 2% levy.

So, what rates will be applied in the Masterplanned precincts? A basic summary is provided in the table below:

Rate	Development Type
2%	Properties zoned to 12.5m Properties directly opposite the Council precinct
3%	Most properties zoned to 28.5m
4%	The site bounded by Punch Street, Spit Road, and Clifford Street The southern end of Military Road
5%	Most of the Spit Road and Military Road sites
6%	507 Military Road and 584-600 Military Road

10%	The Crystal Car Wash site The corner of Spit Road and Ourimbah Road (currently under development)
Up to 10% on selected sites	Key sites and other sites with significant uplift (as per Masterplan and subsequent LEP amendment)

In addition, key sites will be required to deliver differing, bespoke levels of affordable housing.

One area not required to fund affordable housing is the Council precinct between Military Road and the Crescent, which includes Key Site I – land which the Council does not yet own, but which it has indicated it wishes to purchase. This precinct has a 0% levy, despite significant potential uplift, demonstrating that affordable housing is a tax on developers, not something Council is willing to fund itself.

In addition, the Affordable Housing Contributions Scheme has indicated that there will be an additional 15% levied on any proponent-led rezonings – this is directly designed to discourage applications for an increase in height or density.

The Masterplan will apply these levies on top of any other contributions. So, if a project is seeking uplift in return for affordable housing under the NSW Government's Infill Affordable Housing Bonus Scheme, the Council will:

- disregard any affordable housing provided through that scheme;
- charge the base rate of affordable housing outlined in the Masterplan (2-10%); and
- charge 15% for the uplift granted by the State Government.

This will make any project unfeasible.

Mosman Council has set levels of in perpetuity affordable housing within the Masterplan precinct that will reduce project margins considerably and destroy the feasibility of many potential development sites.

Tree canopy and landscaping

The Masterplan has implemented a target canopy cover requirement of 40% of a site.

This is based on a claimed existing canopy cover of 30-35% and is proposed *“to ensure that existing landscape and trees are retained and protected, while new trees are introduced to increase canopy cover by 3%”*.

The effect of this provision is to require landscaping to cover 40% of any site, with approximately 15% (with a 3m minimum dimension) to be deep soil planting, and landscape setbacks of 5 or 8 metres for many sites, with 2m or 5m deep soil planting respectively. This cannot include any building, structure, or hard-paved area.

These definitions associated with landscaping in the Mosman Council Masterplan are not consistent with either the Apartment Design Guide (ADG) nor the Housing SEPP.

The NSW ADG defines deep soil zones as “areas of soil not covered by buildings or structures within a development”. Chapter 6 of the Housing SEPP defines them as *“a landscaped area with no buildings or structures above or below the ground”*.

Mosman Council's Masterplan requires 40% of the site area to be landscaped area. Landscaped area means *“a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard-paved area”*.

In other words, the Masterplan's "40% tree canopy" with around "15% deep soil requirements" is actually a **40% deep soil policy**, according to its own definitions.

This will kill development feasibility. For most buildings, the only way to meet these obligations will be to reduce the building footprint, which will reduce FSR and, consequently, building yield.

For some sites, such as the Bridgepoint Shopping Centre site, which is already built up, it would not be possible to provide a 40% tree canopy and at least 15% deep soil planting without destroying feasibility. Notwithstanding this, the Council's plans (page 100) state that Bridgepoint Plaza must provide a 1,500 sqm public plaza with a minimum 10% deep soil area and at least 40% canopy coverage. Under the ADG definition, this 10% deep soil area would have to have no structure above or below, which means that the site would have to reduce significantly from its current footprint.

Deep soil planting requirements restrict floorspace and carparking, and the application of this control to buildings with residential densities of up to 4:1 FSR will undercut the feasibility of many of these projects.

According to the ADG, deep soil zones may not be possible where there is 100% site coverage or non-residential uses at ground floor level. In other words, mixed-use development should be exempt.

Under the Masterplan, there is no such exemption.

The 40% tree canopy (effectively a 40% deep soil policy) will prevent many housing projects from proceeding – Council's predictions of sufficient housing supply are likely to be highly erroneous.

Developer contributions

The Masterplan applies a s.7.12 local infrastructure charge of 1% for developments between \$250,001 and \$1,000,000.

For projects of more than \$1,000,000 with a FSR of 1.5:1 or less, the rate is proposed at 2%.

For any project over 1.5:1 the rate is expected to be 3%.

Approximately 75% of the rezoned properties are proposed to have a FSR of more than 1.5:1, so the vast majority of sites will be hit with this 3% rate, which is three times the existing s.7.12 contribution rate for Mosman.

3% is a rate that has been set often for greenfield growth areas that require significant amounts of new infrastructure.

Mosman is not such a location, and it is not clear why such a high rate of contribution is required. Nor has any justification been given by Council. Indeed, the NSW Productivity Commissioner has explicitly recommended greater housing supply in areas that are already serviced by infrastructure because of the relatively low marginal infrastructure cost compared to greenfield locations.

An infrastructure wish list has been put together for the s.7.12 Local Infrastructure Contributions Plan valued at \$389.5 million, which attributes most new infrastructure to developments in the Masterplan precinct, whether they are part of the precinct or not. For example, 50% of a crossing at Glen Street, which is not even in the LMR precincts, has been attributed to new development in the Masterplanned area.

Similarly, 87% of playground upgrade and foreshore accessibility improvement works on the Esplanade at Balmoral Beach (which the Council is specifically excluding from the Masterplan) will be paid for by developer contributions.

It is a clear case of Council wanting to have its cake and eat it too (so to speak). Urban Taskforce calls for Council to revise the proposed infrastructure list and only include projects that have nexus with the impact of the additional housing supply.

Given the difficulty making projects stack up financially, it is unlikely that the funding for many of these projects would ever be made available.

Moreover, as 3% of construction costs will add significantly to the price of housing in the Masterplan area and will make many projects unfeasible, this levy should be reconsidered.

Street frontages

Council has proposed a minimum **30 metre** street frontage as part of the Masterplan. This restricts the development potential of many sites, potentially creating isolated properties within the streetscape.

In many situations – beyond the control of prospective developers – site consolidation may not deliver a 30-metre frontage. These sites should still be developable, but under the Masterplan will not be.

This unreasonably prevents the redevelopment of smaller sites that would be viable under the existing LMR policy.

Various controls

The DCP that was approved by Council a couple of months ago was *“developed in response to the Low and Mid-Rise (LMR) housing provisions”* as *“an interim measure to help protect Mosman’s character while the Mosman Masterplan planning controls are being developed”*.

Urban Taskforce asserts that it was designed to make projects more difficult to deliver, if not impossible. It is likely that this DCP will remain in place for new developments under the Masterplan, continuing to make projects unfeasible.

While some of these controls are only in the DCP, some have been replicated or made worse in the Masterplan.

Given that height and density are no longer guaranteed under the Masterplan, the Department of Planning should pressure Council to amend, if not remove altogether, many of the following changes:

- the requirement to protect, and in many cases enhance, views for existing residents at the expense of housing affordability for new residents, which contradicts the Land and Environment Court's position on the legal right to views;
- minimum lot widths for dual occupancy developments;
- front setbacks designed to restrict underground parking, pushing more parking into the street;
- increased setbacks for “Traverse”, “Valley”, and “Garden” streets that exceed what exists for many properties prior to redevelopment, creating a right to views that otherwise would not exist;
- significant setback requirements that directly reduce the available footprint for some developments and obstruct the ability to construct on-site carparking, causing developers to fall short of Council requirements for parking allocation. Prescribed front setbacks range from 1.5m to 8m, while side and rear setbacks default to 6m, but can be as high as 9m;

- side setbacks designed so as not to “interrupt views through the property and a garden setting”, far beyond what is in place at present (for example one site that had a setback of 3.9m would be required to increase that to 7.5m). This significantly reduces yields of existing properties, making development unfeasible. It is not “preserving” a view, it is creating one;
- the Urban Design Report specifies a maximum wall height for a 6-storey building of 4 storeys, requiring setbacks for upper storeys of 3m, reducing GFA even further;
- the prevention of contiguous frontages without visual breaks, thus proscribing the construction of terraces and requiring buildings to be broken up;
- the dictation of maximum building lengths in transverse streets, rather than allowing a developer to build to the height and FSR controls for the property;
- a restriction on visual impacts that “detract from the overall visual harmony”, which is curiously undefined;
- the requirement for developments to be tall, thin towers, and to include corridors between buildings, breaking projects into “*discrete well-articulated forms with visible sky and vegetation between them*”;
- the proscription of the use of stepped, tiered, or podium and tower developments, preventing many of the designs used elsewhere in Sydney to reduce the visual impact of a building;
- restrictions that apply when “development is within 30m of a heritage item”, including setbacks to preserve “views to and from the item” or that hamper development in any heritage conservation areas (such as preventing demolition of non-heritage buildings);
- the requirement to put power and data lines underground, which will add significantly to the cost of a project, requiring engagement and collaboration with electricity suppliers and complicating development work; and
- the creation of through-site links on properties where they never previously existed, requiring them to be open to the sky and without obstruction.

Controls such as those above are highly prescriptive and restrictive and designed to frustrate new housing projects by increasing compliance and reducing feasibility.

Applied in conjunction with the Masterplan, these controls will prevent many new projects from getting off the ground.

Traffic

The Masterplan makes many assumptions about the positive impacts it will have on traffic compared with the LMR policy.

These claims are not based on transport modelling and have not been assessed on a like-for-like basis.

It fails to demonstrate how a dwelling in the LMR zones would generate greater vehicle traffic than one within the Masterplan precinct and concentrates its focus largely on the Spit Road and Military Road.

Any claim that the Masterplan will have preferable traffic outcomes must be fully investigated and modelled, not simply assumed.

Feasibility

Urban Taskforce members have analysed several sites in the alternative Masterplan, finding many that would not be feasible under the Council's proposed requirements (**see the Appendix for an analysis of a number of particular sites**).

While Council leans on the feasibility assessment prepared by Altas Economics, the assumptions in that report on land value, construction costs, and finance costs, are both understated and unrealistic. There are no worked examples of development sites, so it is not possible to assess the consultant's conclusion.

This ultimately creates a misleading and incorrect picture of the feasibility of the Masterplan, which is likely to deliver far fewer dwellings than claimed by Council.

Many proposed projects within the precinct will almost certainly be blocked by requirements that would otherwise not exist, including:

- heights and densities that would almost certainly be challenged by the community or refused by the Council when submitted, on the grounds of impacts on neighbouring properties, overshadowing, heritage protections, or breaches of "local character";
- infrastructure requirements for key sites that make it difficult to get a return on investments;
- purchasing costs that would make consolidating sites prohibitive;
- affordable housing levies and local infrastructure "contributions" that add considerably to the price of housing;
- one-size-fits-all landscape controls that are rigidly applied and will reduce building envelopes; and
- controls that restrict building size and interfere with parking allowances.

The deck is being stacked against both affordable and market housing with the current Masterplan, through high levies, excessive controls, and the potential for exacerbating local opposition to specific projects.

Of several modelled sites, not one supported acquisition at existing use value, and none delivered the margin required to obtain financing (20%). Many resulted in negative margins.

If the Masterplan remains in its current form, feasibility of new projects will be reduced, and many will not proceed. The proposed target of 4,700 dwellings is a pipedream.

Conclusion

Mosman Council has attempted, under the guise of providing a viable alternative to the LMR policy, to create barriers and deterrents to new housing projects and to preserve the status quo.

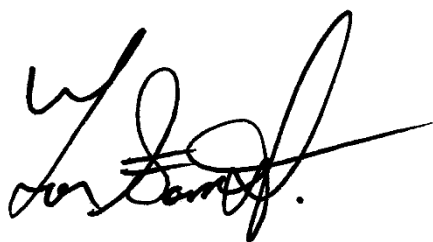
We believe that the State Government needs to step in and block this proposed alternative.

Allowing the Mosman Masterplan to get through Gateway Determination will embolden any council that wishes to undermine State Government policy and provide a template on how to achieve it.

The Mosman Masterplan is unworkable, unbuildable, and unacceptable.

I look forward to your advice on this matter. Please feel free to contact me on 0429 460 863 or via email ceo@urbantaskforce.com.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tom Forrest', with a stylized flourish extending from the end.

Tom Forrest
Chief Executive Officer
Appendix: Site analysis

Appendix: Site analysis

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
2	1-7 Parriwi Road, 27 Warringah Road	R3	R4	8.5m	28.5m	0.7:1	2.5:1	3%	
While the height is increased in the plan, there are already three-storey flat buildings located at 1 and 3 Parriwi Road, a three-to-four-storey flat building at 27 Warringah Road (including parking), and a nine-storey flat building at 5 Parriwi Road (including parking). These buildings contain anywhere between 7 and 40 units each. The cost and complexity of consolidating these properties would be high, meaning that there would be little to no development premium.									
4	47-59 Moruben Road	R2	R2	8.5m	9.5m	0.5:1	0.8:1	2%	
Similar to the existing conditions. There would be no development premium from consolidating these sites. A 2% affordable housing contribution would further erode the feasibility of any project.									
6	3, 3a, 5 Spit Road 668-678 Military Road <i>Key site H</i>	E1	E1	15m	15m 62m	2.5:1	2.5:1 8:1	2% 3% +5% if no community facility	1,999 sqm minimum site area Community facility and parking at 1/20sqm
No change in conditions unless the public benefits are delivered. If redeveloped without the additional uplift, there would be limited feasibility, particularly with a 2% affordable housing levy. If uplift is taken up, the community facility and parking would have to be provided, because otherwise the project will have an 8% affordable housing contribution that is likely to push it into unfeasible territory. It is not clear how the site, which is fully developed at present, could provide a 40% tree canopy.									
7	2, 2a, 2b Brady Street	R3	R3	11m	22m	1:1	2.2:1	3%	

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
The site currently has an 80-apartment 5-storey building despite the apparent 11m height limit for the site. The increase to 22m would deliver a 6-storey building. The apartments in the current building are high value, so there would be no value in demolishing the existing building to increase the size by one storey. There would be no development benefit from redeveloping this site and any project would not be feasible, particularly with a 3% affordable housing contribution.									
7	634-646 Military Road Key site B	E1	E1	15m	15m 62m	2.5:1	2.5:1 6:1	2% +5% if no community facility	Through site link Community facility and 1/20 sqm parking
No change in conditions unless the public benefits are delivered. If redeveloped without the additional uplift, there would be limited feasibility, particularly with a 2% affordable housing levy. If uplift is taken up, the community facility and parking would have to be provided, because otherwise the project will have a 7% affordable housing contribution that is likely to push it into unfeasible territory. It is not clear how the site, which is fully developed at present, could provide a 40% tree canopy.									
7	1-3 Brady Street to 2-6 Spit Road Key site C	E1	E1	15m	15m 67.5m	2.5:1	2.5:1 8:1	2% 5% +5% if no community facility	Pedestrian bridge and through site link 1:1 non-residential FSR Community facility and 1/20 sqm parking

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
No change in conditions unless the public benefits are delivered. If redeveloped without the additional uplift, there would be limited feasibility, particularly with a 2% affordable housing levy. If uplift is taken up, the community facility and parking would have to be provided, because otherwise the project will have a 10% affordable housing contribution that is likely to push it into unfeasible territory. It is not clear how the site, which is fully developed at present, could provide a 40% tree canopy.									
7	1-3 Brady Street <i>Key site F</i>	E1	E1	15m	15m 73.5m	2.5:1	2.5:1 7:1	2%	1,500 sqm publicly open space 1:1 non-residential FSR 267 public parking spaces
This is the Bridgeport Shopping Centre. The conditions being placed on this site would make it difficult, if not impossible, to get a return on investment. It requires 1,500m of publicly accessible open space and 267 public carparking spaces but would also need residential parking too. A 40% tree canopy, requiring 15% deep soil planting, applies to the site, despite it being fully developed at present. The site would allow for 19 storeys of residential on top of 2 storeys of retail but would require compromise on parking configuration to accommodate the public and private parking. The 1,500 sqm open space leaves nowhere to build the towers, so the project could not proceed. Analysis of this site showed a negative return (-5.96%).									
7	8-28 Spit Road <i>Key site G</i>	E1	E1	15m	15m 52m	2.5:1	6.5:1 7:1	2% 3% +5% if no community facility	2,462 sqm minimum site area Community facility and parking at 1/20sqm

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
No change in conditions unless the public benefits are delivered. If redeveloped without the additional uplift, there would be limited feasibility, particularly with a 2% affordable housing levy. If uplift is taken up, the community facility and parking would have to be provided, because otherwise the project will have an 8% affordable housing contribution that is likely to push it into unfeasible territory. It is not clear how the site, which is fully developed at present, could provide a 40% tree canopy.									
8	581-593 Military Road <i>Key site 1</i>	E1	E1	15m	15m 30m	2.5:1	4:1 5.5:1	0%	1,129 sqm minimum site
This site has no restrictions and significant uplift. It has no affordable housing levy and is not required to provide any community facilities. Presumably the 40% tree canopy would still apply, but it is not clear if this is the case. Why is it so gently treated? Because the Council has indicated in the Urban Design Report that it wants to buy the site to add to the Council Chambers precinct. The site is currently heritage listed, which makes the significant uplift appear to be incongruous with the current usage (see page 208 of the <i>Urban Design Report</i>).									
9	713-743 Military Road	E1	E1	11m	23.5m	2:1	3:1	3%	
While the site is earmarked for development up to 23.5m, one of the occupants faced significant community pushback when it tried to redevelop part of the site previously. It is located in a heritage conservation zone and, while not listed itself, would face challenges if anyone attempted to redevelop it for height and density. Part of the site is a RSL Club. Given the community feelings about development, it is unlikely that club members would support a redevelopment that delivered height and density. So, in theory it is developable, but recent experience suggests that it will remain just a theory.									

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
10	537-555 Military Road <i>Key site E</i>	E1	E1	15m	36.5m 52.5m	2.5:1	3.5:1 6.5:1	2% +6% if no community facility	Pedestrian bridge 1:1 non-residential FSR Through site link Community facility and 1/20 sqm parking
No change in conditions unless the public benefits are delivered. If redeveloped without the additional uplift, there would be limited feasibility, particularly with a 2% affordable housing levy. If uplift is taken up, the community facility and parking would have to be provided, because otherwise the project will have an 8% affordable housing contribution that is likely to push it into unfeasible territory. It is not clear how the site, which is fully developed at present, could provide a 40% tree canopy.									
11	515-529 Military Road <i>Key site D</i>	E1	E1	15m	15m 62m	2.5:1	2.5:1 8:1	2% +5% if no community facility	Through site link Community facility and 1/20 sqm parking
No change in conditions unless the public benefits are delivered. If redeveloped without the additional uplift, there would be limited feasibility, particularly with a 2% affordable housing levy. If uplift is taken up, the community facility and parking would have to be provided, because otherwise the project will have a 7% affordable housing contribution that is likely to push it into unfeasible territory. It is not clear how the site, which is fully developed at present, could provide a 40% tree canopy.									
13	612 Military Road Crystal Carwash	E3	E1	15m	62.5m	2.5:1	6.5:1	10%	

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
On the face of it, this would appear to be a workable project. However, it is likely to fail for a variety of reasons. Firstly, its proximity to Boronia House is likely to draw challenges from Council and other community members on heritage grounds, with the potential to overshadow and impact upon its neighbour. Secondly, the setbacks on this site are such that the building envelope is quite restricted, making it difficult to attain the indicated FSR, particularly given the 40% tree canopy and 15% deep soil requirements from Council. Thirdly, the Council has applied a 10% affordable housing levy on the GFA for the site, which threatens feasibility. It is unlikely that any project for this site will be successful.									
14	491-505 Military Road Car dealership <i>Key site J</i>	E3	E1	15m	15m 62m	2:1	2:1 5:1	2%	3 indoor courts
Unlike most of the others, this site is likely to be feasible. However, the conditions for the site specify the need to deliver three indoor sports courts – no other information is provided.									
14	23 Cardinal Street, 28 Wudgong Street, 485 Military Road Church, retirement village	SP2	E1	---	43m	---	5:1	5%	

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
This site has a heritage listing, with a church and a retirement village, which means that it would not be developable. Analysis suggests that if that listing were lifted, it might be feasible, but with a reduced margin. This is not likely. Further, the site is to the east of the Sacred Heart Catholic Primary School, potentially blocking morning sun from the school and its playground, which means that the Council will almost certainly put conditions on any application to prevent that from happening, thus limiting the flexible use of the site.									
17	560-562 Military Road, 12-20 Earl Street	R3	E1	11m	43m	1:1	5:1	5%	
560 Military Road is a 9-storey apartment building (including parking), with 48 units, 10 Cardinal Street (562 Military Road) has 9 units, and there are houses in Earl Street. If these were consolidated into the one site, it would be a costly exercise. Even if only 560 Military Road were to be redeveloped, with a 5% affordable housing rate, it is unlikely to be a feasible project. Further, as it is directly north of the Sacred Heart Catholic Primary School, any redevelopment is likely to restrict sunlight to the school, incurring conditions from the Council to prevent that from happening.									
17	8 Earl Street	R3	E1	11m	43m	1:1	5:1	5%	
This is a five-storey building with 16 properties, each worth approximately \$3.5 million. With a 5% affordable housing levy and consolidation costs, this project site would be marginal at best and most likely unfeasible.									
19	6 Hale Road (east) Key site A	R2	R4	8.5m	8.5m 43m	0.5:1	0.5:1 3.2:1	2%	2,000 sqm publicly accessible open space Through site link

Zone	Address	Zoning		Height		FSR		Affordable housing	Conditions
		Current	Plan	Current	Plan	Current	Plan		
19	6 Hale Road (west) <i>Key site A</i>	R3	R4	8.5m	43m	0.7:1	0.7:1 3.2:1	2%	2,000 sqm publicly accessible open space Through site link
For this site to work as a key site, it will require all properties along both sides of Hale Road and parts of Macpherson Street to be consolidated into one site. The site currently includes a retirement village – The Manors of Mosman – that contains 154 individual units, and several houses. The costs for each of these ranges from \$1 million to \$4.5 million. Analysis undertaken of this site shows that it would result in a negative margin (-15.01%), so it would not proceed. This is the case even if the site were to deliver 728 units.									
20	419-445 Military Road, 8-14 Bardwell Road	R3	E1	28.5m	43m	1:1	5:1	5%	
This site is occupied by several apartments (over 40) in the existing buildings. Consolidating this site would prove costly, making feasibility borderline at best. A 5% affordable housing levy is likely to make the site unfeasible for redevelopment. The site is also to the west of Sacred Heart Catholic Primary School, potentially blocking afternoon sun from the school and its playground, which means that the Council will almost certainly put conditions on any application to prevent that from happening, thus limiting the flexible use of the site.									
20	23 Melrose Street, 1 Snell Street, 393 Military Road	E3	E1	12m	43m	2:1	5:1	5%	
This site is currently occupied by a medical centre, apartments, and other retail. It would be difficult to relocate those practices, which could make development of the site difficult. It is also questionable whether the yield could be guaranteed for the site, given that it is currently built up, would require setbacks on all sides, and does not currently meet 40% tree canopy obligations.									